

# **Texas Urban Mobility Plan: Breaking the Gridlock**



## **Amarillo Metropolitan Planning Organization**

In cooperation with  
**Texas Department of Transportation**

Adopted by the Policy Advisory Committee: July 20, 2006

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The Amarillo Metropolitan Planning Organization is made up of a Policy Advisory Committee (PAC), a Technical Committee, and MPO staff. The Policy Advisory Committee (PAC) structure is outlined in the 1974 Designation Agreement and its roles reiterated in the 1975 Designation Agreement, Under I. Organization, Section C., which declares, "Use the Policy Advisory Committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U.S.C. as the group responsible for giving the MPO overall transportation policy guidance".

The Metropolitan Planning Contract sheds more light on this issue when it states the Policy Advisory Committee's primacy in "*Whereas, the Governor of the State of Texas has designated the City of Amarillo, acting through its Transportation Policy Board to be the MPO for the above-mentioned urbanized area(s)*".

The City of Amarillo serves as the fiscal agent for the Amarillo Metropolitan Planning Organization.

**The fiscal agent of the Amarillo Metropolitan Planning Organization is responsible for maintaining required accounting records for state and federal funds consistent with current state and federal requirements, providing funding to allow the MPO staff to operate the program and establishing fiscal and personnel management agreements with the MPO Policy Committee to identify respective relationships, roles and responsibilities.**

The Policy Advisory Committee recognizes the importance of a true needs-based plan for the area and adopted this Texas Urban Mobility Plan (TUMP) on July 20, 2006. Individuals with questions or comments on this document, or those who wish to provide input into the planning process may contact the MPO through the following phone number, mailing address, or e-mail address:

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## Executive Summary

The Texas Urban Mobility Plan (TUMP) is an initiative to address the growing traffic congestion in the seventeen urban areas in the State of Texas. Early in 2003, Governor Rick Perry instructed the Texas Transportation Commission (TTC) and the Texas Department of Transportation (TxDOT) to develop the scope of work of a statewide plan under the premise that current funding levels and mechanisms are not sufficient to address congestion properly. The scope called for the development of analytical tools and procedures to measure traffic congestion in each region, to quantify the dollar amounts that are required to reduce congestion to a tolerable level, and to determine a set of potential strategies to address the current funding shortage. In the fall of 2005, TxDOT invited the Metropolitan Planning Organizations (MPO) and the District Offices of each of the seventeen urban areas to the TUMP process. It was agreed that each urbanized area was to develop a regional plan that would address its local issues. When aggregated, the seventeen plans would constitute the backbone of the Texas Urban Mobility Plan. Each TUMP addresses five goals:

- Reduce Congestion
- Enhance Safety
- Improve Air Quality
- Expand Economic Opportunity
- Increase the Value of Transportation Assets

The TUMP will focus on the mobility needs of each area in order to address the “gap” between funding that exists between the total resources available to the region through traditional funding sources found in the Metropolitan Transportation Plan and the amount needed to address and improve the five goals identified above.

### **The Growing Problem of Traffic Congestion in the Urban Areas**

Congestion in the urban areas has typically been a result of the combination of the following circumstances:

- Population growth in the urban areas has been very fast.
- Urban patterns have promoted more travel within the region for each person (increase in per capita VMT). US Census Bureau data show a generalized trend of population migrating from the central areas to the fringes (suburbs).
- The physical capacity of the transportation network has not increased at the same rate as either VMT or population, mainly because of funding limitations.
- Mobility challenges were not addressed for many years using a multi-modal approach.

Congestion will not be resolved just by building more roads. The traditional funding sources for transportation projects have been a federal and a state gasoline tax. Both have not increased in the more than a decade, and thus, have not kept up with the demand for transportation projects.

## Purpose and Key Elements of the TUMP

The scope of work of the TUMP called for the development of the following elements for each of the regional plans:

- **“Needs-Based” scenario.** Under this scenario, the cost of implementing the necessary actions in the region to reduce congestion to a “tolerable” level was estimated. The difference between this dollar amount and the amounts that are available through the current traditional funding sources is referred to the funding “gap”. The traditional sources and amounts are those identified in the federally mandated Metropolitan Transportation Plan for each region.
- **Texas Congestion Index (TCI).** The TCI is an innovative tool to measure regional congestion levels under different scenarios. The index shows how much longer it takes to make a trip under congested peak-period conditions compared to conditions where there is no traffic (free-flow).
- **Category 3 Urban Mobility Funds.** Category 3 is the current funding category that TxDOT uses to implement projects on the Interstate and state highway system that enhance mobility in the urban areas of the State. The TTC is, for the first time, allowing and encouraging local participation in the programming of these projects into TxDOT’s 10-year Unified Transportation Program (UTP). This will allow new projects with alternative funding, such as tolled facilities, to be integrated into the implementation schedule.
- **Alternative Funding Initiatives.** Having recognized that there is a funding gap, and having quantified its approximate magnitude, the challenge to find and select additional funding sources and mechanisms is left to each of the regions.

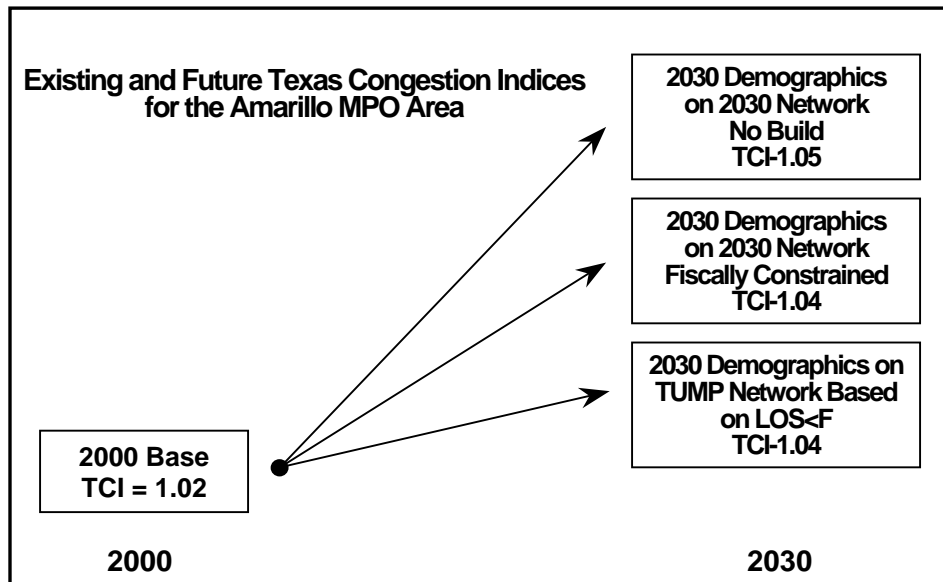
## Summary of Findings for the Amarillo Region

**Total Cost of Needs.** This table summarizes the costs that were determined for the Needs-Based Plan. Although the Virtual Link Methodology used to identify congestion found no Category 3 needs to reduce level-of-service “F” conditions, the plan considers other investments that are important to the region, such as safety needs and the preservation of the existing system.

<b>Total Cost of Needs-Based Plan (\$million)</b>	
Eliminate Level-of-Service ‘F’	\$ 0
MTP 2030 (Category 3)	\$ 427.80
Right-of-Way Acquisitions	\$ 13.50
Reconstruction of Existing System	\$ 374.76
Safety & Economic Development Needs	\$ 28.05
<b>Total</b>	<b>\$ 844.11</b>

**Texas Congestion Index.** The results for the TCI analysis for Amarillo are summarized in the following chart. It plots three scenarios in 2030 (forecast year) that show traffic congestion conditions under different amounts of transportation actions implemented starting in 2000 (base year).

The No-Build scenario refers to having the population grow according to accepted forecasts, but with no transportation projects implemented in this period. The MTP scenario shows the effect of implementing the actions contemplated under current funding sources and levels. The Needs-Based scenario shows how congestion would be reduced if all of the actions in this plan were implemented. Utilizing the Texas Rural County Method or “Virtual Link Model” there is little difference between the three scenarios.



### Conclusions: What the TUMP is and what it is not

The TUMP is

- A categorical recognition that congestion in the urban areas is a major barrier to the economic development of Texas, and a detriment to the quality of life of its people.
- An innovative approach to address the severe limitations in funding that prevents the urban areas from implementing the necessary transportation actions to reduce congestion.
- A successful integration of the seventeen largest urban areas into a team that is working together with TxDOT in facing the mobility and funding challenges,
- A major first step in the development of innovative analytical tools and procedures.

The TUMP is *not*

- Ready to become a vehicle for making policy or funding decisions statewide in its current developmental phase, given that there has to be much progress towards improving the technical analysis procedures and the data that is used, and towards standardizing the key assumptions for analysis among the urban areas.

### What is next?

The seventeen urban areas will submit their draft TUMP regional plans to TxDOT during June 2006.

Several activities and actions will follow:

- The TTC will review the seventeen regional TUMP plans in September 2006.
- The Amarillo MPO and the Amarillo District of TxDOT will continue the feasibility analysis of alternative funding (e.g., tolls) projects for the region.

## **Introduction**

The Texas Urban Mobility Plan addresses a statewide initiative to quantify long range needs within the larger urban areas of the state and to develop a shorter range prioritized listing of projects aimed at improving mobility and reducing traffic congestion and air quality impacts. This Plan serves as a comprehensive, multimodal blueprint for transportation systems and services within the Amarillo Metropolitan Area. It recognizes the heightened awareness of the growing concerns for improved air quality, public acceptance of major transportation facilities, and the need for adequate financial resources for Plan implementation.

All of the urban areas throughout the state have experienced increases in traffic congestion over the last decade, resulting in steadily increasing travel times, decreased mobility, driver frustration, and a worsening of air quality. Traffic congestion is on the rise, largely in response to steady increases in employment opportunities and additional population locating in the urbanized areas of the state. Traffic congestion threatens public safety, the state's economic vitality, and the quality of life for millions of people.

The Texas Urban Mobility Plan is a state-based initiative that will result in each of the seventeen urban areas developing locally conceived comprehensive regional mobility plans to improve traffic flow by using all modes of transportation. These individual Plans will be implemented through a regional, baseline allocation of Texas Department of Transportation urban mobility funds and locally generated "gap" funding.

## **Texas Urban Mobility Plan Charge and Definition**

The Texas Urban Mobility Plan supports balanced transportation and land-use decisions that accommodate the growth while minimizing any negative transportation, air quality, and community impacts. The Texas Urban Mobility Plan balances the goals of the region through a diversified approach of short and long-range modal strategies.

Historically, all of the urban areas across the state have experienced consistent growth trends without adequate funding needed to increase the capacity of the transportation system, resulting in loss of productivity, air quality implications, increased costs for services and goods, and a diminished quality of life for all Texans. The Texas Transportation Commission has indicated that it is time to change the way Texas plans, funds and delivers transportation systems in urban areas. It is imperative that regional solutions are developed at the local level, by the local governments, agencies, and elected



officials responsible for setting funding priorities and that those individuals are given the tools to deliver transportation improvements in a timely fashion, in response to the growing demand for services.

From a larger statewide perspective, the intrastate movement of people and goods is being addressed through the adoption of the Trans Texas Corridor System. This is a bold, state-wide initiative focused on improving safety, reducing regional congestion, diverting long-haul and hazardous materials from entering population centers, creating a comprehensive rail system, providing underdeveloped areas of the state access to competitive utility service, and ultimately improving air quality throughout the state. A similar bold approach is needed to solve travel needs in the urban areas.

The Texas Department of Transportation addressed the overall expectations and goals of TUMP development in the April 26, 2006 letter shown the appendix. These six goals focus on mobility and congestion utilizing the Texas Congestion Index, availability of current gas tax dollars allocated in Category 3 or Category 4, and alternative funding strategies for unfunded needs.

The Texas Urban Mobility Plan presents a framework for each of the seventeen urban areas in the state to provide for the remaining intra-city needs. That framework is based on the basic concepts of planning, funding, and streamlined project delivery.

