

**Amarillo MPO**

**November 2025 Revision Cycle  
2025-28 Transportation Improvement Program**

**AMARILLO METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE MEETING**

<b>AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2025-2028</b> <b>November 2025 Revision Cycle</b> <i>October 9, 2025</i>			
<i>MPO ID Number</i>	<i>TxDOT CSJ Number</i>	<i>Location/Description</i>	<i>Revision</i>
<b>Roadway Projects</b>			
<i>FY 2025</i>			
<i>FY 2026</i>			
A25140-000	5000-00-278	Install 6 Direct Current Fast Charge ports along the Electric Fuel Corridors plus 5 years of Operations and Maintenance	Add Project
<i>FY 2027</i>			
<i>FY 2028</i>			

**AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2025-2028**

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<i>MPO ID Number</i>	<i>TxDOT CSJ Number</i>	<i>Location/Description</i>	<i>Revision</i>
<b>Add Appendix D Illustrative List (Projects Undergoing Environmental Review)</b>			

Individual Listed Projects  
*Grouped Projects That Do Not Require Action*

APPENDIX D  
TIP FY 2025-2028  
AMARILLO METROPOLITAN PLANNING ORGANIZATION

DISTRICT:	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
4- AMARILLO	Potter	5000-00-278		C	AMARILLO	EVGateway	\$ 965,625
LIMITS FROM:	6807 I 40 West					REVISION DATE: 10/2025	
LIMITS TO:						MPO PROJ NUM: A25140-000	
PROJECT	Install 6 Direct Current Fast Charge ports along the Electric Fuel					FUNDING CAT(s) 10	
DESCR:	Corridors plus 5 years of Operations and Maintenance						
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$		10-NEVI	\$ 772,500	\$ 193,125	\$ 0	\$ 965,625
CONST COST:	\$ 965,625						
CONST ENG:	\$		TOTAL:	\$ 772,500	\$ 193,125	\$ 0	\$ 965,625
CONTING:	\$						
IND COSTS:	\$	\$ 965,625					
BND FINANCING:	\$						
TOTAL PRJ COST:	\$						

DISTRICT:	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
4- AMARILLO					AMARILLO	TxDOT	
LIMITS FROM:						REVISION DATE:	
LIMITS TO:						MPO PROJ NUM:	
PROJECT							
DESCR:						PROJECT HISTORY:	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$				\$ 0	\$ 0	\$ 0
CONST COST:	\$						
CONST ENG:	\$		TOTAL:	\$ 0	\$ 0	\$ 0	\$ 0
CONTING:	\$						
IND COSTS:	\$	\$					
BND FINANCING:	\$						
TOTAL PRJ COST:	\$						

DISTRICT:	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
4- AMARILLO					AMARILLO		\$ 0
LIMITS FROM:						REVISION DATE:	
LIMITS TO:						MPO PROJ NUM:	
PROJECT						FUNDING CAT(S):	
DESCR:						PROJECT HISTORY:	Widen Freeway from 4-lanes to 6-lanes full build CSJ 0168-09-189
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0			\$ 0	\$ 0	\$ 0	\$ 0
CONST COST:	\$ 0						
CONST ENG:	\$ 0		TOTAL:	\$ 0	\$ 0	\$ 0	\$ 0
CONTING:	\$ 0						
IND COSTS:	\$ 0	\$ 0					
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 0						

