

**LAREDO URBAN TRANSPORTATION STUDY  
2008 - 2009 UNIFIED PLANNING WORK PROGRAM**

**I. INTRODUCTION**

The Laredo Urban Transportation Study, in its capacity as the Laredo Metropolitan Planning Organization, provides continuous, cooperative and comprehensive transportation planning for the Laredo Metropolitan Area as required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. The Laredo Metropolitan Transportation Plan was submitted to the Texas Department of Transportation and U. S. Department of Transportation in December 2004.

The 2008-2009 Unified Planning Work Program (UPWP) was adopted by the Laredo Metropolitan Planning Organization Policy Committee on July 26, 2007 following a thirty-day comment period as required by the adopted Public Participation Plan.

**A. PURPOSE**

The UPWP describes and schedules work to be undertaken by the Laredo Urban Transportation Study during the 2008-2009 fiscal periods. The UPWP also includes a financial and participation summary. All elements described are consistent and in support of transportation planning objectives.

SAFETEA-LU requires that the Laredo Metropolitan Transportation Plan address the following eight factors in considering the transportation needs of the Laredo metropolitan planning area. The 2008-2009 UPWP includes tasks that will allow ongoing evaluation of community transportation needs in relation to these eight factors.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, and 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.
8. Emphasize the preservation of the existing transportation system.

**B. DEFINITION OF AREA**

The Laredo Metropolitan Area includes the City of Laredo and portions of Webb County. (See Map, Appendix B.) The MAB was approved by the Governor in 2004.

**C. ORGANIZATION**

The Laredo Metropolitan Planning Organization is governed by the Policy Committee established in accordance with bylaws adopted June 9th, 1994 and amended on July 21, 2000. The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: the Laredo District Engineer, TxDOT’s Transportation Planning and Development Director, the Webb County Judge, three members from the City of Laredo City Council, two Webb County Commissioners. The State Senator for District 21, the State Representative for District 31 and the State Representative for District 42 serve as non-voting, ex-officio members. The Policy Committee is the body of the MPO that provides review and has decision-making authority over transportation planning efforts in the Laredo Metropolitan Area undertaken by the planning staff of the Laredo Urban Transportation Study acting as the Metropolitan Planning Organization and by the Texas Department of Transportation (See Appendix A). Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee includes:

<p><u>City Representatives:</u></p> <ul style="list-style-type: none"> <li>• Laredo City Planner</li> <li>• The General Manager of the City Transit System</li> <li>• Laredo Director of Traffic Safety</li> <li>• Laredo Airport Manager</li> <li>• Laredo City Engineer</li> <li>• Laredo Bridge Director</li> </ul>	<p><u>State Representatives:</u></p> <ul style="list-style-type: none"> <li>• Director of Transportation Planning and Development</li> <li>• TxDOT Planning Coordinator (Vice-Chair)</li> <li>• TxDOT Transportation Funding/ Safety Administrator</li> <li>• TxDOT Area Engineer</li> <li>• TxDOT TPP Field Representative (Austin)</li> </ul>
<p><u>Federal representatives:</u></p> <ul style="list-style-type: none"> <li>• FHWA Planning Representative (Austin)</li> </ul>	<p><u>School system representatives</u></p> <ul style="list-style-type: none"> <li>• A representative of the Laredo Independent School District</li> <li>• A representative of the United Independent School District</li> </ul>
<p><u>County and Regional Representatives:</u></p> <ul style="list-style-type: none"> <li>• Webb County Planning Director</li> <li>• South Texas Development Council Regional Planning Director</li> <li>• The General Manager of the Rural Transit System</li> <li>• Webb County Engineer</li> </ul>	<p><u>Private Sector Representatives:</u></p> <ul style="list-style-type: none"> <li>• A representative of the Texas Mexican Railway Company</li> <li>• A representative of the Union Pacific Railroad Company</li> <li>• A representative of the Laredo Transportation Association</li> <li>• A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee</li> </ul>

MPO staff includes the MPO Planning Director, a transportation planner, and support staff.

