

**Amarillo MPO**  
**July 20, 2023, Revision**  
**August 2023 Revision Cycle**  
**2023-26 Transportation Improvement Program**

**AMARILLO METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE MEETING**

<b>AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2023-2026</b>			
<b>August 2023 Revision Cycle</b>			
<i>July 20, 2023</i>			
<i>MPO ID Number</i>	<i>TxDOT CSJ Number</i>	<i>Location/Description</i>	<i>Revision</i>
<b>Roadway Projects</b>			
<i>FY 2023</i>			
<i>FY 2024</i>			
A20021-000	0168-09-083	IH 27 from SL 335 to North of US 60/ US 87 Interchange; Widen Freeway from 4-Lanes to 6-Lanes	<b>Add Project</b>
A20021-001	0067-17-032	IH 27 from North of US 60/ US 87 Interchange to South of US 60/ US 87 Interchange; Reconstruct US 60/ US 87 Interchange	<b>Add Project</b>
<i>FY 2025</i>			
<i>FY 2026</i>			

Individual Listed Projects  
Grouped Projects That Do Not Require Action



MONDAY, JUNE 26, 2023  
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**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**AMARILLO MPO - HIGHWAY PROJECTS**  
**FY 2024**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AMARILLO	AMARILLO	RANDALL	0168-09-083	2024	IH 27	C	OTHER	\$ 222,963,384
<b>LIMITS FROM</b> SL 335							<b>PROJECT SPONSOR</b> City of Amarillo	
<b>LIMITS TO</b> North of US 60/US 87 Interchange							<b>REVISION DATE</b> 08/2023	
<b>PROJECT</b> Widen Freeway from 4-Lanes to 6-Lanes							<b>MPO PROJ NUM</b> A20021-000	
<b>DESCR</b>							<b>FUNDING CAT(S)</b> 12_TTC,2,4U	
<b>REMARKS</b>							<b>PROJECT HISTORY</b>	
P7								
<b>TOTAL PROJECT COST INFORMATION</b>			<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
<b>PREL ENG</b> \$	8,675,354	<b>CATEGORY</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL MATCH</b>	<b>LC</b>	<b>TOTAL</b>
<b>ROW PURCH</b> \$	3,161,850	12_TTC	\$ 133,291,655	\$ 33,322,914	\$ 0	\$ 0	0	\$ 166,614,569
<b>CONSTR</b> \$	222,963,384	2	\$ 32,820,210	\$ 8,205,053	\$ 0	\$ 0	0	\$ 41,025,263
<b>CONST ENG</b> \$	10,410,425	4U	\$ 12,258,842	\$ 3,064,710	\$ 0	\$ 0	0	\$ 15,323,552
<b>CONTING</b> \$	4,273,018	<b>TOTAL</b>	\$ 178,370,707	\$ 44,592,677	\$ 0	\$ 0	0	\$ 222,963,384
<b>INDIRECT</b> \$	5,134,393							
<b>BOND FIN</b> \$	0							
<b>PT CHG ORD</b> \$	4,273,018							
<b>TOTAL CST</b> \$	258,891,442							
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DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
AMARILLO	AMARILLO	RANDALL	0067-17-032	2024	IH 27	C	AMARILLO	\$ 41,566,466
<b>LIMITS FROM</b> North of US 60/US 87 Interchange							<b>PROJECT SPONSOR</b> City of Amarillo	
<b>LIMITS TO</b> South of US 60/ US 87 Interchange							<b>REVISION DATE</b> 08/2023	
<b>PROJECT</b> Reconstruct US 60/ US 87 Interchange							<b>MPO PROJ NUM</b> A20021-001	
<b>DESCR</b>							<b>FUNDING CAT(S)</b> 12_TTC,2,4U	
<b>REMARKS</b>							<b>PROJECT HISTORY</b>	
P7								
<b>TOTAL PROJECT COST INFORMATION</b>			<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
<b>PREL ENG</b> \$	979,887	<b>CATEGORY</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL MATCH</b>	<b>LC</b>	<b>TOTAL</b>
<b>ROW PURCH</b> \$	203,120	12_TTC	\$ 25,604,943	\$ 6,401,236	\$ 0	\$ 0	0	\$ 32,006,179
<b>CONSTR</b> \$	41,566,466	2	\$ 6,118,584	\$ 1,529,646	\$ 0	\$ 0	0	\$ 7,648,230
<b>CONST ENG</b> \$	1,163,866	4U	\$ 1,529,646	\$ 382,411	\$ 0	\$ 0	0	\$ 1,912,057
<b>CONTING</b> \$	716,913	<b>TOTAL</b>	\$ 33,253,173	\$ 8,313,293	\$ 0	\$ 0	0	\$ 41,566,466
<b>INDIRECT</b> \$	579,933							
<b>BOND FIN</b> \$	0							
<b>PT CHG ORD</b> \$	716,913							
<b>TOTAL CST</b> \$	45,927,098							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