## TIP Financial Summary

**District/MPO:** AMA - Amarillo MPO

STIP Window: 2025 - 2028

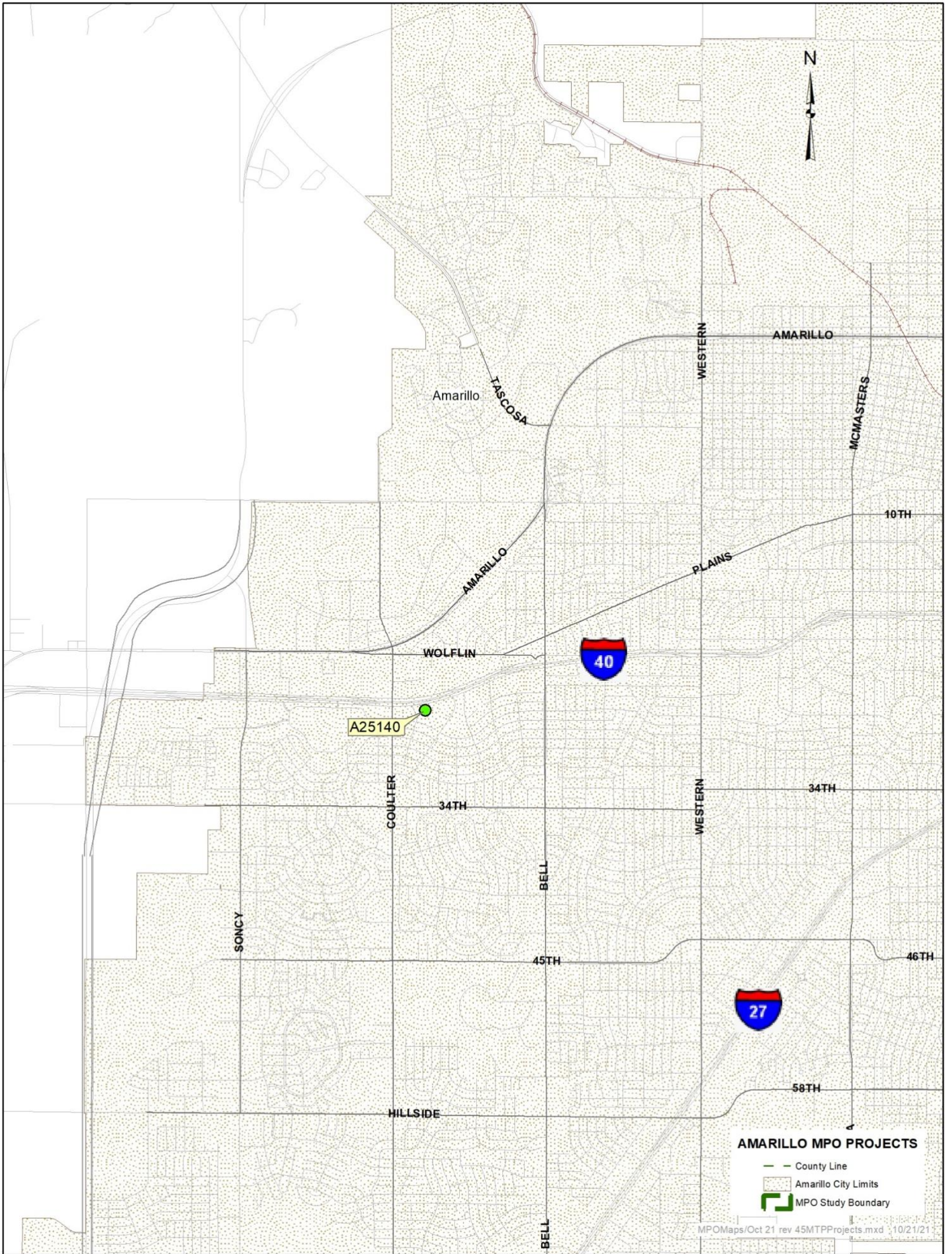
**STIP Revision:**

11/1/2025

[illegible][illegible]

\*Cat 3 TDC<sup>SM</sup> is excluded from the total calculation.







# Integration of Performance Measures into the Amarillo MPO FY 2025-FY 2028 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 Transportation regulations the States are required to set performance targets for safety, Transit Asset Management (TAM), Pavement and Bridge condition, Public Transportation Agency Safety Plan (PTASP) 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 2025-2028 TIP. This amendment contains Transportation project revisions. These revisions are to add projects that are 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 2025 are:

- Number of Fatalities: 3567
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.36
- 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 2025-2028 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 purchased 6 new vehicles and disposed of two vehicles that surpassed their useful life. No more vehicles are expected to be purchased or disposed of this fiscal year.
- ACT plans to replace 1-2 support vehicles, but this most likely will not be done until after FY 24/25.
- ACT completed the construction of the new terminal. There are no longer any facilities under a 3.0 rating.

The TAM targets for the 2025 year are listed below:

- Rolling Stock    2.94%
- Equipment      36.36%
- Facilities        0%

### **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%	1.45%	1.5%
% in "good" Condition	49.2%	48.5%	47.6%

The projects contained in the original FY 2025-2028 TIP, as well as the MPO's Grouped CSJ projects include:

- Overlay on FM 2590 from SL 335 to US 60

- Phase II IH-27 / SL 335 interchange
- FM 1541 intersection improvements from 48<sup>th</sup> Ave to SL 335
- BI 40 D Upgrade illumination and modify existing traffic signals from SW 9<sup>th</sup> Ave to N Hughes St
- BI 40 D pedestrian hybrid beacons and modify traffic signals from n Hughes St to Buchanan St

### 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 2025; 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 2025. The PTASP targets were adopted in April 2021. The PM2 Road and Bridge targets were adopted in October of 2018 and the latest targets were adopted in February 2025. The PM3 System performance targets were adopted in December of 2018 and latest targets were adopted in February 2025. 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
A25140-000	✓	✓	✓	✓

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