

FY 2026

UNIFIED PLANNING WORK PROGRAM (UPWP)

Amarillo MPO

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), under the State Planning and Research Program, Section 505 [or Metropolitan Planning, Section 104(d)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**This UPWP complies with federal and state requirements, is true and correct, and is approved by
(Amarillo MPO Policy Committee): *Draft***

AMENDED: xx/xx/xxxx;

Federal Approval: *Provide original FHWA approval date*

AMENDED: xx/xx/xxxx;

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EXECUTIVE SUMMARY

The Unified Planning Work Program (UPWP) is an annual statement of the transportation planning activities that are to take place within the Metropolitan area boundary. The UPWP should at a minimum include a description of the work, the expected products, who will perform the work, the timeframe for completing the work, the cost of the work, and the funds to conduct the work. The MPOs are required to develop the work programs in order to receive federal funds.

The Amarillo Area Boundary corresponds to that area of the region, which is likely to become urbanized in the next 20 years and includes the City of Amarillo, City of Canyon, Village of Timbercreek Canyon, Village of Tanglewood, Village of Palisades, Potter and Randall Counties as shown on the map in appendix B.

The UPWP work elements are developed to meet the goals and planning factors of the Infrastructure Investment and Jobs Act (IIJA).

The seven national goals of the IIJA and listed in 23 USC §150 are:

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.
4. System reliability: To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The following five task areas summarize the transportation planning activities for the Amarillo Area in FY 2026.

TASK 1.0: ADMINISTRATION AND MANAGEMENT – describes administrative support activities such as financial management, contract management, public outreach, travel, equipment purchases, training and education, UPWP and general operation of the MPO.

TASK 2.0: DATA DEVELOPMENT AND MAINTENANCE – Collecting, maintaining, and forecasting socio-economic, demographic, land use, roadway, transit, and travel data. Develop and maintain GIS databases, performance measures, and congestion monitoring.

TASK 3.0: SHORT RANGE PLANNING - addresses planning for activities taking place within a three-to ten-year timeframe, including the Transportation Improvement Program (TIP), the Ten-Year

Transportation Plan, as well as ongoing initiatives regarding specialized transit planning, regional bicycle and pedestrian planning, plan review and citizen requests.

TASK 4.0: METROPOLITAN TRANSPORTATION PLAN - describes planning activities for the long-term including development and maintenance of the Metropolitan Transportation Plan (MTP), monitoring change and reporting progress towards the goals. As well as maintaining the Amarillo Area Multimodal Plan.

TASK 5.0: SPECIAL STUDIES - includes special one-time planning activities, including major corridor studies/analyses, surveys and outreach, and tool development activities.

FINANCIAL SUMMARY – The following Exhibit provides a summary of all funding available for Amarillo Area MPO activities by task. A total of \$1,165,540 in Transportation Planning Funds (TPF) are forecast to be available over the life of this work program. This includes an estimated carryover of \$646,940 from previous years.

Please note that annual operating costs for the organization consume most of the annually appropriated funds. The carryover funds are accumulated to purchase equipment and fund studies in the future.

UPWP Task	Description	TPF ¹	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.0	Administration – Management	\$362,000				\$362,000	\$4,500
2.0	Data Development and Maintenance	\$33,000				\$33,000	\$2,000
3.0	Short Range Planning	\$55,000				\$55,000	\$6,250
4.0	Metropolitan Transportation Plan	\$12,000				\$12,000	\$750
5.0	Special Studies	\$10,000				\$10,000	0
Total		\$472,000				\$472,000	\$13,500

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

INTRODUCTION

The Governor of the State of Texas has designated the City of Amarillo as the fiscal agent for the Amarillo Metropolitan Planning Organization (MPO). Acting through its Transportation Policy Committee, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Potter and Randall Counties, the Panhandle Regional Planning Commission, the City of Amarillo, and City of Canyon, administers the transportation planning process in the Amarillo urbanized area. This designation was renewed by contract with TxDOT and executed in September 2018. The contract reflects changes in planning processes brought about by the Infrastructure Investment Jobs Act (IIJA) and previous federal transportation legislation, such as ISTEA, TEA-21, SAFETEA-LU, MAP-21 and FAST Act.

The FY 2026 UPWP was developed in accordance with regulations set forth in the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. The MPO is responsible, together with the State of Texas, for carrying out the provisions of the IIJA.

