

UNIFIED PLANNING WORK PLAN (UPWP)

2026-2027

AMENDMENT #1

PUERTO RICO METROPOLITAN PLANNING
ORGANIZATION (MPO)
FOR SAN JUAN, AGUADILLA, AND URBANIZED AREAS UNDER
200,000

DRAFT



**Puerto Rico Unified Planning Work Program
2026-2027
Amendment #1**

“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 for performing the work, time frames for completing the work, the cost of the work, and the sources of funds (FTA C 8100.1D). According to FTA C 8100.1D, a UPWP is focused on a single metropolitan area and is developed by the Metropolitan Planning Organization (MPO) within that area. But in Puerto Rico there is one UPWP that integrates the planning activities of the San Juan Urbanized Area, Aguadilla Urbanized Area and the Urbanized Areas Under 200,000 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 into 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. <u>This is a recurring planning activity.</u>
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	2024	9/30/2027	\$1,829,859	\$789,082
5303	2025	9/30/2028	\$1,867,647	\$1,867,647
5304	2023	9/30/2026	\$468,948	\$468,948
5304	2024	9/30/2027	\$373,629	\$373,629
5304	2025	9/30/2028	\$384,306	\$384,306

Amendment #1*-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	\$30,000.00	\$130,000.00	
		S				
		T	\$100,000.00	\$30,000.00	\$130,000.00	
1.1	Administration - Staff Support to MPO Operation	F	\$100,000.00	\$30,000.00	\$130,000.00	
		S				
		T	\$100,000.00	\$30,000.00	\$130,000.00	
1.2	Administration- TIP Development and Maintenance	F	\$50,000.00	\$30,000.00	\$80,000.00	
		S				
		T	\$50,000.00	\$30,000.00	\$80,000.00	
1.3	Administration- Public Involvement Program	F	\$50,000.00	\$40,000.00	\$90,000.00	
		S				
		T	\$50,000.00	\$40,000.00	\$90,000.00	
1.4	Administration- Professional Development	F	\$50,000.00	\$20,000.00	\$70,000.00	
		S				
		T	\$50,000.00	\$20,000.00	\$70,000.00	
1.5	Administration- Title VI Civil Rights, Environmental Justice, EEO, and Disadvantage Business Enterprise Program	F	\$40,000.00	\$8,948.00	\$48,948.00	

		S			
		T	\$40,000.00	\$8,948.00	\$48,948.00
1.6	Administration- Interagency Agreements and Contract Legal Revision	F	\$15,351.00	\$10,000.00	\$25,351.00
		S			
		T	\$15,351.00	\$10,000.00	\$25,351.00
2.1	Long Range Transportation Plan 2050 Maintenance	F	\$57,907.00	\$30,000.00	\$87,907.00
		S			
		T	\$57,907.00	\$30,000.00	\$87,907.00
3-14	Complete Streets Study for the Municipality of Ciales	F		\$90,000.00	\$90,000.00
		S			
		T		\$90,000.00	\$90,000.00
3-16	Comprehensive Transit Study for the Municipality of Culebra	F		\$90,000.00	\$90,000.00
		S			
		T		\$90,000.00	\$90,000.00
3-23	Complete Streets Study for the Municipality of Utuaado	F		\$90,000.00	\$90,000.00
		S			
		T		\$90,000.00	\$90,000.00
Total Federal			\$463,258.00	\$468,948.00	\$932,206.00
*Total State					
Total			\$463,258.00	\$468,948.00	\$932,206.00

*Changes are reflected in bold.

Amendment #1*- Summary table of tasks and programmed funding for Section 5303 (Metropolitan Planning)

Description		Two Years Program		Total Estimated Costs	Remarks
		2026	2027		
Feasibility Analysis for a Regional Transit Service Program for the North Region	F		\$400,000.00	\$400,000.00	
	S				
	T		\$400,000.00	\$400,000.00	
Feasibility Analysis for Complete Streets projects in the Municipality of Barceloneta	F		\$90,000.00	\$90,000.00	
	S				
	T		\$90,000.00	\$90,000.00	
Comprehensive Transit Study for the Municipality of Bayamón	F		\$100,000.00	\$100,000.00	
	S				
	T		\$100,000.00	\$100,000.00	
Study and Preliminary Design for Bicycle Lanes for the Municipality of Caguas	F	\$600,000.00		\$600,000.00	Obligated in grant PR-2025-017
	S				
	T	\$600,000.00		\$600,000.00	
Feasibility Analysis for the Implementation of	F		\$100,000.00	\$100,000.00	
	S				

Complete Streets Policy for the Municipality of Caguas	T		\$100,000.00	\$100,000.00	
Title IV Equity Analysis for Site Selection for a Park and Ride Building for the Municipality of Camuy	F		\$10,000.00	\$10,000.00	
	S				
	T		\$10,000.00	\$10,000.00	
Emergency Management Study for the Public Transportation System of the Municipality of Canóvanas	F		\$55,000.00	\$55,000.00	
	S				
	T		\$55,000.00	\$55,000.00	
Comprehensive Transit Study for the Municipality of Corozal	F		\$90,000.00	\$90,000.00	
	S				
	T		\$90,000.00	\$90,000.00	
Feasibility Analysis for Complete Streets in the Municipality of Fajardo	F	\$90,000.00			Obligated in grant PR-2025-017
	S				
	T	\$90,000.00			
Study and Preliminary Design for Bicycle Lanes for the Municipality of Florida	F	\$90,000.00			Obligated in grant PR-2025-017
	S				
	T	\$90,000.00			
Emergency Management Study for the Public Transportation System of the Municipality of Florida	F		\$50,000.00	\$50,000.00	
	S				
	T		\$50,000.00	\$50,000.00	
Comprehensive Transportation Study for the Municipality of Maunabo	F	\$90,000.00			Obligated in grant PR-2025-017
	S				
	T	\$90,000.00			
Mobility and Resilience Planning Study for Jobos-Bajura Barrio for the Municipality of Isabela	F		\$100,000.00	\$100,000.00	
	S				
	T		\$100,000.00	\$100,000.00	
Complete Streets Study for the Municipality of Naranjito	F	\$100,000.00			Obligated in grant PR-2025-017
	S				
	T	\$100,000.00			
Emergency Management Study for the Public Transportation System of the Municipality of Naranjito	F		\$55,000.00	\$55,000.00	
	S				
	T		\$55,000.00	\$55,000.00	
Emergency Management Study for the Public Transportation System of the Municipality of Patillas	F		\$55,000.00	\$55,000.00	
	S				
	T		\$55,000.00	\$55,000.00	
Analysis of Intermunicipal Routes in the Southwestern Region	F		\$58,750.00	\$58,750.00	Additional funding will be used from grant PR-2020-004
	S				
	T		\$58,750.00	\$58,750.00	
Complete Streets Study for the Municipality of Toa Alta	F		\$90,000.00	\$90,000.00	
	S				
	T		\$90,000.00	\$90,000.00	
Complete Streets Study for the Municipality of Toa Baja	F	\$100,000.00			Obligated in grant PR-2025-017
	S				
	T	\$100,000.00			