## **Adopted Goals of the Texas Urban Mobility Plan**

### **Reduce Congestion**

One of the underlying goals of this planning exercise is to identify long range needs in each urban area to help solve transportation problems, with an ultimate goal being an increase in mobility and a decrease in the level of traffic congestion. To help in quantifying this goal and measuring progress over time, the Texas Department of Transportation provided a Texas Congestion Index (TCI) to aid the urban areas in setting goals for congestion reduction. The TCI was based on the delay time experienced by drivers. As an example, a congestion index of 1.15 would indicate that a peak-period trip would take no more than 15 percent longer than a non-peak period trip, on average.

In the Amarillo Metropolitan Area, the Texas Congestion Index (TCI) of 1.02 has been calculated for 2000. The TCI would increase to 1.05 if no transportation projects (a no-build scenario) were implemented between now and 2030. If all of the projects in the fiscally constrained Amarillo MTP 2005-2030 were completed, the TCI would be 1.04. If no new capacity were added, the no-build scenario, a typical trip would be three percent longer in the Amarillo area. Or to say it another way, a trip that takes 20 minutes in 2000 would take less than 21 minutes in 2030.

### **Enhance Safety**

Each regional mobility plan will address safety improvement across all transportation modes. Some specific goals for safety could include:

- Separation of truck and personal-vehicle traffic on high-speed urban corridors
- Reduction of fatal or injurious crashes in urban areas, including at-grade railroad crossings
- Improved safety on transit systems
- Improved security for freight arriving from foreign ports
- Reduction in vehicle-bicycle and vehicle-pedestrian fatalities and injuries

The Amarillo MPO is committed to working with its regional partners to ensure that the transportation system allows for the safe transportation of hazardous materials, minimizes the risks of crashes occurring, and is reasonably secure.

### **Expand Economic Opportunity**

Reduced congestion and improved mobility are crucial to the economic vitality of the state's urban areas. Failing to solve urban congestion problems will result in significant economic consequences for existing and emerging urban regions in Texas. Further growth must be well planned and comprehensively integrated with all transportation modes. The Amarillo Metropolitan Planning Organization is committed to working collaboratively with transportation providers and local jurisdictions to develop a transportation system that meets local, regional, state, and national needs and allows all transportation modes to work as a seamless system. A balanced transportation system should provide a range of transportation options for all residents of the region and should ensure that no one geographic area, or socio-economic group, has a disproportionate share of any negative impacts resulting from transportation projects.

Beyond reducing congestion and improving air quality, each regional mobility plan will address the quality-of-life impacts of proposed projects and approaches. Regarding quality of life considerations, it is recognized that while transportation investment directly impacts such things as urban mobility, air quality, and economic development, there are less direct, but equally important impacts of transportation systems and services, which address quality-of-life impacts and proposed projects and approaches. The issues and goals identified below direct planning efforts to consider urban form and transportation's impact upon the economy and the environment, but also the provision of transportation services and infrastructure to those traditionally underserved.

- Promote the orderly economic development of the region
- Encourage balanced land-use and transportation plans and programs which maximize the use of transportation investments
- Provide transportation opportunities to the traditionally underserved
- Encourage the preservation and revitalization of communities and neighborhoods and address policies to guide in-fill and new development within the communities
- Support recreation and tourism
- Encourage transportation investments that promote healthy and active lifestyles

- Avoid, mitigate, and enhance the environmental impacts of transportation improvements
- Reduce energy consumption
- Address the transport of hazardous materials within and through the region
- Strive to provide access to various modes of transportation
- Consider the effects of noise and aesthetic assessments

## **Improve Air Quality**

Through established procedures and future refinements, each of the urban areas will assess the regional mobility plans for impact on air quality. It is a stated goal of the TUMP that air-quality improvements, in conformance with established guidelines, will be a result of each regional mobility plan.

If any of the MPO area is classified as non-attainment in the future, this Plan will be revised to include projects that will reduce vehicle emissions. Procedures for, and the condition of, a conformity analysis will also be completed to determine if the projects in the Plan will succeed in reducing vehicle emissions.

Currently the U.S. Environmental Protection Agency (EPA) classifies the Amarillo Metropolitan Area as an attainment area that meets the requirement of the Clean Air Act Amendments.

## **Increase the Value of Transportation Assets**

### **Enhance Infrastructure Maintenance**

A key component to be considered during the development of the Texas Urban Mobility Plan is not only what future needs are for the region, but also the magnitude of infrastructure to be maintained overtime. This component will ensure proper functioning and usability of the system without degradation of service. This includes not only the existing transportation system, but also future facilities, because once they are constructed, a dedicated source to support their maintenance must also exist.

Traditional maintenance methods such as seal coats, asphalt overlays, and reconstruction incorporating optimal paving techniques, will ensure the region's roads are maintained efficiently. In the future however, creative, cost saving approaches such as the use of prefabricated bridges, lane rental fees, Comprehensive Development Agreements, HOV/HOT lanes, and bond financing will improve construction quality, enhance highway safety, and reduce roadway congestion and financial hardship on both state and local economies.

### **Streamline Project Delivery**

Another key concept to consider is a way to provide for a more streamlined process for project delivery. This will aid the urban area and TxDOT in reducing congestion and improving mobility.

Public-private partnerships and more efficient cash-flow management techniques are two methods to

consider that could provide more timely delivery of transportation improvements. Other innovative tools for project delivery could include:

- Improved environmental review to reduce specific project-development and approval timelines.
- Unrestricted use of the authority in comprehensive development agreements.
- Seek specific exemption from the current restricting on toll equity for toll projects in urban Texas.
- Institute the concept of “pass-through tolling” for the TxDOT portion of urban projects.
- Institute policies allowing urban entities to receive fund credits for their expenditures to construct off-state system projects, consistent with the regional mobility plan.
- Streamline state and federal oversight roles for small off-state system projects.

### **TxDOT Strategic Goals**

The final goal of the Regional Mobility Plan development process is to fully consider the Strategic Goals adopted by TxDOT and to use those goals as a guide for developing a framework for this planning report.

## **Relationship to the Metropolitan Transportation Plan**

Metropolitan Planning Organizations across the state have been preparing long-range Metropolitan Transportation Plans in order to address and meet state and federal planning requirements. This needs based TUMP is a new statewide requirement focused specifically at the urban areas between 50,000 and 200,000 in population. There are many similarities between the two planning documents and both are goal oriented toward reducing congestion and improving mobility, safety, and air quality.

*“The MTP is required to be financially constrained and balanced to anticipated revenue streams over time...”*

The MTP is a comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility needs of the Amarillo Metropolitan area and serves as a statement of regional plans to invest in the transportation system over the twenty-five year period of the document.

The Amarillo MTP 2005-2030 includes both long and short-range policies, strategies, and projects that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.

The Metropolitan Transportation Plan is required to be financially constrained, balanced to anticipate revenue streams over time and one of the most important aspects is the identification and analysis of the financial resources available to implement its recommendations. Because of the financially constrained requirement, the MTP does not address or quantify unmet funding needs and does not

typically look beyond what can be achieved with the amount of available funding, resulting in a realistic, yet constrained picture.

The Texas Urban Mobility Plan (TUMP) is a state-based requirement intended to serve, as a framework for identifying unmet transportation needs in the state's urban areas. The TUMP requires

*“...the Texas Urban Mobility Plan goes one step further and becomes a needs-based plan which quantifies transportation needs beyond the fiscal constraint barrier.”*

the seventeen non Transportation Management Areas (non-TMA's) in Texas to develop a comprehensive, locally developed, visionary, realistic, and financially unconstrained plan to

reduce congestion and improve mobility and air quality. While the MTP serves as a financially constrained plan identifying only projects that can be constructed or funded given anticipated funding streams, the TUMP goes one step further and becomes a needs-based plan, which quantifies transportation needs beyond the fiscal constraint barrier. Instead of taking a conservative approach and focusing only on what funding can be anticipated, the TUMP focuses on the magnitude of unmet needs and provides decision makers with a better feel for the total transportation needs for each region.

## **Texas Congestion Index: Definition**

A single congestion measure is needed that addresses the transportation of persons and freight by all modes within the urban areas of the state. The measure should show the effect of spending to relieve congestion by all agencies and the private sector, and should be useable for current and future conditions. The intent is to use the measure to examine a range of geographical areas from the entire urban area, to sub- regions, corridors, and individual projects. The procedure should accommodate the major congestion-reduction techniques used in the areas, as well as provide a method for other techniques to be included. The Texas Congestion Index will be developed initially using available data from the seventeen urban areas. As the urban areas use the index and as more data is made available, it will be updated and modified.

The objective for the index would be to describe mobility conditions for people and freight. There are many challenges that flow from this objective. Possibly the most significant is to develop a framework for an ultimate index formulation in some future year that can take advantage of modeling and data improvements.

The index will use the data and models that have been produced for other purposes to generate congestion-index statistics. The specific index formula may be a new element, but the data and supporting analysis should be from some combination of the long-range transportation-planning model, post-processing steps for model outputs, and other procedures necessary to estimate current and future urban congestion conditions – either not included in a model or for location where current models are not available.

Key elements of the index include:

- Speed, travel rate (e.g., minutes per mile), or travel time
- Person-miles moved (one way to value passenger-carrying systems)
- Ton-miles moved (one way to value freight-carrying systems)
- Dollar value (a possible way to link the various components of congestion and mobility)
- Target speeds (a method of identifying the beginning of undesirable congestions levels)
- Travel delay (the difference between desirable speeds or travel times) and the current or projected condition
- A method to include the full range of transportation improvements, land use, and other programs designed to yield transportation benefits
- Variation in speed or reliability of travel time
- Bicycles and pedestrians included in some way

Optimum congestion is a term that seems very appropriate for use with the Texas Congestion Index. The working definition of optimum congestion is: The target speed of person density for a portion of the transportation system that identifies the difference between slow or crowded traffic that is slightly inconvenient versus a congested situation that should be remedied.

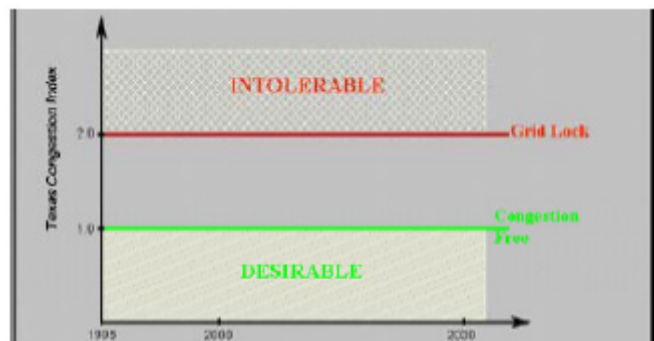
This index will measure the mobility of people and goods in each Texas urban area, with attention to the delay time experienced by drivers. For example, a possible target congestion index of 1.15 means that a peak-period trip would take no more than 15 percent longer than off-peak travel. The index is being developed to include mass transit, operational improvements, and freight mobility.

The optimum-congestion term would allow agencies to grade the system according to local targets that could be based on local values. With funding decisions being made at the local level, there is less need for a measure that uses one standard (such as free-flow conditions or the speed limit) for all facilities and operations across the state.

Further, such a common standard to measure congestion still could be created to identify a free-flow, speed-based congestion level.

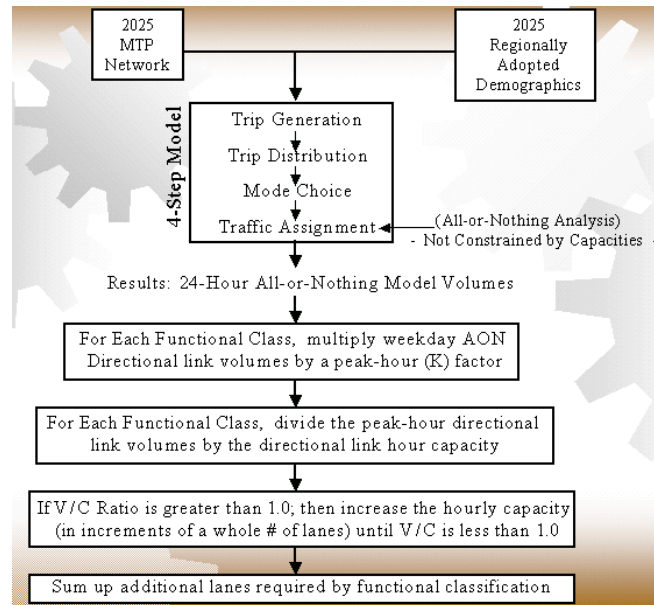
The definition for optimum congestion could allow an area to recognize that congestion is more likely, more acceptable, and more costly to remedy in urban core areas or downtowns.

