

# UNIFIED PLANNING WORK PLAN (UPWP)

2026-2027

---

## PUERTO RICO METROPOLITAN PLANNING ORGANIZATION (MPO)

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

DRAFT March 20, 2025



# **Puerto Rico Unified Planning Work Program 2026-2027**

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

## Executive Summary

The Puerto Rico Unified Planning Work Program (UPWP) for Fiscal Year 2026 and Fiscal Year 2027 presents the planning activities with federal funds by the state, municipalities, and agencies for the San Juan Metropolitan Area, the Aguadilla Metropolitan Area and all Urbanized Areas Under 200,000 Population. This Unified Planning Work Program is a two-year transportation planning work program detailing transportation planning, programs, and activities to be performed by the Puerto Rico Metropolitan Planning Organization (PRMPO) for the period of October 1, 2025, to September 30, 2027. The planning activities are usually defined in four work elements composed of recurring and non-recurring tasks. Thus, the planning funds are distributed in the following elements: 1-Program Administration and Planning Support Activities; 2-Long Range Transportation Plan, 3- Special Project Planning (transportation planning studies, non-recurring activities); 4- Data Collection.

The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. The Puerto Rico Highways and Transportation Authority (PRHTA) is the designated recipient of the planning grant funds from Federal Highway Administration (FHWA) funds, also known as "PL" or planning funds, and Federal Transit Administration (FTA) Section 5305(d) funds. The PL Funds (FHWA) are programmed in the Puerto Rico State Planning and Research Program (PR-SPR). The planning tasks description and budget of the PR-SPR are currently approved for fiscal year 2024 for the San Juan and Aguadilla TMA's can be found in the State Planning & Research Program under tasks 614 and 615. A copy of these tasks can be found in Appendix B.

On December 2024, FHWA and FTA held a Transportation Management Area (TMA) Certification Review, under provision of 23 CFR 450.334 and 49 CFR 613.334, of the transportation planning process of the San Juan and Aguadilla TMA. A final report of the certification review is expected to be completed by the first quarter of FY2025. The activities listed under the administration work element of this UPWP are focused on continued compliance with FTA requirements.

## Introduction: UPWP 2026-2027

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

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

*Table 1. Index of Work Elements*

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

## FTA apportionments

(METROPOLITAN PLANNING PROGRAM AND STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH PROGRAM APPORTIONMENTS)

Section	Funding Fiscal Year	Lapse Year	Apportionment Available	Available Balance
5303	2022	9/30/2025	\$1,549,698	\$0
5303	2023	9/30/2026	\$2,293,525	\$1,399,223
5303	2024	9/30/2027	\$1,829,859	\$1,829,859
5304	2022	9/30/2025	\$463,258	\$463,258
5304	2023	9/30/2026	\$468,948	\$468,948
5304	2024	9/30/2027	\$373,629	\$373,629

### Summary table of tasks and programmed funding for Section 5304 (Statewide Planning)

Task/ Sub- tasks	Description		Two Years Program		Total Estimated Cost	Remarks
			2026	2027	Est. Cost	
1	Adm-UPWP and Grant Administration	F	\$100,000.00		\$ 100,000.00	
		S				
		T	\$100,000.00		\$ 100,000.00	
1.1	Administration -Staff Support to MPO Operation	F	\$100,000.00		\$ 100,000.00	
		S				
		T	\$100,000.00		\$ 100,000.00	
1.2	Administration- TIP Development and Maintenance	F	\$50,000.00		\$ 50,000.00	
		S				
		T	\$50,000.00		\$ 50,000.00	
1.3	Administration- Public Involvement Program	F	\$50,000.00		\$ 50,000.00	
		S				
		T	\$50,000.00		\$ 50,000.00	
1.4	Administration- Professional Development	F	\$50,000.00		\$ 50,000.00	
		S				
		T	\$50,000.00		\$ 50,000.00	
1.5	Administration- Title VI Civil Rights, Environmental Justice, EEO, and Disadvantage Business Enterprise Program	F	\$40,000.00		\$ 40,000.00	
		S				
		T	\$40,000.00		\$ 40,000.00	

1.6	Administration- Interagency Agreements and Contract Legal Revision	F	\$15,351.00	\$	15,351.00
		S			
		T	\$15,351.00	\$	15,351.00
2.1	Long Range Transportation Plan 2050 Maintenance	F	\$57,907.00	\$	57,907.00
		S			
		T	\$57,907.00	\$	57,907.00
Total Federal			\$463,258.00		\$463,258.00
*Total State					
Total			\$463,258.00		\$463,258.00
*State/Local Share will be covered with Transportation Development Credits (TDC).					

Summary table of tasks and programmed funding for Section 5303  
(Metropolitan Planning)

Description		Two Years Program		Total Estimated Costs	Remarks
		2026	2027		
Study and Design for Bicycle Lanes for the Municipality of Caguas	F	\$600,000.00			
	S				
	T	\$600,000.00			
Feasibility Analysis for Complete Streets in the Municipality of Fajardo	F	\$90,000.00			
	S				
	T	\$90,000.00			
Study and Design for Bicycle Lanes for the Municipality of Florida	F	\$90,000.00			
	S				
	T	\$90,000.00			
Comprehensive Transportation Study for the Municipality of Maunabo	F	\$90,000.00			
	S				
	T	\$90,000.00			
Complete Streets Study for the Municipality of Naranjito	F	\$100,000.00			
	S				
	T	\$100,000.00			
Complete Streets Study for the Municipality of Toa Baja	F	\$100,000.00			
	S				
	T	\$100,000.00			
Design for Complete Streets (Phase 1) for the Municipality of Vega Baja	F	\$440,000.00			
	S				
	T	\$440,000.00			
NTD "Publicos" Islandwide Data Collection	F	\$800,000.00			
	S				
	T	\$800,000.00			
NTD "Publicos" Safety and Security Data Collection	F	\$130,000.00			
	S				
	T	\$130,000.00			
<b>Total Federal</b>		<b>\$2,440,000.00</b>			
<b>Total State</b>					
<b>Total</b>		<b>\$2,440,000.00</b>			

## UPWP Development Process

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

According to FTA regulations, the MPO is responsible for:

- Responsible for establishing a fair and impartial setting for all regional decision-making in the metropolitan area.
- Identify and evaluate alternative transportation improvement options: use data and planning methods to generate and evaluate alternatives.  
The planning studies and evaluations are included in the UPWP.
- Prepare and maintain a Metropolitan Transportation Plan
- Develop a Transportation Improvement Program (TIP)
- Involve the public

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

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



## Planning Emphasis Areas (PEAs) 2021

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

The updated PEAs are detailed below:

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

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

### Equity and Justice<sup>40</sup> in Transportation Planning

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

### Complete Streets

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

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

### Public Involvement

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

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

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

### Federal Land Management Agency (FLMA) Coordination

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

### Planning and Environment Linkages (PEL)

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

### Data in Transportation Planning

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

## Performance-Based Planning: Transit Asset Management Plan (TAM) and the Public Transit Agency Safety Plan (PTASP)

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

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

### Performance Measures and Targets

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

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

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

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

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

### Planning Factors (23 CFR § 450.306)

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

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

Table 7 . Planning Factors within the activities included in the UPWP 2026-2027

Task Title	Planning Factors									
	1	2	3	4	5	6	7	8	9	10
Program Administration										
Long Range Transportation Plan 2050 Maintenance										
Study and Design for Bicycle Lanes for the Municipality of Caguas										
Study and Design for Bicycle Lanes for the Municipality of Florida										
Comprehensive Transportation Study for the Municipality of Maunabo										
Complete Streets Study for the Municipality of Naranjito										
Complete Streets Study for the Municipality of Toa Baja										
Design for Complete Streets (Phase 1) for the Municipality of Vega Baja										
NTD "Publicos" Islandwide Data Collection										
NTD "Publicos" Safety and Security Data Collection										

