amarillo

metropolitan transportation plan

2015-2040

AMARILLO METROPOLITAN

TRANSPORTATION PLAN

2015-2040

AMARILLO URBAN TRANSPORTATION STUDY

AMARILLO METROPOLITAN TRANSPORTATION PLAN

2015-2040

Prepared By:

AMARILLO METROPOLITAN PLANNING ORGANIZATION

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CITY OF AMARILLO
TEXAS DEPARTMENT OF TRANSPORTATION
POTTER COUNTY
RANDALL COUNTY

AMARILLO METROPOLITAN PLANNING ORGANIZATION

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SECTION 1.0
INTRODUCTION

1.0 INTRODUCTION

The Amarillo Metropolitan Transportation Plan (MTP) is a twenty-five year document that provides a multi-modal approach to the future transportation needs for the Amarillo Metropolitan Area. The purpose of the plan is to assure that adequate transportation facilities are planned for the future growth of the City. The MTP identifies future roadway, transit, bicycle, and pedestrian facilities. The plan also addresses congestion management strategies.

The MTP is a federally required document that has been prepared by the Amarillo Metropolitan Planning Organization in accordance with the requirements specified in the Moving Ahead for Progress in the 21st Century Act (MAP–21) of 2012. The plan is designed to be a flexible guide in directing the local transportation needs. As required by Federal Law, the MTP will be updated a minimum of every five years to insure the goals and objectives of the plan are still applicable to the transportation needs of the study area.

BACKGROUND

Legal Basis for Transportation Planning

In 1962, Congress passed the Federal Highway Act that addressed the need for Transportation Planning in urbanized areas. Section 134 of the act states that after July 1, 1965, no Federal Funds will be expended for highway construction in any city with a population over 50,000 unless such expenditures are in accordance with the findings of a comprehensive, cooperative and continuing transportation study conducted in the area. In an effort to comply with the act, the City of Amarillo, Potter and Randall Counties and the former Texas Highway Department, entered into an agreement, which started the Amarillo Urban Transportation Study (AUTS).

Since the Federal Highway Act of 1962, many subsequent federal actions have been enacted. All of these actions have been an effort to increase the effectiveness of the Transportation Planning process. Some of the most significant actions that relate to the local level planning were included in the 1975 Joint Regulations on Urban Transportation Planning. This joint act between the Federal Highway Administration (FHWA) and the Urban Mass Transit Authority (UMTA) required, as a condition for receiving federal assistance, the designation of a Metropolitan Planning Organization (MPO) in each urban area by the Governor of the State. This designation requires the MPO to carry out transportation functions in conjunction with other governmental bodies in a prescribed study area.

History of Transportation Planning in Amarillo

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), the Panhandle Regional Planning Commission, Potter and Randall Counties, and the City of Amarillo, administers the transportation planning process in the Amarillo urbanized area. This designation was renewed by contract with Texas Department of Transportation (TxDOT) in May 2012. The contract reflects changes in the Planning process brought about by the Moving Ahead for Progress in the 21st Century Act (MAP–21) and previous federal transportation legislation, such as ISTEA, TEA-21, and SAFETEA-LU.

The Amarillo FY 2015–2040 Metropolitan Transportation Plan was developed in accordance with regulations set forth in MAP–21, adopted July 6, 2012. The MPO is responsible, together with the State of Texas, for carrying out the provisions of MAP–21 under Sections 1101 and 1105 ; SAFETEA-LU under Sections 1107 and 6001; ISTEA & TEA-21, under Title 23, United States Code, Section 134 (The Urban Transportation Planning Process), and further regulated by Title 23 Code of Federal Regulations 420 and 450.

Study Area

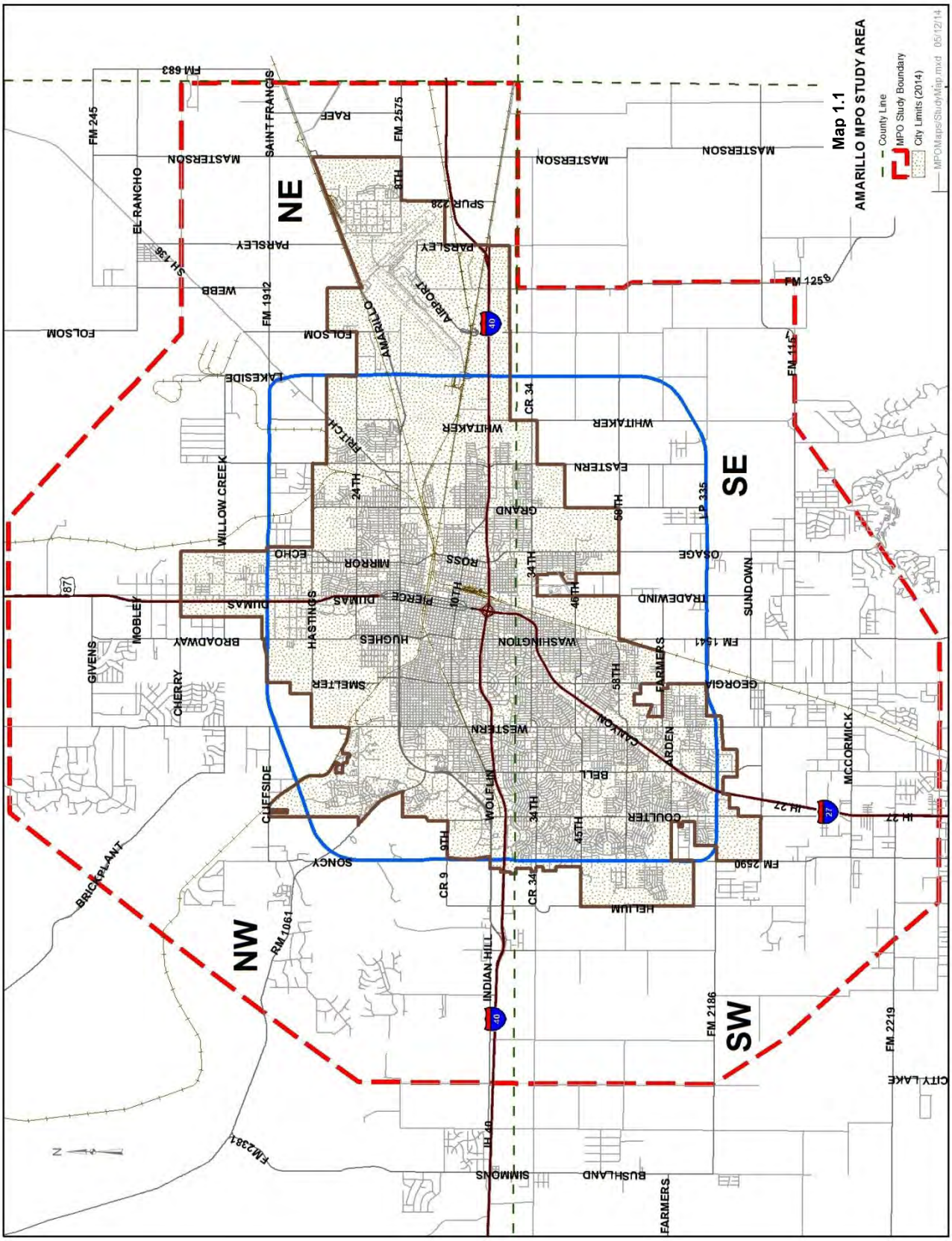
The transportation planning process in the AUTS is limited to the boundaries illustrated by Map 1.1. The boundary includes the City of Amarillo and portions of Potter and Randall counties. It corresponds to that area of the region that is likely to become urbanized in the next 20 years. These boundaries also correspond to limits shown in the Travel Demand Model prepared by the Texas Department of Transportation.

Transportation Planning Process

Transportation Planning is a multi-disciplinary process that involves developing and evaluating transportation plans and improvement programs. Transportation plans are created to provide for the anticipated needs of the community. In order to meet those needs the planning process must be flexible and continuously monitored to accommodate the changes that may occur in land use, economic conditions or other factors that may influence travel patterns.

As part of the Transportation Planning Process, the MPO is responsible for preparing the Transportation Improvement Program (TIP). The TIP is a program of projects that are financially constrained by several different categories of funding sources. The TIP is based on a four-year timetable and is updated every two years. Projects included in the TIP are programmed to begin construction during a prescribed year. The criteria used to evaluate projects included in the TIP are as follows:

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


Map 1.1
AMARILLO MPO STUDY AREA
County Line
MPO Study Boundary
City Limits (2014)
MPOMaps/StudyMap.mxd 05/12/14
NE
SE
NW
SW
FM 683
FM 245
EL RANCHO
SAINT FRANCIS
RAE
FM 2575
MASTERSON
SPUR 228
PARSLEY
WEBB
FM 1912
FOLSOM
AIRPORT
AMARILLO
LAKESIDE
FM 1258
FM 1151
CR 34
WHITAKER
FRITCH
EASTERN
WILLOW CREEK
24TH
GRAND
50TH
LP 335
ECHO
MIRROR
ROSS
OSAGE
34TH
46TH
TRADEWIND
SUNDOWN
87
MOBLEY
DUMAS
PIERCE
10TH
HASTINGS
HUGHES
WASHINGTON
FM 1541
GIVENS
BROADWAY
SMELTER
58TH
FARMERS
GEORGIA
CHERRY
WESTERN
CANYON
ARDEN
MCCORMICK
CLIFFSIDE
BELL
WOLFLIN
COULTER
IH 27
BRICKPLANT
SONCY
9TH
CR 9
FM 2590
HELIUM
RM 1061
INDIAN HILL
IH 40
FM 2186
FM 2219
CITY LAKE
FM2381
SIMMONS
BUSHLAND
FARMERS

SECTION 2.0
PLANNING ELEMENTS

2.0 PLANNING ELEMENTS

Introduction

MAP–21 requires that long-range transportation plans of metropolitan areas be based on a twenty-year time horizon. The plans are required to identify short- and long-range strategies and actions for implementation of the objectives. Near term transportation demand and congestion management techniques must also be addressed. The plan is required to address different modes of transportation and must be financially constrained. A financial plan must be included to provide a reasonable estimation of funding sources for the life of the plan.

Key Factors of MAP – 21:

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency:** The short- and long-range planning process and projects work to support the economic vitality of the MPO area by improving transportation infrastructure. Transportation projects within the area will enhance accessibility and safety to ensure efficient movement of people and goods.
- **Increase the safety of the transportation system for all motorized and non-motorized users:** The MPO planning process is consistent with TxDOT's Strategic Highway Safety Plan (SHSP) and uses the Texas highway safety planning process as a foundation upon which to identify the goals, strategies, performance measures, and objectives for the MTP planning process.
- **Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users:** The Potter & Randall County Local Emergency Planning Committee has developed plans for addressing all types of emergencies and security for the personal security of the residents of Potter and Randall Counties. These plans include disasters caused by weather or other events. Designated hazardous material routes were developed and approved by the Texas Department of Public Safety in 2001 and are a part of this plan. The Randall County Judge, a MPO Transportation Policy Committee member, serves on the Potter & Randall County Local Emergency Planning Committee.

  Amarillo City Transit has had an adopted Safety, Security, and Emergency Preparedness Plan since 2005. The plan includes a description of the transit system; a description of the management of the security plan, including specific roles and responsibilities; threat and vulnerability identifications and assessments; and an annual program of work. The plan is updated every three years, during FTA's Triennial Review of Amarillo City Transit. The most recent update was in 2014; the next update will be in 2017. This review process allows the Emergency Preparedness Plan to address all federal requirements.
- **Increase accessibility and mobility of people and freight:** The MPO has a schedule for conducting traffic counts to monitor the traffic patterns in the area.

