Unified Planning Work Program (UPWP) Fiscal Year 2010-2011
Unified Planning Work Program (UPWP)  
Fiscal Year 2010-2011  

October 2010
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I. Introduction

A. Purpose
B. Procedures
C. MPO Approval
Unified Work Program  
Fiscal Year 2010-2011

I. INTRODUCTION

A. Purpose

The Unified Planning Work Program (UPWP) for FY 2010-2011 presents all the planning activities to be carried out with Federal funds by state and local agencies in the Urbanized Areas of Puerto Rico. The UPWP includes a listing of on-going and planning activities as well as other transportation studies necessary for the formulation and continuous updating of federally and locally assisted urban transportation plans and/or programs. The document is divided into three (3) separate categories (sections) and includes tables describing each study or planning activity, area, recipient, task, and cost. In addition, a detailed description of all new projects to be included as of this year (non carry-over activities) and are presented in bold in the tables included under the following categories:

- San Juan Urbanized Area (SJUA) (>1,000,000 Population)
- Aguadilla Urbanized Area (AUA) (>200,000; but < 1,000,000 Population)
- Urbanized Areas under 200,000 Population (UZA)
- Islandwide Areas

The State Planning and Research-PL Work (SPR-LP) Program for FY 2010 presents all the planning activities to be carried out with FHWA funds by the Department of Transportation and Public Works (DTPW), the Highway and Transportation Authority (PRHTA) and other eligible entities. It is prepared as a separate document, which, when united with the UPWP, comprises all transportation planning activities for Puerto Rico.

B. Procedures

The Federal Coordination Office (FCO) of the PRHTA’S Assistant Secretary for Planning is responsible for the preparation of the UPWP, which is based on petitions for funds submitted by Commonwealth agencies, including the Puerto Rico Planning Board, Public Service Commission (PSC) and the Ports Authority (PA); municipalities within each of the urbanized areas; and organizational units of the DTPW; the PRHTA, and the Metropolitan Bus Authority (MBA). These petitions are analyzed by the FCO and discussed with the Metropolitan Planning Organization (MPO) Technical Committee members. Projects are selected according to policy and cost-effectiveness criteria previously discussed with all entities involved as well as availability of funds.

C. MPO Approval

Before final approval by the MPO, an opportunity for review and comment of the draft UPWP document is made to the public through a published notice. Once this
is accomplished, the draft UPWP as well as the SPR-PL document is presented for consideration and approval of the MPO Policy Committee for the SJUA, AUA, and the Urbanized Areas Under 200,000 Population in Puerto Rico.
II. Organization and Management

A. Department of Transportation and Public Works (DTPW)
B. Metropolitan Planning Organization (MPO)
   • Role of MPO Members
C. Public Participation
D. Private and Public Transit Operators
II. ORGANIZATION AND MANAGEMENT

A. Department of Transportation and Public Works

Effective January 12, 1973 and as authorized by Plan Number 6 for the Reorganization of the Executive Branch of the Commonwealth of Puerto Rico, the Department of Public Works was reorganized and renamed the Department of Transportation and Public Works (DTPW), becoming the central government agency responsible for transportation programs for the Commonwealth of Puerto Rico. As part of this Reorganization Plan, the Highway Authority (HA), the Ports Authority (PA) and the Metropolitan Bus Authority (MBA) were ascribed to the DTPW. In 1989, the PA became a separate entity.

On March 6, 1991, the Governor signed Law Number 1 which changed the name of the Highway Authority to the Puerto Rico Highway and Transportation Authority (PRHTA) and widened its responsibilities to include transit planning, promotion and development. Within the 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 Transportation Plan, which presents the public policies and strategies related to transportation and serves as a guide for public and private activities. This plan was prepared together with the participation of the Transportation Advisory Board and provided for a public hearing process.

It was received, considered, and endorsed by all MPO members and then sent to the Governor for final approval.

The Secretary of the DTPW is responsible for the planning, development, coordination, and administration of all transportation activities. He 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 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. Similarly, programs are planned and coordinated under the guidance of the Assistant Secretary for Planning.
### B. Metropolitan Planning Organization (MPO)

The DTPW is the statewide agency responsible for carrying out the provisions of 23 USC 134 and meets the requirements of Chapter 53, 49 USC 1602, 1603, and 1604. It was designated by the Governor of the Commonwealth of Puerto Rico as the Metropolitan Planning Organization (MPO) for all urbanized areas of Puerto Rico. In order that the urban transportation planning process responds to the Commonwealth and local community goals and objectives, two (2) Policy Committees of the MPO were established: one for the San Juan Urbanized Areas, the Aguadilla Urbanized Areas, and one for the Urbanized Areas Under 200,000 Population (UZA's).

To assure a forum for cooperative decision-making in the planning process, this MPO makes policy and programming decisions through three Policy Committees. The first committee is for the **San Juan Urbanized Area (SJUA)**, defined by the 2000 Census as falling in the funding category of areas with over one million inhabitants and comprising the following Municipalities:

<table>
<thead>
<tr>
<th>Aguas Buenas</th>
<th>Aibonito</th>
<th>Barranquitas</th>
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<tbody>
<tr>
<td>Bayamón</td>
<td>Caguas</td>
<td>Canóvanas</td>
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<tr>
<td>Carolina</td>
<td>Cataño</td>
<td>Cayey</td>
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<td>Ciales</td>
<td>Cidra</td>
<td>Coamo</td>
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<tr>
<td>Comerío</td>
<td>Corozal</td>
<td>Dorado</td>
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<tr>
<td>Guaynabo</td>
<td>Gurabo</td>
<td>Humacao</td>
</tr>
</tbody>
</table>

Juncos
Manatí
Naguabo
Patillas
San Juan
Toa Baja
Vega Baja

The second committee is for **Urbanized Area of Aguadilla (AUA)**, which falls in the funding category of areas with over 200,000 and less than one million inhabitants. It is defined as comprising the following municipalities:

<table>
<thead>
<tr>
<th>Aguada</th>
<th>Lares</th>
<th>Utuado</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aguadilla</td>
<td>Las Marías</td>
<td></td>
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<tr>
<td>Añasco</td>
<td>Moca</td>
<td></td>
</tr>
<tr>
<td>Camuy</td>
<td>San Sebastián</td>
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<tr>
<td>Isabela</td>
<td>Rincón</td>
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</tr>
</tbody>
</table>

