

**FY 2015**

**UNIFIED PLANNING WORK PROGRAM**

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ADOPTED BY THE POLICY COMMITTEE ON: JULY 21, 2014  
AMENDED BY THE POLICY COMMITTEE ON: 10-20-14

**FY 2015 UPWP  
REVISED 10-20-14**

***LAREDO URBAN TRANSPORTATION STUDY  
2015 UNIFIED PLANNING WORK PROGRAM***

**I. INTRODUCTION**

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and incorporates into one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken by the Metropolitan Planning Organization in the study area for the year. The United States Department of Transportation, through its modal administrations, requires development of an annual Unified Planning Work Program (UPWP) to describe intermodal comprehensive transportation planning in areas with populations greater than 50,000. This program was designed to incorporate federal Section 112 ("PL" funds) and Section 5303 (transit) planning funds and intended to provide a mechanism for the coordination of all planning activities required by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal regulations allow for a one or two year work program.

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, The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21st Century Act (MAP-21).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) reemphasized the necessity of the program and much greater emphasis was placed on the planning process. Transportation Equity Act for the 21st Century of 1998 prioritized: local officials, in cooperation with the State and transit operators, remain responsible for determining the best mix of transportation investments to meet metropolitan transportation needs. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) as authorized in 2005 defined the structure of the metropolitan planning process and continued the program's emphasis on promoting a strong cooperative process between all stakeholders within MPO involvement.

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was signed into law by the President on July 6, 2012, and calls for a streamlined and performance-based surface transportation program. It builds on many of the highway, transit, bicycle, and pedestrian programs and policies established in by ISTEA 1991.

The Clean Air Act Amendments (CAAA) of 1990 also influences the metropolitan planning process. In general the Act requires that transportation actions and projects proposed and/or implemented in the metropolitan planning area must support the attainment of federal standards for ozone by meeting specific requirements set out by the Environmental Protection Agency (EPA), regarding air quality conformity. Since the Laredo Urbanized Area has been designated an "attainment" area for air quality conformity, the law exempts the urbanized area (UZA) from conformity requirements therefore, it is not addressed in this document.



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The Unified Planning Work Program (UPWP) is developed to comply with the mandatory metropolitan planning requirements and was adopted by the Laredo Metropolitan Planning Organization Policy Committee at a public meeting, following a twenty-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 upcoming fiscal period. The UPWP also includes a financial participation summary. In order to ensure public involvement and participation, all MPO work is conducted in accordance with the adopted Public Participation Plan (PPP). The PPP requires that initial adoption of the Unified Planning Work Program (UPWP) follow at a minimum: a 20 day public comment and review period, 72 hour advanced posting of the Policy Committee meeting wherein final action will occur, and publication of a document summary in the newspaper at least 5 days in advance of adoption. The PPP further requires revisions of the UPWP may only be ratified thru action of the Policy Committee following 72 hour posted advance notice to the public. All elements described are consistent with and in support of transportation planning objectives.

MAP-21 calls for metropolitan planning organizations, public transportation providers and state departments of transportation to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system by April 1, 2014. The goal areas include:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The goal areas for public transportation address:

1. Transit Safety
2. Transit Asset Management

Each state department of transportation (DOT) will then have one year (to April 1, 2015) to establish performance targets in support of those measures; and the MPO's will subsequently have 180 days (to October 1, 2015) to establish performance targets coordinated with those of the state DOT's and public transportation providers. After these targets are set, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The Metropolitan Transportation Plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.



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MAP-21 requires that the Laredo Metropolitan Transportation Plan address the following eight factors in considering the transportation needs of the Laredo metropolitan planning area. The current UPWP includes tasks that will allow ongoing evaluation of community transportation needs in relation to these eight factors, which include:

1. Increase the safety of the transportation system for motorized and non-motorized users.
2. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
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.

The process used to develop and implement this UPWP is designed to ensure that a continuing comprehensive transportation planning program is carried out cooperatively by the MPO, TxDOT, the City of Laredo, Webb County, the local transit provider, and the citizens of Laredo and Rio Bravo, as represented by the Policy Committee. This effort is carried out through the activities of the Technical Committee and their support of the Public Participation Plan (PPP) and all Title VI and Environmental Justice (Title VI/EJ) requirements. The MPO intends to use this same strategy to implement a performance based planning program that supports the seven adopted national goals and subsequent planning targets.

