

TIP



# TRANSPORTATION IMPROVEMENT PROGRAM

FY 2027-2030

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AMARILLO AREA  
METROPOLITAN PLANNING  
ORGANIZATION



**FY 2027-2030**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**AMARILLO URBAN  
TRANSPORTATION STUDY**

**DRAFT TIP PRESENTED TO MPO POLICY COMMITTEE:**

**TIP ADOPTED BY MPO POLICY COMMITTEE:**

**REVISION DATES:**

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DRAFT

# GLOSSARY

## PROJECT LISTINGS

CSJ	Control Section Job Number – TxDOT assigned number for projects entered into the Project Development Plan (PDP)
PROJECT ID	Project Identification – Code assigned by the MPO for local tracking/identification. Used to relate projects to the Metropolitan Transportation Plan.
FUNCTIONAL CLASS	Federal Functional Class – Federal classification of streets and Highways into functional operating characteristics.  Categories are: Interstate Other Freeways and Expressways Principal Arterials Minor Arterials Collectors Minor Collectors Local Streets and Roads
FEDERAL PROGRAMS	Federal Funding Category – Major categories of Federal funding as established by the Infrastructure Investment and Jobs Act (IIJA).  Categories are: IC— Interstate Construction IM— Interstate Maintenance NHS— National Highway System STP— Surface Transportation Program CMAQ— Congestion & Mitigation Air Quality Funds Bridge— On/Off System Bridge Rehabilitation DSB— Donor State Bonus Funds MA— Minimum Allocation Funds FLHP— Federal Land Highway Program FTA— Federal Transit Administration Funding
PHASE	Project Phase for Federal Funding (E-Preliminary, R-Right of Way Acquisition, 7 C-Construction)

## **Introduction**

The transportation planning process in the Amarillo Urban Transportation Study Area is carried out by the Amarillo Metropolitan Planning Organization (MPO) in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Potter and Randall Counties, the Panhandle Regional Planning Commission, the City of Canyon and the City of Amarillo.

Although the Governor of the State of Texas designated the City of Amarillo as the fiscal agent for the MPO, the Amarillo Metropolitan Planning Organization's Policy Committee administers the transportation planning process in the Amarillo urbanized area. The MPO designation was renewed by contract with TxDOT executed in September 2018.

The federal legislation currently in place is the Infrastructure Investment and Jobs Act, or IIJA. The IIJA creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies first established in 1991.

Those earlier legislative actions the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA) increased investment in highway, transit, and safety programs, while retaining the basic goals and structure of earlier transportation actions. The IIJA continues to encourage an enhanced role for local decision-making and places important emphasis on flexibility, intermodal goals, and on addressing local and regional needs. In addition, the IIJA elevates the importance of safety by continuing core safety programs, guaranteeing funds for transportation programs; streamlining the environmental review and project delivery process, and promoting performance-based planning initiatives. Safety is one of the core elements that affects nearly every project whether it is a highway project or a transit project. The goals of the IIJA, as well as those of the Amarillo Metropolitan Transportation Plan (MTP), the Amarillo Comprehensive Plan and TxDOT, are the core of the urban transportation policy in the AUTS area.

The MPO ensures that transportation plans and programs are consistent with the objectives and goals of the overall urban transportation planning process. It is charged with providing guidance and technical assistance for multi-modal transportation planning and reviewing recommended transportation plans and programs. Primary documents produced by the MPO include the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP). The MPO also plays a significant role in transit planning activities.

## **Purpose**

The Transportation Improvement Program (TIP) is a staged, multi-year program of transportation improvements required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for urbanized areas receiving federal transportation funds. The purposes of the TIP include:

1. Identification of transportation improvements recommended for advancement during the 4-year program period.
2. Identification of transportation improvement priorities.
3. Provide realistic estimates of total costs and revenues for the program period.
4. Facilitate a cooperative transportation planning process.

In order for projects to be included in the TIP, and thus be eligible for federal funding, they must first be included in the Metropolitan Transportation Plan (MTP). The MTP is developed through the use of the traffic-forecasting model, which is operated by the Texas Department of Transportation (TxDOT). Projects selected for implementation in the TIP have already been subjected to analysis and evaluation procedures based on policy and planning goals set forth in the MTP. Thus, the TIP is considered as one step toward meeting the goals of the MTP.

## **Definition of Area**

The Amarillo Urban Transportation Study area includes the cities of Amarillo and Canyon and portions of rural Potter and Randall Counties, which includes the incorporated areas of the Village of Palisades, Village of Timbercreek Canyon and Lake Tanglewood. The boundaries of the study area correspond to that area of the region that is likely to become urbanized in the next 20 years. These boundaries also correspond to the limits of the Travel Forecasting Model operated by the Texas Department of Transportation.

## **Public Involvement Process**

Public involvement is assured in the Amarillo Urban Transportation Study through the adopted Public Participation Plan (PPP). The PPP gives citizens the opportunity to comment during all phases of the transportation planning process. The City of Amarillo Traffic Commission and the Amarillo Advisory Commission for People with Disabilities also play a significant role in the development and improvement of transportation plans and programs through recommendation to the MPO staff.

Public meetings for comment and development of the draft TIP were held in Canyon on January 13, 2026 and Amarillo on December 16, 2025. A draft Transportation Improvement Program (TIP) was presented to the MPO Policy Committee for review and comments on March 12, 2026. Then another set of public meetings for comment of the draft TIP were held in Canyon on **April 4, 2024 and Amarillo on April 2, 2024**. Throughout the fiscal years 2025 and 2026 MPO staff continued to ask for input from the public and transportation stakeholders regarding the TIP program and projects. The draft Transportation Improvement Program (TIP) was presented to the

MPO Policy Committee for approval, at the quarterly meeting on April 9, 2026. This 2027-2030 TIP includes the results of various public meetings, review sessions, and comments received from October 2025 through April 2026.

Numerous public involvement activities were conducted including 30-day public comment periods. The first was December 15, 2025 through January 15, 2026. **The second comment period was March 18th to April 18th of 2024.** During all comment periods and public meetings citizen input on the draft TIP was sought. These meetings were open to the public and posted as outlined in the MPO's PPP. There was also regional newspaper coverage and advertising regarding the 2027-2030 Transportation Improvement Program. In compliance with IJA Act directives, the MPO's mailing list of local, state, tribal, and federal stakeholders and interested parties was used to send meeting notices and solicit input and comments regarding the development of the 2027-2030 TIP. During these public forums, MPO staff sought comments and answered questions from the public about the planning process, project selection, and the draft 2027-2030 TIP. The comments received have been reviewed by the MPO Policy Committee and provided to the appropriate agency: the Texas Department of Transportation Amarillo District Office, the City of Amarillo, the City of Canyon, Potter County, or Randall County. Amarillo MPO public involvement requirements were followed and documented in the development of the TIP.

### **Project Selection Process**

Projects programmed in the TIP are evaluated using a variety of criteria. The criteria used to evaluate a particular project are identified in the Project Prioritization Method found in the MTP, as well as by how far the project goes toward meeting the goals of the Metropolitan Transportation Plan. The items below include the major elements that are considered in selecting projects.

- Preservation of the Capital Investment
- Safety
- Congestion Relief
- Environmental Protection and Enhancement
- Economic Development
- Aesthetics

### **Grouped Project CSJs (Control Section Job)**

The Amarillo MPO is participating in the use of grouped projects in cooperation with the Federal Highway Administration and the Texas Department of Transportation. TxDOT developed Grouped Project CSJ numbers for projects that are not determined to be regionally significant. This allows those projects to be grouped in one line item as permitted in Title 23 USC section 135 Statewide Planning. Grouped projects in the form of an individual line item adopted by the MPO policy board are in fact approved by the MPO policy board for purposes of grouping

similar types of projects for TIP programming in the future. Grouped exempt projects may be handled by the MPO as an administrative TIP revision, which does not require a formal STIP major revision approval action by FHWA and FTA in conjunction with TXDOT District Offices and TPP (System Planning).

### **Progress from Previous Years**

**Federally Funded Projects** – The following major projects have been implemented or are currently under construction:

FM 1541 – From 48<sup>th</sup> Ave to SL 335; Construct continuous SUP (sidewalk) and intersection improvements at SL 335, Farmer’s Ave, and 58<sup>th</sup> Ave.

FM 1061 – From BI 40-D to Coulter St; Construct pedestrian and bicycle connectivity to existing transit stops.

