



FY 2010

Unified Planning Work Program



Wichita Falls Urban Transportation Study



Metropolitan Planning Organization
Wichita Falls | Pleasant Valley | Lakeside City

OCTOBER 1, 2009 THROUGH SEPTEMBER 30, 2010

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TASK 5.0 – SPECIAL STUDIES

A. OBJECTIVE – Occasionally, a study is warranted for projects of special interest that the MPO does not have the resources to complete without support staff. This may include a variety of topics necessary to complete the goals and objectives set forth in the Metropolitan Transportation Plan and other unique transportation topics that demand special attention and are beyond the scope of the other regularly programmed activities and tasks. The objective of this task is to provide funding for the completion of such projects. This task includes subtasks that may not be worked on continuously or that may not be completed within two years.

B. EXPECTED PRODUCTS – The expected products for this task will be to hire a qualified consulting firm to perform a three-pronged feasibility study involving increased north and south mobility west of Kemp Boulevard. The study would investigate three separate areas west of Kemp where traffic mobility is constricted. The first study area would be the Beverly Drive, Avenue H and Kemp Street thoroughfare connection. The second study area would examine building a minor or major connector between Seymour Highway and Seymour Road where Lebanon Road intersects Seymour Road. The third study area would be the realignment of the Lawrence\Rhea\Call Field Road intersection. This comprehensive study will be done to determine if there is sufficient capacity available to carry additional traffic volume. If there were then what would be the estimated land acquisition requirements, road construction costs, and environmental impacts on nearby businesses and residences.

The MPO will also study ways to complete other sections of the bicycle and pedestrian trail system in Wichita Falls, specifically the section of trail along Barnett Road starting at Lake Shore Drive running north to the Kell Freeway/Fairway Blvd. intersection and along Seymour Highway from Fairway to the trail system in Lucy Park.

Other expected products are: the review of other traffic corridors similar to those studied in the 2006 Traffic Signal Optimization Study, the study of Southwest Pkwy. & Kemp Blvd., to determine if their timing patterns can be improved utilizing the models from the study; utilizing the training and new equipment that was approved in the FY 2007 UPWP for the Traffic Signal Optimization Program to study and optimize key traffic corridors across the MPO area; and coordination with the Cross Plains Rural Transportation Council, the U.S. 281 Coalition, and other groups regarding transportation needs and corridor development.

C. PREVIOUS WORK – The MPO sponsored various transportation needs and corridor development meetings throughout the year such as the Environmental Justice public meetings and TAC and TPC open meetings to allow the public an opportunity to comment and review on planned projects. The MPO was also involved with the Regional Transportation Planning Committee in regards to area wide transit linkages and with the Cross Plains Rural Transportation Council in regards to regional surface transportation projects and with TxDOT on transit and surface transportation needs.

In July 2008, the “Falls Ride” transit plan was implemented. This plan was the result of combined MPO and City of Wichita Falls work done throughout 2007 and 2008 to recreate the transit system by offering one additional route and by reconfiguring and shortening travel times on the existing routes. The new transit plan was implemented on July 7, 2008. After six months, the routes and procedures were reexamined for any problems and updated. Transit booklets were also printed in Spanish to meet Limited English Proficiency requirements. All of these changes have increased the speed and efficiency of the Wichita Falls Transit System.

The MPO did some preliminary work for the Beverly Drive, Avenue H and Kemp Street connection project in 2008. Several maps were produced illustrating all of the potential obstacles (i.e. ROW, housing, utilities, etc) that will have to be dealt with in order to transform this corridor into a major collector or minor arterial. Photographs of the area in question were taken and added to the database of information. This project was added to a mobility study that will review three main areas of congestion inside of Wichita Falls. The other two areas are a possible connector route between Seymour Road and Seymour Highway starting at the north end of Lebanon Road and the Lawrence/Rhea/Call Field Road intersection.

D. SUBTASKS

- Subtask 5.1 Finish developing the 2010-2035 Metropolitan Transportation Plan, which includes the 2005 base year Travel Demand Model update, for review and approval in January 2010 with help from a qualified consultant. (Reduced by \$38,182.59 after receiving final PL-112 authorization and carry over summary from FHWA/TxDOT TP&P)
- Subtask 5.2 Hire a qualified consulting firm to perform a three-pronged feasibility study involving increased north and south mobility west of Kemp Boulevard. The study would investigate three separate areas west of Kemp where traffic mobility is constricted. The first study area would be the Beverly Drive, Avenue H and Kemp Street thoroughfare connection. The second study area would examine building a minor or major connector between Seymour Highway and Seymour Road where Lebanon Road intersects Seymour Road. The third study area would be the realignment of the Lawrence\Rhea\Call Field Road intersection. This comprehensive study will be done to determine if there is sufficient capacity to carry additional traffic volume and, if so, what would be the estimated land acquisition requirements, road construction costs and impact on businesses and residences located nearby.
- Subtask 5.3 Contribute funding to gain access to the Wichita County Appraisal District's aerial pictometry updates. This data will be used to develop "visualization techniques" in conjunction with the SAFETEA-LU mandate that the MPO better serve the public at open meetings by presenting information and "what if" scenarios through improved visual media. The aerial pictometry will also be useful in other transportation planning applications such as updates to the Metropolitan Transportation Plan and in future Transit Planning. Total cost to the MPO in PL-112 funding will be \$13,800. Section 5307 transit funds (planning) and Local match of \$1,200 will bring the total contribution up to \$15,000.

E. FUNDING SUMMARY

TASK 5 – FY 2010

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1	MPO, FTA & TxDOT	\$37,902.41	\$1,000	\$200	\$39,102.41
5.2	MPO, FTA & TxDOT	\$107,480.50	\$1,400	\$200	\$109,080.50
5.3	MPO, FTA & TxDOT	\$13,800.00	\$1,000	\$200	\$15,000.00
	Total	\$159,182.91	\$3,400	\$600	\$163,182.91
<p>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.</p>					

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

TABLE 1 – BUDGET SUMMARY

WICHITA FALLS URBAN TRANSPORTATION STUDY – FY 2010

UPWP Task	FTA Task	Description	TPF Funds ¹	FTA Sect. 5307	Local Funds	Total Funds
1	44.21.00	Administration-Management	\$60,000.00	\$4,000	\$2,000	\$66,000.00
2	44.22.00	Data Development and Maintenance	\$65,000.00	\$20,000	\$5,000	\$90,000.00
3	44.24.00 44.25.00	Short Range Planning	\$40,000.00	\$10,000	\$2,000	\$52,000.00
4	44.23.01 44.23.02	Metropolitan Transportation Plan	\$40,000.00	\$5,000	\$1,000	\$46,000.00
5	44.27.00	Special Studies	\$159,182.91	\$3,400	\$600	\$163,182.91
		TOTAL	\$364,182.91	\$42,400	\$10,600	\$417,182.91

¹TRANSPORTATION PLANNING FUNDS (TPF)

FHWA (PL-112)	\$175,676.89
FTA Section 5303	\$46,085.00
<u>Actual Unexpended Carryover</u>	<u>\$142,421.02</u>
TOTAL TPF	\$364,182.91

PUBLIC TRANSPORTATION FUNDS (PTF) ³

FTA (5307)	\$42,400 (80%)
<u>Local (Match)</u>	<u>\$10,600 (20%)</u>
TOTAL PTF	\$53,000

³Includes expenses for General Development/Comprehensive Planning, GIS/TransCAD Annual Software Maintenance and Transit Grant Administration in the Section 5307 FY 2009 Transit Grant.

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.