In practice, MPO's might initially identify target speeds for system components by type of adjacent development or by urban-area type. These will include peak-period and off-peak period speed targets.



## Basic Process for Development

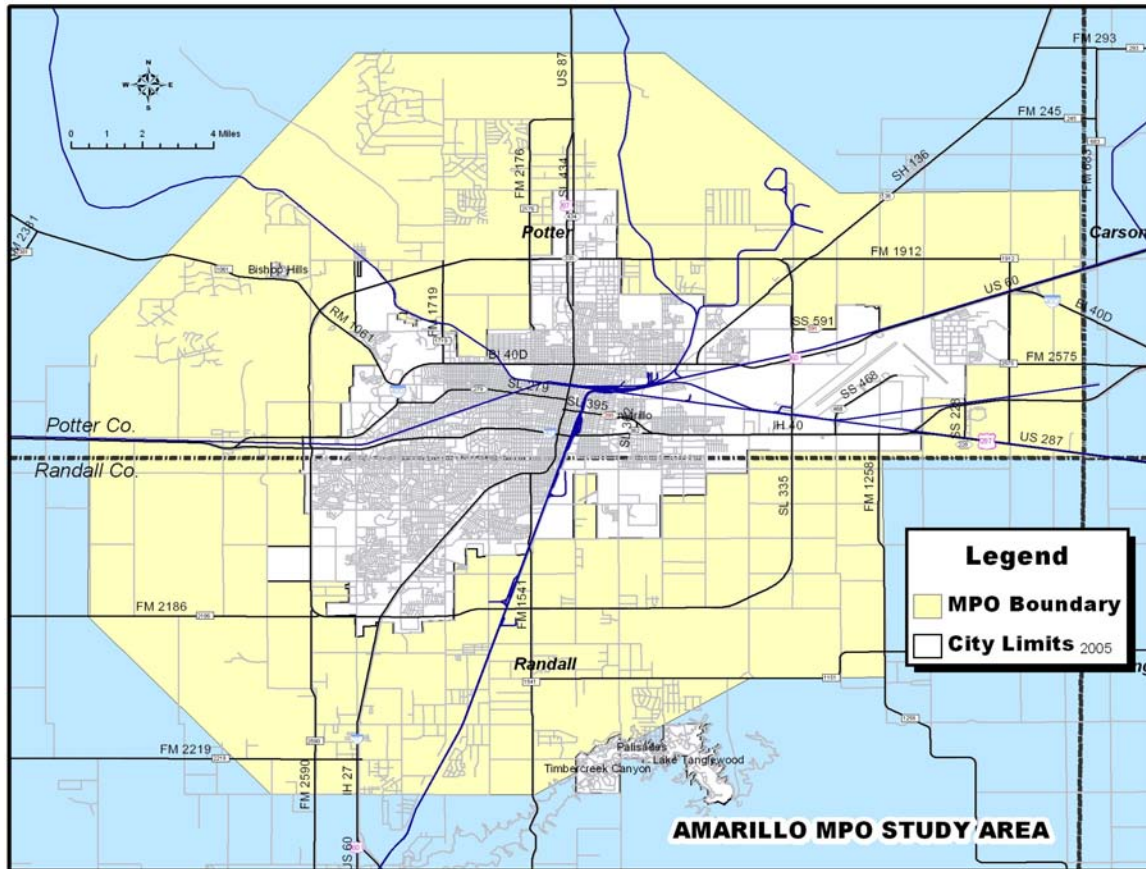
The planning process that drives the Texas Urban Mobility Plan was developed through a joint coordinated effort between the Texas Department of Transportation (TxDOT), the Metropolitan Planning Organizations (MPO) representing the seventeen non Transportation Management Areas, and the Texas Transportation Institute. Based on the guidance issued by TxDOT and its commission, the specific elements of the TUMP were identified and detailed processes were developed so that each MPO would be able to follow the exact



same process, providing a consistent level of analysis across the state. From a technical standpoint, detailed travel demand models were used to help identify and solve the various levels of congestion and were used as direct input into the calculation of the Texas Congestion Index values. The basic process is reflected in the graphic shown here.

## Urban Planning Area

The Amarillo Urban Planning Area includes the Adjusted Urbanized Area, plus the area projected for development within the next twenty years. The Urban Area Boundary includes the city of Amarillo and parts of Potter and Randall Counties. The area outside the city limits is rural with spotted development. The Amarillo Metropolitan Planning Organization's Policy Advisory Committee approved revisions to the Adjusted Urbanized Area Boundary on January 20, 2005. The map on the following page shows the Amarillo MPO Study Area.



## Demographics

With a 2006 population of 184,941 the City of Amarillo is the largest urban center in the Texas Panhandle. It is the center for population, medical facilities, retail, and manufacturing in the 26 counties of the Panhandle Region. The City of Amarillo Planning Department maintains demographic and land use data for the Amarillo Metropolitan Planning Organization. Demographic information includes: population, households, income, employment, land use, and special traffic generators. Data is provided for the base year (2000) and the projected year (2030). Sources for determining the existing characteristics include, Census Bureau reports, the Texas Employment Commission data, and the City of Amarillo Data Files.

The Amarillo Metropolitan Planning Area is subdivided into approximately 370 geographic areas known as Traffic Analysis Zones (TAZ). These zones are classified as: Central Business District, Central Business District Fringe, Urban, Suburban, and Rural. The U.S. Census, Thoroughfare Plan, and population density determine the traffic analysis zones. Traffic zone boundaries follow the census block boundaries whenever possible. The combined data is reported by the Texas Department of Transportation in the Amarillo 2000 Base Year Regional Travel Demand Report, which includes current traffic counts that validate the reported information.



Projections are based upon historic trends modified by local knowledge. The five-year cycle provides for adequate revisions as the various trends change. The projections provided in the Traffic Analysis Report are comparable to a low growth level.

**Population:**

The population in the Amarillo Metropolitan Transportation Planning Area is projected to increase about 42% from 196,439 in 2000 to 278,943 in 2030. This equates to 82,504 more people. This is an annual growth rate of 1.4% for the thirty-year period.

**Employment:**

Total employment in the Amarillo Area is projected to increase by 39% from 2000 to 2030, an increase of more than 37,000 employees. The Texas Employment Commission provided the data for the 2000 statistics and the City of Amarillo provided projections for 2030. Data is provided for service, retail, and basic employment.

**Special Generators:**

There are several institutions and facilities, which because of their function generate a large traffic volume. These are called Special Generators. There are over twenty special generators for the Amarillo Metropolitan Planning Area. These institutions include hospitals, regional shopping malls, government headquarters, high schools, and colleges. Additional information, for example parking and facility usage, is gathered for these special generators, which impact the computer traffic model. Projections are prepared for the special generators.

**Income:**

The City of Amarillo determines the income level for the traffic analysis zones from the family income reported in the 1990 Census. The zones are classified as high, medium-high, medium, medium-low, and low by traffic models. In Amarillo, household income is the preferred standard because it better depicts income levels. Although population changes are projected for most traffic analysis zones, income and geographic distribution generally tend to remain constant over a longer period of time.

**Travel Forecasting Process**

**Travel Forecasting**

For the Urban areas that have a current Travel Demand Model, the forecasting technique of the is based on a three-step sequential process designed to model travel behavior and predict the level of travel demand at the regional, sub-area, or small area levels. The travel modeling process begins with estimating trip frequency, or trip generation, which converts population and employment data to a total number of weekday person trips produced by and attracted to each zone. A regional zone system was developed to represent aggregations of population and employment activity and travel

within the region. In the second step of the process, the trip distribution model uses roadway zone-to-zone travel time information to distribute the trip productions and attractions from trip generation to and from each zone to estimate the weekday travel patterns between each zone. The final model step consists of roadway assignments. The roadway assignments take origin-destination vehicle trips and load them onto the roadway network. The vehicle trips are loaded onto the roadway network based on an incremental capacity-constrained procedure in which the travel speed on the roadway is decreased according to a volume-delay relationship. The results of the travel model are input directly into the Texas Congestion Index model to calculate a corresponding TCI value.

### Using the “Virtual Link” Model

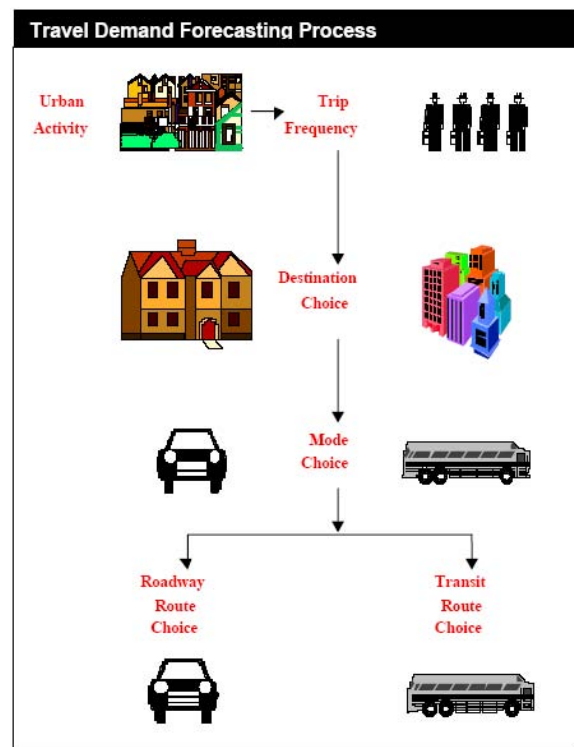
Since the Amarillo region does not have an updated planning model, analysis was conducted using the “Virtual Link” Model. Officially known as the Texas Rural County Method (TRCM), but described as the “virtual link” method of analyzing road networks, this program has been used to estimate mobile source emissions for areas without transportation planning models. For the Texas Urban Mobility Plan, there are at least three regions without an updated planning model. The TRCM outputs, in combination with the planning model outputs from other regions, represent the best analytical technique to provide congestion information for regions without updated transportation models.

Demand forecasts are prepared by applying the projected urban region traffic volume growth rates to each of the cells. Added lane-miles of road as detailed in the Metropolitan Transportation Plan are added to the roads grouped in each of the cells. The hourly volume distributions are calculated from current condition data collected by TxDOT.

Congestion estimates are developed using the same speed estimation equations used in the transportation planning models. This process is based on traffic density – traffic volume per lane. The speed estimation procedures are used to

calculate a speed for each area type and functional class combination for each hour.

Benefits from operational strategies (freeway ramp metering and incident management and arterial street signal coordination and access management) can also be calculated for each cell based on the amount of deployment of each strategy. The primary TUMP performance measures – travel delay and the Texas Congestion Index – can be calculated for each functional class and city size.

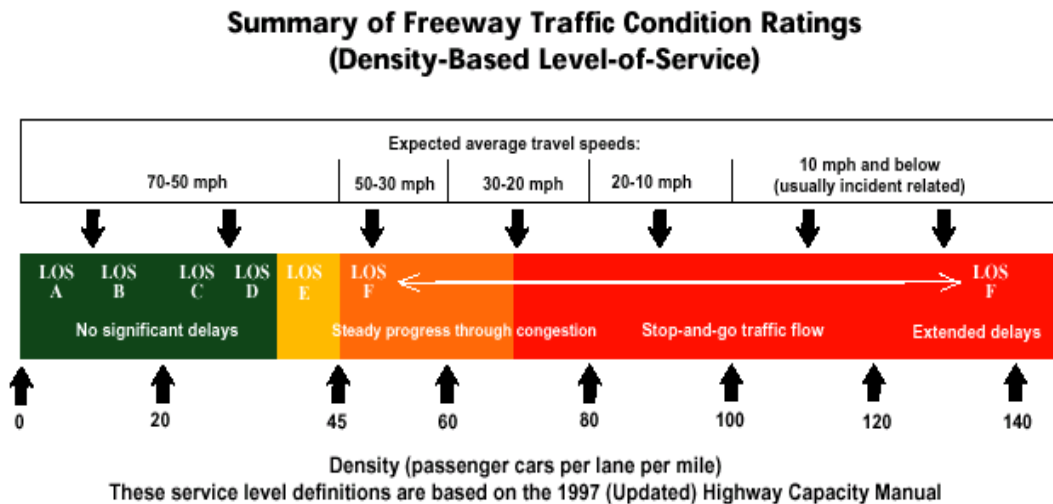


Thus, the “virtual link” technique provides a good estimate of area wide congestion levels and roadway needs. At the area wide level of detail, the “virtual link” process has been calibrated using ten regional travel demand models as the targets. Good agreement between these two gives confidence that the results are similar. Unfortunately the virtual link process does not estimate the needs to alleviate location spots such as intersections or short sections of freeway. This becomes a particular problem in areas where the estimated needs are zero. The road network for these short congested sections were examined and costs added to remedy those problem sections using the unit cost data developed by TTI.