8<sup>th</sup> St – From 4<sup>th</sup> Ave to 12<sup>th</sup> Ave; Construct sidewalks on both sides of 8<sup>th</sup> St and stripe the road for driving lanes, parking lanes, and a protected bike lane.

6807 I 40 West – Install 6 Direct Current Fast Charge ports along the Electric Fuel Corridors plus 5 years of Operations and Maintenance.

**Federally Funded Transit Projects** - Amarillo City Transit received operating and capital assistance from Section 5307 funds. The associated capital projects were for acquisition of replacement vehicles and support equipment.

### **Performance Based Planning Issues**

The Amarillo MPO has developed this FY 2027-2030 Transportation Improvement Program to support the fulfillment of national goals identified in the most recent federal transportation bill. Those goals are of prime importance:

- |                                      |                          |
|--------------------------------------|--------------------------|
| Safety                               | Infrastructure Condition |
| Environmental Sustainability         | Congestion Reduction     |
| Reduced Project Delivery Dates       | System Reliability       |
| Freight Movement & Economic Vitality |                          |

The Amarillo MPO will work in cooperation with TxDOT to Carry out USDOT Performance-Based Planning directives. Under the IIJA, State DOTs and MPOs are required to establish performance targets and evaluate the progress made toward achieving the performance targets for the following performance measures:

#### **Safety:**

The Texas Department of Transportation has officially established five safety targets based on five-year rolling averages.

<b>Performance Measure</b>	<b>2026 Statewide Target (Expressed as Five-Year 2018-2022 Average)</b>
Total number of traffic related fatalities on all public roads	4,506
Rate of traffic related fatalities on all public roads per 100 million VMT	1.44
Total number of traffic related serious injuries on all public roads	18,884
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.30
Total number of non-motorized fatalities and serious injuries on all public roads	2,802

These performance targets were developed during the update for the 2022-2027 strategic Highway Safety Plan. These targets carry through into the state’s Highway Safety Improvement Plan and the Highway Safety Plan. These targets, except for the fatality targets, are a 2% reduction from the original trend line projected out to 2027. The fatality targets were updated in May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The calculations for the new targets were developed by dividing FY 2019 CRIS Fatalities (year the direction was provided by TTC) by the number of years left to 2050. This afforded TxDOT to achieve 50 percent reduction of fatalities by 2035. As of 2035 the reduction in fatalities was recalculated in the same manner to achieve ZERO fatalities by 2050.

The Amarillo MPO Policy Committee adopted TxDOT’s Safety targets and committed to supporting, planning and programming projects that contribute to the accomplishments of these targets, originally at their meeting in January of 2018. Then more recently at their Policy Committee meeting on January 8, 2026.

The projects listed in the 2027-2030 Transportation Improvement Program support achieving these safety targets. The projects include added capacity and operational improvements that include bicycle and pedestrian facilities, intersection improvements, grade separated overpasses, as well as improving freight movement.

Pavement and Bridge Condition:

The Amarillo MPO Policy Committee has also adopted TxDOT’s Pavement and Bridge Condition Performance Measures. These are commonly referred to as PM2 performance measures. TxDOT has established four targets for pavement and two performance measures for bridge conditions. The 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 “good” condition	1.1%	1.45%	1.5%
% in “poor” condition	49.2%	48.5%	47.6%

System Performance:

Once again, the Policy Committee adopted the same targets for system performance as TxDOT. TxDOT has identified three performance measures for system performance. These measures are referred to as PM3. The PM3 measures are Percentage of person-miles traveled on the Interstate system rated “reliable”, Percentage of person-miles traveled on the Non-Interstate system rated “reliable”, and Percentage of truck travel time on the Interstate system rated “reliable”. The 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

The Amarillo MPO Policy Committee adopted TxDOT’s PM3 System Performance targets and committed to supporting, planning and programming projects that contribute to the accomplishments of these targets, originally at their meeting in December 2018. Then more recently at their Policy Committee meeting on January 8, 2026.

Transit Asset Management:

The Federal Transit Administration established performance measures to assess the performance of transit assets on July 26, 2016. Each provider must set performance targets for transit assets. On May 16, 2018 Amarillo City Transit (ACT) approved the first Transit Asset Management (TAM) targets for ACT. Then on July 19, 2018 Amarillo MPO approved the first set of MPO TAM targets. The MPO has continually adopted yearly TAM targets that support ACTs targets.

The Amarillo MPO and ACT have also signed an MOU defining roles and responsibilities related to the performance-based planning and programming process in compliance with federal regulations.

The performance targets for FY 26 are:

<b>Category</b>	<b>Target</b>
Rolling Stock	2.94%
Facilities	36.36%
Equipment	0%

- 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 FY24/25.
- ACT completed the construction of the new terminal. There are no longer any facilities under a 3.0 rating.

As part of the FAST Act, performance measures were incorporated for transit agencies primarily through the Transit Asset Management assessment and planning requirements. Transit asset management performance measures focus on achieving a state of good repair for the nation’s public transportation systems. By including targets in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Plan (TIP) and by reporting on the status of achievement towards the targets, better planning and funding decisions can be made toward the regional and national goals. All ACT assets were examined using the Federal Transit Administration’s Transit Economic Requirement Model (TERM) which uses a scale from one to five to determine the quality of the assets. The scale is as follows:

- 1=Poor            The asset is critically damaged or in need of immediate repair, well past its useful life.
- 2=Marginal       Defective or deteriorated in need of replacement, exceeding 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 its 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. Likewise, a facility is deemed to not be in good repair if it has a rating of 1 or 2. Using this scale, ACT examined revenue vehicles, non-revenue vehicles and facilities. This examination was then used to determine the targets.

By rule, TIPs amended or updated on or after May 27, 2018 must meet the Performance-Based Planning and Programming (PBPP) planning requirements for the safety performance measures. TIPs amended or updated on or after October 1, 2018 must meet the PBPP planning requirements for FTA’s Transit Asset Management Final Rule.

The Amarillo MPO Policy Committee adopted the City of Amarillo’s Transit Asset Management targets and committed to supporting, planning, and programming projects that contribute to the accomplishments of these targets, originally at their meeting in July of 2018. Then more recently at their Policy Committee meeting on January 8, 2026.

Public Transportation Agency Safety Plan (PTASP):

The PTASP Final Rule 49 CFR Part 673.11 (a)(3), requires that all public transportation providers must develop an Agency Safety Plan (ASP) to include Safety Performance Targets (SPT), based on the safety performance measures established under the National Safety Plan (NSP). The Safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events and system reliability (State of Good Repair as developed and tracked in the TAM 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 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 an of the following: a personal injury that is not serious injury; one or more injuries that require medical support; 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.

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

The Amarillo MPO Policy Committee adopted the City of Amarillo’s Public Transportation Agency Safety Plan targets and committed to supporting, planning and programming projects that contribute to the accomplishments of these targets, at their meeting on April 15, 2021.

**Air Quality Issues**

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. Although Amarillo has been identified as an attainment area, consideration is still given to the maintenance of good air quality through the appropriate mix of land uses with their resulting travel patterns and through a program to synchronize traffic signals on arterial roads to decrease delay and travel time, resulting in reduced fuel consumption and lower vehicle emissions per vehicle miles traveled.

**Americans with Disabilities Act (ADA)**

The ADA was designed to establish equal rights for persons with disabilities. The ADA requires municipalities to develop programs that do not discriminate against persons with disabilities solely on the basis of a physical or mental disability. The Act addresses several areas including employment, public services, non-discrimination in the private sector, and telecommunications access. The City of Amarillo includes persons with disabilities in the development of all of its employment programs and public programs and facilities. A significant portion of Amarillo’s response to the ADA is directly related to improvements to the Amarillo City Transit system.

