

# Laredo TMA Certification Project

Technical Committee Meeting | August 26<sup>th</sup>, 2014



## Laredo Urban Transportation Study



# TODAY'S PRESENTATION

## PRESENTERS

- **Jim Harvey, A.I.C.P.**  
*Director of Planning*  
Alliance Transportation Group
- **Haley Collins**  
*Transportation Planner*  
Alliance Transportation Group

## TOPICS

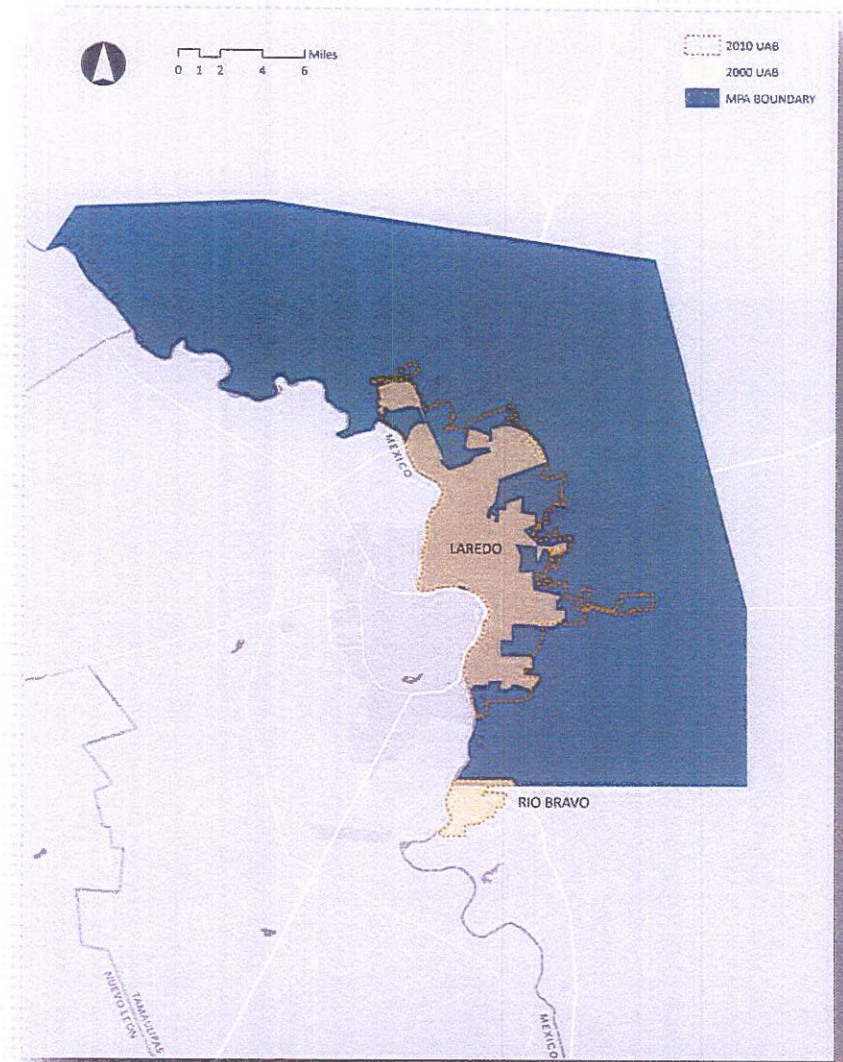
- Project Overview
- FHWA/ FTA Questionnaire
  - » MPO Stewardship of the Planning Process
  - » Effectiveness of MPO planning process in addressing major issues facing the area
  - » Collaboration with Planning Partners
- Q and A Session



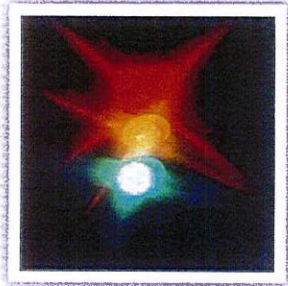
# PROJECT OVERVIEW

# WHAT IS A TRANSPORTATION MANAGEMENT AREA (TMA)?

- Populations > 200,000
- Designated TMAs are subject to special planning and programming requirements:
  - » The FHWA and the FTA must certify the planning process no less often than once every four years.

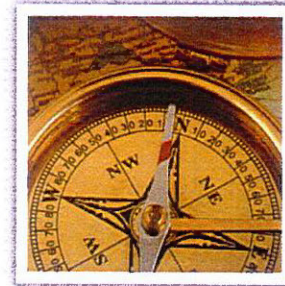


# WHAT IS A CERTIFICATION REVIEW?



## Legal Compliance

It is a process that ensures the planning requirements of 23 U.S.C 134 and 49 U.S.C 5303 are satisfactorily implemented.



## Objective Guidance

It presents the MPO with a valuable opportunity to receive advice and guidance for enhancing the planning process and improving the quality of transportation investment decisions.