Using the results, the congested hot spots and problem areas are identified and recommendations presented for transportation improvements. The City of Amarillo has synchronized signals at over 70% of the signalized intersections to improve the free flow of traffic. TxDOT and the City cooperate to combine both highway management and arterial traffic signal timing for response to incidents and congestion. A Traffic Management Center operated by TxDOT allows faster response to congestion, collision, or weather related incidents. The MPO continues to explore Access Management Improvements to minimize congestion. The roads and streets in Potter and Randall Counties and the City of Amarillo are laid out on a grid system and continue to develop in square mile sections. This type of development has provided a smooth transition from the rural county roads to urban city streets. As development occurs along the perimeter of the City, the City of Amarillo Paving Policy, adopted by resolution on March 27, 1984, requires the developer to construct paving improvements located adjacent to or within the new subdivision. These thoroughfares continue to provide continuous links between the urban and rural areas.

The MPO is aware that some transit needs in the city have not been met as desired. Amarillo City Transit has been forced to limit service due to limited funding for operations. This has caused the City of Amarillo to look at alternatives. Alternative measures will be implemented as funding resources are identified. Solutions will be developed to allow local transit services to expand or increase headway times as the city continues to grow. Development will be ongoing as funds become available.

Freight mobility is also important for the MPO area. ITS projects to promote signalized intersections to eliminate congestion and improve truck freight mobility are part of planned MTP projects.

- **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:** An effective transportation system provides the basis for activities in parks, recreation areas, and historic sites. The MPO has always promoted accessibility to these areas and will continue to look at addressing these needs through the identification of projects that will best serve these facilities. The MPO has identified and contacted the various environmental resource agencies and will provide information as necessary to include them in the planning process. The MPO is presently in attainment for all air quality categories. If any of the MPO area is classified as non-attainment in the future, the MTP will be revised to include projects that will reduce vehicle emissions. The MPO uses GIS tools, including those developed by the Environmental Protection Agency Region 6 and other agencies. Tools, such as GIS-ST and NEPAssist, are used to evaluate environmental mitigation activities within the MPO planning boundary.
- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight:** The MPO supports the improvement of transportation services for the elderly, people with disabilities

and others having no access to personal private transportation or who are otherwise unable to drive. Projects included in this MTP also incorporate bicycle and pedestrian facilities into the design of roadways as appropriate and seek to meet or exceed minimum standards of accessibility. Bicycle and pedestrian facility signage or shared lanes will be expanded at least ten percent by 2020. The projects contained within the MTP consider innovative land development patterns and site designs to prevent additional congestion and improve accessibility. Projects that protect and enhance the environment, promote energy conservation, improve the quality of life are paramount. This plan seeks to ensure that appropriate types, connections, and levels of freight transportation service are provided to the entire region. Those that promote consistency between transportation improvements and planned growth and economic development patterns are considered vital.

- **Promote efficient system management and operation:** There are many projects that have taken place and will continue to take place in order to reduce the number and length of stop delays associated with vehicular traffic. Traffic light synchronization systems are in place to reduce vehicle stops and delays leading to savings in fuel consumption and lost time. The MPO supports a Congestion Management Process. The implementation of a Congestion Management System aids in energy conservation. The Comprehensive Land Use Plan and policy decisions made by the City of Amarillo, affects short- and long-range transportation plans. The ideal preservation of rights-of-way for the local governing agencies is securing the right-of-way through dedication. The City of Amarillo, through the City's Code of Ordinances, requires the dedication of land at the time of platting. This aids the determination of rights-of-way necessary for future transportation corridors. Potter and Randall Counties also receive right-of-way through dedication of land. In addition to the traffic volume data collected by TxDOT and the City of Amarillo, the City collects traffic volume data on approximately 180 intersections and 350 "1/2 mile" counts in the metropolitan area. The Amarillo MPO and the City Of Amarillo are regional stakeholders along with TxDOT in the Amarillo Regional ITS Architecture and Deployment Plan. This system provides transportation and emergency management services through the use of resources to maximize safety and mobility to the public consists of being able to observe 'real time' traffic and includes a highway management system. Amarillo Regional ITS has changeable dynamic message signing and incident management cameras.
- **Emphasize the preservation of the existing transportation system:** Improvement projects to rehabilitate the existing transportation system are one of the MPO's top priorities. The existing transportation infrastructure is of utmost importance in order to continue providing a safe and reliable system. One of the MPO objectives is to secure funding to continue the maintenance and operational enhancements to the existing street network. Another goal is operational improvements that will increase traffic flow and capacities.

Environmental Mitigation and Consultation

MAP–21 requirements were written to provide a more consistent consideration of environmental issues for transportation projects, from planning initiatives through project development. SAFETEA-LU doesn't change how the National Environmental Policy Act (NEPA) relates to a Metropolitan Transportation Plan (MTP). Typically, an MTP or other regional long-range plan does not involve specific federal approvals or actions that are likely to cause a significant environmental impact. As such, an MTP doesn't need a NEPA Environmental Impact Statement (EIS) to meet the requirements of MAP–21. MAP–21 does, however, require Metropolitan Transportation Plans, which discuss potential environmental mitigation activities, to be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies (resource agencies). Those activities include those aspects of 23 CFR 450.104, which states, in part:

- Serve to avoid, minimize, or compensate for impacts associated with implementation of the transportation plan;
- Consider neighborhoods, homes, businesses, cultural resources, parks, recreation areas, wetlands, water sources, forests, agriculture, etc.;
- Regional scope may not necessarily address individual projects.

To assist in the NEPA process, Region 6 EPA has an assessment tool to systematically consider single and cumulative environmental impacts. The Region 6 EPA GIS Screening Tools, such as NEPAssist and GISST are designed to facilitate a better understanding of environmental effects and to allow the EPA to share technical and regulatory data with industry, the public, and other stakeholders. As required by the Transportation Equity Act of 2001 (TEA-21), E.O. 13274, and Section 6001 of MAP–21 related to linking planning and NEPA, TxDOT is using NEPAssist as an environmental streamlining tool on transportation projects.

The Amarillo MPO will seek opportunities to join in these discussions and make use of the NEPAssist and GISST tools in an effort to determine the potential impact that activities outlined in the MTP may have on other regional planning efforts. While consultation with our resource agencies occurs as part of the outreach process, the discussion has been enhanced. In compliance with 23 CFR 450.322 paragraphs (f) (7) and (g), the Amarillo MPO and its member entities support a proactive approach toward land use management, environmental protection, and historic preservation. The Amarillo MPO continues to cooperate and consult with participating entities and the Texas Department of Transportation to achieve a responsible long range transportation plan that addresses land use management, natural resources, environmental protection, conservation, and historic preservation. Resource agencies include the City of Amarillo, the EPA & TCEQ, the Texas State Historical Commission, and Texas Parks & Wildlife, among others. This MTP fully supports the Texas Transportation Plan 2040 initiatives and has been developed in partnership with the State of Texas.

The collaboration and consultation with existing groups and resource agencies throughout the planning process, along with the study of potential impacts of the MTP, will allow environmentally important regional planning efforts to be addressed.

Planning and Environmental Linkages (PEL)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) opened the door to Federal regulations on linking of statewide and metropolitan transportation planning, and the NEPA processes. PEL seeks to streamline the project development and environmental review processes by improving coordination among stakeholders. PEL encourages agencies to adopt an integrated approach, which addresses transportation and environmental goals while considering quality of life.

PEL emphasizes the linking of planning and NEPA activities — specifically, solidifying the connection between systems-level planning and project-level decision making. The purpose of PEL is to coordinate planning with the NEPA process in an attempt to streamline project delivery and improve planning- and project-level decision making.

PEL enables agencies to better communicate and coordinate during project decision making. The approach provides a broader perspective that reaches beyond NEPA requirements to include consultation with resource agencies and others concerning mitigation, conservation plans, regional habitat mapping, and more.

PEL's most pointed goal is to complete certain activities in the planning process by encouraging planning and environmental staff at transportation and resource agencies to share tools and improve coordination. The approach minimizes duplication of efforts and reduces delays in transportation improvements, and can make the entire life cycle of a transportation project more seamless and sensitive to environmental resources.

The Planning and Environmental Linkages project development process is documented through preparation of environmental impact statements (EISs) or environmental assessments. Analytical tools such as checklists, databases, and GIS can provide planners, environmentalists, and engineers with more detailed information about proposed projects and their surrounding areas. These tools can facilitate data sharing within organizations and among agencies, enhance understanding of projects, minimize miscommunication between partners, and support more informed decision making. The best tools support access by multiple agencies and their departments so all stakeholders have common and current information.

Title VI and Environmental Justice:

A 1994 Presidential Executive Order directed every federally funded agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." The MPO's environmental justice initiatives accomplish this goal by involving the potentially effected public in developing transportation projects that fit within the community without sacrificing safety or mobility. There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The MPO serves as the primary forum where the public, local agencies, and TxDOT develop local transportation plans and programs that address the urban area's needs. The MPO helps local public officials understand how Title VI and environmental justice requirements improve planning and decision-making. The MPO continues to:

- enhance our capabilities to ensure that the short- and long-range transportation plans comply with Title VI.
- identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed and that the benefits and burdens of transportation investments are fairly distributed.
- evaluate and improve the public participation process to eliminate participation barriers and engage minority and low-income populations in transportation planning initiatives.

Public Participation

Effective transportation planning must be responsive to the needs of the community and therefore effective public input is essential. MAP–21 requires the MPO to provide citizens, affected public agencies, freight transportation services, private providers of transportation, representatives of users of public transportation, the disabled community, users of pedestrian and bicycle facilities, and other interested parties with a reasonable opportunity to comment on the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and other documents prepared by the MPO. MAP–21 also requires the MPO to consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of long- and short- range transportation plans. MPO maintains a website www.amarillompo.org that includes this Metropolitan Transportation Plan, the Transportation Improvement Program (TIP), and other documents that the MPO produces.

The MPO Policy Committee adopted a MAP–21 - compliant Public Participation Plan on January 25, 2007, which encourages early and continuous public participation in the planning process. The Public Participation Plan can be found at: http://www.amarillompo.org. Communication is encouraged through the publication of public notices, agendas, and news releases. The MPO staff also seeks invitations from civic, social, educational, and business organizations to present information about the MPO planning process. The MPO has prepared literature to educate citizens and officials. Materials are available that discuss aspects of short- and long-range transportation planning, public participation, as well as information about local transportation initiatives.

As part of the public participation and interagency consultation efforts, the draft MTP was made available for review and comment to citizens, bicycle and pedestrian

representatives, disabled representatives, federal, state, and local resource agencies, land use management, natural resource, environmental protection, and conservation, historic preservation agencies, in addition to transportation stakeholders with interest in the MPO planning area. The members of the MPO Technical Advisory Committee and the Policy Committee also reviewed the draft and public notices were released about the draft being placed on the MPO web page, in local libraries, and at the offices of the member agencies.

The MPO meets the requirements of the "adequate public notice of public involvement," by placing notices, calendar information, and press releases in the Amarillo Globe-News, the region's largest daily newspaper publication.

Public comments:

Appendix C contains comments (if any) received during the public comment periods and public forums or hearings. Additionally copies of the notices of those public forums and hearing are included.

SECTION 3.0
TRENDS IN THE AMARILLO URBAN AREA

3.0 TRENDS IN THE AMARILLO URBAN AREA

Introduction

Planning for future transportation facilities requires evaluating many factors. Demographic, economic and travel trend data are valuable tools for forecasting transportation needs that may exist in the future. Evaluating historic trends and future projections can be helpful in planning the transportation system of the future. A growing population and economy indicates that there will be an increased demand on the transportation system. The following is an evaluation of the population, work force, and travel trends in the Amarillo Metropolitan Area.