## Target Mobility Level

### Texas Congestion Index and Level of Service

The Texas Congestion Index is a variation of the Travel Time Index developed by the Texas Transportation Institute for the Annual Urban Mobility Report. This index compares the travel time in the peak period to the travel time that would be required for the same travel at free-flow speeds. This formula identifies the travel time penalty for peak period congestion. The value is a ratio with a practical minimum value of 1.0, which indicates that a peak period trip requires 30 percent more time than the same trip at free-flow speeds. In essence, a 20-minute off-peak trip would require 26 minutes in the peak period. The graph on the following page shows the relationship between average travel speeds and levels of congestion, indicated by the colored shading.



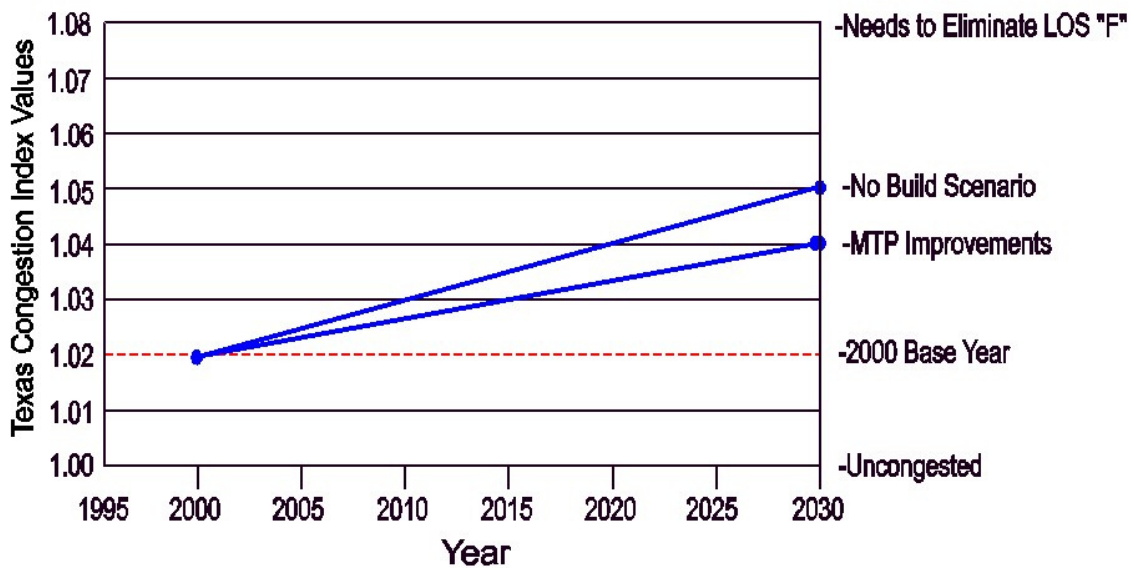
Level of service “F” conditions begin when freeway speed enter a range between 50 miles an hour and below. As an initial starting place for this first round of Texas Urban Mobility Plan development, it was agreed upon that all the MPOs would identify a target level of congestion consistent with eliminating and removing all level of service “F” conditions region wide. In order to accomplish this

goal and to identify this target level of congestion, each MPO ran the travel demand model four times to produce the following scenarios:

- an existing “baseline” condition;
- a year 2030 no-build condition;
- a scenario which includes the recommendations from the MTP financially-constrained plan; and
- a scenario which eliminates all level-of-service “F” conditions throughout the entire roadway network.

Each of these four scenarios is input directly into the calculation of TCI values and represents the amount of congestion present and can be plotted to reflect the regional trend in congestion reduction based on the amount of funding and improvements included. The graph on the next page reflects how those four TCI data points correspond to one another and reflects the overall trend in levels of congestion (represented by TCI value) versus the timeframe for anticipated improvements.

**TEXAS URBAN MOBILITY PLAN  
TEXAS CONGESTION INDEX VALUES  
FOR THE AMARILLO METROPOLITAN  
PLANNING ORGANIZATION**



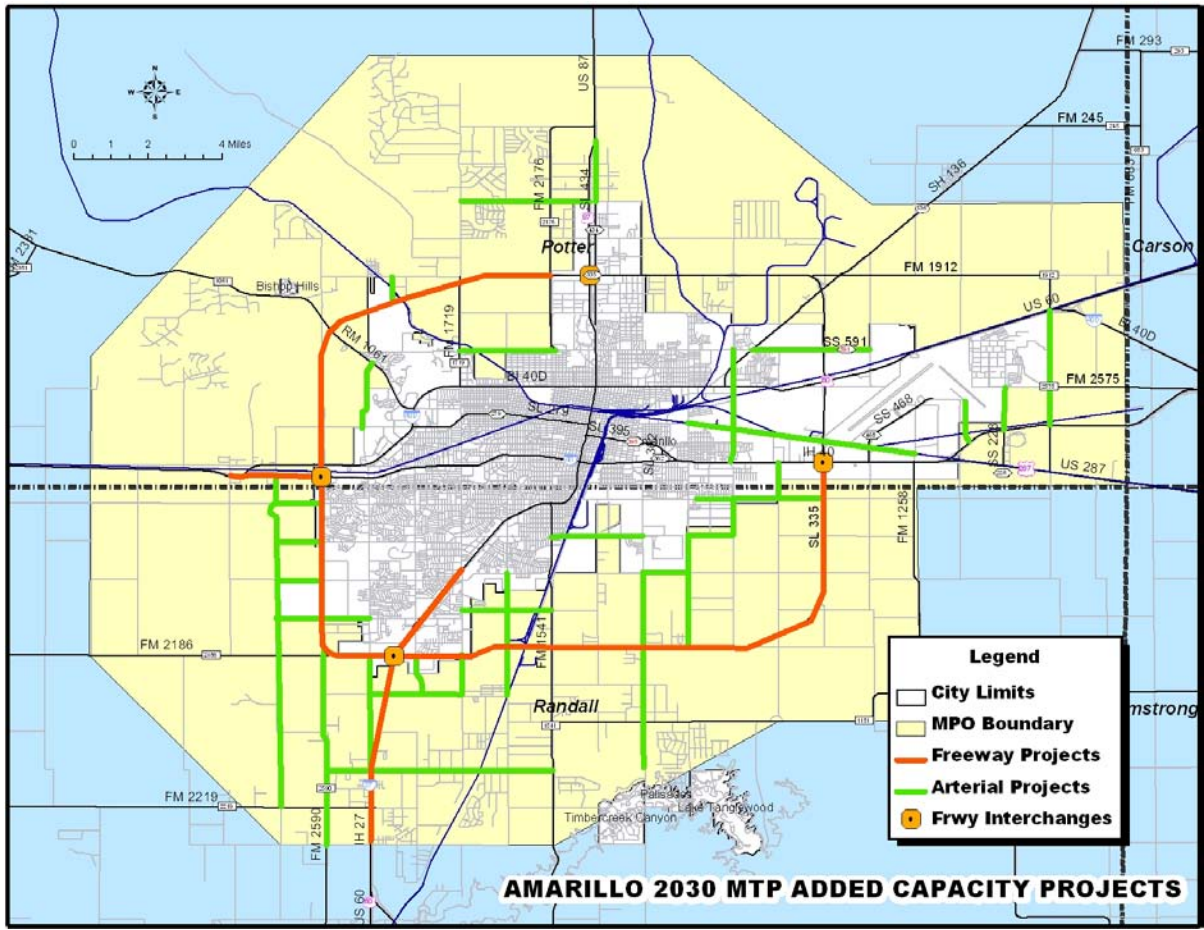
In the Amarillo MPO region, the baseline TCI value for congestion was **1.02** in 2000. Based on the recommendations contained in the Metropolitan Transportation Plan, the TCI value in the year 2030 is expected to be **1.04**. This reflects a slight worsening of congestion even after the financially constrained MTP has been fully implemented, which indicates the need for additional funding to alleviate a greater level of congestion over time. The no-build condition shows what the region’s TCI value of **1.05** would be if none of the improvements in the MTP were implemented, representing an

increased level of congestion and delay time. The Texas Urban Mobility Plan is the tool to identify the needs that exist above and beyond those identified in the region’s MTP. Level of service “F” conditions would begin to occur throughout the region with a corresponding TCI value of **1.08**.

**Findings**

**System Performance**

The results of this integrated coordinated TUMP process are reflected in the following table and map. As reflected in the table from the Texas Transportation Institute on the following page, the financially constrained Metropolitan Transportation Plan includes 1,245 total lane miles of roadway improvements for the entire Amarillo MPO region. After running the Virtual Link model and having it identify all level of service “F” facilities, and then allowing the model to add capacity in increments of whole number lanes until that level of congestion is eliminated, the resulting additional lane miles needed under this needs-based plan are zero.



Summary of Congestion Index for All Area Types in the 6 peak hours

Scenarios	VMT			VHT			Lane Miles			Emissions (Tons)
	Arterial	Freeway	Total	Arterial	Freeway	Total	Arterial	Freeway	Total	
2000 Base	555,124 43%	734,740 57%	1,288,864	14,044 56%	11,009 44%	25,053	874 72%	347 28%	1,221	13.3
2030 No Build	638,056 43%	836,278 57%	1,474,334	16,501 57%	12,582 43%	29,083	874 72%	347 28%	1,221	1.4
2030 MTP	638,056 43%	836,278 57%	1,474,334	16,427 57%	12,582 43%	29,009	899 72%	347 28%	1,245	1.4
2030 Needs	638,056 43%	836,278 57%	1,474,334	16,427 57%	12,582 43%	29,009	899 72%	347 28%	1,245	1.4

Amarillo -- Updated Summary April 2006

Scenarios	Total Delay (Pers-Hrs)			Total Travel Time (Pers-Hrs)			Texas Congestion Index			Emissions Index
	Arterial	Freeway	Total	Arterial	Freeway	Total	TCI	Arterial	Freeway	
2000 Base	661 97%	18 3%	679	17,031 56%	13,615 44%	30,646	1.02	1.04	1.00	100%
2030 No Build	1,526 95%	84 5%	1,610	20,375 57%	15,561 43%	35,936	1.05	1.08	1.01	9%
2030 MTP	1,350 94%	84 6%	1,434	20,199 56%	15,561 44%	35,761	1.04	1.07	1.01	9%
2030 Needs	1,350 94%	84 6%	1,434	20,199 56%	15,561 44%	35,761	1.04	1.07	1.01	9%

Note: All the information except the lane miles can be obtained from the summary table on the index tab of TCI spreadsheets. Lane miles information can be obtained from travel model link data.