Emergency Management Study for the Public Transportation System of the Municipality of Trujillo Alto	F		\$55,000.00	\$55,000.00	
	S				
	T		\$55,000.00	\$55,000.00	
Title IV Equity Analysis for Site Selection for a Park and Ride Building for the Municipality of Vega Alta	F		\$10,000.00	\$10,000.00	
	S				
	T		\$10,000.00	\$10,000.00	
Feasibility Study and Preliminary Design for Bike Lanes on PR-690, PR-693 and PR-6690 for the Municipality of Vega Alta	F		\$70,000.00	\$70,000.00	
	S				
	T		\$70,000.00	\$70,000.00	
Preliminary Design for Complete Streets (Phase 1) for the Municipality of Vega Baja	F	\$440,000.00			Obligated in grant PR-2025-017
	S				
	T	\$440,000.00			
Comprehensive Transportation Study for the Municipality of Villalba	F		\$90,000.00	\$90,000.00	
	S				
	T		\$90,000.00	\$90,000.00	
NTD "Publicos" Islandwide Data Collection	F	\$800,000.00			Obligated in grant PR-2025-017
	S				
	T	\$800,000.00			
NTD "Publicos" Safety and Security Data Collection	F	\$130,000.00			Obligated in grant PR-2025-017
	S				
	T	\$130,000.00			
Total Federal		\$2,440,000.00	\$1,478,750.00	\$3,918,750.00	
Total State					
Total		\$2,440,000.00	\$1,478,750.00	\$3,918,750.00	

*Changes are reflected in bold.

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 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 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.
- 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 at 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 developed 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.
- 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.

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

Performance Measures and Targets

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

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

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

Analysis Period (calendar months):	Targets (Less than or Equal to)							
	Fatalities		Injuries		Safety Events		System Reliability	
12	Total Number*	Rate per 100k VRM	Total Number*	Rate per 100k VRM	Total Number*	Rate per 100k VRM	Total Number* of MMF	MDBMMF
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										
Feasibility Analysis for a Regional Transit Service Program for the North Region										
Feasibility Analysis for Complete Streets projects in the Municipality of Barceloneta										
Comprehensive Transit Study for the Municipality of Bayamón										
Study and Preliminary Design for Bicycle Lanes for the Municipality of Caguas										
Feasibility Analysis for the Implementation of Complete Streets Policy for the Municipality of Caguas										
Title IV Equity Analysis for Site Selection for a Park and Ride Building for the Municipality of Camuy										
Emergency Management Study for the Public Transportation System of the Municipality of Canóvanas										
Complete Streets Study for the Municipality of Ciales										
Comprehensive Transit Study for the Municipality of Corozal										

Comprehensive Transit Study for the Municipality of Culebra										
Feasibility Analysis for Complete Streets in the Municipality of Fajardo										
Study and Preliminary Design for Bicycle Lanes for the Municipality of Florida										
Emergency Management Study for the Public Transportation System of the Municipality of Florida										
Comprehensive Transportation Study for the Municipality of Maunabo										
Mobility and Resilience Planning Study for Jobos-Bajura Barrio for the Municipality of Isabela										
Complete Streets Study for the Municipality of Naranjito										
Emergency Management Study for the Public Transportation System of the Municipality of Naranjito										
Emergency Management Study for the Public Transportation System of the Municipality of Patillas										
Analysis of Intermunicipal Routes in the South Western Region										
Complete Streets Study for the Municipality of Toa Alta										
Complete Streets Study for the										

Municipality of Toa Baja										
Emergency Management Study for the Public Transportation System of the Municipality of Trujillo Alto										
Complete Streets Study for the Municipality of Utuado										
Title IV Equity Analysis for Site Selection for a Park and Ride Building for the Municipality of Vega Alta										
Feasibility Study and Preliminary Design for Bike Lanes on PR-690, PR-693 and PR-6690 for the Municipality of Vega Alta										
Preliminary Design for Complete Streets (Phase 1) for the Municipality of Vega Baja										
Comprehensive Transportation Study for the Municipality of Villalba										
NTD "Publicos" Islandwide Data Collection										
NTD "Publicos" Safety and Security Data Collection										

Puerto Rico MPO Organization

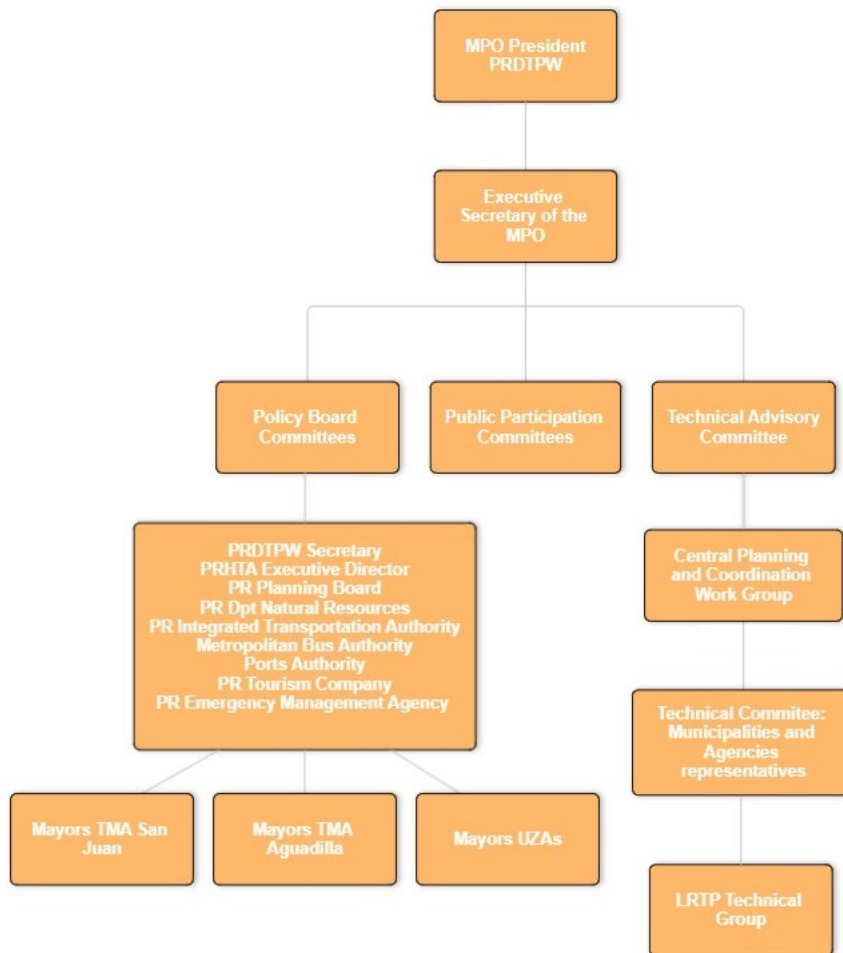
On January 12, 1973, and as authorized by Plan Number 6 for the Reorganization of the Executive Branch of the Commonwealth of Puerto Rico, the Department of Public Works was reorganized and renamed the Department of Transportation and Public Works (DTPW), becoming the central government agency responsible 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 Puerto Rico designated 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	Manati*	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.	