The third committee is for **Urbanized Areas Under 200,000 Population (UZA)**, defined as follows:

**Urbanized Area**

- Arecibo
- Fajardo

**Comprising Municipalities**

- Arecibo, Camuy, Hatillo, Quebradillas
- Ceiba, Fajardo, Luquillo, Naguabo
### Unified Work Program
### Fiscal Year 2010-2011

- **Florida-Barceloneta**: Arecibo, Barceloneta, Florida, Manatí
- **Guayama**: Arroyo, Guayama, Patillas, Salinas
- **Juana Díaz**: Juana Díaz, Villalba
- **Mayagüez**: Añasco, Hormigueros, Mayagüez
- **Ponce**: Ponce
- **San Germán-Cabo Rojo**: Cabo Rojo, Lajas, Sabana Grande, San Germán
- **Yauco**: Guánica, Guayanilla, Peñuelas, Yauco

<table>
<thead>
<tr>
<th>VOTING</th>
<th>1. Secretary of Department of Transportation and Public Works</th>
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<tbody>
<tr>
<td></td>
<td>2. Executive Director of Highway and Transportation Authority</td>
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<td>3. Executive Director of Ports Authority</td>
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<td>4. President and General Manager of the Metropolitan Bus Authority¹</td>
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<td></td>
<td>5. President, Planning Board</td>
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<td>6. President, Public Service Commission</td>
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<td>7. President, Environmental Quality Board</td>
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<td></td>
<td>8. Administrator, Rules and Permits Administration</td>
</tr>
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<td></td>
<td>9. Maritime Transportation Authority (MTA)</td>
</tr>
<tr>
<td></td>
<td>10. The 72 mayors of the municipalities included in the urbanized areas (SJUA – 38; AUA – 11; UZA – 23)</td>
</tr>
</tbody>
</table>

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

¹ **Member of SJUA Committee Only**
Role of MPO Members

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

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

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

C. Public Participation

Public involvement is an essential aspect of the planning process. These are numerous techniques which the DTPW and the MPO uses to disseminate information about planned projects and identify issues and concerns. These techniques are geared to the scope of work being undertaken. Typically, public input is accomplished through the following types of activities:

- Hearing and regional meetings between DTPW officials, municipal technical staff and elected officials during the development of the UPWP and Metropolitan Area Transportation Plans;
Formal meeting of the Transportation Advisory Committee during the development of the Statewide Transportation Plan;

Orientation meeting with elected officials and the public to explain the planning process and the role of the public in its development;

Period public notices which provide the opportunity to comment on draft and final planning products;

The Mayor from each of the urbanized areas play and essential role in the public participation process. Their office is often the first stop for citizens to voice their opinions and raise concerns about transportation issues in their towns and surrounding areas. As such, they are an ever-present link with the community and, as MPO members, ensure two-way access and communication to the public.

D. Private and Public Transit Operators

Transit operators, both public and private, have been represented in the Technical and Policy Committees of the MPO since its inception.

The Public Service Committees (PSC) and MPO utilize public notices, meetings and public hearings to receive input from private operators. In Puerto Rico, most of the transit service at local, regional and Islandwide levels is provided by the “público” network.

These are regulated, private non-subsidized operators who are authorized by franchises issued by the PSC to provide a fixed route transit service with defined end points and fixed fares. Private bus operations are also franchised by the PSC under similar conditions. There are at present several thousand active “público” franchises in Puerto Rico. The President of the PSC acts as their representative in the MPO.

Public transit operations for the SJMA are represented in the MPO by the President of the MBA and the Executive Director of the PRHTA for the Metro Bus operation.
III. Program Activities

a. Section 5303
b. Section 5304
III. Program Activities

- San Juan Urbanized Area (SJUA)
  (> 1,000,000 in Population)
### Program Activities

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Task Description</th>
<th>Technical Activities</th>
<th>Task Number</th>
<th>Year Enter In UPWP</th>
<th>Project Number</th>
<th>Sources of Funds</th>
<th>Total (100%)</th>
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<td>Alfonso</td>
<td>Feasibility Study to Establish Transportation System “Pueblo a su Alcance”</td>
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<td>2010-11</td>
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<td>Caguas</td>
<td>Study Integration for Routes, Traffic, Demand, Dimensioning and Operation of Caguas Multimodal Transportation System “Transcriollo” and Multimodal Center Perspective</td>
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<td>28-01</td>
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<td>120,000</td>
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Letter/Number corresponds to Code of Technical Activities show in Appendix 1, page 23.

1 Section 5303
2 Section 5304
3 Section 5307
## San Juan Urbanized Area (SJUA)

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<td>Humacao</td>
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Letter/Number corresponds to Code of Technical Activities show in Appendix 1, page 23.
1 Section 5303
2 Section 5304
3 Section 5307
## Program Activities

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Task Description</th>
<th>Technical Activities</th>
<th>Task Number</th>
<th>Year Enter In UPWP</th>
<th>Project Number</th>
<th>Sources of Funds</th>
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<td>Local (20%)</td>
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<td>Total (100%)</td>
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<td>Feasibility Study for the Provision of a Commuter Bus Center between Levittown and Tren Urbano Station in Bayamón</td>
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<td>Feasibility Study for the Provision of Local Shuttle Bus Service to Candelaria Arenas and Pájaros Wards</td>
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<td>Trujillo Alto</td>
<td>Comprehensive Transportation Study for PE-181 Corridor of Trujillo Alto Municipality: Current Traffic Conditions and Future Transit Improvement</td>
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Letter/Number corresponds to Code of Technical Activities show in Appendix 1, page 23.

1 Section 5303
2 Section 5304
3 Section 5307
III. Program Activities

- Aguadilla Urbanized Area (AUA)
  (> 200,000, but < 1,000,000 in Population)
## Aguadilla Urbanized Area (AUA)

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\(^1\) Letter/Number corresponds to Code of Technical Activities show in Appendix 1, page 23.

1 Section 5303  
2 Section 5304  
3 Section 5307
III. Program Activities

- Urbanized Areas Under 200,000 in Population (UZA)
## Urbanized Areas Under 200,000 in Population (UZA)

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¹ Letter/Number corresponds to Code of Technical Activities shown in Appendix 1, page 23.
² Section 5303
³ Section 5307
### Program Activities

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\(^1\) Letter/Number corresponds to Code of Technical Activities show in Appendix 1, page 23.