## Catalyst

It can serve as a catalyst to improve the effectiveness and efficiency of the planning process and help ensure the major transportation planning issues facing a metropolitan area are being addressed.

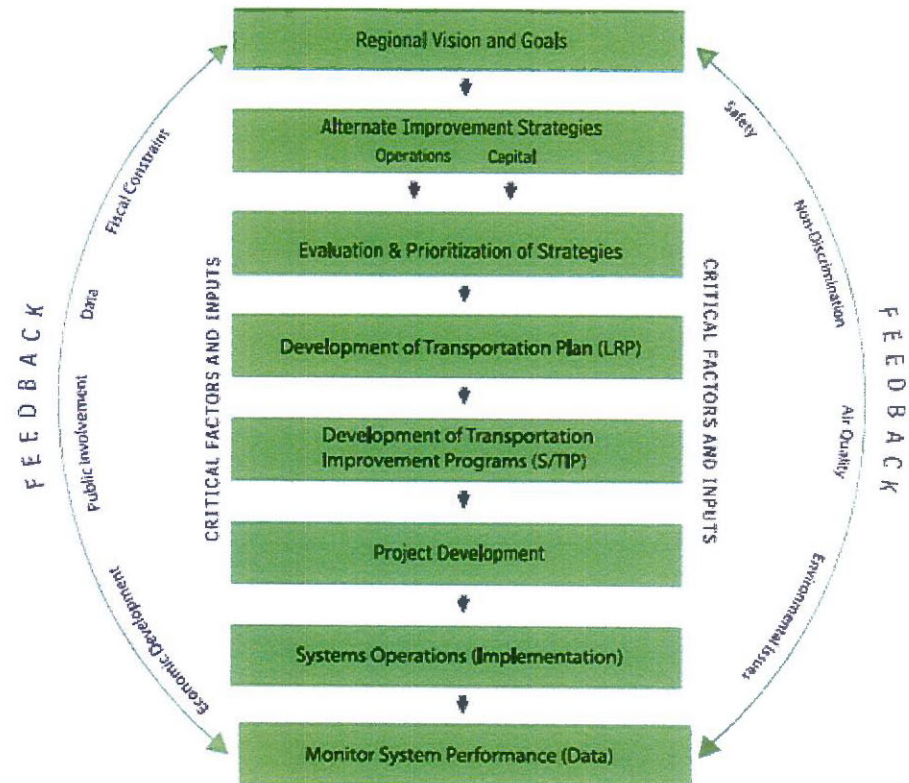


## Noteworthy Practice

It provides an opportunity for continued progress in expanding the art of transportation planning through identification of noteworthy practices to be shared among regional and state agencies.