### Amarillo List of Prioritized Improvement Projects

<b>FREEWAY</b>				<b>MTP Estimate</b>	<b>Current Estimate</b>	<b>Projected Funding Gap</b>
<b>Location</b>	<b>From/At</b>	<b>To</b>	<b>Description</b>			
IH 40	Loop 335, West	Hope Rd	Widen to 6 lanes	\$2,100,000	\$12,500,000	\$10,400,000
IH 27	Western St, South	Rockwell Rd	Reconst. Add 2 lanes	\$7,210,000	\$33,000,000	\$25,790,000
Loop 335	SW Quadrant		Relocation of Loop 335	\$135,000,000	\$135,000,000	\$0
Loop 335	SE Quadrant		Upgrade to 4-lane Divided	\$37,700,000	\$59,800,000	\$22,100,000
Loop 335	NW Quadrant		Upgrade to 4-lane Divided	\$12,000,000	\$19,500,000	\$7,500,000
			<b>Total</b>	<b>83.3</b>	<b>\$194,010,000</b>	<b>\$259,800,000</b>

<b>FREEWAY TO FREEWAY Interchanges</b>			<b>MTP Estimate</b>	<b>Current Estimate *</b>	<b>Projected Funding Gap</b>
IH 40	Loop 335 (Lakeside)	1.0	\$9,240,000	\$42,000,000	\$32,760,000
US Hwy 87/287	Loop 335 (St Francis)	1.0	\$6,570,000	\$42,000,000	\$35,430,000
IH 40	Loop 335 (Soncy)	1.0	\$25,000,000	\$42,000,000	\$17,000,000
IH 27	Loop 335 (Hollywood)	1.0	\$25,000,000	\$42,000,000	\$17,000,000
			<b>Total</b>	<b>4.0</b>	<b>\$65,810,000</b>
				<b>\$259,820,000</b>	<b>\$427,800,000</b>
					<b>\$102,190,000</b>

<b>ADDITIONAL NEEDS TO ENHANCE SAFETY AND ECONOMIC DEVELOPMENT</b>			<b>MTP Estimate</b>	<b>Current Estimate</b>	<b>Projected Funding Gap</b>
Alternate Airport Route				\$25,500,000	\$25,500,000
			<b>Total</b>	<b>\$0</b>	<b>\$25,500,000</b>

**FUNDING GAP**

**\$193,480,000**

\* Based on Calculation of Freeway-to-Freeway Interchanges prepared by Texas Transportation Institute

## Strategies to Reduce Congestion and Improve Urban Mobility

### **Tollways and Freeways**

#### **Tollway Projects**

Each new added capacity project on controlled access facilities will undergo a Toll Feasibility Study to determine if the project is toll viable.

High volume roadways are expensive to construct and maintain. Unfortunately, there is not enough traditional transportation funding available to fund the region's needed facilities in a timely manner.

Tollways are funded by borrowed money, paid back through user fees. Once the debt is paid off, user fees can generate excess revenue that can be used to fund other needed regional projects. Tollways can be built sooner than traditional funded roads, relieving current congestion. Excess revenues can provide for future transportation needs.

#### **Freeway Projects/Arterial Streets**

The region is also committed to improving area freeways and expressways by increasing capacity when appropriate.

An effective arterial street system is essential to efficient mobility. Major arterials are high volume, moderate-to-low-speed facilities that provide for through traffic, connections to the local road system and access to local development. Major arterials have high priority at intersections with all lower level facilities.

Major intersections are signalized. Minor arterials are moderate volume, low-speed facilities that meet local access and circulation requirements while also providing through vehicle movements. Minor arterials are given low priority at intersections with higher-level facilities.

The region's arterial street strategy includes improving operations of the existing and future arterial street system by adding capacity, improving traffic flow, reducing demand by providing adequate transit and bicycle/pedestrian facilities and improving arterial connectivity within and between jurisdictions. Most local jurisdictions have arterial streets or thoroughfare plans and associated requirements. Requirements for arterial streets spacing, connectivity and design may vary between jurisdictions, contributing to an insufficient regional arterial system that causes congestion, encourages local trips on freeways or Tollways, and discourages non-motorized trips. Lack of coordination between jurisdictions on planned facilities and improvements sometimes result in mismatched facilities, bottlenecks, and gaps in the regional arterial street system.

Amarillo MPO encourages all local jurisdictions to develop and maintain an arterial street plan with requirements that will result in sufficient arterial streets and connectivity in newly developed areas and improved connectivity and arterial operations in existing areas. Amarillo MPO also encourages regional or inter-jurisdictional coordination of arterial street planning and requirements.



## **Traffic Flow Improvements**

High volume facilities require reliable, efficient traffic flow in order to be effective. Regional strategies to improve traffic flow on these facilities, as well as to reduce both recurring and non-recurring congestion, are listed in the Traffic Management and Operations Section.

## **Land-Use and Travel Demand Management**

### **Land Use**

Land-use and transportation are intricately linked. Managing land-use can help to manage the travel demand that leads to congestion. Certain land-use patterns tend to encourage a shift of trips to modes other than single-occupancy vehicle and can reduce overall trip lengths. Transportation investments can influence how land is developed.

Amarillo MPO, regional transportation providers, the city, and the counties should work together to develop programs that will help manage congestion and improve regional quality of life. Strategies that could be implemented include:

- Work with regional partners to identify and designate regional pedestrian districts and to develop performance measures and strategies for implementing these districts, including allocation of additional resources towards infrastructure.
- Spend STP-Urban Mobility, enhancements, and other available funding on transportation infrastructure that supports development projects that help reduce vehicle miles traveled.
- Focus transportation infrastructure to support areas identified as growth areas by local plans/regional vision and work collaboratively to support transit-oriented development.
- Identify and publicize land-use strategies that local governments can implement to reduce travel demand, improve efficiency of the transportation system, and improve the relationship between land-use and transportation.

### **Travel Demand Management**

Travel Demand Management (TDM) refers to a strategy of limiting demand for the use of the existing transportation system. TDM strategies are designed to increase the efficiency of a transportation system without increasing its capacity, in particular roadway capacity. Travel demand management strategies can be used to implement the goals of the TUMP and reduce regional congestion without increasing roadway capacity.

## **Transportation Systems Management**

Transportation Systems Management (TSM) projects include any type of operations, safety, or technology improvement. The main TSMs considered by Amarillo MPO for the TUMP are Intelligent Transportation Systems, Operations Improvements, and Access Management.

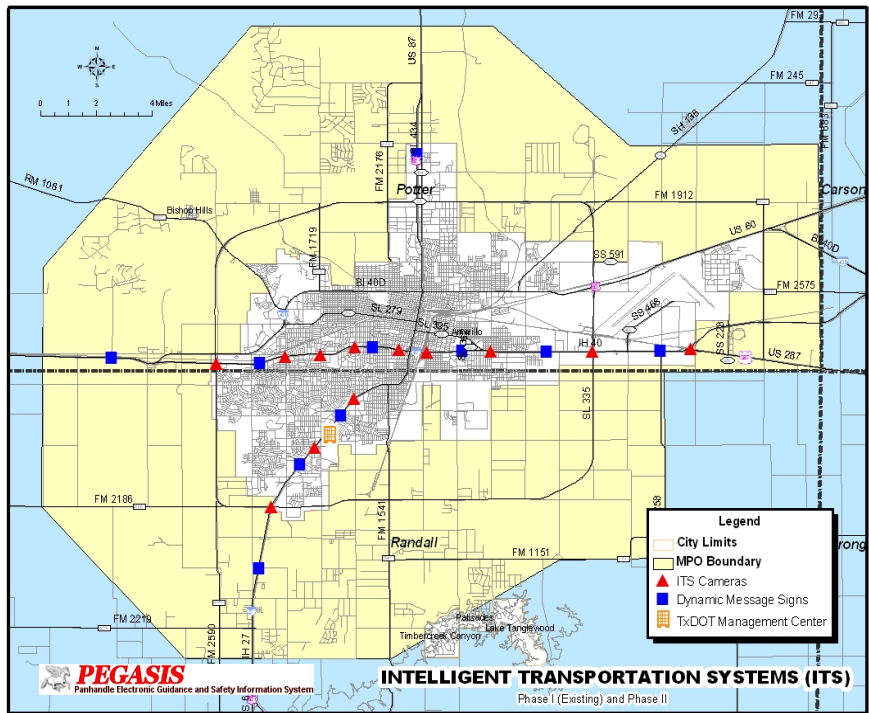
The Transportation System Management approach to congestion mitigation seeks to identify improvements to new and existing facilities of an operational nature. These techniques are designed

to improve traffic flow and safety through better management and operations of transportation facilities. Compared to major capacity and infrastructure improvements, these projects are usually lower in cost and can be implemented or constructed in less time. Some examples of traditional operational improvements include traffic signal enhancements, removal of freeway and arterial bottlenecks, and intelligent transportation system (ITS) deployment.

Improved traffic flow and reduction of delay can have positive air quality benefits as well.

Improvements at intersections and in signal retiming, which reduce delays at those locations, limit the amount of vehicle emissions. Reducing traffic jams caused by incidents on the freeways through better traffic management also eliminates the amount of pollutants by reducing the number of idling vehicles.

The Advanced Traffic Management System in Amarillo and the Texas Panhandle's rural area is named *PEGASIS*. This Acronym stands for Panhandle Electronic Guidance and Safety Information



System. The installation of the first Phase of I.T.S. was completed in the fall of 2002. The system began operation as both an urban and rural traffic management system. The installation of the first Phase consisted of five Dynamic Message Signs and ten Closed Circuit Television Cameras. There are four more Phases planned. The above map identifies the urban coverage area.

The Amarillo Region is predominantly rural in nature, with the City of Amarillo serving as the major population center. Primary interstate and state routes that traverse the region include IH 40, IH 27, US 87/287, US 60, and Loop 335. These corridors are key links for inter- and intra-state movements of people and goods. IH 40 is one of the most heavily traveled truck routes in the United States. This corridor is not only a primary east-west route through the Panhandle, but is also a key connector for several other major routes in the area. Incidents, hazardous weather conditions, or major delays along IH 40 will impact several other routes, and potentially IH 40 motorists in neighboring states. The Amarillo region developed a regional ITS Architecture in 2003. The majority of ITS projects recommended for the Amarillo Region were identified in the following key areas:

- Traffic and Travel Management
- Emergency Management
- Maintenance and Construction Operations
- Public Transportation Management



### **Operations Improvements**

Operations improvements are a broad category which include traffic signal synchronization, intersection improvements, traffic flow improvements, bottleneck

removal, courtesy patrols and other projects or programs that maximize the reliability and operating capability of the roadway system.

### **Access Management**

Access management is a process that provides or manages access for roadway users entering or exiting adjacent developed land without significantly impacting safety conditions, traffic capacity, and vehicle speeds for other roadway users. Access management strategies, including design and control of driveways, curb cuts, turn lanes, parking lot circulation, public street connections, and intersections, are most often applied to highways or major urban and suburban arterial streets.

Access management improves operation of regional roadways, and can discourage use of regional roadways for local trips, by controlling the number of points where vehicles can access the facility. Access management can also be used as a tool for influencing the location and orientation of new development along a road. The Texas Department of Transportation has amended the rules for access management along Texas highways. These rules will greatly improve traffic flow and safety of new state facilities, and could encourage the development of more pedestrian and transit-friendly development patterns by limiting the proliferation of highway-oriented commercial development. Local jurisdictions can also adopt rules for access management along regional routes that are not part of the state system.

Access management programs seek to limit and consolidate access along major roadways, while promoting a supporting street system and unified access and circulation systems for development. The result is a roadway that functions safely and efficiently for its useful life and is a more attractive corridor.

Amarillo MPO recommends the implementation of an access management program. This can be accomplished by applying the following principles:

- Provide a specialized roadway system
- Limit direct access to major roadways
- Promote intersection hierarchy
- Locate signals to favor through movements

- Preserve the functional area of intersections and interchanges
- Limit the number of conflict points
- Separate conflict areas
- Remove turning vehicles from through traffic lanes
- Use non-traversable medians to manage left-turn movements
- Provide a supporting street and circulation system

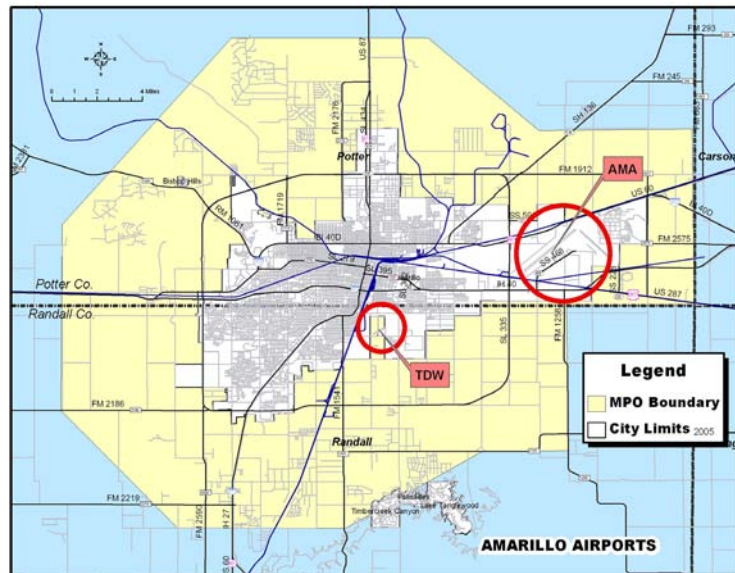
## Airport

### Amarillo Rick Husband International Airport (AMA)

One commercial airport, Amarillo Rick Husband International Airport, and one general aviation airport, Tradewinds Airport, serve the Amarillo Metropolitan Area. Amarillo Rick Husband International

Airport (AMA) is the primary airport for commercial, general, and cargo aviation services. A key objective of the airport is to develop and maintain a long-term development program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility.