These municipalities do not participate in the technical or policy committees of any MPO; however, PRHTA ensures that their transportation needs are represented through the statewide planning and programming process.

Adjuntas	Aibonito	Ciales	Culebra	Jayuya
Las Marias	Lares	Loiza	Maricao	Salinas
Santa Isabel	Utua	Vieques		

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

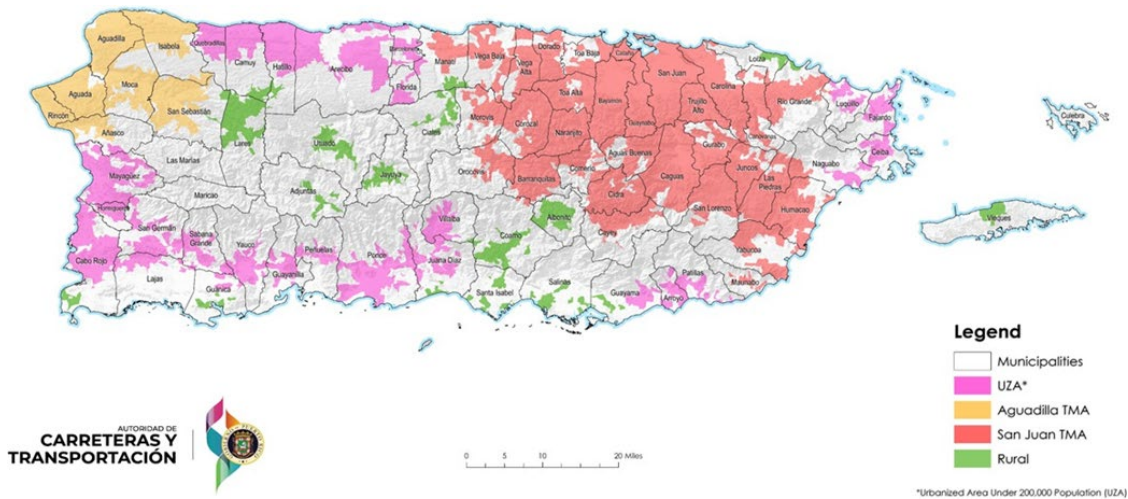
1. Secretary of Department of Transportation and Public Works
2. Executive Director of the Puerto Rico Highways and Transportation Authority (PRHTA)
3. Executive Director of Ports Authority (PA)
4. President and General Manager of the Metropolitan Bus Authority (MBA)

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 2026-2027.
- Grant execution: PR-2025-017 and 5489-2026-1
- The administration of the overall planning process, which includes all correspondence, meetings, and status updates on all state and federal reports e.g. LRTP, STIP, TMA Certifications, among others, being completed daily 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 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 2025 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 by complying 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 26 and FY27, 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 Amendment #1
-

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 3 for San Juan Urbanized Area, approved on April 3, 2025
- TIP 2023-2026, Amendment 3 for Aguadilla Urbanized Area, approved on April 3, 2025
- TIP 2023-2026 Amendment 3 for Urbanized Areas Under 200,000 population, approved on April 3, 2025.

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 documents 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 #4 for San Juan Urbanized Area
- TIP 2023-2026 Amendment #4 for Aguadilla Urbanized Area
- TIP 2023-2026 Amendment #4 for Urbanized Areas Under 200,000

WORK SCHEDULE:

- Start Date: the tasks usually begin in August-October (call for projects) and continue 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), in which a consultation and participation process will be conducted to involve the PRMPO, stakeholders, and the public in updating the PIP.
- Update 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 prepare agendas, update the informational material, prepare the power point presentation, process the letter of invitation to the PRMPO members and publish the public notice 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)
- 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 and Program Development Division (Strategic Planning)

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 and Program Development Division (Strategic Planning)

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

END PRODUCTS

- ADA Transition Plan

COORDINATED BY:

- PRHTA: Civil Rights Office

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 documents 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= Program Development Division (Strategic Planning)

**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 Preliminary 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. The project will consist of the following routes that are part of the transit corridors of the TransCriollo system: Bicycle Route in (PR-196, PR-156, 295 Infanteria Ave), Bicycle Route in (PR-33, PR-768 y PR-189), Bicycle Route in (Degetau Ave., PR-32 and PR-183) and Bicycle Route in Trovadores, Napoleón and Parque Central Ave.

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.
- Public Participation: 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.
- Preliminary 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

- GIS data for all the proposed cycle routes, including corridors maps.
- Conceptual Design Plans (cross-sections, key intersections)
- Implementation and Phasing Plan
- Costs Analysis for all the proposed cycle routes

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 Preliminary 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 reduce 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

Preliminary 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

- 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.
- Public Participation: 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.
- Preliminary 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:

Complete Streets Preliminary Design for the Sections of PR-6686 and PR-686.

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

AMENDMENT #1

Urbanized Area under 200,000 population

Task 3-8

Petitioner: Municipality of Barceloneta (Lead Municipality)

Feasibility Analysis for a Regional Transit Service Program for the North Region

PURPOSE OF THE ACTIVITY:

The Municipalities of Barceloneta, Manatí, Vega Baja, Florida, Ciales, Vega Alta and Arecibo are coordinating a consortium (Transporte Integrado del Norte) through a collaborative agreement. This Study will analyze in how to join forces in the planning stage for a public transportation system that meets the needs of the different municipalities and to identify how to be more efficient in the use of resources to provide an economically viable service.