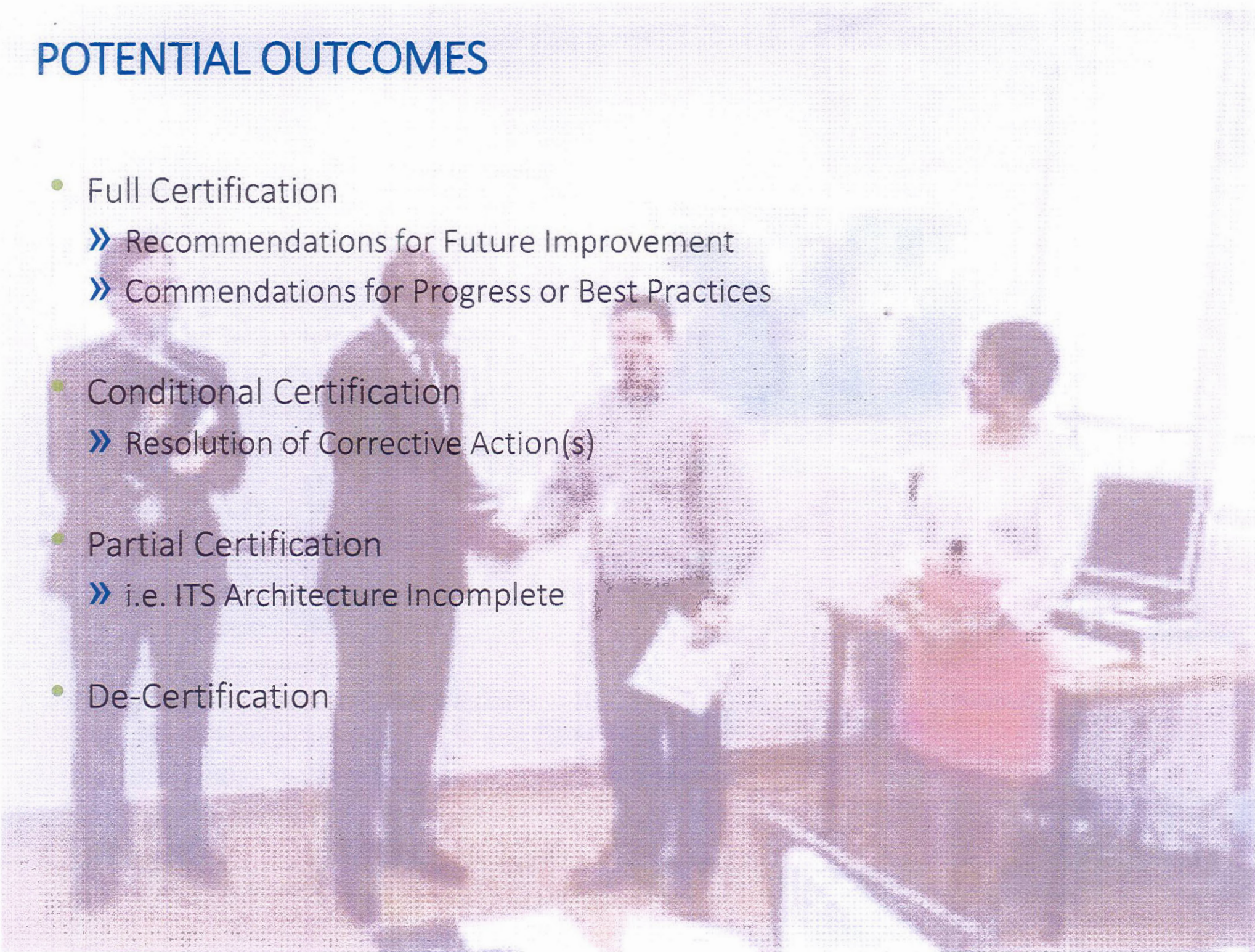
# CERTIFICATION REVIEW PROCESS

- What is reviewed?
  - » Metropolitan Transportation Planning Process
    - *A process by which transportation decisions are made and projects are planned, selected and prioritized for implementation within the region.*
- Who is involved?
  - » FHWA and FTA
  - » State DOT
  - » MPO
  - » Public Transit Providers
  - » Public
- Phases of Certification Review
  - » Desk Audit
  - » Site Visit



# POTENTIAL OUTCOMES

- Full Certification
  - » Recommendations for Future Improvement
  - » Commendations for Progress or Best Practices
- Conditional Certification
  - » Resolution of Corrective Action(s)
- Partial Certification
  - » i.e. ITS Architecture Incomplete
- De-Certification



# FHWA/ FTA QUESTIONNAIRE CERTIFICATION NOTEBOOK

- » Study Area Organization
- » Planning Area Boundary
- » Agreements, Contracts, and Coordination
- » UPWP Development
- » Transportation Planning Process
- » MTP Development
- » Financial Planning
- » TIP Development and Project Selection
- » Public Participation
- » Title VI and Limited English Proficiency
- » Congestion Management Process
- » Travel Demand Forecasting
- » Planning and Environmental Linkages
- » Land Use and Livability
- » Transit
- » Safety
- » Security
- » Freight
- » Bicycle and Pedestrian Planning