Commercial growth in the city and expansion by Bell Helicopter–Textron and other defense related industry has revitalized land use around the airport facility. The City



of Amarillo recently approved acquisition of land for an alternate airport entrance to allow for increased freight handling needs of defense related and other industry near the airport. This will allow the city to better evaluate and respond to potential development demands near the airport facility.

Projections in the Airport Master Plan show a twenty-two percent increase in enplanements from 2004 through 2014. Amarillo Rick Husband International Airport also serves as a center for cargo shipments for the Texas Panhandle region. Airfreight and airmail projections reflect a forty-eight percent increase from 2004 to 2014. With continued development near the airport, and marketing techniques, the increase is very likely.

## **Transit**

### **Amarillo City Transit System**

The City of Amarillo provides public transit services, operated by the Amarillo City Transit Department. Amarillo City Transit (ACT) services include fixed route transit and demand response para-transit. Local transit services for the City have been in operation since 1925. The City of Amarillo has offered fixed route transit services since 1966; prior to that time the system was privately owned.

The ACT fixed route system consists of 8 routes. All routes originate in downtown Amarillo and end at various destinations in the outer city. ACT has implemented a timed-transfer system, which brings all bus routes into one downtown Amarillo transfer point. This system requires the routes be interconnected and route schedules coordinated so riders can easily transfer and go anywhere the service does. Route schedules are coordinated for arrival at the downtown transfer station on alternating intervals so that riders can easily transfer from route to route. Timed transfer is both an operational and customer-oriented approach, with transfers possible every 15 minutes during Monday thru Friday service hours.

The para-transit service, designated as "Spec-Trans", was initiated in July of 1987. Spec-Trans is reserved for persons with disabilities who are unable to navigate an accessible fixed route bus and system.

The city limits of Amarillo cover an area of approximately 92.7 square miles. The Amarillo City Transit service area is defined as that portion of the city limits west of Lakeside Drive, which covers an area of approximately 72.5 square miles. Both the fixed route and Spec-Trans fleets operate within this service area. ACT does not subcontract any part of the services that are provided. The major trip generators include the medical center, education facilities, shopping centers, and state offices. ACT does not provide transportation services for any agencies or programs.

Amarillo City Transit is effectively addressing safety and security needs in the public transportation system. Currently video cameras on all system vehicles address on-board security needs, while transit vehicle tracking, via an automatic vehicle location system, is anticipated as a future improvement.

### **Ridership Summary**

Amarillo City Transit's ridership is made up predominately of persons who are unable to drive or own a vehicle. Persons who use ACT typically have no other alternative form of transportation and rely solely upon ACT to meet their mobility needs. Fare box revenue is typically less than \$200,000 each year.

### **Inter City Bus**

One bus line provides intercity passenger and freight services in Amarillo. It is the Texas, New Mexico, and Oklahoma (TNM&O) line. TNM&O provides passenger and freight service, 24 hours a

day, and seven days a week. The TNM&O line has service in Texas, New Mexico, and Oklahoma. Connections can be made with other major bus lines along their service routes.

## Freight Movement

### Freight Rail

The BNSF Railway operates lines that pass through or terminate in Amarillo. The BNSF Railway (BNSF), headquartered in Fort Worth, Texas, is one of the largest railroad networks in North America.



It was formed December 31, 1996 as the Burlington Northern and Santa Fe Railway when the Atchison, Topeka, and Santa Fe Railway was merged into the Burlington Northern Railroad. On January 24, 2005, the railroad's name was officially changed to BNSF Railway. As a result, this merger has brought better railway transportation into the Amarillo area.

The BNSF Railway is a wholly-owned subsidiary of the Burlington Northern Santa Fe Corporation, the holding company formed by the September 22, 1995 merger of Burlington Northern, Incorporated and the Santa Fe Pacific Corporation. The BNSF Railway is considered a Class I railroad as defined by the Interstate Commerce Commission to be a railroad that exceeds \$96.1 million or more in operating revenues. According to corporate press releases, the BNSF Railway is among the top transporters of intermodal traffic in North America, and moves more grain than any other American railroad. It also hauls enough coal to generate roughly 10% of the

electricity produced in the United States. The BNSF Railway complex in Amarillo continues to serve a heavy daily traffic load, approximately 100-110 trains per day. The BNSF Railway's only competitor, the Union Pacific Railroad, is comparable in size. The Union Pacific Railroad sends substantial shipments to or through Amarillo. In addition to intermodal and general goods, a big portion of these rail shipments involve grains and coal also.

The Amarillo region continues to participate in the Highway Rail At Grade Crossing Consolidation Program. This safety improvement program is an effort to decrease unnecessary train traffic exposure to life and property, promote public safety, and improve traffic conditions. Local government entities are working in conjunction with the railroad companies to identify and permanently close existing, redundant railroad grade crossings wherever possible.

## Hazardous Material Routes

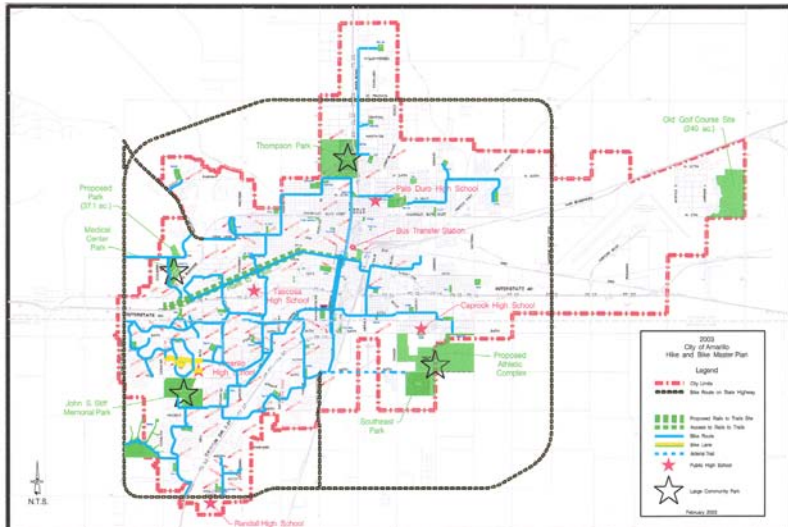
A need to limit hazardous materials to specific routes was determined by the Amarillo Local Emergency Planning Committee. Hazardous materials have been routed to use primarily controlled access freeway facilities of IH 40 and IH 27 in Amarillo. Other route movements utilize the Northeast and Northwest quadrants of Loop 335 providing directional connections out of the populated areas of the community. Proposed projects to upgrade Loop 335 to a controlled access freeway facility



with direct connection freeway to freeway interchanges would have a significant impact on Hazardous Material routing and would provide additional alternatives to further improve safety.

## Pedestrian and Bicycle Facilities

In early 2002 a committee, formed of local citizens, bicycle advocates, and City of Amarillo, TxDOT, and MPO staff began work on a bicycle master plan. The City of Amarillo Parks & Recreation, Engineering, and Traffic Engineering Departments played an important role in the development of the project. The committee, working to promote the safe use of



bicycles as an alternative mode of transportation, defined who the users were and where they rode. They analyzed existing and proposed street networks to determine routes best suited for bicycles. Working with the Public Works and Traffic Engineering Departments, they identified possible projects and provided cost estimates and funding sources for those projects.

During 2002 Transportation Enhancement funding was awarded to the City of Amarillo for the development of a rails-to-trails route. This program afforded the City of Amarillo a starting point

advancing the development of bicycle routes in the community. Since completion of the Amarillo Rails-to-Trails project the City continues to develop bicycle routes, providing signage along the routes and pedestrian buttons to enhance safety at street crossings.

Walking and jogging, for the most part, has been for recreational purposes rather than for transportation. This is visible in those areas where pedestrians are more prevalent such as residential neighborhoods, near schools, and at parks. Fourteen miles of bike lanes have been implemented. The City of Amarillo Hike and Bike Master Plan is shown on the previous page.

Pedestrian and bicycle opportunities will offer an alternative to traditional travel. It is not intended that pedestrian and bicycle programs and facilities will solve the congestion problems in any particular corridor, but will offer an option to those whose travel is conducive to walking and biking.

These facilities are becoming a quality of life issue as the region's growth exceeds the area's ability to provide transit service to transit dependant populations. These programs and facilities will assist with meeting the region's requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and related Federal Highway Administration (FHWA) guidance for relying on bicycling and walking as part of the overall transportation system.

## **Policy Approaches**

### **Needs-Based Plan Cost Estimates**

From a financial standpoint, it is important to not only identify the long-term needs for this Plan, but to also identify the levels of funding needed to reach such a goal. The unit costs assumed for this report were developed by the Texas Transportation Institute and are representative of average lane mile construction costs specific to the Amarillo region in 2005 dollars.

Utilizing the "Virtual Link Model", the estimated cost of eliminating level-of-service "F" conditions was estimated to be zero. The recommendations contained within the financially constrained MTP of \$427.8 million and the other costs to meet the needs in 2030, include \$374.76 million to rehabilitate (or reconstruct) 60 percent of the existing lane miles, \$13.5 million for additional right-of-way costs, and \$28.05 million for additional safety and economic development needs.

Right of Way costs vary throughout the State and even in the different locations within a region. While the large TMAs use a right of way multiplier ranging between 15 and 16.5 percent to forecast costs, the Amarillo MPO chose to use 10 percent as its multiplier. The costs of right of way acquisition for the Amarillo area are shown in the table entitled "Total Amarillo Additional Funding Needs".

It is important to also consider that most of the current facilities will be in need of some degree of partial or total reconstruction over the next 25 years, as roadways continue to age and begin to fail at some point. It is estimated that 60% of the lane miles will exceed a design life 45 years. The cost of

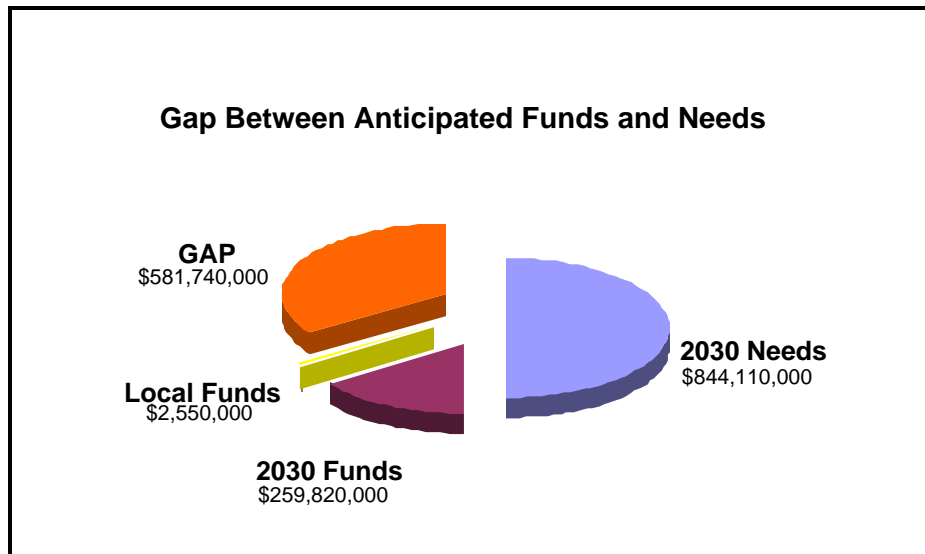


reconstructing an estimated 208 lane miles ( $347 \times 0.6 = 208.2$ ) adds an extra cost of nearly \$375 million ( $208.2 \times \$1.8 \text{ million} = \$374,760,000$ ) to the table shown on the next page.

