



# *Government of Puerto Rico*



## *Puerto Rico Department of Transportation and Public Works Puerto Rico Highway and Transportation Authority*

### *Aguadilla Urbanized Area (AUA)*

*Transportation Improvement Program (TIP)*

*Fiscal Year 2023-2026  
AMENDMENT #2*

*April 4, 2024-Draft*





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***Aguadilla Urbanized Area (AUA)***  
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*The preparation of this document was financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, and Federal Highway Administration under Chapter 53 of 49 U.S.C. and 23 U.S.C.*

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For the consideration of approval of the Puerto Rico Metropolitan Planning Organization Policy Board Committee



## ***INTRODUCTION***

In 1973 the Puerto Rico Department of Transportation and Public Works (PRDTPW) was designated by the Governor of Puerto Rico as the Operative Arm of the Puerto Rico Metropolitan Planning Organization (PRMPO) for the Aguadilla Urbanized Area (AUA). To assure a forum for cooperative decision-making in the planning process, the PRMPO acts through a Policy Board Committee for the AUA, defined by the 2020 Census as falling in the funding category of areas with over one million inhabitants and comprising the following municipalities:

- Aguada
- Aguadilla
- Añasco
- Isabela
- Moca
- San Sebastián
- Rincón

The Policy Board Committees also include representatives from the following agencies involved with transportation issues:

- ❑ Puerto Rico Department of Transportation and Public Works (PRDTPW)
- ❑ Puerto Rico Highway and Transportation Authority (PRHTA)
- ❑ Puerto Rico Integrated Transit Authority (PRITA)
- ❑ Ports Authority (PA)
- ❑ Planning Board (PB)
- ❑ Public Service Commission (PSC)
- ❑ Permits Management Office (PMO)
- ❑ Environmental Quality Board (EQB)
- ❑ Puerto Rico Tourism Company (PRTC)
- ❑ Puerto Rico Emergency Management Agency (PREMA)

- ❑ Department of Environmental and Natural Resources (DENR)
- ❑ Puerto Rico Division of the Federal Highway Administration (**NON VOTING**)
- ❑ Region IV Administrator of the Federal Transit Administration (**NON VOTING**)

The PRMPO is also responsible for the development and adoption of the Transportation Improvement Program (TIP). This document presents proposed improvements to the transportation and highway system in Puerto Rico. Projects are recommended for Federal funding for a period of four fiscal years. The program reflects the area priorities and is based on realistic estimates of total costs for the four years period. The Annual Element of the TIP consists in the projects proposed for implementation during the First Year Program, i.e. October 1, 2021 to September 30, 2022. The projects included reflect a multimodal approach to alleviate transportation problems. This document includes the priority list of proposed projects that are to be undertaken by year, consistent with the transportation plan and are financially constrained. Projects included in the Annual Element can be implemented using the estimated allocation for Fiscal Year 2022 and carryover funds.

General transportation priorities are defined as follows:

- Regional projects, projects which involve several municipalities
- Public transportation projects of high impact and investment
- Carryover projects
- Continuity projects
- Transportation projects for the elderly and handicapped
- Construction of transportation facilities
- Improvements of existing transportation facilities
- Construction of shelters/stop for transportation services
- Acquisition of vehicles for public transportation services
- Acquisition of vehicles to support paratransit services
- Preventive maintenance cost for transit vehicles
- Operational assistant to paratransit services
- Construction of facilities for maintenance garage for transit vehicles
- Transit enhancements
- Transit security projects

## PROJECT EVALUATIONS

The following criteria were utilized to evaluate the petitions received to be considered in the programming for FY 2022-2026 AUA TIP:

- Compliance with FAST Act planning factors; and
- Consistency with Long Range Transportation Plan.

The PRHTA Central Planning and Coordination Work Group (CPCWG) with the AUA Technical Committee reviewed and submitted for consideration of the PRMPO the list of projects to be including in the TIP.

## Bipartisan Infrastructure Law

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On November 5, Congress sent President Biden the Bipartisan Infrastructure Law for signature. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding.

## FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Below is a more detailed summary of some FAST Act provisions.

**PROJECT DELIVERY:** DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

## WHAT IS THE TIP

The *Fiscal Years 2023-2026 Aguadilla Urbanized Area (AUA) Transportation Improvement Program (TIP)* was prepared in accordance with the requirements of the Fixing America's Surface Transportation (FAST) Act. The FAST Act was signed by President Obama on December 4, 2015. The FAST Act maintains its focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. This Act supports transit funding through fiscal year 2020. This document describes and prioritizes the surface transportation programs and projects that the AUA Policy Board Committee of Puerto Rico Metropolitan Planning Organization (AUA PRMPO) has selected for implementation during the program period. The TIP contains the adopted list of public transit, highway, bicycle, and pedestrian projects that will receive federal transportation funds in the near future in accordance with the transportation plan. The TIP needs to be financially constrained; meaning that projects that are identified will have the necessary federal and local funding.

The TIP will be updated at least every three (3) years, and revised as needed. As approved by the AUA PRMPO Policy Board Committee, the TIP is incorporated in the *Statewide Transportation Improvement Program (STIP)*.

The FY 2023-2026 AUA TIP identifies transportation programs and projects totaling approximately **\$9,500,172** to be implemented during the four-year program period. The projects included are those eligible for federal funding assistance, as well as regionally significant locally-funded projects. Also, the AUA TIP can include significant projects that require action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), regardless of whether or not they are funded with federal funds.

**FREIGHT:** The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

**INNOVATIVE FINANCE BUREAU:** The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

**TIFIA:** The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

**SAFETY:** The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufacturers from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and also streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

**TRANSIT:** The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

**LADDERS OF OPPORTUNITY:** The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

#### **FEDERAL TRANSIT ADMINISTRATION (FTA)**

MAP-21 transit program provisions further several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives the Federal Transit Administration (FTA) significant new authority to strengthen the safety of public transportation systems throughout the United States. The Act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements. In addition, it establishes performance-based planning requirements that align Federal funding with key goals and tracks progress towards these goals.

Finally, MAP-21 improves the efficiency of administering grant programs by consolidating several programs and streamlining the major capital investment grant program known as "New Starts."

The FAST Act, reauthorizes FTA programs and includes changes to improve mobility, streamline capital project construction and acquisition, and increase the safety of public transportation systems across the country. The act's five years of predictable formula funding enables transit agencies to better manage long-term assets and address the backlog of state of good repair needs. It also includes funding for new competitive grant programs for buses and bus facilities, innovative

## NEW PROGRAMS

**Safety** - MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. FTA will develop safety performance criteria for all modes of public transportation (rail, bus, etc.). The new law requires all recipients of FTA funding to develop agency safety plans that include performance targets, strategies, and staff training. For rural recipients, the plan may be drafted by the State. For small urban systems, FTA must issue a rule designating which small urban systems may have their safety plans drafted by the State. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs.

MAP-21 also grants FTA enforcement authority and permits FTA to issue directives, require more frequent oversight of transit systems, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects.

### Transit Asset Management

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

The Final Rule for the TAM requires transit providers to collect and use asset condition data, set targets, and develop strategies to prioritize investments to meet their goals. Following the principles of Performance-Based Planning for management of transit assets, systems and networks must be part of the planning and management process for the PRHTA. The Performance Measures and Targets for the TAM are divided into four categories of transit assets: rolling stock, facilities, infrastructure and equipment. As part of the Final Rule for the TAM, PRHTA established performance targets for these performance measures:

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

Equipment Asset Type	Number of Assets	Number of Assets with known Age	Useful Life Benchmark (ULB)	Average Age	No. of Assets that Meet or Exceed ULB	FY 2022 Performance Target (% not SGR)
AO - Automobile	2	1	6	2.3	0	0%
ORTV – Other Rubber Tired Vehicles						
	19	14	6	4.8	4	28.60%
Machinery and Equipment						
	1	1	N/A	N/A	N/A	N/A
<b>Total</b>	<b>22</b>	<b>16</b>		<b>4.4</b>	<b>4</b>	<b>25%</b>

TRANSPORTATION ASSET MANAGEMENT (FHWA)

The Federal Highway Administration (FHWA) issued a final rule requiring the development and implementation of a risk-based asset management plan for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system. The rule became effective in October 2, 2017. Asset management refers to a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the life cycle of the assets at optimum cost (23 CFR Part 515 § 515.5).

Puerto Rico Transportation Asset Management (PRTAM) program was established in 2017 with the procurement of the PRTAM plan (PRTAMP). The PRTAMP focus on the NHS pavements, although Non-NHS pavements within the Highway Performance Monitoring System (HPMS) are also considered (see Table 1), and on the National Bridge Inventory (NBI) bridges (see Table 2). The PRTAMP aims to implement a strategic approach to planning, programming, engineering, financing, managing, maintaining, and operating physical assets with the objective of providing the required level of service in the most cost-effective manner. The Initial PRTAMP was delivered and certified in 2018. The Final TAMP is due June 30, 2019. The PRTAMP is developed in accordance with federal laws and regulations, such as Moving America's Surface Transportation Act (FAST). The components of the PR-TAMP are:

- Objectives, Measures and Targets for Asset Condition
- Asset Inventory and Conditions
- Performance Gap Identification and Analysis
- Life Cycle Planning Considerations
- Risk Management Analysis
- Financial Plan
- Investment Strategies

Table 1: Pavement Inventory Summary

System	Manager	Length (Mi)	Lane Miles
INTERSTATE	PRHTA	233	1,034
	Metropistas	52	254
	<b>Subtotal</b>	<b>285</b>	<b>1,288</b>
NHS NON-INTERSTATE	PRHTA	496	1,737
	Metropistas	2	4
	<b>Subtotal</b>	<b>498</b>	<b>1,741</b>
NON-NHS	PRHTA	4,031	8,224
	Metropistas	0	0
	<b>Subtotal</b>	<b>4,031</b>	<b>8,224</b>
TOTAL	PRHTA	4,760	10,995
	Metropistas	53	258
	<b>Total</b>	<b>4,813</b>	<b>11,253</b>

Table 2: Bridge Inventory Summary

System	Manager	Amount	Deck Area (Sq. Mts.)
NHS	PRHTA	529	816,931
	Metropistas	89	301,276
	Autopistas de PR	0	0
	<b>Subtotal</b>	<b>618</b>	<b>1,118,207</b>
NON-NHS	PRHTA	1,698	1,002,120
	Metropistas	8	5,916
	Autopistas de PR	1	54,114
	<b>Subtotal</b>	<b>1,707</b>	<b>1,062,150</b>
TOTAL	PRHTA	2,227	1,819,051
	Metropistas	97	307,191
	Autopistas de PR	1	54,114
	<b>Total</b>	<b>2,325</b>	<b>2,180,356</b>

## URBANIZED AREA FORMULA GRANTS (SECTION 5307)

### Emergency Relief

This new program assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities.

It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service, or changing public transportation route service before, during, or after an emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency (FEMA). The program will provide immediate funding, similar to the FHWA emergency program. Funding will be appropriated by Congress as needed.

### Transit-Oriented Development Planning Pilot

MAP-21 creates a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation.

The following sections describe some of the various funding sources for FTA programs, which are including in this document:

- §5307 Urbanized Area Formula Grants
- §5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- §5337 State of Good Repair Grants
- §5339 Bus and Bus Facilities Grants

The PRHTA is the designated recipient of funds apportioned to the Puerto Rico SJUA. The funds are apportioned based on legislative formulas, with different formulas applying to UZAs with populations more than 200,000. The Puerto Rico SJUA apportionment formula is based on population and population density statistics from the most recent decennial census.

This program provides grants to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors. The section 5307 provides federal funds for capital, planning, job access and reverse commute projects, for public transportation in urbanized area with a population of more than 200,000. The program remains largely unchanged with a few exceptions:

#### *Job access and reverse commute activities now eligible*

Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program. These include operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

#### *Expanded eligibility for operating expenses for systems with 100 or fewer buses*

MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funds for FTA of funding for operating expenses. Under MAP-21, a special rule allows recipients in urbanized areas with populations of 200,000 or above and that operate 100 or fewer buses in fixed route service during peak hours, to receive a grant for operating assistance subject to a maximum amount per system as explained below:

- a. Public transportation systems that operate a minimum of 76 buses and a maximum of 100 buses in fixed route service during peak service hours may receive operating assistance in an amount not to exceed 50 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.
- b. Public transportation systems that operate 75 or fewer buses in fixed route service during peak service hours may receive operating assistance in an amount not to exceed 75 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.



### *Eligibility for Safety Certification Training*

The section 5307 funds are permitted to use not more than 0.5 percent of their formula funds under the Urbanized Area Formula Program to pay not more than 80% of the cost of participation for an employee who is directly responsible for safety oversight to participate in public transportation safety certification training. Safety certification training program requirements will be established in accordance with section 5329.

### **ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (SECTION 5310)**

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on the Commonwealth share of the targeted populations and are now apportioned to the Commonwealth for areas under 200,000 and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former Section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

### **STATE OF GOOD REPAIR GRANTS (SECTION 5337)**

MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed Guideway modernization program (Section 5309).

Funding is limited to Fixed Guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprises: (1) the former Fixed Guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.

### **BUS AND BUS FACILITIES FORMULA GRANTS (SECTION 5339)**

A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This program is a source of funding for the urbanized area, but replaces the previous discretionary program under which the transit system was able to obtain several large grants. The program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities.

### **LONG RANGE TRANSPORTATION PLAN CONSISTENCY**

A primary consideration in the selection of projects is the consistency with the LRTP. The LRTP is a regional plan for surface transportation projects that are regional significance and address the projected surface transportation needs of Puerto Rico residents and visitors.

Using the LRTP as the starting point, major projects that were expected to be ready for implementation within the four-year TIP programming period, were considered by the SJUA PRMPO members. The PRMPO members requested project listings also included surface transportation projects and highways projects that are proposed to be funded with federal funds.

## REVISION TO THE TIP

The following administrative provisions have been established in order to ensure timely implementation and oversight of the TIP. A revision refers to a change to the TIP that occurs as needed. A minor revision is an “administrative modification,” while a major revision is an “amendment,” as described below:

### ADMINISTRATIVE MODIFICATION

Administrative modifications are minor revisions to the TIP. These types of revisions do not require solicitation of public comment or demonstration of financial constraint. However, the TIP must remain financially constrained, and administrative modifications must not result in the addition or deletion of another project, including the deferral of a project to a year that is outside of the four year TIP. Existent two types of administrative modifications: pre-approved and expedited.

### PRE-APPROVED ADMINISTRATIVE MODIFICATIONS

To prevent TIP procedures from becoming overly burdensome, Federal regulations allow procedures for administrative modifications to be commensurate with its perceived impact. Recognizing the need to streamline the process for these minor changes, pre-approved administrative modifications, are true as long as the following conditions apply:

- The administrative modifications do not affect financial constraint of the TIP; and
- The administrative modification does not change the scope of the project or the environmental determination.

The following revision could be considered as administrative modifications:

- A. The source of federal funds designated for a project may be revised to reflect a different funding program administered by the same U.S. DOT operating agency.
- B. Federal funding for a project may be changed to local funding.
- C. The amount programmed for a project phase may be revised to reflect changes in cost estimates. Additional funding may reflect up to 50% of the project estimated cost, without exceeding the annual allocation of federal funds.

- D. Additional federal funding, such as congressional earmarks or discretionary funds may be added to a project currently included in the TIP.
- E. In order to expedite project selection for implementation and ensure timely TIP implementation, projects may be advanced from their programmed year if they are “ready-to-go.”
- F. Projects may be deferred to a later year if they are not “ready-to-go” as originally programmed.
- G. A project phase may be deleted or deferred to a year that is outside of the four -year TIP as long as another phase of the project remains in the TIP and the project’s scope is not affected.
- H. Changes may be made to projects that are included in the TIP for illustrative purposes.
- I. A project’s description may be revised or clarified as long as the project’s scope is not affected.

### EXPEDITED ADMINISTRATIVE MODIFICATIONS

Requests for expedited approval of administrative modifications are submitted directly to the PRMPO Policy Board Committee without solicitation of public comment. The administrative modification must not affect the financial constraint of the TIP.

Expedited administrative modifications include the following:

- A. Changing from replacement buses to expansion buses (and vice versa).
- B. Changing the scope of a project to accommodate environmental impact mitigation measures.
- C. Changing the size of revenue rolling stock (e.g. vans, 30’ buses) if the changes results in a change in the total carrying capacity by **25 percent or less**.
- D. Changing the quantity for acquisition for revenue rolling stock that **exceeds 25 percent or less** of the original quantity.