## FHWA/ FTA JOINT CERTIFICATION REVIEW

### LAREDO URBAN TRANSPORTATION STUDY CERTIFICATION NOTEBOOK

June 2014



# APPROACH TO QUESTIONNAIRE & CERTIFICATION NOTEBOOK

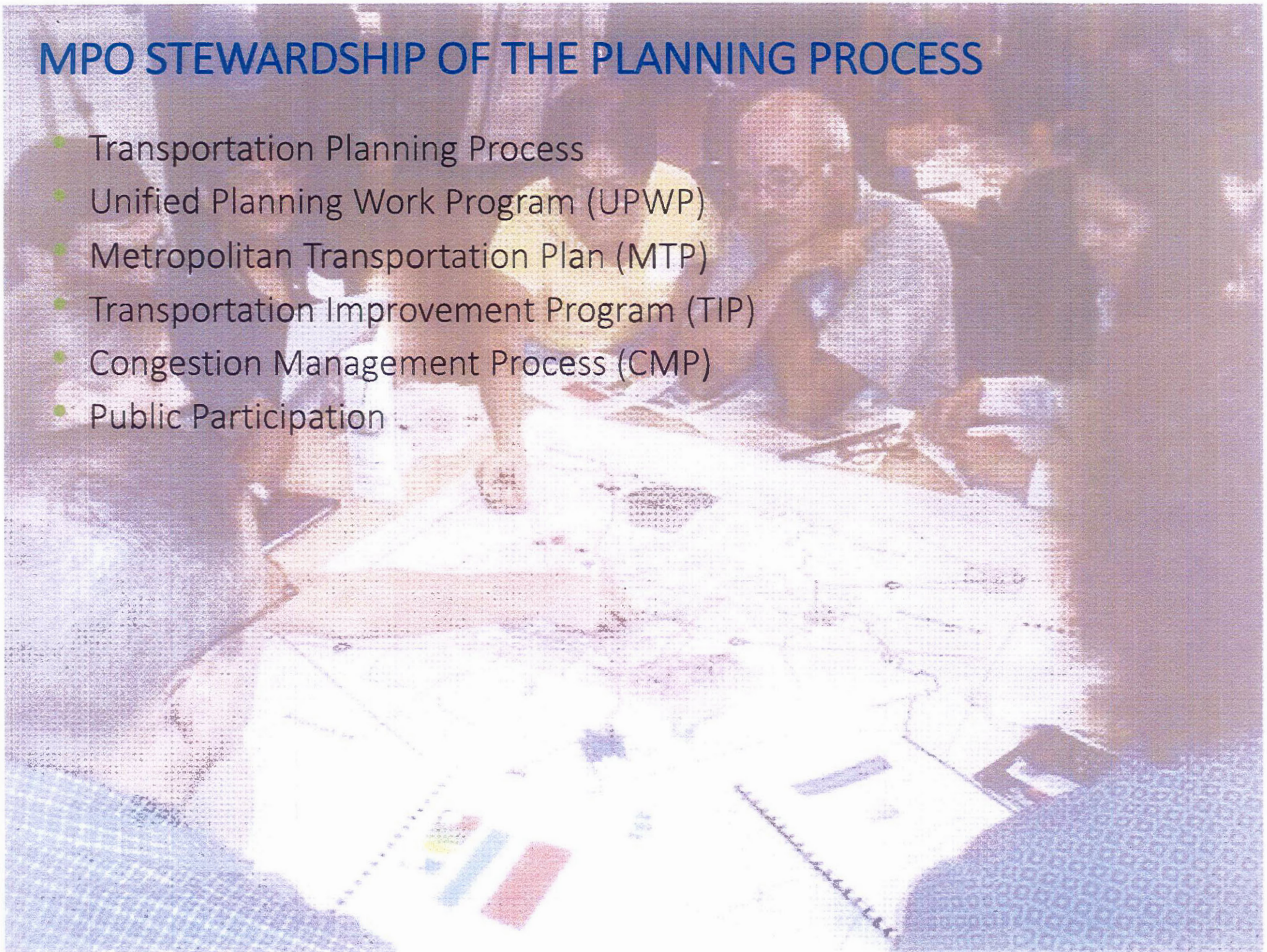
- **MPO stewardship of the planning process**
  - » Assess how the MPO carries out the planning process
- **Effectiveness of MPO planning process in addressing the major issues facing the area**
  - » Assess the process by which the MPO analyzes the region's transportation issues and critical needs.
- **Collaboration with planning partners**
  - » Assess how MPO structure, policies, and planning procedures foster and maintain a cooperative environment that provides opportunities for participation



# MPO STEWARDSHIP OF THE PLANNING PROCESS

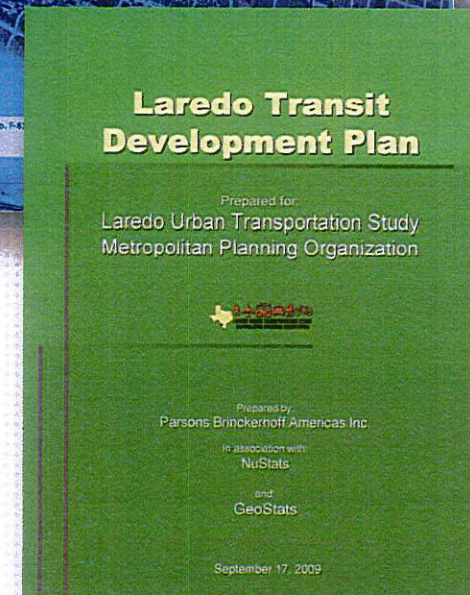
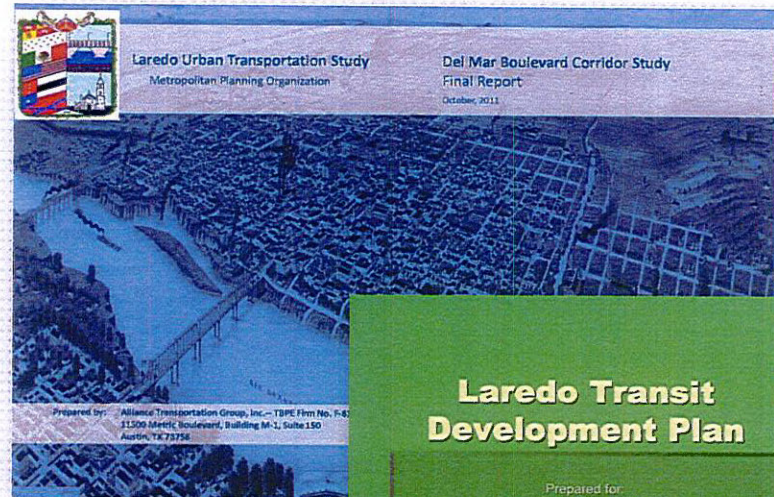
# MPO STEWARDSHIP OF THE PLANNING PROCESS