**D. PRIVATE SECTOR INVOLVEMENT**

The private sector is encouraged to participate in the development of all transportation programs and plans. Private transportation providers are invited to participate in TIP development as members of the Technical Committee and as project evaluation committee members. Private consultants will be used for the completion of Title VI activities, the Downtown Signalization Study, the Control Access and Traffic Calming Program, the 2010 – 2035 Metropolitan Transportation Plan, the Transit Development Plan, and the McPherson Corridor Capacity and Mobility Analysis.

**II. TASK 1.0 - ADMINISTRATION AND MANAGEMENT**

**A. OBJECTIVE**

To ensure that the Laredo Metropolitan Area transportation planning process is fully a cooperative, comprehensive and continuing activity; to monitor ongoing planning activities; to ensure that all modes of transportation are given consideration as elements of a single urban transportation system and are considered in the overall planning process; to ensure public involvement in the transportation planning process.

**B. EXPECTED PRODUCTS**

The smooth and efficient operation of the Metropolitan Planning Organization to include the following: fulfillment of planning objectives; compliance with state and federal requirements; continuation of a proactive public involvement process; reports and certifications; administration and possible amendment of the 2008-2009 UPWP; updates to the Transportation Improvement Program and to the Laredo Metropolitan Transportation Plan.

**C. PREVIOUS WORK**

The 2008 -2009 UPWP is an ongoing planning activity as required by the Federal Highway Act of 1962, Title 23, US Code as amended. Previous work has included the preparation of the 2007 UPWP, reports and certifications, and staff training. Title VI and Environmental Justice issues were addressed in presentation to both the Technical and Policy Committees. In compliance with State mandate, Staff assisted in the development of the Texas Urban Mobility Plan (TUMP) and the 2008-2011 Transportation Improvement Program (TIP).

**D. SUBTASKS**

- 1.1 Program support administration. This includes program administration, record keeping, monitoring completion of UPWP projects, audit, preparation of reports and the 2008 - 2009 UPWP, interagency coordination, facilitating citizen participation, and preparation of meeting minutes.
- 1.2 Travel, training, equipment and supplies that are not directly related to any other program element.
- 1.3 Title VI civil rights evaluation (following FHWA/FTA guidance). This includes briefing the MPO Policy and Technical committees on Title VI topics, and providing on going review of the MPO's complaint process and Public Involvement Process with emphasis on Title VI/Environmental Justice issues.

**E. FUNDING & PARTICIPATION SUMMARY**

UPWP Task	FTA Task	Responsible Agency	TPF Funds	TxDOT 5303 Cash Match	Local (In-Kind)	Total*
1.1	44.21.00	LUTS	90,000	0	9,000	99,000
1.2	44.21.00	LUTS	34,000	0	3,400	37,400
1.3	44.21.00	LUTS	6,000	0	600	6,600
	<b>Total</b>		<b>130,000</b>	<b>0</b>	<b>13,000</b>	<b>143,000</b>

TxDOT State Funds	140,000
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**III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE**

**A. OBJECTIVE**

Maintain a database on population, housing, land use and transportation characteristics. Monitor growth patterns in the study area for their impact on community transportation systems. Integration of data into GIS for organization, retrieval and analysis, and to forecast pertinent information to continue and further the goals and objectives of comprehensive transportation planning.

**B. EXPECTED PRODUCTS**

Updated population, land use, housing employment and street databases and maps. A fully integrated mapping/data base system to be used in data retrieval, analysis, projection, mapping, and graphic publication elements of future transportation planning tasks. Demographic data will be done in-house using resources available in the community.

**C. PREVIOUS WORK**

Compilation of land use data, GIS equipment updates and training. MPO Staff, in coordination with TxDOT and Texas Transportation Institute Staff, assisted in the ongoing update of the Travel Demand Model from a 1998 base year to a 2003 base year.