1. Section 5303
2. Section 5304
3. Section 5307
III. Program Activities

- Islandwide
## Islandwide Program Activities

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*Reprogrammed funds from previous Task 23-01, 23-06, 24-03, 24-04, 22-05C and 26-03.

Letter/Number corresponds to Code of Technical Activities show in Appendix 1, page 23.

1. Section 5303
2. Section 5304
3. Section 5307
**Islandwide**

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Letter/Number corresponds to Code of Technical Activities show in Appendix 1, page 23.

1 Section 5303
2 Section 5304
3 Section 5307
Appendix 1

Code of Technical Activities

1. Program Support and Administration
2. General Development and Comprehensive Planning
3. Long Range Transportation Planning (LRTP) – Metropolitan and Statewide
   a. Long Range Transportation Planning – System Level
   b. Long Range Transportation Planning – Project Level
4. Short Range Transportation Planning (SRTP)
5. Transportation Improvement Program (TIP)
6. Special Projects:
   a. American with Disabilities Act
   b. Clean Air Planning
   c. Financial Planning
   d. Management Systems
   e. Public Participation
   f. Livable Communities
7. Highway Planning
8. Other Activities
Appendix A

Work Task Description
(Non-Carryover Activities)
Appendix A

Work Task Description

- San Juan Urbanized Area (SJUA)
1. Agency or Municipality: Aibonito

2. Contact Person: Ing. Carlos Hernández
   Phone: (787) 735-0100/0116
   E-mail:

3. Task Title:
   Feasibility Study to Establish Transportation System “Pueblo a su Alcance”

4. Task Description:
   The objective of the project is to relieve the traffic, and stimulates the economy in our urban center with the use of trolleys and alternate transportation methods to our people. The Municipality has two public parking lots besides the urban center with the capacity of nearly 400 vehicles in between the two parking lots. We are interested in developing trolley stations in each of the parking lots, so people can reach the urban center in the trolleys instead of their own cars. That will relieve the car congestion in the urban center.

5. Task Work Program:
   The project will be worked in various phases:
   1. Conduct a feasibility study to determine the routes tops, kind of trolleys and alternate equipment needed.
   2. Buy the trolleys; habilitate the route due to the feasibility study.
   3. The Trolley’s Boarding Station will be habilitated in the parking lot located in Padial Street, besides the Public car Terminal, where the trolleys and other vehicles for that use will be safeguarded. At the same time, another boarding station will be habilitated in the Degetau street parking lot.
   4. Locate different trolley stops in the urban center. Locate one in each block at the San Jose Avenue, Degetau Street, Public Square, among others.

   A feasibility Study will be carryout to study other alternatives including trolley service.

   I. Introduction
      A. Purpose of the study
   II. Pre-Planning (Scoping) Phase
      A. Community goals and objectives and the role of transit
      B. Knowing the community in order to assess transit opportunities (population, land use, transportation conditions)
      C. Community support and involvement
      D. Opportunities for multi-jurisdictional projects and services
      E. Organizational structure of the transit agency
Unified Work Program
Fiscal Year 2010-2011

III. Community Goals and Objectives of a Local Transportation System
   1. Community goals and objectives
   2. Existing conditions
   3. Objectives of transportation service, criteria and measures
   4. Identification of problems

IV. Evaluation of Existing Services and Potential Transportation Markets
   1. Existing Services
   2. Evaluation of existing services

V. Transportation Service Opportunities
   1. Barrier-free environment
   2. Operator subsidy
   3. Established public bus system
   4. Fixed routes
   5. Specialized (Trolley) transportation

VI. Evaluation of proposal Services Opportunities
   1. Passenger demand-trolley service
   2. Passenger demand-paratransit service
   3. Develop of a preliminary financial plan
   4. Capital and Operational costs estimates
   5. Sources of funds
   6. Opportunities for privatization

VII. Analysis of Alternatives of Operation and Objectives Review
   1. Barrier free environment
   2. Public bus system

VIII. Detailed Evaluation of Most Promising Alternatives
   1. Passenger demand reviews
   2. Finance plan reviews
   3. Alternatives reviews

IX. Final Service Design and Implementation Strategy
   1. Project Description
   2. Organizational plan
   3. Service operations and monitoring plan
   4. Maintenance monitoring program

X.  Security and Protection

XI. Integration of the Environmental Process in the Planning and Development Process

XII. ADA and Other Federal Operational Requirements
    1. Paratransit Plan
    2. Compliance with the “Drug Free Workplace Act”

XIII. Drug and Alcohol Testing Program
Unified Work Program  
Fiscal Year 2010-2011

6. **Product:**
   
   One preliminary report and a final report

7. **Previous Work:**
   
   None

8. **Relationship to other activities:**
   
   N/A

9. **Budget:**

   **Task 10-01**

   **Est. Comp. Date: September/2012**

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Appendix A

Work Task Description

- Urbanized Areas Under 200,000 in Population (UZA)
1. Agency or Municipality: Camuy

2. Contact Person: Mr. Edwin García
   Phone: (787) 262-7704
   E-mail:

3. Task Title:
   Comprehensive and Feasibility Transportation Study for the Municipality of Camuy

4. Task Description:
   The Municipality of Camuy is experiencing substantial urban and rural growth as its economy develops. The public transportation system comprised of “Público” cars has failed to meet the transportation needs of the residents of new housing developments areas nonetheless its operators have adamantly opposed the Municipality modify its trolley shuttle bus route to serve these areas.

   The proposed task is intended to evaluate the level of transit service being provided by the Municipal Trolley and the “Público” cars in relation to the needs of the urban population, as well as to the large rural area of Camuy. The Task also consider road and traffic conditions and parking demands in the urban area which affect the operation of transit services as streets have become clogged with cars.

   The Municipality expects to create a new trolley routes and modify the existing one as well as determine the feasibility of providing public transportation to underserved rural areas either through direct service or subsidies to “Público” cars. The task report should determine the feasibility for the new transit service in sufficient detail to merit the request for FTA funds to fulfill the same. I should also determine the feasibility of providing parking areas peripheral to the town core to operate as park and ride lots in coordination which the trolleys shuttles.

