

**Amarillo MPO  
July 15, 2021 Revision  
August 2021 Revision Cycle  
2021-24 Transportation Improvement Program**

**AMARILLO METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE MEETING  
July 15, 2021**

<b>AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2019-2022 August 2021 REVISION</b>			
MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
<b><i>Transit Projects</i></b>			
<b>FY 2021</b>			
NA			
<b>FY 2022</b>			
A20T01S(22)		Operating Expenses	<b>Update Funding</b>
A20T06S(22)		Preventative Maintenance	<b>Update Funding</b>
A20T08S(22)		ADA Para Transit Service	<b>Update Funding</b>
A20T03S(22)		Replace Para Transit Vehicles	<b>Update Funding</b>
A20T09S(22)		Transfer Facility Replacement	<b>Update Funding Change from FY21 to 22</b>
<b>FY 2023</b>			
NA			
<b>FY 2024</b>			
NA			

# **EXHIBIT A**

## **INDIVIDUAL LISTING OF GROUPED PROJECTS**

(FOR INFORMATIONAL PURPOSES ONLY)

**FY 2022 TRANSIT PROJECT DESCRIPTIONS**

**AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM**

Amarillo			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A20T01S(22)	<b>Federal (FTA) Funds</b>	\$3,009,860
		<b>State Funds from TxDOT</b>	\$518,225
		<b>Other Funds - Local Match</b>	\$547,337
<b>Apportionment Year</b>	2022	<b>Fiscal Year Cost</b>	<b>\$3,896,695</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operating Expenses	<b>Total Project Cost</b>	\$3,896,695
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>	N.A.	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>	5307, Cares Act and ARP Funds make up Federal Share		
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A20T06S(22)	<b>Federal (FTA) Funds</b>	\$1,032,945
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$110,902
<b>Apportionment Year</b>	2022	<b>Fiscal Year Cost</b>	<b>\$1,143,847</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventative Maintenance (FTA Circular C9030.1D)	<b>Total Project Cost</b>	\$1,143,847
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>	N.A.	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A20T08S(22)	<b>Federal (FTA) Funds</b>	\$273,060
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$68,265
<b>Apportionment Year</b>	2022	<b>Fiscal Year Cost</b>	<b>\$341,325</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	ADA Para-transit Service	<b>Total Project Cost</b>	\$341,325
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>	N.A.	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>			

**FY 2022 TRANSIT PROJECT DESCRIPTIONS**

**AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM**

Amarillo			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>	A20T0S3(22)	<b>Federal (FTA) Funds</b>	\$592,781
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$0
<b>Apportionment Year</b>	2018 & 2019	<b>Fiscal Year Cost</b>	<b>\$701,501</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Replace Para-transit Vehicles	<b>Total Project Cost</b>	\$701,501
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>	N.A.	<b>Trans. Dev. Credits Awarded</b>	\$108,720
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A20T09S(22)	<b>Federal (FTA) Funds</b>	\$5,560,103
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$1,390,126
<b>Apportionment Year</b>	2022 & 2023	<b>Fiscal Year Cost</b>	<b>\$6,950,129</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Transfer Facility Replacement	<b>Total Project Cost</b>	\$6,950,129
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>	N.A.	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>		<b>Federal Funding Category</b>	
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	
		<b>State Funds from TxDOT</b>	
		<b>Other Funds - Local Match</b>	
<b>Apportionment Year</b>		<b>Fiscal Year Cost</b>	
<b>Project Phase</b>			
<b>Brief Project Description</b>		<b>Total Project Cost</b>	
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>			

## Transit Financial Summary

### Amarillo Metropolitan Planning Organization

#### FY 2021- 2024 Transportation Improvement Program

Current as of 07/15/ 2021

Transit Program	FY 2021			FY 2022			FY 2023		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$3,482,664	\$3,254,702	\$6,737,366	\$10,606,442	\$2,817,473	\$13,423,915	\$3,906,932	\$2,914,503	\$6,821,435
3 Sec. 5309 - Discretionary			\$0			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA			\$0			\$0			\$0
13 Regionally Significant or Other	\$5,876,032	\$1,376,508	\$7,252,540	\$592,781		\$592,781			\$592,781
<b>Total Funds</b>	<b>\$9,358,696</b>	<b>\$4,631,210</b>	<b>\$13,989,906</b>	<b>\$11,199,223</b>	<b>\$2,817,473</b>	<b>\$14,016,696</b>	<b>\$3,906,932</b>	<b>\$3,226,503</b>	<b>\$7,133,435</b>
<b>Transportation Development Credits Requested</b>			<b>\$74,000</b>			<b>\$108,720</b>			<b>\$78,000</b>
<b>Transportation Development Credits Awarded</b>			<b>\$0</b>			<b>\$0</b>			<b>\$0</b>

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2024			FY 2021-2024 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2 Sec. 5307 - Urbanized Formula <200K	\$3,948,021	\$2,872,916	\$6,820,937	\$21,944,059	\$11,859,594	\$33,803,653
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA			\$0	\$0	\$0	\$0
13 Regionally Significant or Other		\$312,000	\$312,000	\$6,468,813	\$2,000,508	\$8,469,321
<b>Total Funds</b>	<b>\$3,948,021</b>	<b>\$3,184,916</b>	<b>\$7,132,937</b>	<b>\$28,412,872</b>	<b>\$13,860,102</b>	<b>\$42,272,974</b>
<b>Transportation Development Credits Requested</b>			<b>\$139,800</b>			<b>\$400,520</b>
<b>Transportation Development Credits Awarded</b>			<b>\$0</b>			<b>\$0</b>

# Integration of Performance Measures into the Amarillo MPO FY 2021-FY 2024 Transportation Improvement Program

## **Introduction**

What started out as part of Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the Fixing America's Surface Transportation (FAST) Act. The State DOT's and Metropolitan Planning Organizations (MPOs) are required to move toward a performance based planning process. This process uses a project selection process with emphasis on specific planning factors. The Amarillo MPO also considers the following performance measures in addition to its scoring criteria. Under MAP-21 the States are required to set performance targets for safety, Transit Asset Management (TAM), Pavement and Bridge condition, and System performance measures.