A. PURPOSE

1. Each year the MPO shall submit to TxDOT for approval a program of work which includes goals, objectives and/or tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP) or any name that may be specified in later federal or state regulations.
2. The UPWP will be prepared for a period of one year only. The UPWP shall reflect only that work that can be accomplished during the fiscal year.
3. The effective date of each UPWP will be October 1 of each fiscal year or the date of department approval, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
4. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area during the next one-year period.
5. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation-related (e.g., air quality) planning funds.
6. The use of federal metropolitan transportation planning funds shall be limited to transportation planning work conducted inside the Metropolitan Area Boundary.
7. The use of federal transportation planning funds shall be limited to corridor/sub-area level planning (major investment studies and environmental studies are considered corridor level planning). The use of such funds beyond the environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.

8. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., add new work tasks or change the scope of existing work tasks) prior to receiving approval from the department. Any costs incurred prior to receiving department approval shall not be eligible for reimbursement from federal transportation planning funds.

The UPWP work elements are developed to meet the goals and planning factors of the Infrastructure Investment and Jobs Act (IIJA).

The planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

The performance-based approach that the Amarillo MPO uses to develop the process for transportation decision making is an extension of the continuous, coordinated effort for the transportation planning in the region. The performance targets are established starting in the Technical Advisory Committee where all entities are represented. The targets are eventually adopted through the Policy Committee. Then the performance measures will provide input into project selection process.

The seven national goals of the IIJA and listed in 23 USC §150 are:

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.

4. System reliability: To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Environmental mitigation efforts are assured at the planning stage for transportation improvements by the use of tools such as Geographic Information System (GIS) and NEPAAssist tool, maps, and the cooperative exchange of information with Federal, State, Tribal, and Local agencies related to or interested in transportation planning.

Citizen involvement is assured in the Amarillo Metropolitan Area Boundary through an adopted Public Participation Plan. MPO staff sends notification of all Policy Committee, TIP, or MTP meetings to a mailing list comprised of citizens, businesses, Federal, State, Tribal, and local agencies related to or interested in transportation planning. These meeting notices and local newspaper and media coverage encourage all citizens to attend.

These goals do not just happen, but are a collaboration between MPOs, the state and federal agencies, transit systems, local entities and stakeholders all working in the same direction.

B. DEFINITION OF AREA

The transportation planning process in the AUTS is limited to the boundaries illustrated by the map in Appendix B. The boundary includes the City of Amarillo, the City of Canyon, the Village of Timber Creek, Village of Lake Tanglewood and Village of Palisades and portions of Potter and Randall counties. It corresponds to that area of the region, which is likely to become urbanized in the next 20 years. These boundaries are within the limits of the Travel Forecasting Model prepared by the Texas Department of Transportation.

C. ORGANIZATION

The City of Amarillo, in cooperation with TxDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Potter, and Randall Counties, the City of Canyon, and the Panhandle Regional Planning Commission carries out the urban transportation planning process. The MPO staff manages the AUTS in cooperation with TxDOT. Staff members of these two agencies work closely with the Policy Committee of the AUTS. The committee is composed of 11 voting members from the various agencies.

Appendix A illustrates the membership of the Policy Committee. The Policy Committee ensures that transportation plans and programs are consistent with the objectives and goals of the overall urban transportation planning process. The committee is charged with providing guidance and technical assistance for multi-modal transportation planning, reviewing recommended transportation plans and programs, and appointing technical committees as appropriate. The Policy Committee approves specific planning functions, including agency responsibility and related costs.

A Technical Advisory Committee is also composed of representatives from the City of Amarillo, City of Canyon, TxDOT, Potter and Randall counties and the Panhandle Regional Planning Commission. The Technical Advisory Committee reviews the status of all projects within the Amarillo Study Area and performs other duties as assigned by the Policy Committee.

D. NON-MPO INVOLVEMENT

The MPO seeks input from the private sector on local and regional transportation issues. All civic and professional groups are encouraged to participate in the planning process.