5. Task Work Program:
   I. Introduction
   II. Socio-Economic Characteristics
      A. Camuy in the Regional Context
      B. Population of Camuy: Trends and Projections
         1. Population density
         2. Population growth and Age structure
         3. Urban and Rural Population
      C. Elderly and handicapped population in Camuy
         1. Elderly population
         2. Handicapped population
         3. Public transportation services available to Elderly and Handicapped populations
         4. Transportation policies and Planning for the Elderly and Handicapped
         5. Paratransit Plans
      D. Income Characteristics of the Municipality of Camuy
Unified Work Program
Fiscal Year 2010-2011

1. Median Family Income and Per Capital Income in Camuy
2. Families below poverty level
E. Workforce, Employment and Unemployment in Camuy
   1. Workforce in the Metropolitan Region and Camuy
   2. Employment in the Metropolitan Region and Camuy
   3. Occupation of Unemployment people
F. Geographic Mobility and Means of transportation to work
   1. Place of origins of the workers of Camuy
   2. Destination of the workers residents of Camuy
   3. Means of transportation to work of the Camuy residents
   4. Carpooling of Camuy working residents
   5. Number of vehicles
G. Housing Stock in Camuy
   1. Number of housing units in Camuy
   2. Housing conditions
   3. The second home market
III. Evaluation of existing transportation system
   A. Evaluation of road infrastructure in Camuy
      1. Existing road system
      2. Traffic volume
      3. Needs and Deficiencies
         a. Physical conditions
         b. Traffic congestion
      4. Proposed State and Municipal roads Infrastructure Projects
      a. Projects programmed by the Transportation and Highway Authority
      b. Projects proposed by the Municipal Government of Camuy
   5. Future development of the area
   6. Assignment and Evaluation of existing plus proposed network
      a. Five year Program
      b. Long range impact
B. Public Drivers Survey
   1. Purpose of the survey
   2. Methodology of the survey
   3. Major finding of the Driver’s survey
C. Public user survey
   1. Purpose of the survey
   2. Methodology of the survey
   3. Major findings of the Driver’s survey
D. New routes for the Trolley Bus System
   1. Existing “Público” car system
   2. Need for trolley services
   3. Capital, Operating cost and sources of funding
   4. Functioning for the Trolley System
   5. Administration of the Trolley System
   6. Maintenance and Lubrication Plan for the Trolleys
   7. Effective Citizen Participation Plan
   8. American Disabilities Act
   9. Implementation Plan for project
   10. Environmental Assessment of the project
   11. Proposed new routes
E. Parking Space Inventory in the Municipality of Camuy
   1. Types of parking spaces
   2. Summary of the parking inventory in Camuy
      a. Area of study
      b. Methodology
      c. Findings and recommendations

6. Product:
   a. Monthly reports
   b. Preliminary report of the Comprehensive and Feasibility Transportation Study of Camuy
   c. Final report of the Comprehensive and Feasibility Transportation Study of Camuy

7. Previous Work:
   Application for Program 5311 for purchase of trolley buses

8. Relationship to other activities:
   None

9. Budget:
   Task 10-02
   Est. Comp. Date: September/2012
1. **Agency or Municipality**: Peñuelas

2. **Contact Person**: Ms. Rose Rodríguez  
   **Phone**: (787) 836-1136, Ext. 317/318  
   **E-mail**: 

3. **Task Title**: 
   Comprehensive Transportation Study for the Municipality of Peñuelas

4. **Task Description**: 

   The Municipality of Peñuelas intends to establish an urban core mass transit system in response with urban development. Technical assistance, data collection, and analysis are required for the effectiveness of our goal. A “shuttle” (bus) or any other transport system addressing transportation needs is definitely implemented through effective planning and coordination. Environmental management, land use, and other planning decision are to be possible factors of impacts. Issues as affordability and viability are to be analyzed by proper expertise. Information needs to be collected regarding effects actions in transport, transit operation, safety and traffic pattern alternations. New issues like affordability and marketing management responsibility need to be scrutinize in an early phase.

   The task will make a reconnaissance of transportation needs and evaluate the level of transit service provided by Private Car in relation to the needs of the population of Peñuelas. It must consider the transportation demands of residential projects, and commercial development for the next years in this municipality.

   The task will also consider road and traffic conditions and parking demands in the urban core area which affect the operation of transit services as streets have become congested with vehicles. The Task’s Report should determine the feasibility of any new transit services in sufficient in sufficient detail to merit the request for FTA.
5. Task Work Program:

The Program consists on contracting the services of a competent company to conduct a Comprehensive Transportation Study for the Municipality of Peñuelas. The plan will include, but not limited to:

I. Introduction
II. Socio Economic Characteristic
   A. Peñuelas in the Regional Context
   B. Population of Peñuelas: Trends and Projections
      1. Population Density
      2. Population Growth and Age Structure
      3. Urban and Rural Population
      4. Households
   C. Elderly and Handicapped Population in Peñuelas
      1. Elderly Population
      2. Handicapped Population
      3. Public Transportation Services Available to the Elderly and Handicapped Populations
      4. Transportation Policies and Planning for the Elderly and Handicapped Populations
   D. Income Characteristics of the Municipality of Peñuelas
      1. Median Family Income and capital Income in Peñuelas
      2. Families Below Poverty Level
      3. Income Source of the Residents of Peñuelas
   E. Workforce, Employment and Unemployment in Peñuelas
      1. Workforce in the South region and Peñuelas
      2. Employment in the South region and Peñuelas
      3. Occupation of Employed People
      4. Employment per Industry
      5. Unemployment in the South Region and Peñuelas
   F. Geographic Mobility and Means of Transportation to Work
      1. Place of origin of the Workers of Peñuelas
      2. Destination of the working residents of Peñuelas
      3. Carpooling of Peñuelas Working Residents
      4. Number of Vehicles
   G. Housing Stock in Peñuelas
      1. Number of Housing Units in Peñuelas
      2. Housing Conditions
      3. The second Home Market
III. Evaluation of the Existing transportation System
   A. Evaluation of Road Infrastructure in Peñuelas
      1. Existing road System
      2. Traffic Volume
      3. Road Conditions
      4. Traffic congestion
      5. Needs and Deficiencies
         a. Physical Condition
         b. Traffic Congestion
      6. Proposed State and Municipal Road Infrastructure Projects
         a. Projects Programmed by the Transportation and Highway Authority
b. Projects proposed by the Municipal government of Peñuelas