**D. SUBTASKS**

2.1 Growth and development monitoring and projections. This includes ongoing updates and maintenance of data and maps related to population, land use, housing and employment. Collect and analyze data related to minority and low-income groups within the MPO boundary. Update maps identifying low-income areas based on new socioeconomic data and assess transportation services provided to those areas. The assessment will evaluate whether low income areas have access to public transportation. Develop estimates and forecasts of population and employment. Update computer equipment and software. Train personnel on GIS and computer equipment/software use. Purchase materials and supplies for printing maps.

**E. FUNDING & PARTICIPATION SUMMARY**

UPWP Task	FTA Task	Responsible Agency	TPF Funds	TxDOT 5303 Cash Match	Local (In-Kind)	Total
2.1	44.22.00	LUTS	23,193.33	0	2,319.33	25,512.66
	Total		23,193.33	0	2,319.33	25,512.66

**IV. TASK 3.0 - SHORT RANGE PLANNING**

**A. OBJECTIVE**

To complete those activities associated with near-term planning and implementation for projects that will be undertaken within the next five years.

**B. EXPECTED PRODUCTS**

Short range planning activities will result in strategies that will support those planning policies needed to preserve the continuing flow of traffic. The MPO also anticipates continued participation in the regional service planning process, as well as, any activity associated with FTA's, Job Access Reverse Commute (JARC), and New Freedom.

**C. PREVIOUS WORK**

MPO staff also assisted in updating the Travel Demand Model to include the City's updated Thoroughfare Plan information, traffic analysis zones (TAZ) and demographic information resulting there from. Staff also assisted with the development and finalization of the 2008-2011 Transportation Improvement Program.

**D. SUBTASKS**

- 3.1 Transportation Improvement Program (TIP) - assisting in the development and revision of the Transportation Improvement Program.
- 3.2 Control Access and Traffic Calming Program  
Educate the public, stakeholders and decision-makers on traffic calming and land use access policies and alternatives and make implementation recommendations.

**E. FUNDING & PARTICIPATION SUMMARY**

UPWP Task	FTA Task	Responsible Agency	TPF Funds	TxDOT 5303 Cash Match	Local (In-Kind)	Total*
3.1	44,24.00	LUTS	10,000	0	1,000	11,000
3.2	44,24.00	LUTS	30,000	0	3,000	33,000
	Total		40,000	0	4,000	44,000

**V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLANNING**

**A. OBJECTIVE**

To continue study and analysis of projects and data for long-range planning elements and long-range project studies.

**B. EXPECTED PRODUCTS**

Staff expects to assist in the development and update of the existing MTP to conform to state and federal requirements.

**C. PREVIOUS WORK**

A planning document establishing guidelines for the renovation and restoration of San Bernardo Avenue, as well as, the revision and amendment of all MPO Plans, Programs, Policies, and Procedures in order to come into SAFETEA-LU compliance.

**D. SUBTASKS**

4.1 2010-2035 Laredo Metropolitan Transportation Plans (MTP)

Update existing MTP to conform to state and federal requirements. This includes and evaluation of the existing transportation system, public transportation, environmental conditions and transportation needs and developing a financially constrained implementation plan. The project will include a land use and socioeconomic conditions and forecast element.

4.2 SAFETEA-LU Compliance Project

All current MPO Policies, Plans, Programs, and Procedures will be reviewed and amended in order to comply with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. Specifically, the review and amendments will address and achieve conformity with SAFETEA-LU'S requirements. (this is a carryover project from FY 07)

**E. FUNDING & PARTICIPATION SUMMARY**

UPWP Task	FTA Task	Responsible Agency	TPF Funds	TxDOT 5303 Cash Match	Local (In-Kind)	Total*
4.1	44.23.02	LUTS	260,000	0	26,000	286,000
4.2	44.23.01	LUTS	23,500	0	2,350	25,850
	<b>Total</b>		<b>283,500</b>	<b>0</b>	<b>28,350</b>	<b>311,850</b>

**VI. TASK 5.0 - SPECIAL STUDIES**

**A. OBJECTIVE**

To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local needs. To maintain the transportation management systems required by federal and state regulations, to assist decision-makers in selecting cost-effective strategies to improve the efficiency and safety of and protect the investment systems.