Public involvement is assured in the Amarillo Urban Transportation Study (AUTS) area through an adopted Public Participation Plan. MPO staff sends notification of all Policy Committee, TIP, MTP, or public meetings related to transportation planning to a mailing list comprised of individuals and businesses related to or interested in the transportation industry, including appropriate federal, state, tribal, and local agencies. Developers and agencies that promote economic development are encouraged to participate. Meeting notices, mailings, and local newspaper and media coverage encourage all citizens to attend. These meeting notices, agendas, and minutes are available on the MPO webpage: www.amarillompo.org. To aid in identifying and dispersing information to disadvantaged citizens, MPO staff produces and makes use of maps showing the relation of current and future transportation projects to minority and low-income populations.

E. PLANNING ISSUES AND EMPHASIS

The FY 2026 UPWP addresses an integrated multimodal transportation system which strives to increase mobility and emphasize the preservation of the existing transportation system. Planning issues that are important to the Amarillo Area are coordinated planning efforts and maintaining the existing documents. Another important element is to maintain the Travel Demand Model. As well as ensuring the performance-based planning efforts are included in the transportation planning process. Since public participation is essential to the process we will continue to seek ways to improve the Public Participation Plan as well as maintaining the website. As we continue to receive Transportation Alternative set-aside funds we will continue to improve the selection process as well as improve the multimodal network. Since transit resources are limited we will look for ways to focus and empathize the transit system.

FY 2026 UPWP Work Elements	Planning Factors																
	Economic	Safety	Security	Access Mobility	Environment Energy, Livability	Modal Integration	Operations Management	System Preservation	Regional Cooperation	Complete Street	Public Involvement	STRAHNET/ DOD Coordination	Data in Transportation Planning				
Task 1 Administration & Management	X	X	X	X	X	X	X	X	X	X	X	X	X				
Task 2 Data Development & Maintenance		X		X	X	X	X	X	X	X	X	X	X				
Task 3 Short Range Planning	X	X		X	X	X	X	X	X	X	X	X					
Task 4 Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X					
Task 5 Special Studies																	

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

REMINDERS:

- 1) Equipment purchases over \$10,000 must comply with 2 CFR §200.439: “Capital expenditures for special purpose equipment are allowable as direct costs, provided that items with a unit cost of \$10,000 or more have the prior written approval of the Federal agency or pass-through entity.”**
- 2) Out-of-state travel must be pre-approved by TxDOT according to 43 TAC §16.52(b): “The department will approve proposed travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning processes if the travel is funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.”**

A. OBJECTIVE

To provide for the daily operation, organization and coordination of the transportation planning process and to reach out to the public for input.

To provide administrative oversight that will focus on planning for a multi-modal transportation system that promotes interagency and citizen participation in the planning process.

To provide MPO staff the opportunity for professional development through attendance of training workshops, courses, and meetings.

Develop and submit to TxDOT for approval, a program of planning work including goals, objectives, and tasks required by each of the several agencies involved in the urban transportation planning process.

B. EXPECTED PRODUCTS

Prepare PL and FTA Section 5303 accounting reports; grant applications and reports for FTA Section 5307 and Texas Public Transportation Funds (PTF); Annual Listing of Obligated Projects; Annual Performance & Expenditure Report; maintain a IIJA compliant Public Participation Plan; maintain the Limited English Proficiency Plan; coordination of MPO Policy Committee and Technical Subcommittee; update and maintain records in accordance with federal and state regulations. Revisions to the FY 26 UPWP and development of the FY 27 UPWP.

C. PREVIOUS WORK

Coordinated MPO Policy Committee and Technical Subcommittee; prepared PL and FTA Section 5303 accounting reports, grant applications, and reports for FTA Section 5307 and Texas Public Transportation Funds (PTF); Annual Performance & Expenditure Report; Annual Listing of Obligated Projects; maintained a IIJA compliant Public Participation Plan (PPP); maintained the Limited English Proficiency Plan; developed and maintained FY 25 UPWP; updated and maintained state and federal records in accordance with federal and state regulations.

D. SUBTASKS

Subtask 1.1: Program Administration:

Activities under this element will provide oversight and coordination of the various programs contained in the work program. This includes development of the Annual Performance and Expenditure Report (APER) and the Annual Listing of Obligated Projects. Accounting records of state and federal funds will be updated and maintained in accordance with federal and state regulations. Preparation of grant billing submittals. Daily functions include correspondence; record keeping, public relations, meeting preparation, advertisement preparation, etc. Incorporate all IIJA provisions into existing MPO documents to insure all MPO documents are IIJA compliant as required by FHWA. This is an on going element.