Population Trends

The City of Amarillo has experienced varying growth rates over the past 100 years. Population growth has been recorded for all entities in the Amarillo area, except for Potter County. From 1960 to 1970 Potter County showed a marked population decline. This occurred primarily because of the closing of a local military base in 1968. Since that time, 2010 Census data shows Potter County to have a population of 121,073, which translates into a 34% increase since 1970. Randall County has continued to grow without impediment. Randall County's growth rate, 16% between 1990 and 2000 as well as 16% between 2000 and 2010, has fallen short of the State of Texas' growth rate (21%).

The AUTS area, with an estimated 2010 population of 219,541 increased in size 12% between 2000 and 2010. The City of Amarillo, with a 2010 population of 190,695 grew 10% since 2000. Amarillo now ranks fourteenth in comparison with other Texas cities in total population. The 2010 recorded population for Potter County was 121,073, a 6.6% increase from 2000. Randall County's recorded population for 2010 was 120,725, a 15.7% increase from 2000.

Growth in the study area has continued to move to the northwest and southwest portions of the City over the past decade, as is indicated by the rising population of Randall County which is located in the southern portion of the study area. Other areas within the planning boundary have experienced population decreases due to declining birth rates, out migration, and housing stock reductions. These areas are primarily located in the central, north, and east portions of the City.

Population Projections

Population characteristics–past, present, and future–are key indices of an area's ability to adapt and adjust to changes in technical and economic trends; therefore, they are a key element of this plan.

The population projections shown in table 3.1 reflect estimates prepared by the City of Amarillo as well as the Texas A&M University State Data Center. The City's Planning Department prepared the projections for the City of Amarillo and AUTS geographic

levels using a linear extrapolation model. The linear extrapolation model assumes that trends of the past are an accurate reflection of future growth trends. percentage of change prior to year 2010 is applied at ten-year intervals to produce the future population estimates. State Data Center population estimates are used for all other geographic levels. State Data Center estimates are based on a cohort component with net migration model. This particular model assumes those trends in specific groups, or cohorts, such as, age, sex, and race/ethnicity of moderate net migration rates will characterize those of the future.

Table 3.1
Population Projections 2010-2040

Year	AUTS Study Area	City of Amarillo	Amarillo MSA	Randall County	Potter County
2015	232,713	200,230	265,011	131,541	127,454
2025	260,639	220,253	315,893	158,993	141,179
2035	291,916	242,278	376,544	196,776	156,903
2040	309,430	254,392	412,316	219,492	164,757

Labor Force and Economic Trends

The labor force and economic trends provide a good indication of the economic strength of an area. Over the last twenty years the Amarillo economy has been in a transition. The crash of the oil industry in the 1980's forced the City from an oil and gas based economy to a more diversified service based economy. Over the last twenty years, employment in the agriculture, transportation, communications, and wholesale trade economic sector has slightly decreased. This decrease has been countered by a small increase in the number of persons working in finance, personal services, and entertainment. Within the last ten years, the largest growth of jobs has occurred in the arts, entertainment, and food service industries.

In 2010 the Amarillo Metropolitan Statistical Area (MSA) had 187,546 residents over the age of 16. Of this number, 126,871 were in the labor force. Ninety-five percent of the persons in the labor force were employed, which accounted for 120,151 workers. Since 2000, the labor force in the MSA has increased by approximately 12%. The labor force in the City reached 97,515 in 2010, which is up 7.6% from 90,662 in 2000.

Economic Projections

Employment growth for the Amarillo area for upcoming years is expected to be somewhat lower than that of the State. Growth is expected to occur in the services, government, and trade areas. Service related jobs, particularly those in health care and business, are expected to be the fastest growing sector of the economy. Manufacturing related jobs are anticipated to also increase. Agriculture, oil, and gas production, which

have been the mainstay of the local economy, should experience continued growth in the future. Labor force projections were derived by extrapolation methods of historical data and are listed in Table 3.2. According to the Texas Workforce Commission employment by industry for the Amarillo Panhandle area (from 2010 to 2020) is projected to increase 14.9%. Employment by occupation is projected to increase at the same rate. Both are lower than the statewide projection of 20.1%.

Table 3.2
Labor Force Projections

Year	AUTS Study Area	City of Amarillo	Amarillo MSA
2015	107,826	104,780	136,323
2025	123,892	120,392	156,635
2035	142,352	138,330	179,974
2040	152,957	148,566	193,382

Travel Trends

The majority of Amarillo employees work very close to home. Eighty-three percent of the workers over the age of 16 work within the city limits while the remaining 17% work elsewhere. Of the persons who live in the Amarillo MSA, 97% work within the MSA while 3% work outside of it. Of significance is the fact that the City of Amarillo is located in two counties. Because of this, 57% of all workers work in their own county of residence, while 43% work outside of it.

Means of Transportation

Upon examining the means of transportation that Amarillo residents take to work, it becomes apparent that many of the conservation gains made during the 1970's and 1980's were lost during the last several decades. The number of Amarillo residents who drove cars, trucks, or vans to work increased significantly over the thirty years. These gains reduced the percentage of those who car-pooled to work. In 1980, 20% of Amarillo's workers car-pooled to work. By 2010, this had decreased to 13%. In 2010, nearly 82% of the City's workers continued to drive to work alone.

Travel Time

Travel time to work refers to the total number of minutes that it usually takes a person to get from home to work during the week. Because Amarillo has good access both north to south and east to west, distance to work is more accurately measured in minutes rather than in miles. In 2010 approximately 88% of Amarillo's workers travel between 5 and 29 minutes to their jobs. The majority of the workforce travels between 10 and 14 minutes. Relatively few workers travel more than 30 minutes. This trend has remained relatively stable over the past decade as is shown in Table 3.3.

Although transportation funds grow less each day the public recognizes the need for the roadway construction projects. Travel time to and from work has been temporarily increased due to some roadway construction projects. In all likelihood, the travel times will continue to fluctuate over the next few years as new roadway construction projects continue and funding resources rise and fall.

Table 3.3
Travel Time To Work

TIME	2000 CITY OF AMARILLO PERCENTAGES	2010 CITY OF AMARILLO PERCENTAGES
Less Than 5 Minutes	3%	4%
5-9 Minutes	15%	16%
10-14 Minutes	27%	26%
15-19 Minutes	25%	24%
20-29 Minutes	16%	18%
30-44 Minutes	7%	7%
45-59 Minutes	2%	2%
60-89 Minutes	2%	2%
90 Or More Minutes	1%	1%
Worked at Home	2%	2%

Vehicles Available

Vehicles available relates to the specified number of passenger cars, vans, and pickup or panel trucks of one-ton capacity or less that are kept at home and available for use by a family member. Vehicles rented or leased for one month or more, company vehicles, and police and government vehicles are included if they are kept at home and used for non-business purposes. Dismantled or immobile vehicles are excluded, as are vehicles kept at home but used only for business purposes. Within the City of Amarillo, 3.1% of the 70,122 households do not own an automobile. The majority of the households within the City (44.7%) have two vehicles available for their use. Table 3.4, Vehicles Available 2010, details the occupied housing units and number of vehicles at their disposal. When compared to 2000 figures, the number of households in the City of Amarillo with one and two vehicles available has increased by 15.5%.

Table 3.4
Vehicles Available 2010

	NONE	ONE	TWO	THREE OR MORE
City of Amarillo	2,767	21,334	40,263	25,674
Potter County	1,927	13,533	22,134	16,126
Randall County	1,294	11,173	27,161	19,814
Amarillo MSA	3,271	25,129	50,799	37,659

Conclusions

The expected growth in the population and labor force for the Amarillo area coupled with the rise of single occupant vehicles trips indicates the transportation demand on the existing system will continue to grow. Public consensus shows that current facilities are providing for citizens' transportation needs. However, most citizens feel that improved facilities are necessary and desirable. While some trips are made via public transportation, bicycle, or pedestrian foot traffic, the automobile is the primary mode of transportation. It is unlikely this will change in the near future. In light of this, the bulk of the improvements included in this plan will be geared towards meeting the needs of automobile traffic. In the future public opinion surveys will be used for transportation planning in the AUTS area.

SECTION 4.0
MISSION, OPPORTUNITIES LIMITATIONS AND STRATEGIES

4.0 MISSION, OPPORTUNITIES, LIMITATIONS AND STRATEGIES

Mission

This MTP has been prepared in an effort to work in conjunction with the local Comprehensive Plan so that it complements the goals of the community to promote and improve the quality of life in the Amarillo area.

> *The mission of the Amarillo Metropolitan Transportation Plan is to provide a Long Range Plan that will promote mobility and accessibility through an effective transportation system for the movement of people and goods. The Plan will seek to provide the citizens of Amarillo with a multi-modal transportation network that will encourage safety and efficiency with minimal impact on the cultural, economic, and environmental resources of the metropolitan area, with emphasis on alternate modes of transportation. The Plan will, to the extent possible, provide accurate anticipated transportation needs and strive to maintain existing facilities.*

Goals

The broad based mission of the Amarillo MTP provides an overall vision of the transportation needs for the citizens in the Amarillo study area. The following goals are more specific aspects of the plan that will lead to its implementation.

- Promote mobility and access by providing a multi-modal transportation system
- Support and promote alternate modes of transportation
- Promote freight and commuter corridors
- Establish and implement national performance goals
- Include short- and long-range planning elements
- Recognize community needs and provide flexibility
- Work in conjunction with local comprehensive plan
- Promote economic growth and land use compatibility
- Identify reasonable funding sources for the implementation of the plan

Opportunities And Limitations

One of the most important aspects of the MTP is to ensure that the elements contained within the plan are based on a realistic estimation of resources and needs of the citizens in Amarillo. Realizing these factors, it is necessary to identify opportunities and limitations that are present within the study area and are unique to the City of Amarillo. This information will be useful in developing strategies and implementing the elements included in this plan.

Mobility in the Amarillo study area is currently very good. A few areas of the City are experiencing intermittent congestion and travel delay. To date these problems are limited to peak hour times at major intersections. Since, traffic congestion and delay

problems have not yet reached severe levels; citizens have not sought alternative modes of transportation. Currently, with minimal traffic problems, some of the biggest limitations in developing a Multi-Modal Transportation System that citizens will use include:

- Vehicle dependence
- Single occupant trips
- Low cost of vehicle operation
- Low travel times within study area
- Trip Chaining

Obviously, the current level of mobility will not remain static. This provides the opportunity to plan for increased travel demand. Building our way out of traffic problems is not a viable option. Limited resources force us to look at alternative modes of moving people and goods. The long-range plan provides an opportunity to focus on future needs and identify ways to curb problem areas before they occur. The major opportunities that exist for the transportation system in the Amarillo Study Area include:

- Maintaining, upgrading and expanding the existing roadway system
- Managing & reducing existing congestion
- Improving mobility via preservation & expansion of existing highway corridors
- Providing improved public transportation services
- Creating a safe & efficient bicycle network
- Providing improved pedestrian facilities

Climate Change / Greenhouse Gases

Development of the 2015-2040 Metropolitan Transportation Plan has permitted the Amarillo MPO to further consider the effects climate change and the impact of greenhouse gas emissions upon the region. This area, with its level terrain, strong prevailing winds, modest population, and lack of traffic congestion, is currently an attainment area. Throughout this Plan strategies have been considered that will aid in the reduction of vehicle miles traveled, decrease congestion, and promote alternative modes of transportation. The MPO fully endorses the use of public transit and alternative modes of transportation, such as bicycling. The goals set out in this plan will allow the study area to keep its attainment status.