## NEW PROGRAMS

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MAP-21 also grants FTA enforcement authority and permits FTA to issue directives, require more frequent oversight of transit systems, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects.

**Asset Management Provisions** - MAP-21 requires FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. Based on that definition, FTA must then develop performance measures under which all FTA grantees will be required to set targets. All FTA grantees and their sub-recipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization. Each designated recipient of FTA formula funding will be required to report on the condition of its system, any change in condition since the last report, targets set under the above performance measures, and progress towards meeting those targets. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs).

**Emergency Relief** - This new program assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities.

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**Transit-Oriented Development Planning Pilot** - MAP-21 creates a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation.

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- a. Public transportation systems that operate a minimum of 76 buses and a maximum of 100 buses in fixed route service during peak service hours may

receive operating assistance in an amount not to exceed 50 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.

- b. Public transportation systems that operate 75 or fewer buses in fixed route service during peak service hours may receive operating assistance in an amount not to exceed 75 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.

### *Eligibility for Safety Certification Training*

The section 5307 funds are permitted to use not more than 0.5 percent of their formula funds under the Urbanized Area Formula Program to pay not more than 80% of the cost of participation for an employee who is directly responsible for safety oversight to participate in public transportation safety certification training. Safety certification training program requirements will be established in accordance with section 5329.

## **ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (SECTION 5310)**

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on the Commonwealth share of the targeted populations and are now apportioned to the Commonwealth for areas under 200,000 and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former Section 5310 -- public transportation projects

planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

#### **BUS AND BUS FACILITIES FORMULA GRANTS (SECTION 5339)**

A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This program is a source of funding for the urbanized area, but replaces the previous discretionary program under which the transit system was able to obtain several large grants. The program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities.

#### **LONG RANGE TRANSPORTATION PLAN CONSISTENCY**

A primary consideration in the selection of projects is the consistency with the LRTP. The LRTP is a regional plan for surface transportation projects that are regional significance and address the projected surface transportation needs of Puerto Rico residents and visitors.

Using the LRTP as the starting point, major projects that were expected to be ready for implementation within the four-year TIP programming period, were considered by the AUA PRMPO members. The PRMPO members requested project listings also included surface transportation projects and highways projects that are proposed to be funded with federal funds.

#### **REVISION TO THE TIP**

The following administrative provisions have been established in order to ensure timely implementation and oversight of the TIP. A revision refers to a change to the TIP that occurs as needed. A minor revision is an “administrative modification,” while a major revision is an “amendment,” as described below:

#### **ADMINISTRATIVE MODIFICATION**

Administrative modifications are minor revisions to the TIP. These types of revisions do not require solicitation of public comment or demonstration of financial constraint. However, the TIP must remain financially constrained, and administrative modifications must not result in the addition or deletion of another project, including the deferral of a project to a year that is outside of the four year TIP. Existing two types of administrative modifications: pre-approved and expedited.

#### **PRE-APPROVED ADMINISTRATIVE MODIFICATIONS**

To prevent TIP procedures from becoming overly burdensome, Federal regulations allow procedures for administrative modifications to be commensurate with its perceived impact. Recognizing the need to streamline the process for these minor changes, pre-approved administrative modifications, are true as long as the following conditions apply:

- The administrative modifications do not affect financial constraint of the TIP; and
- The administrative modification does not change the scope of the project or the environmental determination.

The following revision could be considered as administrative modifications:

- A. The source of federal funds designated for a project may be revised to reflect a different funding program administered by the same U.S. DOT operating agency.
- B. Federal funding for a project may be changed to local funding.

- C. The amount programmed for a project phase may be revised to reflect changes in cost estimates. Additional funding may reflect up to 50% of the project estimated cost, without exceeding the annual allocation of federal funds.
- D. Additional federal funding, such as congressional earmarks or discretionary funds may be added to a project currently included in the TIP.
- E. In order to expedite project selection for implementation and ensure timely TIP implementation, projects may be advanced from their programmed year if they are “ready-to-go.”
- F. Projects may be deferred to a later year if they are not “ready-to-go” as originally programmed.
- G. A project phase may be deleted or deferred to a year that is outside of the four-year TIP as long as another phase of the project remains in the TIP and the project’s scope is not affected.
- H. Changes may be made to projects that are included in the TIP for illustrative purposes.
- I. A project’s description may be revised or clarified as long as the project’s scope is not affected.

#### **EXPEDITED ADMINISTRATIVE MODIFICATIONS**

Requests for expedited approval of administrative modifications are submitted directly to the MPO Policy Committee without solicitation of public comment. The administrative modification must not affect the financial constraint of the TIP.

Expedited administrative modifications include the following:

- A. Changing from replacement buses to expansion buses (and vice versa).
- B. Changing the scope of a project to accommodate environmental impact mitigation measures.
- C. Changing the size of revenue rolling stock (e.g. vans, 30’ buses) if the changes results in a change in the total carrying capacity **by 25 percent or less.**
- D. Changing the quantity for revenue rolling stock that **exceeds 25 percent or less** of the original quantity.

#### **AMENDMENTS**

In the Metropolitan Transportation Planning Final Rule an Amendment “*means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). The changes to projects those are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.*”

Major revisions include the following actions:

- A. Adding a project to the TIP/STIP.
- B. Deleting a project from the TIP/STIP, including deferring a project to a year that is outside of the four-year TIP/STIP.
- C. Significantly modifying the design concept or design scope of a programmed project (e.g., changing the project termini). For projects programmed with FTA funds, a change in a project’s scope is considered “major” if the change materially alters the objective or description of the project, or the size, type, or quantity of items. Examples include:
  1. Changing the size of revenue rolling stock (e.g. vans, 30’ buses) if the change results in a change in the total carrying capacity by **more than 25 percent.**
  2. Changing the quantity for revenue rolling stock that are more than 25 percent of the original quantity.
  3. Revising the amount programmed for a project phase if it increases the estimated total project cost by **more than 50 percent.**

Project Financial Plan for FTA Programs

**A. Aguadilla Urbanized Area**

I. The Federal cost for projects, for FTA programs, are as follows:

FTA Section	2023	2024	2025	2026	TOTAL
Section 5307	\$ -	\$ 7,319,433.00	\$ 127,343.00	\$ 712,516.00	\$ 8,159,292.00
Section 5310	\$ -	\$ 610,938.00	\$ 383,916.00	\$ 183,562.00	\$ 1,178,416.00
Section 5339	\$ -	\$ 162,464.00	\$ -	\$ -	\$ 162,464.00
<b>Total</b>		<b>\$ 8,092,835.00</b>	<b>\$ 511,259.00</b>	<b>\$ 896,078.00</b>	<b>\$ 9,500,172.00</b>

II. FTA federal assistance is distributed as follow (carryover projects are included):

**AGUADILLA URBANIZED AREA APPORTIONMENT**

<b>SECTION 5307 AND 5340 URBANIZED AREA</b>	
FY 2019 Apportionment	\$2,200,111.00
FY 2020 Apportionment	\$2,641,752.00
FY 2021 Apportionment	\$2,633,761.00
FY 2022 Apportionment	\$3,394,008.00
FY 2023 Apportionment	\$3,493,753.00
FY 2024 Apportionment*	\$3,493,753.00
<b>Total Funds Available</b>	<b>\$17,857,138.00</b>

<b>SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM</b>	
FY 2022 Apportionment	\$531,981.00
FY 2023 Apportionment	\$527,435.00
FY 2024 Apportionment*	\$527,435.00
<b>Total Funds Available</b>	<b>\$1,586,851.00</b>

<b>SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS</b>	
FY 2021 Apportionment	\$67,551.00
FY 2022 Apportionment	\$264,884.00
FY 2023 Apportionment	\$275,555.00
FY 2024 Apportionment*	\$275,555.00
<b>Total Funds Available</b>	<b>\$883,545.00</b>

# *Aguadilla Urbanized Area*

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*Government of Puerto Rico  
Puerto Rico Department of Transportation and Public Works  
Puerto Rico Highways and Transportation Authority*

*Transportation Improvement Program*

***FEDERAL TRANSIT ADMINISTRATION (FTA)***  
***Aguadilla Urbanized Area (AUA)***  
***(UA > 200,000 in Population)***

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***Section 5307***

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SECTION 5307: AGUADILLA URBANIZED AREA (AUA)

Num.	Description	Grantee	Year Entered	Annual Element				Total Est. Cost	Source of Local Funds	Remarks	
					2023	2024	2025				2026
1	Provision of Paratransit Services in Accordance with ADA Regulations for the Municipality of Aguada	PRHTA	2015	F		402,020	-	-	402,020	Toll Credits	Carryover Funds \$65,348 FY 2015 & \$66,001 FY 2016, FY2017 \$67,328, FY18 \$68,001 and FY 19 \$66,661
				S	-	-	-	-	-		
				T		402,020	-	-	402,020		
2	Preventive Maintenance Cost for Public Transportation Terminal for the Municipality of Aguada	PRHTA	2023	F		6,919	6,919	6,919	20,757	Toll Credits	Carryover Funds \$11,833 FY 2016, FY17 \$12,071, FY18 \$12,192, FY19 \$11,951-
				S	-	-	-	-	-		
				T		6,919	6,919	6,919	20,757		
3	Drugs and Alcohol Test for the Municipality of Aguada	PRHTA	2023	F		150	150	150	450	Toll Credits	Carryover Funds \$11,833 FY 2016, FY17 \$12,071, FY18 \$12,192, FY19 \$11,951-
				S	-	-	-	-	-		
				T		150	150	150	450		
4	Global Positioning System for the 5310 Transit Fleet for the Municipality of Aguada	PRHTA	2024	F		449	449	449	1,347	Toll Credits	Carryover Funds FY20
				S	-	-	-	-	-		
				T		449	449	449	1,347		
5	Preventive Maintenance for the Municipality of Aguada	PRHTA	2023	F		4,410	2,932	-	7,342	Toll Credits	Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T		4,410	2,932	-	7,342		
6	Drugs and Alcohol Test for the Municipality of Añasco	Añasco	2023	F		880	440	440	1,760	Toll Credits	Carryover funds, Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T		880	440	440	1,760		
7	Third Party Project Administration for the Municipality of Añasco	Añasco	2024	F		7,500	7,500	-	15,000	Toll Credits	Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T		7,500	7,500	-	15,000		
8	Project Administration for the Municipality of Añasco	Añasco	2023	F		1,196	1,196	1,196	3,588	Toll Credits	Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T		1,196	1,196	1,196	3,588		
9	Operating Assistance ADA Paratransit for the Municipality of Añasco	Añasco	2023	F		44,896	54,747	54,747	154,390	Toll Credits	Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T		44,896	54,747	54,747	154,390		
10	Additional Funds Operating Assistance ADA Paratransit for the Municipality of Añasco	Añasco	2024	F		34,661	39,660	-	74,321	Toll Credits	Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T		34,661	39,660	-	74,321		
11	Bycycle Facilities and Access	Añasco	2018	F	-	-	-	626,765	626,765	Toll Credits	Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T	-	-	-	626,765	626,765		
12	Preventive Maintenance for annual element for five (5) buses.	Añasco	2018	F		46,846	13,350	21,850	82,046	Toll Credits	Pending FTA and Mayor Review
				S	-	-	-	-	-		
				T		46,846	13,350	21,850	82,046		

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SECTION 5307: AGUADILLA URBANIZED AREA (AUA)

Num.	Description	Grantee	Year Entered	Annual Element				Total Est. Cost	Source of Local Funds	Remarks	
					2023	2024	2025				2026
13	Construction of Initial Station for the Public Transportation System in Los Patriotas Ave for the Municipality of Lares	PRHTA	2015	F		126,000	-	-	126,000	Toll Credits	Carryover Funds FY 2015
				S		-	-	-	-		
				T		126,000	-	-	126,000		
14	Construction of Bus Shelters Along Trolley Route for the Municipality of Rincon	PRHTA	2015	F		32,000	-	-	32,000	Toll Credits	Carryover Funds FY 2015
				S		-	-	-	-		
				T		32,000	-	-	32,000		
15	Construction of Public Transportation Terminal Municipality of San Sebastián	PRHTA	2020	F		4,300,000	-	-	4,300,000	Toll Credits	Carryover Funds FY20
				S		-	-	-	-		
				T		4,300,000	-	-	4,300,000		
16	Sidewalks Reconstruction, Sheds and Urban Furniture Municipality of San Sebastián	PRHTA	2020	F		211,506	-	-	211,506	Toll Credits	
				S		-	-	-	-		
				T		211,506	-	-	211,506		
17	Additional Funds - Bicycle and Pedestrian Route - Municipality of Rincon	PRHTA	2023	F		2,100,000	-	-	2,100,000	Toll Credits	Original Project Obligated with FHWA Funds - AC-500023
				S		-	-	-	-		
				T		2,100,000	-	-	2,100,000		
<b>Total Federal Funds:</b>					-	<b>7,319,433</b>	<b>127,343</b>	<b>712,516</b>	<b>8,159,292</b>		
<b>Total State or Local Funds:</b>					-		-		-		
<b>Total</b>					-	<b>7,319,433</b>	<b>127,343</b>	<b>712,516</b>	<b>8,159,292</b>		

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Puerto Rico Department of Transportation and Public Works  
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***Transportation Improvement Program***

***FEDERAL TRANSIT ADMINISTRATION (FTA)  
Aguadilla Urbanized Area (AUA)  
(UA > 200,000 in Population)***

***Operating Assistance Special Rule  
Section 5307***

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SECTION 5307: FTA OPERATING ASSISTANCE SPECIAL RULE, AGUADILLA URBANIZED AREA (AUA)

Num.	Description	Grantee	Year Entered	Annual Element				Total Estimated Cost	Source of Local Funds	Remarks	
					2023	2024	2025				2026
1	Operating Assistance Special Rule for the Municipality of San Sebastian (2022)	PRHTA	2024	F		283,019			283,019		
				S							
				T		283,019			283,019		
1	Operating Assistance Special Rule for the Municipality of San Sebastian (2023)	PRHTA	2024	F		244,681			244,681		
				S							
				T		244,681			244,681		
Total Federal Funds:						527,700	-	-	527,700		
Total State or Local Funds:					-		-	-			
Total						527,700	-	-	527,700		

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***Section 5310***

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SECTION 5310: ELDERLY AND PERSONS WITH DISABILITIES PROGRAM, AGUADILLA URBANIZED AREA (AUA)

Num.	Description	Grantee	Year Entered	Annual Element				Total Est. Cost	Source of Local Funds	Remarks
				2023	2024	2025	2026			
1	Acquisition of vehicle for the Municipality of Isabela	PRHTA	2024	F	104,690	-	-	104,690	Toll Credits	7 passenger - Mini Van
				S	-	-	-	-		
				T	104,690	-	-	104,690		
2	Acquisition of vehicle for the Municipality of Isabela	PRHTA	2024	F	-	65,120	-	65,120	Toll Credits	10 Passenger Van
				S	-	-	-	-		
				T	-	65,120	-	65,120		
3	Acquisition of vehicle for the Municipality of Isabela	PRHTA	2024	F	-	69,275	-	69,275	Toll Credits	16 passenger Van
				S	-	-	-	-		
				T	-	69,275	-	69,275		
4	Wheelchair Lift System for the Municipality of Isabela	PRHTA	2024	F	49,980	-	-	49,980	Toll Credits	
				S	-	-	-	-		
				T	49,980	-	-	49,980		
5	Global Positioning System for the 5310 Transit Fleet for the Municipality of Aguada	PRHTA	2024	F	449	449	449	1,347	Toll Credits	
				S	-	-	-	-		
				T	449	449	449	1,347		
6	Operation Assistance for the Municipality of Aguada	PRHTA	2023	F	62,181	62,181	-	124,362	Toll Credits	
				S	-	-	-	-		
				T	62,181	62,181	-	124,362		
7	Preventive Maintenance for the Municipality of Aguada	PRHTA	2022	F	4,410	2,932	-	7,342	Toll Credits	
				S	-	-	-	-		
				T	4,410	2,932	-	7,342		
8	Drugs and alcohol Test for the Municipality of Aguada	PRHTA	2022	F	150	150	150	450	Toll Credits	
				S	-	-	-	-		
				T	150	150	150	450		
9	Operating Assistance for the 5310 Transit Fleet for the Municipality of Aguadilla	PRHTA	2021	F	65,232	-	-	65,232	Toll Credits	
				S	-	-	-	-		
				T	65,232	-	-	65,232		
10	Operating Assistance for the 5310 Transit Fleet for the Municipality of San Sebastian	PRHTA	2021	F	169,747	-	-	169,747	Toll Credits	Carryover Funds. In TrAMS application
				S	-	-	-	-		
				T	169,747	-	-	169,747		