Subtask 1.2: Office Equipment and Supplies:

Office supplies, postage fees, public notifications, and printing required for planning activities are charged to this element. Office furnishings, computers, support hardware, and software to facilitate work performed will be purchased by the MPO, as needed.

Subtask 1.3: Professional Development:

The costs of attending approved urban transportation planning workshops, conferences, technical workgroups, and MPO related meetings are charged to this element. FHWA and/or TxDOT-TPP must approve all out-of-state travel prior to any expenditure for same.

Subtask 1.4: Public Involvement and Title VI Civil Rights Evaluation:

The MPO will periodically review and update its public involvement procedures for effectiveness in soliciting public comment and will make appropriate changes when necessary.

The MPO will conduct public meetings and hearings in accordance with its established policies and governing regulations. The MPO will post and advertise public notices of meetings as required. The purpose for this will be to inform the general public and receive their input on multi-modal transportation planning efforts in the Amarillo metropolitan area. When appropriate, MPO staff will prepare and present briefings and presentations on transportation issues. The MPO staff, as requested, will attend planning and zoning commissions meetings, transportation advisory groups meetings, stakeholders' meetings, and meetings of municipalities, providers of transportation, business associations, and other developers to keep informed about trends and activities in the region that will impact the transportation network. The MPO staff may also provide data and technical support as needed to organizations participating in the MPO transportation planning process to facilitate their making informed decisions about their development needs and the impact on the

transportation network. The MPO will also consult “as appropriate” with “State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation” in developing long-range transportation plans.

The MPO will seek out and consider the needs of those traditionally underserved by existing transportation systems. The MPO staff will maintain public involvement procedures with the goal of ensuring that citizens from minority ethnic or racial backgrounds or citizens with low incomes in the Amarillo metropolitan area have an opportunity to participate in the planning process and to meet the requirements of U.S. Title VI compliance.

The Advisory Commission for People with Disabilities (ACPD) continues to provide Amarillo City Transit (ACT) with a forum to obtain public input and distribute information about the public transit system. During the past year the ACPD assisted with public input related to passenger amenities, accessible routes, curb cuts, and ramps at bus stop locations.

The MPO will maintain a Limited English Proficiency (LEP) Plan, wherein MPO information and documents are made available in other languages at no cost to the public. The MPO will provide information to the public as requested.

The MPO will maintain and utilize the Public Participation Plan developed in compliance with the IIJA. Public access to MPO documents, maps, and other visualization techniques are provided at the MPO offices, the Amarillo Public Libraries, or upon request by direct mail.

The MPO will maintain a website to further capabilities of disseminating information to the public. Meeting notices and agenda are available on the website. In addition, UPWP, MTP, TIP, Public Participation Plan, and other documents are available for the public review and comment. The website offers easy accessibility for MPO documents as part of our public outreach efforts.

The MPO staff will periodically review the public involvement procedures to monitor its effectiveness in obtaining input from citizens with minority, ethnic, racial, or low-income backgrounds. The MPO will revise the public involvement procedures as necessary based on these reviews. The MPO will monitor, and review citizen participation and attendance related to Title VI and will base community engagement strategies on performance outcomes. The MPO will continue to analyze existing procedures for Title VI compliance.

Potential analysis tool(s) will be integrated into project selection for the development of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) and any subsequent revisions. Utilize a GIS mapping system to evaluate EJ and Title VI issues as part of the metropolitan area planning process. Utilize methods to show how effective the efforts to include low-income and EJ communities in the public involvement process for the MTP and TIP planning are addressed. This is an ongoing activity.

Subtask 1.5: UPWP Development:

Develop planning programs, revise FY2026 UPWP as needed, and prepare FY2027 UPWP. This subtask is the responsibility of Amarillo MPO.

E. FUNDING SUMMARY

Table 1: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
1.1	MPO	\$305,000				\$305,000	\$2,000
1.2	MPO	\$7,500				\$7,500	
1.3	MPO	\$15,000				\$15,000	
1.4	MPO/ACT	\$25,500				\$25,500	\$2,000
1.5	MPO	\$9,000				\$9,000	\$500
Total		\$362,000				\$362,000	\$4,500

³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Collect, maintain, and forecast socio-economic, demographic, land use, roadway, transit, and travel data. Develop and maintain GIS databases, performance measures, and congestion monitoring. Utilize collection and analysis efforts to assist in developing and enhancing transportation policies and programs.