# 2023-2026 TIP



Amarillo

A20021-000

A20021-001

## AMARILLO MPO PROJECTS

- County Line
- ▨ Amarillo City Limits
- MPO Study Boundary







**Amarillo Metropolitan Planning Organization**  
**Initial FY 2023 - 2026 Transportation Improvement Program**

**Funding by Category**

Funding Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$11,434,500	\$11,434,500	\$0	\$0	\$0	\$0	\$0	\$0	\$11,434,500	\$11,434,500
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$25,020,000	\$25,020,000	\$48,673,493	\$48,673,493	\$0	\$0	\$0	\$0	\$73,693,493	\$73,693,493
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$27,960,000	\$27,960,000	\$17,235,609	\$17,235,609	\$0	\$0	\$0	\$0	\$45,195,609	\$45,195,609
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$31,259,063	\$31,259,063	\$198,620,748	\$198,620,748	\$0	\$0	\$0	\$0	\$229,879,811	\$229,879,811
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$8,656,059	\$8,656,059	\$0	\$0	\$0	\$0	\$0	\$0	\$8,656,059	\$8,656,059
<b>Total</b>		<b>\$104,329,622</b>	<b>\$104,329,622</b>	<b>\$264,529,850</b>	<b>\$264,529,850</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,859,472</b>	<b>\$368,859,472</b>

**Funding Participation Source**

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$83,331,530	\$211,623,880	\$0	\$0	\$294,955,410
State	\$20,240,187	\$52,905,970	\$0	\$0	\$73,146,157
Local Match	\$757,905	\$0	\$0	\$0	\$757,905
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$104,329,622</b>	<b>\$264,529,850</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,859,472</b>

# Integration of Performance Measures into the Amarillo MPO FY 2023-FY 2026 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 and is now the Infrastructure Investment and Jobs 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 2023-2026 TIP. This amendment contains a Transportation project revision. This revision is to add a project that is now fully funded.

## 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 2023 are:

- Number of Fatalities: 3682
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.38
- Number of Serious Injuries: 17062
- Rate of Serious Injuries per 100 million VMT: 6.39
- Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries: 2357

It is anticipated that all of the individually listed projects in the original 2023-2026 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 dispose of 3 cutaway buses that are past their useful life.
- ACT will receive one maintenance truck this year. This will meet the goal of 44.44%.
- ACT plans to construct a new transfer terminal which is planned to be completed next fiscal year, with this action all of their facilities are above 3 on the TERM scale.

The TAM targets for the 2023 year are listed below:

- Rolling Stock 3.57%
- Equipment 44.44%
- Facilities 33.33%

### 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	2024 Target	2026 Target
<b>Pavement on IH</b>			
% in "good" Condition	64.5%	63.9%	63.6%
% in "poor" Condition	0.1%	0.2%	0.2%
<b>Pavement on non-IH NHS</b>			
% in "good" Condition	51.7%	45.5%	46.0%
% in "poor" Condition	1.3%	1.5%	1.5%

Performance Measure	Baseline	2024 Target	2026 Target
<b>NHS Bridge Deck Condition</b>			
% in "poor" Condition	1.1%	1.5%	1.5%
% in "good" Condition	49.2%	48.5%	47.6%



The projects contained in the original FY 2023-2026 TIP, as well as the MPO’s Grouped CSJ projects include:

- 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

**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	2024 Target	2026 Target
<b>National Highway System Travel Time Reliability</b>			
Interstate Highway System Level of Travel Time Reliability	84.6%	70.0%	70.0%
Non-Interstate Level of Travel Time Reliability	90.3%	70.0%	70.0%
Truck Travel Time Reliability	1.39	1.55	1.55

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 the latest Targets were adopted in January 2023; and adopted the City of Amarillo’s transit state of good repair targets on July 19, 2018, and the latest state of good repair targets were adopted on January 2023. The PM2 Road and Bridge targets were adopted in October of 2018 and the latest targets were adopted in July 2023. The PM3 System performance targets were adopted in December of 2018 and latest targets were adopted in July 2023. 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.



### Project Matrix for Benefits to Performance Measure

	PM1: Safety Targets	PM2: Infrastructure Condition Targets	PM3: System Reliability Targets	TAM Targets
A20021-000	✓	✓	✓	
A20021-001	✓	✓	✓	

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