Project Matrix for Benefits to Performance Measure				
	PM1: Safety Targets	PM2: Infrastructure Condition Targets	PM3: System Reliability Targets	TAM Targets
A25002-000	✓	✓	✓	✓
A25002-001	✓	✓	✓	✓
A25003-000	✓	✓	✓	✓
A25004-000	✓	✓	✓	✓
A25005-000	✓	✓	✓	✓

**FEDERAL & STATE FUNDED  
HIGHWAY PROJECTS**

**AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2027-2030**

**July 2026 Initial TIP**

**April 9, 2026**

MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
<b>Roadway Projects</b>			
<i>FY 2027</i>			
A25003-000	2635-03-028	SL 335/I-27 Interchange Phase II: construct two direct connector ramps (NBWB)(EBSB)	
A25002-001	2635-02-034	SL 335/I-27 Interchange Phase II: Construct SL 335 3 <sup>rd</sup> Level Mainlane Bridge at IH-27, 4 new Mainlanes, and Ramps.	
A25002-000	2635-03-023	SI 335/I-27 Interchange Phase II: Construct SL 335 3 <sup>rd</sup> Level Mainlane Bridge at IH-27, 4 new Mainlanes, and Ramps	
A25004-000	0168-09-186	SL 335/I-27 Interchange Phase II IH-27 Frontage RD Rehab	
A25005-000	2635-05-005	B-2 Phase V: Construct 4 new mainlanes, ramps, and Arden Road grade separation	
<i>FY 2028</i>			
<i>FY 2029</i>			
<i>FY 2030</i>			

DISTRICT:	COUNTY	C&J	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
4-AMARILLO	RANDALL	2635-03-028	SL 335	C	AMARILLO	TxDOT	163,127,300
LIMITS FROM:	IH-27					REVISION DATE: 02/2026	
LIMITS TO:	COULTER ST					MPO PROJ NUM: A25003-000	
PROJECT	South Interchange Phase II Construct two direct connector ramps					FUNDING CAT(S): 2U, 4, 12	
DESCR:	(NBWB)(EBSS)						
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: \$		\$	\$	\$	\$	\$	
CONST COST: \$ 163,127,300		2U-URBAN CRDR 13,317,600	3,329,400			16,647,000	
CONST ENG: \$		4-STWIDE CNCT 13,423,200	3,355,800			16,779,000	
CONTING: \$	\$ 163,127,300	12-STRAT PRIOR 103,761,040	25,940,260			129,701,300	
IND COSTS: \$		TOTAL: \$ 130,501,840	\$ 32,625,460	\$ 0	\$ 0	\$ 163,127,300	
BND FINANCING: \$							
TOTAL PRJ COST: \$							

DISTRICT:	COUNTY	C&J	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
4-AMARILLO	RANDALL	2635-02-034	SL 335	C	AMARILLO	TxDOT	29,113,323
LIMITS FROM:	IH-27					REVISION DATE: 02/2026	
LIMITS TO:	BELL ST					MPO PROJ NUM: A25002-001	
PROJECT	SL 335/IH-27 Interchange Phase II: Construct sl 335 3rd Level Mainlane					FUNDING CAT(S): 2U, 12	
DESCR:	Bridge at IH-27, 4 new Mainlanes, and Ramps						
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: \$		\$	\$	\$	\$	\$	
CONST COST: \$ 29,113,323		2U-URBAN CRDR 9,644,544	2,411,136			12,055,680	
CONST ENG: \$		12-STRAT PRIOR 13,646,114	3,411,529			17,057,643	
CONTING: \$	\$ 29,113,323	TOTAL: \$ 23,290,658	\$ 5,822,665	\$ 0	\$ 0	\$ 29,113,323	
IND COSTS: \$							
BND FINANCING: \$							
TOTAL PRJ COST: \$							

DISTRICT:	COUNTY	C&J	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
4-AMARILLO	RANDALL	2635-03-023	SL 335	C	AMARILLO	TxDOT	\$ 27,518,876
LIMITS FROM:	EAST OF COULTER ST					REVISION DATE: 02/2026	
LIMITS TO:	IH-27 INTERCHANGE					MPO PROJ NUM: A25002-000	
PROJECT	SL 335/IH-27 Interchange Phase II: Construct SL 335 3rd Level Mainlane					FUNDING CAT(S): 2U, 12	
DESCR:	Bridge at IH-27, 4 new Mainlanes, and Ramps						
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: \$ 0		\$	\$	\$	\$	\$	
CONST COST: \$ 27,518,876		2U-URBAN CRDR 4,740,147	1,185,037			5,925,184	
CONST ENG: \$ 0		12-STRAT PRIOR 17,274,955	4,318,739			21,593,694	
CONTING: \$ 0	\$ 27,518,876	TOTAL: \$ 22,015,102	\$ 5,503,776	\$ 0	\$ 0	\$ 27,518,876	
IND COSTS: \$ 0							
BND FINANCING: \$ 0							
TOTAL PRJ COST: \$ 0							

DISTRICT:	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
4- AMARILLO	RANDALL	0168-09-186	SL 335	C	AMARILLO	TxDOT	18,572,730
LIMITS FROM:	SUNDOWN LN					REVISION DATE: 02/2026	
LIMITS TO:	SL 335					MPO PROJ NUM: A25004-001	
PROJECT	SL 335/27 INTERCHANGE PHASE II IH 27 FRONTAGE RD REHAB					FUNDING CAT(S): 2U, 12	
DESCR:						PROJECT HISTORY:	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$	COST OF APPROVED PHASES:					
ROW PURCHASE:	\$	2U-URBAN CRDR	\$ 5,913,600	\$ 1,478,400	\$	\$	\$ 7,392,000
CONST COST:	\$ 18,572,730	12-STRAT PRIOR	8,944,584	2,236,146	\$	\$	11,180,730
CONST ENG:	\$	TOTAL:	\$ 14,858,184	\$ 3,714,546	\$ 0	\$ 0	\$ 18,572,730
CONTING:	\$						
IND COSTS:	\$						
BND FINANCING:	\$						
TOTAL PRJ COST:	\$						

DISTRICT:	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
4- AMARILLO	Randall	2635-05-005		C	AMARILLO	TxDOT	\$ 49,920,548
LIMITS FROM:	North of FM 2186					REVISION DATE: 02/2026	
LIMITS TO:	North of Arden Road					MPO PROJ NUM:	
PROJECT	B-2 Phase V: Construct 4 new mainlanes, ramps, and Arden					FUNDING CAT(S): 2U, 12	
DESCR:	Road grade separation					PROJECT HISTORY:	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$	COST OF APPROVED PHASES:					
ROW PURCHASE:	\$	2U-URBAN CRDR	\$ 14,521,532	\$ 3,630,409	\$ 0	\$ 0	\$ 18,152,041
CONST COST:	\$ 49,920,548	12-STRAT PRIOR	25,414,805	6,353,702	0	0	31,768,507
CONST ENG:	\$	TOTAL:	\$ 39,936,437	\$ 9,984,111	\$ 0	\$ 0	\$ 49,920,548
CONTING:	\$						
IND COSTS:	\$						
BND FINANCING:	\$						
TOTAL PRJ COST:	\$						

DISTRICT:	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
4- AMARILLO							\$ 0
LIMITS FROM:						REVISION DATE:	
LIMITS TO:						MPO PROJ NUM:	
PROJECT						FUNDING CAT(S):	
DESCR:						PROJECT HISTORY:	
REMARKS							
P7:							