B. EXPECTED PRODUCTS

Update demographic data, socio-economic data, land use data, transit data, Crash and safety data and maintenance of GIS databases. Creation of maps for transportation planning purposes. Maintain the MPO Project Tracking Database. Continued updates for the transportation model are expected. Monitoring and updating of performance measures.

C. PREVIOUS WORK

Various highway and transit data collection efforts including maintain collision database; maintained the MPO Project Tracking Database; analyze census data for socio-economic groupings within the MPO boundary and urbanized area boundary. Updated performance measures and GIS databases, as well as updating travel demand model.

D. SUBTASKS

Subtask 2.1: Geographic Information System and Socio-economic Data:

Population, housing, employment, and land use data will be collected and maintained. Information from census data, environmental health, environmental mitigation sources, and employment data will be distributed by traffic analysis zone over the transportation planning study area. Data collected on disabled, minority, and low-income groups within the MPO boundary will be evaluated with emphasis on transit analysis, transit ridership applications, and identification of trends dealing with Title VI needs. Data in the GIS databases will be updated, and Mapping will be done as needed. As adjustments are needed for the Urbanized Area Boundary and federal functional classification system, these will be conducted under this subtask also. Any information collected will be utilized to expand and maintain mailing lists for public participation needs. This subtask is the responsibility of Amarillo MPO and is ongoing.

Subtask 2.2: Automated Transportation Planning Data Base(modeling):

Data collected in subtask 2.1 will be provided to TxDOT for input into a transportation model. Information from the model will be used to project future congestion on the current roadway system. This subtask is the responsibility of Amarillo MPO and is ongoing.

Subtask 2.3: Performance Measures:

The MPO will monitor, and update performance measures/targets as needed. Continue implementation of the performance-based planning and programming process including working with TxDOT to monitor and evaluate the performance measures. This subtask is the responsibility of Amarillo MPO and is ongoing.

DRAFT

E. FUNDING SUMMARY

Table 2: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁶
2.1	MPO	\$20,000				\$20,000	\$1,500
2.2	MPO	\$5,500				\$5,500	\$0
2.3	MPO	\$7,500				\$7,500	\$500
Total		\$33,000				\$33,000	\$2,000

⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

Develop and submit to TxDOT for approval, a program of planning work including goals, objectives, and tasks required by each of the several agencies involved in the urban transportation planning process. Submit performance reports as required to TxDOT.

Continue the development of a performance-based program of projects that will be implemented in the Transportation Improvement Program over the next four years.

Maintain and improve a program of short-range transportation planning activities that promote improvements to the overall transportation system based on performance.

B. EXPECTED PRODUCTS

In FY 26 the MPO will provide an update to the Transportation Improvement Program (TIP) as well as revisions to the FY 2025-2028 TIP. The Annual Listing of Obligated Projects, the Annual Performance Expenditure Report and Transportation Alternative Report will be submitted. A call for FY 26 Category 7 & 9 projects will be issued in the fall. Then the Category 7 & 9 projects as well as the Category 2 projects will be prioritized and adopted.

C. PREVIOUS WORK

FY 2023-2026 TIP, and performance reports from previous years, analysis of citizen requests, annual listing of projects, functional classification updates, review of plats submitted for development and urban area boundary updates. Continuing efforts toward increasing service efficiencies via provider certification and training disabled transit riders to utilize fixed-route bus system; annual ADA update.

D. SUBTASKS

Subtask 3.1: TIP Development:

Revise the Transportation Improvement Program, as may be required by TxDOT, FHWA, and FTA. This will be handled through revisions to the FY 2025-2028 TIP. Consideration will be given to corridor planning, environmental justice, bicycle/pedestrian facilities, freight mobility, access management and safety issues on all transportation projects in the TIP. Work done to update the 10-year plan required by HB 20 will also be given consideration in this subtask. Performance measures will be evaluated so that they can be used in the determination of projects for the TIP. This subtask is the responsibility of Amarillo MPO.