As opportunities for participation with other agencies, such as the U.S. Department of Transportation or the Texas Department of Transportation, present themselves, the Amarillo MPO will participate with a desire to maintain an acceptable level of mobility and promote the adaptation of strategies appropriate for reducing greenhouse gases in the area.

Strategies

The opportunities and limitations listed above are a few of the major issues facing the citizens of the Amarillo study area. Maintaining an acceptable level of mobility and providing a safe and efficient transportation system is ultimately the responsibility of all

the users of the system. The physical network can be provided to promote safety and efficiency, but the users of the system also affect how the system functions. There are strategies that not only the local governmental authorities can take, but also the citizens and local businesses. The strategies listed below are recommendations that can lead to an improved transportation system. The strategies are divided into two categories, local government, and local community.

Local Government

- Improve existing facilities
  - Signal timing
  - Geometric design
  - Striping changes
  - Turn lane additions
- Construct new roadway facilities
- Provide pedestrian facilities
  - Identify gaps in pedestrian facilities
  - Continue to require sidewalk installation with new construction and major renovation
- Improve the public transportation system
  - Expand service area
  - Improve marketing
- Provide bicycle facilities
  - Improve safety programs
  - Incorporate bike facilities on new roadways, where possible
  - Provide bike facilities on arterial and collector streets, where possible
  - Promote use of bicycles through marketing
  - Improve the Bicycle Network
- Prevent urban sprawl
  - Promote infill development
  - Promote zoning and subdivision regulations that provide for mixed use development

Local Community

- Ridesharing
- Use of alternative transportation modes
- Flexible work schedule with staggered hours
- Telecommuting
- Reduce single occupant vehicle trips

SECTION 5.0
PLAN ELEMENTS

5.0 PLAN ELEMENTS

Introduction

The growing population and its dependence on the motor vehicle continue to place demands on the existing transportation network. Increasing congestion and reduced travel times will occur as the population and travel needs increase. This section of the plan is aimed at identifying methods to offset those growing demands. The section will focus on developing an integrated system that will include multiple modes of transportation. The following section includes plans for roadway, bicycle, pedestrian, and transit improvements. Existing facilities for each of these elements will be discussed along with opportunities, limitations and proposed improvements. Congestion management strategies will also be identified.

Projects identified in the plan have been assigned an identification number so that the projects can be tracked when they are included in the TIP/STIP. This insures that the projects selected for the TIP/STIP have been given consideration in the MTP and meet the long-range goals of the study area.

ROADWAY PLAN

Introduction

The projects included in the Roadway Plan are designed to meet the projected future transportation demand for the study area. Projects in this plan were selected based on the demand identified by transportation planners, population projections, and public input and use projections and system deficiencies. The projects selected for the roadway plan are designed to improve mobility in the study area and expand the existing network. A well-planned highway and arterial street system is vital to the Amarillo study area. The pattern of vehicular movement provides the framework upon which the Amarillo area develops and is of great significance to the future growth of the region. Just as transportation improvements made in the past impact the present, our future facilities will provide the framework upon which Amarillo will continue to expand.

Project Selection Process

The members of the MPO Technical Advisory Committee collaborated in the selection of transportation projects included in this plan. The committee membership consists of members from the TxDOT–Amarillo District and City of Amarillo engineers, County Road and Bridge Superintendents, the local TxDOT Environmental Coordinator, and MPO staff. Public involvement was solicited and encouraged at every level of the development process. An adopted project selection process was used to determine the projects included in the plan. The Project Prioritization Methodology is shown in Appendix B.

Existing Facilities

Amarillo is well served by its existing facilities. Freeways and expressways run east to west and north to south through the center of the city. They provide the quickest way possible to get from one side of the city to the other. The arterial system follows this same pattern every mile along established survey section lines. This interconnectivity allows for very effective movement of traffic.

Freeways and Expressways

Three major freeways serve the Amarillo Study Area. Interstate Highway 40 crosses the City from East to West, Interstate Highway 27 extends South from the Central Business District to Lubbock and US 87/287 extends North from the CBD through the study area. A minimum right-of-way of at least 300 feet and four to six lanes of traffic represent the design standards for these roadways. All intersections on these facilities are grade separated and access (both ingress and egress) is limited. The facilities are designed to accommodate the highest allowable speed limit.

Expressways have characteristics similar to freeways except the majority of intersections are at grade. Usually only railroad crossings and those intersections with high volume traffic are grade separated. An expressway may be improved with or without frontage roads, but where access to adjacent property is important, frontage roads should be provided. A right-of-way width of up to 300 feet may be required for an expressway-type section; however, it is possible to build a six-lane, urban section expressway within approximately 150 feet of right-of-way. Loop 335 is a typical example of an expressway section in Amarillo. Future expansion of Loop 335 will include additional lanes for more capacity and grade-separated facilities. Reconstruction and maintenance of existing facilities will be necessary as these facilities age.

Section Line or Major Arterial Streets

Major arterials are characterized by 120 feet of right-of-way having four to six moving traffic lanes and a continuous center left turn lane. Parking is prohibited on this type of thoroughfare and it should be capable of carrying 25,000 to 40,000 vehicles per day. Access should be limited along arterials by subdivision design in order to protect capacity and speed limits ranging from 35 to 50 MPH. Bell Street, Grand Street, 24th and 45th Avenues are examples of arterial streets. The provision of future, properly located section line thoroughfares having the necessary right-of-way widths is essential to continued viable and effective development of the City. It is realized that certain physical constraints may preclude old section line roadways from consisting of the required 120 feet right-of-way width. In circumstances such as these, careful planning consideration must be made to ensure that these substandard thoroughfare widths do not create inefficient or marginal developments.

Minor Arterial Streets

Minor arterial streets have between 80 and 120 feet of right-of-way and are of less prominence, carrying lower volumes of traffic than major arterials. Minor arterials are roadways where existing development or physical constraints have prohibited obtaining 120 feet of right-of-way. Minor arterial streets typically have four traffic lanes with or without a continuous center left turn lane or, in some instances, four

traffic lanes with two parallel parking lanes adjacent to the curb. Average twenty-four hour traffic volumes range from 10,000 to 25,000 vehicles per day. Access onto a minor arterial is limited by subdivision design and speed limits should range from 35 to 50 MPH. All streets within industrially zoned or developing areas should meet the minor arterial standards.

Collector Streets
Collector streets range from 60 to 80 feet of right-of-way width with the average width being 70 feet. This type of thoroughfare requires two traffic lanes and two parallel parking lanes adjacent to the curb. Traffic volumes range from 2,000 to 6,000 vehicles per day and direct access from residential lots should be limited by appropriate subdivision design requiring lots to side onto a collector. Speed limits should range from 30 to 35 MPH.

Local Streets
Typically, local streets in Amarillo have 60 feet of right-of-way allowing 37 feet of paving in low-density residential areas. However, 45 feet of paving is common adjacent to schools, multiple-family, commercial, and institutional areas. In well-planned residential developments, where proper design discourages thru traffic, and where travel distances from residences to collector streets are minimal, lesser pavement widths may be considered. Reductions in the required 60 feet right-of-way width should be considered bearing in mind the need for street paving, sidewalks, utility placement, and adequate open space and clearance beyond the curb. Two traffic lanes with two parallel parking lanes adjacent to the curb are necessary. Traffic volumes should be less than 2,000 vehicles per day and speed limits should not exceed 30 MPH.

Opportunities And Limitations

With the roadway network in place, the area has an established system to build upon. Amid recent growth, the City of Amarillo has been updating many of its plans to ensure they can keep pace with development. The City recently updated its comprehensive plan, identifying areas of future opportunity. This will provide opportunities to reassess the plan as well as update new areas of development. The thoroughfare plan will soon receive an update as well. Accordingly, new links will be added to the ADT count maps. These actions will assist observation of new and changing development.

Another fundamental part of the network under analysis is State Loop 335 (SL 335). This multi-use roadway encircles the City with two to six lanes depending upon location. SL 335 carries local and regional traffic, as well as through freight traffic. It serves as a local arterial and as a local relief route. SL 335 has been the subject of multiple studies addressing various aspects of the roadway corridor since its beginning. The Loop 335 Corridor is addressed in the Corridor Studies element of this Plan.

The projects selected in this plan are designed to improve and expand upon the existing facilities. New projects will be incorporated with efforts to improve the efficiency of the existing network. Additionally, operational improvements such as signing, signalization, and striping are employed to improve mobility.

One of the biggest limitations in improving the roadway system will be the limited amount of available resources to fund projects. With funding limitations, projects selected for implementation will have to be carefully identified to maximize the benefit for the public. The problems that stem from the scarcity of funding options emphasize the importance of utilizing the existing system to its maximum potential. Narrow right-of-way and shallow setbacks in existing neighborhoods will also limit expansion of the transportation network. Any improvements to the street system in older areas of the City would impact the existing development patterns. Transportation demand in these areas will have to be offset by measures other than capacity increases.

Policy Considerations

To improve the mobility on Amarillo's network, the following policies should be considered:

- Minimize negative impacts on the social, cultural, economic, and environmental resources of the community.
- Include alternative modes of transportation in all new roadway design to promote a multi-modal system
- Utilize, whenever possible, operational improvements as an alternative to capacity increase
- Limit or avoid capacity increases in existing neighborhoods
- Maximize signal synchronization to promote efficiency
- Continue maintenance programs to preserve the existing roadway system

Corridor Studies

These studies can be financed through planning and capital funds. The following are projects that warrant study in the future.

- Freight Corridor

  Amarillo is an integral part of the nation's freight movement. The city is located at the crossroads of Interstate Highways 40 and 27. Interstate Highway 40 (IH-40) is a major corridor for freight distribution nationwide. It runs from Wilmington, NC to Barstow, CA. IH-40 intersects with eight of the ten primary north–south interstates (all except IH-5 and IH-45) and also with IH-24, IH-30, IH-44, IH-77, and IH-81.

  Interstate Highway 27 connects Lubbock, Texas with Amarillo. This intrastate highway parallels the Burlington Northern Santa Fe Railway's Plainview Subdivision and US Highway 87. IH-27 is an essential part of another high priority freight route, the Ports to Plains Trade Corridor.

  Amarillo is on the National Highway System and Texas Trunk System of roadways. The proximity to the Interstate Highway connections highlighted above and its location on US Highways 60, 87, & 287 and Texas Highways 136, 591 & State Loop 335 provide Amarillo a strategic position on the Texas Freight Highway Network.

The arrival of the railroad led to Amarillo's establishment, and the city is still a major rail crossroad. Two mainlines of the BNSF Railway intersect at Amarillo. They provide direct service to Chicago, Los Angeles, Denver, Phoenix, Kansas City, Dallas, Seattle, Vancouver, Memphis, St. Louis and Pensacola. These mainlines also terminate at the ports of Houston, San Diego and Galveston.

The rail line operates a large intermodal facility in Amarillo that handles about 30,000 containers and trailers each year. The Union Pacific-Southern Pacific railroad also has rights to use BNSF tracks in the Amarillo area.

Amarillo is served by Rick Husband International Airport (AMA), which is located in close proximity to the interstate highway and rail systems. A major terminal renovation was recently completed in 2012. This public airport has two concrete runways, one 13,500 feet in length and the other is 7,900 feet long. TAC Air, the fixed base operator (FBO) at AMA, has provided all ground handling services and aircraft fuel sales to general aviation and military traffic since 1993.

Over 50 passenger flights are provided daily by American, Southwest, and United Airlines to Dallas, Houston, and Denver. Many other destinations are just one stop away including Phoenix, San Antonio, Austin, and Los Angeles. Travelers to foreign destinations can connect to direct international flights from a number of hub airports. US Customs and Border Protection handles operations at the Port of Amarillo.