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SECTION 5310: ELDERLY AND PERSONS WITH DISABILITIES PROGRAM, AGUADILLA URBANIZED AREA (AUA)

Num.	Description	Grantee	Year Entered	Annual Element				Total Est. Cost	Source of Local Funds	Remarks
				2023	2024	2025	2026			
12	Preventive Maintenance Municipality of Añasco	PRHTA	2022	F	3,370	1,670	3,370	8,410	Toll Credits	
				S	-	-	-	-		
				T	3,370	1,670	3,370	8,410		
13	Operating Assistance Municipality of Añasco	PRHTA	2022	F	188,824	50,927	50,927	290,678	Toll Credits	Carry over Funds (\$137,897). In TrAMS application
				S	-	-	-	-		
				T	188,824	50,927	50,927	290,678		
14	Project Administration for the Municipality of Añasco	PRHTA	2023	F	2,106	2,106	-	4,212	Toll Credits	
				S	-	-	-	-		
				T	2,106	2,106	-	4,212		
15	Drugs and Alcohol Test for the Municipality of Añasco	PRHTA	2023	F	880	440	-	1,320	Toll Credits	Carryover Funds (\$440). In TrAMS application
				S	-	-	-	-		
				T	880	440	-	1,320		
16	Operating Assistance for 5310 Transit Fleet for the Municipality of Lares	PRHTA	2022	F	193,809	-	-	193,809	Toll Credits	Carryover Funds. In TrAMS application
				S	-	-	-	-		
				T	193,809	-	-	193,809		
17	Additional Funds for the Acquisition of Vehicles	PRHTA	2023	F	500,000	-	-	500,000		Carryover Funds. In TrAMS application
				S	-	-	-	-		
				T	500,000	-	-	500,000		
18	Global Positioning System for the 5310 Transit Fleet for the Municipality of San Sebastian	PRHTA	2024	F	2,376	2,376	2,376	7,128	Toll Credits	5489-2022-3
				S	-	-	-	-		
				T	2,376	2,376	2,376	7,128		
19	Preventive Maintenance Municipality of San Sebastian	PRHTA	2024	F	2,968	2,968	2,968	8,904	Toll Credits	5489-2022-3
				S	-	-	-	-		
				T	2,968	2,968	2,968	8,904		
20	Operating Assistance Municipality of San Sebastian	PRHTA	2024	F	120,163	120,163	120,163	360,489	Toll Credits	5489-2022-3
				S	-	-	-	-		
				T	120,163	120,163	120,163	360,489		
21	Project Administration for the Municipality of San Sebastian	PRHTA	2024	F	2,999	2,999	2,999	8,997		
				S	-	-	-	-		
				T	2,999	2,999	2,999	8,997		
22	Drugs and Alcohol Test for the Municipality of San Sebastian	PRHTA	2024	F	160	160	160	480		
				S	-	-	-	-		
				T	160	160	160	480		
23	Preventive Maintenance for 5310 Transit Fleet for the Municipality of Lares	PRHTA	2022	F	15,836	-	-	15,836	Toll Credits	Carryover Funds. 5489-2022-3
				S	-	-	-	-		
				T	15,836	-	-	15,836		
<b>Total Federal Funds:</b>				F	-	610,938	383,916	183,562	1,178,416	
<b>Total State or Local Funds:</b>				S	-	-	-	-	-	
<b>Total</b>				T	-	610,938	383,916	183,562	1,178,416	



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***Transportation Improvement Program***

***FEDERAL TRANSIT ADMINISTRATION (FTA)***  
***Aguadilla Urbanized Area (AUA)***  
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SECTION 5339: AGUADILLA URBANIZED AREA (AUA) BUS AND BUS FACILITIES FORMULA PROGRAM

Num.	Description	Grantee	Year Entered	Annual Element				Total Est. Cost	Source of Local Funds	Remarks	
					2023	2024	2025				2026
1	Acquisition of support vehicle	Añasco	2023	F		40,288			40,288	Toll Credits	
				S		-			-		
				T		40,288	-	-	40,288		
2	Acquisition of Computer	Añasco	2024	F		2,300			2,300	Toll Credits	
				S	-	-			-		
				T		2,300	-	-	2,300		
3	Acquisition of Equipment	Añasco	2024	F		26,100			26,100	Toll Credits	
				S	-	-			-		
				T		26,100	-	-	26,100		
4	Additional Funds for Acquisition of Vehicle	Añasco	2024	F		93,776			93,776	Toll Credits	
				S	-	-			-		
				T		93,776	-	-	93,776		
<b>Total Federal Funds:</b>				F		162,464	-	-	162,464		
<b>Total State or Local Funds:</b>				S		-					
<b>Total</b>				T		162,464	-	-	162,464		

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*Government of Puerto Rico*

*Puerto Rico Department of Transportation and Public Works*

*Puerto Rico Highway and Transportation Authority*

***Transportation Improvement Program (TIP)***

***Fiscal Years 2023-2026***

***FEDERAL HIGHWAY ADMINISTRATION (FHWA)***



GOVERNMENT OF PUERTO RICO  
 PUERTO RICO DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS  
 PUERTO RICO HIGHWAY AND TRANSPORTATION AUTHORITY  
 TRANSPORTATION IMPROVEMENT PROGRAM

Source of Funds			
CODE	DESCRIPTION	CODE	DESCRIPTION
MP10	Puerto Rico Highway 25% MAP-21	ER-90	Emergency Relief 2013 Supplement
MP1E	Puerto Rico Highway 25% MAP-21 Ext.	ER11	Emergency Relief 2017 Supplement
MP20	Puerto Rico Highway NHPP 50%	ER12	Emergency Relief 2018 Supplement
MP2E	Puerto Rico Highway NHPP 50% Ext.	STATE	Funding Provided by any agency of the Commonwealth of PR - Agency name will appear in the "Remarks" section.
MP30	Puerto Rico Highway HSIP 25%	Earmark	Earmark Section 1934
MP3E	Puerto Rico Highway HSIP 25% Ext.	ERFO	Emergency Relief for Federally Owned Roads
MP40	Puerto Rico Section 154 Penalty	ZP10	Puerto Rico Highway 25% - FAST
MP4E	Puerto Rico Section 154 Penalty Ext.	ZP20	Puerto Rico Highway NHPP 50% - FAST
MP50	Puerto Rico Section 164 Penalty	ZP30	Puerto Rico Highway HSIP 25% - FAST
MP5E	Puerto Rico Section 164 Penalty Ext	ZP40	Puerto Rico Section 154 Penalty - FAST
Q920	High Priority Projects - TEA21	ZP50	Puerto Rico Section 164 Penalty - FAST
ER-80	Emergency Relief 2012 Supplement	ZP53	Pavement Set Aside
Y110	Bridge Formula Program under BIL (Main)	Y120	Bridge Formula Program under BIL (Off-System)
YS70	Vulnerable Road Set Aside		

The Reconciliation of each fiscal year was based on the funding stipulated in the Bipartisan Infrastructure Bill for Puerto Rico. For FY 2023 - \$176,960,000. FY 2024 - \$180,120,000, FY 2025 - 183,675,000, FY 2026 - \$187,230,000. Bridge Formula Program \$45M, National Electric Vehicle Infrastructure \$2,020,490.

**Please Note:**

The remarks listed under the "Remarks" section for each project is listed as general information for the project and not just the project phase.

# Fund Reconciliation FY 2023-2026

## STIP FY 2023

Code	Description	Municipality	Project Phase	Federal Share	Toll Credits	Total Federal Share
Y113	Bridge Formula Program (Main)	Islandwide	R / C	\$25,410,453.40	\$6,352,613.35	\$31,763,066.75
Y123	Bridge Formula Program (Off-System)	Islandwide	R / C	\$315,256.40	\$78,814.10	\$394,070.50
Y130	NEVI	Islandwide	PE / C	\$3,948,853.60	\$987,213.40	\$4,936,067.00
YP31	Vulnerable Road Set Aside	Islandwide	C	\$3,375,679.20	\$843,919.80	\$4,219,599.00
YP10	Additional Funds PR-111 Km. 10.8, 5.7, 12.5 - Heavy Rain March 2012	Utuado	C	\$1,643,891.40	\$410,972.85	\$2,054,864.25
YP10	SPR-60	Islandwide	PE	\$4,800,000.00	\$1,200,000.00	\$6,000,000.00
YP10	Pavement	Islandwide	C	\$606,428.00	\$151,607.00	\$758,035.00
YP10	Highway Safety Improvements	Islandwide	C	\$9,010,958.40	\$2,252,739.60	\$11,263,698.00
YP10	Landslide PR-167 km 7.2	Bayamon	C	\$4,000,000.00	\$1,000,000.00	\$5,000,000.00
YP10	Higuillar Ave. from Efron Ave/PR-696 to PR-694 / PR-22	Dorado	PE	\$0.00	\$0.00	\$0.00
ZP-20	Widening PR-100 km 8.4 - Km 14.7	Cabo Rojo	R	\$0.00	\$0.00	\$0.00
ZP-20	Additional Funds for DTL - Noise Barriers	San Juan/Trujillo Alto/Caguas	C	\$0.00	\$0.00	\$0.00
ZP-20	Noise Barriers - Rio Hondo I	Bayamon / Toa Alta	C	\$3,164,857.04	\$791,214.26	\$3,956,071.30
ZP-20	Noise Barriers - Rio Hondo III	Bayamon / Toa Alta	C	\$2,199,398.00	\$549,849.50	\$2,749,247.50
ZP-20	Extension PR-5, from PR-199 to PR-167	Bayamon	PE	\$0.00	\$0.00	\$0.00
ZP-20	PR-2 La Vita	Mayaguez	R	\$0.00	\$0.00	\$0.00
ZP-20	Pavement	Islandwide	C	\$20,197,624.00	\$5,049,406.00	\$25,247,030.00
ZP-20	ITS	Islandwide	C	\$3,885,964.22	\$971,491.06	\$4,857,455.28
ZP-20	NBIS	Islandwide	D	\$5,994,981.60	\$1,498,745.40	\$7,493,727.00
ZP-20	Landslide PR-167 km 7.2	Bayamon	R	\$36,300.00	\$9,075.00	\$45,375.00
ZP-20	Landslide PR-167 km 7.2	Bayamon	C	\$1,567,352.40	\$391,838.10	\$1,959,190.50
ZP-30	Highway Safety Improvements	Islandwide	C	\$21,685,333.60	\$5,421,333.40	\$27,106,667.00
ZP-40	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
ZP-50	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
ZP-53	Pavement Set Aside	Islandwide	C	\$30,476,851.20	\$7,619,212.80	\$38,096,064.00
<b>Total</b>				<b>\$145,360,182.46</b>	<b>\$36,340,045.62</b>	<b>\$181,700,228.08</b>

# Fund Reconciliation FY 2023-2026

## STIP FY 2024

Code	Description	Municipality	Project Phase	Federal Share	Toll Credits	Total Federal Share
Y114	Bridge Formula Program (Main)	Islandwide	R / C	\$30,600,000.00	\$7,650,000.00	\$38,250,000.00
Y124	Bridge Formula Program (Off-System)	Islandwide	R / C	\$5,400,000.00	\$1,350,000.00	\$6,750,000.00
Y130	NEVI	Islandwide	PE / C	\$1,616,392.00	\$404,098.00	\$2,020,490.00
YP31	Vulnerable Road Set Aside	Islandwide	C	\$3,221,419.20	\$805,354.80	\$4,026,774.00
YP-10	SPR-61	Islandwide	PE	\$4,000,000.00	\$1,000,000.00	\$5,000,000.00
YP-10	Pavement	Islandwide	C	\$14,800,000.00	\$3,700,000.00	\$18,500,000.00
YP-10	Highway Safety Improvements	Islandwide	C	\$5,382,678.40	\$1,345,669.60	\$6,728,348.00
YP-20	Widening PR-100 km 8.4 - Km 14.7	Cabo Rojo	C	\$20,000,000.00	\$5,000,000.00	\$25,000,000.00
YP-20	Widening PR-100 km 8.4 - Km 14.7	Cabo Rojo	R	\$120,000.00	\$30,000.00	\$150,000.00
YP-20	PR-2 La Vita	Mayaguez	R	\$400,000.00	\$100,000.00	\$500,000.00
YP-20	Extension PR-5, from PR-199 to PR-167	Bayamon	PE	\$0.00	\$0.00	\$0.00
YP-20	Additional Funds DTL - Noise Barriers	San Juan/Trujillo Alto/Caguas	C	\$2,400,000.00	\$600,000.00	\$3,000,000.00
YP-20	PR-10	Utuado / Adjuntas	R	\$1,600,000.00	\$400,000.00	\$2,000,000.00
YP-20	Extension PR-22 from PR-22/PR-2 to PR-2/PR-111 - Financial Plan	Hatillo / Aguadilla	PE	\$800,000.00	\$200,000.00	\$1,000,000.00
YP-20	Aguas Buenas Bypass Intersection PR-156 to PR-173	Aguas Buenas	R	\$800,000.00	\$200,000.00	\$1,000,000.00
YP-20	Cayey Connector PR-158 between Int PR-1 to PR-743	Cayey	R	\$1,600,000.00	\$400,000.00	\$2,000,000.00
YP-20	Urban Interchange at PR-2 and PR-114	Mayaguez	R	\$800,000.00	\$200,000.00	\$1,000,000.00
YP-20	Pavement	Islandwide	C	\$12,105,516.80	\$3,026,379.20	\$15,131,896.00
YP-20	ITS	Islandwide	C	\$5,480,000.00	\$1,370,000.00	\$6,850,000.00
YP-20	NBIS	Islandwide	D	\$6,400,000.00	\$1,600,000.00	\$8,000,000.00
YP-30	Highway Safety Improvements	Islandwide	C	\$21,083,656.80	\$5,270,914.20	\$26,354,571.00
YP-40	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
YP-50	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
YP-54	Pavement Set Aside	Islandwide	C	\$25,200,000.00	\$6,300,000.00	\$31,500,000.00
<b>Total</b>				<b>\$166,849,663.20</b>	<b>\$41,712,415.80</b>	<b>\$208,562,079.00</b>

# Fund Reconciliation FY 2023-2026

## STIP FY 2025

Code	Description	Municipality	Project Phase	Federal Share	Toll Credits	Total Federal Share
Y110	Bridge Formula Program (Main)	Islandwide	R / C	\$30,600,000.00	\$7,650,000.00	\$38,250,000.00
Y120	Bridge Formula Program (Off-System)	Islandwide	R / C	\$5,400,000.00	\$1,350,000.00	\$6,750,000.00
Y130	NEVI	Islandwide	PE / C	\$1,616,392.00	\$404,098.00	\$2,020,490.00
YP31	Vulnerable Road Set Aside	Islandwide	C	\$3,221,419.20	\$805,354.80	\$4,026,774.00
YP-10	Construction of Interchange at PR-199/PR-845, Including widening of PR-845	San Juan / Trujillo Alto	R	\$80,000.00	\$20,000.00	\$100,000.00
YP-10	Pavement	Islandwide	C	\$5,880,000.00	\$1,470,000.00	\$7,350,000.00
YP-10	Highway Safety Improvements	Islandwide	C	\$4,897,436.00	\$1,224,359.00	\$6,121,795.00
YP-10	SPR-62	Islandwide	PE	\$4,800,000.00	\$1,200,000.00	\$6,000,000.00
YP-20	Aguadilla Airport	Aguadilla	R	\$2,400,000.00	\$600,000.00	\$3,000,000.00
YP-20	Conversion to Expressway PR-2, Phase II (Advance Construction)	Hormigueros	C	\$0.00	\$0.00	\$0.00
YP-20	Pavement	Islandwide	C	\$26,000,000.00	\$6,500,000.00	\$32,500,000.00
YP-20	ITS	Islandwide	C	\$5,480,000.00	\$1,370,000.00	\$6,850,000.00
YP-20	NBIS	Islandwide	D	\$6,400,000.00	\$1,600,000.00	\$8,000,000.00
YP-30	Highway Safety Improvements	Islandwide	C	\$21,083,659.20	\$5,270,914.80	\$26,354,574.00
YP-40	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
YP-50	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
YP-53	Pavement Set Aside	Islandwide	C	\$36,800,000.00	\$9,125,001.60	\$46,000,000.00
<b>Total</b>				<b>\$157,698,906.40</b>	<b>\$39,349,728.20</b>	<b>\$197,123,633.00</b>