Subtask 3.2: Analysis of Citizen Requests:

Citizen complaints and requests related to transportation problems are examined. Give consideration to environmental justice concerns. Necessary studies are conducted, and recommendations are made with regard to all complaints and requests. Develop measures of effectiveness to show that low-

income and EJ communities are included in the public involvement process for the MTP and TIP planning initiatives. This subtask is the responsibility of Amarillo MPO and is ongoing.

Subtask 3.3: Plat Review:

An organized review process is used for all subdivision plats and right-of-way vacations to ensure that proper right-of-way widths are maintained as land is developed or vacated. Staff will not approve any action until it meets the prescribed functional classification right-of-way width, and all necessary rights-of-way are obtained. This process will also provide up to date information relating to changes in land use that could affect the transportation system. This task is important as the AUTS area continues to expand its access management practices. Recognition of changes in land use patterns will assist staff in identifying locations where appropriate transportation needs are not being met. This activity is ongoing. This subtask is the responsibility of Amarillo MPO and is ongoing.

Subtask 3.4: Multi-Modal Planning:

The MPO will work with local government and community organizations to access grants and other funding opportunities to develop bicycle and pedestrian modes of transportation. Work with the local transit agency to incorporate a more congruent transit, bicycle, and pedestrian method of transportation. Provide support and work with partner agencies to create a network of active transportation facilities (sidewalks, bikeways, trails, transit routes) to places of interest such as work, school, retail, recreation areas, community activity centers, and healthcare facilities. The MPO will also conduct a call for projects for Cat 7 and Cat 9 funds. This subtask is the responsibility of Amarillo MPO and is ongoing.

Subtask 3.5: ACT Transit Planning:

Plan for and manage federal compliance in the areas of Transit Asset Management, Civil Rights and DBE. Implement federal requirements for Safety Management System (SMS). ACT will work with TxDOT, but ACT developed its own compliance plan. ACT is developing an Outreach and Communications Plan to market our service to increase ridership. The MPO will coordinate and provide local planning assistance to Amarillo City Transit (ACT). The MPO will also assist with connectivity to other transportation modes, such as pedestrian, rail, and air; assistance with the fixed route transit system and review of bus routes, fixed route expansions, bus stops, handicapped ramps, bus shelters; safety planning for transit passengers, review of underserved populations such as low income, minority, elderly, disabled; assistance with transit ridership studies to determine system deficiencies and assess customer needs; and provide assistance with transit studies. The Amarillo MPO is an active member of regional public transportation planning efforts. The MPO staff will coordinate and provide regional public transportation planning through participation in the Panhandle Regional Organization to Maximize Public Transportation (PROMPT), this collaboration to implement recommendations in the regional plan and to keep the planning process current. In support of collaborative, regional public transportation activities, MPO staff members serve on PROMPT. This regional service planning promotes and coordinates ways to share ridership among various community service agencies and transit partnerships in the Texas Panhandle. The MPO supports PROMPT in its examination of new initiatives promoting job accessibility and access of public transportation within the region by elderly and disabled populations.

The MPO will also participate in PROMPT's planning effort to assure coordination with the regional plan. To create and connect a comprehensive, flexible and sustainable public transportation throughout the

Texas Panhandle, Coordinate and assist with regional project submissions to TxDOT's Coordinated Call for Projects.

The MPO will work with local and state agencies to develop a funding strategy for providing Public Transportation post 2020. Ongoing review of how well ACT fixed-route network meets the needs of the community. ACT will focus on ways to address the service needs in the fastest growing portions of the city. Explore ways to implement evening service needs identified in the Transit Master Plan.

Subtask 3.6: Congestion Management Process:

Maintain a Congestion Management Process (CMP) for the Amarillo Urban Transportation Study area.

E. FUNDING SUMMARY

Table 3: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁸
3.1		\$15,500				\$15,500	\$750
3.2		\$2,000				\$2,000	
3.3		\$4,000				\$4,000	
3.4		\$10,500				\$10,500	\$4,500
3.5		\$21,000				\$21,000	\$1,000
3.6		\$2,000				\$2,000	
Total		\$55,000				\$55,000	\$6,250

⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

Maintain and update the Amarillo Metropolitan Transportation Plan (MTP). Maintain and update corridor and regional transportation planning in the MTP. Maintain and update the Thoroughfare Plan for the Amarillo Urban Transportation Study area.

