

Amarillo MPO
January 18, 2024, Revision
February 2024 Revision Cycle
2023-26 Transportation Improvement Program

**AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
January 18, 2024**

AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2023-2026 February 2024 REVISION			
MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
<i>Transit Projects</i>			
FY 2023			
NA			
FY 2024			
A20T10S(24)		Ride Share Voucher Program	Add Project
FY 2025			
NA			
FY 2026			
NA			

FY 2022 TRANSIT PROJECT DESCRIPTIONS

AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM

Amarillo YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Panhandle Regional Planning Commission	Federal Funding Category	5310
MPO Project Information (reference number, etc)	A20T10S(24)	Federal (FTA) Funds	\$160,000
		State Funds from TxDOT	\$0
		Other Funds - Local Match	\$0
Apportionment Year	2024	Fiscal Year Cost	\$200,000
Project Phase			
Brief Project Description	Ride Share Voucher Program	Total Project Cost	\$200,000
		Trans. Dev. Credits Requested (Date & Amount)	\$40,000
Sec 5309 ID Number	N.A.	Trans. Dev. Credits Awarded	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor		Federal Funding Category	
MPO Project Information (reference number, etc)		Federal (FTA) Funds	
		State Funds from TxDOT	
		Other Funds - Local Match	
Apportionment Year		Fiscal Year Cost	
Project Phase			
Brief Project Description		Total Project Cost	
		Trans. Dev. Credits Requested (Date & Amount)	
Sec 5309 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor		Federal Funding Category	
MPO Project Information (reference number, etc)		Federal (FTA) Funds	
		State Funds from TxDOT	
		Other Funds - Local Match	
Apportionment Year		Fiscal Year Cost	
Project Phase			
Brief Project Description		Total Project Cost	
		Trans. Dev. Credits Requested (Date & Amount)	
Sec 5309 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action			



Texas Department of Transportation

Transit Financial Summary
 Amarillo Metropolitan Planning Organization
 FY 2023- 2026 Transportation Improvement Program

All Figures in Year of Expenditure (VOE) Dollars

Current as of 01/18/2024

Transit Program	FY 2023			FY 2024			FY 2025		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2 Sec. 5307 - Urbanized Formula <200K	\$3,906,932	\$2,914,503	\$6,821,435	\$4,091,687	\$2,867,831	\$6,959,518	\$3,400,491	\$2,823,584	\$6,224,075
3 Sec. 5309 - Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$0	\$0	\$0	\$160,000	\$0	\$160,000	\$0	\$0	\$0
5 Sec. 5311 - Nonurbanized Formula	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13 Regionally Significant or Other	\$312,000	\$312,000	\$312,000	\$1,241,673	\$1,241,673	\$1,241,673	\$0	\$0	\$0
Total Funds	\$3,906,932	\$3,226,503	\$7,133,435	\$4,251,687	\$4,109,504	\$8,361,191	\$3,400,491	\$2,823,584	\$6,224,075
Transportation Development Credits Requested			\$78,000			\$288,335			\$0
Transportation Development Credits Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (VOE) Dollars

Transit Programs	FY 2026			FY 2023-2026 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$0	\$0	\$0	\$0	\$0	\$0
2 Sec. 5307 - Urbanized Formula <200K	\$3,400,491	\$2,823,584	\$6,224,075	\$14,799,601	\$11,429,502	\$26,229,103
3 Sec. 5309 - Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$0	\$0	\$0	\$160,000	\$0	\$160,000
5 Sec. 5311 - Nonurbanized Formula	\$0	\$0	\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
12 Other FTA	\$0	\$0	\$0	\$0	\$0	\$0
13 Regionally Significant or Other	\$0	\$0	\$0	\$1,553,673	\$1,553,673	\$1,553,673
Total Funds	\$3,400,491	\$2,823,584	\$6,224,075	\$14,959,601	\$12,983,175	\$27,942,776
Transportation Development Credits Requested			\$0			\$366,335
Transportation Development Credits Awarded			\$0			\$0

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%

Public Transit Agency Safety Plan (PTASP)

The PTASP performance measures were added in 2021. Amarillo City Transit (ACT) developed their own targets. The MPO adopted the same targets that ACT set in their Public Transit Agency Safety Plan.

ACT targets use the following definitions:

- Event means any Accident, Incident or Occurrence.
- Accident means an event that involves any of the following: A loss of life; a report of serious injury to a person; a collision of public transportation vehicles; an evacuation for life safety reasons; at any location, at any time whatever the cause.
- Incident means an event that involves any of the following: a personal injury that is not a serious injury: one or more injuries that require medical transport; or damage to facilities, equipment, rolling stock or infrastructure that disrupts operations.
- Occurrence means an event without any personal injury in which damage to facilities, rolling stock or infrastructure does not disrupt operations.
- System Reliability is defined by the mean distance between major mechanical failures by mode.

ACT calculates the number of Fatalities, Injuries, and Safety Event based upon 1,000,000 revenue miles.

Targets are based upon the five-year average.

	Fixed Route	On Demand
Fatalities	0	0
Injuries	9	1
Safety events	18	7
System Reliability	6,359	3,451

ACT service reliability will be improved with the delivery of new vehicles.

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
Pavement on IH			
% in "good" Condition	64.5%	63.9%	63.6%
% in "poor" Condition	0.1%	0.2%	0.2%
Pavement on non-IH NHS			
% 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
NHS Bridge Deck Condition			
% 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 81st 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
National Highway System Travel Time Reliability			
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 PTASP targets were adopted on April 2021. 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
A20T10S(24)				✓