A TIP that is amended after October 1, 2018 must meet the federal Performance Based Planning and Programming requirements to be approved. Amarillo MPO is proposing an amendment to its approved FY 2021-2024 TIP. This amendment contains only transit revisions. This revision is to revise the amount for replacing buses. All of these projects assist with achieving the TAM Targets.

## **Highway Safety (PM1)**

The Texas Department of Transportation (TxDOT) established their safety targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). Once the State set their safety targets the MPO's in Texas had 180 days to establish their targets. The MPO's could either adopt the TxDOT targets or establish their own targets to that would help achieve the statewide targets. The Amarillo MPO chose to adopt TxDOT's targets. These targets for 2021 are:

- Number of Fatalities: 3687.0
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.33
- Number of Serious Injuries: 17,151
- Rate of Serious Injuries per 100 million VMT: 6.06
- Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries: 2316.40

It is anticipated that all of the individually listed projects in the original 2021-2024 TIP have an impact on safety. They all will aid in achieving the safety targets.

## **Transit Asset Management (TAM)**

Performance measures were also added to address Transit agency performance. This was done primarily through the Transit Asset Management assessment and planning requirements. Amarillo City Transit (ACT) developed a TAM plan to meet this requirement. All assets owned by ACT were examined using the Federal Transit Administration (FTA) Transit Economic Requirement Model (TERM). The term scale is from one to five to determine the quality of the asset. The scale is as follows:

- 1= Poor      The asset is critically damaged or in need of repair; well past useful life.
- 2= Marginal      Defective or deteriorated in need of replacement; exceeded useful life.

- 3= Adequate    Moderately deteriorated or defective; has not exceeded useful life.
- 4= Good        Good Condition, no longer new, may be slightly defective/deteriorated but is functional.
- 5= Excellent    No visible defects, new or near new, may still be under warranty if applicable.

An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. Similarly, a facility is deemed not to be in good repair if it has a rating of 1 or 2. Using this scale ACT evaluated rolling stock, equipment, and facilities. The results are listing below:

- ACT plans to purchase 10 new buses to replace the 10 buses past their useful life.
- ACT will replace one maintenance truck this year and purchase two additional support vehicles. This will meet the goal of 25%.
- ACT plans to construct a new transfer terminal which is planned to be started this fiscal year, with this action all of their facilities are above 3 on the TERM scale.

The TAM targets for the 2021 year are listed below:

- Rolling Stock    10%
- Equipment        25%
- Facilities         0%

**Pavement and Bridge Condition (PM2)**

Amarillo MPO will prioritize projects that support the adopted TxDOT performance measures and targets to maintain the condition of roads and bridges. The road pavement and bridge performance targets are found below:

Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjusted Target
<b>Pavement on IH</b>				
% in "good" Condition			66.40%	66.5%
% in "poor" Condition			0.30%	0.2%
<b>Pavement on non-IH NHS</b>				
% in "good" Condition	54.40%	52.00%	52.30%	54.1%
% in "poor" Condition	13.80%	14.30%	14.30%	14.2%

Performance Measure	Baseline	2020 Target	2022 Target	
<b>NHS Bridge Deck Condition</b>				
% in "poor" Condition	0.88%	0.80%	0.80%	1.5%
% in "good" Condition	50.63%	50.58%	50.42%	No adjustment

The projects contained in the original FY 2021-2024 TIP, as well as the MPO’s Grouped CSJ projects include:



- The tie in project to construct a grade separation at SL 335 and FM 2590
- The upgrade of the northwest quadrant of SL 335 from 2 lanes to 4 four lane divided
- Overlay on IH 40 from Nelson St to US 287split
- Overlay of SL 335 from 81<sup>st</sup> Ave to IH 40
- Hazard elimination and highway improvements on I-27
- The replacement of bridges on BI 40-D at BNSF crossing

**System Performance Measures (PM3)**

Amarillo MPO will prioritize projects that support the adopted TxDOT performance measures and targets to maintain system performance. The system performance targets are found below:

Performance Measure	Statewide Baseline	2020 Target	2022 Target	2022 Adjusted Target
<b>National Highway System Travel Time Reliability</b>				
Interstate Highway System Level of Travel Time Reliability	79.6%	61.2%	56.6%	70.0%
Non-Interstate Level of Travel Time Reliability	n/a	n/a	55.4%	70.0%
Truck Travel Time Reliability	1.50	1.70	1.79	1.76%

Amarillo MPO will prioritize projects with a level of Travel Time Reliability and Truck Travel Time Reliability has shown above.

**Conclusion**

The Amarillo MPO had originally adopted Safety Measures and Targets in January 2018 and readopted in January 2019, 2020 and 2021; and adopted the City of Amarillo’s transit state of good repair targets on July 19, 2018, then adopted the 2020 state of good repair targets on January the 17, 2019. The PM2 Road and Bridge targets were adopted in October of 2018 and readopted on Oct 2020. The PM3 System performance targets were adopted in December of 2018 and readopted on Oct 2020. The Amarillo MPO Transportation Policy Committee is committed to support, plan and program funding for projects and programs that contribute to the accomplishments of the performance targets. The MPO, along with its partners will continue to monitor the established targets for all performance measures and report achievements in accordance with scheduled reporting periods.