Public involvement policy and process will be critical to the preparation and implementation of performance measures in the planning process as required by MAP-21. The Laredo MPO's Public Participation Plan (PPP) gives citizens the opportunity to comment during all phases of the transportation planning process. The MPO welcomes public comment throughout the planning process and utilizes its website <http://www.ci.laredo.tx.us/city-planning/Departments/MPO/index.html>, as well as the local periodical to receive comments and notify the public of opportunities to comment.

## **B. DEFINITION OF AREA**

The Laredo Metropolitan Area Boundary (MAB) includes the City of Laredo and portions of Webb County. (See Map, Appendix B.) The MAB was approved by the Governor in 2004. The Laredo urbanized area (as determined by the 2010 Census) surpassed 200,000 in population and was designated a Transportation Management Area (TMA) effective July 18th, 2012.

## **C. ORGANIZATION**

The Laredo Metropolitan Planning Organization is governed by the Policy Committee established in accordance with adopted MPO Bylaws. The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: three members from the City of Laredo City Council, the Laredo TxDOT District Administrator, TxDOT's District Transportation Planning and Development Director, the Webb County Judge, and two Webb County Commissioners. The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-



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officio members. The Policy Committee is the body of the MPO that holds review and decision-making authority over transportation planning efforts undertaken by the Laredo Urban Transportation Study, acting as the Metropolitan Planning Organization, and by the Texas Department of Transportation in the Laredo Metropolitan Area (See Appendix A). Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee includes:

<u>City Representatives:</u> <ul style="list-style-type: none"> <li>• Laredo City Planner (Chairperson)</li> <li>• The General Manager of the City Transit System</li> <li>• Laredo Manager of Traffic Safety</li> <li>• Laredo Airport Manager</li> <li>• Laredo City Engineer</li> <li>• Laredo Bridge Manager</li> </ul>	<u>State Representatives:</u> <ul style="list-style-type: none"> <li>• TxDOT Planning Representative (Vice-Chairperson)</li> <li>• TxDOT Special Projects Coordinator</li> <li>• TxDOT Area Engineer</li> <li>• TxDOT South Region Field Representative</li> </ul>
<u>Federal representatives:</u> <ul style="list-style-type: none"> <li>• FHWA Planning Representative (Austin)</li> </ul>	<u>School system representatives</u> <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> <li>• A representative of Texas A&amp;M International University</li> <li>• A representative of Laredo Community College</li> </ul>
<u>County and Regional Representatives:</u> <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>	<u>Private Sector Representatives:</u> <ul style="list-style-type: none"> <li>• A representative of the Kansas City Southern 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>

City of Laredo staff providing service and support to the MPO include: the Planning Director, a transportation planner, a GIS technician, a clerk, an accountant and others as may be required.

#### **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 the TMA Certification Project, the Congestion Management Plan, the 2015-2040 Metropolitan Plan Update, the Railroad Quiet Zone Study Update, the Transit Plan Update, the Bicycle and Pedestrian Plan, and the Mines Road Study. Outside consulting services are also being considered for the completion of the MPO's website redesign, and the Limited English Proficiency Plan.

#### **E. PLANNING ISSUES AND EMPHASIS**

The current UPWP addresses the following transportation areas of concern in the MPO area:

- \* Growth and Development Projections
- \* Long range planning
- \* Public Transportation Needs

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- \* Congestion Management
- \* Impacts of railroads on the community
- \*Transportation Management Area Certification

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations, dated April 23, 201, jointly issued Planning and Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work task associated with PEAs in the UPWP. The 2015 PEAs include:

1. MAP-21 Implementation: Transition to Performance Based Planning and Programming.  
Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the development and implementation of a performance management approach to transportation planning and programming, and the achievement of transportation system performance outcomes:
  - 1.1 Program Support and Administration
  - 2.1 Growth Development and Monitoring
  - 4.2 2015-2040 Metropolitan Transportation Plan
  - 5.1 Congestion Management Plan
2. Models of Regional Planning and Cooperation : Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Addressed in the Subtask(s) listed below which include project/task aspect(s) that encourage collaboration among TxDOT, the MPO, and the local transit operator on data collection, data storage and analysis, analytical tools, and performance based planning:
  - 2.1 Growth Development and Monitoring
  - 2.3, Travel Demand Model Update
  - 3.3, TMA Certification Project
  - 4.2 2015-2040 Metropolitan Transportation Plan
3. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify connectivity gaps in access to essential services (i.e., housing, employment, health care, schools/education, and recreation.) Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the identification of transportation system connectivity failures that preclude access of the public , including traditionally underserved populations, to essential services:
  - 2.1 Growth Development and Monitoring
  - 4.2 2015-2040 Metropolitan Transportation Plan
  - 5.3 Transit Plan Update
  - 5.4 Bicycle and Pedestrian Plan

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

### **A. OBJECTIVE**

To ensure that the Laredo Metropolitan Area transportation planning process is a fully 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.