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

# **GROUPED PROJECTS STATEWIDE CSJ's**

**Grouped Project Section Definitions information revised February 23, 2021**

Table 1

# GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

Table 1

# GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Table 1

# GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

**EXHIBIT A.**

**INDIVIDUAL LISTING  
OF  
GROUPED PROJECTS  
(FOR INFORMATIONAL PURPOSES ONLY)**

FY 27

MPO PROJECT #	MONTH	COUNTY	HIGHWAY	CSJ	LIMITS	DESCRIPTION	CONSTRUCTION TARGET AMOUNT
	OCT	POTTER	US 87	0041-07-121	FROM AMARILLO CREEK TO SL 335	HOT IN PLACE RECYCLE (2.5") - RT LANE ONLY PAVING GRID - RIGHT LANE ONLY 2" SMA OVERLAY - FULL WIDTH SAFETY TREAT FIXED OBJECTS	\$ 26,200,000
	OCT			0041-07-123	FROM SL 335 TO NE 11TH ST IN AMARILLO 0.815 MI NORTH OF SL 335 TO SL 335	2.5" MILL & FILL OF DRIVING LANES, RAMPS RELOCATE EXIT RAMP AND ADD AUXILIARY LANE	\$ 4,750,000
	OCT	RANDALL	IH 27 NB	0067-17-039	AT SH 217	BRIDGE REHAB PPC OVERLAY; CONSTRUCT CRCP EXPANSION JOINTS; SUBSTRUCTURE REPAIR	\$ 1,450,000
		RANDALL	IH 27 SB	0067-17-040	AT SH 217	BRIDGE REHAB PPC OVERLAY; CONSTRUCT CRCP EXPANSION JOINTS; SUBSTRUCTURE REPAIR	\$ 1,250,000
		RANDALL	US 87	0067-01-088	AT US 80 CONN	BRIDGE REHAB CONC OVERLAY, SEAL JOINTS, SPOT PAINT STEEL BEAMS, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, ADDRESS FUAs	\$ 1,620,000
		RANDALL	US 80 NB	0168-08-076	AT US 87	BRIDGE REHAB CONC OVERLAY, SEAL JOINTS, SPOT PAINT STEEL BEAMS, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, ADDRESS FUAs	\$ 1,350,000
	NOV	RANDALL	SL 335	2635-05-005	NORTH OF FM 2186 TO NORTH OF ARDEN ROAD	B-2 PHASE VI: CONSTRUCT 4 NEW MAINLANES, RAMPS, AND ARDEN ROAD GRADE SEPARATION	\$ 49,920,548
	NOV	VAR	VAR	0068-03-045	DISTRICT WIDE	DISTRICT WIDE SEAL COAT	\$ 20,000,000
	NOV	RANDALL	IH 27 NB	0168-09-191	AT WESTERN AVE	REMOVE ACP, OVERLAY, SEAL JOINTS, PARTIAL DEPTH DECK REPAIR, SPOT PAINT STEEL BEAMS AND BEARINGS, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, CLEAN DECK DRAINS, RESET BEARINGS, REPAIR BEARINGS, REPAIR RIPRAP AND FILL VOIDS, ADDRESS FUAs	\$ 1,590,000
		RANDALL	IH 27 SB	0168-09-192	AT WESTERN AVE	REMOVE ACP, OVERLAY, SEAL JOINTS, BEAM END REPAIR, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, REPAIR RIPRAP AND FILL VOIDS, ADDRESS FUAs	\$ 2,160,000
		RANDALL	IH 27 NBML	0168-09-193	AT HILLSIDE RD	REMOVE ACP, OVERLAY, SEAL JOINTS, PARTIAL DEPTH DECK REPAIR, SPOT PAINT STEEL BEAMS AND BEARINGS, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, CLEAN DECK DRAINS, RESET BEARINGS, REPAIR BEARINGS, REPAIR RIPRAP AND FILL VOIDS, ADDRESS FUAs	\$ 1,050,000
		RANDALL	IH 27 SBML	0168-09-194	AT HILLSIDE RD	REMOVE ACP, OVERLAY, SEAL JOINTS, BEAM END REPAIR, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, REPAIR RIPRAP AND FILL VOIDS, ADDRESS FUAs	\$ 1,100,000
	DEC	POTTER	US 287	0042-01-032	US 287 AT SP 228	INTERSECTION IMPROVEMENTS - CONSTRUCT HYBRID R CUT INTERSECTION	\$ 3,250,000
			IH 40	0275-01-258	IH 40 AT SP 228	OVERLAY AT IH 40/SP 228	\$ 520,000
		POTTER	US 287	0042-01-033	FROM IH 40 TO ARMSTRONG CO LINE	INSTALL MEDIAN BARRIER	\$ 1,668,884
		CARSON	US 287	0042-02-021	CARSON CO LINE TO ARMSTRONG CO LINE	INSTALL MEDIAN BARRIER	\$ 247,138
		POTTER	SS 228	0042-10-004	US 287 TO IH 40	WIDENING PROJECT - FEDERAL EARMARK	\$ 1,880,000
	DEC	VAR	VAR	0904-00-229	DISTRICT WIDE	PAVEMENT MARKINGS	\$ 2,000,000
	DEC	VAR	VAR	0904-00-236	DISTRICT WIDE	DISTRICT WIDE BRIDGE MAINTENANCE	\$ 2,246,400
	DEC	RANDALL	IH 27	0168-09-197	WESTERN AVE TO POTTER COUNTY LINE	LANDSCAPE IMPROVEMENT	\$ 847,000
		POTTER	IH 27	0168-10-083	RANDALL COUNTY LINE TO IH 40 INTERCHANGE	LANDSCAPE IMPROVEMENT	\$ 300,000
		POTTER	VAR	0904-00-246	DISTRICT WIDE	LANDSCAPE IMPROVEMENT	\$ 300,000
		RANDALL	IH 27	0168-09-198	WESTERN AVE TO POTTER COUNTY LINE	MBGF UPGRADE TO RIGID BARRIER	\$ 900,000
		POTTER	IH 27	0168-10-084	.2 M SOUTH OF TYLER ( SB EXIT UNDER DC) TO .3 M SOUTH	ADD COLUMN PROTECTION UNDER DC	\$ 100,000
	JAN	RANDALL	GEORGIA ST	0904-11-065	SOUTH GEORGIA AT BNSF RR CROSSING	INSTALL SAFETY LIGHTING AT RR CROSSING	\$ 227,459
	FEB	VAR	VAR	0904-00-250	DISTRICT WIDE	FY 27 BRIDGE JOINT REPAIR	\$ 800,000
	MAR	VAR	VAR	0904-00-221	DISTRICT WIDE	UPGRADE BACKPLATES WITH REFLECTIVE BORDER BACKPLATES	\$ 873,402
	MAR	VAR	VAR	0904-00-233	VARIOUS LOCATIONS DISTRICTWIDE	IMPROVE TRAFFIC SIGNALS, INSTALL FLASHING YELLOW ARROW	\$ 736,076
	MAY	RANDALL	SL 335	2635-02-034	IH 27 TO BELL ST	SL 335/I-27 INTERCHANGE PHASE II: CONSTRUCT SL 335 3RD LEVEL BRIDGE AT IH 27, 4 NEW MAINLANES, AND RAMPS	\$ 29,113,324
			SL 335	2635-03-023	EAST OF COULTER TO IH 27	SL 335/I-27 INTERCHANGE PHASE II: CONSTRUCT SL 335 3RD LEVEL BRIDGE AT IH 27, 4 NEW MAINLANES, AND RAMPS	\$ 27,518,879
			IH 27	0168-09-186	SUNDOWN LANE TO SL 335	SL 335/I-27 INTERCHANGE PH II IH 27 FRONTAGE ROAD REHAB	\$ 18,572,731

			SL 335	2635-03-028	IH 27 TO GOULTER	SI 335/I-27 INTERCHANGE PHASE II CONSTRUCT TWO DIRECT CONNECTOR RAMPS	\$ 163,127,302
MAY	VAR	VAR	0904-00-245	VARIOUS		AMARILLO SAFE STREETS FOR ALL PEDESTRIAN ENHANCEMENTS	\$ 1,072,114
MAY	RANDALL	15TH	0904-11-067	SOUTHRIDGE DR TO 2ND AVE		PEDESTRIAN IMPROVEMENTS	\$ 2,397,026
MAY	RANDALL	US 60	0168-08-077	AT US 60		BRIDGE MAINTENANCE	\$ 300,000
JUNE	POTTER	BI 40-D	0090-06-049	SL 279 (SW 9TH AVE) TO HUGHES		CONSTRUCT CONTINUOUS ADA PATH (SUP), UPGRADE EXISTING TRAFFIC SIGNALS WITH PED ELEMENTS, CABLE MEDIAN BARRIER, CONVERT EXISTING ILLUMINATION TO LED, PED BRIDGES, DRAINAGE UPGRADES FOR ADA PATH	\$ 16,500,000
			0090-06-053			2" ACP OVERLAY W FABRIC 20% PAVEMENT REPAIR UPDATE FRONTAGE ROAD TO 1 LANE ROADWAY ITEMS HIGH MAST @ BELL I/C	\$ 17,700,000