# Fund Reconciliation FY 2023-2026

## STIP FY 2026

Code	Description	Municipality	Project Phase	Federal Share	Toll Credits	Total Federal Share
Y110	Bridge Formula Program (Main)	Islandwide	R / C	\$30,600,000.00	\$7,650,000.00	\$38,250,000.00
Y120	Bridge Formula Program (Off-System)	Islandwide	R / C	\$5,400,000.00	\$1,350,000.00	\$6,750,000.00
Y130	NEVI	Islandwide	PE / C	\$1,616,392.00	\$404,098.00	\$2,020,490.00
YP31	Vulnerable Road Set Aside	Islandwide	C	\$3,221,419.20	\$805,354.80	\$4,026,774.00
YP-10	Pavement	Islandwide	C	\$14,400,000.00	\$3,600,000.00	\$18,000,000.00
YP-10	SPR-63	Islandwide	PE	\$4,800,000.00	\$1,200,000.00	\$6,000,000.00
YP-10	Highway Safety Improvements	Islandwide	C	\$7,806,921.60	\$1,951,730.40	\$9,758,652.00
YP-20	Pavement	Islandwide	C	\$22,065,122.40	\$5,516,280.60	\$27,581,403.00
YP-20	Conversion to Expressway PR-2, Phase II (Advance Construction)	Hormigueros	C	\$20,000,000.00	\$5,000,000.00	\$25,000,000.00
YP-20	Noise Barriers - Rio Hondo II	Bayamón / Toa Alta	C	\$2,400,000.00	\$600,000.00	\$3,000,000.00
YP-20	ITS	Islandwide	C	\$5,480,000.00	\$1,370,000.00	\$6,850,000.00
YP-20	NBIS	Islandwide	D	\$6,400,000.00	\$1,600,000.00	\$8,000,000.00
YP-30	Highway Safety Improvements	Islandwide	C	\$21,083,659.20	\$5,270,914.80	\$26,354,574.00
YP-40	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
YP-50	Section 154 & 164 Penalty	Islandwide	C	\$1,520,000.00	\$380,000.00	\$1,900,000.00
YP-53	Pavement Set Aside	Islandwide	C	\$34,346,406.40	\$8,586,601.60	\$42,933,008.00
<b>Total</b>				<b>\$182,659,920.80</b>	<b>\$45,664,980.20</b>	<b>\$228,324,901.00</b>



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 AMENDMENT #2

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase	2023	2024	2025	2026	Total Est. Cost	Remarks
AUA >200,000 Population < 1,000,000 (Aguadilla)										
1	AC-TBD YP10, YP20	Extension PR-22 from PR-22/PR-2 to PR-2/PR-111 Financial Plan	Hatillo Aguadilla	NEPA	F					-
					TC					-
					S					-
					T					-
				Pre-Engineering	F	-	802,500	-	-	802,500
					TC	-	197,500	-	-	197,500
					S					-
					T		1,000,000			1,000,000
				Design	F					-
					TC					-
					S					-
					T					-
				ROW	F	-	-	-	-	-
					TC	-	-	-	-	-
S						-				
T						-				
Construction	F	-	-	-	-	-				
	TC	-	-	-	-	-				
	S					-				
	T					-				
<b>Total Estimated Project Cost</b>					-	1,000,000	-	-	1,000,000	
2	AC-TBD YP20	Aguadilla Airport	Aguadilla	Pre-Engineering	TC					-
					S					-
					T					-
					F					-
				Design	TC					-
					S					-
					T					-
					F	-	-	2,407,500	-	2,407,500
				ROW	TC	-	-	592,500	-	592,500
					S					-
					T			3,000,000		3,000,000
					F					-
				Construction	TC					-
					S					-
T						-				
F	-	-				-				
<b>Total Estimated Project Cost</b>					-	-	3,000,000	-	3,000,000	
<b>AUA &gt;200,000 Population &lt; 1,000,000 (Aguadilla)</b>					-	1,000,000	3,000,000	-	4,000,000	<b>Grand Total</b>

\*Fund Reconciliation for each project can be found on pages FHWA-3 thru FHWA-6  
 \*\*Retroactive TC will be use for projects currently under construction..

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**Legend:**  
 F - Federal Funds  
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Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase	2023	2024	2025	2026	Total Est. Cost	Remarks				
Islandwide														
1	AC-TBD  Y113 (FY2023) Y114 (FY2024) Y115 (FY2025) Y116 (FY2026)	Bridge Formula Program (Main)	Islandwide	NEPA	F					-				
					TC					-				
					S					-				
								T					-	
				Pre-Engineering	F									
					TC									
					S									
								T						
				Design	F									
					TC									Please see Appendix A for Project List
					S									
								T						
ROW	F													
	TC									FY24 will use carry forward funds from FY2023				
	S													
				T										
Construction	F	25,410,453		30,600,000	30,600,000	30,600,000	30,600,000	117,210,453						
	TC	6,352,613		7,650,000	7,650,000	7,650,000	7,650,000	29,302,613						
	S													
				T	31,763,067	38,250,000	38,250,000	38,250,000	146,513,067					
<b>Total Estimated Project Cost</b>					<b>31,763,067</b>	<b>38,250,000</b>	<b>38,250,000</b>	<b>38,250,000</b>	<b>146,513,067</b>					
2	AC-TBD  Y123 (FY2023) Y124 (FY2024) Y125 (FY2025) Y126 (FY2026)	Bridge Formula Program (Off-System)	Islandwide	NEPA	F					-				
					TC					-				
					S					-				
								T					-	
				Pre-Engineering	F									
					TC									
					S									
								T						
				Design	F									
					TC									Please see Appendix A for Project List
					S									
								T						
ROW	F													
	TC									FY24 will use carry forward funds from FY22, and FY23				
	S													
				T										
Construction	F	315,256		5,400,000	5,400,000	5,400,000	5,400,000	16,515,256						
	TC	78,814		1,350,000	1,350,000	1,350,000	1,350,000	4,128,814						
	S													
				T	394,071	6,750,000	6,750,000	6,750,000	20,644,071					
<b>Total Estimated Project Cost</b>					<b>394,071</b>	<b>6,750,000</b>	<b>6,750,000</b>	<b>6,750,000</b>	<b>20,644,071</b>					

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 AMENDMENT #2

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase		2023	2024	2025	2026	Total Est. Cost	Remarks			
3	AC-TBD Y130	National Electric Vehicle Infrastructure (NEVI)	Islandwide	NEPA	F					-				
					TC					-				
					S					-				
								T					-	
				Pre-Engineering	F								-	
					TC								-	
					S								-	
								T					-	
				Design	F								-	
					TC								-	
					S								-	
								T					-	
ROW	F								-					
	TC								-					
	S								-					
				T					-					
Construction	F	3,719,749	1,616,392	1,616,392	1,616,392	8,568,925								
	TC	929,937	404,098	404,098	404,098	2,142,231				FY23 = FY 2022 - \$2,915,577 + FY2023 - \$2,020,490				
	S					-								
	T	4,649,686	2,020,490	2,020,490	2,020,490	10,711,156								
<b>Total Estimated Project Cost</b>						<b>4,649,686</b>	<b>2,020,490</b>	<b>2,020,490</b>	<b>2,020,490</b>	<b>10,711,156</b>				
4	AC- TBD YP10, YP20, YP30, YP31, YP40, YP50	Highway Safety Improvements - Including PR Sections 154 & 164 Penalties, and Vulnerable Roads	Islandwide	NEPA	F					-				
					TC					-				
					S					-				
								T					-	
				Pre-Engineering	F								-	
					TC								-	
					S								-	
								T					-	
				Design	F								-	
					TC								-	
					S								-	
								T					-	
ROW	F								-					
	TC								-					
	S								-					
				T					-					
Construction	F	34,574,622	32,727,754	32,242,514	35,152,000	134,696,890								
	TC	8,643,655	8,181,939	8,060,629	8,788,000	33,674,223				Please See Appendix B for Project List				
	S					-								
	T	43,218,277	40,909,693	40,303,143	43,940,000	168,371,113								
<b>Total Estimated Project Cost</b>						<b>43,218,277</b>	<b>40,909,693</b>	<b>40,303,143</b>	<b>43,940,000</b>	<b>168,371,113</b>				

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 AMENDMENT #2

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase		2023	2024	2025	2026	Total Est. Cost	Remarks			
5	AC-TBD  YP10, YP20, YP30, YP31, YP40, YP50 YP31, YP53 YP54, YP55, YP56	Pavement Rehabilitation and Reconstruction of Roads - Including Pavement Set Aside Penalty	Islandwide	NEPA	F					-				
					TC					-				
					S					-				
								T					-	
				Pre-Engineering	F								-	
					TC								-	
					S								-	
								T					-	
				Design	F								-	
					TC								-	
					S								-	
								T					-	
				ROW	F								-	
					TC								-	
					S								-	
								T					-	
Construction	F	37,957,270	52,105,517	68,680,000	70,811,529	229,554,315								
	TC	9,489,317	13,026,379	17,170,000	17,702,882	57,388,579				Please See Appendix C for Project List				
	S					-								
	T	<b>47,446,587</b>	<b>65,131,896</b>	<b>85,850,000</b>	<b>88,514,411</b>	<b>286,942,894</b>								
<b>Total Estimated Project Cost</b>						<b>47,446,587</b>	<b>65,131,896</b>	<b>85,850,000</b>	<b>88,514,411</b>	<b>286,942,894</b>				
6	AC-TBD  YP10	State Planning & Research Program SPR-60 (FY2023) SPR-61 (FY2024) SPR-62 (FY2025) SPR-63 (FY2026)	Islandwide	NEPA	F					-				
					TC					-				
					S					-				
								T					-	
				Planning	F	4,800,000	4,000,000	4,800,000	4,800,000	18,400,000				
					TC	1,200,000	1,000,000	1,200,000	1,200,000	4,600,000				
					S					-				
								T	<b>6,000,000</b>	<b>5,000,000</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>23,000,000</b>	
				Design	F					-				
					TC					-				
					S					-				
								T					-	
				ROW	F					-				
					TC					-				
					S					-				
								T					-	
Construction	F					-								
	TC					-								
	S					-								
	T					-								
<b>Total Estimated Project Cost</b>						<b>6,000,000</b>	<b>5,000,000</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>23,000,000</b>				

\*Fund Reconciliation for each project can be found on pages FHWA-3 thru FHWA-6  
 \*\*Retroactive TC will be use for projects currently under construction..

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 AMENDMENT #2

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase		2023	2024	2025	2026	Total Est. Cost	Remarks				
7	AC- TBD YP10, YP20, YP30	Intelligent Transporton Systems (ITS) FYs 2023-26	Islandwide	NEPA	F					-					
					TC					-					
					S					-					
					T					-					
				Pre-Engineering	F								-		
					TC								-		
					S								-		
					T								-		
				Design	F									-	
					TC									-	
					S									-	
					T									-	
				ROW	F									-	
					TC									-	
					S									-	
					T									-	
Construction	F	5,480,000	5,480,000	5,480,000	5,480,000	21,920,000				Please See Appendix D for Project List					
	TC	1,370,000	1,370,000	1,370,000	1,370,000	5,480,000									
	S					-									
	T	6,850,000	6,850,000	6,850,000	6,850,000	27,400,000									
<b>Total Estimated Project Cost</b>						<b>6,850,000</b>	<b>6,850,000</b>	<b>6,850,000</b>	<b>6,850,000</b>	<b>27,400,000</b>					
8	AC- TBD YP-20	National Bridge Inventory NBIS 39 (FY2023) NBIS 40 (FY2024) NBIS 41 (FY2025) NBIS 42 (FY2026)	Islandwide	NEPA	F										
					TC										
					S										
					T										
				Pre-Engineering	F	6,420,000	6,420,000	6,420,000	6,420,000	25,680,000					
					TC	1,580,000	1,580,000	1,580,000	1,580,000	6,320,000					
					S										
					T	8,000,000	8,000,000	8,000,000	8,000,000	32,000,000					
				Design	F										
					TC										
					S										
					T										
				ROW	F										
					TC										
					S										
					T										
Construction	F														
	TC														
	S														
	T														
						<b>8,000,000</b>	<b>8,000,000</b>	<b>8,000,000</b>	<b>8,000,000</b>	<b>32,000,000</b>					
<b>Islandwide Total</b>			<b>Grand Total</b>		<b>148,321,687</b>	<b>172,912,079</b>	<b>194,023,633</b>	<b>200,324,901</b>	<b>715,582,300</b>						

\*Fund Reconciliation for each project can be found on pages FHWA-3 thru FHWA-6  
 \*\*Retroactive TC will be use for projects currently under construction..

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 AMENDMENT #2  
 EARMARK

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds  
 T - Total Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase	Fed. Past Obligations / Locally Funded	2023	2024	2025	2026	Future Investment	Total Est. Cost	Remarks
1	AC-TBD Earmark	Reconstruction PR-181 km. 38.6 - 55.0	Gurabo	NEPA	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
				Pre-Engineering	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	-
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
				Design	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
				ROW	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
Construction	F	-	3,840,000	-	-	-	-	3,840,000				
	TC	-	-	-	-	-	-	-				
	S	-	960,000	-	-	-	-	960,000				
	<b>T</b>	-	<b>4,800,000</b>	-	-	-	-	<b>4,800,000</b>				
<b>Total Estimated Project Cost</b>					-	<b>4,800,000</b>	-	-	-	<b>4,800,000</b>		
2	AC-TBD Earmark	Connector Phase 2 PR-122 from PR-321 to PR-166	Lajas San Germán	NEPA	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
				Pre-Engineering	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
				Design	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
				ROW	F	-	-	-	-	-	-	-
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>	-	-	-	-	-	-	
Construction	F	-	2,400,000	-	-	-	-	2,400,000				
	TC	-	-	-	-	-	-	-				
	S	-	600,000	-	-	-	-	600,000				
	<b>T</b>	-	<b>3,000,000</b>	-	-	-	-	<b>3,000,000</b>				
<b>Total Estimated Project Cost</b>					-	<b>3,000,000</b>	-	-	-	<b>3,000,000</b>		

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 ISLANDWIDE EMERGENCY RELIEF PROJECT - HEAVY RAINS OF MARCH 2012

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds  
 T - Total Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase	Fed. Past Obligations / Locally Funded	2023	2024	2025	2026	Future Investment	Total Est. Cost	Remarks
				NEPA	F	-	-	-	-	-	-	
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					T	-	-	-	-	-	-	
				Pre-Engineering	F	-	-	-	-	-	-	
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					T	-	-	-	-	-	-	
1	AC-111133 R000111133 ER-90	Reconstruction PR-111 kms. 10.8, 5.7, 12.5	Utuaado	Design	F	-	-	-	-	-	-	
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					T	-	-	-	-	-	-	
				ROW	F	-	-	-	-	-	-	
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					T	-	-	-	-	-	-	
				Construction	F	2,080,000	-	-	-	-	2,080,000	
					TC	520,000	-	-	-	-	520,000	
					S	-	-	-	-	-	-	
					T	2,600,000	-	-	-	-	2,600,000	
<b>Total Estimated Project Cost</b>						<b>2,600,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,600,000</b>	

Project Obligated. Additional funding is being requested under FY 23 Regular Funding