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**B. EXPECTED PRODUCTS**

The smooth and efficient operation of the Metropolitan Planning Organization includes the following: fulfillment of planning objectives; compliance with state and federal requirements; continuation of a proactive public involvement process, reports, certifications, and administration.

**C. PREVIOUS WORK**

Both the Technical and Policy Committee meetings held on an ongoing basis, make appropriate revisions to documents and approved programs. Staff conducted public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Staff attended various meetings, and workshops, and made presentations at public meetings.

**D. SUBTASKS**

- 1.1 Program support administration. This includes program administration, record keeping, and monitoring completion of UPWP projects, audit, preparation of reports, interagency coordination, facilitating citizen participation, and preparation of meeting minutes.
- 1.2 Travel, training, equipment, and supplies. All computer hardware, software and equipment expenditures of Federal planning funds over \$5,000 will require prior approval.

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 1 - FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
1.1	LUTS	105,000	0	0	105,000
1.2	LUTS	10,000	0	0	10,000
<b>TOTAL</b>		<b>115,000</b>	<b>0</b>	<b>0</b>	<b>115,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE**

**A. OBJECTIVE**

In cooperation with member agencies, 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. Staff will assist with the continual integration of data into GIS format in order to facilitate organization, retrieval and analysis, and to continue and further the goals and objectives of comprehensive transportation planning.

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**B. EXPECTED PRODUCTS**

Updated demographics including population, land use, housing employment and roadway 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. The MPO website will be redesigned to increase functionality, ease of use, visualization capacity, public outreach, and transparency.

**C. PREVIOUS WORK**

For the previous fiscal year, staff reviewed and updated the functional classification of the entire network. Staff also smoothed the boundaries as necessary. All data was input and submitted. After review by TxDOT, the MPO attended a series of webex meeting with TxDOT and FHWA to further review the network's functional classification and clarify or revise selected segment classifications if required. MPO staff received and reviewed the files and reports for the Congestion Management Project. Projects in Progress: finalization of the preliminary files of the Traffic Demand Model, and the MTP. Projects map are developed, retrieved and or printed as new projects are approved by the MPO Committee, or requested.

**D. SUBTASKS**

- 2.1 Growth and development monitoring projections. The GIS Analyst will assist in the ongoing collection, review, analysis and mapping of demographic data related to population, land use, housing, and employment. The subtask will also provide for GIS related staff training, and the purchase of equipment, software, materials and supplies for printing of maps.
- 2.2 Website – Professional services will be procured to redesign the MPO website in order to increase the site's functionality, ease of use, visualization capacity, public outreach ability and transparency. (Staff is considering whether to perform the task in house or procure professional)
- 2.3 Travel Demand Model Update - Objective: The GIS Analyst will review all socioeconomic data, necessary for the updating of the 2003 Travel Demand Model, produced by selected consultant. Expected Outcome: Update of the current travel demand model from a 2003 to a 2008 base year and from a 2035 forecast year to a 2040 forecast year (To be conducted by consultant. This is a carryover project.)



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**E. FUNDING & PARTICIPATION SUMMARY**

**Task 2 – FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
2.1	LUTS	20,000	0	0	20,000
2.2	LUTS	30,000	0	0	30,000
2.3	LUTS	5,000	0	0	5,000
<b>TOTAL</b>		<b>55,000</b>	<b>0</b>	<b>0</b>	<b>55,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

**A. OBJECTIVE**

To complete those activities associated with near-term planning and implementation of 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 will develop and/or revise as necessary the UPWP, the TIP, By-Laws, and the Public Participation Plan. A Limited English Proficiency Plan will be developed and adopted in accordance with federal and state guidelines. The MPO also anticipates continued participation in the regional service planning process, as well as, any activity associated with FTA's 5310 Senior's with Disabilities Program or 5339 - Bus and Bus Facilities Program. The MPO will also participate in both a mock and formal certification review to be conducted by the Federal Highway Administration (FHWA).