FY 28							
MPO PROJECT #	MONTH	COUNTY	HIGHWAY	CSJ	LIMITS	DESCRIPTION	CONSTRUCTION TARGET AMOUNT
	SEPT	POTTER	US 60	0169-02-071	AT SL 335	REMOVE ACP, OVERLAY, SEAL JOINTS, PARTIAL DEPTH DECK REPAIR, DECK SOFFIT REPAIRS, SUBSTRUCTURE REPAIR, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, ADDRESS FUAs	\$ 1,970,000
		POTTER	US 60 EB	0169-02-072	AT AVE B	REMOVE ACP, OVERLAY, SEAL JOINTS, PARTIAL DEPTH DECK REPAIR, SUBSTRUCTURE REPAIR, FIBER WRAP COLUMNS, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, FILL VOIDS AND SEAL RIPRAP JOINTS, ADDRESS FUAs	\$ 1,500,000
		RANDALL	SL 335	2635-02-040	AT FM 1541 (WASHINGTON ST)	REMOVE ACP, OVERLAY, SEAL JOINTS, PARTIAL DEPTH DECK REPAIR, DECK SOFFIT REPAIRS, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, ADDRESS FUAs	\$ 1,100,000
		RANDALL	SL 335	2635-02-041	AT OSAGE ST	REMOVE ACP, OVERLAY, SEAL JOINTS, OVERHANG REPAIR, CLEAN DECK DRAINS, RESET BEARINGS, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, ADDRESS FUAs	\$ 1,140,000
		POTTER	SL 335 NB	0379-03-032	AT SH 136	REMOVE ACP, OVERLAY, SEAL JOINTS, PARTIAL DEPTH DECK REPAIR, DECK SOFFIT REPAIRS, SUBSTRUCTURE REPAIR, BEAM END REPAIR, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, ADDRESS FUAs	\$ 1,320,000
		POTTER	SL 335 SB	0379-03-033	AT SH 136	REMOVE ACP, OVERLAY, SEAL JOINTS, PARTIAL DEPTH DECK REPAIR, DECK SOFFIT REPAIRS, SUBSTRUCTURE REPAIR, BEAM END REPAIR, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS AND BENT CAPS, ADDRESS FUAs	\$ 1,340,000
		POTTER	FM 2176	2635-04-046	AT SL 335	HYDRO DEMO, OVERLAY, PARTIAL DEPTH DECK REPAIR, SEAL JOINTS, DECK OVERHANGS AND SOFFIT REPAIRS, SUBSTRUCTURE REPAIRS, BEAM END REPAIR, TY X EPOXY WATERPROOF ABUTMENT CAPS AND BACKWALLS, AND BENT CAPS (UNDER JOINTS), ADDRESS FUAs	\$ 1,480,000
	SEPT	POTTER	SL 335	2635-01-044	US 87 TO SH 136	2" ACP OVERLAY, 10% PAVEMENT REPAIR	\$ 12,800,000
				2635-04-043	NORTH SL 335; FROM FM 1719 TO US 87	IMPROVE MEDIAN CROSS-OVERS	\$ 10,000,000
	OCT	POTTER	FM 1912	1821-01-024	ST FRANCIS AVE TO IH 40	3" ACP OVERLAY; ADD TURN LANES AT FM 2575; SAFETY TREAT FIXED OBJECTS	\$ 5,600,000
		RANDALL	SH 217	0464-01-028	FM 1541 TO PALO DURO CANYON	1.5" SP-D OVERLAY; 20% PAVEMENT REPAIR; 50% PAVING FABRIC; SAFETY TREAT FIXED OBJECTS	\$ 6,700,000
	NOV	VAR	VAR	0040-03-070	DISTRICT WIDE	DISTRICT WIDE SEAL COAT	\$ 21,000,000
	DEC	VAR	VAR	0904-00-239	DISTRICT WIDE	PAVEMENT MARKINGS	\$ 2,500,000
	DEC	VAR	VAR	0904-00-247	DISTRICT WIDE	LANDSCAPE IMPROVEMENT	\$ 1,147,000
	JAN	VAR	VAR	0904-00-237	DISTRICT WIDE	DISTRICT WIDE BRIDGE MAINTENANCE	\$ 3,000,000
	JAN	POTTER	RM 2381	2494-01-018	200' SOUTH OF RM 1061 TO .25 MILE NORTH OF END OF CUL	SAFETY TREAT FIXED OBJECTS	\$ 1,176,471
	MAR	POTTER	IH 40 WB	0275-01-261	AT BI 40 D	BRIDGE MAINTENANCE	\$ 800,000
			IH 40 EB	0275-01-262	AT BI 40 D	BRIDGE MAINTENANCE	\$ 800,000
	MAR	POTTER	BELL ST	0090-05-118	AT SL 279	BRIDGE MAINTENANCE	\$ 1,300,000
			BELL ST	0090-06-052	AT BI 40 D	BRIDGE MAINTENANCE	\$ 1,100,000
	MAY	POTTER	BI40-D	0090-06-050	N HUGHES TO BUCHANAN ST	CONTINUOUS SIDEWALK (MPO) w/ Pavement PM	\$ 6,877,269
	MAY	POTTER	TRAVIS ST	0904-02-057	BI 40 D TO 18TH ST	PEDESTRIAN IMPROVEMENTS	\$ 500,000
			9TH AVE	0904-11-068	8TH ST TO 19TH ST	PEDESTRIAN IMPROVEMENTS	\$ 1,010,854
	JULY	RANDALL	19TH AVE	0904-11-072	9TH AVE TO 12TH AVE	PEDESTRIAN IMPROVEMENTS	\$ 58,840

**FY 29**

MPO PROJECT #	MONTH	COUNTY	HIGHWAY	CSJ	LIMITS	DESCRIPTION	CONSTRUCTION TARGET AMOUNT
	SEPT	POTTER	VAR	0904-00-248	DISTRICT WIDE	REMOVE AND INSTALL RAILROAD SIGNS AND STRIPING IN VARIOUS LOCATIONS	\$ 2,100,000
	NOV	HEMPHILL	US 60	0170-01-038	DISTRICT WIDE	DISTRICT WIDE SEAL COAT	\$ 21,000,000
	DEC	POTTER	VAR	0904-00-249	DISTRICT WIDE	PAVEMENT MARKINGS	\$ 2,500,000
	JAN	VAR	VAR	0904-00-238	DISTRICT WIDE	DISTRICT WIDE BRIDGE MAINTENANCE	\$ 3,000,000
	MAY	RANDALL	15TH	0904-11-069	2ND AVE TO 4TH AVE	PEDESTRIAN IMPROVEMENTS	\$ 2,246,230
	MAY	POTTER	VAR	0904-00-241	VARIOUS LOCATIONS	INSTALL BUS SHELTERS & BIKE RACKS	\$ 411,150

**FY 30**

MPO PROJECT #	MONTH	COUNTY	HIGHWAY	CSJ	LIMITS	DESCRIPTION	CONSTRUCTION TARGET AMOUNT
	SEPT	POTTER	SH 136	0379-03-031	FM 293 TO FM 1912	2.5" ACP OVERLAY (EXISTING SAFETY ELEMENTS ARE SUFFICIENT AS IS)	\$ 10,500,000
	NOV	VAR	VAR	0904-00-XXX	DISTRICT WIDE	DISTRICT WIDE SEAL COAT	\$ 16,000,000
	JAN	POTTER	SS 468	3251-01-010	AT BNSF RR / 3 <sup>RD</sup> AVE	REHAB EXISTING BRIDGE	\$ 6,700,000
	FEB	RANDALL	OFF_SYSTEM	0904-11-071	34th AVE AT BNSF BRIDGE	REHAB EXISTING BRIDGE	\$ 6,100,000
	MAY	RANDALL	SL 335	2635-05-009	AT HILLSIDE RD	INSTALL TRAFFIC SIGNAL	\$ 685,000
	MAY	RANDALL	SL 335	2635-05-010	AT FM 2186	INSTALL TRAFFIC SIGNAL	\$ 1,013,000
	MAY	RANDALL	SL 335	2635-05-011	AT 34TH	INSTALL TRAFFIC SIGNAL	\$ 995,000

**FEDERALLY FUNDED  
TRANSIT PROJECTS**

**AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2027-2030**

**July 2026 Initial TIP**

**April 9, 2026**

MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
<b><i>Transit Projects</i></b>			
<b>FY 2027</b>			
A25T01S(27)		Operating Expenses	
A25T08S(27)		ADA Paratransit Services	
A25T06S(27)		Preventative Maintenance	
A25T07S(27)		Training	
A25T02S(27)		Bus Replacements	
A25T05S(27)		Passenger Amenities	
<b>FY 2028</b>			
A25T01S(28)		Operating Expenses	
A25T08S(28)		ADA Paratransit Services	
A25T06S(28)		Preventative Maintenance	
A25T07S(28)		Training	
A25T02S(28)		Bus Replacements	
A25T05S(28)		Passenger Amenities	
<b>FY 2029</b>			
A25T01S(29)		Operating Expenses	
A25T08S(29)		ADA Paratransit Services	
A25T06S(29)		Preventative Maintenance	
A25T07S(29)		Training	
A25T02S(29)		Bus Replacements	
A25T05S(29)		Passenger Amenities	
<b>FY 2030</b>			
A25T01S(30)		Operating Expenses	
A25T08S(30)		ADA Paratransit Services	

**AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM 2027-2030**

**July 2026 Initial TIP**

**April 9, 2026**

MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
A25T06S(30)		Preventative Maintenance	
A25T07S(30)		Training	
A25T02S(30)		Bus Replacements	
A25T05S(30)		Passenger Amenities	