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**FEDERAL LANDS AGREEMENT**

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds  
 T - Total Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase	Fed. Past Obligations / Locally Funded	STIP Fiscal Year				Future Investment	Total Est. Cost	Remarks
						2023	2024	2025	2026			
1	PR ERFO FS 2017-1(1) LC	El Yunque National Forest - Emergency Landslide Repairs	Rio Grande	Construction	F	-	2,000,000	-	-	-	-	2,000,000
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-		
					<b>T</b>		<b>2,000,000</b>				<b>2,000,000</b>	
2	PR ERFO FS 2017-1(2) LC	El Yunque National Forest - Emergency Repairs at PR-930	Rio Grande	Construction	F	-	2,200,000	-	-	-	-	2,200,000
					TC	-	-	-	-	-		
					S	-	-	-	-	-		
					<b>T</b>		<b>2,200,000</b>				<b>2,200,000</b>	
3	PR FEMA 2017-1(10)	PRHTA - FEMA Branch 3 - Contract 1	Islandwide	Construction	F	-	5,000,000	-	-	-	-	5,000,000
					TC	-	-	-	-	-		
					S	-	-	-	-	-		
					<b>T</b>		<b>5,000,000</b>				<b>5,000,000</b>	
4	PR-FEMA 2017-1(12)	PRHTA - FEMA Branch 4 - Contract 2	Islandwide	Construction	F	-	5,000,000	-	-	-	-	5,000,000
					TC	-	-	-	-	-		
					S	-	-	-	-	-		
					<b>T</b>		<b>5,000,000</b>				<b>5,000,000</b>	
5	PR-FEMA 2017-1(14)	PRHTA - FEMA Branch 2 - Contract 3	Islandwide	Construction	F	-	4,000,000	-	-	-	-	4,000,000
					TC	-	-	-	-	-		
					S	-	-	-	-	-		
					<b>T</b>		<b>4,000,000</b>				<b>4,000,000</b>	
6	PR-FEMA 2017-1(16)	PRHTA - FEMA Branch 4 - Contract 3	Islandwide	Construction	F	-	4,000,000	-	-	-	-	4,000,000
					TC	-	-	-	-	-		
					S	-	-	-	-	-		
					<b>T</b>		<b>4,000,000</b>				<b>4,000,000</b>	
7	PR-FEMA 2017-1(8)	PRHTA - FEMA Branch 2 - Contract 1	Islandwide	Construction	F	-	5,000,000	-	-	-	-	5,000,000
					TC	-	-	-	-	-		
					S	-	-	-	-	-		
					<b>T</b>		<b>5,000,000</b>				<b>5,000,000</b>	



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 AMENDMENT #2  
**FEDERAL LANDS AGREEMENT**

**Legend:**  
 F - Federal Funds  
 TC - Toll Credits Funds  
 S - State /Local Funds  
 T - Total Funds

Núm.	AC-Code / Oracle # / Fed # / Program Code	Description	Town	Phase	Fed. Past Obligations / Locally Funded	STIP Fiscal Year				Future Investment	Total Est. Cost	Remarks
						2023	2024	2025	2026			
8	PR-FLAP LAJAS LCA(1)	Rehabilitate the only Vehicular Entrance to Laguna Cartegana NWR & Replace a section of guardrail	Los Llanos	Design	F	-	125,000	-	-	-	-	125,000
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>		<b>125,000</b>				<b>125,000</b>	
9	PR FS ROUTE 10 STORM DAMAGE	El Yunque - Pavement & Drainage Repair 0.5 miles from the intersection with PR-191 to an existing observation	Rio Grande	Design	F	-	1,500,000	-	-	-	-	1,500,000
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>		<b>1,500,000</b>				<b>1,500,000</b>	
10	PR FS ROUTE 27 STORM DAMAGE	El Yunque - Landslide and Culvert Repairs starting at the Int. with FS Route 930 to 3.2 miles southeast	Rio Grande	Construction	F	-	130,000	-	-	-	-	130,000
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>		<b>130,000</b>				<b>130,000</b>	
11	PR ST FEMA PR (1)	Design of Permanent Repairs in Puerto Rico funded by FEMA	Islandwide	Design	F	-	36,000,000	-	-	-	-	36,000,000
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>		<b>36,000,000</b>				<b>36,000,000</b>	
12	RPR ERFO FS 2017-1(3)	El Yunque - Repair storm damage at 43 sites on PR-191 & 3 sites on PR-9938	Rio Grande	Design	F	-	-	1,000,000	-	-	-	1,000,000
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>			<b>10,000,000</b>			<b>10,000,000</b>	
13	PR04	Repairs to Slope Failures in PR-9966/PRDOT El Yunque National Forest	Rio Grande	Design	F	-	833,327	-	-	-	-	833,327
					TC	-	-	-	-	-	-	
					S	-	-	-	-	-	-	
					<b>T</b>		<b>833,327</b>				<b>833,327</b>	

Appendix A - Bridge Projects

							2023				2024				2025				2026			
							Bridge (Main) [Y110]		Off-System Bridges [Y120]		Bridge (Main) [Y110]		Off-System Bridges [Y120]		Bridge (Main) [Y110]		Off-System Bridges [Y120]		Bridge (Main) [Y110]		Off-System Bridges [Y120]	
							Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation		
Bridge ID	Road	Km	Feature Intersected	Municipality	Project Type	Project Number	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN	DESIGN		
							\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>TOTAL DESIGN</b>							\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

							2023				2024				2025				2026			
							Bridge (Main) [Y110]		Off-System Bridges [Y120]		Bridge (Main) [Y110]		Off-System Bridges [Y120]		Bridge (Main) [Y110]		Off-System Bridges [Y120]		Bridge (Main) [Y110]		Off-System Bridges [Y120]	
							Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation		
Bridge ID	Road	Km	Feature Intersected	Municipality	Project Type	Project Number	ROW	ROW	ROW	ROW	ROW	ROW	ROW	ROW	ROW	ROW	ROW	ROW	ROW	ROW		
105	PR 955	2.00	JUAN GONZALEZ CREEK	RIO GRANDE	PERMANENT	AC-095505														\$100,000.00		
158	PR 123	59.30	DEPRESSION	UTUADO	PERMANENT	AC-012332				\$250,000.00												
162	PR 123	66.7	EL JOBO CREEK	ARECIBO	PERMANENT	AC-230014					\$10,000.00											
176	PR 14	57.25	HONDA CREEK	AIBONITO	PERMANENT	AC-140027								\$200,000.00								
217	PR 106	2.50	GANDEL CREEK	MAYAGUEZ	PERMANENT	AC-010612								\$50,000.00								
335	PR 155	50.20	MOROVIS RIVER	MOROVIS	PERMANENT	AC-240069														\$100,000.00		
382	PR 7731	0.85	LA PLATA RIVER	CAYEY	PERMANENT	AC-230013				\$130,000.00												
453	PR 187	1.9	CASTAÑON CHANNEL	RIO GRANDE	PERMANENT												\$100,000.00					
505	PR 603	0.07	GRANDE DE ARECIBO RIVER	UTUADO	PERMANENT	AC-230032								\$650,000.00								
512	PR 676	7.3	CIBUCO RIVER	VEGA BAJA	PERMANENT	AC-240068														\$100,000.00		
530	PR 759	2.8	DE LOS CHINOS CREEK	MAUNABO	PERMANENT	AC-075919								\$350,000.00								
549	PR 825	0.10	GUADIANA RIVER	NARANJITO	PERMANENT	AC-082509				\$500,000.00												
631	PR 200R	0.30	COFRESI CREEK	VIEQUES	PERMANENT	AC-800478														\$175,000.00		
670	PR 654	0.2	GRANDE DE ARECIBO RIVER	ARECIBO	PERMANENT	AC-065404								\$10,000.00								
703	PR 836	4.10	GUAYNABO RIVER	GUAYNABO	PERMANENT	AC-220008								\$125,000.00								
734	PR 336	0.68	LA MANUELA CREEK	GUAYANILLA	PERMANENT	AC-033601														\$500,000.00		
850	PR 912	0.90	ARENAS CREEK	SAN LORENZO	PERMANENT	AC-230009				\$432,000.00												
867	PR-30 EASTBOUND	22.30	HUMACAO RIVER	LAS PIEDRAS	PERMANENT	AC-800588								\$200,000.00								
900	PR 901	6.20	JUAN MARTIN CREEK	YABUCOA	PERMANENT	AC-230009				\$250,000.00												
1059	PR 646	52.30	INDIO RIVER	VEGA BAJA	PERMANENT	AC-PENDING														\$100,000.00		
1114	PR-2 EASTBOUND	204.00	GUAYANILLA RIVER, L ROAD	GUAYANILLA	PERMANENT	AC-800586				\$25,000.00												
1115	PR-2 WESTBOUND	204.00	GUAYANILLA RIVER, L ROAD	GUAYANILLA	PERMANENT	AC-800586				\$25,000.00												
1133	OFF PR 200	0.01	CREEK	VIEQUES	PERMANENT	AC-800478														\$300,000.00		
1201	PR 920	0.40	WATERWAY	YABUCOA	PERMANENT	AC-230009				\$250,000.00												
1311	EUGENIO ASTOR AV.	1.2	BAIROA RIVER	CAGUAS	PERMANENT	AC-230013														\$12,738.92		
1381	PR 103	3.60	CHANNEL	CABO ROJO	PERMANENT	AC-010313				\$25,000.00												
1976	OFF PR 377	0.10	CONSEJO CREEK	GUAYANILLA	CRITICAL FINDING	AC-220056																
1497	PR 826	3.00	GUADIANA RIVER	NARANJITO	PERMANENT	AC-082601																
1740	LOCAL ROAD	0.5	GRANDE DE MAUNABO RIVER	MAUNABO	PERMANENT	AC-230045											\$25,000.00					
1772	PR 167	9.1	LA PLATA RIVER	BAYAMON	PERMANENT	AC-230019				\$750,000.00												
1851	PR-9929	0.10	CREEK	SAN LORENZO	PERMANENT	AC-992904														\$300,000.00		
1944	OFF PR 157 AT 3.80	0.1	DE CACAOS CREEK	OROCOVIS	PERMANENT												\$100,000.00					
2178	SANTA ELENA STREET	0.1	CREEK	YABUCOA	PERMANENT	AC-230009								\$250,000.00								
2192	CASILLAS STREET	0.05	LOS MUERTOS CREEK	HUMACAO	PERMANENT	AC-230009				\$250,000.00												
2464	OFF PR 747 AT KM 0.2	0.2	TRINIDAD CREEK	GUAYAMA	PERMANENT	AC-230031											\$300,000.00					
2482	OFF PR-335	0.90	YAUCO RIVER	YAUCO	PERMANENT	AC-230046								\$50,000.00								
2500	PR 165R	0.10	LA PLATA RIVER	DORADO	PERMANENT	AC-800596								\$150,000.00								
2506	LOCAL ROAD	0.2	CANAS RIVER	AGUADA	PERMANENT	AC-230015								\$250,000.00								
2588	OFF PR 184	0.1	GRANDE DE PATILLAS RIVER	PATILLAS	PERMANENT	AC-230013														\$250,000.00		
<b>TOTAL ROW</b>							\$0.00	\$0.00	\$0.00	\$0.00	\$2,637,000.00	\$10,000.00	\$800,000.00	\$0.00	\$1,735,000.00	\$0.00	\$525,000.00	\$0.00	\$1,375,000.00	\$0.00	\$550,000.00	\$12,738.92

Projects may move between fiscal years based on PS&E readiness and budget availability.

Appendix A - Bridge Projects

							2023				2024				2025				2026			
							Bridge (Main) [Y113]		Off-System Bridges [Y123]		Bridge (Main) [Y114]		Off-System Bridges [Y124]		Bridge (Main) [Y115]		Off-System Bridges [Y125]		Bridge (Main) [Y116]		Off-System Bridges [Y126]	
							Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation		
Bridge ID	Road	Km	Feature Intersected	Municipality	Project Type	Project Number	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION		
122	PR 3	68.10	SANTIAGO RIVER	NAGUABO	PERMANENT	AC-301128																
156	PR 123	56.20	SALTO ABAJO CREEK	UTUADO	CRITICAL FINDING	AC-012333																
157	PR 123	59.35	EL MUERTO CREEK	UTUADO	PERMANENT	AC-012333																
158	PR 123	59.00	DEPRESSION	UTUADO	PERMANENT	AC-012332																
162	PR 123	66.70	EL JOBO CREEK	ARECIBO	PERMANENT	AC-230014																
176	PR 14	57.25	HONDA CREEK	AIBONITO	PERMANENT	AC-140027																
217	PR 106	2.50	GANDEL CREEK	MAYAGUEZ	PERMANENT	AC-010612																
348	PR 777	0.10	CAGUITAS RIVER	CAGUAS	PERMANENT	AC-230013																
382	PR 7731	0.85	LA PLATA RIVER	CAYEY	CRITICAL FINDING	AC-230013																
385	PR 172	9.00	LA JOYUELA CREEK	CIDRA	PERMANENT	AC-230056																
505	PR 603	0.07	GRANDE DE ARECIBO RIVER	UTUADO	PERMANENT	AC-230032																
530	PR 759	2.80	DE LOS CHINOS CREEK	MAUNABO	PERMANENT	AC-075919																
549	PR 825	0.10	GUADIANA RIVER	NARANJITO	PERMANENT	AC-082509																
670	PR 654	0.20	GRANDE DE ARECIBO RIVER	ARECIBO	PERMANENT	AC-065404																
690	PR 2	0.90	MARTIN PEÑA CHANNEL	SAN JUAN	PERMANENT	AC-230055																
702	PR-681	0.10	CAÑO TIBURONES	ARECIBO	PERMANENT	AC-068112																
703	PR-836	0.20	GUAYNABO RIVER	GUAYNABO	PERMANENT	AC-220008																
730	PR 2	156.40	MAJAGUAL CHANNEL	MAYAGUEZ	PERMANENT	AC-240062																
734	PR-336	0.68	LA MANUELA CREEK	GUAYANILLA	PERMANENT	AC-033601																
809	PR 348	17.20	NUEVE PASOS RIVER	SAN GERMAN	CRITICAL FINDING	AC-230015																
850	PR-912	5.50	ARENAS CREEK	SAN LORENZO	PERMANENT	AC-230009																
851	PR-765	1.10	BEATRIZ CREEK	CAGUAS	CRITICAL FINDING	AC-230013																
867	PR-30 EASTBOUND	22.30	HUMACAO RIVER	LAS PIEDRAS	PERMANENT	AC-800588																
900	PR 901	6.20	JUAN MARTIN CREEK	YABUCOA	PERMANENT	AC-230009																
931	PR-30 WESTBOUND	22.70	HUMACAO RIVER	LAS PIEDRAS	PERMANENT	AC-800588																
1016	PR 18	1.1	PR 23 (ROOSEVELT AVE)	SAN JUAN	CRITICAL FINDING	AC-230057																
1085	PR-163 WESTBOUND	1.30	PORTUGUES RIVER	PONCE	PERMANENT	AC-230011																
1086	PR 163 EASTBOUND	1.30	PORTUGUES RIVER	PONCE	PERMANENT	AC-230011																
1114	PR-2 EASTBOUND	204.00	GUAYANILLA RIVER, L ROAD	GUAYANILLA	PERMANENT	AC-800586																
1115	PR-2 WESTBOUND	204.00	GUAYANILLA RIVER, L ROAD	GUAYANILLA	PERMANENT	AC-800586																
1157	PR 558	0.20	USABON RIVER	BARRANQUITAS	CRITICAL FINDING	AC-230012																
1157	PR 558	0.20	USABON RIVER	BARRANQUITAS	PERMANENT	AC-230012																
1186	PR-708	5.10	CREEK	CAYEY	PERMANENT	AC-070801																
1201	PR 920	0.40	WATERWAY	YABUCOA	PERMANENT	AC-230009																
1289	PR 2R	1.00	YAGUEZ RIVER	MAYAGUEZ	PERMANENT	AC-240062																
1311	EUGENIO ASTOR AV.	1.2	BAIROA RIVER	CAGUAS	PERMANENT	AC-230013																
1325	PR 757	4.00	DEL APEADERO RIVER	PATILLAS	PERMANENT	AC-230047																
1326	LOCAL ROAD	0.1	MAJAGUAL CREEK	ARROYO	PERMANENT	AC-220060																
1365	PR 102	1.00	BOCA MORENA CREEK	MAYAGUEZ	PERMANENT	AC-240062																
1381	PR 103	3.60	CHANNEL	CABO ROJO	PERMANENT	AC-010313																
1427	PR-111	18.30	GUATEMALA RIVER	SAN SEBASTIÁN	PERMANENT	AC-220038																
1465	PR 150	0.20	JACAGUAS RIVER	VILLALBA	PERMANENT	AC-230014																
1492	OFF PR 110	0.30	CREEK	MOCA	PERMANENT	AC-011020																
1497	PR 826	2.45	GUADIANA RIVER	NARANJITO	PERMANENT	AC-082601																
1597	LOCAL ROAD	0.1	JOBITOS CREEK	VILLALBA	PERMANENT	AC-220061																
1598	LOCAL ROAD	0.05	CARICABO RIVER	JAYUYA	PERMANENT	AC-220061																
1638	VICTOR ROJAS AVE.	0.10	GRANDE DE ARECIBO RIVER	ARECIBO	PERMANENT	AC-065403																
1695	PR123	55.10	GRANDE DE ARECIBO RIVER	UTUADO	PERMANENT	AC-210004																
1730	LOCAL ROAD	0.30	DESCALABRADO RIVER	COAMO	CRITICAL FINDING	AC-230012																