**C. PREVIOUS WORK**

Staff assisted in the development of the 2015- 2018 TIP, the 2014 UPWP, as well as the continuous revisions of the 2013-2016 Transportation Improvement Program (TIP). Staff worked closely with the selected consultant on the TMA Certification Project which is intended to prepare the MPO, its planning partners and organizational documents for both the mock and formal certification review process. A draft of the Certification Notebook has been prepared and submitted for preliminary review by FHWA. Staff continued to research the development of a Limited English Proficiency Plan while deliberating whether to develop the project in-house or to procure outside consultant assistance.

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**D. SUBTASKS**

- 3.1 TIP/UPWP/By-Laws/PPP/LEP/TMA Certification – assisting in the development and/or revision of the Transportation Improvement Program (TIP), UPWP, By-Laws, the Public Participation Plan, the Limited English Proficiency Plan and the TMA Certification project.
- 3.2 Limited English Proficiency Plan – In accordance with Title VI non-discrimination laws the MPO seeks to develop and adopt a Limited English Proficiency Plan, in compliance with all Federal and State laws, which will define the manner in which the Laredo MPO will accommodate persons with limited ability to read, write, speak or understand English. (Under consideration for development by Staff or consultant- This is a carry-over project.)
- 3.3 Transportation Management Area (TMA) Certification Project – Objective: All current MPO Policies, Plans, Programs, Procedures, and Agreements will be reviewed and amended if necessary, in order to comply with all requirements pertaining to a TMA under Moving Ahead for Progress in the 21<sup>st</sup> Century (Map21). The Certification Notebook addressing the TIP, MTP, UPWP, and other planning issues will be produced in preparation of the Desk Audit. The project will provide recommendations for short and long term improvements necessary to achieve TMA certification. Expected Outcome- All MPO Policies, Plans, Programs, Procedures, and Agreements in full compliance with Map 21's requirements for TMAs, including the production of the Certification Notebook in preparation of precertification and certification. (Mock certification is currently scheduled for December of 2014 ) ( To be conducted by consultant. This is a carry-over project)

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 3 - FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
3.1	LUTS	20,000	0	0	20,000
3.2	LUTS	30,000	0	0	30,000
3.3	LUTS	5,000	0	0	5,000
<b>TOTAL</b>		<b>55,000</b>	<b>0</b>	<b>0</b>	<b>55,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.



**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. Includes activities associated with publishing or updating the Metropolitan Transportation Plan, formerly called the Long Range Plan.

**B. EXPECTED PRODUCTS**

Staff expects to assist in the continual revision of the existing Metropolitan Transportation Plan (MTP) to conform to state and federal requirements. Staff will also assist in the development of the 2015-2040 MTP.

**C. PREVIOUS WORK**

Staff assisted in the continuous revision of the 2010-2035 Laredo Metropolitan Transportation Plan. Staff worked closely with the selected consultant on the development of the 2015-2040 MTP. Existing conditions data collection has been conducted and 4 draft chapters of the MTP document have been developed and distributed to the Technical Committee for review. The first public meeting was held wherein crash location data and maps of forecast population distribution were presented. A survey was conducted on the attendees regarding their perception of local congested locations and a summary report of the results was developed and also distributed to the Technical Committee. Environmental Justice areas were identified based on the 2010 US census, and documents identifying both environmentally sensitive and cultural resources were developed.

**D. SUBTASKS**

- 4.1 2010-2035 Laredo Metropolitan Transportation Plan (MTP) - assist in the ongoing revision of Metropolitan Transportation Plan.
- 4.2 2015-2040 Laredo Metropolitan Transportation Plan (MTP) - Update existing MTP to conform to state and federal requirements. This includes an 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. (To be conducted by consultant. This is a carry-over project)

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**E. FUNDING & PARTICIPATION SUMMARY**

**Task 4 - FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
4.1	LUTS	5,000	0	0	5,000
4.2	LUTS	75,000	0	0	75,000
<b>TOTAL</b>		<b>80,000</b>	<b>0</b>	<b>0</b>	<b>80,000</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**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 completed in FY 2008, the Transit Development Plan was completed in FY 09, the McPherson Corridor Capacity and Mobility Analysis Project was completed in FY 10. In FY 11 both the Bus Rapid Transit Plan and the Del Mar Corridor Study were completed. In FY 2013, The Para-Transit Plan Update was completed and the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies were initiated. In 2014 staff continued to worked closely with the selected consultants on the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies. Contract amendments were developed and executed for both the Congestion and Railroad Quiet Zone studies.