Freight has moved to the forefront of many transportation plans in recent years. Amarillo area stakeholders increasingly express concern that improvements to the freight transportation system are not enough. Efforts to establish and coordinate development of infrastructure without affecting safety and degrading the environment are difficult because freight traffic and the benefits of serving that traffic rarely stay within a single political jurisdiction.

These connections to external freight generators and gateways are served by at least three other freight corridors. While Amarillo is in a unique location, located on a major east-west national freight corridor, it also is located on a developing north-south international trade corridor. This placement gives Amarillo a prime location on the Texas Freight Highway Network.

- Ports to Plains Corridor

  This corridor runs from the Mexican border to Denver, Colorado via IH-27. MAP-21 legislation lists this corridor as a High Priority Corridor and it is currently under development. The Ports to Plains corridor was first listed as a Congressional High Priority Corridor in ISTEA. The MPO cooperates with the Ports to Plains coalition and the Texas Department of Transportation to aid development of transportation projects along the corridor within the MPO study area.

  Four Congressional High Priority Corridors on the National Highway System: Ports-to-Plains, Heartland Expressway, Theodore Roosevelt Expressway, and Camino Real, create the backbone of the developing four-lane divided highway connecting growing North American markets between Mexico and Canada.

This corridor connects west Texas to Mexico markets, those domestic markets north through Colorado, and ultimately to markets in Alberta and Saskatchewan, Canada. The Corridor Development and Management Plan (CDMP) for the Texas portion of the corridor indicate a Benefit Cost Ratio of more than three to one. The continued development of the planned four-lane divided highway is projected to shift traffic from congested interstates including I-35 and I-25.

The CDMP, completed in 2004, projected the creation of over 23,000 distribution and manufacturing jobs in Texas. The effort focuses on transportation improvements, but it also addresses the relationship between the transportation system and economic drivers including energy, agriculture, manufacturing and distribution. Another benefit associated with improved transportation infrastructure in the Texas portion of the project corridor is a reduction in the total number of crashes.

In 2011, the Texas Transportation Commission approved funding for highway expansion and reliever routes with Proposition 12. Currently the four-lane highway is complete from San Angelo through Lubbock and all the way to Interstate 25 in Raton, NM except for 20 miles. The passage of future transportation legislation could bring new opportunities as the entire corridor meets the criteria to become a Critical Rural Freight Corridor due to its role in connecting the energy resources between Texas and Alberta, Canada.

- IH 27 Corridor

  A major highway corridor inside the Amarillo Transportation Study Area is Interstate Highway 27. Completed in 1992, this intrastate highway connects Amarillo and Lubbock by means of a high speed, controlled access corridor. Inside the Study Area, IH-27 serves as a major commuter route for Amarillo and Canyon residents as well as an element of the Ports to Plains Corridor.

  Several years ago, the Texas Department of Transportation contracted with a consultant to conduct a feasibility study to expand IH 27 from four to six lanes in that segment of IH 27 not already six lanes between Amarillo and Canyon. The projects resulting from this study are included in this plan.

In 2006, the Texas Department of Transportation also employed a consultant to provide preliminary engineering services to upgrade a segment of IH 27 from the IH 40 / IH 27 interchange to SW 45th Avenue in Amarillo. No consensus was reached as this value engineering study concluded.

- State Loop 335 Corridor
  Earlier long-range planning documents by the Amarillo MPO have presented information regarding corridor studies on and along State Loop 335 (SL 335) (source: 1995-2015 MTP, 2000-25 MTP, & 2005-30 MTP). In the 2010-35 MTP, Corridor Studies within the Amarillo Urban Transportation Study (AUTS) area were focused upon Interstate Highway 27 and the Ports-to-Plains Corridor. Although SL 335 was not specifically mentioned in the 2010-35 MTP, the IH-27 and Ports-to-Plains Studies were included as a reflection of State D.O.T. policy changes issued during previous MTP documents. As such, SL 335 dialogue was included as an integral part of the Ports-to-Plains Corridor inside the AUTS area.
  State Loop 335 was created by Texas Highway Department Minute Order Number 047138, dated 01/18/1960. During the next forty years improvements along the Corridor were made, which resulted in the circumferential roadway we know today as the State Loop 335 Corridor. In August 1999 the Texas Transportation Commission met in Amarillo for a ribbon cutting as the roadway was connected completely. Although complete, the roadway was just a series of two- and multi-lane sections with few grade separations at intersecting roadways. During recent years there has been a considerable amount of work accomplished toward the future development of SL 335. A brief history of the continuous work done along the SL 335 Corridor in Amarillo during the last 15 years follows.

  In June 1998 TxDOT conducted an Engineering Study titled “Loop 335 Enhanced Mobility Study” for the purpose of future development along the Loop Corridor. This study is referenced in the Amarillo MPO 2005-2030 MTP document.

  In January 2001 a study was conducted titled “Loop 335, from Georgia Street to 9th Street, Recommendation of Technically Preferred Alternative.” The purpose of this document was to explore the development of an alternate route for the Southwest quadrant of SL 335.

Public meetings were held for this study. Further action and development for the study was delayed and postponed as a result of design and policy constraints put in place at the time of the study.

In January 2007 TxDOT and local stakeholders once again began discussion of the suspended 2001 study. During the next few years several smaller projects along the SL 335 Corridor were advanced to construction. Some of these projects received American Recovery and Reinvestment Act funds; others received Category 2U or Category 3 funds.

Another study was conducted in 2011 for the purpose of evaluating the entire Loop corridor and converting it from an existing non-freeway design to a freeway design. The intent of this study and the resulting public meetings was to gather input from citizens and stakeholders seeking support and comment for a future freeway style Loop. From stakeholder support, the first project of this nature was begun on a section of SL 335 east of IH-27 to the BNSF RR overpass just west of FM 1541. The project was approved, funded, and let for construction in December 2013. This segment's typical section may be used as a standard for the remaining sections along the SL 335 corridor.

In January 2013, the Amarillo MPO Policy Committee formally approved the creation of a long-range planning document for the preservation and future improvement of the entire SL 335 corridor from a non-freeway to a freeway.

In November 2013, TxDOT signed a feasibility study work authorization for said long-range planning document, which is scheduled to finalize a preliminary draft report in July 2014.

TxDOT, in consultation with the Amarillo MPO and regional stakeholders, has initiated action to begin preliminary engineering work on a roadway segment that has been identified as part of the SL 335 Corridor conversion from a non-freeway to freeway section and will incorporate MPO construction funds in the project.

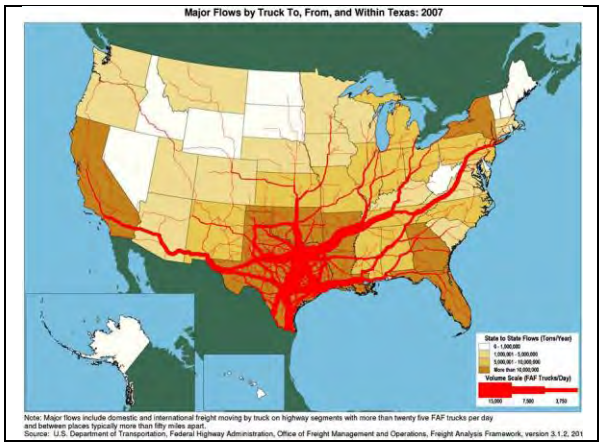
The MPO, in consultation with TxDOT and other stakeholders, seeks to identify additional funding sources to enable a preliminary engineering study for the remainder of the SL 335 based on the findings of the feasibility study that started in November 2013. It is hoped this action will ultimately provide development of a long-range planning document for the preservation and future improvements of the SL 335 corridor that include, but are not limited to, the regional improvement of mobility, freight mobility, land access, connectivity, and safety.

The Amarillo MPO recognizes there are many freight issues each area must face. Freight movement challenges transportation facilities in ways very different from that of urban commuting and other passenger travel in several ways:

- Freight moves long distances through localities and responds to distant economic demands while the majority of passenger travel occurs between local

origins and destinations. Freight movement can create local problems without local benefits.

- Freight accounts for a growing share of the transportation system. Improvements targeted at general traffic or passenger travel are not likely to aid the flow of freight.
- Freight movement fluctuates more quickly and in greater relative amounts than passenger travel. Freight responds more quickly than passenger travel to short-term economic disparities. Fluctuations can be national or local. The addition or loss of just one major business can dramatically change the level of freight activity in a locality.
- Freight movement is extremely diverse compared to passenger travel. Patterns of passenger travel tend to be very similar across metropolitan areas and among large economic and social strata. The freight transportation demands of farms, steel mills, and clothing boutiques differ radically from one another. Solutions aimed at average conditions are less likely to work because the freight demands of economic sectors vary widely.



Other issues also exist. The growing needs of freight transportation bring conflict between interstate and local interests. Many communities do not want the noise and other aspects of trucks and trains that pass through with little benefit locally, but those shipments can have a huge impact on national freight movement and regional economies. In addition, freight shipments place a heavy burden on infrastructure. Roads and bridges, along the major freight corridors, require constant maintenance and repair. This creates even greater demands on today's diminished transportation funds and severely compromised revenue sources.

Over the past 25 years, freight transportation has become cheaper for a given level of service, contributing significantly to enhanced productivity and economic growth. However, market forces, environmental concerns, rising fuel prices, and other factors will increase the cost of moving all goods in the years ahead. In addition, congestion and other issues will affect the long and often vulnerable supply chains of high-value, time-sensitive commodities. If these forces are not mitigated, then the increased cost of moving freight will be felt throughout the economy, affecting businesses and households alike.

Congestion costs are compounded by continuing increases in operating costs per mile and per hour. Beyond fuel and labor, truck operating costs are affected by needed repairs to damaged equipment caused by deteriorating roads, taxes and tolls to pay for repair of infrastructure, and insurance and additional equipment required to meet security, safety, and environmental requirements.

Opportunities for operational improvements are still available and need to be utilized. New physical capacity is limited by available financing, competition with other needs and uses, and environmental concerns. In addition, traditional strategies aimed at passenger travel may not apply.

Operations And Maintenance

Member agencies of the MPO are responsible for the maintenance and efficient operation of all existing infrastructure components that make up the Amarillo Urban Transportation Study Area transportation network.