## Puerto Rico MPO Organization

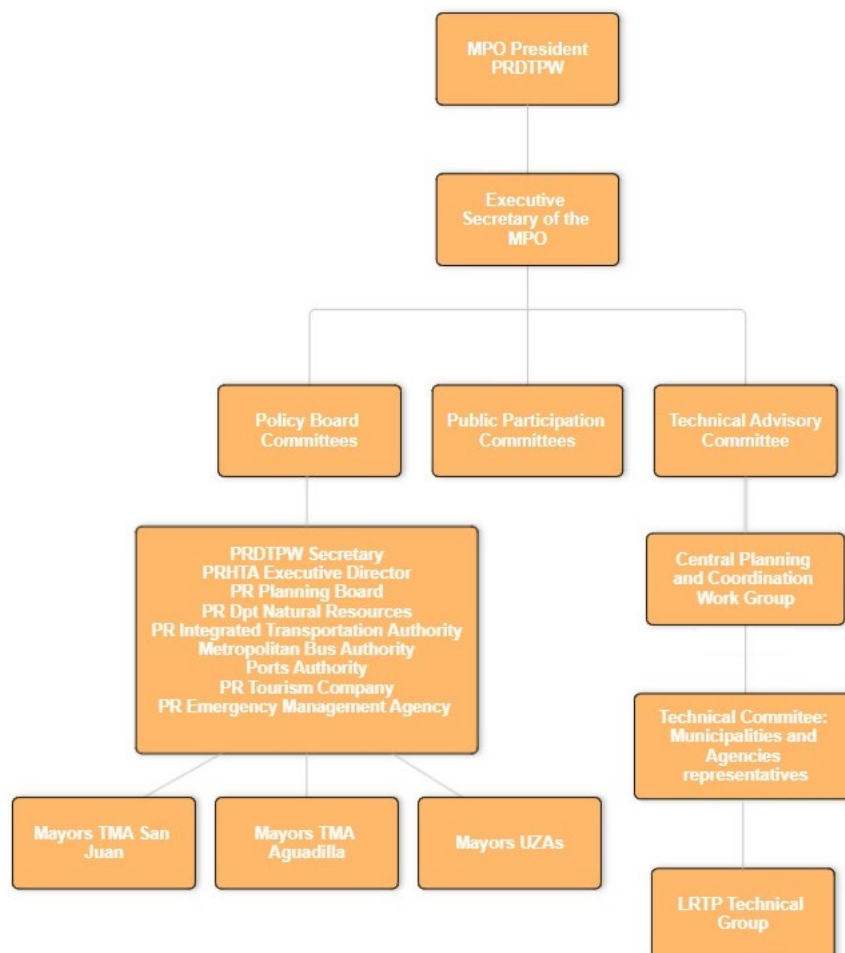
On January 12, 1973, and as authorized by Plan Number 6 for the Reorganization of the Executive Branch of the Commonwealth of Puerto Rico, the Department of Public Works was reorganized and renamed the Department of Transportation and Public Works (DTPW), becoming the central government agency responsible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

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

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

### Puerto Rico MPO composition

In Puerto Rico, there is one MPO, although according to the 2020 Census of Population, there are two urbanized area with population over 200,000- also known as Transportation Management Area (TMA)- San Juan and Aguadilla urbanized areas, and nine consolidated urbanized areas with population of 50,000 to 199,999 (under 200,000 population). Since the 2020 Census revealed that Puerto Rico suffer a decrease in population, some Municipalities changed UZA's, mostly from SJUA and UZA's to Rural.



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

The Policy Board Committee for the San Juan Urbanized Area (SJUA), is defined by the 2020 Census as falling in the funding category of areas with over one million inhabitants and comprising the following **thirty-three (33)** municipalities:

Aguas Buenas	Barranquitas	Bayamón	Caguas
Cayey	Canóvanas	Carolina	Cataño
Comerio	Corozal	Cidra	*Coamo
Dorado	Gurabo	Guaynabo	Humacao
Juncos	Las Piedras	Manatí*	Maunabo
Morovis	Naguabo	Naranjito	Orocovis



Rio Grande	San Juan	San Lorenzo	Trujillo Alto
Toa Alta	Toa Baja	Vega Alta	Vega Baja
Yabucoa			

The Policy Board Committee for the Aguadilla Urbanized Area of (AUA), which falls in the funding category of areas with over 200,000 and less than one million inhabitants, is defined as comprising the following **seven (7)** municipalities:

Aguada	Aguadilla	Añasco	Isabela
Moca	San Sebastián	Rincón	

The Policy Board Committee for Urbanized Areas Under 200,000 Population (UZA), which integrates **twenty- eight (28)** municipalities, is defined as follows:

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

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

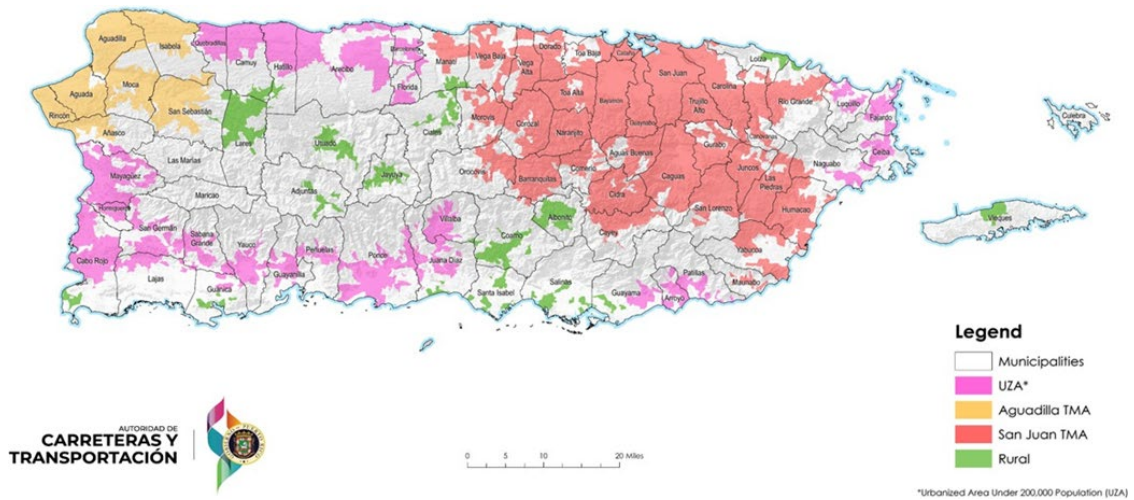
#### Voting

- 1.Secretary of Department of Transportation and Public Works
- 2.Executive Director of the Puerto Rico Highways and Transportation Authority (PRHTA)
- 3.Executive Director of Ports Authority (PA)
- 4.President and General Manager of the Metropolitan Bus Authority (MBA)
- 5.President, Planning Board (PB)
- 6.President, Public Service Commission (PSC)
- 7.President, Department of Natural Resources (DNR)
- 8.Executive Director, Puerto Rico Integrated Transportation Authority
- 9.PR Tourism Company
- 10.PR Emergency Management Agency
- 11.The 72 mayors of the municipalities included in the urbanized areas (SJUA - 33; AUA - 7; UZA - 28)

### Non-Voting

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

Figure 2: Urbanized Areas defined by the 2020 Census



# WORK ELEMENT 1: PROGRAM ADMINISTRATION AND PLANNING SUPPORT ACTIVITIES

Petitioner: PRHTA

Task: 1

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

### PURPOSE:

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

### PREVIOUS WORK:

- Puerto Rico UPWP 2024-2025 Amendment #1
- Grant execution: PR-2023-048 and PR-2024-023
- The administration of the overall planning process, which includes all correspondence, meetings, status updates on all state and federal reports e.g. LRTP, STIP, TMA Certifications, among others is being completed on a daily basis with all participant offices.