7. Future Development of the Area

8. Assignment and Evaluation of Existing Plus Proposed Network
   a. Five (5) year program
   b. Long Range Impact

9. General conclusions

B. New Route for the Trolley Bus System (instead of trolleys we will buy buses.
   1. Existing Private Cars System
   2. Need for Trolley Service
   3. Capital, Operating Cost and Source of Funding
   4. Functioning for the Trolley System
   5. Administration of the Trolley System
   6. Maintenance and Lubrication Plan for the Trolleys
   7. Effective Citizen Participation Plan
   8. American with Disabilities Act
   9. Implementation Plan for the project
   10. Environmental Assessment of the project
   11. The Propose New Route

C. Cost-effective and Optimal use of the Private Terminal Study

D. Analysis of the system cost and revenue
   1. Current situation of the private service in Peñuelas
      A. Public Service Commission data
      B. Opinions about fares for public transportation
   E. Parking Space Inventory in the Central business district of Peñuelas

1. Types of parking Spaces

2. Summary of the Parking Inventory in the CBC of Peñuelas
   a. Area of study
   b. Methodology
   c. Finding

F. Public and Taxi Drivers Survey
   1. Purpose of the survey
   2. Methodology of the Survey
   3. Drivers characteristics
   4. Trip frequency
   5. Service Schedule
   6. Work days
   7. Type of vehicle
   8. Type of stops
   9. Route and drivers sufficiency
   10. Physical condition of vehicles
   11. Conditions of Roads
   12. Traffic congestion
   13. Route organization
   14. Recommendations to improve the public transportation services
   15. Weekly income
   16. Opinions about fares for public transportation
   17. Most Relevant Findings of the Driver’s Survey

G. Public and taxi Users Survey
   1. Purpose of the Survey
   2. Methodology of the Survey
   3. Distribution of users by age group
4. Distribution of users by family income  
5. Distribution of user by weekly trips  
6. Distribution of user by purpose of trip  
7. Distribution of user by place of residence  
8. Distribution of user by vehicle ownership  
9. Reasons for choosing Public Transportation over other than alternative  
10. Evaluation of the existing public transportation serve in Peñuelas  
11. Proximity of public transportation service in Peñuelas  
12. Trustworthiness of public transportation service in Peñuelas  
13. Average waiting time for public transportation  
14. Trip duration  
15. Weekly income  
16. Opinions about fares for public transportation  
17. Major Findings of the Public User’s Survey.  

H. Determine of the needs and deficiencies of the public transportation system  
I. Major Factors Affecting Public Transportation System in Peñuelas  
J. Physical Factors  
1. Road Infrastructure  
2. Urban sprawl and new developments  
K. Economic factors  
1. School enrollments  
2. Growth of the service sector  
3. Employment and unemployment  
4. Absence of incentives to use public transportation  
L. Analysis of the transportation needs of the elderly and the handicapped  

IV. Recommendations for Transportation Improvements  

6. Product:  
a. Monthly Progress Reports Preliminary report on the Comprehensive Transportation Study for the Municipality of Peñuelas  
b. Final Report on the Comprehensive Transportation Study for the Municipality of Peñuelas  

7. Previous Work:  
None  

8. Relationship to other activities:  
Will help make better use of transit service and facilities  

9. Budget:  
Task 10-03  

Est. Comp. Date: September/2012
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1. **Agency or Municipality**: San Germán

2. **Contact Person**: Ms. Franckeska J. Rivera
   **Phone**: (787) 892-4849; 478-6162

3. **Task Title**: Comprehensive Study for the Municipality of San Germán

4. **Task Description**:

   For the last years we’ve been facing a world economical crisis that’s been affecting the consumers due to the constantly increase of cost of living. One of the most significant cost increasing is the petroleum, our principal source of energy and where the gasoline comes from; principal fuel to our most used way of transportation: the car.

   San Germán has a principal route that cross the Urban Zone from east to West know as the PR-102 or Interamerican University Avenue at its West side and San Germán Athletics Avenue at its East side. This road has an Annual Average Daily Traffic (AADT), on its critical stretch, between Ramos Street and PR-360, of 19,000 vehicles, according to the Road and Transportation Authority of Puerto Rico. This data, from January 2007, is not considering the population increase from the last years.

   Having in mind the improvement of our resident’s quality of life, the Municipality of San Germán wants to develop a Mass Transportation System that will serve the communities nearby the urban core, which will minimize the traffic, the gasoline and energy consumption and will provide accessibility to the urban area to individuals with disabilities or special needs, and low income residents.

   Through this study we will investigate the actual transportation needs and assess the level of transit service by the public transportation that is been offered to the citizens by private transporting in relation to the needs of the urban area of Municipality of San Germán. It will consider the transportation demand of new residential projects and commercial developments planned for the next five years.

   The study will also under consideration current road and traffic conditions, as well as the energy consumption.

   The Task Report should determine the viability for a new transit services in sufficient detail to merit the request for FTA funds to fulfill the needs. It should also point out feasible routes for the system.

5. **Task Work Program**:

   I. Scoping Phase
      A. Population
         1. Trends and projections
Unified Work Program
Fiscal Year 2010-2011

2. Density
3. Growth and age structure, elderly, and handicapped population
4. Urban population, including floating population (university students and tourists)

B. Area to be served
C. Available public transportation
D. Available public transportation for elderly and handicapped
E. Available routes
F. Level of Service of available public transportation
G. Transportation Policies and Planning for the elderly and handicapped
H. Paratransit plans
I. Role of transit in achieving community goals and objectives
J. Community involvement

K. Workforce, Employment and Unemployment
   1. Workforce in the Urban Zone
   2. Employment
   3. Occupation of employed people
   4. Employment per industry
   5. Unemployment

II. Planning Phase
A. Existing Transportation System
   1. Needs and deficiencies
   2. Physical conditions
B. Future development of the urban zone and nearby communities

C. Traffic volume
D. Evaluation of existing road system
E. Proposed State and Municipality Roads Infrastructure Projects
F. Perform preliminary evaluation of transit service opportunities
   1. Develop preliminary financial plan
   2. Evaluate achievements of transit systems objectives
G. Assignment of proposed network
   1. 5 year program
H. Public Drivers Survey
I. Transit user Survey
J. Develop a feasible route for the system
   1. Existing public transportation system
   2. Capital, operating cost and sources of funding
   3. Operation and Administration of the system
   4. Maintenance Plan for the Shuttle bus
   5. Citizen participation plan
   6. American with Disabilities Act
   7. Alternative routes
   8. Environmental Assessment
   9. Implementation Plan
   10. Infrastructure changes
K. Parking Space Inventory in the Central Business District
   1. Types of Parking Spaces
   2. Summary of the parking inventory in the CBD of the Municipality of San Germán
   3. Area of Study
   4. Methodology
5. Finding and recommendations

6. Product:
   a. Monthly Progress Reports
   b. Preliminary Report
   c. Final Report of the Study

7. Previous Work:
   N/A

8. Relationship to other activities:
   a. The proposed study will identified ways to improve the services offered to the citizens of San Germán. It will give us the opportunities to provide accessibility to medical, educational and other services. The municipality expects to empower the communities and contribute in the socioeconomic development of its residents.