Table 5.1
Operations and Maintenance Costs

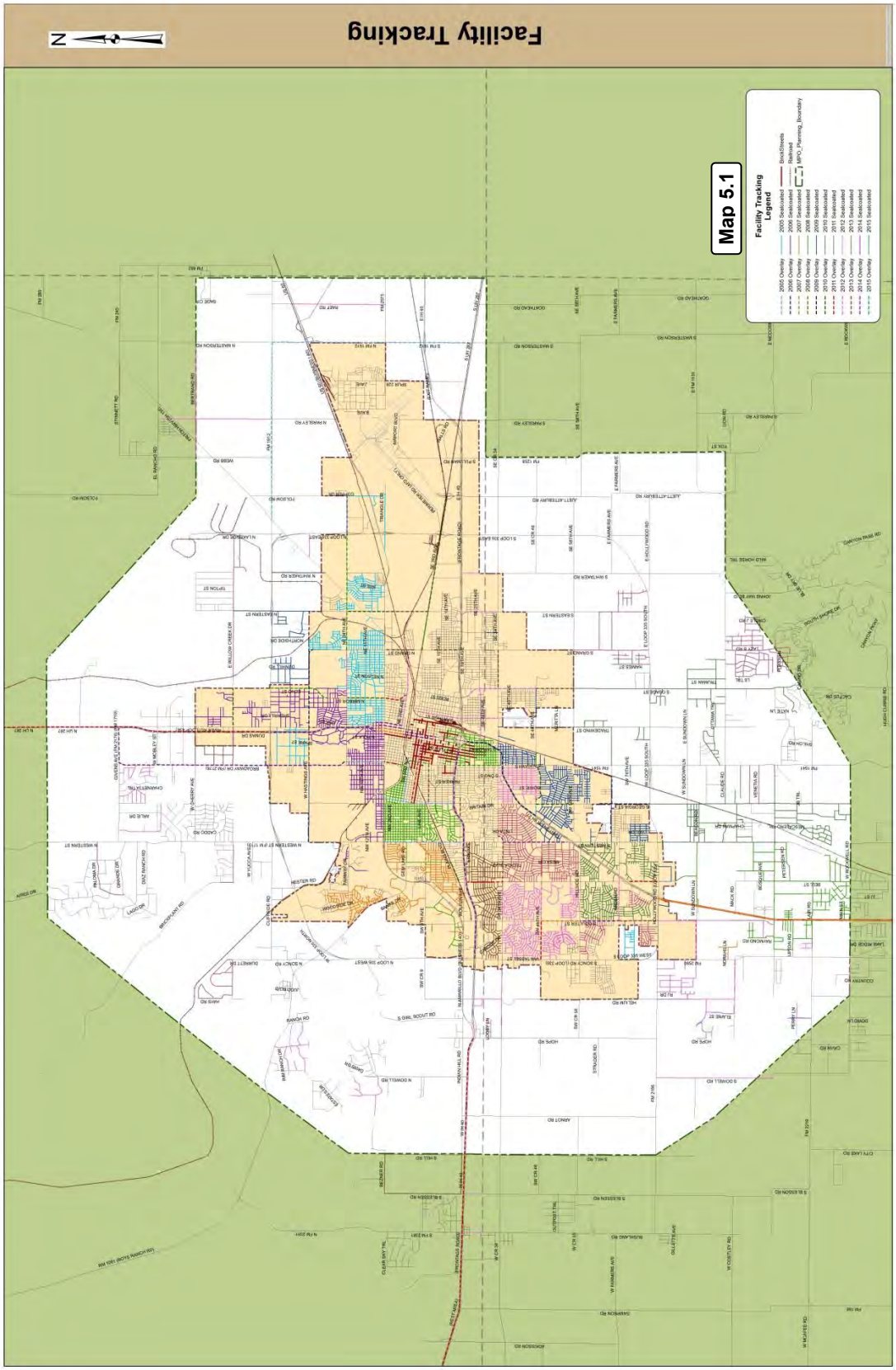
O & M ANNUAL COSTS (Non-Transit)
(Interstate, Freeway, Arterial, and Major Collectors)

Jurisdiction	Lane Miles* Maintained	O & M Expenses	Cost Per Lane Mile
TxDOT			
Section 01	259	$ 910,188	$ 3,514
Section 02	605	$ 5,162,482	$ 8,533
Section 05	66	$ 198,844	$ 3,012
City of Amarillo	555	$ 2,939,200	$ 5,296
Potter County	n/a	n/a	n/a
Randall County	n/a	n/a	n/a
Total MPO Area Lane Miles	**1,485**		
Total MPO Area Costs		**$ 9,210,714**	

* A lane mile is a length of road multiplied by its number of lanes.

Note: All County maintained roads within the MPO area are classified below major collector status and therefore are not applicable to this analysis.

Categories of operation and maintenance (O&M) include: paving or repaving, signs & painting, ROW maintenance, traffic signal & roadway lighting maintenance, surveillance & inspection, or other, which may include minor sidewalk improvements, intersection improvements, etc. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Accordingly, operations may include more routine items such as painting and right of way maintenance. While these activities are not scheduled in the MTP, they are included here for information purposes.

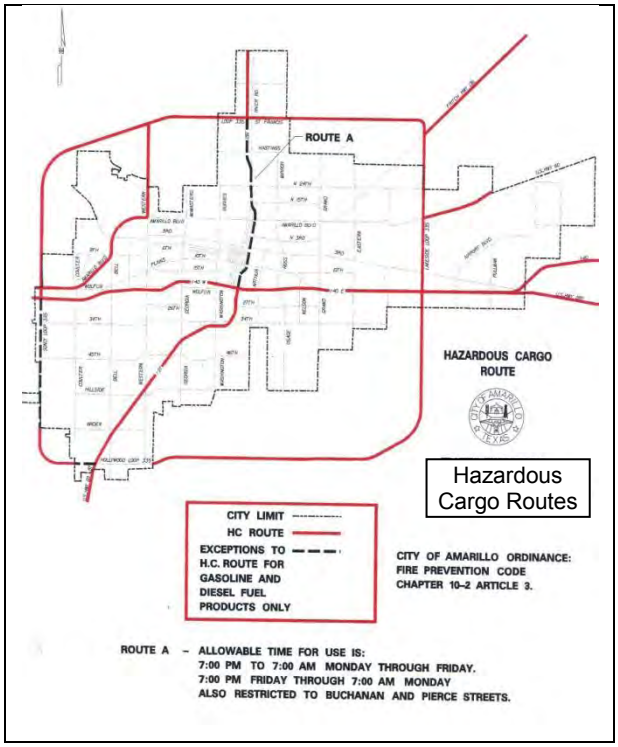

Facility Tracking
N
Map 5.1
Facility Tracking
Legend
2005 Overlay
2006 Overlay
2007 Overlay
2008 Overlay
2009 Overlay
2010 Overlay
2011 Overlay
2012 Overlay
2013 Overlay
2014 Overlay
2015 Overlay
2005 Sealcoated
2006 Sealcoated
2007 Sealcoated
2008 Sealcoated
2009 Sealcoated
2010 Sealcoated
2011 Sealcoated
2012 Sealcoated
2013 Sealcoated
2014 Sealcoated
2015 Sealcoated
Block/Streets
Railroad
MPO_Planning_Boundary

The MPO meets frequently with the urban public transportation provider, Amarillo City Transit (ACT), to address strategies for operations and maintenance of the current and future public transportation system within the Amarillo urban boundary. ACT considers O&M costs as a routine part of the transit system's operations. As such, ACT does not break out expenses for vehicle maintenance or repair of transit related facilities. Fixed-route and para-transit system O&M needs are reflected in the tables using year of expenditure total project costs. These costs are included in the tables with YOE total project costs projected at the four percent annual average inflation rate, as recommended by FTA and TxDOT PTN.

The varied and complex systems used to maintain the efficiency of the MPO area transportation system are difficult to quantify and present. Each jurisdiction and agency has unique methods of accounting for these activities. They may also have varying goals and priorities they are seeking to achieve. As the jurisdictions involved in the MPO process provide information on their existing system's operations and maintenance costs, the MPO will report these activities in the MTP and other documents to provide the public with a clearer picture of the efforts undertaken. These are shown in Map 5.1.

Safety

As per 23 CFR 450.322(h), the MPO supports emergency relief and disaster preparedness plans and strategies and policies developed to support homeland security and that safeguard the personal security of all motorized and non-motorized users.



Hazardous Cargo Routes

The Amarillo MPO supports in its planning efforts all work to promote and develop safer transportation facilities in the region. The Texas Strategic Highway Safety Plan establishes goals, objectives, and key emphasis areas in consultation with federal, state, local, and private sector safety stakeholders. In addition to satisfying federal requirements for highway safety planning, it serves to identify key safety needs and to guide investment decisions intended to lead to significant reductions in highway fatalities and serious injuries on all public roads.

The Amarillo MPO seeks to change the current driving culture in the Amarillo Metropolitan Planning Area to one that emphasizes safety, economy, and civility. Studies of collision data, roadway congestion, grade separation, traffic control devices, and driver inattention/behavior are among the underlying components necessary to understanding how to better achieve a safe driving environment.

Total Project Costs

When the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) released the last Statewide and Metropolitan Planning Rule, it included new requirements for long-range transportation plans. Under the rules, financial constraint of the plan must be demonstrated in "Year of Expenditure" dollars, or YOE dollars. The rationale for this rule is that long-range estimates of transportation costs have understated the deficit between costs and revenues. Therefore, converting all costs and revenues to YOE dollars would theoretically present a more accurate picture of costs, revenues, and deficits associated with a long-range transportation plan.

FHWA and TxDOT also recommend detailed financial information be provided about all the costs associated with a project. The numerous, unseen costs associated with roadway planning and design, such as preliminary engineering, construction engineering, rights-of-way, utilities, bond financing, contingencies, or indirect costs makeup part of the "total project costs". A "total project cost" format, that includes construction, as well as the supporting costs associated with each project, is developed to meet this objective. Data obtained from TxDOT's Design and Construction Information System (DCIS) facilitates the development of total project costs. TxDOT PTN examined development of total project costs for transit endeavors and recommends that routine vehicle replacement and capital items associated with operations do not need an aggregated total project cost since these are on-going expenses and do not have a finite end date. FTA concurs with this assessment. It is our hope that through the use of these more detailed cost analyses transportation officials, planners, programmers, and stakeholders will be able to track actual use of finances and expenditures for project development, both present and future. In addition, this will allow better use of our area's future, financial allocations.

Year-Of-Expenditure

In the past, Federal funding was assumed to increase each year during the term of the MTP. Funding levels from ISTEA through SAFETEA-LU increased at a greater pace than anticipated. Total federal transportation funding grew nearly 32 percent between TEA-21 and SAFETEA-LU.

In recent years, however, most areas have experienced reductions of federal transportation funds for project development and construction. With rising inflationary costs of steel, concrete, fuel, and labor, States, along with cities and participating agencies, continue to endure funding shortfalls for transportation needs.

Examination of the funding forecast and cost estimates is necessary to properly analyze potential shortfalls (gaps) between funds and costs over the 25-year period of this Plan. Recent legislation provides for many alternative methods for funding transportation in the region. A variety of these sources of funding were considered as this MTP was developed.

Inflation was over three percent annually in the Bureau of Labor Statistics Consumer Price Index (CPI) and 5.4 percent annually in the highway and street construction sector of the Producer Price Index (PPI) in the twenty-year period from 1990 to 2010. In the final analysis, we used the four percent annual average inflation rate, recommended by

FHWA and TxDOT, as the basis for placing roadway and transit project estimates into a YOE cost format. Thus, the cost for each project was increased to include inflation for the time period in which the project is to be implemented.

"Year of Expenditure" dollars have been used for project revenues and costs for several years. In the development of the 2015-2040 MTP, project submission called for a total project cost. As stated earlier, Total Project Cost means that funding amounts must include all phases of the project including preliminary engineering, final design, right-of-way, utility relocation, and construction or construction phasing.

A project list was approved with an assigned "Year of Expenditure" (YOE) which includes a four percent inflationary rate per year. This will enable the Amarillo MPO to determine what projects are fiscally constrained for the life of the Plan. Projects that are not able to be fiscally constrained within the Plan will be listed on an Illustrative List in the 2015-40 MTP. Should priorities be adjusted, or other funding becomes available, those projects on the Illustrative List may be moved to the constrained list

Illustrative Project List

Addressing the financial situation was an overriding issue throughout the assessment of the Amarillo Metropolitan Transportation Plan 2015-2040. The use of 'year of expenditure' and 'total project cost' estimates in the MTP is a challenge. The additional project costs and future values of the dollar have pushed many cost estimates beyond a point of affordability. As such, adequate resources are not available to implement all the projects identified in the MTP.

A review of the projects shows there are many that remain important to the MPO's comprehensive transportation structure. Yet, future available revenue sources will not provide sufficient funding for the development or construction of these projects. Projects that would be included in the MTP, if reasonable additional resources beyond those identified in the financial plan were available, are termed "illustrative". FHWA allows this designated list of additional projects to enable accurate financial constraint and determinations. The illustrative projects must be clearly documented as separate and distinct from the MTP project list. These projects are shown in Table 5.3, labeled the "Illustrative List". These projects will be considered for funding when additional or alternative financial support becomes available. The Amarillo MPO will continue to review, promote, and support these projects.