### METHODOLOGY/ SCOPE OF WORK:

- Ensure projects are properly funded and begin and end dates are within grant agreement timeframe.
- Review and update the UPWP to address any changes.
- Document distribution to all the PRMPO members.
- Seek approval from the members of the three PRMPO Policy Board Committees.
- Administer the work to be performed: overlook of the task to be done, provide technical assistance to the subrecipients (municipalities and agencies) of Metropolitan Planning Program (MPP) funds. This also includes an evaluation of the Municipalities and Agencies petitions for MPP funds, scope of work assessment, listing the recommended and not recommended MPP petitions for planning activities, incorporating the new tasks in the UPWP.
- Prepare the budget and distribution of the MPP funds for the 2024 Assignments and the identification of available MPP funds from other older Grants.
- Develop and process the third-party agreements between the PRHTA and the subrecipients of MPP.
- Process grants amendments and budget revision.
- Grant Close Out preparation. Project Completion Report to close out grants, as appropriate.
- Request progress report to the subrecipients of MPP funds. Submit the quarterly progress report of the MPP open grants.
- Process reimbursement request from MPP subrecipients. Manage a checklist to verify the reimbursement request comply with the necessary documentation to process it to the Accounting Office of PRHTA.
- Reproduce the UPWP and publish the availability of the document for the people to comment.
- Maintain financial records, invoices, quarterly progress reports and annual audits
- Complete the PRMPO certification process pursuant to federal and state regulations
- Review existing agreements and modify/update as needed

- Monitor and maintain a two-year Unified Planning Work Program for FY 24 and FY25, including any necessary revisions, and provide at least quarterly progress reports and reimbursement requests
- Coordinate UPWP tasks with participating agencies or municipalities.
- Prepare the draft FY 2026-2027

Petitioner: PRHTA

Task: 1.1

## TIP Development and Maintenance

### PURPOSE:

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

### PREVIOUS WORK:

- TIP 2023-2026, Amendment 2 for San Juan Urbanized Area, approved on May 21, 2024
- TIP 2023-2026, Amendment 2 for Aguadilla Urbanized Area, approved on May 21, 2024
- TIP 2023-2026 Amendment 2 for Urbanized Areas Under 200,000 population, approved on May 21, 2024.

### METHODOLOGY/ SCOPE OF WORK:

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

**END PRODUCTS:**

- TIP 2023-2026 Amendment #3 for San Juan Urbanized Area
- TIP 2023-2026 Amendment #3 for Aguadilla Urbanized Area
- TIP 2023-2026 Amendment #3 for Urbanized Areas Under 200,000

**WORK SCHEDULE:**

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

**COORDINATED BY:**

- Federal Coordination Office

**Public Participation Program****PURPOSE:**

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

**PREVIOUS WORK:**

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

**METHODOLOGY/ SCOPE OF WORK:**

- Evaluation of measures of the PIP effectiveness

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

#### **END PRODUCTS:**

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

#### **COORDINATED BY:**

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

---

## **Professional Development**

#### **PURPOSE:**

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

#### **PREVIOUS WORK:**

- Triennial Review Workshops
- FTA/ FHWA webinars

#### **METHODOLOGY/ SCOPE OF WORK:**

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

**END PRODUCTS AND SCHEDULE**

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

**COORDINATED BY:**

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

## Title VI Civil Rights, Environmental Justice, EEO, and Disadvantage Business Enterprise Program

**PURPOSE:**

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

**PREVIOUS WORK:**

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

**METHODOLOGY/ SCOPE OF WORK:**

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

**END PRODUCTS**

- ADA Transition Plan

**COORDINATED BY:**

- PRHTA: Civil Rights Office



## Interagency Agreements and Contract Legal Revision

**PURPOSE:**

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

**PREVIOUS WORK:**

Review interagency agreements between PRHTA and PRMPO members.

**METHODOLOGY/ SCOPE OF WORK:**

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

**END PRODUCTS AND SCHEDULE**

- Interagency agreement- as needed

**COORDINATED BY:**

- PRHTA: Federal Coordination Office and Legal Advisor Office
-

# WORK ELEMENT 2: PUERTO RICO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) MAINTENANCE

## Puerto Rico 2050 Long Range Transportation Plan (LRTP) Maintenance

### PURPOSE:

- The Federal Regulations (CFR 23 Part 450) requires updating the Metropolitan Transportation Plan or Regional Long Range Transportation Plan, every five years, in air attainment areas, and since the Puerto Rico 2050 Multimodal and Sustainable Long- Range Transportation Plan and the other seven Regional LRTP were approved in 2023.
- This task will provide maintenance and execution of the LRTP 2050 approved plan.

### PREVIOUS WORK:

- 2050 Islandwide Long Range Transportation Plan
- 2050 San Juan Metropolitan LRTP
- 2050 Aguadilla Metropolitan LRTP
- 2050 Regional LRTPs: for the North, Southwest, South, Southeast and East

### METHODOLOGY/ SCOPE OF WORK:

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

### END PRODUCTS & WORK SCHEDULE:

Monitoring, maintaining, and supporting the adopted LRTP - ongoing

### COORDINATED BY:

PRHTA= Strategic Planning Office

## WORK ELEMENT 3: SPECIAL PROJECT PLANNING NEW TRANSPORTATION PLANNING TASKS FOR: SAN JUAN, AGUADILLA, AND URBANIZED AREAS UNDER 200,000



San Juan Urbanized Area  
 Task 3-1  
 Petitioner: Municipality of Caguas

## Study and Design for four (4) Cycle Routes in the Municipality of Caguas

### PURPOSE OF THE ACTIVITY:

The Municipality of Caguas firmly believes that the availability of safer and dedicated bicycle transportation alternatives will significantly improve the quality of life of present and future inner-city residents of Caguas. The reduction in the use of automobiles will create a more relaxed and healthier atmosphere due to the decrease in noise, pollution and stress related to the time drivers waste driving to local destinations.

### PREVIOUS WORK:

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

### METHODOLOGY/SCOPE OF WORK

- Literature Review and Best Practices: A thorough review of existing literature, case studies, and best practices will be conducted to understand successful cycle route designs and policies.
- Stakeholder Engagement: Surveys, public consultations, and focus groups will be organized to gather input from local residents, cyclists, municipal authorities, and other stakeholders.
- Current Infrastructure Assessment: A detailed analysis of the existing transportation infrastructure, including roads, sidewalks, and public transport networks, will be conducted. This will identify gaps, challenges, and opportunities for integrating cycle routes into the current urban fabric. Key factors such as traffic volume, accident data, and topography will also be examined to ensure the proposed routes are safe and feasible.
- Design Development: Based on the selected routes, detailed designs will be developed, considering factors such as road width, traffic flow, cyclist safety features (e.g., bike lanes, signaling), and accessibility for all users. The design process will also incorporate sustainability practices, such as green infrastructure and eco-friendly materials.
- Final Recommendations and Report: The study will conclude with a set of detailed recommendations for the full-scale implementation of the cycle routes.