The chart below illustrates the funds needed to fully meet the needs for better mobility, safety, and congestion relief on Amarillo area highways and streets. The “GAP” between traditional financially

constrained planning and needs based planning in the Amarillo area is becoming significant. Traditional funding mechanisms such as Federal, State, and local funds, Capital Improvement Bonds, etc. indicate that the Amarillo area will receive approximately \$262 million during the next twenty-five years. This leaves a gap of approximately \$582 million in additional funds that are needed to meet all of the area’s goals.

<b>Total Amarillo Additional Funding Needs</b>	
Urban Mobility Funds	Cost (in thousands) (2005 \$)
Additional Costs to Eliminate Level-of-Service "F" Conditions	\$0
MTP 2030	\$427,800
Cost to Purchase Right-of-Way	\$13,500
Cost to Reconstruct Existing System	\$374,760
Additional Safety and Economic Development Needs	\$28,050
<b>Subtotal</b>	<b>\$844,110</b>
Available Traditional Funds	\$259,820
Local Funds	\$2,550
<b>GAP</b>	<b>\$581,740</b>



## Funding Options

Texas needs access to additional mobility funds, particularly a secured Texas Mobility Fund. Urban areas need to know what funds can be expected from TxDOT through state and federal sources for years to come. This should be a regional, baseline allocation of expected TxDOT funds. These funds will not be reduced because of local innovative financing or because a region is aggressive in meeting goals to reduce traffic congestion.

Urban areas need increased flexibility to generate user-pay funds beyond expected TxDOT funding. The urban areas need to retain control of any locally generated user-pay funds for locally developed, comprehensive plans to reduce congestion and improve mobility. This increased ability will help urban areas fill the gap between regional, baseline allocations of TxDOT funds and plan implementation.

Regions may need to develop mechanisms to secure user-pay funds for implementation of the regional mobility plan. Changes will need to be made in rules for funding state projects. The purpose will be to maximize the flexibility required to move transportation funds between modes.

To allow for better financial planning at the individual urban-area level, TxDOT will change from allocating mobility funds on a per project basis to allocating funds to regional urban areas. Regional allocations will be based on a TxDOT assessment of traffic, population, and other factors. Under the TUMP, each urban area would be allocated a portion of the anticipated available urban mobility funds for implementation of their approved regional mobility plans.

This allocation would not be reduced if the region were aggressive in developing “gap” funding initiatives. In fact, this method would encourage individual urban areas to tailor “gap” funding initiatives based on local needs and desires. The number of projects from the prioritized listing in the regional mobility plans that could be funded through TxDOT funds would be known to the urban area well in advance of implementation. This will allow an urban area to realistically assess how it will fund needs not met by the regional allocation from TxDOT.

The Transportation Commission will determine the total available funds for urban mobility baseline allocation using traditional forecasts of revenue and needs and the implementation of a fully secured state mobility fund. This fund will give urban areas instant access to the revenue needed to jump start costly urban projects. The Transportation Commission will designate a majority of this new bonding capacity for mobility improvements in the urban areas. Additionally, the Transportation Commission may reserve a portion of state high-priority funds for assisting with critical and innovative projects in the urban areas.

TxDOT will allocate an annual, baseline amount of money to urban areas to address congestion as they see fit. In the past, the Commission awarded transportation funds on a project-by-project basis. The Texas Urban Mobility Plan allows for a set, predictable allocation of funds to the state’s eight most congested urban areas. This change, combined with new tools from recent legislation (HB

3588) and the secured Texas Mobility Fund, empowers the urban areas of Texas to better address congestion.

The recent legislative session provided the ability to secure the Texas Mobility Fund, a key component of this plan. This fund will provide additional new money to help reduce congestion and advance needed transportation projects in the state, including our large urban areas. The Urban Mobility Plan will result in more projects being constructed sooner.

The implementation of this plan means that local areas will have more control and decision-making authority over one of the twelve categories of funding TxDOT utilizes to implement projects. In the Urban Mobility Category the urban areas will no longer have to compete against each other. The MPOs from the seventeen urban areas worked with TxDOT to develop a methodology to distribute the funds by formula rather than project specific. This allows for better financial planning in the urban area and more local control and decision-making authority.

Under the new framework of this plan, we will first determine what is needed to reduce congestion in each urban area. And then utilize regional allocations of TxDOT funds and the new money from the Mobility fund and locally generated, locally utilized and locally controlled user-pay to implement projects to reduce congestion at the rate and on the timeframe appropriate to the individual urban area. More local control and decision-making, more realistic planning and more goals based to reduce congestion – we are all serious about improving our urban areas. This plan exemplifies that. The public wants reduced congestion –we are implementing with this plan a framework to do that with less bureaucracy and delay.

We will utilize state, federal and local funds derived from a variety of sources. It will be a local decision on how to generate and use these funds in each urban area. There will have to be some new money generated to really address congestion, the Texas Mobility Fund is a start, but in some urban areas other funds will be needed to "fill the gap" between what is needed to address congestion and what funds are available. We believe that locally generated, locally controlled, and locally utilized user-pay funds are the best way and fairest way to fill those funding gaps. In the future these user-pay options may take the form of more toll roads or something else – but it will be a local decision.

## **Gap Funding**

In the TUMP, the urban areas will be given greater local ability to identify and prioritize projects that improve mobility. The urban areas will be granted a baseline allocation of TxDOT urban mobility funds. It is anticipated that this regional baseline allocation of TxDOT funds will not be sufficient to meet all the mobility needs of the Texas urban areas. In these cases, local urban areas will be given increased flexibility to generate user-pay system funds and public-private partnerships to fill the gap between their prioritized needs and the baseline TxDOT allocation.

Enabling legislation will be required for many of these gap-fund initiatives. However, under the TUMP, the gap funds generated in an urban area will be for the exclusive use of that urban area to supplement the baseline, regional allocation of TxDOT funds for congestion relief.

It is anticipated that the urban areas may develop other initiatives – yet to be identified – for user pay funds. Based on need, each urban area will develop user-pay initiatives to generate gap funds. Some of the potential methods of generating “gap” funding that other Urban Areas have identified are:

- Assess traffic impact fees for development
- Issue local general-obligation bonds
- Toll added-capacity projects and issue bonds
- Allocate a portion of a statewide gasoline tax increase for urban/metro areas
- Manage truck utilization of the highway system through specific congestion-based pricing
- Implement added vehicle-registration fees designated for local mobility projects
- To improve system performance, implement a toll system for projects that ease bottlenecks on existing freeway segments (example: toll approach roads to fund an interchange or bridge project)
- Implement a retro-toll system allowing for the tolling of existing congested interstates and other freeways to improve system mobility.

**Note: Any implementation of any one or all of the above methods would require local approval prior to implementation.**

## Conclusions

### Goal Attainment

The TUMP goals are:

- Reduce Congestion
- Enhance Safety
- Expand Economic Opportunity
- Improve Air Quality
- Increase the Value of Transportation Assets

As demonstrated in this document, these goals can be achieved by consistent, purposeful implementation of the TUMP strategies, prioritized projects, and additional projects that will be identified in the continuing planning process. The region is committed to achieving these goals and improving the mobility and reliability of the transportation system for all users.



## Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

April 26, 2006

Mr. Andrew Canon  
Director  
Hidalgo County MPO  
311 N. 15<sup>th</sup> St.  
McAllen, Texas 78501-4705

Dear Mr. Canon:

I am in receipt of your two letters dated March 28, 2006, in regards to the Texas Urban Mobility Plan (TUMP). I would like to thank the seventeen urban Metropolitan Planning Organizations (MPOs) implementing the needs assessment through the TUMP as part of the development of the metropolitan transportation plan. Your leadership, experience and vision in this transportation effort are valuable to quantify transportation needs in the urban areas of Texas. The development will greatly assist the MPOs in making difficult decisions in determining needs and applying new tools provided through HB 3588 and HB 2702 to relieve congestion in the urban areas.

In response to your letters, first, I would like to offer the following concerning overall expectation and goals of TUMP development.

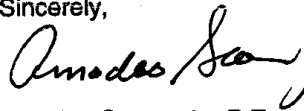
1. Define the needs to address congestion over the next 25 years.
2. Congestion would be defined using a standard volume/capacity ratio of 1.0 on each highway corridor.
3. Develop a 25-year highway network based on the availability of the current gas tax dollars allocated in Category 3, Urban Mobility, and/or Category 4, Rural Mobility, funds. It is very important to develop the highway network using only the base gas tax funds available through allocations provided by the Transportation Planning and Programming Division. This will ensure the base congestion will reflect the real needs.
4. Determine unfunded needs for MPOs based on equivalent lane mile costs.
5. Identify strategies for funding the unfunded needs. These can include local funding, local sales tax, toll roads, etc.
6. Use the Texas Congestion Index to measure success in identifying improvements.

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Secondly, I offer the following concerning department staff involvement. The TUMP effort is a priority with the Texas Transportation Commission, and expectations are high for quality products and results. I have discussed this issue with our district engineers and, by copy of this letter, am requesting them to assign the appropriate person to participate in the 2006 TUMP meetings, review and TUMP plan development.

Once again, thank you for your participation.

Sincerely,



Amadeo Saenz, Jr., P.E.  
Assistant Executive Director  
Engineering Operations

cc: Texas Transportation Commission  
Michael W. Behrens, P.E., Executive Director, TxDOT  
Robert Allen, Abilene MPO  
Harold McDaniel, Amarillo MPO  
Bob Dickinson, Beaumont/Port Arthur MPO  
Mark Lund, Brownsville MPO  
Linda LaSut, Bryan-College Station MPO  
David DeLeon, Harlingen MPO  
Shannon Mattingly, Killeen-Temple MPO  
Keith Selman, Laredo MPO  
Karen Owen, Longview MPO  
Robert Cox, Midland-Odessa MPO  
E'Lisa Smetana, San Angelo MPO  
Bob Wood, Sherman-Denison MPO  
Brad McCaleb, P.E., Texarkana MPO  
Bill Morales, Tyler MPO  
Ray Miller, Victoria MPO  
Christopher Evilia, Waco MPO  
Darron Leiker, Wichita Falls MPO  
Russel W. Lenz, P.E., Abilene District Engineer, TxDOT  
Mark E. Tomlinson, P.E., Amarillo District Engineer, TxDOT  
Robert H. Ratcliff, P.E., Atlanta District Engineer, TxDOT  
John A. Barton, P.E., Beaumont District Engineer, TxDOT  
Bryan A. Wood, P.E., Bryan District Engineer, TxDOT  
Mario G. Medina, P.E., Laredo District Engineer, TxDOT

cc: Lauren D. Garduño, P.E., Odessa District Engineer, TxDOT  
Bobby G. Littlefield, Jr., P.E., Paris District Engineer, TxDOT  
Mario R. Jorge, P.E., Pharr District Engineer, TxDOT  
Walter G. McCullough, P.E., San Angelo District Engineer, TxDOT  
Mary M. Owens, P.E., Tyler District Engineer, TxDOT  
Richard J. Skopik, P.E., Waco District Engineer, TxDOT  
Larry D. Tegtmeyer, P.E., Wichita Falls District Engineer, TxDOT  
Lonnie J. Gregorcyk, P.E., Yoakum District Engineer, TxDOT

## MINUTES

### AMARILLO METROPOLITAN PLANNING ORGANIZATION POLICY ADVISORY COMMITTEE MEETING

The Policy Advisory Committee for the Amarillo Metropolitan Planning Organization met at 1:30 p.m., July 20, 2006, in Room 306 of City Hall, 509 East 7th Avenue, Amarillo, Texas.

Voting members present were: Alan Taylor, Mark Tomlinson, Judy Phelps, David Miller, Vicki Covey, Kenneth Petr, Gene Parker, Dan Fleischman, Michael Rice, and Taylor Withrow.

Voting members not present were: Judge Ernie Houdashell and Judge Arthur Ware.

Dual staff coordinators present: Harold McDaniel and Gary Holwick.

#### **Item 1. Consider approval of the April 20, 2006 meeting minutes.**

Alan Taylor, MPO Policy Advisory Committee Chairman, called the meeting to order and presented the April 20, 2006 MPO Policy Advisory Committee meeting minutes. Mr. Taylor asked if there were any changes or deletions; there were none. Gene Parker, Randall County Commissioner, made a motion to accept the minutes as presented. The motion was seconded by Michael Rice, City of Amarillo Director of Public Works, and carried on a 10:0 vote.