Table 5 .2
Project List – Amarillo Metropolitan Transportation Plan 2015-2040

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15001	IH 27	26th Ave Overpass	IH 40	Ramp Improvement NB IH 27 to EB/WB IH40,EB IH 40 to SB IH 27 Ancestor:	Short	2015	$4,000
A15002	BI 40D	Various Intersections		ITS: Upgrade traffic signals			$2,281
NOTES:	This is a multi-phase project			Ancestor: A0A012			
Phase 1	BI 40D	Various Intersections in Amarillo		Rehab traffic signals	Short	2015	$760
Future Phase(s)	BI 40D	Various Intersections		ITS: Upgrade traffic signals	Short	2015	$1,521
A15003	IH 27	Rockwell Rd	Western St	Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes		2015	$7,000
NOTES:	This is a multi-phase project			Ancestor: A0A053			
Phase 1	IH 27	Loop 335 (Hollywood)		Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes	Short	2015	$7,000
Phase II	IH 27	Western St	Loop 335(Hollywood)	Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes	Illustrative		
Future Phase(s)	IH 27	Loop 335(Hollywood)	Rockwell Rd	Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes	Illustrative		
A15004	SL 335	.2 Miles East of IH 27	FM 2590	Construct Frontage Roads & Drainage			$49,543
NOTES:	This is a multi-phase project			Ancestor: A0A122			
Phase 1	SL 335	.2 Miles East of IH 27	FM 2590	Construct Frontage Roads & Drainage	Short	2015	$6,400
Future Phase(s)	SL 335	.2 Miles East of IH 27	FM 2590	Construct Frontage Roads & Drainage Phase II	Short	2015	$43,143
A15005	SL 335	FM 2590	Potter County Line	Convert Non freeway to freeway Stage II (mainlanes/Intersect) Ancestor:	Short	2015	$30,000
A15006	SL 335	Randall County Line	SW 9th Ave	Convert Non freeway to freeway Stage II (mainlanes/Intersect) Ancestor:	Short	2015	$20,000

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15007	RM 1061	Coulter St	FM 2381	Widen Existing Roadway Ancestor: A0A092		2015	$6,250
A15008	IH 40	Helium Rd	East of SL 335 (Soncy)	Ramp Improvements Ancestor:	Short	2015	$3,000
A15093	SL 335	FM 2590	Potter County Line	New Location Non Freeway Phase II Stage I (Frt Rd/Drain) Ancestor:	Short	2015	$11,000
A15094	SL 335	Randall County Line	SW 9th Ave	New Location Non Freeway Phase II Stage I (Frt Rd/Drain) Ancestor:	Short	2015	$4,000
A15500	Various	Federal / State		Rehab and Maintenance Ancestor: A0A500	Short	2015	$29,100
A15501	Various	City Of Amarillo		Rehab and Maintenance Ancestor: A0A501	Short	2015	$312,924
A15502	Various	Potter County		Rehab and Maintenance Ancestor: A0A502	Short	2015	$33,842
A15503	Various	Randall County		Rehab and Maintenance Ancestor: A0A503	Short	2015	$33,958
A15504	Various	Federal / State		Rehab Bridge & Approaches Ancestor: A0A504	Short	2015	$21,291
A15505	Various	Federal / State		Intersections Improvements Ancestor: A0A505	Short	2015	$7,224
A15506	Various	City Of Amarillo		Intersections Improvements Ancestor: A0A506	Short	2010	$6,519

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15507	Various	Federal / State		Safety Improvements Ancestor: A0A507	Short	2015	$0
A15508	Various	Federal / State		Ramps Upgrades Ancestor: A0A508	Short	2015	$5,475
A15509	Various	Federal / State		ITS Improvements / Upgrades Ancestor: A0A509	Short	2015	$6,844
				TOTAL			**$594,251**

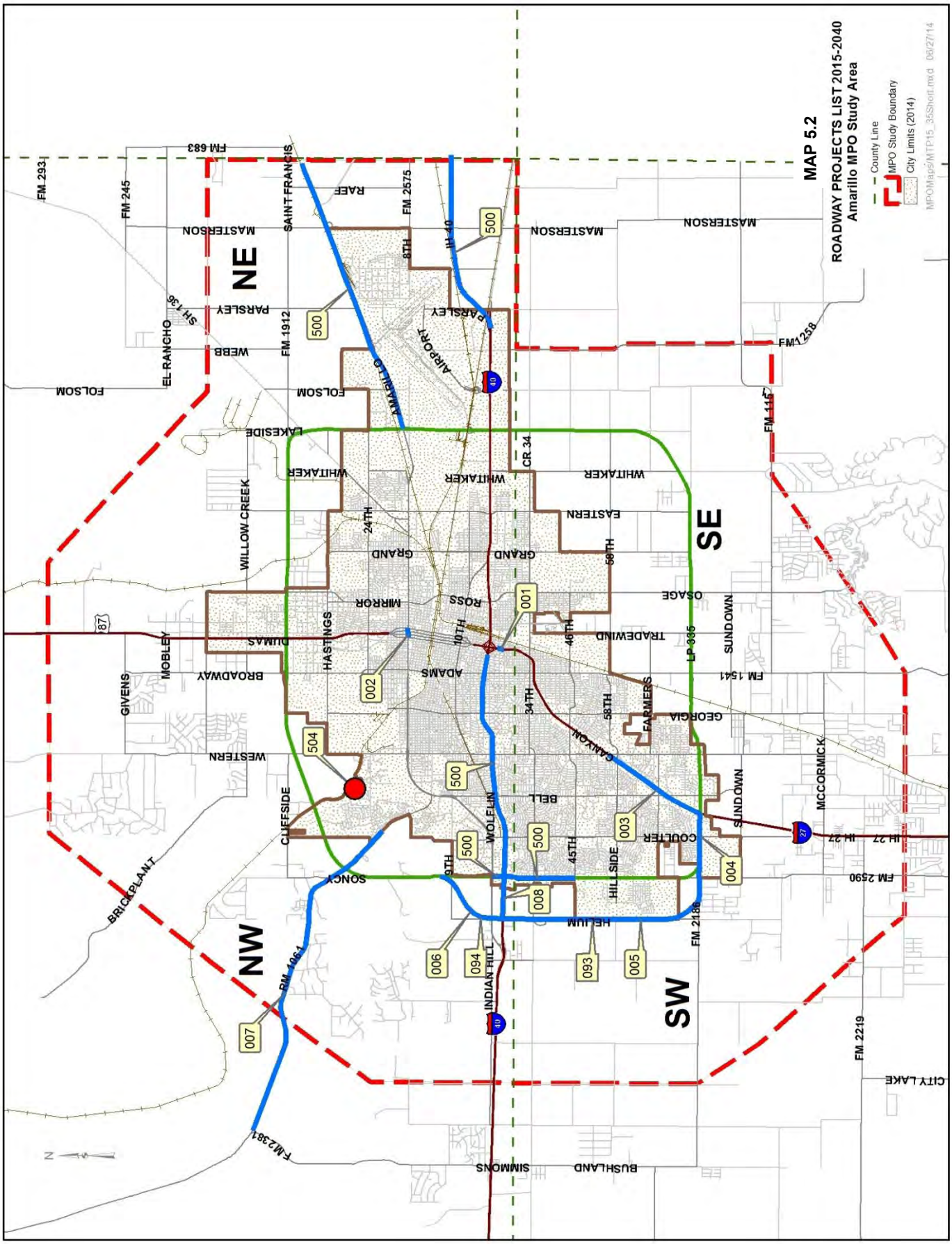

MAP 5.2
ROADWAY PROJECTS LIST 2015-2040
Amarillo MPO Study Area
County Line
MPO Study Boundary
City Limits (2014)
MPOMaps/MTP15_35Short.mxd 06/27/14
NE
SE
SW
NW
FM 683
FM 293
FM 245
SAINT FRANCIS
RAGE
FM 2575
MASTERSON
PARSLEY
WEBB
FM 1912
EL RANCHO
SH 136
FOLSOM
LAKESIDE
WHITAKER
WILLOW CREEK
24TH
GRAND
MIRROR
HASTINGS
DUMAS
MOBLEY
GIVENS
BROADWAY
WESTERN
BRICKPLANT
CLIFFSIDE
SONCY
FM 4061
FM 2381
AIRPORT
AMARILLO
HI 40
8TH
CR 34
EASTERN
58TH
ROSS
10TH
ADAMS
46TH
TRADEWIND
OSAGE
SUNDOWN
LP 335
FM 1541
FM 1258
FM 1151
34TH
FARMERS
GEORGIA
CANYON
BELL
WOLFLIN
45TH
COULTER
HILLSIDE
HELIUM
FM 2186
INDIAN HILL
BUSHLAND
SIMMONS
MCCORMICK
IH 27
FM 2590
FM 2219
CITY LAKE
500
001
002
003
004
005
006
007
008
093
094
504

Table 5.3
ILLUSTRATIVE LIST – Amarillo Metropolitan Transportation Plan 2015-2040
Projects are listed in alphabetical order by facility

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15009	SE 3rd Ave	Grand St	Pullman Rd	Upgrade to 4 lane arterial Ancestor: A0A093	Illustrative	2015	$30,416
A15010	NE 24th Ave	BNSF RR		Construct Overpass Ancestor: A0A085	Illustrative	2015	$8,973
A15011	NE 24th Ave	SH 136	Folsom Rd	Upgrade to 4 lane arterial Ancestor: A0A086	Illustrative	2015	$9,125
A15012	NW 24th Ave	Hughes St	Western St	New 4 lane arterial Ancestor: A0A087	Illustrative	2015	$12,167
A15013	SE 34th Ave	Hill St	Eastern St	Upgrade to 4 lane arterial Ancestor: A0A095	Illustrative	2015	$2,281
A15014	SE 34th Ave	Eastern St	Loop 335 (Lakeside)	Upgrade to 4 lane arterial Ancestor: A0A096	Illustrative	2015	$12,167
A15015	SE 34th Ave	Santa Fe RR		Replace Bridge & Approaches Ancestor: A0A010	Illustrative	2015	$12,416
A15016	SW 34th Ave	Loop 335(Soncy)	Helium Rd	New 4 lane arterial Ancestor: A0A108	Illustrative	2015	$6,083
A15017	SW 34th Ave	Helium Rd	Hope Rd	New 4 lane arterial Ancestor: A0A109	Illustrative	2015	$6,083
A15018	SW 45th Ave	Loop 335 (Soncy)	Helium Rd	New 4 lane arterial Ancestor: A0A110	Illustrative	2015	$6,083

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15019	SW 45th Ave	Helium Rd	Hope Rd	New 4-lane arterial Ancestor: A0A111	Illustrative	2015	$6,083
A15020	SE 46th Ave	FM 1541 (Washington)	Osage St	Upgrade to 4 lane arterial Ancestor: A0A097	Illustrative	2015	$12,167
A15021	SE 46th Ave	Grand St	Eastern St	Upgrade to 4 lane arterial Ancestor: A0A098	Illustrative	2015	$6,083
A15022	SE 46th Ave	Eastern St	Loop 335 (Lakeside)	New 4 lane arterial Ancestor: A0A099	Illustrative	2015	$6,083
A15023	SE 58th Ave	Grand St	Osage St	Upgrade to 4 lane arterial Ancestor: A0A100	Illustrative	2015	$6,083
A15024	Alternate Route to Airport	IH 40, North	Spur 468 (Airport Blvd)	New 4 lane arterial Ancestor: A0A015	Illustrative	2015	$38,781
A15025	Arden Rd	Coulter St	Helium Rd	New 4 lane arterial Ancestor: A0A016	Illustrative	2015	$12,167
A15026	Arden Rd	Helium Rd	Hope Rd	New 4-lane arterial Ancestor: A0A017	Illustrative	2015	$6,083
A15027	Bell St	Loop 335 (Hollywood)	Sundown ln	Upgrade to 4 lane arterial Ancestor: A0A018	Illustrative	2015	$6,083
A15028	Bell St	Sundown Ln	McCormick Rd	Upgrade to 4 lane arterial Ancestor: A0A019	Illustrative	2015	$12,167
A15029	BI 40D	Loop 335	Ong St	Upgrade with additional lanes Ancestor: A0A020	Illustrative	2015	$13,687