### END PRODUCTS

Recommendations for the cycle routes across the transit system.

### SCHEDULE:

Start Date: October 2023; End Date: October 2024

### COORDINATED BY:

Municipality of Caguas

**COST AND FUNDING SOURCE:** \$600,000 (Federal and \$120,000-TDC) for FY 2025

Urbanized Area Under 200,000 population

Task 3-2

Petitioner: Municipality of Fajardo

## Feasibility Analysis for Complete Streets in the Municipality of Fajardo

### PURPOSE OF THE ACTIVITY:

The Municipality of Fajardo is requesting a feasibility analysis to evaluate the practicality, cost-effectiveness, and potential impacts of implementing a Complete Streets initiative within a defined urban or suburban area. Complete Streets are designed to provide safe, accessible, and equitable transportation options for all users, including pedestrians, cyclists, public transit riders, and motorists.

### PREVIOUS WORK:

- PR Complete Streets Plan and Design Guidelines (2018)
- Comprehensive Bicycle and Pedestrian Plan for Puerto Rico (2018)
- Territorial Plan of the Municipality of Fajardo

### METHODOLOGY/SCOPE OF WORK

- Data Collection and Review: Traffic and transportation data, pedestrian and bicycle usage, demographic and socioeconomic data, existing infrastructure analysis.
- Stakeholder Engagement: public input and surveys, consultation with experts,
- Collaboration with Public Agencies and Organizations
- Needs Assessment: Identify gaps in the current transportation system, such as lack of pedestrian infrastructure, unsafe intersections, or insufficient public transportation options, Evaluate the community's needs for increased accessibility, safety, and multimodal options, with a focus on vulnerable populations, Identify the primary goals of the Complete Streets project, including safety improvements, environmental sustainability, congestion reduction, or enhancing public health.
- Design and Engineering Feasibility: Review conceptual designs for Complete Streets, Analyze the potential impact of these changes on existing traffic flow, parking availability, and road capacity.
- Cost-Benefit Analysis
- Phasing and Implementation Plan

**END PRODUCTS:** Complete Streets Plan and Recommendations

### SCHEDULE:

Start Date: October 2025; End Date: October 2026

### COORDINATED BY:

Municipality of Florida

**COST AND FUNDING SOURCE:** \$90,000 (Federal and \$18,000-TDC) for FY 2025

Urbanized Area Under 200,000 population

Task 3-3

Petitioner: Municipality of Florida

## Study and Design for Bicycle Lanes for the Municipality of Florida

### PURPOSE OF THE ACTIVITY:

The Municipality of Florida is currently working to strengthen all available transportation systems to provide mobility across the municipality for both residents and visitors. Florida receives numerous visits from cyclists who could benefit from the public transportation system; however, at present, there is no dedicated bicycle lane that offers cyclists the safety and confidence to navigate roads securely.

### PREVIOUS WORK:

- PR Complete Streets Plan and Design Guidelines (2018)
- Comprehensive Bicycle and Pedestrian Plan for Puerto Rico (2018)
- Territorial Plan of the Municipality of Florida (2023)

### METHODOLOGY/SCOPE OF WORK

- Evaluation of existing plans and agreements related to transportation locally and Statewide.
- Data Collection: Demographic study, Interviews, meeting and surveys with communities, commerce.
- Data Analysis: Analyze traffic, safety, and survey data to identify trends, correlations, and public support for bicycle lanes.
- Recommendations and Reporting: Development of a phase plan for implementation, Options for implementation and costs, Evaluation, and recommendation of newer technology to be used in the system and stops.
- Phase Implementation plan.

### END PRODUCTS

The Municipality of Florida seeks to innovate through this study, with alternatives that comply with safety for our cyclists. The Municipality intends to achieve easily accessible roads for bicycle users and enable their conditions to guarantee their safety in our streets for them to access our bus stops.

### SCHEDULE:

Start Date: October 2025; End Date: October 2026

### COORDINATED BY:

Municipality of Florida

**COST AND FUNDING SOURCE:** \$90,000 (Federal and \$18,000-TDC) for FY 2025

San Juan Urbanized Area

Task 3-4

Petitioner: Municipality of Maunabo

## Comprehensive Transportation Study for the Municipality of Maunabo

### PURPOSE OF THE ACTIVITY:

The purpose of this Comprehensive Transportation Study is to assess and analyze the current transportation systems within the municipality to improve mobility, enhance safety, and promote sustainable transportation options. This study aims to identify existing transportation challenges, evaluate infrastructure needs, and provide data-driven recommendations for future improvements.

### PREVIOUS WORK:

- Territorial Plan of the Municipality of Maunabo (2024)

### METHODOLOGY/SCOPE OF WORK

- Define Goals and Objectives: Engage stakeholders (government, residents, businesses) to define the purpose and scope of the plan.
- Data Collection and Analysis: Gather data on current traffic patterns, transportation infrastructure, demographics, and land use. Analyze transportation needs, including user feedback and future demand projections.
- Identify Issues and Needs: Assess the performance of the current transportation system, identifying congestion points, service gaps, and safety concerns. Forecast future transportation demand based on population and economic growth.
- Develop Alternative Strategies: Evaluate different transportation modes and strategies and consideration of sustainability, resilience, and emerging technologies.
- Evaluate Alternatives: Perform cost-benefit and feasibility analyses, considering environmental, social, and economic impacts. Assess equity and accessibility for all residents, especially underserved groups.
- Prioritize and Develop the Plan: Categorize strategies into short-term, medium-term, and long-term actions. Prioritize based on urgency, impact, and available resources.
- Stakeholder Engagement: Conduct public consultations to gather input and ensure the plan aligns with community needs.
- Implementation Planning: Identify funding sources and create a strategy for implementation.

### END PRODUCTS:

Comprehensive Transportation Plan for the Municipality of Maunabo

### SCHEDULE:

Start Date: October 2025; End Date: October 2026

### COORDINATED BY:

Municipality of Maunabo

**COST AND FUNDING SOURCE:** \$90,000 (Federal and \$18,000-TDC) for FY 2025



San Juan Urbanized Area

Task 3-5

Petitioner: Municipality of Naranjito

## Complete Streets Study for the Municipality of Naranjito

### PURPOSE OF THE ACTIVITY:

The Municipality of Naranjito is interested in developing a Complete Streets Plan to create safer, more accessible, and inclusive transportation networks that accommodate the diverse needs of all residents, regardless of age, ability, or mode of travel. This plan will also support economic development through the implementation to accessible and profitable initiatives, improves physical and mental health through physical activities and reduces accidents and their severity when they occur.