#### **Item 2. Discussion and consideration of approval of the FY2007 Unified Planning Work Program (UPWP).**

Harold McDaniel, MPO Director, opened the discussion of the FY 2007 Unified Planning Work Program (UPWP) with an overview of the MPO's compliance with new federal transportation legislation. He stated that the 2007 UPWP is the MPO's first budget under the new federal transportation bill, SAFETEA-LU. SAFETEA-LU is an acronym that stands for Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users. He said that SAFETEA-LU continues to build on the accomplishments of past federal legislation contained in ISTEA and TEA-21. FHWA is requiring all MPO's be SAFETEA-LU compliant by July 2007. He explained that under guidance from the Federal Highway Administration, SAFETEA-LU has placed additional emphasis on public outreach and participation and requires the MPO's current Public Involvement Procedures (PIP) be made SAFETEA-LU compliant. A draft plan will be presented to the MPO Policy Advisory Committee for consideration following a 45-day public comment period. The final document will be referred to as the MPO's Public Participation Plan and will replace the previous document. The Public Participation Plan requires the MPO to engage all interested parties in the transportation process with an emphasis being placed on involving all local, state, and federal agencies.

Mr. McDaniel reported that SAFETEA-LU places additional importance on security and safety. He explained that SAFETEA-LU compliance would require modification of the MPO's 2005-30 Metropolitan Transportation Plan. Changes will include total project costs, including right-of-way, utilities, and other associated project costs. He stated that additional requirements of SAFETEA-LU require that all MPO documents be made available electronically utilizing visualization techniques to depict transportation plans and documents.

Gary Holwick, MPO Senior Transportation Planner, presented the FY 2007 Unified Planning Work Program (UPWP). He explained that the UPWP is a federally required document the MPO produces every year that serves as the MPO's annual budget. He told the purpose of the UPWP and discussed the five work elements contained in the UPWP. He stated that an approved UPWP must be submitted to TxDOT by August 1, 2006. Alan Taylor asked if there were any questions or comments. There were no comments from the committee members or the audience. Mark Tomlinson, TxDOT Amarillo District Engineer, made a motion to approve the FY 2007 UPWP. Vicki Covey, City of Amarillo Director of Community Services, seconded the motion and the motion carried on a 10:0 vote.

#### **Item 3. Discussion and consideration of approval of the Texas Urban Mobility Plan (TUMP).**

Mr. McDaniel presented the Texas Urban Mobility Plan (TUMP). He said that through the Texas Transportation Commission and the Texas Department of Transportation, Governor Rick Perry has asked each of the seventeen urban MPO's to develop "needs-based" regional transportation plans that address the following five goals: (1) reduce congestion, (2) enhance safety, (3) improve air quality, (4) expand economic development, and (5) increase the value of transportation assets. He stated that the TUMP disregards financial constraints and focuses on mobility needs in our MPO area, recognizing the impact of Amarillo Rick Husband International Airport, Amarillo City Transit, freight movement, freight rail, hazardous material routes, and pedestrian and bicycle facilities. In so doing, a gap exists between state and federal funding projected in our 2005-30 MTP and the amount needed to fund the needs-based TUMP. The gap for priority projects in the Amarillo area is identified at over \$193 million dollars when compared with the 2005-30 MTP. A gap to fully meet the needs for better mobility, safety, and congestion relief in the Amarillo MPO area is almost \$581 million dollars. Mr. McDaniel reiterated that any implementation of any funding methods discussed or mentioned in either the TUMP or the pamphlet TxDOT: Open for Business would require local approval prior to implementation.

Mr. McDaniel stated that the Texas state government recognizes that it can no longer meet the challenges of an aging transportation infrastructure along with increased demands for improving mobility with its pay-as-you-go philosophy. Reliance upon the federal government to solve local transportation issues is also no longer an option. He stated that transportation-funding issues are changing and we must deal with these changes and their impact on our local transportation needs. He concluded his presentation with asking the committee to consider action on the TUMP strictly as a planning document. No financial commitment is attached; the TUMP simply identifies funding shortfalls to anticipated future transportation needs. Shortfalls will be addressed at the local level when appropriate.

Mark Tomlinson, Texas Department of Transportation Amarillo District Engineer, agreed that transportation-funding issues are changing rapidly and offered to give a presentation at a later date for new opportunities for funding and options available for the long-term horizon.

Alan Taylor asked if there were any questions or comments. There was no further comment from committee members or the audience. Mr. Tomlinson made a motion to approve the Texas Urban Mobility Plan (TUMP). Michael Rice seconded the motion and the motion carried on a 10:0 vote.

#### **Item 4. Open Forum, time reserved for anyone to speak on any transportation related item; however, no action can be taken on items not on the agenda.**

No comments were received from the public or the committee members. Mr. Taylor suggested to staff that a TxDOT presentation on transportation opportunities and funding options be scheduled for the next MPO Policy Advisory Committee meeting.

#### **Item 5. Adjournment.**

There being no further business to discuss, the meeting was adjourned.

  
Harold McDaniel  
Director, Amarillo MPO



**Amarillo Metropolitan Planning Organization Policy Advisory Committee Meeting Attendance Record**

Date: July 20, 2006  
Time: 1:30 P.M.

Place: Room 306, City Hall  
509 SE 7<sup>th</sup> Ave, Amarillo, TX

	Name	Organization Represented	Phone Number	E-mail Address
1	GARY HOWICK	AMARILLO MPO	806 378 6293	gary.howick@ci.amarillo.tx.us
2	Harold McDaniel	AMARILLO MPO	806 378 4219	Harold.mcdaniels@ci.amarillo.tx.us
3	Judy Phelps	COA - Transat	378 6842	judy.phelps@ci.amarillo.tx.us
4	Gary Denton	COA - Utilities	378-9307	gary.denton@ci.amarillo.tx.us
5	ALAN TAYLOR	COA	378-3012	
6	TAYLOR WITHROW	COA		
7	DAN FLEISCHMAN	TXDOT	352-3240	
8	DAVID MILLER	TXDOT	356-3246	
9	Mark Tomlinson	TXDOT	356-3201	
10	Gene Fisher	Randall Co.	355-9337	
11	Edith Lillery <small>PHHS/DARS</small>	Regional Specialist for Reef	378-9500	etillery@o-s-d.org
12	Rodney Bailey	Triumph Hospital	351-1600	RBailey@Triumph-healthcare.com

**Amarillo Metropolitan Planning Organization Policy Advisory Committee Meeting Attendance Record**

Date: July 20, 2006  
 Time: 1:30 P.M.

Place: Room 306, City Hall  
 509 SE 7<sup>th</sup> Ave, Amarillo, TX

	Name	Organization Represented	Phone Number	E-mail Address
13	Kenneth R. Petr	TXDOT	356-3202	KRPetr@dot.state.tx.us
14	Karen Welch	Globe-News	345-3359	karen.welch@amarillo.com
15	Sydney Forests	COA	378-3549	
16	Becky Hill	COA	378-6298	
17	Claudia Stanford	AHSGOES	356-3147	claudia.stanford@hsc.state.tx.us
18	Jim Womack	TPMHR	351-3326	jim.womack@TPMHR.org
19	Vicki Covey	City of Amarillo	378-4222	
20	Mike Smith	" "	378-4227	
21				
22				
23				
24				

**Amarillo Metropolitan Planning Organization Policy Advisory Committee Meeting Attendance Record**

Date: July 20, 2006  
 Time: 1:30 P.M.

Place: Room 306, City Hall  
 509 SE 7<sup>th</sup> Ave, Amarillo, TX

	Name	Organization Represented	Phone Number	E-mail Address
25	Gerald Payton	Panhandle Transit	372-2531	g-payton@pescvs.org
26	Peter Brzuski	COA	378-9336	
27	Michael Rice	COA		
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Friday  
July 21, 2006  
Amarillo Globe-News  
amarillo.com/today

**SECTION B**

# TODAY

**INSIDE**

Advice Columns ..... 5B  
Comics ..... 6-7B  
Obituaries ..... 2B  
Puzzles ..... 5B

## RRISD proposes tax rate

**BY BRENDA BERNET**  
brenda.berne@amarillo.com

The proposed tax rate for the River Road Independent School District may save homeowners the equivalent of a tank of gas for a fuel-efficient

## Amarillo 'Road Fairy' is dead

### Projects will cost millions more than available

**KAREN SMITH WEICH**  
karen.weich@amarillo.com

The estimated \$844 million in improvements to Amarillo highways and Loop 335 that will be needed by 2030 will cost \$581.7 million more than is available to fund

them, according to a report approved Thursday.

"The Road Fairy is dead," Harold McDaniel told members of the Amarillo Metropolitan Planning Organization Advisory Committee, a planning group composed of officials from the city of

Amarillo, Potter and Randall counties and the Texas Department of Transportation.

The Road Fairy phrase has become common vernacular among state transportation officials because federal and state funding for transportation projects — traditionally

generated by gasoline taxes — has not increased in more than a decade, said McDaniel, the Amarillo MPO director.

But urban congestion has increased, prompting a statewide effort to not only identify projects necessary by

2030 but also find alternative strategies to pay for them.

The report approved Thursday by the advisory committee is the Amarillo MPO's portion of a statewide Texas Urban Mobility Plan. MPOs, which plan and coordinate government transportation investments, and

PLEASE SEE ROAD ON PAGE 3B

# Road: Alternative funding being studied

FROM PAGE 1C

TXDOT district offices in 16 other urban areas throughout the state have been working to compile their own sections of the plan.

"Texas is basically, I think, finding that it can't be a pay-as-you-go state," said Gary Holwick, Amarillo MPO senior transportation planner. "Texas is finding that — not that this would go over in Amarillo — maybe you need to look at putting a toll road in to get that new four-lane loop around your city."

The most costly project in the Amarillo MPO forecast would be relocation of the southwest quadrant of Loop 335, with a price tag of \$135 million, an estimate that does not include additional associated costs such as purchase of right of way, the report said.

Other priorities for the Amarillo Metropolitan Planning Area, which extends a few miles beyond the Amarillo city limits, include the widening of stretches of Interstate 40, Interstate 27 and Loop 335 and upgrading of highway interchanges in the area.

Construction of an alternate route to Rick Husband Amarillo International Airport also made the list with a \$25 million estimate that also does not contain right-of-way purchase and other costs.

Estimates of project costs could change over time, Holwick said.

Variables that could cause the project prices to change include inflation and unexpected growth or stagnation that could alter priorities — new industry settling on Loop 335 and changing traffic flows, for example.

The report names "gap" funding options such as developer-paid traffic impact fees; local bond issues; toll roads; allocation of a portion of a statewide gasoline tax increase; congestion-based pricing for truck highway utilization; and added vehicle registration fees for designated local mobility projects.

Implementation of any of the alternative methods

## THE AMARILLO MPO LABELS THE FOLLOWING PROJECTS AS PRIORITIES BY 2030\*:

- Relocation of the southwest quadrant of Loop 335;
- Widening Interstate 40 to six lanes from Loop 335 west to Hope Road;
- Adding two lanes to Interstate 27, from Western Street south to Rockwell Road;
- Upgrading the southeast and northwest quadrants of Loop 335 to four-lane, divided highway;
- Upgrading interchanges between I-40 and Loop 335/Lakeside Street; U.S. Highway 287/87 and Loop 335/St. Francis Avenue; I-40 and Loop 335/Soncy Road; and I-27 and Loop 335/Hollywood Road;
- Building an alternate route to Rick Husband Amarillo International Airport.

\*The projects are limited, geographically, in the report list to reflect the bounds of the MPO area, which extends a few miles past the Amarillo city limits. But it is unlikely that the widening of I-27, for example, would stop abruptly at Rockwell, the MPO's southern boundary, according to Amarillo MPO Senior Transportation Planner Gary Holwick.

Source: Amarillo Metropolitan Planning Organization

would require local approval, McDaniel said.

"We may have to look at some of the alternative mechanisms in the future to determine what we're going to do to bridge the gap," said City Manager Alan Taylor, who chairs the MPO Advisory Committee.