**B. EXPECTED PRODUCTS**

These are specific studies and projects that address special problem areas or help promote and support transportation related topics.

**C. PREVIOUS WORK**

The Downtown Signalization Study was initiated in FY 2007 and is anticipated to be completed in FY 2008

**D. SUBTASKS****5.1 The Downtown Signalization Study**

The study will evaluate the downtown area's existing signal system's operation, function, and equipment, status and needs. The analysis will include a needs assessment and implementation strategy to enhance mobility and safety, while reducing congestion for all those accessing the downtown area including, commercial, private and transit vehicles. Data collection, analysis and recommendations will be developed for all intersections located within the study area. The study will also provide recommendations regarding capital improvements necessary, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements. (This is a carry over project from FY 07)

**5.2 Transit Development Plan**

The study will include: the review and analysis of current operation data, including trend analysis and peer analysis; the evaluation of existing transit services and programs, the assessment of unmet transit needs and service gaps; analysis of individual and system route performance; assessment of current/future operating, capital, and matching needs with available resources; recommendations for service modifications/improvements; guidance in the preparation of annual budgets, and finally the development of strategies for the utilization of Job Access Reverse Commute (JARC) and New Freedom funding to enhance transit services in Laredo study area.

**5.3 McPherson Corridor Capacity and Mobility Analysis**

The study will evaluate McPherson Road, from Saunders north to end of road, for mobility improvements with a concentration on increasing capacity and providing access management, including analysis of alternative access routes, both existing and proposed; improvements to traffic signal timing; and implementation of one-way traffic flows on side streets.

**E. FUNDING & PARTICIPATION SUMMARY**

UPWP Task	FTA Task	Responsible Agency	TPF Funds	TxDOT 5303 Cash Match	Local (In-kind)	Total*
5.1	44.27.00	LUTS	77,719	0	7,772	85,491
5.2	44.27.00	LUTS	84,314	35,748	12,006	132,068
5.3	44.27.00	LUTS	135,810	0	13,581	149,391
	Total		297,843	35,748	33,359	366,950

## BUDGET SUMMARY

UPWP Task	FTA Task	Description	TPF <sup>(1)</sup> Funds	TxDOT 5303 Cash Match <sup>(4)</sup>	Local Funds (In-kind)	Total*
1	44.21.00	Administration/Management	130,000	0	13,000	143,000
2	44.22.00	Data Development/Maintenance	23,193.33	0	2,319.33	25,512.66
3	44.24.00	Short Range Planning	40,000	0	4,000	44,000
4	44.23.00	Long Range Planning	283,500	0	28,350	311,850
5	44.27.00	Special Studies	297,843	35,748	33,359	366,950
	Total		774,536.33	35,748	81,028.33	891,312.66

TxDOT State Funds <sup>(3)</sup>	140,000
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## (1) Transportation Planning Funds

FHWA (PL 112 Funds) <sup>(2)</sup>	631,544.33
FTA Section (5303)	142,992
TxDOT 5303 Cash Match <sup>(4)</sup>	35,748

Total TPF	810,284.33 <sup>(5)</sup>
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(2) Includes the anticipated carryover amount from FY 2007, which is 104,412.33. These are federal funds only.

(3) Identifies TxDOT's non-federal share for FHWA (PL-112) funds. The match is applied on a statewide basis and not for each MPO. This is why the TxDOT State Funds column in the UPWP budget does not equal the required 20% non-federal share.

(4) Identifies TxDOT's non-federal \$35,748 cash match share for FTA (Section 5303 funds) for FY 2008 & 2009. These funds are provided by TxDOT's Public Transportation Division (PTN).

(5) Identifies the total Transportation Planning Funds programmed for FY 2008 and FY 2009, however the MPO's total billing for 2008 will not exceed TxDOT's authorized amount of \$461,988.19.