PREVIOUS WORK:

- Past transit studies from all the Municipalities included
- Land Use Plans from the Municipalities involved

METHODOLOGY/SCOPE OF WORK:

- Review of existing planning documents and current legal frame.
- Development of a mission, vision, goal, objectives and performance measures.
- Identification and recompilation of each municipality profile: revision on the land use plans; public input; traffic and transportation data, pedestrian and bicycle usage, demographic and socioeconomic data, existing infrastructure analysis.
- Needs Assessment to identify transportation gaps—like poor pedestrian infrastructure, unsafe intersections, and limited transit—while emphasizing accessibility, safety, and multimodal options for vulnerable groups. Include Complete Streets principles to aim improvement to safety, sustainability, reduce congestion, and promote public health.
- Evaluation of each existing transit service; Performance, level of service; Cost of the current service administration and operation.
- Public involvement participation.
- Stakeholder Engagement: public input and surveys, consultation with experts,
- Collaboration with Public Agencies and Organizations
- Regional organization (structure, composition, function) for the Transportation Program Consortium
- Sharing resources: garage facilities, maintenance facilities, drug and alcohol program implementation
- ITS implementation
- Cost-Benefit Analysis: Development of a regional model organization for a Transportation Program
- Phasing and Implementation Plan

END PRODUCTS: A regional transit plan to implement a regional transit system.

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Barceloneta

COST AND FUNDING SOURCE: \$400,000 (Federal and \$80,000-TDC) for FY 2026

Urbanized Area under 200,000 population

Task 3-9

Petitioner: Municipality of Barceloneta

Feasibility Analysis for Complete Streets Projects in the Municipality of Barceloneta

PURPOSE OF THE ACTIVITY:

The Municipality of Barceloneta is interested in developing a Feasibility Study for Complete Streets to seek opportunities to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities. This Study will evaluate the practicality, cost-effectiveness, and potential impacts of implementing a Complete Streets initiative within a defined urban or suburban area. Complete Streets will prioritize safety, comfort and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, and motorists.

PREVIOUS WORK:

- PR Complete Streets Plan and Design Guidelines (2018)
- Comprehensive Bicycle and Pedestrian Plan for Puerto Rico (2018)
- Comprehensive Evaluation Plan for the City Mass Transit System of the Municipality of Barceloneta (2023)
- Land Use Plan for the Municipality of Barceloneta (2025)

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 and 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 for the Municipality of Barceloneta

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Barceloneta

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2026

San Juan Urbanized Area
 Task 3-10
 Petitioner: Municipality of Bayamón

Comprehensive Transportation Study for the Municipality of Bayamón

PURPOSE OF THE ACTIVITY:

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

PREVIOUS WORK:

- Territorial Ordinance Plan for the Municipality of Bayamón (2010)
- Bayamón Strategic Transportation Plan (2020)

METHODOLOGY/SCOPE OF WORK:

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

END PRODUCTS: A comprehensive transportation plan for the Municipality of Bayamón

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Bayamón

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) for FY 2026

San Juan Urbanized Area
Task 3-11
Petitioner: Municipality of Caguas

Feasibility Analysis for the Implementation of Complete Streets Policy for the Municipality of Caguas

PURPOSE OF THE ACTIVITY:

The Municipality of Caguas is interested in developing a Complete Streets Plan to improve the mobility of its communities since it is a matter of importance because it impacts on the quality of life of citizens. This project is complementary to the public transportation service which will result in better use of space and facilities, safety and user mobility on public roads. This project also supports economic development through the implementation of accessible and profitable initiatives, improving physical and mental health through physical activities and reduces accidents and their severity when they occur.

PREVIOUS WORK:

- Territorial Ordinance Plan (2016)
- Development of Caguas Transportation System Service Plan, Additional Routes (2024)

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: A complete streets plan for the Municipality of Caguas

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Caguas

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) for FY 2026

Urbanized Area under 200,000 population

Task 3-12

Petitioner: Municipality of Camuy

Title VI Equity Analysis for Site Selection for Park and Ride Building in the Municipality of Camuy

PURPOSE OF THE ACTIVITY:

The Municipality of Camuy, keeping with its commitment to expand and provide better public transportation services, wishes to conduct an equity analysis under Title VI regulations for the construction of a Park and Ride, which includes a bus stop to provide improved access to the transportation system for residents. This need is reflected in the recent 2025 Complete Streets Study. The purpose of the Title VI Equity Analysis is to determine whether the sites selected for the Parking Building facility will disproportionately impact or burden people based on race, color, or national origin.

PREVIOUS WORK:

- Territorial Ordinance Plan (2024)
- Comprehensive and Feasibility Transportation Study for the Municipality of Camuy, 2015.
- Complete Street Feasible Study (2025)

METHODOLOGY/SCOPE OF WORK:

- Data Collection - Collect demographic data for the project site and compare it to the transit system's overall population demographics, focusing on minority and low-income groups.
- Demographic Assessment - Evaluate the difference between the protected population share at the proposed site and the overall system's protected population share.
- Threshold Application - A disparity is generally considered significant if the difference is 10% or more.
- Impact Mitigation- If a disparate impact or disproportionate burden is identified, the project must include measures to avoid, minimize, or mitigate these negative effects.
- Justification and Alternatives - If impacts cannot be fully mitigated, the Municipality must demonstrate a substantial, legitimate justification for the project and show that no less-disparate alternatives exist.

END PRODUCTS: A completed equity analysis to be used for the site selection of the Park and Ride

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Camuy

COST AND FUNDING SOURCE: \$10,000 (Federal and \$2,000-TDC) for FY 2026

San Juan Urbanized Area
 Task 3-13
 Petitioner: Municipality of Canóvanas

Emergency Management Study for the Public Transportation System of the Municipality of Canóvanas

PURPOSE OF THE ACTIVITY:

The proposed Emergency Management Plan for the Canóvanas Transit System is designed to establish a thorough and practical framework for preparing for, responding to, and recovering from emergencies that could disrupt public transit operations within the Municipality. This initiative will evaluate the current vulnerabilities of Canóvanas's transportation network— including its routes, facilities, fleet, and communication systems—and develop clear, actionable protocols to guarantee the continuity of services during hurricanes, floods, earthquakes, accidents, or other unforeseen events common to the region.