Appendix A - Bridge Projects

							2023				2024				2025				2026				
							Bridge (Main) [Y113]		Off-System Bridges [Y123]		Bridge (Main) [Y114]		Off-System Bridges [Y124]		Bridge (Main) [Y115]		Off-System Bridges [Y125]		Bridge (Main) [Y116]		Off-System Bridges [Y126]		
							Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	
Bridge ID	Road	Km	Feature Intersected	Municipality	Project Type	Project Number	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION		
1740	LOCAL ROAD	0.5	GRANDE DE MAUNABO RIVER	MAUNABO	PERMANENT	AC-230045																	
1772	PR 167	9.10	LA PLATA RIVER	BAYAMON	PERMANENT	AC-230019																	
1851	PR-9929	0.10	CREEK	SAN LORENZO	PERMANENT	AC-992904																\$6,500,000.00	
1883	PR-114	4.00	GUANAJIBO RIVER	HORMIGUEROS	PERMANENT	AC-220039		\$1,229,818.75															
1962	PR 151	0.17	JACAGUAS RIVER	VILLALBA	PERMANENT	AC-230051																	
1976	OFF PR 377	0.1	CONSEJO CREEK	GUAYANILLA	CRITICAL FINDING	AC-220056							\$1,475,400.00										
2012	PR 18	4.70	CHARDON STREET	SAN JUAN	PERMANENT	AC-230018									\$5,800,000.00								
2178	SANTA ELENA STREET	0.1	CREEK	YABUCOA	CRITICAL FINDING	AC-230009							\$700,000.00										
2178	SANTA ELENA STREET	0.1	CREEK	YABUCOA	PERMANENT	AC-230009							\$1,295,400.00										
2192	CASILLAS STREET	0.05	LOS MUERTOS CREEK	HUMACAO	PERMANENT	AC-230009																	\$2,902,500.00
2294	PR 5556	0.5	CUYON RIVER	COAMO	PERMANENT	AC-230012																	
2315	PR 53	66.50	GRANDE DE PATILLAS RIVER	PATILLAS	PERMANENT	AC-005382		\$25,322,506.00															
2464	OFF PR 747 AT K0.2	0.10	TRINIDAD CREEK	GUAYAMA	PERMANENT	AC-230031																	\$1,400,000.00
2472	PR 2	197.30	BERRENCHIN CREEK	YAUCO	PERMANENT	AC-800595									\$2,000,000.00								
2482	OFF PR-335	0.90	YAUCO RIVER	YAUCO	PERMANENT	AC-230046											\$1,481,181.16						
2499	OFF PR-156	0.10	NARAJOS CREEK	AGUAS BUENAS	PERMANENT	AC-800594												\$775,500.00					
2500	PR-165R	0.10	LA PLATA RIVER	DORADO	PERMANENT	AC-800596																	
2506	LOCAL ROAD	0.2	CANAS RIVER	AGUADA	PERMANENT	AC-230015											\$1,450,000.00						
2588	OFF PR 184	0.10	GRANDE DE PATILLAS RIVER	PATILLAS	CRITICAL FINDING	AC-230013							\$500,000.00										

Appendix A - Bridge Projects

							2023				2024				2025				2026				
							Bridge (Main) [Y113]		Off-System Bridges [Y123]		Bridge (Main) [Y114]		Off-System Bridges [Y124]		Bridge (Main) [Y115]		Off-System Bridges [Y125]		Bridge (Main) [Y116]		Off-System Bridges [Y126]		
							Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	Bridge Rehabilitation and Replacement & Critical Finding	Bridge Preservation	
Bridge ID	Road	Km	Feature Intersected	Municipality	Project Type	Project Number	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	
2627	OFF PR 788	0.10	UNKNOWN CREEK	SAN LORENZO	CRITICAL FINDING	AC-220055																	
2633	OFF PR-750@KM0.4	0.40	WATERWAY	MAUNABO	PERMANENT	AC-800591																	
2637	RAMP PR-25 TO PR-1	7.70	PR-35	SAN JUAN	PERMANENT	AC-800596																	
2640	PR-1	7.40	SAGRADO CORAZON ST.	SAN JUAN	PERMANENT	AC-800596																	
2651	PR 34	1.2	PR 52	CAGUAS	PERMANENT	AC-800594																	
2678	OFF PR-361 AT 4.4	0.80	CAIN RIVER	SAN GERMAN	PERMANENT	AC-220041																	
2735	PR 156	57.4	CAGUITAS RIVER	CAGUAS	PERMANENT	AC-800594																	
2763	OFF PR 332 @ K0.97	0.97	LOCO RIVER	GUANICA	CRITICAL FINDING	AC-220056																	
2764	URBAN LOCAL ROAD	0.15	CAGUITAS RIVER	CAGUAS	PERMANENT	AC-800594																	
2793	PR-25	3.40	SAN ANTONIO CHANNEL	SAN JUAN	PERMANENT	AC-800596																	
2854	PR 102 KM 2.5	2.50	LLAVAT CHANNEL	MAYAGUEZ	PERMANENT	AC-240062																	
2855	PR 102	2.85	CHANNEL	MAYAGUEZ	PERMANENT	AC-240062																	
2877	PR-2	162.85	PR-319	HORMIGUEROS	PERMANENT	AC-220042																	
2899	PR-2	173.65	HOSP CONCEPCION ACCESS	SAN GERMAN	PERMANENT	AC-220043																	
2944	Off PR-511 At 12.7	12.70	INABON RIVER	PONCE	PERMANENT	AC-230014																	
2962	PR-372	16.50	DUEY RIVER	YAUCO	PERMANENT	AC-800595																	
2593	PR 28	6.20	PR 2	GUAYNABO	PERMANENT	AC-230026																	
			<b>TOTAL CONSTRUCTION</b>				\$0.00	\$31,763,066.75	\$0.00	\$394,070.50	\$22,510,702.00	\$16,594,291.60	\$5,620,757.94	\$9,540,200.00	\$18,616,900.00	\$17,876,000.00	\$4,309,581.16	\$1,600,200.00	\$29,500,000.00	\$7,350,000.00	\$6,802,500.00	\$0.00	
			<b>TOTAL ROW</b>				\$0.00	\$0.00	\$0.00	\$0.00	\$2,637,000.00	\$10,000.00	\$800,000.00	\$0.00	\$1,735,000.00	\$0.00	\$525,000.00	\$0.00	\$1,375,000.00	\$0.00	\$550,000.00	\$12,738.92	
			<b>TOTAL DESIGN</b>				\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
			<b>TOTAL DES + ROW + CONST</b>				\$0.00	\$31,763,066.75	\$0.00	\$394,070.50	\$25,147,702.00	\$16,604,291.60	\$6,420,757.94	\$9,540,200.00	\$20,351,900.00	\$17,876,000.00	\$4,834,581.16	\$1,600,200.00	\$30,875,000.00	\$7,350,000.00	\$7,352,500.00	\$12,738.92	
			<b>FUND TOTALS (RR + PRES)</b>				\$31,763,066.75	\$394,070.50	\$41,751,993.60	\$15,960,957.94	\$38,227,900.00	\$6,434,781.16	\$30,875,000.00	\$7,352,500.00	\$44,662,681.16	\$38,225,000.00	\$7,365,238.92						
			<b>FY TOTALS (MAIN AND OFF-SYSTEM BRIDGES)</b>				\$32,157,137.25	\$57,712,951.54	\$44,662,681.16	\$45,590,238.92													

Projects may move between fiscal years based on PS&E readiness and budget availability.

\*\*Will use Carry Forward funds from previous FY22 & FY23

FHWA-44

U.S. DEPARTMENT OF N4510.861 - TABLE 1 FEDERAL HIGHWAY ADMINISTRATION

APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR THE BRIDGE FORMULA PROGRAM PURSUANT TO THE BIPARTISAN INFRASTRUCTURE LAW, TITLE VIII OF DIVISION J, PUBLIC LAW 117-58

State	Bridge Formula Program		
	Bridge (Main)	Off-System Bridges	Total
Puerto Rico	\$38,250,000	\$6,750,000	\$45,000,000
Program Code	Y110	Y120	

Puerto Rico - Carry Forward**	Bridge Formula Program		
	Bridge (Main)	Off-System Bridges	Total
FY 2022 ( Y112 Main) (Y122 Off Sys.)	\$0	\$6,097,000	\$6,097,000
FY 2023 ( Y113 Main) (Y123 Off Sys.)	\$3,800,000	\$6,750,000	\$10,550,000

\*Can be applied to next year up to FY26

**ADDITIONAL BRIDGE CONSTRUCTION PROJECTS TO BE WORKED FOR ALL BRIDGE PROGRAMS\***

Bridge ID	AC Code	Road	Km	Feature Intersected	Municipality	Project Type	Bridge Rehabilitation and Replacement	Bridge Preservation
62		PR 115	17.80	GRANDE RIVER	AGUADA	CRITICAL FINDING	\$350,000.00	
105	95505	PR 955	2.00	JUAN GONZALEZ CREEK	RIO GRANDE	PERMANENT	\$1,600,000.00	
145		PR-10	2.95	PORTUGUES RIVER	PONCE	CRITICAL FINDING	\$1,793,880.00	
145		PR-10	2.95	PORTUGUES RIVER	PONCE	PERMANENT	\$5,704,538.40	
155		PR 123	56.00	CAMBALACHE CREEK	UTUADO	CRITICAL FINDING	\$250,000.00	
155		PR 123	56.00	CAMBALACHE CREEK	UTUADO	PERMANENT	\$1,320,000.00	
156	AC-012333	PR 123	56.20	SALTO ABAJO CREEK	UTUADO	PERMANENT	\$1,600,000.00	
175		PR-14	39.27	CUYON RIVER	COAMO	PERMANENT	\$8,500,000.00	
177		PR 14	63.30	MATON RIVER	CAYEY	CRITICAL FINDING	\$500,000.00	
177		PR 14	63.30	MATON RIVER	CAYEY	PERMANENT	\$6,000,000.00	
181		PR 15	1.04	GUAMANI RIVER	GUAYAMA	CRITICAL FINDING	\$800,000.00	
181		PR 15	1.04	GUAMANI RIVER	GUAYAMA	PERMANENT	\$1,507,275.00	
253		PR 119	23.60	ARENAS RIVER	LAS MARIAS	CRITICAL FINDING	\$420,000.00	
335	240069	PR 155	50.20	MOROVIS RIVER	MOROVIS	PERMANENT	\$6,000,000.00	
371		PR-888	1.00	MALARIA CHANNEL	CATANO	CRITICAL FINDING	\$1,500,000.00	
371		PR-888	1.00	MALARIA CHANNEL	CATANO	PERMANENT	\$2,480,000.00	
376		PR-167	13.70	CANCEL CREEK	BAYAMON	PERMANENT	\$3,000,000.00	
386	240078	PR 172	13.7	SABANA RIVER	CIDRA	PERMANENT	\$2,000,000.00	
453		PR 187	1.90	CASTAÑON CHANNEL	RIO GRANDE	PERMANENT	\$1,750,000.00	
493	240083	PR 518	0.05	SALTILLO RIVER	ADJUNTAS	PERMANENT	\$1,204,160.00	
512	240068	PR 676	7.10	CIBUCO RIVER	VEGA BAJA	PERMANENT	\$2,000,000.00	
548		RURAL LOCAL ROAD	2.40	YAUCO RIVER	GUAYANILLA	PERMANENT	\$1,650,000.00	
623		PR-378	7.40	GUAYANILLA RIVER	GUAYANILLA	CRITICAL FINDING	\$243,984.00	
623		PR-378	7.40	GUAYANILLA RIVER	GUAYANILLA	PERMANENT	\$1,500,000.00	
631	AC-800478	PR 200R	0.10	COFRESI CREEK	VIEQUES	PERMANENT		\$7,400,000.00
635		PR-165	25.40	COCAL RIVER	TOA BAJA	CRITICAL FINDING	\$1,320,480.00	
635		PR-165	25.40	COCAL RIVER	TOA BAJA	PERMANENT	\$7,565,250.00	
647		PR 102	28.20	MERCADO CREEK	SAN GERMAN	CRITICAL FINDING	\$350,000.00	
781		PR 975	6.70	RIO ABAJO CREEK	CEIBA	CRITICAL FINDING	\$350,000.00	
851	AC-230013	PR-765	1.10	BEATRIZ CREEK	CAGUAS	PERMANENT	\$1,775,000.00	
878		PR-111	63.70	VIVI RIVER	UTUADO	PERMANENT	\$5,550,000.00	
901	240087	PR 110R	12.8	PR 111	MOCA	PERMANENT	\$4,579,200.00	
934	AC-240061	PR 60 EASTBOUND	0.60	PR 198 Ramp; HUMACAO RIVER	HUMACAO	PERMANENT		\$14,365,200.00
953	TBD	PR 1 NORTHBOUND	15.4	SAN ROBERTO STREET	SAN JUAN	PERMANENT	\$5,791,840.00	
954	TBD	PR 1 SOUTHBOUND	15.4	SAN ROBERTO STREET	SAN JUAN	PERMANENT	\$5,834,240.00	
992	AC-240057	PR 30	0.95	BAIROA RIVER	CAGUAS	PERMANENT	\$3,800,000.00	
994	AC-240057	PR 30	0.80	PR 796	CAGUAS	PERMANENT	\$3,600,000.00	
1000	AC-240060	MON SERRATE AVE.	2.60	PR 26	CAROLINA	PERMANENT	\$6,400,000.00	
1008		PR 18	2.50	PR 17 (PI&#165;ERO AVENU	SAN JUAN	PERMANENT	\$15,175,000.00	
1012		PR 18	2.60	DOMENECH STREET	SAN JUAN	PERMANENT	\$11,275,000.00	
1016		PR 18	1	PR 23 (ROOSEVELT AV.)	SAN JUAN	PERMANENT	\$17,000,000.00	
1051	240088	PR 927	7.9	BLANCO RIVER	NAGUABO	PERMANENT	\$3,693,600.00	
1053	240085	PR 649	1	CIALITOS RIVER	CIALES	PERMANENT	\$4,952,160.00	
1059	240067	PR-646	52.3	INDIO RIVER	VEGA BAJA	PERMANENT	\$5,989,020.00	
1099	240081	PR 30 EASTBOUND	14.1	PR 31	JUNCOS	PERMANENT	\$6,713,280.00	
1100	240081	PR 30 WESTBOUND	14.2	PR 31	JUNCOS	PERMANENT	\$6,713,280.00	
1101	240081	PR 30 EASTBOUND	14.3	VALENCIANO RV. & L.	JUNCOS	PERMANENT	\$16,057,440.00	
1102	240081	PR 30 WESTBOUND	14.3	VALENCIANO RV. & L.	JUNCOS	PERMANENT	\$16,057,440.00	
1112		OFF PR 4484	0.2	DEPRESSION	QUEBRADILLAS	PERMANENT	\$4,640,000.00	
1124		PR 890	0.04	HONDO RIVER	BAYAMON	CRITICAL FINDING	\$2,000,000.00	
1125		OFF PR 372	0.3	DUEY RIVER	YAUCO	PERMANENT	\$3,960,000.00	
1133	AC-800478	OFF PR 200	0.01	CREEK	VIEQUES	PERMANENT	\$3,000,000.00	
1134	240086	PR 165	36.8	PR 24	GUAYNABO	PERMANENT	\$14,850,400.00	
1142		PR 418	0.50	CULEBRINAS RIVER	AGUADILLA	CRITICAL FINDING	\$3,095,216.00	
1194	AC-240062	PR-102	1.80	YAGUEZ RIVER	MAYAGUEZ	PERMANENT		\$1,487,600.00
1245	240092	PR 30R	0.7	CATTLE PASS	HUMACAO	PERMANENT		\$1,666,560.00
1246	240092	PR 30R	27.8	PR 908	HUMACAO	PERMANENT		\$5,230,800.00
1247	240092	PR 30R	28.2	MARIANA CREEK	HUMACAO	PERMANENT		\$5,605,200.00
1258	TBD	PR-1	15.10	PR-18 (LAS AMERICAS EXP.)	SAN JUAN	PERMANENT	\$6,105,120.00	
1259	TBD	PR 1	15.1	PR 52	SAN JUAN	PERMANENT	\$16,757,760.00	
1344	AC-240060	MARGINAL STREET AT PR-26	0.10	SUAREZ CHANNEL	CAROLINA	PERMANENT	\$3,500,000.00	
1351		LOCAL ROAD OFF PR 185	6.1	CUBUY RIVER	CANOVANAS	PERMANENT	\$3,300,000.00	
1357	AC-240060	MARGINAL STREET AT PR-26	0.10	SUAREZ CHANNEL	CAROLINA	PERMANENT	\$4,300,000.00	
1377		RURAL LOCAL ROAD	0.01	CUBUY RIVER	CANOVANAS	PERMANENT	\$2,000,000.00	
1379		PR 651	0.85	CREEK	ARECIBO	CRITICAL FINDING	\$420,000.00	
1621		PR-187	29.90	LA VEGA CREEK	RIO GRANDE	PERMANENT	\$4,475,000.00	
1650	240077	PR 14	11.1	GUAYO RIVER & LOCAL	JUANA DIAZ	PERMANENT	\$4,984,980.00	
1683	AC-240049	OFF PR 603 @1.0	0.10	GUAONICA RIVER	UTUADO	PERMANENT	\$1,760,092.25	
1718	240091	PR 111	14.95	AGUAS SALADAS CREEK	SAN SEBASTIÁN	PERMANENT		\$1,147,840.00
1730	AC-230012	LOCAL ROAD	0.30	DESCALBRADO RIVER	COAMO	PERMANENT	\$1,197,100.00	
1737	240104	PR 3	132.5	NIGUA RIVER	ARROYO	PERMANENT		\$2,113,200.00