- Transportation Planning Process
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Congestion Management Process (CMP)
- Public Participation



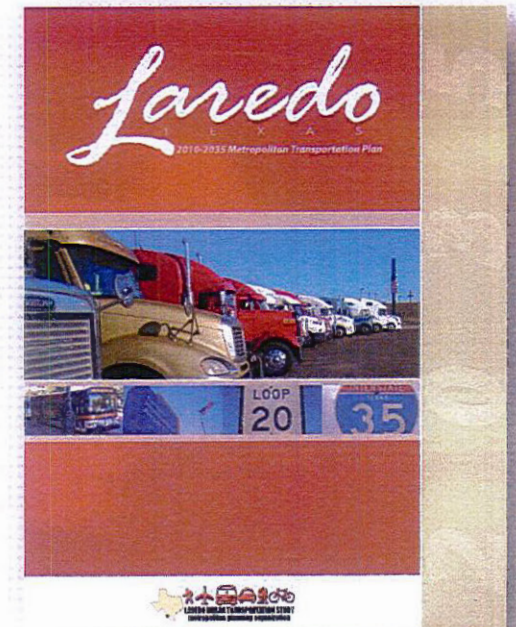
# UNIFIED PLANNING WORK PROGRAM (UPWP)

- Developing, selecting, and prioritizing studies
  - » Collaborative
    - Proactive in reaching out to planning partners
    - Opportunities to comment
    - Transit element
  - » Recommendation:
    - Formalize a process
      - › Performance targets
      - › Data from CMP



# METROPOLITAN TRANSPORTATION PLAN (MTP)

- Long- and short-range strategies, multi-modal
- Project Prioritization
  - » Project Selection Criteria
- Social, Economic, Environmental Impacts
  - » Proximity of projects to colonias, low-income, elderly, and disabled populations
  - » Disparate impact/ unintended consequences
  - » Potential mitigation activities
- Fiscal Planning
  - » Existing data and historical trends
  - » Consultation with TxDOT and El Metro
  - » Total Project Costs (TPC)
  - » Year of Expenditure (YOE)/ Year of Receipt (YOR) Dollars
- Consultation
  - » Early and continuous
  - » Visualization techniques



# TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT

- Federally and non-federally funded **regionally significant transportation projects**
- **Project Prioritization**
  - » Highly qualitative process
  - » Sequential progression
  - » Recommendation:
    - Adopt project selection criteria
- **Fiscal planning**
  - » Consultation with TxDOT and El Metro
  - » Total project cost (TPC)
  - » Year of Expenditure Dollars (YOE)
  - » UTP
  - » Coordination with STIP
- **Consultation**
  - » Visualization techniques
  - » Public comment period
  - » MPO addresses significant comments

# CONGESTION MANAGEMENT PROCESS (CMP)

- 8-step process
- Defining a Network
  - » Data collection and analysis issues
  - » Recommendation:
    - Tiered network
- Considers all modes
  - » Transportation Demand Management (TDM) strategies
  - » Public transportation strategies
  - » Traffic operation improvements
- Integration with Planning Process
  - » Goals and objectives
  - » MTP project selection criteria
  - » Recommendation:
    - UPWP projects
    - Guidebook for partnering agencies
- Effectiveness evaluation
  - » System-level
  - » Strategy-level



# PUBLIC PARTICIPATION

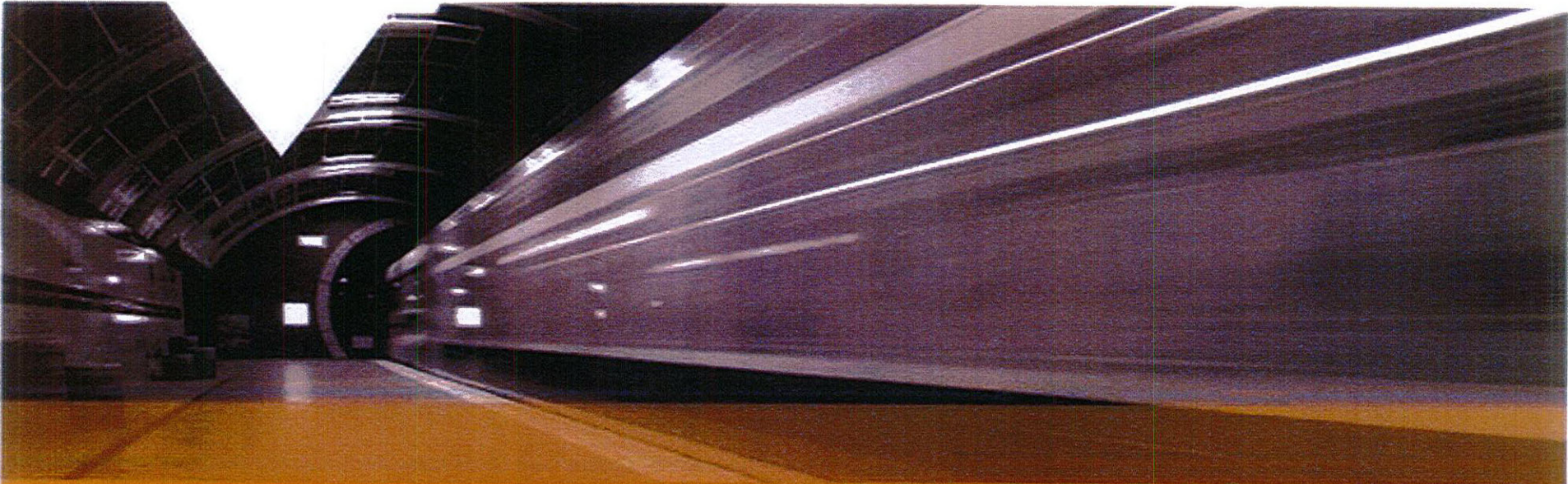
- Outreach efforts
  - » Renewed focus
- Visualization techniques
  - » Charts, graphs, computer renderings, and maps
  - » Committed to expanding knowledge and use of visualization techniques
- Responsive to changing needs
  - » Public participation plan must be re-approved every five years
- **Explicit consideration of input received**
  - » Reflected in project selection criteria
  - » UPWP studies
- Evaluation of public participation processes
  - » Ongoing, qualitative process
  - » Recommendation:
    - Adopt Measures of Effectiveness
    - Collect demographic data