### PREVIOUS WORK:

- Complete Transportation Study (2017)
- Territorial Plan of the Municipality of Naranjito (2012)

### METHODOLOGY/SCOPE OF WORK

- Conduct a thorough analysis of current transportation infrastructure.
- Identify areas with high pedestrian, cyclist, and public transit usage.
- Assess safety concerns, traffic flow, and accessibility issues.
- Facilitate community workshops, surveys, and public forums to gather input.
- Engage with local businesses, advocacy groups, and relevant organizations.
- Ensure representation from diverse demographics and user groups.
- Evaluate existing policies, ordinances, and regulations related to street design.
- Identify barriers to implementing Complete Streets principles.
- Recommend amendments or new policies to support the plan's objectives.
- Design and implement infrastructure improvements such as sidewalks, bike lanes, crosswalks, and transit amenities.
- Ensure compliance with ADA requirements and other accessibility standards.
- Develop a phased implementation plan with short-term and long-term objectives.
- Identify funding sources and mechanisms for project financing.

### END PRODUCTS:

Complete Streets Study

### SCHEDULE:

Start Date: October 2025; End Date: October 2026

### COORDINATED BY:

Municipality of Naranjito

**COST AND FUNDING SOURCE:** \$100,000 (Federal and \$20,000-TDC) for FY 2025

San Juan Urbanized Area

Task 3-6

Petitioner: Municipality of Toa Baja

## Complete Streets Study for the Municipality of Toa Baja

### PURPOSE OF THE ACTIVITY:

The Municipality of Toa Baja is interested in developing a Complete Streets Plan to create safer, more accessible, and inclusive transportation networks that accommodate the diverse needs of all residents, regardless of age, ability, or mode of travel. This plan will also support economic development through the implementation to accessible and profitable initiatives, improves physical and mental health through physical activities and reduces accidents and their severity when they occur.

### PREVIOUS WORK:

- Comprehensive Transportation Plan for the Municipality of Toa Baja (2023)
- Revised Territorial Plan of the Municipality of Toa Baja (2018)

### METHODOLOGY/SCOPE OF WORK

- Conduct a thorough analysis of current transportation infrastructure.
- Identify areas with high pedestrian, cyclist, and public transit usage.
- Assess safety concerns, traffic flow, and accessibility issues.
- Facilitate community workshops, surveys, and public forums to gather input.
- Engage with local businesses, advocacy groups, and relevant organizations.
- Ensure representation from diverse demographics and user groups.
- Evaluate existing policies, ordinances, and regulations related to street design.
- Identify barriers to implementing Complete Streets principles.
- Recommend amendments or new policies to support the plan's objectives.
- Design and implement infrastructure improvements such as sidewalks, bike lanes, crosswalks, and transit amenities.
- Ensure compliance with ADA requirements and other accessibility standards.
- Develop a phased implementation plan with short-term and long-term objectives.
- Identify funding sources and mechanisms for project financing.

### END PRODUCTS:

Complete Streets Study

### SCHEDULE:

Start Date: October 2025; End Date: October 2026

### COORDINATED BY:

Municipality of Toa Baja

**COST AND FUNDING SOURCE:** \$100,000 (Federal and \$20,000-TDC) for FY 2025

San Juan Urbanized Area

Task 3-7

Petitioner: Municipality of Vega Baja

## Design for Complete Streets (Phase 1) for the Municipality of Vega Baja

### PURPOSE OF THE ACTIVITY:

The Municipality of Vega Baja is interested in the continuity of their Complete Streets efforts across the city. The Municipality wants the roadway to be viewed as a share space for all residents, regardless of age, ability, or mode of travel. This project will also support economic development through the implementation to accessible and profitable initiatives, improves physical and mental health through physical activities and reduces accidents and their severity when they occur. Phase 1 includes sections of PR-6686 and PR-686.

### PREVIOUS WORK:

-Short Range Transit Plan (2018)

-Complete Streets Feasibility Study and Conceptual Design (2019)

### METHODOLOGY/SCOPE OF WORK

- Design Refinement: Finalize the selected concept with detailed design elements, including roadway geometry, cross-section, materials, traffic control devices, lighting, and landscaping.
- Construction Drawings: Prepare detailed engineering drawings, including plans, profiles, cross-sections, and specifications for construction.
- Incorporate Smart Technologies: Consider integrating smart traffic signals, sensors, and real-time data collection systems to improve traffic management and safety.
- Review Standards and Guidelines: Ensure the design meets local, state, and federal guidelines, including ADA accessibility, safety standards, and environmental regulations.
- Permitting and Approvals: Obtain the necessary permits and approvals from regulatory agencies, ensuring compliance with zoning, environmental, and transportation laws.
- Cost Estimation and Budgeting: Prepare a detailed cost estimate, including construction, materials, labor, and contingencies.
- Stakeholder Involvement: Keep stakeholders informed and involved throughout the design phases to ensure continued support and address concerns.

### END PRODUCTS:

Complete Streets Study

### SCHEDULE:

Start Date: October 2025; End Date: October 2026

### COORDINATED BY:

Municipality of Vega Baja

COST AND FUNDING SOURCE: \$440,000 (Federal and \$88,000-TDC) for FY 2025

## WORK ELEMENT 4: DATA COLLECTION

## NTD "Publicos" and Rural Subrecipients (Islandwide) Data Collection

### PURPOSE OF THE ACTIVITY

- Gather, analyze, and summarize data on “público” service in Puerto Rico’s TMAs, small UZAs and non-UZAs. The data is used to estimate performance statistics which will be submitted to the NTD Reporting System.
- This will also include the NTD data for (13) Rural Municipalities, according to the 2020 Census.
- To calculate/estimate “público” service performance statistics for all Puerto Rico’s UZA’s. These statistics are related to the NTD Reporting System.
- To assist the DTPW/PRHTA in the preparation of the annual report of the “público” service for the NTD.
- To use a statistically valid sampling method -in compliance with FTA C2710.1A-in the gathering and estimation of passenger activities in the “público” system for all TMAs, UZAs and non-UZAs.
- To coordinate with the DTPW/PRHTA staff and municipal officers from all municipalities of Puerto Rico to facilitate the collection of data and information related to the project.
- To estimate "públicos" vehicles operating expenditures by cost item. Another objective is to present and estimating methodology that can be used each year in the preparation of the "públicos" system NTD Report.

### PREVIOUS WORK:

NTD annual reports, June 2023-July2024

### METHODOLOGY/ SCOPE OF WORK:

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

### END PRODUCTS:

- Progress Reports
- Monthly Reports
- Final Report

**WORK SCHEDULE:** This is a recurring activity.

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

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

## NTD "Publicos" and Rural Subrecipients Safety and Security Data Collection

### PURPOSE OF THE ACTIVITY

- To obtain a monthly report of accidents and incidents in the “público” transportation system as for San Juan Metropolitan Area, Aguadilla Metropolitan Area, all Puerto Rico’s small urbanized areas and thirteen (13) rural municipalities required by FTA’s current regulations.
- The consultant firm will follow FTA requirements and all applicable Federal rules and regulations and will establish coordination with any third parties that gather, manage and/or control input data needed for FTA reporting purposes.
- Database system on Accidents and Incidents will be also web-enabled for remote read only access by DTPW/PRHTA officials for which technical coordination will be conducted with DTPW/PRHTA’s staff. Additionally, to assist the DTPW/PRHTA to develop and submit on time the Safety and Security Reports.

### PREVIOUS WORK:

Annual NTD Report 2023-2024

### METHODOLOGY/ SCOPE OF WORK:

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

### END PRODUCTS:

- Progress Report
- Monthly Reports
- Final Report: A summary of all incidents will be presented according to the Safety Monthly Summary Incident Reporting form used by the NTD.
- The S&S-50 form, S&S-40 form and required information will be utilized as guideline.
- The Safety Monthly Summary Report form will capture monthly summary information on fires and other less severe safety incidents that are not reported on the Major Incident Report.