PREVIOUS WORK:

- Comprehensive Transportation Plan (2023)
- Complete Street Study (2024)
- Land Use Plan (2020)

METHODOLOGY/SCOPE OF WORK:

- Review Plans: Examine the Municipality current safety and emergency documents (Agency Safety Plan, Emergency Operations Plan, Continuity of Operations Plan), check if they meet FTA requirements and are consistent with local/state emergency management frameworks and identify outdated procedures or missing elements.
- Identify risks: Conduct a hazard and vulnerability assessment for transit facilities, vehicles, IT systems, and passenger areas, consider natural hazards (hurricanes, floods, earthquakes), human-caused threats (terrorism, vandalism), and technological risks (cyberattacks, system failures) and prioritize risks based on likelihood and potential impact.
- Check training: Review staff training programs for emergency response, evacuation, and incident reporting, assess whether employees understand their roles under the emergency plan and identify gaps in refresher training, drills, or coordination with external responders.
- Test communication: Evaluate the internal communication systems (radios, dispatch, digital alerts), review public communication methods (apps, signage, announcements) for clarity and accessibility and test coordination protocols with police, fire, EMS, and local emergency management agencies.
- Evaluate Response: Analyze how the agency currently handles emergency incidents (accidents, severe weather, security threats), review incident logs and after-action reports to identify strengths and weaknesses and assess recovery procedures, including restoring service and supporting passengers during disruptions.
- Recommendations: Provide practical recommendations for updating plans, policies, and procedures, suggest improvements in infrastructure resilience (backup power, flood protection, redundant systems) and recommend training exercises and partnerships with local agencies to strengthen preparedness.

END PRODUCTS: An effective Emergency Management Plan to be implemented in the Transit System

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Canóvanas

COST AND FUNDING SOURCE: \$55,000 (Federal and \$11,000-TDC) for FY 2026

Non- Urbanized Area (Rural)
Task 3-14
Petitioner: Municipality of Ciales

Complete Streets Study for the Municipality of Ciales

PURPOSE OF THE ACTIVITY:

The Municipality of Ciales is in the process of strengthening and expanding its public transportation system. To identify improvements that will facilitate system operations and enhance access for all users, the Municipality proposes conducting a Complete Streets study along the existing and planned fixed-route corridors.

PREVIOUS WORK:

- Comprehensive Transportation Plan (ongoing)

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: A complete streets study for the Municipality of Ciales

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Ciales

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2026

San Juan Urbanized Area
 Task 3-15
 Petitioner: Municipality of Corozal

Comprehensive Transportation Study for the Municipality of Corozal

PURPOSE OF THE ACTIVITY:

The municipality of Corozal would like to develop a public transportation system focusing on activity nodes and areas of social interest as well as tourism. Their purpose is to make the movement of residents and tourists more accessible and efficient in the various areas of interest within the municipality.

PREVIOUS WORK:

- Territorial Ordinance Plan (2016)
- Strategic Transit Plan for the Municipality of Corozal

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: A comprehensive transportation plan for the Municipality of Corozal

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Corozal

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2026

Non-Urbanized Area (Rural)

Task 3-16

Petitioner: Municipality of Culebra

Comprehensive Transportation Study for the Municipality of Culebra

PURPOSE OF THE ACTIVITY:

The municipality of Culebra is interested in establishing a public transportation system focusing on activity nodes and areas of social interest as well as tourism. Currently there is not a transit system in place, managed by the Municipality. Their purpose is to make the movement of residents and tourists more accessible and efficient in the various areas of interest within the municipality.

PREVIOUS WORK:

- Territorial Ordinance Plan (2012)

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: A comprehensive transportation plan for the Municipality of Culebra

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Culebra

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2026

Urbanized Area under 200,000 population

Task 3-17

Petitioner: Municipality of Florida

Emergency Management Study for the Public Transportation System of the Municipality of Florida

PURPOSE OF THE ACTIVITY:

The proposed Emergency Management Plan for the Florida Transit System is designed to establish a thorough and practical framework for preparing for, responding to, and recovering from emergencies that could disrupt public transit operations within the Municipality. This initiative will evaluate the current vulnerabilities of Florida transportation network— including its routes, facilities, fleet, and communication systems—and develop clear, actionable protocols to guarantee the continuity of services during hurricanes, floods, earthquakes, accidents, or other unforeseen events common to the region.

PREVIOUS WORK:

- Comprehensive Transportation Plan (2018 and 2024)
- Municipal Land Use Plan (2024)

METHODOLOGY/SCOPE OF WORK:

- Review Plans: Examine the Municipality current safety and emergency documents (Agency Safety Plan, Emergency Operations Plan, Continuity of Operations Plan), check if they meet FTA requirements and are consistent with local/state emergency management frameworks and identify outdated procedures or missing elements.
- Identify risks: Conduct a hazard and vulnerability assessment for transit facilities, vehicles, IT systems, and passenger areas, consider natural hazards (hurricanes, floods, earthquakes), human-caused threats (terrorism, vandalism), and technological risks (cyberattacks, system failures) and prioritize risks based on likelihood and potential impact.
- Check training: Review staff training programs for emergency response, evacuation, and incident reporting, assess whether employees understand their roles under the emergency plan and identify gaps in refresher training, drills, or coordination with external responders.
- Test communication: Evaluate the internal communication systems (radios, dispatch, digital alerts), review public communication methods (apps, signage, announcements) for clarity and accessibility and test coordination protocols with police, fire, EMS, and local emergency management agencies.
- Evaluate Response: Analyze how the agency currently handles emergency incidents (accidents, severe weather, security threats), review incident logs and after-action reports to identify strengths and weaknesses and assess recovery procedures, including restoring service and supporting passengers during disruptions.
- Recommendations: Provide practical recommendations for updating plans, policies, and procedures, suggest improvements in infrastructure resilience (backup power, flood protection, redundant systems) and recommend training exercises and partnerships with local agencies to strengthen preparedness.

END PRODUCTS: An effective Emergency Management Plan to be implemented in the Transit System

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Florida

COST AND FUNDING SOURCE: \$50,000 (Federal and \$10,000-TDC) for FY 2026

Aguadilla Urbanized Area
 Task 3-18
 Petitioner: Municipality of Isabela

Mobility and Resilience Planning Study for Jobos-Bajura Barrio in the Municipality of Isabela

PURPOSE OF THE ACTIVITY:

The Municipality of Isabela seeks to conduct a comprehensive planning study to identify mobility, safety, and resilience solutions that enhance accessibility, reduce vehicular congestion, improve pedestrian and bicycle infrastructure, and safeguard the community's environmental and economic assets. Jobos barrio in Isabela is one of the most visited destinations in the Northwest region of Puerto Rico due to its natural and touristic attractions. The area generates significant economic activity but faces challenges related to limited accessibility, fragile coastal environments, seasonal congestion, and insufficient walkable infrastructure.