DRAFT

<b>FY 2027 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
Amarillo			YOE = Year of Expenditure
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T01S(27)	<b>Federal (FTA) Funds</b>	\$1,850,230
		<b>State Funds from TxDOT</b>	\$377,787
		<b>Other Funds - Local Match</b>	\$1,472,441
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$3,700,458</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operating Expenses	<b>Total Project Cost</b>	\$3,700,458
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T08S(27)	<b>Federal (FTA) Funds</b>	\$219,565
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$54,891
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$274,456</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	ADA Paratransit Services	<b>Total Project Cost</b>	\$274,456
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T06S(27)	<b>Federal (FTA) Funds</b>	\$641,838
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$160,459
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$802,297</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventative Maintenance	<b>Total Project Cost</b>	\$802,297
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			

<b>FY 2027 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
Amarillo			YOE = Year of Expenditure
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T07S(28)	<b>Federal (FTA) Funds</b>	\$10,978
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$2,745
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$13,723</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Training	<b>Total Project Cost</b>	\$13,723
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>	A25T02S(27)	<b>Federal (FTA) Funds</b>	\$222,073
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$0
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$222,073</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Bus Replacements	<b>Total Project Cost</b>	\$222,073
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$33,311
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>	A25T05S(27)	<b>Federal (FTA) Funds</b>	\$204,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$51,000
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$255,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Passenger Amenities	<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>	\$0
<b>Amendment Date &amp; Action</b>			

<b>FY 2028 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
Amarillo			YOE = Year of Expenditure
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T01S(28)	<b>Federal (FTA) Funds</b>	\$1,850,230
		<b>State Funds from TxDOT</b>	\$377,787
		<b>Other Funds - Local Match</b>	\$1,472,441
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$3,700,458</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operating Expenses	<b>Total Project Cost</b>	\$3,700,458
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T08S(28)	<b>Federal (FTA) Funds</b>	\$219,565
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$54,891
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$274,456</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	ADA Paratransit Services	<b>Total Project Cost</b>	\$274,456
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T06S(28)	<b>Federal (FTA) Funds</b>	\$641,838
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$160,459
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$802,297</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventative Maintenance	<b>Total Project Cost</b>	\$802,297
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			

<b>FY 2028 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
Amarillo		YOE = Year of Expenditure	
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T07S(28)	<b>Federal (FTA) Funds</b>	\$10,978
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$2,745
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$13,723</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Training	<b>Total Project Cost</b>	\$13,723
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>	A25T02S(28)	<b>Federal (FTA) Funds</b>	\$222,073
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$0
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$222,073</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Bus Replacements	<b>Total Project Cost</b>	\$222,073
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$33,311
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>	A25T05S(28)	<b>Federal (FTA) Funds</b>	\$204,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$51,000
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$255,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Passenger Amenities	<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>	\$0
<b>Amendment Date &amp; Action</b>			

<b>FY 2029 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
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>	A25T01S(29)	<b>Federal (FTA) Funds</b>	\$1,850,230
		<b>State Funds from TxDOT</b>	\$377,787
		<b>Other Funds - Local Match</b>	\$1,472,441
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$3,700,458</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operating Expenses	<b>Total Project Cost</b>	\$3,700,458
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<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>	A25T08S(29)	<b>Federal (FTA) Funds</b>	\$219,565
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$54,891
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$274,456</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	ADA Paratransit Services	<b>Total Project Cost</b>	\$274,456
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<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>	A25T06S(29)	<b>Federal (FTA) Funds</b>	\$641,838
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$160,459
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$802,297</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventative Maintenance	<b>Total Project Cost</b>	\$802,297
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			

<b>FY 2029 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
Amarillo			YOE = Year of Expenditure
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T07S(29)	<b>Federal (FTA) Funds</b>	\$10,978
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$2,745
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$13,723</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Training	<b>Total Project Cost</b>	\$13,723
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>	A25T02S(29)	<b>Federal (FTA) Funds</b>	\$222,073
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$0
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$222,073</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Bus Replacements	<b>Total Project Cost</b>	\$222,073
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$33,311
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>	A25T05S(29)	<b>Federal (FTA) Funds</b>	\$204,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$51,000
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$255,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Passenger Amenities	<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>	\$0
<b>Amendment Date &amp; Action</b>			

<b>FY 2030 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
Amarillo			YOE = Year of Expenditure
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T01S(30)	<b>Federal (FTA) Funds</b>	\$1,850,230
		<b>State Funds from TxDOT</b>	\$377,787
		<b>Other Funds - Local Match</b>	\$1,472,441
<b>Apportionment Year</b>	2029	<b>Fiscal Year Cost</b>	<b>\$3,700,458</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operating Expenses	<b>Total Project Cost</b>	\$3,700,458
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T08S(30)	<b>Federal (FTA) Funds</b>	\$219,565
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$54,891
<b>Apportionment Year</b>	2029	<b>Fiscal Year Cost</b>	<b>\$274,456</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	ADA Paratransit Services	<b>Total Project Cost</b>	\$274,456
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T06S(30)	<b>Federal (FTA) Funds</b>	\$641,838
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$160,459
<b>Apportionment Year</b>	2029	<b>Fiscal Year Cost</b>	<b>\$802,297</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Preventative Maintenance	<b>Total Project Cost</b>	\$802,297
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			

<b>FY 2030 TRANSIT PROJECT DESCRIPTIONS</b>			
<b>AMARILLO TRANSPORTATION IMPROVEMENT PROGRAM</b>			
Amarillo			YOE = Year of Expenditure
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>	A25T07S(30)	<b>Federal (FTA) Funds</b>	\$10,978
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$2,745
<b>Apportionment Year</b>	2029	<b>Fiscal Year Cost</b>	<b>\$13,723</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Training	<b>Total Project Cost</b>	\$13,723
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>	A25T02S(30)	<b>Federal (FTA) Funds</b>	\$222,073
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$0
<b>Apportionment Year</b>	2029	<b>Fiscal Year Cost</b>	<b>\$222,073</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Bus Replacements	<b>Total Project Cost</b>	\$222,073
		<b>Trans. Dev. Credits Requested (Date &amp; Amount)</b>	\$33,311
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>			
<b><u>General Project Information</u></b>		<b><u>Funding Information (YOE)</u></b>	
<b>Project Sponsor</b>	Amarillo City Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>	A25T05S(30)	<b>Federal (FTA) Funds</b>	\$204,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds - Local Match</b>	\$51,000
<b>Apportionment Year</b>	2029	<b>Fiscal Year Cost</b>	<b>\$255,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Passenger Amenities	<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>	\$0
<b>Amendment Date &amp; Action</b>			

**LOCALLY SIGNIFICANT  
PROJECTS**

DRAFT

# **FINANCIAL PLANS**

DRAFT

TIP Financial Summary

District/MPD: ANA - Amarillo MPO STIP Window: 2027 - 2030 STIP Revision: 1/1/2026

Funding Categories

Category	Description	FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027 - 2030		Notes
		Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Programmed FY 2029	Authorized FY 2029	Programmed FY 2030	Authorized FY 2030	Total Programmed FY 2027 - 2030	Total Authorized FY 2027 - 2030	
1	Preventive Maintenance and Rehabilitation									\$0	\$0	
2	Maintenance and Utility Area Construction Projects	\$60,171,905	\$60,171,905							\$60,171,905	\$60,171,905	
3 Non-Traditional	Non-Traditional Funding Transportation Projects									\$0	\$0	
3 DB	Design Build									\$0	\$0	
4	Statewide Connectivity Corridor Projects	\$16,719,000	\$16,719,000							\$16,719,000	\$16,719,000	
5	Congestion Mitigation and Air Quality Improvement									\$0	\$0	
6	Structure Reprofit and Rehabilitation (Bridges)									\$0	\$0	
7	Metropolitan Mobility and Rehabilitation									\$0	\$0	
8	State									\$0	\$0	
9	Transportation Alternatives Set-Aside Program									\$0	\$0	
10	Supplemental Transportation Programs									\$0	\$0	
11	District Source Bond									\$0	\$0	
12	Strategic Priority	\$211,301,874	\$211,301,874							\$211,301,874	\$211,301,874	
State PE	Statewide Budget PE									\$0	\$0	
State ROW	Statewide Budget ROW									\$0	\$0	
Funding Categories Total		\$288,252,609	\$288,252,779	\$0	\$0	\$0	\$0	\$0	\$0	\$288,252,609	\$288,252,779	

\* 3 Non-Traditional funding category will include the total of Non-Traditional funding categories except 3 TDC Category 10 funding will include the total of Category 10 funding except 10 TPWD.