9. Budget:
   Task 10-04

   Est. Comp. Date: September/2012

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Appendix A

Work Task Description

- Islandwide
Unified Work Program
Fiscal Year 2010-2011

1. Agency or Municipality : Puerto Rico Highway and Transportation Authority

2. Contact Person : Eng. Madeline Muniz
   Phone : (787) 723-3760
   E-mail :

3. Task Title:

   Data Collection, Analysis and Development of FTA – NTD Reports for Fiscal years 2009-2010 to 2011-2012

4. Task Description:

   “Públicos” are privately owned and operated semi-scheduled public transportation services which are regulated by the Department of Transportation and Public Works (DTPW). Municipalities construct, operate and maintain terminal facilities (either off street or curbside) for “Públicos” as well as passengers shelters. No operational subsidies, either Federal, or State, are provided to “público”. Operators acquire their vehicles by direct purchase in the open market.

   On behalf of público in urbanized areas, Puerto Rico Highway and Transportation Authority (PRHTA) is responsible for the collection of data related to National Transit Database (NTD) Reporting. As such, it designed a methodology that has been refined over the years. According to the 2000 Census data, the urbanized area limits were redefined resulting in an additional 25 municipalities being incorporated in the San Juan Transportation Management Area, for a total of 38, and the Aguadilla Transportation Management Area comprising 11 municipalities, being designated as an urbanized area with a population of over 200,000. Now, since FY 2009, and as a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the DTPW/HTA began reporting FTA NTD data on “público” service for the 78 island municipalities, grouped into the following areas:

   - Aguadilla Transportation Management Area
   - Arecibo UZA
   - Fajardo UZA
   - Florida-Barceloneta UZA
   - Guayama UZA
   - Juana Díaz UZA
   - Mayagüez UZA
   - Ponce UZA
   - San Germán-Cabo Rojo UZA
   - Yauco UZA
   - Non-UZA (six (6) rural municipalities)

5. Task Work Program:

   Data Collection, according to the “Methodology to Design a Process to Collect Data and Carry Out Field Work of SJTMA, ATMA, UZAS and RA “Público” Service Statistics for Use in the
preparation of National Transit Database Reports”, develop by
the PRHTA. The following tasks are included:
Task 1: Project Coordination and Initiation
Task 2: Review of Methodology
Task 3: Preparation of Field Survey
Task 4: Conduct of Screenline Survey
Task 5: Conduct of Checkride Survey
Task 6: Calculation of “Público” Service Statistics
Task 7: Calculation of National Transit Database (NTD)
“Público” Statistics
Task 8: Collection Data on “Público” Terminals
Task 9: Deadhead, Layover, and Loading Factors
Task 10: Meetings, Reports and Data Delivery

6. Product:
   - NTD Annual FY Report on “Público” Service.
   - Monthly Reports of select “Público” service statistics.

7. Previous Work:
   Section 15, Phase II

8. Relationship to other activities:
   N/A

9. Budget:

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1 Total cost includes three fiscal years (2009-2010, 2010-2011 and 2011-2012)
1. **Agency or Municipality**: Ports Authority

2. **Contact Person**: Mr. Ibsen R. Santiago Flores  
   **Phone**: (787) 729-8638  
   **E-mail**: 

3. **Task Title**:  
   Financial Plan for Transit and Systemwide Improvement Plan

4. **Task Description**:  

   The Puerto Rico Maritime Transportation Authority (PRMTA) develops, maintains, operates, and administers maritime transportation services between the islands of Vieques and Culebra, the east coast of Puerto Rico and the metropolitan ferry terminals of San Juan, Cataño, and Hato Rey. Ferry terminals within PRMTA’s authority are the Old San Juan ferry terminal, the Hato Rey ferry terminal, the Cataño ferry terminal, the Fajardo ferry terminal, the Vieques ferry terminal, the Culebra ferry terminal, the Acuaxpreso Maintenance Base – San Juan, and Mosquito Pier – Vieques.

   The purpose of the effort covered by this scope of work is to develop a financial plan for the PRMTA in accordance with the guidelines of the Federal Transit Administration, Office of Planning. And to develop a short range (five year) and a long range (twenty year) plan, which identify capital projects and major equipment purchases, and establishes a schedule for their implementation. The plan will address construction, repair, maintenance and acquisition of major capital facilities and equipment.

   The Financial Plan for Transit goal is to develop a plan that clearly describes the overall financial condition of the PRMTA, as it presently exists, describe proposed capital projects in the planning and implementation stages and provide a forecast of PRMTA’s financial condition into the next twenty years. The document will provide a description of the PRMTA, its mission, and its present sponsors and funding partners. It will describe its proposed agency-wide capital plan and outline the projects within the capital plan. Operating revenues and maintenance costs by location and agency-wide will be described. The plan will provide a twenty-year cash flow projection and analysis. It should be useful as a working document for future updates as projects become more detailed or others are considered.

   The Systemwide Improvement Plan will help PRMTA identify ferry a phasing plan for implementation of the corrections. With this in mind, CONSULTANT proposes to conduct the following activities:

   A. Obtain available archival documentation of the existing drawings, as-built plans, studies, cost estimates, previously approved, unimplemented or incomplete projects’ descriptions and their documentation.
B. Identify the physical condition and operational deficiencies of existing infrastructure including the following:

1. Buildings
2. Wharfs, bulkheads, docks and other mooring facilities.
3. Outdoor storage/equipment yards.
4. General grounds (roads, utility services, gates).
5. Facility operational efficiencies (buildings, grounds, marine, harbor).

C. Identify opportunities to accomplish the following:

1. Improve the movement of vessels and vehicles to and from the terminals.
2. Improve cargo handling efficiencies.
3. Reduce general maintenance and repair requirements terminal-wide.