**ADDITIONAL BRIDGE CONSTRUCTION PROJECTS TO BE WORKED FOR ALL BRIDGE PROGRAMS\***

Bridge ID	AC Code	Road	Km	Feature Intersected	Municipality	Project Type	Bridge Rehabilitation and Replacement	Bridge Preservation
1760		PR-867	4.5	CHANNEL	TOA BAJA	PERMANENT	\$3,712,500.00	
1819	240079	PR-181	5.50	GRANDE DE LOIZA RIVER	TRUJILLO ALTO	PERMANENT	\$18,555,360.00	
1846		PR 833	12.10	GUAYNABO RIVER	GUAYNABO	CRITICAL FINDING	\$1,000,000.00	
1849		PERIFERAL ST.	0.40	PR-20 (MRTNZ. NADAL EXP)	GUAYNABO	PERMANENT	\$3,000,000.00	
1932	AC-240063	PR 60	1.70	LOCAL ROAD & MABU CREEK	HUMACAO	PERMANENT		\$26,173,500.00
1944		OFF PR 157 AT 3.80	0.1	DE CACAOS CREEK	OROCOVIS	PERMANENT	\$1,300,000.00	
1945		PR 114	5.60	GUANAJIBO RIVER	HORMIGUEROS	CRITICAL FINDING	\$1,000,000.00	
1951	240084	OFF PR 704	2	OBISPO CREEK	COAMO	PERMANENT	\$3,300,000.00	
1978	240083	COLLING STREET	0.1	SANTA CLARA CREEK	JAYUYA	PERMANENT	\$568,160.00	
2080	AC-240060	PR 37	0.90	PR 26	SAN JUAN	PERMANENT	\$2,600,000.00	
2084	240080	PR 165	11.6	LAJAS RIVER	TOA ALTA	PERMANENT	\$2,539,200.00	
2110	240082	LOS DOMINICOS AVE.	0.4	LEVITTOWN CHANNEL	TOA BAJA	PERMANENT	\$4,058,400.00	
2111	240082	LOS DOMINICOS AVE.	0.4	LEVITTOWN CHANNEL	TOA BAJA	PERMANENT	\$4,058,400.00	
2143		29 STREET S.E.	0.1	DO&#165;A ANA CREEK	SAN JUAN	PERMANENT	\$660,000.00	
2150		ACUARIO STREET	0.01	SAN JOSE LAGOON CHANNEL	CAROLINA	PERMANENT	\$5,000,000.00	
2151		LUNA STREET	0.01	SAN JOSE LAGOON CHANNEL	CAROLINA	PERMANENT	\$5,000,000.00	
2179		FLO. ROMERO ST.	0.1	CREEK	CAGUAS	PERMANENT	\$1,650,000.00	
2229	240091	PR 2	130.12	PR 111	AGUADILLA	PERMANENT	\$3,000,160.00	
2234	AC-240061	PR 30	30.10	DIRT ROAD RAMP; WATERWAY	HUMACAO	PERMANENT		\$20,140,000.00
2244		OFF PR 902	0.2	CAPELES CREEK	SAN LORENZO	PERMANENT	\$1,545,000.00	
2249	240077	PR-149	67.50	LA JOYA CREEK	PONCE	PERMANENT		\$4,492,800.00
2254	240084	OFF PR 173	0.1	HONDA CREEK	AIBONITO	PERMANENT	\$1,650,000.00	
2275		PR-26	3.80	TAPIA & DEGETAU STREET	SAN JUAN	PERMANENT	\$1,500,000.00	
2276		PR-26	4.30	PROVIDENCIA STREET	SAN JUAN	PERMANENT	\$1,500,000.00	
2321	240077	PR 500	0.5	CA&#165;AS RIVER	PONCE	PERMANENT	\$5,550,160.00	
2392	AC-240057	OFF PR 191	1.10	WATERWAY	NAGUABO	PERMANENT	\$1,800,000.00	
2456		OFF PR 111 AT KM 15.4	0.4	CULEBRINAS RIVER	SAN SEBASTIÁN	PERMANENT	\$2,012,957.00	
2474	AC-240062	PR-2	157.90	SABALOS CHANNEL	MAYAGUEZ	PERMANENT		\$1,213,500.00
2550	240089	OFF PR 535	0.1	CA&#165;AS RIVER	JUANA DIAZ	PERMANENT	\$1,824,000.00	
2553		OFF PR 765	2.7	BLANCA CREEK	SAN LORENZO	PERMANENT	\$1,650,000.00	
2573		OFF PR 372 AT KM 7.2	0.2	DUEY RIVER	YAUCO	PERMANENT	\$1,650,000.00	
2588	AC-230013	OFF PR 184 AT KM12.1	0.10	GRANDE DE PATILLAS RIVER	PATILLAS	PERMANENT	\$850,000.00	
2631		OFF PR 123	0.2	ADJUNTAS RIVER	UTUADO	PERMANENT	\$2,000,000.00	
2650	240104	PR 54	5.3	PATILLAS CHANNEL	ARROYO	PERMANENT		\$1,137,920.00
2701	240091	PR 111	26.7	SALTO COLLAZO CREEK	SAN SEBASTIÁN	PERMANENT		\$1,303,200.00
2707	240104	PR 3 KM 132.0	133.8	NIGUA RIVER	ARROYO	PERMANENT		\$7,776,480.00
2709		OFF 348 @ KM 1.2	1.2	BRUJO RIVER	SAN GERMAN	PERMANENT	\$2,000,000.00	
2736	AC-230013	PR-7736	0.10	PLATA CREEK	CAYEY	PERMANENT	\$5,111,300.00	
2749		LOCAL ROAD OFF PR 730 AT KM3.9	1.3	MATON RIVER	CAYEY	PERMANENT	\$2,000,000.00	
2760	AC-240056	PR 200R	75.80	GRANDE DE ARECIBO RIVER	ARECIBO	PERMANENT		\$9,686,000.00
2853	AC-240062	PR-102	1.70	YAGUEZ RIVER	MAYAGUEZ	PERMANENT		\$3,833,700.00
2860		LAS LOZAS STREET OFF PR 134 AT KM1.7	0.2	CAMUY RIVER	UTUADO	PERMANENT	\$3,960,000.00	
2863	AC-240049	5567	1.60	Bauta River	Morovis	PERMANENT	\$7,888,795.78	
2943		Off PR-511 AT 12.7	12.7	INABON RIVER	PONCE	CRITICAL FINDING	\$360,000.00	
2943		Off PR-511 AT 12.7	12.7	INABON RIVER	PONCE	PERMANENT	\$1,300,000.00	
2952		OFF PR-157 AT 2.35	0.48	RIACHUELOS RIVER	OROCOVIS	PERMANENT	\$600,000.00	
2961	240091	PR 2	127.4	ACESS TO PR 2	AGUADILLA	PERMANENT		\$1,314,560.00
3015		Off PR-3 Km.153.20	0.7	Unnamed Creek	SALINAS	PERMANENT	\$1,040,000.00	
3043	240085	PR 802 OFF	0.6	Waterway	COROZAL	PERMANENT	\$424,000.00	
3074	240090	Carretera Bo. Can.	0	Canal Creek	LAJAS	PERMANENT	\$446,880.00	
							\$394,227,008.43	\$116,088,060.00
							\$510,315,068.43	

\*  
 1) These projects are based on the priorities and inspection reports available on February 2022. The final list of project and their order of execution and bidding may vary.  
 2) Preliminary estimate based on deck area and typical construction unit cost for the expected scope.

2023		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
Safety Improvements PR-420 from km 0 to km 9.4	Moca	\$ -
Safety Improvements PR-137 km. 9.0 to km 18.0 (VRU Corridor)	Morovis	\$ 20,359,667
Safety Improvements PR-2 Km 214.5 to km 216.5 (ROW)	Peñuelas	\$ -
Safety Improvements at PR-782 from km 0 to km 10	Cidra	\$ -
Safety Improvements at PR-829 from Km 0 to km 11.1 (VRU Corridor)	Bayamón	\$ 6,286,883
PR-2 Km. 67 - 76.3 (Advance Construction )	Arecibo-Hatillo	\$ -
PR-60 Km. 0.0 - 4.0	Humacao	\$ 9,268,650
Highway Safety Patrols (SEGURO) Operation and TIM Data Collection and Reporting Services	Varies	\$ 5,160,000
PR-177 Km. 3 to km 6	Guaynabo	\$ -
Development, Implementation and Evaluation of the Puerto Rico Strategic Highway Safety Plan	Islandwide	\$ 886,347
Traffic Lights System for PR-640 Ave. Domingo Ruiz (Advance Conctruction)	Arecibo	\$ 1,256,728
<b>TOTAL</b>		<b>\$ 43,218,277</b>
2024		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
Highway Safety Improvements of PR-385 from Km 0 to Km 5.3	Peñuelas	\$ 5,385,818
Safety Improvements PR-2 Km 214.5 to km 216.5 (ROW) - VRU corridor	Peñuelas	\$ 221,200
Highway Safety Patrols (SEGURO) Operation and TIM Data Collection and Reporting Services	Varies	\$ 5,160,000
Safety Improvements at PR-782 from km 0 to km 10 (ROW)	Cidra	\$ 10,000
Safety Improvements PR-420 from km 0 to km 9.4 (ROW)	Moca	\$ 10,000
PR-2 Km. 67 - 76.3 (VRU Corridor)	Arecibo - Hatillo	\$ 21,665,695
PR-28 Km. 0 - 6.1	Guaynabo - Bayamon	\$ 7,556,980
Development, Implementation and Evaluation of the Puerto Rico Strategic Highway Safety Plan	Islandwide	\$ 900,000
<b>TOTAL</b>		<b>\$ 40,909,693</b>
2025		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
Highway Safety Patrols (SEGURO) Operation and TIM Data Collection and Reporting Services	Varies	\$ 5,160,000
PR-107 Km. 0 to km 6 (VRU Corridor)	Aguadilla	\$ 7,844,050
PR-900 from Km. 0 to km 11 (Advance Construction)	Yabucoa	\$ 3,777,010
PR-2 Km. 140 - 148.9 (VRU Corridor)	Añasco - Mayaguez	\$ 7,695,310
PR-54 Km. 0 - 6	Guayama	\$ 3,869,651
PR-2 Km. 204 to km 208	Guayanilla	\$ 3,316,064
PR-177 Km. 3 to km 6	Guaynabo	\$ 1,274,426
Safety Improvements PR-2 Km 214.5 to km 216.5	Peñuelas	\$ 2,342,408
Safety Improvements at PR-782 from km 0 to km 10	Cidra	\$ 1,720,662
Safety Improvements PR-420 from km 0 to km 9.4	Moca	\$ 2,403,562
Development, Implementation and Evaluation of the Puerto Rico Strategic Highway Safety Plan	Islandwide	\$ 900,000
<b>TOTAL</b>		<b>\$ 40,303,143</b>
2026		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
PR-3 Km. 21.9 - 32 (VRU Corridor)	Rio Grande	\$ 12,000,000
Highway Safety Patrols (SEGURO) Operation and TIM Data Collection and Reporting Services	Varies	\$ 5,160,000
PR-7718 Km. 0 - 5	Aibonito	\$ 5,000,000
PR-2 Km. 158 to km 166	Mayaguez - Hormigueros	\$ 7,000,000
PR-2 Km. 152 - 158 (VRU Corridor)	Mayaguez	\$ 8,000,000
PR-2 Km. 82.4 - 90	Hatillo - Camuy	\$ 4,400,000
PR-177 Km. 0 to km 3	Bayamón	\$ 1,480,000
Development, Implementation and Evaluation of the Puerto Rico Strategic Highway Safety Plan	Islandwide	\$ 900,000
<b>TOTAL</b>		<b>\$ 43,940,000</b>

\*Projects may move between fiscal years based on PS readiness and budget availability.



2023		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
Pavement Reconstruction of <b>PR-765</b> from Km 0 to Km 11.2 (ROW)	Caguas	\$ 11,625.00
Pavement Reconstruction at <b>PR-2</b> from Km 125.5 to Km 125.9 (Pavement Set Aside)	Aguadilla	\$ 1,444,000.95
Pavement Reconstruction at <b>PR-26</b> Km 0.0 - Km 15.5 (Pavement Set Aside)	San Juan - Carolina	\$ -
Pavement Reconstruction of <b>PR-53</b> from Km 69 to Km 71 (Pavement Set Aside)	Patillas	\$ 4,016,596.95
Pavement Reconstruction of <b>PR-52</b> from km. 0 to km 14 Northbound (Pavement Set Aside)	San Juan - Caguas	\$ 39,476,208.70
Advance Construction	Islandwide	\$ 2,498,155.39
<b>TOTAL</b>		<b>\$ 47,446,586.99</b>

2024		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
Pavement Reconstruction of <b>PR-765</b> from Km 0 to Km 11.2	Caguas	\$ 3,000,000.00
Pavement Reconstruction of <b>PR-142</b> km 0 to km 9 Dorado, Toa Alta, Corozal	Dorado - Toa Alta - Corozal	\$ 17,000,000.00
Pavement Reconstruction at <b>PR-26</b> Km 0.0 - Km 8.75 (Pavement Set Aside)	San Juan - Carolina	\$ 31,500,000.00
Pavement Reconstruction of <b>PR-354</b> km. 0 to km 9.25	Mayaguez	\$ 7,000,000.00
Advance Construction	Islandwide	\$ 6,631,896.00
<b>TOTAL</b>		<b>\$ 65,131,896.00</b>

2025		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
Pavement Reconstruction of <b>PR-199</b> Km 8.41 to Km 13.11	San Juan - Guaynabo	\$ 4,900,000.00
Pavement Reconstruction of <b>PR-129</b> Km 0.1 to Km 3.1	Arecibo	\$ 3,500,000.00
Pavement Reconstruction of <b>PR-779</b> from km 0 to km 10.86	Comerio	\$ 2,450,000.00
Pavement Reconstruction <b>PR-100</b> Km 0 - Km 8.4	Cabo Rojo	\$ 5,000,000.00
Pavement Reconstruction at <b>PR-26</b> Km 8.75 - Km 15.5 (Pavement Set Aside)	San Juan - Carolina	\$ 31,500,000.00
Pavement Reconstruction of <b>PR-1</b> Km 0.16 to Km 8.95	San Juan	\$ 13,000,000.00
Pavement Reconstruction of <b>PR-3</b> from Km 0.36 to Km 5.76	San Juan	\$ 7,000,000.00
Pavement Reconstruction of <b>PR-3</b> from Km 37.37 to 42.49. Luquillo (Pavement Set Aside)	Luquillo - Fajardo	\$ 18,500,000.00
<b>TOTAL</b>		<b>\$ 85,850,000.00</b>

2026		
DESCRIPTION	MUNICIPALITY	COST ESTIMATE
Pavement Reconstruction of <b>PR-172</b> Km 13.65 to Km 27.58	Cidra	\$ 7,949,403.00
Pavement Reconstruction of <b>PR-2</b> km 158 - km171 (Pavement Set Aside)	Mayaguez - Hormigueros - San Germán	\$ 15,733,008.00
Pavement Reconstruction of <b>PR-3</b> Km 110.35 to Km 122.74	Maunabo - Patillas	\$ 10,000,000.00
Pavement Reconstruction of <b>PR-111</b> Km 23.38 to Km 31.85	San Sebastian - Lares	\$ 14,000,000.00
Pavement Reconstruction of <b>PR-2</b> km. 173 - km 180 (Pavement Set Aside)	San German	\$ 9,000,000.00
Pavement Reconstruction of <b>PR-2</b> km 125.9 - km 131 (Pavement Set Aside)	Aguadilla - Aguada	\$ 8,000,000.00
Pavement Reconstruction at <b>PR-2</b> from Km 1 to Km 6	Guaynabo	\$ 13,632,000.00
Pavement Reconstruction of <b>PR-2</b> km 156 - km158 (Pavement Set Aside)	Mayaguez	\$ 10,200,000.00
<b>TOTAL</b>		<b>\$ 88,514,411.00</b>

\*Projects may move between fiscal years based on PS readiness and budget availability.