With the implementation of performance measures work will be done to update and monitor the performance targets. These targets will be incorporated into the selection of projects to create a better more reliable transportation system.

B. EXPECTED PRODUCTS

Review of projects to be implemented throughout the 2025 – 2050 MTP. Ensure projects proposed for inclusion in the TIP are referenced in the plan. Revise the 2025 - 2050 MTP, as required. Maintain the Amarillo Urban Transportation Study Area Regional Multimodal Mobility Plan, and Thoroughfare plan. Participate in corridor and regional transportation planning. Update Performance Targets as needed. The 10-yr plan will also be updated.

C. PREVIOUS WORK

During FY 2025 the MPO Policy Committee revised the 2025 – 2050 MTP as needed. Development and revision of this long-range planning document continued as needed for IIJA compliance. Projects proposed for inclusion in the TIP were reviewed for consistency with the MTP.

Staff continued evaluation and update of the thoroughfare plan for the Amarillo Urban Transportation Study area. Staff developed the 2025-2050 MTP.

The MPO participated in corridor and regional planning associated with the Panhandle Rural Planning Organization (PRPO), the Panhandle Regional Organization to Maximize Public Transportation (PROMPT) and the Ports-to-Plains Trade Corridor as well as extension of I-27 and US 287 interstate feasibility studies. The 10-yr plan was updated.

D. SUBTASKS

Subtask 4.1: Maintain MTP:

Revise and maintain the 2025–2050 MTP document as needed. Ensure projects proposed for inclusion in the TIP are referenced in the plan. Update the MTP with highway and transit-related O&M revenues and expenditures. Identify UTP funding categories for regionally significant highway projects identified in the MTP. Collect and maintain data from environmental mitigation resources, i.e., GISST and TEAP. Develop GIS mapping tools to identify congestion problems and areas of high-volume peak travel in the study area. As requested, the MPO will utilize GIS to show areas of motorized and non-motorized accident rates, fatalities, & injuries. Participate in corridor and regional transportation planning

activities to gauge impact on the MTP. Performance measures will be evaluated and updated so that they can be used in the selection of projects for the MTP.

The MPO staff will continue public outreach utilizing alternative print media, the MPO website, and radio in disseminating information about the metropolitan transportation planning process. MPO staff will incorporate public outreach tools and techniques to enhance public involvement and in particular, to focus on involving the Title VI target population. This will allow informed transportation decision-making by the MPO Technical Advisory and Policy Committees. This subtask is the responsibility of the MPO.

Subtask 4.2: Maintain Regional Multimodal Mobility Plan:

Revise and maintain the regional multimodal mobility plan, which contains the thoroughfare plan for the Amarillo Urban Transportation Study area. Provide for the orderly development of an adequate transportation network as land development occurs or as traffic increases. Ensure a continuous review of current and future planned projects within the area; maintain a thoroughfare plan map, including standard cross section by classification and local roadway guidelines for development. The regional multimodal mobility plan will provide a long-term vision of the major transportation network necessary to meet future travel needs and aid the identification of projects in the MTP.

E. FUNDING SUMMARY

Table 4: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
4.1		\$10,000				\$10,000	\$750
4.2		\$2,000				\$2,000	
Total		\$12,000				\$12,000	\$ 750

⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

Conduct special studies which may be required to complete corridor and sub-area planning activities needed to identify and prioritize projects to be included in the TIP and MTP; and to pursue studies arising from the local evaluation of multi-modal transportation services and regional freight movement.

B. EXPECTED PRODUCTS

Conduct a vulnerability assessment and finish resiliency plan to aid in development of region wide projects.

C. PREVIOUS WORK

In FY 2023, the Policy Committee authorized a Resiliency plan for the MPA. Staff finished development of the resiliency improvement plan in 2025. Also worked with TTI on a Safety Action Plan.

D. SUBTASKS

Subtask 5.1: Resiliency Improvement Plan:

Staff will conduct a vulnerability assessment for the Resiliency Improvement Plan. Then finish the final document. This will be the responsibility of the MPO and is ongoing.