Category 1-12 Funding Source Breakdown

Source	Description	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
		Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY 2027 - 2030	
Federal		\$230,602,221				\$230,602,221	
State		\$7,650,558				\$7,650,558	
Local Match						\$0	
Regional						\$0	
Category 1-12 Funding Source Total		\$238,252,779	\$0	\$0	\$0	\$238,252,779	

Non-Traditional Funding Source Breakdown

Category	Description	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
		Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY	
3 LC	Local County Match					\$0	
3 RTR	Regional Toll Revenue					\$0	
3 TMF	Texas Mobility Fund					\$0	
3 BEI	Belt					\$0	
State PE	Statewide Budget PE					\$0	
State ROW	Statewide Budget ROW					\$0	
Non-Traditional Funding Source Total		\$0	\$0	\$0	\$0	\$0	

Category 1 - 12 and Non-Traditional Breakdown Total \$238,252,779 \$0 \$0 \$0 \$238,252,779

\* Category 1 - 12 and Non-Traditional Total will include all funding categories from Category 1-12 Funding Source and Non-Traditional Funding Source Tables. 3 TDC and 10 TPWD are excluded.

3 TDC & 10 TPWD

Category	Description	FY	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
		Programmed FY	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY	
3 TDC	Transportation Development Credit					\$0	
10 TPWD	Texas Parks and Wildlife Department					\$0	
Total		\$0	\$0	\$0	\$0	\$0	

\* Programmed funding may exceed the authorized amount in a given year, as long as the total programmed funding across the 5-year cycle does not surpass the overall authorized funding.

## Transit Financial Summary xx Metropolitan Planning Organization FY 2027-2030 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 2/26/2026

Transit Program		FY 2027			FY 2028			FY 2029		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,722,611	\$2,068,323	\$4,790,934	\$2,722,611	\$2,068,323	\$4,790,934	\$2,722,611	\$2,068,323	\$4,790,934
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$204,000	\$51,000	\$255,000	\$204,000	\$51,000	\$255,000	\$204,000	\$51,000	\$255,000
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	\$222,073		\$222,073	\$222,073		\$222,073	\$222,073		\$222,073
13	Regionally Significant or Other			\$0			\$0			\$0
<b>Total Funds</b>		<b>\$3,148,684</b>	<b>\$2,119,323</b>	<b>\$5,268,007</b>	<b>\$3,148,684</b>	<b>\$2,119,323</b>	<b>\$5,268,007</b>	<b>\$3,148,684</b>	<b>\$2,119,323</b>	<b>\$5,268,007</b>
<b>Transportation Development Credits Requested</b>				<b>\$33,311</b>			<b>\$33,311</b>			<b>\$33,311</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 2030			FY 2027-2030 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,722,611	\$2,068,323	\$4,790,934	\$10,890,444	\$8,273,292	\$19,163,736
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$204,000	\$51,000	\$255,000	\$816,000	\$204,000	\$1,020,000
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	\$222,073		\$222,073	\$888,292	\$0	\$888,292
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$3,148,684</b>	<b>\$2,119,323</b>	<b>\$5,268,007</b>	<b>\$12,594,736</b>	<b>\$8,477,292</b>	<b>\$21,072,028</b>
<b>Transportation Development Credits Requested</b>				<b>\$33,311</b>			<b>\$0</b>
<b>Transportation Development Credits Awarded</b>				<b>\$0</b>			<b>\$0</b>

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**MAPS**

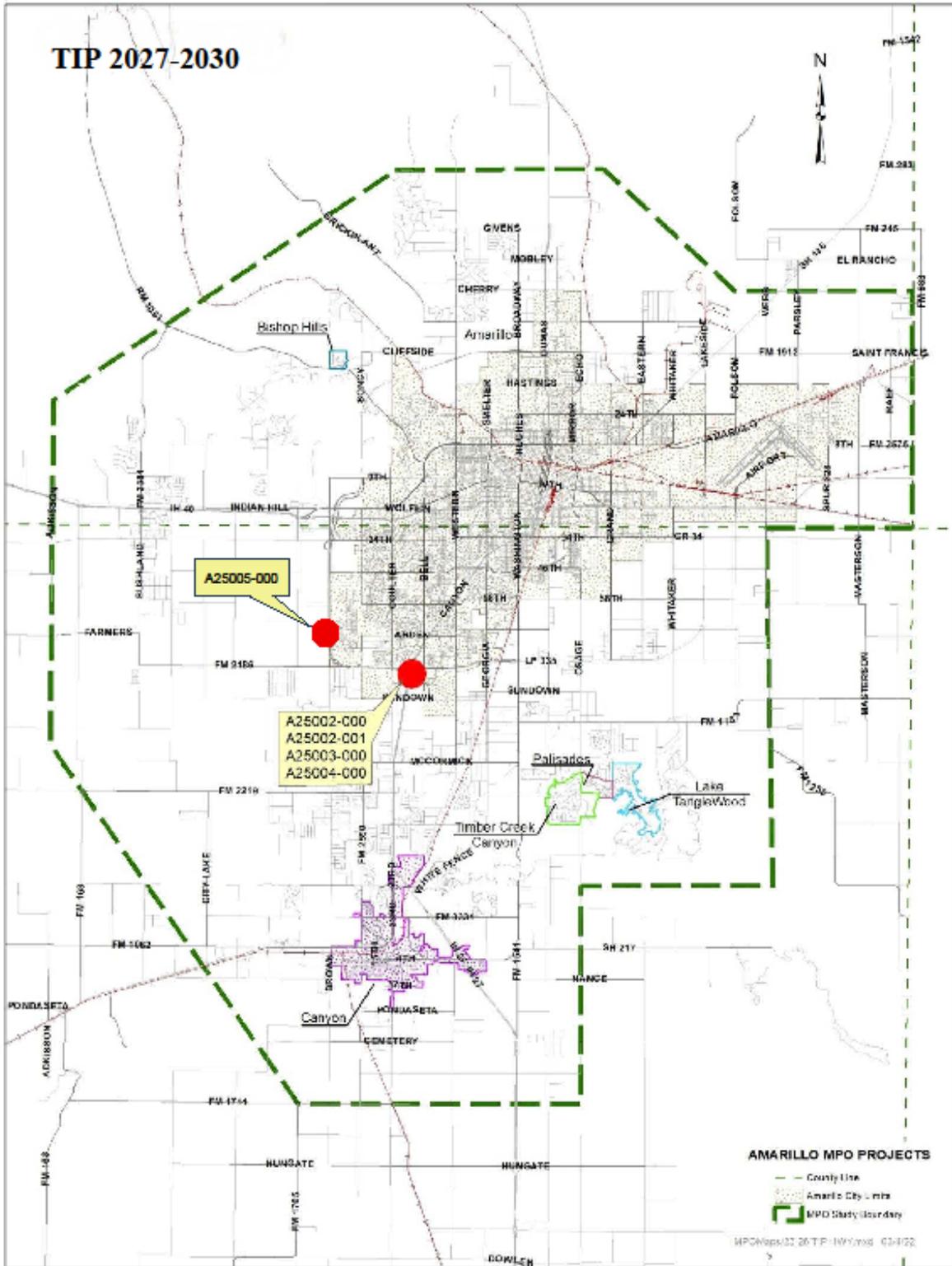


Figure 1: Federal and State Funded Highway Projects

**APPENDIX A**  
**Annual Self-Certification**

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## Metropolitan Planning Organization Self-Certification

In accordance with the [23 Code of Federal Regulations \(CFR\) 450.336](#), the Amarillo Metropolitan Planning Organization hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

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Cole Stanley, Policy Board Chairperson, Amarillo MPO

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Date

**APPENDIX B**  
**Integration of Performance Measures**

# **Integration of Performance Measures into the Amarillo MPO FY 2027-2030 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.

## **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 2026 are:

- Number of Fatalities: 4506
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.44
- Number of Serious Injuries: 18884
- Rate of Serious Injuries per 100 million VMT: 6.30
- Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries: 2802

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 listed 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 year 2026 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.

	<b>Fixed Route</b>	<b>On Demand</b>
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
<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%	1.45%	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 2026; 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 2026. 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.