Appendix D - ITS Projects

2023	
DESCRIPTION	COST ESTIMATE
TSM&O Program Management and Support (Management, Documentation, Design, Support, etc.)	\$ 600,000.00
Operational Activities	\$ 2,065,000.00
ITS Device Preservation and Repair	\$ 2,670,000.00
ITS Device Deployment (Construction)	\$ 1,515,000.00
<b>Total</b>	<b>\$ 6,850,000.00</b>

2024	
DESCRIPTION	COST ESTIMATE
TSM&O Program Management and Support (Management, Documentation, Design, Support, etc.)	\$ 600,000.00
Operational Activities	\$ 2,065,000.00
ITS Device Preservation and Repair	\$ 2,670,000.00
ITS Device Deployment (Construction)	\$ 1,515,000.00
<b>Total</b>	<b>\$ 6,850,000.00</b>

2025	
DESCRIPTION	COST ESTIMATE
TSM&O Program Management and Support (Management, Documentation, Design, Support, etc.)	\$ 600,000.00
Operational Activities	\$ 2,065,000.00
ITS Device Preservation and Repair	\$ 2,670,000.00
ITS Device Deployment (Construction)	\$ 1,515,000.00
<b>Total</b>	<b>\$ 6,850,000.00</b>

2026	
DESCRIPTION	COST ESTIMATE
TSM&O Program Management and Support (Management, Documentation, Design, Support, etc.)	\$ 600,000.00
Operational Activities	\$ 2,065,000.00
ITS Device Preservation and Repair	\$ 2,670,000.00
ITS Device Deployment (Construction)	\$ 1,515,000.00
<b>Total</b>	<b>\$ 6,850,000.00</b>

\*Projects may move between fiscal years based on PS readiness and budget availability.

Proposed Transportation Projects*		
CDBG-DR		
Project Description	Municipality	Total Requested Amount
Loiza Bypass from PR-188 to PR-187	Loiza	\$ 23,325,000.00
PR-158 Connector, from PR-52 to PR-1	Cayey	\$ 60,000,000.00
Isabela Connector from PR-472 to PR-112	Isabela	\$ 12,350,000.00
Barranquita South Bypass from PR-156 to PR-759	Barranquitas	\$ 17,500,000.00
Villalba Bypass from PR-151 to PR-150	Villalba	\$ 31,000,000.00
Loiza Bypass from PR-188 to PR-187	Loiza	\$ 23,325,000.00
Widening of PR-545 newar PR-52 to PR-14	Coamo	\$ 6,500,000.00
San Lorenzo Bypass, from PR-183 / PR-181 to PR-745	San Lorenzo	\$ 64,000,000.00
Aguas Buenas North Bypass, from PR-156 East to PR-156 West - Phase 1	Aguas Buenas	\$ 41,750,000.00
Aguas Buenas North Bypass, from PR-156 East to PR-156 West - Phase 2	Aguas Buenas	\$ 47,600,000.00
PR-122 Lajas-San German Connector, from PR-321 to PR-166	Lajas - San German	\$ 50,000,000.00
PR-18N to PR-21E Ramp and Medical Center Connector	San Juan	\$ 25,250,000.00
Cidra Connector, from Industrial Avenue to PR-184 - Phase 1	Cidra	\$ 49,500,000.00
Cidra Connector, from Industrial Avenue to PR-184 - Phase 2	Cidra	\$ 42,100,000.00
Cidra Connector, from Industrial Avenue to PR-184 - Phase 3	Cidra	\$ 47,000,000.00
Relocation of PR-111 from PR-111/PR-451 to PR-111/PR-111R	San Sebastian - Lares	\$ 90,000,000.00
Access Improvements to Aguadilla Airport, from PR-110 to PR-107, Includes Burns Street Connector	Aguadilla	\$ 26,400,000.00
Widening of PR-845 from PR-844 to PR-199, San Juan-Trujillo Alto	San Juan - Trujillo Alto	\$ 30,000,000.00
Extension PR-5, from PR-199 to PR-167	Bayamon	\$ 226,500,000.00
Expressway Conversion of PR-2	Ponce - Mayaguez	\$ 230,000,000.00
Extension PR-22 from PR-22/PR-2 to PR-2/PR-111	Hatillo - Aguadilla	\$ 1,183,000,000.00
Geometric Improvements at Intersections	Bayamon	\$ 8,000,000.00
Peñuelas Bypass	Peñuelas	\$ 11,500,000.00
<b>Total Requested Amount</b>		<b>\$ 2,346,600,000.00</b>

The above mentioned projects are subject to the availability of CDBG funds. Additional Funding is being requested under FY 2026.

### Discretionary Grants

The following projects will be submitted to compete for Discretionary funding:

Description	Municipality	Cost Estimate	Comments
PR-2 Conversion Extension	Mayaguez - Hormigueros - San Germán	\$ 100,000,000	PE previously obligated \$868,677 + \$1,212,579
Loíza Bypass from PR-188 to PR-187	Loíza	\$ 23,325,000	
Higuillar Avenue form Efron Avenue / PR-696 to PR-694 / PR-22	Dorado	\$ 60,000,000	
DTL Phases IV and V	San Juan - Trujillo Alto - Caguas	\$ 60,000,000	
Intersection PR-1 & PR-52	Ponce	\$ 35,000,000	
Intersection PR-165 & PR-28	Guaynabo	\$ 30,000,000	
Intersection PR-22 & PR-18	San Juan	\$ 45,000,000	PE previously obligated \$1,037,150
Intersection PR-18 & PR-17	San Juan	\$ 55,000,000	
Intersection PR-177 & Ave. Parana	San Juan	\$ 15,000,000	
Geometric Improvements PR-199	San Juan	\$ 5,000,000	
<b>Total</b>		<b>\$ 428,325,000</b>	

Fiscal performance after measures

In \$ thousands	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
Toll fares	153,520	176,270	188,544	193,046	197,890	213,892	222,360
Gasoline Tax	137,543	173,337	172,093	172,848	174,012	176,616	178,171
Diesel Tax	16,914	21,184	21,184	21,184	21,184	21,184	21,184
Petroleum Products Tax	214,853	198,406	198,406	198,406	198,406	198,406	198,406
Cigarettes taxes	19,992	19,992	19,992	19,992	19,992	19,992	19,992
Motor Vehicle License Fees	30,872	30,397	30,179	30,312	30,516	30,972	31,245
Act 30 - Licenses Fees Transferred to Act	103,606	102,013	101,281	101,726	102,410	103,943	104,858
Other	35,505	17,926	17,926	17,926	17,926	17,926	17,926
Transit Revenues	4,973	7,362	9,752	11,963	14,180	14,392	14,605
Electronic Toll Fines	36,432	43,110	42,582	43,794	44,382	44,543	44,802
Other income	10,270	10,441	10,981	10,895	8,614	8,988	9,276
Operating FTA funds	20,000	20,000	20,000	20,000	20,000	20,000	20,000
<b>Operating Revenue (excluding Clawbacks)</b>	<b>225,195</b>	<b>257,183</b>	<b>271,860</b>	<b>279,697</b>	<b>285,066</b>	<b>301,814</b>	<b>311,043</b>
<b>Operating Revenue</b>	<b>784,480</b>	<b>820,436</b>	<b>832,919</b>	<b>842,089</b>	<b>849,511</b>	<b>870,852</b>	<b>882,823</b>
FHWA Funds	149,043	268,945	249,269	263,791	229,057	212,027	169,603
Discretionary Federal Funds	-	-	-	-	-	-	-
Main CW CapEx Appropriation	53,020	53,761	54,370	55,027	55,797	56,600	57,417
Other CW State Funds	90,000	-	-	-	-	-	-
Federal Emergency Revenues	52,899	71,432	66,771	30,443	22,231	-	-
Local Emergency Revenues	-	-	-	-	-	-	-
CapEx FTA funds	53,106	39,353	20,640	17,100	43,362	17,646	17,924
<b>Capital Contribution - Federal</b>	<b>202,149</b>	<b>308,298</b>	<b>269,909</b>	<b>280,891</b>	<b>272,419</b>	<b>229,673</b>	<b>187,528</b>
<b>Capital Contribution - State</b>	<b>143,020</b>	<b>53,761</b>	<b>54,370</b>	<b>55,027</b>	<b>55,797</b>	<b>56,600</b>	<b>57,417</b>
<b>Capital Contribution - Emergency</b>	<b>52,899</b>	<b>71,432</b>	<b>66,771</b>	<b>30,443</b>	<b>22,231</b>	<b>-</b>	<b>-</b>
<b>Capital Contribution</b>	<b>398,068</b>	<b>433,491</b>	<b>391,050</b>	<b>366,361</b>	<b>350,447</b>	<b>286,273</b>	<b>244,945</b>
<b>Total Revenues (excluding Clawbacks)</b>	<b>623,263</b>	<b>690,674</b>	<b>662,909</b>	<b>646,058</b>	<b>635,513</b>	<b>588,087</b>	<b>555,987</b>
<b>Total Revenues</b>	<b>1,182,548</b>	<b>1,253,928</b>	<b>1,223,969</b>	<b>1,208,450</b>	<b>1,199,958</b>	<b>1,157,125</b>	<b>1,127,768</b>
Right of Way	-3,467	-4,013	-4,013	-4,013	-4,013	-4,076	-4,139
Local Construction	-9,500	-9,500	-9,500	-9,500	-9,500	-9,647	-9,796
Federal Hard Costs	-124,291	-233,947	-229,314	-244,575	-210,375	-193,056	-150,339
Non-Federal Hard Costs	-38,375	-45,107	-50,454	-64,617	-90,501	-93,642	-138,210
Federal Soft Costs	-24,752	-34,998	-19,955	-19,216	-18,682	-18,971	-19,264
Non-Federal Soft Costs	-30,343	-34,856	-39,276	-40,997	-41,107	-40,852	-41,438
Discretionary Federal Hard Costs	-	-	-	-	-	-	-
Discretionary Federal Soft Costs	-	-	-	-	-	-	-
Federal Emergency Repair Program	-35,292	-71,432	-66,771	-30,443	-22,231	-	-
Local Emergency Repair Program	-1,204	-9,359	-9,619	-4,161	-3,846	-	-
Toll Optimization CIP	-19,827	-34,588	-30,979	-	-	-	-
Transit CIP	-53,506	-39,753	-21,040	-17,500	-43,762	-18,046	-18,324
Construction salaries and related benefits	-29,152	-24,145	-23,170	-23,166	-23,485	-23,816	-24,150
Other construction program expenses	-1,533	-1,575	-1,602	-1,627	-1,652	-1,678	-1,704
<b>Total capital expenses - Federal</b>	<b>-149,043</b>	<b>-268,945</b>	<b>-249,269</b>	<b>-263,791</b>	<b>-229,057</b>	<b>-212,027</b>	<b>-169,603</b>
<b>Total capital expenses - State &amp; Local</b>	<b>-101,512</b>	<b>-128,065</b>	<b>-134,223</b>	<b>-119,128</b>	<b>-145,121</b>	<b>-148,217</b>	<b>-193,583</b>
<b>Total capital expenses - Transit</b>	<b>-53,506</b>	<b>-39,753</b>	<b>-21,040</b>	<b>-17,500</b>	<b>-43,762</b>	<b>-18,046</b>	<b>-18,324</b>
<b>Total capital expenses - Emergency</b>	<b>-36,497</b>	<b>-80,791</b>	<b>-76,390</b>	<b>-34,604</b>	<b>-26,077</b>	<b>-</b>	<b>-</b>
<b>Total capital expenses</b>	<b>-371,243</b>	<b>-543,274</b>	<b>-505,693</b>	<b>-459,816</b>	<b>-469,155</b>	<b>-403,783</b>	<b>-407,363</b>
Pension costs	-35,759	-35,274	-35,673	-35,553	-35,437	-35,127	-34,520
Litigation Reserve	-4,000	-4,000	-4,000	-1,500	-1,522	-1,545	-1,568
Right of Way Payments	-7,905	-8,316	-10,101	-10,274	-9,564	-6,312	-3,156
Non-construction salaries and related benefits	-22,903	-19,310	-17,962	-17,147	-16,808	-16,518	-16,418
Toll highways administration and maintenance	-46,171	-47,215	-44,501	-44,321	-44,604	-45,910	-46,579
Train operating and maintenance costs	-70,642	-70,271	-67,278	-80,462	-70,865	-70,998	-71,824
Integrated transportation system	-12,156	-9,812	-9,989	-10,148	-10,306	-10,461	-10,619
Other operating expenses	-43,143	-33,838	-29,654	-20,985	-21,321	-24,942	-23,887
<b>Total operating expenses</b>	<b>-242,677</b>	<b>-228,486</b>	<b>-219,157</b>	<b>-220,391</b>	<b>-210,427</b>	<b>-211,813</b>	<b>-208,570</b>
<b>Total expenses</b>	<b>-613,920</b>	<b>-771,760</b>	<b>-724,851</b>	<b>-680,207</b>	<b>-679,581</b>	<b>-615,597</b>	<b>-615,934</b>
<b>Total Surplus After Measures, but before CW Transfer &amp; Clawback Removal</b>	<b>170,560</b>	<b>48,676</b>	<b>161,882</b>	<b>169,929</b>	<b>255,256</b>	<b>266,890</b>	<b>-</b>
Clawbacks Removed	-523,779	-545,328	-543,134	-544,467	-546,520	-551,112	-553,855
<b>Total Surplus After Measures &amp; Clawback Removal, but before CW Transfer</b>	<b>9,343</b>	<b>-81,086</b>	<b>-61,941</b>	<b>-34,150</b>	<b>-44,069</b>	<b>-59,947</b>	<b>-</b>
Transfer from Government of PR	-	178,777	138,109	135,724	147,699	143,731	142,960
<b>Total Surplus After Measures, Clawback Removal &amp; CW Transfer</b>	<b>9,343</b>	<b>97,691</b>	<b>76,168</b>	<b>101,574</b>	<b>103,630</b>	<b>116,222</b>	<b>83,013</b>
<b>OPERATING SURPLUS</b>	<b>-17,482</b>	<b>28,696</b>	<b>52,702</b>	<b>59,306</b>	<b>74,639</b>	<b>90,001</b>	<b>102,472</b>
<b>CAPITAL SURPLUS</b>	<b>26,825</b>	<b>-109,782</b>	<b>-114,644</b>	<b>-93,456</b>	<b>-118,707</b>	<b>-117,510</b>	<b>-162,419</b>
<b>cw transfer</b>	<b>-</b>	<b>178,777</b>	<b>138,109</b>	<b>135,724</b>	<b>147,699</b>	<b>143,731</b>	<b>142,960</b>