D. Identify specific projects that will reduce deficiencies and improve operations.

1. Prepare detailed project descriptions.
2. Determine costs to implement the projects.
3. Evaluate previously approved, unimplemented or incomplete projects.
4. Prioritize each of the projects.

E. Prepare a timeline for capital expenditures.

It is anticipated that these objectives will be reached through the completion of a series of tasks generally following the path described above. For purposes of defining this effort, this scope of services includes all outside terminal infrastructure as well as roofed or enclosed structures buildings.

5. Task Work Program:

Task 1 – Financial Plan

As described above, the final deliverable of this effort is the Financial Plan. Work efforts of the financial plan are broken into three primary components: 1) the Agency-wide Capital Plan; 2) the Agency-wide Operating Plan and; 3) the Plan Summary. The tasks associated with these components are broken down below.

a. Project Management

This task includes administration of the prime agreement with PRMTA and any subconsultants, as well as coordination with PRMTA and other interested stakeholders. Under this task CONSULTANT will endeavor to ensure a seamless project team effort, maintaining continuous communication.
b. Facility Visits

CONSULTANT will tour each of the PRMTA sites to become acquainted with the Agency’s facilities. It is anticipated that CONSULTANT will be accompanied by a PRMTA representative to provide background and description on each of the sites. The purpose of this effort is not to perform a facilities assessment but rather, to become familiar with the Agency’s infrastructure. It is anticipated that this task will include the project kick-off meeting.

c. Data Collection

This task includes two primary work items. The first is the collection of data existing in PRMTA’s offices for inclusion in the financial plan. The second task involves working with FTA’s Region IV to obtain copies of grants previously awarded to PRMTA. The second task includes CONSULTANT making a trip to Region IV headquarters in Atlanta, Georgia to meet with FTA representatives and review their files.

Under this task CONSULTANT will compile and research existing information in the offices of the PRMTA for incorporation into the financial plan. With the exception of data collected during the trip to FTA headquarters, the basis for this scope of work is the assumption that all of the data needed to be written into the financial plan is readily available from the PRMTA and where the data is limited, affected sections of the plan may be scaled back or completely omitted if necessary. Services will include collection of existing data from the PRMTA and formatting the collected information.

Information needed for the financial plan is identified in the outline but generally includes the following: descriptions of the agency, agency sponsors, partners and their details, existing financial documents including annual budgets and operating statements, proposed projects, detailed descriptions and cost estimates for proposed projects, planned and underway, current and proposed debt proceeds and service plans, existing and planned federal funding, recent and planned fleet acquisitions, replacement and major rehabilitation. Operating and maintenance costs to include the existing transit system as well as the proposed project, operating revenues from fares, tax and user fees from federal, state, local, and other providers.

d. Preparation of Agency-wide Capital Plan (Proposed Project & Existing Transit System)

Under this task CONSULTANT will provide financial planning services towards the development of the
Agency-wide Capital Plan. This effort is broken into two components, the Proposed Project Capital Plan and the incorporation of the same into an Agencywide Capital Plan.

e. Preparation of Agency-wide Operating Plan (Proposed Project & Existing Transit System)

Under this task CONSULTANT will provide financial planning services towards the development of the Agency-wide Operating Plan. This effort includes a transit level of service determination, operating and maintenance costs for the existing system as well as the proposed project and operating revenues.

f. Preparation of Plan Summary – Cash Flow Projection

Under this task CONSULTANT will provide financial planning services towards the development of the Plan Summary. This effort includes an analysis of the Agency’s financial capacity, considering regional economic conditions, past transit operations results, fiscal burden of transit expenditures on the region and financial capabilities.

g. Quality Control and Assurance

Quality Control of projects by CONSULTANT is based on the premise that two responsible and qualified individuals agree on the correctness of each work product before it or another deliverable document that is based on it is released by CONSULTANT as a product of service. To accomplish this, our process specifies activities for QC and QA verification that must take place on every project. This process involves, and will involve for this project, the preparation of a QC plan, designation of QC reviewers, strict adherence to establish communication and review protocol, and recording of QC process documents in accordance with CONSULTANT Quality Control and Assurance Program (QCAP). Submittals received by PRMTA will indicate that the particular work product has under gone this process, or if submitted as a draft, indicate that the QCAP process has not been completed.

h. Project Meetings

Under this task, CONSULTANT will submit progress documents at the draft, preliminary and final stages of report preparation. CONSULTANT will prepare for and attend the following meetings during the phases of the project:

- Project Kick-Off/Site Visits
- Data Collection Office Visit(s)
- Review meeting - draft Agency-wide Capital and Operating Plan submittal
Unified Work Program  
Fiscal Year 2010-2011

- Review meeting - preliminary Agency-wide Capital and Operating Plan submittal
- Review meeting - draft Plan Summary-Cash Flow Projection submittal
- Review meeting - preliminary Plan Summary-Cash Flow Projection
- Two (2) additional meetings at critical milestones CONSULTANT’s Project Manager and/or technical leads will attend each of these meetings as appropriate to perform the work. Additional teleconferences may be held as appropriate during the project delivery period.

Task 2 – Financial Plan

A. Project Management

This task includes administration of the prime agreement with PRMTA and any subconsultants, as well as coordination with PRMTA and other interested stakeholders. Under this task CONSULTANT will endeavor to ensure a seamless project team effort, maintaining continuous communication.

B. Kick-off Meeting / Work Session:

CONSULTANT key team members will attend a meeting with PRMTA for introductions, initiate the project, and confirm the work plan and schedule. As part of the visit, CONSULTANT will conduct a Work Session with PRMTA to develop a more detailed understanding of PRMTA’s operations, issues and future plans for each ferry terminal. It is anticipated that the Work Session will include the following steps:

- Discussion of operations.
- Identification of short and long range plans.
- Discussion of issues/problems.
- Discussion of possible solutions.

This initial task will take place at PRMTA offices. A systemwide tour will be conducted later during the Visual Conditions Assessment task, described below. It is expected that this effort will require one full day to complete. PRMTA should be prepared to commit the time for this effort and provide key facilities personnel for the day.

C. Existing Infrastructure Documentation:

CONSULTANT will meet with PRMTA to obtain copies of existing infrastructure documents. Items of particular interest are studies, construction documents, as-built plans, utility maps and surveys for all buildings, major equipment, utility systems, marine structures and harbor improvements. This
the production of the Task B deliverables, above.