**WORK SCHEDULE:** This is an ongoing task.

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

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

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

ONGOING PLANNING ACTIVITIES						
Municipality/Agency	Total	80%	20%	Planning Activity	Grant	Status as of First Quarter 2025
Carolina	\$ 80,000.00	\$ 64,000.00	\$ 16,000.00	Study for Establishing a Transit Corridor Between Isla Verde, the International Airport, and the Carolina's Traditional Downtown	PR-80-0007	Project is underway
Fajardo	\$ 50,000.00	\$ 40,000.00	\$ 10,000.00	Fajardo Fixed Route Bus Expansion Study	PR-80-0007	Activity was completed
Guayama	\$ 58,000.00	\$ 46,400.00	\$ 11,600.00	Short Range Transit Plan for the Municipality of Guayama	PR-80-0007	Activity was completed
Guayanilla	\$ 60,000.00	\$ 48,000.00	\$ 12,000.00	Short Range Transit Plan for the Municipality of Guayanilla	PR-80-0007	Project is delayed
Patillas	\$ 55,000.00	\$ 44,000.00	\$ 11,000.00	Short Range Transit Plan for the Municipality of Patillas	PR-80-0007	Activity was completed
Rio Grande	\$ 60,000.00	\$ 48,000.00	\$ 12,000.00	Multimodal Transportation Plan	PR-80-0007	Activity was completed
Santa Isabel	\$ 50,000.00	\$ 40,000.00	\$ 10,000.00	Short Range Transit Plan for Santa Isabel	PR-80-0007	Project is underway
Naguabo	\$ 48,000.00	\$ 38,400.00	\$ 9,600.00	Implementation of the Transit System Plan for the Municipality of Naguabo	PR-80-0007	Activity was completed
Caguas	\$ 375,000.00	\$ 300,000.00	\$ 75,000.00	Planning and Design of Two Bikes Routes	PR-2016-004	Project is underway
Vega Alta	\$ 48,000.00	\$ 38,400.00	\$ 9,600.00	Strategic Plan for Future Transit Services	PR-2016-004	Project is underway
Aibonito	\$ 380,000.00	\$ 95,000.00	\$ 475,000.00	Feasibility Study for a Regional Transit Service Program for the Central Mountain Region	PR-2016-004	Activity was completed
Cataño	\$ 40,800.00	\$ 40,800.00	Toll Credits	Strategic Multimodal Transportation Plan	PR-2019-002	Activity was completed
Toa Alta	\$ 43,040.00	\$ 43,040.00	Toll Credits	Toa Alta's Transit Service Development Plan	PR-2019-002	Final invoice is being processed for payment. Activity will be closed
Canovanas	\$ 120,000.00	\$ 120,000.00	Toll Credits	Evaluation of the current transit system	PR-2019-002	Activity was completed
Moca	\$ 48,000.00	\$ 48,000.00	Toll Credits	Moca Transit Feasibility Study	PR-2019-002	Project is delayed
Vieques	\$ 80,000.00	\$ 80,000.00	Toll Credits	Comprehensive Transportation Study	PR-2019-002	Activity was completed
Guanica	\$ 56,000.00	\$ 56,000.00	Toll Credits	Elaboration and implementation of a public transiy system	PR-2019-002	Project is underway
Villalba	\$ 80,000.00	\$ 80,000.00	Toll Credits	Comprehensive Transit Study	PR-2019-002	Activity was completed
PRHTA	\$ 1,000,000.00	\$ 1,000,000.00	Toll Credits	ADA Transition Plan	PR-2019-002	Project is delayed



ONGOING PLANNING ACTIVITIES						
Municipality/Agency	Total	80%	20%	Planning Activity	Grant	Status as of First Quarter 2025
Las Marias	\$ 61,280.00	\$ 61,280.00	Toll Credits	Comprehensive Transit Study for the Municipality of Las Marias	PR-2019-018	Project is delayed
Hatillo	\$ 48,000.00	\$ 48,000.00	Toll Credits	Strategic Plan for the Transportation Program of the Municipality of Hatillo	PR-2019-018	Activity was completed
Humacao	\$ 64,000.00	\$ 12,800.00	Toll Credits	Evaluation of the Public Transportation System for the Municipality of Humacao	PR-2019-018	Project is underway
Vega Baja	\$ 32,000.00	\$ 6,400.00	Toll Credits	Evaluation of the current conditions of the Vega Baja transit system	PR-2019-018	Project will support the activities included in the Amendment #1 UPWP 2024-2025
Aguas Buenas	\$ 55,000.00	\$ 55,000.00	Toll Credits	Feasibility study for the transit system for the Municipality of Aguas Buenas	PR-2020-004	Project is delayed
Lares	\$ 70,000.00	\$ 70,000.00	Toll Credits	Evaluation of the transportation system of the Municipality of Lares	PR-2020-004	Activity was completed
Canovanas	\$ 110,000.00	\$ 110,000.00	Toll Credits	Feasibility Analysis for the Implementation of Complete Streets Policy in the Municipality of Canovanas	PR-2020-004	Activity was completed
Yabucoa	\$ 80,000.00	\$ 80,000.00	Toll Credits	Planning for Pedestrian and Bicycle Plan for the Municipality of Yabucoa	PR-2020-004	Project is delayed
ATM	\$ 300,000.00	\$ 300,000.00	Toll Credits	Study for the establishment of transit routes for the users of the Maritime System- Island Service	PR-2020-004	Project is underway
Toa Baja	\$ 130,000.00	\$ 130,000.00	Toll Credits	Comprehensive Transportation Plan for the Municipality of Toa Baja	PR-2020-004	Activity was completed
San German	\$ 100,000.00	\$ 100,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of San German	PR-2020-004	Activity was completed
Tren Urbano	\$ 450,000.00	\$ 450,000.00	Toll Credits	Revitalization Plan (Transit Oriented Development) for the ATI-TU rail stations	PR-2020-004	Project is underway
Loiza	\$ 81,000.00	\$ 81,000.00	Toll Credits	Comprehensive Transportation Plan for the Municipality of Loíza	PR-2021-042	Activity was completed
Quebradillas	\$ 81,000.00	\$ 81,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Quebradillas	PR-2021-042	Activity was completed
San Sebastian	\$ 65,000.00	\$ 65,000.00	Toll Credits	Evaluation of the current transit system for the Municipality of San Sebastian	PR-2021-042	Project is delayed
Aguada	\$ 100,000.00	\$ 100,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Aguada	PR-2022-018	Project is underway
Camuy	\$ 100,000.00	\$ 100,000.00	Toll Credits	Plan and Design of Complete Streets of Municipality of Camuy	PR-2022-018	Project is underway
Ciales	\$ 100,000.00	\$ 100,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Ciales	PR-2022-018	Project is delayed
Ceiba	\$ 81,000.00	\$ 81,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Ceiba	PR-2022-018	Project is underway
Las Piedras	\$ 81,000.00	\$ 81,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Las Piedras	PR-2022-018	Project is underway
Maricao	\$ 70,000.00	\$ 70,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Maricao	PR-2022-018	Activity was completed