# TRANSPORTATION PLANNING PROCESS

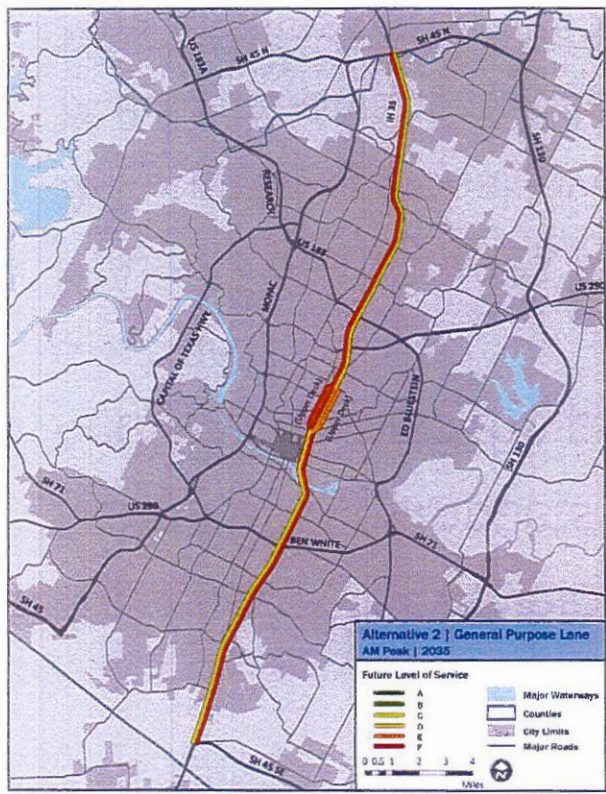
- **Organizational challenges and opportunities**
  - » Quorum
    - Regularly scheduled Policy Committee meetings
  - » Resource Constraints
    - Rely heavily on consultant activities
    - Tight control over policy decisions and programmatic processes
  - » Changing Roles and Responsibilities
    - Challenges in asserting itself in the planning process
    - Recommendations:
      - › Standard presentation for new Policy and Technical Committee members
      - › Semi-regular newsletter
- **Evaluation of overall effectiveness**
  - » Ongoing dialogue with public and planning partners
  - » Formative Measures
  - » Recommendations:
    - Performance Measures
    - Travel Demand Modeling
    - Congestion Management Process



EFFECTIVENESS IN ADDRESSING THE  
MAJOR ISSUES FACING THE AREA

# EFFECTIVENESS OF THE MPO IN ADDRESSING THE MAJOR ISSUES FACING THE AREA

- Scenario Planning
- Travel Demand Forecasting
- Performance Measures and Targets