E. FUNDING SUMMARY

Table 5: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹²
5.0	MPO	\$10,000			\$0	\$10,000	\$0
Total		\$10,000			\$0	\$10,000	\$0

¹¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

BUDGET SUMMARY

Table 6: 1-Year Funding Summary - FY 2026

UPWP Task	Description	TPF ¹³	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁴
1.0	Administration – Management	\$362,000				\$362,000	\$4,500
2.0	Data Development and Maintenance	\$33,000				\$33,000	\$2,000
3.0	Short Range Planning	\$55,000				\$55,000	\$6,250
4.0	Metropolitan Transportation Plan	\$12,000				\$12,000	\$750
5.0	Special Studies	\$10,000				\$10,000	0
Total		\$472,000				\$472,000	\$13,500

Combined Authorized TPF (WO 1 and WO 2) for FY 2025

\$ 518,600

Estimated Unexpended TPF Carryover (WO 3) from Previous FYs

\$ 646,940

TOTAL TPF AVAILABLE for FY 2026

\$ 1,165,540

¹³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

APPENDIX A

Amarillo MPO Policy Committee Membership

Policy Committee Voting Members		
Cole Stanley, Chairman	Mayor	City of Amarillo
Tom Scherlen	City Council	City of Amarillo
Floyd Hartman	Interim City Manager	City of Amarillo
Blair Johnson, P.E.	District Engineer	TxDOT
Kit Black, P.E.	Dir. of Transportation Planning & Development	TxDOT
Judge Nancy Tanner	County Judge	Potter County
H.R. Kelly	County Commissioner	Potter County
Judge Christy Dyer	County Judge	Randall County
Rick Cooper	County Commissioner	Randall County
Alex Guerrero	Dir. of Panhandle Regional Planning Commission	PRPC
Joe Price	City Manager	City of Canyon
Ex-Officio Members		
The Honorable Ronnie Jackson	U. S. Representative	13th Congressional District of Texas
The Honorable Kevin Sparks	State Senator	31st Texas State Senatorial District
The Honorable Walter T. Price	State Representative	87th Texas State Representative District
The Honorable John Smithee	State Representative	86th Texas State Representative District
Non-Member Advisors and Staff Coordinators		
Travis Muno	MPO Director	MPO
Jenifer Ramirez	Senior Transportation Planner	MPO
Julia Miller	Planner	MPO
Devin Jones	Planning Technician	MPO
Justin Morgan	Transportation Planner	FHWA
Shannon Hawkins	Transportation Planning & Program Division	TxDOT
Russell Washer	Transportation Planner	TxDOT

Technical Advisory Committee (TAC) Membership

Technical Advisory Committee Voting Members		
Travis Muno	MPO Director	MPO
Jenifer Ramirez	Senior Planner	MPO
Vacant	Planner	MPO
Donnie Hopper	Director of Capital Improvements & Development Engineering	City of Amarillo
Emily Koller	Director of Planning	City of Amarillo
Chris Quigley	Transit Manager	City of Amarillo
Chris Enrique	Director of Public Works	City of Canyon
Donnie Reavis	Road & Bridge Superintendent	Potter County
Tim Sorrells	Road & Bridge Superintendent	Randall County
Kit Black	Amarillo District Director of Transportation Planning and Programing	TxDOT
Blair Johnson	Amarillo Area Engineer	TxDOT
Russell Washer	Amarillo District Planner	TxDOT
Julia Forrester	Amarillo District Public Transit Coordinator	TxDOT
Abby Sanders	Local Government Services Program Specialist	PRPC

MPO Staff

Amarillo MPO Staff	
Travis Muno	Director
Jenifer Ramirez	Senior Planner
Allison Knie	Planner II
Devin Jones	Planning Tech
Jim Hillwig	Transit Planner

APPENDIX C

Debarment Certification

(Negotiated Contracts)

- (1) The Amarillo **MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, click to insert Name and Position,

a duly authorized officer/representative of Amarillo MPO

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

Attest:

Name

Title

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, click to insert Name and Position

a duly authorized officer/representative of Amarillo MPO

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

Attest:

Name

Title

APPENDIX G

Amendment Summary

Amarillo MPO

FY 2026 UPWP Amendment Summary

(Optional)

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page #(s)	CIV Reporting- DBE Goal	UPWP Amendment Summary
6/15/20XX	10/1/20XX	20XX.001	pg. 58-60	9/9/20XX	Amend FY 20XX funds to Task 5.2 Project Prioritization from \$35,000 to \$100,000

APPENDIX H

Completed UPWP Checklist (Optional)

DRAFT