ONGOING PLANNING ACTIVITIES						
Municipality/Agency	Total	80%	20%	Planning Activity	Grant	Status as of First Quarter 2025
Mayaguez	\$ 130,000.00	\$ 130,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Mayaguez	PR-2022-018	Project is underway
Peñuelas	\$ 81,000.00	\$ 81,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Peñuelas	PR-2022-018	Project is underway
Sabana Grande	\$ 100,000.00	\$ 100,000.00	Toll Credits	Development and Implementation of a Transit and Transportation Plan System for the Municipality of Sabana Grande	PR-2022-018	Project is underway
San Lorenzo	\$ 85,000.00	\$ 85,000.00	Toll Credits	Plan of Complete Streets for the Municipality of San Lorenzo	PR-2022-018	Project is delayed
Trujillo Alto	\$ 85,000.00	\$ 85,000.00	Toll Credits	Plan of Complete Streets for the Municipality of Trujillo Alto	PR-2022-018	Project was completed
Universidad de Puerto Rico-Rio Piedras	\$ 100,000.00	\$ 100,000.00	Toll Credits	Feasibility study for a transportation connectivity system in the El Cinco Sector Zone in Rio Piedras, San Juan-UPR	PR-2022-018	Project is delayed
Utuado	\$ 100,000.00	\$ 100,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Utuado	PR-2022-018	Project was completed
Adjuntas	\$ 90,000.00	\$ 90,000.00	Toll Credits	Short Range Strategic Transit Plan for the Municipality of Adjuntas	PR-2023-048	Project is underway
Dorado	\$ 100,000.00	\$ 100,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Dorado	PR-2023-048	Project is underway
Gurabo	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Gurabo	PR-2023-048	Project is underway
Juncos	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Junco	PR-2023-048	Project is underway
Manati	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Manati	PR-2023-048	Project is underway
Florida	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Florida	PR-2023-048	Project is underway
Arecibo	\$ 100,000.00	\$ 100,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Arecibo	PR-2023-048	Project is underway
Aguadilla	\$ 100,000.00	\$ 100,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Aguadilla	PR-2023-048	Project is underway
Trujillo Alto	\$ 118,595.00	\$ 118,595.00	Toll Credits	Comprehensive Transportation Study for the Municipality of Trujillo Alto	PR-2023-048	Project is underway
San Juan	\$ 250,000.00	\$ 250,000.00	Toll Credits	Comprehensive Transportation Study for the Municipality of San Juan	PR-2023-048	Project is underway

ONGOING PLANNING ACTIVITIES						
Municipality/Agency	Total	80%	20%	Planning Activity	Grant	Status as of First Quarter 2025
Aguadilla	\$ 100,000.00	\$ 100,000.00	Toll Credits	Complete Streets Plan for the Municipality of Aguadilla	PR-2024-023	Interagency Agreement is active
Anasco	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transportation Plan for the Municipality of Añasco	PR-2024-023	Interagency Agreement is active
Arecibo	\$ 400,000.00	\$ 400,000.00	Toll Credits	Feasibility study for the rehabilitation or new construction of the publicos terminals for the Municipality of Arecibo	PR-2024-023	Interagency Agreement is active
Barceloneta	\$ 90,000.00	\$ 90,000.00	Toll Credits	Study for Expansion of the Transportation System/Evaluation of the current transit system for the Municipality of Barceloneta	PR-2024-023	Interagency Agreement is active
Camuy	\$ 90,000.00	\$ 90,000.00	Toll Credits	Evaluation of Current Transportation System for the Municipality of Camuy	PR-2024-023	Interagency Agreement is active
Cayey	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transit Study for the Municipality of Cayey	PR-2024-023	Interagency Agreement is active
Gurabo	\$ 90,000.00	\$ 90,000.00	Toll Credits	Plan and Design of Complete Streets for the Municipality of Gurabo	PR-2024-023	Interagency Agreement is active
Hormigueros	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transportation Plan for the Municipality of Hormigueros	PR-2024-023	Interagency Agreement is active
Lajas	\$ 80,000.00	\$ 80,000.00	Toll Credits	Comprehensive Transportation Plan for the Municipality of Lajas	PR-2024-023	Interagency Agreement is active
Naguabo	\$ 85,000.00	\$ 85,000.00	Toll Credits	Study for Service Expansion in the Municipality of Naguabo	PR-2024-023	Interagency Agreement is active
Naranjito	\$ 90,000.00	\$ 90,000.00	Toll Credits	Comprehensive Transportation Plan for the Municipality of Naranjito	PR-2024-023	Interagency Agreement is active
Patillas	\$ 80,000.00	\$ 80,000.00	Toll Credits	Complete Streets Study for the Municipality of Patillas	PR-2024-023	Interagency Agreement is active
Vega Baja	\$ 64,000.00	\$ 64,000.00	Toll Credits	Short Range Transportation Plan for the Municipality of Vega Baja	PR-2024-023	Interagency Agreement is active
Vega Baja	\$ 75,000.00	\$ 75,000.00	Toll Credits	Pedestrian Access Transition Plan (ADA) for the Municipality of Vega Baja	PR-2024-023	Interagency Agreement is active

## Appendix B

### State Planning and Research (SPR) Program

**6. URBAN TRANSPORTATION PLANNING****a. SAN JUAN TRANSPORTATION MANAGEMENT AREA (614) (SJ-TMA)****RESPONSIBLE OFFICE(S):** Program Development Division**CONTACT:** Plan. Carlos J. Fernández Barreto**BACKGROUND AND CONTEXT:**

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

These transportation planning activities emphasize on early consideration of environmental issues, stakeholder's involvement, public participation according to the Infrastructure Investment and Jobs Act (IIJA)(Public Law 117-58, also known as the "Bipartisan Infrastructure Law") and most recent approved regulations (23 U.S.C. 134 (h)(1)(A-J), 23 U.S.C. 135(d)(1)(A-J), 49 U.S.C. 5303 (h)(1)(A-J) and 49 U.S.C. 5304 (d)(1)(A-I).

There are eleven (11) Urban Areas for Puerto Rico, according to 2020 Census. Puerto Rico have two Transportation Management Areas (TMAs): San Juan TMA (with more than one million inhabitants), and Aguadilla with more than 200,000 population. The activities described herein are related to San Juan TMA.

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

*Figure 1: Transportation Planning Regions (TPRs)*

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



## OBJECTIVES

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

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

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

- Monitoring goals and objectives completion of the metropolitan transportation plan for San Juan TMA in the long term as provided in federal regulation (23 CFR Part 450, and 49 CFR part 613 of May 2016).
- Continuing with the process of public involvement through stakeholder's committees and workshops for the development of the 2050 Multimodal Long Range Transportation Plan (MLRTP).
- Maintain the database management system for congestion management reporting and transportation plans update process.
- Improve in-house research capacity through Cube transportation model software by attending software training and developing research agenda according to approved 2050 MLRTP goals and objectives.

#### ACCOMPLISHMENTS DURING 2023-2024

During fiscal year 2023-2024 the development of the 2050 MLRTP for San Juan TMA was completed and approved by PRMPO in December 2023.

#### PROPOSED WORK FOR 2024-2025

Monitor the implementation of the 2050 MLRTP.