**D. SUBTASKS**

- 5.1 Congestion Management Plan -Objective: To identify and evaluate the likely performance and expected benefits of a variety of congestion management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs). Expected Outcome: The plan will provide



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congestion management recommendations, intended to facilitate the safe and effective management and operation of new and existing transportation facilities, in accordance with all Federal guidelines. (To be conducted by consultant. This is a carryover project.)

- 5.2 Railroad Quiet Zone Study Update - Objective: Develop a strategy to implement a train whistle ban in Laredo following adopted federal guidelines. The study will evaluate railroad lines by segments and provide detailed recommendations for implementation. Data will be collected at each railroad crossing and analysis and recommendations will be developed for each crossing. The study will also provide recommendations regarding capital improvements necessary, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements. Expected Outcome: To update the study that was performed for the MPO in 2006. (To be conducted by consultant. This is a carry-over project.)
- 5.3 Transit Plan Update-Objective: 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, and guidance in the preparation of annual budgets. Expected Outcome: To update the study that was performed for the MPO in 2009. (To be conducted by consultant)
- 5.4 Bicycle and Pedestrian Plan - Objective: To develop a plan for creating an environment conducive for walking or cycling as a mode choice, as well as, providing recreational opportunities for walking and cycling in order to encourage a healthy lifestyle . Expected Outcome: To adopt a plan that will provide guidance for the development and implementation of an interconnected network of designated on-street bicycle facilities as well as off-roadway trails and sidewalks.
- 5.5 Mines Road Study- Objective: To evaluate Mines Road, from its intersection with IH 35 north to its intersection with 255, for mobility improvements with a concentration on increasing roadway capacity and level of service. Analysis should include at a minimum: an origin and destination study, evaluation of commercial, transit, and passenger vehicle traffic patterns, access management, alternative access routes, both existing and proposed and signal timing improvements. Expected Outcome: A comprehensive traffic study also including short and long term, prioritized improvement recommendations, cost estimates and possible revenue sources.

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**E. FUNDING & PARTICIPATION SUMMARY**

**Task 5 - FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
5.1	LUTS	45,000	0	0	45,000
5.2	LUTS	30,000	0	0	30,000
5.3	LUTS	100,000	0	0	100,000
5.4	LUTS	75,000	0	0	75,000
5.5	LUTS	200,000	0	0	200,000
<b>TOTAL</b>		<b>450,000</b>	<b>0</b>	<b>0</b>	<b>450,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.



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**TABLE 1 –BUDGET SUMMARY— FY 15**

<b>UPWP Task</b>	<b>FTA Task</b>	<b>Description</b>	<b>TPF<sup>1</sup> Funds</b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total Funds</b>
1.0	44.21.00	Administration- Management	115,000	0	0	115,000
2.0	44.22.00	Data Development and Maintenance	55,000	0	0	55,000
3.0	44.24.00	Short Range Planning	55,000	0	0	55,000
4.0	44.23.00	Metropolitan Transportation Plan	80,000	0	0	80,000
5.0	44.27.00	Special Studies	450,00	0	0	450,00
<b><u>TOTAL</u></b>			<b>755,000</b>	<b>0</b>		<b>755,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

FHWA (PL-112) <sup>2</sup>	\$ 458,621.00
Estimated Unexpended Carryover	<u>\$ 296,379.00</u>
<b>TOTAL TPF</b>	<b>\$ 755,000.00</b>

<sup>2</sup> Estimate based on prior years authorizations

**RESOLUTION NO. MPO 2014-07**

BY THE LAREDO URBAN TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

**ADOPTING THE 2015 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area wishes to adopt the proposed amendment of the 2015 Unified Planning Work Program (UPWP); and,

**WHEREAS**, the Laredo Urban Transportation Study finds that the amended 2015 Unified Planning Work Program (UPWP) meets federal and state requirements, and meets the transportation planning needs of the Laredo Metropolitan Area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopts the proposed amendment of the 2015 Unified Planning Work Program (UPWP), which is attached hereto and made a part hereof for all purpose on this the 20th day of October, 2014



Honorable Raul G. Salinas  
Mayor of Laredo and Chairperson of the  
LUTS Transportation Planning Committee

We certify that the above resolution was adopted on the above date at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.



Nathan Bratton  
MPO Director



Melisa Montemayor  
TxDOT District Administrator