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**APPENDIX C.**  
**Supplemental FAST Act Compliance**

# **SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS**

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))

a) Amarillo's only port is Rick Husband Amarillo International Airport. This is a City department and interacts with the MPO through the regular city channels.

b) The Amarillo MPO has a mailing list that is continuously updated for meeting notices, newsletters, and various other mailings. Greyhound Bus Line and TNM&O Coaches are among those that receive our regular mailings. Also included on our mailing list are Jan Warner, a private transit provider for the elderly and disabled, and Panhandle Transit, who provides rural transit services. The Amarillo MPO also serves on a regional transit advisory group, Panhandle Regional Organization to Maximize Public Transportation (PROMPT). The Amarillo area does not currently have a parking cash-out program or transit benefits program. The most recent update to the Public Participation Plan was on October 19, 2017. Here is the link to our Public Participation Plan.

<http://amarillo.gov/departments/planning-and-development-services/planning/metropolitan-planning-organization/plans-programs>

2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))

a) The Amarillo MPO has a citizen representative from the Chamber of Commerce on our Policy Committee. The Chamber of Commerce is where the Amarillo Convention & Visitors Council is housed. The MPO is working on putting together a calendar of events for our webpage. The MPO will add links on our webpage to upcoming regional tourist activities.

b) The Amarillo MPO webpage has links to the City of Amarillo webpage where FEMA maps can be found. Amarillo MPO is also involved with the Amarillo Office of Emergency Management (OEM). The MPO has a planner in times of emergency in the Emergency Operation Center planning room. The Amarillo MPO also coordinates with the Panhandle Regional Planning Organization (PRPO), which in turn coordinates with the panhandle counties when facilities are closed down due to weather events. We have this strategy in place so travelers are not stranded in small towns but are kept in the metropolitan area, which is better equipped to handle larger amounts of people.

3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))

The Amarillo MPO has a Memorandum of Understanding (MOU) with TxDOT and Amarillo City Transit with regard to Performance Measures. Copies of the MOUs can be found in Appendix A of this supplement

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))

a) The Amarillo MPO has GIS mapping capabilities. This helps identify flood plains and playa lakes in the vicinity of future projects. TxDOT handles the storm-water runoff on the on-system roads. All projects are compliant with TxDOT design manual or the local public agency design guides.

b) The Amarillo MPO will add links to our website to include upcoming tourist events and also other relevant maps. We will reach out to Colleges and Universities for events they may be conducting to add in the movement of traffic. The MPO is also working with Amarillo City Transit on having links to their website as they roll out changes to their fixed route service.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))

Greyhound Bus line receives our regular MPO mailings. Greyhound has attended policy board meetings in the past and is invited to all regular meetings. Amarillo MPO also reaches out to Panhandle Transit, which is the rural transit provider in the area. Amarillo is the hub for various services for the panhandle region, and Greyhound and Panhandle Transit provide a valuable conduit for moving people and products in this area.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))

The Metropolitan Transportation Plan (MTP) includes a section on existing facilities. In this section it talks about operation and maintenance. The MPO maintains a geo-database of the network and the maintenance performed on the network. This includes seal-coating local streets and overlaying arterials, reconstruction and new construction for the network. This database includes work done by City of Amarillo, TxDOT, Potter County

and Randall County that is within the MPO planning boundary. In the existing facilities section of the MTP, the MPO has identified strategies to help maintain the current and future network. The MPO also wants to include Greyhound Bus lines in the conversations. Currently there is a grant request in process for a joint City of Amarillo and Greyhound transfer station that has been submitted for consideration. If this is approved the MPO will work to get it incorporated into the Transportation Improvement Program (TIP).

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))

The Safety and Transit Asset Management (TAM) performance targets will be used to evaluate how the systems are performing. The safety targets will be used to help select projects to help reduce accidents and make the network function in a safer manner. The TAMs targets will be used to keep the fleet in better running condition and make that system more reliable. As PM2 and PM3 targets are developed and adopted, they will keep the network in a better and safer overall condition. The PM3 targets will also help the system to move freight more efficiently and help with air quality.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))

Fast Act requires that the MTP include a system evaluation report. As the MPO sets targets, we will have a baseline from which to evaluate the future performance. By indentifying the targets, the MTP can start addressing these individual factors and bring about change to the system. This evaluation report can serve as both documentation and a reference for future evaluation reports.

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))

The projects in the TIP include the relocation of a segment of West Loop 335 to a new corridor. One of the project's impacts is a shifting of the freight traffic from an arterial section to a controlled access facility, although in the initial stages, this will operate more like a divided four lane highway. Another impact, once fully built-out, is the elimination of through traffic within the at-grade intersections. This should reduce congestion at the intersections. These projects also provide bicycle and pedestrian facilities. While the pedestrian facilities are a separate facility, the bicycles share a lane with the automobiles.

10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

The project selection process has improved by the addition of performance targets. By identifying specific targets to incorporate into the selection process the overall system will better align with the system goals. Having these targets identified at the beginning yields a greater positive impact on the whole process.

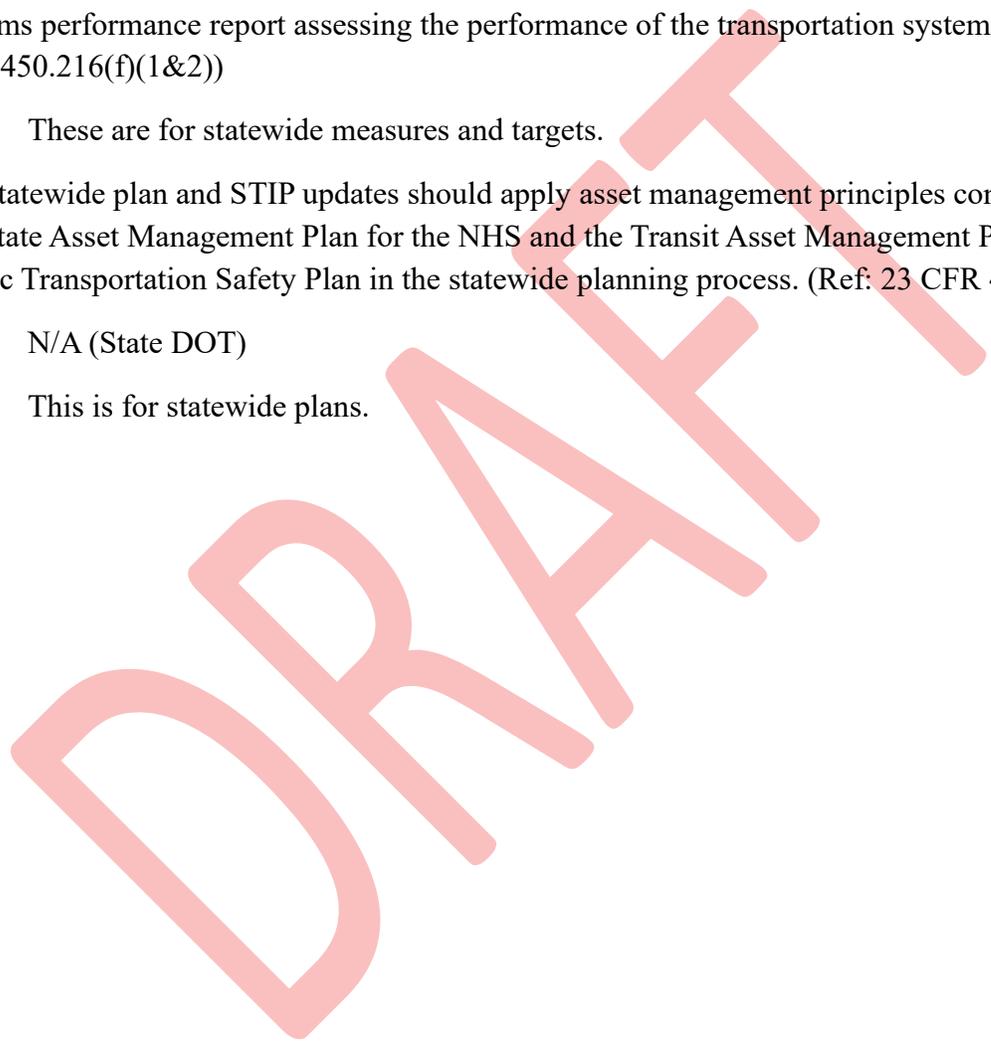
11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f)(1&2))

These are for statewide measures and targets.

12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref: 23 CFR 450.208(e))

N/A (State DOT)

This is for statewide plans.



# **REVISIONS**

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