PREVIOUS WORK:

- Territorial Ordinance Plan (2012)

METHODOLOGY/SCOPE OF WORK:

- Enhance Accessibility and Mobility: Identify solutions that expand safe access to Jobos through multimodal options (transit, pedestrian, bicycle), Reduce dependency on PR-459 as the only access route and improve connectivity to surrounding areas.
- Improve Safety and Emergency Preparedness: Address constrained evacuation routes and propose safer alternatives for emergency events (e.g., tsunami, storm surge). Reduce traffic-related risks by improving roadway, pedestrian, and cyclist infrastructure.
- Support Environmental Resilience: Safeguard fragile coastal and natural resources by designing infrastructure that balances mobility needs with environmental protection. Incorporate resilience strategies into planning to mitigate climate and natural hazard risks.
- Manage Tourism and Economic Vitality: Address seasonal congestion through better circulation and parking strategies, Strengthen the area's economic base by ensuring tourism growth is supported by sustainable mobility solutions.
- Advance Federal Funding Readiness: Conduct tasks (NEPA checklist, Title VI/Environmental Justice review, ADA accessibility assessment, cost-benefit analysis) consistent with FTA requirements.
- Engage the Community in Planning: Ensure that residents, businesses, and visitors provide input into mobility and resilience strategies, Promote equitable planning that reflects Title VI and ADA standards.

END PRODUCTS: Mobility and Resilience Planning Study for Jobos-Bajura Barrio

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Isabela

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) for FY 2026

San Juan Urbanized Area
 Task 3-19
 Petitioner: Municipality of Naranjito

Emergency Management Study for the Public Transportation System of the Municipality of Naranjito

PURPOSE OF THE ACTIVITY:

The proposed Emergency Management Plan for the Naranjito Transit System is designed to establish a thorough and practical framework for preparing for, responding to, and recovering from emergencies that could disrupt public transit operations within the Municipality. This initiative will evaluate the current vulnerabilities of Naranjito transportation network— including its routes, facilities, fleet, and communication systems—and develop clear, actionable protocols to guarantee the continuity of services during hurricanes, floods, earthquakes, accidents, or other unforeseen events common to the region.

PREVIOUS WORK:

- Comprehensive Transportation Plan (2016)
- Municipal Land Use Plan (2024)

METHODOLOGY/SCOPE OF WORK:

- Review Plans: Examine the Municipality current safety and emergency documents (Agency Safety Plan, Emergency Operations Plan, Continuity of Operations Plan), check if they meet FTA requirements and are consistent with local/state emergency management frameworks and identify outdated procedures or missing elements.
- Identify risks: Conduct a hazard and vulnerability assessment for transit facilities, vehicles, IT systems, and passenger areas, consider natural hazards (hurricanes, floods, earthquakes), human-caused threats (terrorism, vandalism), and technological risks (cyberattacks, system failures) and prioritize risks based on likelihood and potential impact.
- Check training: Review staff training programs for emergency response, evacuation, and incident reporting, assess whether employees understand their roles under the emergency plan and identify gaps in refresher training, drills, or coordination with external responders.
- Test communication: Evaluate the internal communication systems (radios, dispatch, digital alerts), review public communication methods (apps, signage, announcements) for clarity and accessibility and test coordination protocols with police, fire, EMS, and local emergency management agencies.
- Evaluate Response: Analyze how the agency currently handles emergency incidents (accidents, severe weather, security threats), review incident logs and after-action reports to identify strengths and weaknesses and assess recovery procedures, including restoring service and supporting passengers during disruptions.
- Recommendations: Provide practical recommendations for updating plans, policies, and procedures, suggest improvements in infrastructure resilience (backup power, flood protection, redundant systems) and recommend training exercises and partnerships with local agencies to strengthen preparedness.

END PRODUCTS: An effective Emergency Management Plan to be implemented in the Transit System

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Naranjito

COST AND FUNDING SOURCE: \$55,000 (Federal and \$11,000-TDC) for FY 2026

Urbanized Area under 200,000 population

Task 3-20

Petitioner: Municipality of Patillas

Emergency Management Study for the Public Transportation System of the Municipality of Patillas

PURPOSE OF THE ACTIVITY:

The proposed Emergency Management Plan for the Patillas Transit System is designed to establish a thorough and practical framework for preparing for, responding to, and recovering from emergencies that could disrupt public transit operations within the Municipality. This initiative will evaluate the current vulnerabilities of Patillas transportation network—including its routes, facilities, fleet, and communication systems—and develop clear, actionable protocols to guarantee the continuity of services during hurricanes, floods, earthquakes, accidents, or other unforeseen events common to the region.

PREVIOUS WORK:

- Short Range Transportation Plan (2023)
- Municipal Land Use Plan (2024)

METHODOLOGY/SCOPE OF WORK:

- Review Plans: Examine the Municipality current safety and emergency documents (Agency Safety Plan, Emergency Operations Plan, Continuity of Operations Plan), check if they meet FTA requirements and are consistent with local/state emergency management frameworks and identify outdated procedures or missing elements.
- Identify risks: Conduct a hazard and vulnerability assessment for transit facilities, vehicles, IT systems, and passenger areas, consider natural hazards (hurricanes, floods, earthquakes), human-caused threats (terrorism, vandalism), and technological risks (cyberattacks, system failures) and prioritize risks based on likelihood and potential impact.
- Check training: Review staff training programs for emergency response, evacuation, and incident reporting, assess whether employees understand their roles under the emergency plan and identify gaps in refresher training, drills, or coordination with external responders.
- Test communication: Evaluate the internal communication systems (radios, dispatch, digital alerts), review public communication methods (apps, signage, announcements) for clarity and accessibility and test coordination protocols with police, fire, EMS, and local emergency management agencies.
- Evaluate Response: Analyze how the agency currently handles emergency incidents (accidents, severe weather, security threats), review incident logs and after-action reports to identify strengths and weaknesses and assess recovery procedures, including restoring service and supporting passengers during disruptions.
- Recommendations: Provide practical recommendations for updating plans, policies, and procedures, suggest improvements in infrastructure resilience (backup power, flood protection, redundant systems) and recommend training exercises and partnerships with local agencies to strengthen preparedness.