Programmed Amount for FY 2023-2024	\$0.00
Expended Amount as of September 2024	\$0.00
Estimated Cost for 2024-2025	\$0.00
Carry Forward SPR-61	\$0.00
<b>Task 614 Total for 2024-2025</b>	<b>\$0.00</b>

**6. URBAN TRANSPORTATION PLANNING****b. AGUADILLA TRANSPORTATION MANAGEMENT AREA (615) (A-TMA)**

**RESPONSIBLE OFFICE(S):** Program Development Division

**CONTACT:** Plan. Carlos J. Fernández Barreto

**BACKGROUND AND CONTEXT:**

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

These transportation planning activities emphasize on early consideration of environmental issues, stakeholder's involvement, public participation according to the Infrastructure Investment and Jobs Act (IIJA)(Public Law 117-58, also known as the "Bipartisan Infrastructure Law") and most recent approved regulations (23 U.S.C. 134 (h)(1)(A-J), 23 U.S.C. 135(d)(1)(A-J), 49 U.S.C. 5303 (h)(1)(A-J) and 49 U.S.C. 5304 (d)(1)(A-I).

There are eleven (11) Urban Areas for Puerto Rico, according to 2020 Census. Puerto Rico have two Transportation Management Areas (TMAs): San Juan TMA (with more than one million inhabitants), and Aguadilla with more than 200,000 population. The activities described herein are related to Aguadilla TMA.

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



*Figure 1: Transportation Planning Regions (TPRs)*

## OBJECTIVES

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

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

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

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

#### ACCOMPLISHMENTS DURING 2023-2024

During fiscal year 2023-2024 the development of the 2050 MLRTP for Aguadilla TMA was completed and approved by PRMPO in December 2023.

#### PROPOSED WORK FOR 2024-2025

Monitor the implementation of the 2050 MLRTP.

Programmed Amount for FY 2023-2024	\$0.00
Expended Amount as of September 2024	\$0.00
Estimated Cost for 2024-2025	\$0.00
Carry Forward SPR-61	\$0.00
<b>Task 615 Total for 2024-2025</b>	<b>\$0.00</b>

**6. URBAN TRANSPORTATION PLANNING****c. REGIONAL TRANSPORTATION PLANNING FOR URBANIZED AND RURAL AREAS (622) (RURAL AND UZAS LESS THAN 200,000 INHABITANTS)**

**RESPONSIBLE OFFICE(S):** Program Development Division

**CONTACT:** Plan. Carlos J. Fernández Barreto

**BACKGROUND AND CONTEXT:**

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

These transportation planning activities emphasize on early consideration of environmental issues, stakeholder's involvement, public participation according to the Infrastructure Investment and Jobs Act (IIJA)(Public Law 117-58, also known as the "Bipartisan Infrastructure Law") and most recent approved regulations (23 U.S.C. 134 (h)(1)(A-J), 23 U.S.C. 135(d)(1)(A-J), 49 U.S.C. 5303 (h)(1)(A-J) and 49 U.S.C. 5304 (d)(1)(A-I).

There are eleven (11) Urban Areas for Puerto Rico, according to 2020 Census. Puerto Rico have two Transportation Management Areas (TMAs): San Juan TMA (with more than one million inhabitants), and Aguadilla with more than 200,000 population. The activities described herein are related to Rural and other UZAs.

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

*Figure 1: Transportation Planning Regions (TPRs)*

## OBJECTIVES

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

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

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

- Monitoring goals and objectives completion of the metropolitan transportation plan for Rural and UZAS TMA in the long term as provided in federal regulation (23 CFR Part 450, and 49 CFR part 613 of May 2016).
- Continuing with the process of public involvement through stakeholder's committees and workshops for the development of the 2050 MLRTP.
- Maintain the database management system for congestion management reporting and transportation plans update process.
- Improve in-house research capacity through Cube transportation model software by attending software training and developing research agenda according to approved 2050 MLRTP goals and objectives.

#### ACCOMPLISHMENTS DURING 2023-2024

During fiscal year 2023-2024 the development of the 2050 MLRTP for Other Urbanized Areas was completed and approved by PRMPO in December 2023.

#### PROPOSED WORK FOR 2024-2025

Monitor the implementation of the 2050 MLRTP.

Programmed Amount for FY 2023-2024	\$0.00
Expended Amount as of September 2024	\$0.00
Estimated Cost for 2024-2025	\$0.00
Carry Forward SPR-61	\$0.00
<b>Task 622 Total for 2024-2025</b>	<b>\$0.00</b>

## 7. STATEWIDE PLANNING

### a. STATEWIDE PLANNING PROCESS (814)

**RESPONSIBLE OFFICE(S):** Program Development Division

**CONTACT:** Plan. Carlos J. Fernández Barreto

#### **BACKGROUND AND CONTEXT:**

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

These transportation planning activities emphasize on early consideration of environmental issues, stakeholder's involvement, public participation according to the Infrastructure Investment and Jobs Act (IIJA)(Public Law 117-58, also known as the "Bipartisan Infrastructure Law") and most recent approved regulations (23 U.S.C. 134 (h)(1)(A-J), 23 U.S.C. 135(d)(1)(A-J), 49 U.S.C. 5303 (h)(1)(A-J) and 49 U.S.C. 5304 (d)(1)(A-I).

There are eleven (11) Urban Areas for Puerto Rico, according to 2020 Census. Puerto Rico have two Transportation Management Areas (TMAs): San Juan TMA (with more than one million inhabitants), and Aguadilla with more than 200,000 population. The activities described herein are related to Statewide Planning process.

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

*Figure 1: Transportation Planning Regions (TPRs)*

## OBJECTIVES

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

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

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

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

- Monitoring goals and objectives completion of the metropolitan transportation plan for Islandwide in the long term as provided in federal regulation (23 CFR Part 450, and 49 CFR part 613 of May 2016).
- Continue with the process of public involvement through stakeholder's committees and workshops for 2050 MLRTP.
- Maintain the database management system for congestion management reporting and transportation plans update process.
- Improve in-house research capacity through Cube transportation model software by attending software training and developing research agenda according to approved 2050 MLRTP goals and objectives.

#### ACCOMPLISHMENTS DURING 2023-2024

During fiscal year 2023-2024 the development of the Island wide 2050 MLRTP was completed and approved by PRMPO in December 2023.

#### PROPOSED WORK FOR 2024-2025

Monitor the implementation of the 2050 MLRTP.

Programmed Amount for FY 2023-2024	\$0.00
Expended Amount as of September 2024	\$0.00
Estimated Cost for 2024-2025	\$0.00
Carry Forward SPR-61	\$0.00
<b>Task 814 Total for 2024-2025</b>	<b>\$0.00</b>



**7. STATEWIDE PLANNING****b. STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (808)**

**RESPONSIBLE OFFICE(S):** Federal Liaison Office

**CONTACT:** Ana L. Torres Santana

**OBJECTIVES**

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

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

**ACCOMPLISHMENTS DURING 2023-2024**

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

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

**PROPOSED WORK FOR 2024-2025**

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

Key Activities	Key Milestone	End Product	Estimated Completion Date
Continuous Improvements to the Puerto Rico's Statewidetransportation planning process	Timely Submittal of key documents Improve PublicParticipation	Improved Planning Process	On - going
Develop S/TIPs	Update S/TIPs	Approved S/TIPs	July '24 & when needed
Compile and submit Quarterly Progress Report	Quarterly Report	Quarterly Report	January 2025 April 2025 July 2025 October 2025

Programmed Amount for FY 2023-2024	\$0.00
Expended Amount as of September 2024	\$0.00
Estimated Cost for 2024-2025	\$0.00
Carry Forward SPR-61	\$0.00
<b>Task 808 Total for 2024-2025</b>	<b>\$0.00</b>