# SCENARIO PLANNING

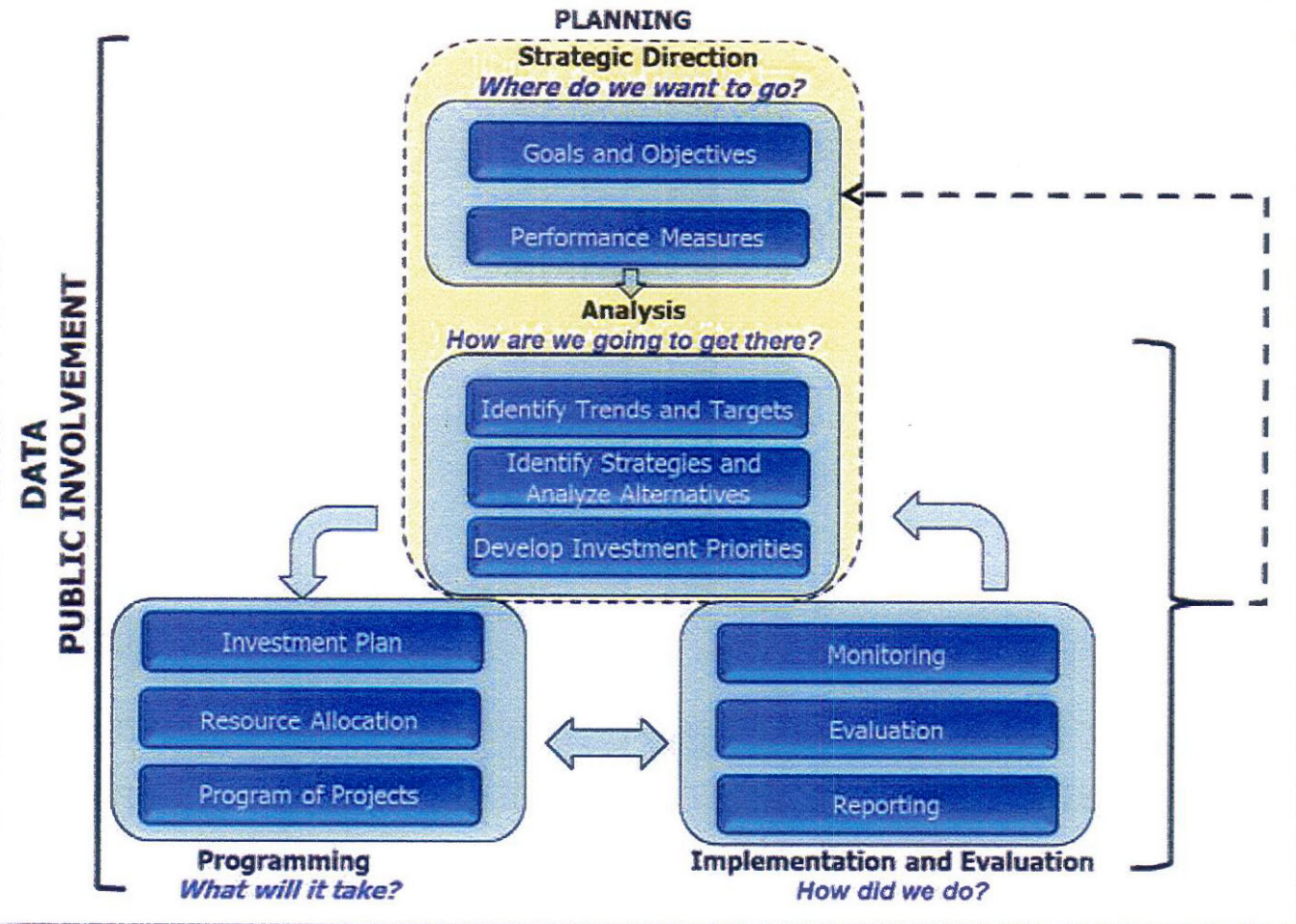
- Framework for developing a **shared vision**
- Examines the **impacts of various forces that affect growth**
- **Actively involves** the public, business community, and elected officials on a broad scale
- MAP-21 encourages MPO's to consider the following:
  - » Potential regional investment strategies
  - » Population and employment
  - » Maintains baseline conditions for performance measures
  - » Improves the baseline conditions
  - » Revenue constrained scenarios
  - » Estimated costs and potential revenues

# TRAVEL DEMAND MODELING

- Utilizes help of TxDOT and consultants
- **Guides the process and provides quality control**
- Uses the technical capability of the Technical Committee to review input assumptions and TDM outputs.
- Recommendations:
  - » Expand use of TDM
    - Scenario planning
    - CMP Tier 1 roadways
    - Evaluate impacts on performance targets
  - » Continue to participate in training opportunities

# PERFORMANCE MANAGEMENT

- Required by MAP-21
- National Performance Goals
  - » Safety
  - » Infrastructure Condition
  - » Congestion Reduction
  - » System Reliability
  - » Freight Movement and Economic Vitality
  - » Environmental Sustainability
  - » Reduced Project Delivery Delays



# PERFORMANCE MANAGEMENT

- Effective date for all performance measures in **Spring 2015**
  - » DOTs will have one year to adopt performance targets
  - » MPOs will have **180 days to establish their own targets**
- MAP-21 requirements:
  - » Coordinate performance targets
  - » Integrate the goals, objectives, performance measures, and targets of the State and public transportation providers
  - » Describe performance measures and targets in the MTP
  - » Describe progress in a Systems Performance Report in the MTP
  - » Discuss the anticipated impact of TIP program on targets
  - » Designate a public transit representative to the Policy Committee