END PRODUCTS: An effective Emergency Management Plan to be implemented in the Transit System

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Patillas

COST AND FUNDING SOURCE: \$55,000 (Federal and \$11,000-TDC) for FY 2026

Urbanized Area under 200,000 population

Task 3-21

Petitioner: Municipality of San German (lead municipality)

Analysis of Intermunicipal Routes in the PR Southwestern Region

PURPOSE OF THE ACTIVITY:

The Municipality of San German is interested in the development of an analysis of the Intermunicipal routes (San German, Cabo Rojo, Sabana Grande, Mayagüez, Hormigueros and Maricao) included as part of the Strategic Transit Plan of the Municipality of San German developed in 2023. This Analysis will determine if the routes are efficient, identify the adequate connections between transit systems and the adequate bus stops for the established routes so they can be implemented. This project will improve regional connectivity and strength regional public transportation planning.

PREVIOUS WORK:

- Strategic Transit Plan of the Municipality of San German (2023)
- Municipal Land Use Plan (2012)

METHODOLOGY/SCOPE OF WORK:

- Data Collection: Basic data from the areas of the municipalities that will be included in the routes including 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, including meetings with Municipalities to be impacted
- Needs Assessment to identify the location of recommended bus stops: At the impacted areas, identify gaps in the current transportation systems, 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, including safety improvements, environmental sustainability, congestion reduction, or enhancing public health.
- Technical revision of intermunicipal routes and recommendations established at the Strategic Transit Plan for the Municipality of San German
- Analyze passenger possible demand at the identified bus stops areas
- Assess the accessibility, safety, signage and physical conditions of each recommended area to impact
- Propose improvements that contribute to operational efficiency and equitable access to transportation
- Evaluation of travel times, frequency and coverage
- Include ADA Complementary Paratransit Service requirements for the intermunicipal routes
- Recommendations of assets needed to extend the San German's public transit system to the identified municipalities
- Cost-Benefit Analysis
- Phasing and Implementation Plan

END PRODUCTS: Regional routes in the area that will benefit all the municipalities

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of San German

COST AND FUNDING SOURCE: \$58,750 (Federal and \$11,750-TDC) for FY 2026 (additional funding will be used from grant PR-2020-004)

San Juan Urbanized Area
Task 3-22
Petitioner: Municipality of Toa Alta

Complete Streets Study for the Municipality of Toa Alta

PURPOSE OF THE ACTIVITY:

The Municipality of Toa Alta is in the process of strengthening and expanding its public transportation system. To identify improvements that will facilitate system operations and enhance access for all users, the Municipality proposes conducting a Complete Streets study along the existing and planned fixed-route corridors.

PREVIOUS WORK:

- Toa Alta Transit Service Development Plan (2022)
- Municipal Land Use Plan (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: A complete streets plan for the Municipality.

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Toa Alta

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2026

San Juan Urbanized Area
 Task 3-23
 Petitioner: Municipality of Trujillo Alto

Emergency Management Study for the Public Transportation System of the Municipality of Trujillo Alto

PURPOSE OF THE ACTIVITY:

The proposed Emergency Management Plan for the Trujillo Alto Transit System is designed to establish a thorough and practical framework for preparing for, responding to, and recovering from emergencies that could disrupt public transit operations within the Municipality. This initiative will evaluate the current vulnerabilities of Trujillo Alto transportation network— including its routes, facilities, fleet, and communication systems—and develop clear, actionable protocols to guarantee the continuity of services during hurricanes, floods, earthquakes, accidents, or other unforeseen events common to the region.

PREVIOUS WORK:

- Short Range Transportation Plan (2023)
- Municipal Land Use Plan (2012)

METHODOLOGY/SCOPE OF WORK:

- Review Plans: Examine the Municipality current safety and emergency documents (Agency Safety Plan, Emergency Operations Plan, Continuity of Operations Plan), check if they meet FTA requirements and are consistent with local/state emergency management frameworks and identify outdated procedures or missing elements.
- Identify risks: Conduct a hazard and vulnerability assessment for transit facilities, vehicles, IT systems, and passenger areas, consider natural hazards (hurricanes, floods, earthquakes), human-caused threats (terrorism, vandalism), and technological risks (cyberattacks, system failures) and prioritize risks based on likelihood and potential impact.
- Check training: Review staff training programs for emergency response, evacuation, and incident reporting, assess whether employees understand their roles under the emergency plan and identify gaps in refresher training, drills, or coordination with external responders.
- Test communication: Evaluate the internal communication systems (radios, dispatch, digital alerts), review public communication methods (apps, signage, announcements) for clarity and accessibility and test coordination protocols with police, fire, EMS, and local emergency management agencies.
- Evaluate Response: Analyze how the agency currently handles emergency incidents (accidents, severe weather, security threats), review incident logs and after-action reports to identify strengths and weaknesses and assess recovery procedures, including restoring service and supporting passengers during disruptions.
- Recommendations: Provide practical recommendations for updating plans, policies, and procedures, suggest improvements in infrastructure resilience (backup power, flood protection, redundant systems) and recommend training exercises and partnerships with local agencies to strengthen preparedness.

END PRODUCTS: An effective Emergency Management Plan to be implemented in the Transit System

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Trujillo Alto

COST AND FUNDING SOURCE: \$55,000 (Federal and \$11,000-TDC) for FY 2026

Non- Urbanized Area (Rural)
Task 3-24
Petitioner: Municipality of Utuado

Complete Streets Study for the Municipality of Utuado

PURPOSE OF THE ACTIVITY:

The Municipality of Utuado is in the process of strengthening and expanding its public transportation system. To identify improvements that will facilitate system operations and enhance access for all users, the Municipality proposes conducting a Complete Streets study along the existing and planned fixed-route corridors.

PREVIOUS WORK:

- Comprehensive Transportation Plan (2024)

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: A complete streets study for the Municipality of Utuado

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Utuado

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2026

San Juan Urbanized Area
Task 3-25
Petitioner: Municipality of Vega Alta

Title VI Equity Analysis for Site Selection for Park and Ride Building in the Municipality of Vega Alta

PURPOSE OF THE ACTIVITY:

The purpose of the Title VI Equity Analysis is to determine whether the sites selected for the Parking Building facility will disproportionately impact or burden people based on race, color, or national origin. The site selected for the Parking facility is the actual parking lot of the Municipal Government Center Irmo Figueroa Molina, located at Calle Gabriel Hernandez, Vega Alta (coordinates 18.414190, -66.330859). The building is a multi-story parking garage so that residents can have a safe place to park and conduct their daily business in the city center.