D. Evaluation of Previously Approved, Unimplemented or Incomplete projects.

CONSULTANT will obtain from PRMTA and compile a list of PRMTA’s previously approved, unimplemented or incomplete projects. The disposition for each project will be incorporated into the study included in the scope of work. It is expected that many of the projects will have been previously identified in the Financial Plan task order.

E. Visual Conditions Assessment:

CONSULTANT will visit each ferry terminal and perform a visual conditions assessment for the purposes of rendering an opinion of the facility’s general physical condition as of the day of the site visit. This will be conducted as a “walk-through” survey and not intended to be technically exhaustive, or to identify every existing physical deficiency. Cataño and Culebra ferry terminals and the Fajardo maintenance facilities are not included.

A ratings procedure will be used to convert the observed condition of each facility system or component to a standardized Condition Assessment Rating. Each will be rated as adequate, degraded or unsatisfactory. An opinion of probable costs to remedy the physical deficiencies will be presented under the major projects task, below.

Systems to be reviewed are as follows:

Site Work Buildings
1. Water Distribution 1. Roofs
2. Sanitary Sewer Collection 2. Trusses
4. Site Lighting 4. Exteriors
5. Communication Lines 5. Electrical
6. Natural Gas Distribution 6. HVAC
7. Storm Drainage 7. Plumbing
8. Stormwater Management 8. Elevators
11. Grounds 11. ADA
12. Technology/IT

The goal of the survey is intended to reduce the uncertainty regarding the potential for component or systems failure. The results of the observations, research and interviews will be used to form a general opinion of the Terminal’s physical condition.

F. Operations Planning
During the ferry terminal visits, CONSULTANT will make general observations of primary ferry terminal operations with a goal towards improving the movement of vessels and vehicles to and from the terminal, improving cargo handling efficiencies and reducing general maintenance and repair requirements. During the visit, CONSULTANT will meet with PRMTA staff and obtain their comments and concerns relative to present operations at their terminal.

G. Overall Improvement Plan

Using the results of the above tasks and an understanding of the PRMTA’s goals and objectives, CONSULTANT will prepare a general overall improvement plan for each facility. The purpose of this plan is to consolidate all of the desired improvements onto an overview of the facility as a simplified graphic. This task is not intended to result in a detailed improvement plan; rather it will identify problems and state a possible solution. This effort will include a preliminary list of major projects, to be further explored in the task below. Major projects will include those that remain on the previously approved, unimplemented or incomplete projects list.

H. Major Projects

The Overall Improvement Plan, as approved by PRMTA, will be utilized to identify major projects for implementation at all of the ferry terminals. For each of the projects, a narrative detailing the work will be prepared along with an order of magnitude estimate of cost for each. Working with PRMTA, the projects will be prioritized for future implementation. For purposes of this scope of work, five major projects are budgeted for each of the seven ferry terminals for a total of 35 major projects.

I. Capital Expenditures Timeline

CONSULTANT shall use the major projects outline described above to prepare a timeline for implementation of proposed improvements to the facilities. The projects will be listed in their priority with planned expenditures over time. Project expenses will be timed within their primary phases as follows:

1. Project Planning / Development
2. Engineering / Architecture Design
3. Permitting
4. Acquisition/Construction/Contract Administration
Unified Work Program
Fiscal Year 2010-2011

The Capital Expenditures Timeline will document PRMTA’s long range program (10-20 year), if desired along with their high-priority (5-year) program for funding projects and establish deadlines for initiation of each phase.

6. Product:

A. Summary of meetings, copies of correspondence, copies of electronic and voice communications. CONSULTANT will maintain project records and make such records available to PRMTA as stipulated in the Master Agreement.

B. Agency-wide Capital Plan, submitted at the draft, preliminary and final level of completion.

C. Agency-wide Operating Plan submitted at the draft, preliminary and final level of completion.

D. Plan Summary – Cash Flow Projection submitted at the draft, preliminary and final level of completion.

E. Graphics and technical information necessary for each meeting and meeting minutes as necessary.

F. Brief narrative of key issues and potential solutions identified during the Work Session. Schematic diagrams of the Terminal graphically depicting the same. Correspondence and meeting minutes.

G. Overall list of projects. Disposition list for the projects.

H. Report summarizing the methodology and results of the assessment.

I. Brief narrative of key findings during the visit.

J. Overall Improvement Plan graphic, presented in color. Preliminary list of major projects.

K. Narrative for each project. Order of magnitude estimate of cost for each project. Priority list for the projects.

L. Capital Expenditure Timeline

7. Previous Work:

N/A

8. Relationship to other activities:

The basis for this scope of services is the successful acquisition of archived documentation of the marine and other structures. Without this, it may be necessary to conduct further field surveys to better understand the full extent of existing structures. These additional services may include underwater surveys, geotechnical surveys, exploratory excavations and other methods. These additional services are not included in this scope.
of services but may be added if required and approved by PRMTA.

9. **Budget:**

**Task 10-05**

**Est. Comp. Date: 20 months from NTP.**

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Appendix B

Summary of Sections 5303 and Section 5304 Funding
### SUMMARY OF FTA SECTIONS 5303/5304

**Urbanized Area:** San Juan Urbanized Area  
**Grantee:** Puerto Rico Highway and Transportation Authority  
**Balance as of:** 05/2010

#### Agencies

<table>
<thead>
<tr>
<th>Recipient and Active Project</th>
<th>FTA Section 5303/5304 Amount (80%)</th>
<th>FTA Section 5303/5304 Outlays (80%)</th>
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SUMMARY OF FTA SECTIONS 5303/5304

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## SUMMARY OF FTA SECTIONS 5303/5304

**Urbanized Area:** Aguadilla Urbanized Area  
**Grantee:** Puerto Rico Highway and Transportation Authority  
**Balance as of:** 05/2010

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## SUMMARY OF FTA SECTIONS 5303/5304

### Urbanized Area:
Urbanized Areas Under 200,000 Population (UZA)

### Grantee:
Puerto Rico Highway and Transportation Authority (PRHTA)

### Balance as of:
05/2010

### Agencies

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### SUMMARY OF FTA SECTIONS 5303/5304

**Urbanized Area:** Islandwide  
**Grantee:** Puerto Rico Highway and Transportation Authority  
**Balance as of:** 05/2010

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