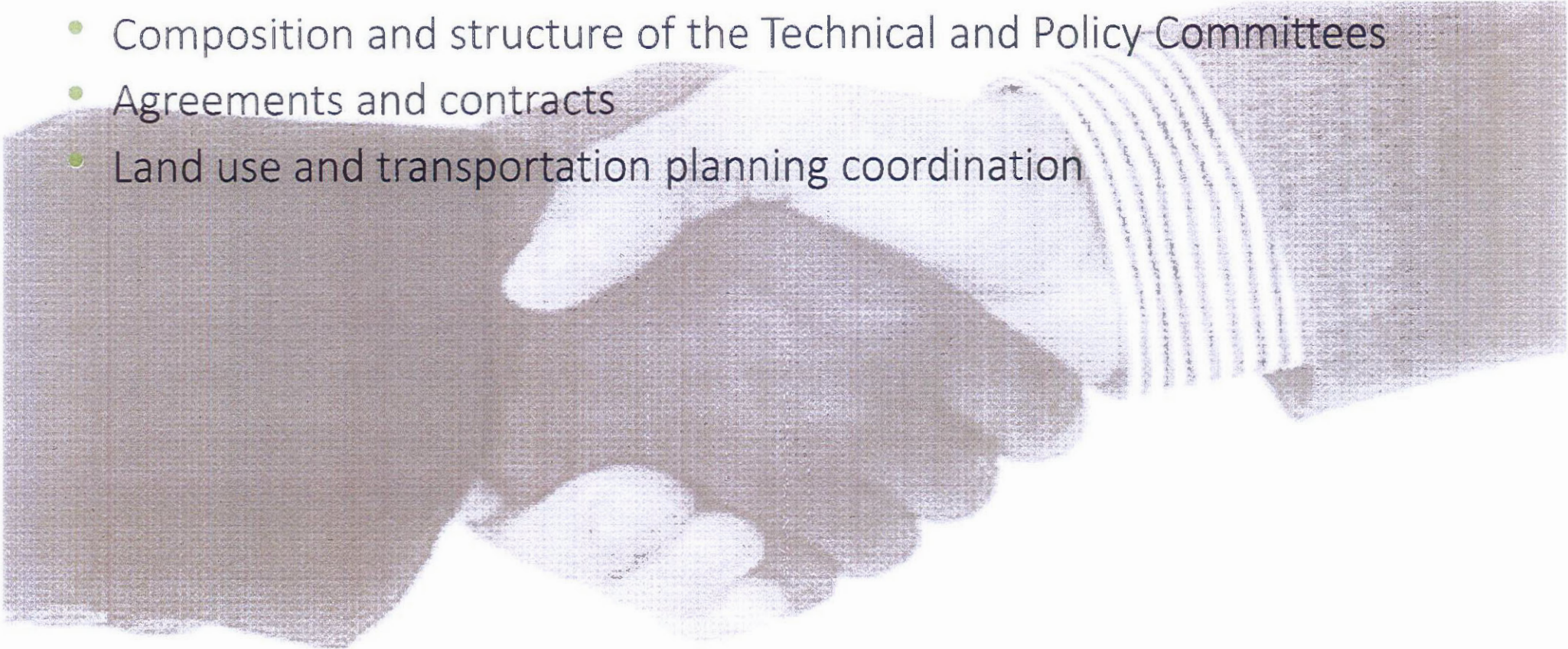


# COLLABORATION WITH PLANNING PARTNERS



# COLLABORATION WITH PLANNING PARTNERS

- Composition and structure of the Technical and Policy Committees
- Agreements and contracts
- Land use and transportation planning coordination



# AGREEMENTS AND CONTRACTS

- Two separate agreements
- **Mutual responsibilities** in carrying out the transportation planning process
- Developed through a cooperative process
- Reviewed in 2007
  - » Agreements closely reflected planning process
  - » Planning process and MPO's role evolving under TMA status and MAP-21
- Recommendations:
  - » One agreement
  - » Greater leadership role for the MPO
  - » Provisions for designating public transportation representative to Policy Committee

# COMPOSITION AND STRUCTURE OF THE TECHNICAL AND POLICY COMMITTEES

- Includes members of **all implementing agencies**
- 2010 Census did not identify any new urbanized areas within the MPA
- Continue to evaluate appropriateness of technical and policy committee membership
- MPO already complying with MAP-21 requirement to include public transit representative on Policy Committee

# TRANSPORTATION AND LAND USE

- MPO a **key facilitator** in coordinating transportation and land use planning
  - » Open and continuous dialogue
  - » City Council
  - » Planning and Zoning meetings
  - » Platting sub-committee
  - » STDC committee
- MPO envisions a greater role for itself in coordinating regional planning efforts
- MPO should continue these efforts, but also needs to become more autonomous/ regional in nature



# Q and A Session

# THANK YOU for your attention

We welcome any feedback on the FHWA/ FTA Questionnaire.  
Please email [hcollins@emailatg.com](mailto:hcollins@emailatg.com) with any comments!