PREVIOUS WORK:

- Strategic Plan for the Improvement and Expansion of the Vega Alta Transit Service (2024)
- Municipal Land Use Plan (2025)

METHODOLOGY/SCOPE OF WORK:

- Data Collection - Collect demographic data for the project site and compare it to the transit system's overall population demographics, focusing on minority and low-income groups.
- Demographic Assessment - Evaluate the difference between the protected population share at the proposed site and the overall system's protected population share.
- Threshold Application - A disparity is generally considered significant if the difference is 10% or more.
- Impact Mitigation- If a disparate impact or disproportionate burden is identified, the project must include measures to avoid, minimize, or mitigate these negative effects.
- Justification and Alternatives - If impacts cannot be fully mitigated, the Municipality must demonstrate a substantial, legitimate justification for the project and show that no less-disparate alternatives exist.

END PRODUCTS: A completed equity analysis to be used for the site selection of the Park and Ride

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Vega Alta

COST AND FUNDING SOURCE: \$10,000 (Federal and \$2,000-TDC) for FY 2026

San Juan Urbanized Area
Task 3-26
Petitioner: Municipality of Vega Alta

Feasibility Study and Preliminary Design for Bike Lanes on PR-690, PR-693, and PR-6690 in the Municipality of Vega Alta

PURPOSE OF THE ACTIVITY:

The purpose of this study is to evaluate the feasibility of implementing safe and accessible cycling infrastructure on highways PR-690, PR-693, and PR-6690, identified in the Strategic Plan for the Improvement and Expansion of the Vega Alta Transit Service as corridors for urban, tourist, and residential development. Currently, cycling infrastructure is limited, and vulnerable users, including cyclists and pedestrians, face unsafe conditions. The study will address the urgent need to promote active transportation, reduce dependence on automobiles, improve connectivity, and foster healthy and sustainable communities.

PREVIOUS WORK:

- Strategic Plan for the Improvement and Expansion of the Vega Alta Transit Service (2024)
- Municipal Land Use Plan (2025)

METHODOLOGY/SCOPE OF WORK:

- Assess technical, social, and economic feasibility of cycling infrastructure along PR-690, PR-693, and PR-6690
- Identify design solutions that enhance safety and accessibility for cyclists and pedestrians
- Strengthen connectivity between urban, residential, and tourist corridors
- Conduct site visits and field surveys to document current roadway conditions
- Map existing cycling and pedestrian infrastructure
- Identify accident hotspots and unsafe conditions for vulnerable users
- Coordination between municipal authorities, transit agencies, community groups, and cycling associations and collect input on needs, priorities, and perceived barriers
- Analyze roadway geometry, traffic volumes, and speed data
- Evaluate potential interventions such as bike lanes, shared-use paths, signage, and traffic calming
- Identify opportunities for multimodal integration such as bike racks and transit hubs
- Develop phased implementation scenarios (short-, medium-, and long-term)
- Estimate costs, funding sources, and maintenance requirements
- Consolidate findings into a comprehensive final report with maps, design alternatives, cost-benefit analysis, and recommendations.

END PRODUCTS: Implementation of bicycle routes in the identified areas.

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Vega Alta

COST AND FUNDING SOURCE: \$70,000 (Federal and \$14,000-TDC) for FY 2026

Urbanized Area under 200,000 population

Task 3-27

Petitioner: Municipality of Villalba

Comprehensive Transportation Study for the Municipality of Villalba

PURPOSE OF THE ACTIVITY:

The municipality of Villalba is interested in improving the public transportation system focusing on activity nodes and areas of social interest as well as tourism. Their purpose is to make the movement of residents and tourists more accessible and efficient in the various areas of interest within the municipality.

PREVIOUS WORK:

- Strategic Transit Plan (2023)
- Municipal Land Use Plan (2008)

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: A comprehensive plan that will include all the required recommendations.

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Villalba

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) for FY 2026

PROJECT WILL USE FUNDING FROM GRANT PR-2019-002

Urbanized Area under 200,000 population

Task 3-28

Petitioner: Municipality of Ponce

Comprehensive Transportation Plan for the Municipality of Ponce

PURPOSE OF THE ACTIVITY:

The Municipality of Ponce is requesting funds to update Ponce Transportation Plan adapting it to the most recent changes in travel demand, trip patterns and destinations. The public transportation plan shall consider local travel demand as well as travel within the metropolitan footprint of the Ponce urbanized area. Increase accessibility to public transportation, locally and throughout the Southern Region developing the Southern Region's Transit Network.

PREVIOUS WORK:

- Public Transportation Planning Study for the Autonomous Municipality of Ponce (2014)
- Municipal Land Use Plan (2012)

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: A comprehensive plan that will include all the required recommendations

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Ponce

COST AND FUNDING SOURCE: \$100,000 (Federal and \$20,000-TDC) from Amendment to grant PR-2019-002

PROJECT WILL USE FUNDING FROM GRANT PR-2019-002

Aguadilla Urbanized Area

Task 3-29

Petitioner: Municipality of Isabela

Strategic Collective Transportation Plan for the Municipality of Isabela

PURPOSE OF THE ACTIVITY:

The municipality of Isabela is interested in improving the public transportation system focusing on activity nodes and areas of social interest as well as tourism. Their purpose is to make the movement of residents and tourists more accessible and efficient in the various areas of interest within the municipality.

PREVIOUS WORK:

- N/A

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: A comprehensive plan that will include all the required recommendations

SCHEDULE:

Plan was completed on 2024-2025.

COORDINATED BY:

Municipality of Isabela

COST AND FUNDING SOURCE: \$50,000 (Federal and \$10,000-TDC) from Amendment to grant PR-2019-002

PROJECT WILL USE FUNDING FROM GRANT PR-2019-002

Aguadilla Urbanized Area

Task 3-30

Petitioner: Municipality of Rincón

Comprehensive Transportation Plan for the Municipality of Rincón

PURPOSE OF THE ACTIVITY:

The municipality of Rincón is interested in improving the public transportation system focusing on activity nodes and areas of social interest as well as tourism. Their purpose is to make the movement of residents and tourists more accessible and efficient in the various areas of interest within the municipality.

PREVIOUS WORK:

- Municipal Land Use Plan (2016)

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: A comprehensive plan that will include all the required recommendations

SCHEDULE:

Start Date: October 2026 End Date: October 2027

COORDINATED BY:

Municipality of Rincón

COST AND FUNDING SOURCE: \$90,000 (Federal and \$18,000-TDC) from Amendment to grant PR-2019-002.

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

Appendix B

State Planning and Research (SPR) Program