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15030	BI 40D	Loop 335 & RM 1061		Construct interchange and turnarounds Ancestor: A0A021	Illustrative	2015	$15,208
A15031	Cherry Ave	US 87	FM 1719	Upgrade to 4 lane arterial Ancestor: A0A023	Illustrative	2015	$18,250
A15032	Cliffside Dr	FM 1719	¼ mile West of FM 1719	Upgrade/Rehab to standards Ancestor: A0A024	Illustrative	2015	$760
A15033	Costley Rd	Coulter St	Hope Rd	New 4 lane arterial Ancestor: A0A025	Illustrative	2015	$18,250
A15034	Coulter St	SW 9th Ave	RM 1061	New 4 lane arterial Ancestor: A0A026	Illustrative	2015	$7,300
A15035	Coulter St	Loop 335(Hollywood)	McCormick Rd	New 4 lane arterial Ancestor: A0A027	Illustrative	2015	$15,370
Notes:	This is a multi-phase project						
Phase 1	Coulter St	Loop 335(Hollywood)	Sundown Ln	East ½ of 4 lane arterial	Illustrative	2015	$4,563
	Coulter St	Loop 335(Hollywood)	Sundown Ln	West ½ of 4 lane arterial	Illustrative	2015	$4,563
	Coulter St	Sundown Ln	McCormick Rd	New 4 lane arterial	Illustrative	2015	$6,244
A15036	Eastern St	BNSF RR @3rd Ave		Construct Bridge Ancestor: A0A028	Illustrative	2015	$8,973
A15037	Eastern St	BNSF RR @ Amarillo Blvd		Construct Bridge Ancestor: A0A029	Illustrative	2015	$14,144
A15038	Eastern St	SE 34th Ave	SE 46th Ave	Upgrade to 4 lane arterial Ancestor: A0A030	Illustrative	2015	$6,083
A15039	Eastern St	IH 40	NE 24th Ave	Upgrade to 4 lane arterial Ancestor: A0A031	Illustrative	2015	$18,250

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15040	Echo St	Loop 335 (St Francis Dr)	Willow Creek Dr	New 4-lane arterial Ancestor: A0A032	Illustrative	2015	$6,083
A15041	Fairway Dr	Western St	N Coulter St	Add curb and Gutter & Sidewalks Ancestor: A0A013	Illustrative	2015	$1,977
A15042	Farmers Ave	FM 1541	Western St	Upgrade to 4 lane arterial Ancestor: A0A033	Illustrative	2015	$9,125
NOTES:	This is a multi-phase project						
Phase 1	Farmers Ave	Georgia St	Western St	North ½ of 4 lane arterial	Illustrative	2015	$2,000
Future Phase	Farmers Ave	BNSF RR	Georgia St	Upgrade to 4 lane arterial	Illustrative	2015	$7,125
A15043	Farmers Ave	Tradewinds St	Loop 335 (Hollywood)	New 4 lane arterial Ancestor: A0A034	Illustrative	2015	$30,416
A15044	FM 1541 (Washington)	SW 58th Ave		Intersection project w/BNSF RR Overpass & Signal Ancestor: A0A035	Illustrative	2015	$8,973
A15045	FM 1541 (Washington)	Loop 335(Hollywood)	Camp Don Harrington	Widen existing roadway Ancestor: A0A036	Illustrative	2015	$15,208
A15046	FM 1912	IH 40	US 60	Widen to 4 lane Ancestor: A0A037	Illustrative	2015	$18,250
A15047	FM 2590 (Soncy)	Loop 335 (Hollywood)	Rockwell rd	Upgrade to 4 lane arterial Ancestor: A0A038	Illustrative	2015	$18,250
A15048	FM 2176 (Broadway)	Hastings Ave	Central Ave	New 4 lane Arterial Ancestor:	Illustrative	2015	$2,500
A15049	Gem Lake Rd	Western St	Avondale St	Rehab and widen to 4 lane arterial Ancestor: A0A039	Illustrative	2015	$3,042

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15050	Georgia St	South City Limits	Loop 335 (Hollywood Rd)	Upgrade to 4 lane arterial Ancestor: A0A001	Illustrative	2015	$7,057
A15051	Grand St	NE 24th Ave	Hastings Ave	Grading, Base, & Surface Ancestor: A0A040	Illustrative	2015	$6,083
A15052	Grand St	SE 46th Ave	SE 58th Ave	Upgrade to 4 lane arterial Ancestor: A0A041	Illustrative	2015	$6,083
A15053	Grand St	SE 59th Ave	Loop 335(Hollywood)	Upgrade to 4 lane arterial Ancestor: A0A042	Illustrative	2015	$12,167
A15054	Grand St	Hastings Ave	Willow Creek Dr	New 4 lane arterial Ancestor: A0A043	Illustrative	2015	$12,167
A15055	Grand St	Comanche Golf Course	SE 46th Ave	New 4 lane arterial Ancestor: A0A044	Illustrative	2015	$3,042
A15056	Hastings Ave	Grand St	Eastern st	New 4 lane arterial Ancestor: A0A045	Illustrative	2015	$6,083
A15057	Hastings Ave	SH 136	Loop 335(Lakeside)	New 4 lane arterial Ancestor: A0A046	Illustrative	2015	$4,562
A15058	Hastings Ave	Grand St	FM 2176	Widen Curb & Gutter Ancestor: A0A047	Illustrative	2015	$18,250
NOTES:	This is a multi-phase project						
Phase 1	Hastings Ave	River Road Intersection		Intersection Improvements	Illustrative	2015	$6,083
Future Phase	Hastings Ave	FM 2176	Grand St	Widen curb & Gutter	Illustrative	2015	$12,167
A15059	Helium Rd	IH 40	FM 2219	Upgrade to 4 lane arterial Ancestor: A0A048	Illustrative	2015	$54,749

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15060	Hill Rd	IH 40 NFR	Bezner Rd	Rehab existing roadway Ancestor: A0A049	Illustrative	2015	$3,042
A15061	Hillside Rd	Helium rd	Hope rd	New 4 lane arterial Ancestor: A0A050	Illustrative	2015	$6,083
A15062	Hillside Rd	Loop 335 (Soncy)	Helium Rd	New 4 lane arterial Ancestor: A0A009	Illustrative	2015	$6,083
NOTES:	This is a multi-phase project						
Phase 1	Hillside Rd	Loop 335 (Soncy)	Nancy Ellen St	North ½ of 4 lane arterial	Illustrative	2015	$836
Future Phase	Hillside Rd	Nancy Ellen St	Helium Rd	New 4 lane arterial	Illustrative	2015	$5,247
A15063	Hope Rd	IH 40	Costley Rd	New 4 lane arterial Ancestor: A0A051	Illustrative	2015	$42,583
A15064	Hughes St	BNSF RR		Rehab Existing Bridge Ancestor: A0A052	Illustrative	2015	$1,673
A15003	IH 27	Rockwell rd	Western St	Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes Ancestor: A0A053	Illustrative	2015	$61,558
NOTES:	This is a multi-phase project						
Phase 1	IH 27	Loop 335(Hollywood)		Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes	Short	2015	$0
Phase II	IH 27	Western St	Loop 335(Hollywood)	Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes	Illustrative	2015	$11,371
Future Phase	IH 27	Loop 335(Hollywood)	Rockwell Rd	Widen Freeway to 6 Lane Section By Adding 2 Additional Lanes	Illustrative	2015	$50,187
A15065	IH 27	At Loop 335		Construct turnaround and left turn lane Ancestor:	Illustrative	2015	$2,725
A15066	IH 27	At Washington St Underpass		Interstate drainage improvements Ancestor:	Illustrative	2015	$3,300

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15067	IH 27	0.1 mi north of IH 40	SW 45th Ave	Reconstruct with direct connect IH 40 to IH 27 Ancestor: A0A054	Illustrative	2015	$22,812
NOTES:	This is a multi-phase project						
	IH 27	Potter County Line	SW 45th Ave	Reconstruct with direct connect IH 40 to IH 27	Illustrative	2015	
	IH 27	0.1 mi north of IH 40	Randall County Line	Upgrade to interstate standards	Illustrative	2015	
A15068	IH 27	Loop 335(Hollywood)		Add EB,WB,NB,& SB direct connect ramps Ancestor: A0A055	Illustrative	2015	$38,020
A15069	IH 27 NFR	Loop 335(Hollywood)	Western St	Widen existing frontage roads Ancestor: A0A008	Illustrative	2015	$12,720
NOTES:	This is a Multiphase Project.						
Phase I	IH 27 NFR	Bell St	Loop 335(Hollywood)	Widen existing frontage roads	Illustrative	2015	$2,479
Future Phase	IH 27 NFR	Western St	Loop 335(Hollywood)	Widen existing frontage roads	Illustrative	2015	$10,241
A15070	IH 40	At Bell, Avondale, and Washington St in Amarillo		Interstate Drainage Improvements Ancestor: A0A014	Illustrative	2015	$6,083
A15071	IH 40	Loop 335 (Soncy)	Hope Rd	Add additional lanes EB &WB Ancestor: A0A057	Illustrative	2015	$30,720
A15072	IH 40	Loop 335 (Soncy)		Add turnaround on west side of interchange Ancestor: A0A058	Illustrative	2015	$2,281
A15073	IH 40	IH 27		Upgrade all interchange ramps to concrete Ancestor: A0A059	Illustrative	2015	$22,812
A15074	IH 40	IH 40/US 287 Split	Ross St	Reconstruct existing roadway Ancestor: A0A060	Illustrative	2015	$28,135

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15075	IH 40	Ross/Osage, Georgia St, Western St, & Coulter St		Lengthen Bridges Ancestor: A0A061	Illustrative	2015	$3,042
A15076	IH 40	Loop 335 (Lakeside)		3-level interchange as per 1998 Value Enginering Study Report Ancestor: A0A062	Illustrative	2015	$14,052
A15077	IH 40	Carson County Line	Hope Rd	Landscaping/Beautification Improvements Ancestor: A0A063	Illustrative	2015	$4,562
A15078	IH 40	Western St		Add refuge lane for existing turnaround Ancestor: A0A064	Illustrative	2015	$3,042
A15079	IH 40	Carson County line	Hope Rd	Upgrade ramps to current design standards Ancestor: A0A065	Illustrative	2015	$22,812
A15080	IH 40	Georgia st		Replace Exit ramp Ancestor: A0A066	Illustrative	2015	$4,366
A15081	IH 40	At Whitaker Rd and Lakeside Dr		Build turnarounds Ancestor: A0A067	Illustrative	2015	$6,844
A15082	IH 40 NFR	Loop 335(Soncy)	Helium Rd	Widen existing roadway w C&G, Storm drains Ancestor: A0A068	Illustrative	2015	$7,604
A15083	Jackrabbit Rd	IH 40	NE 8th Ave	Add 2 Lanes Ancestor: A0A070	Illustrative	2015	$3,346

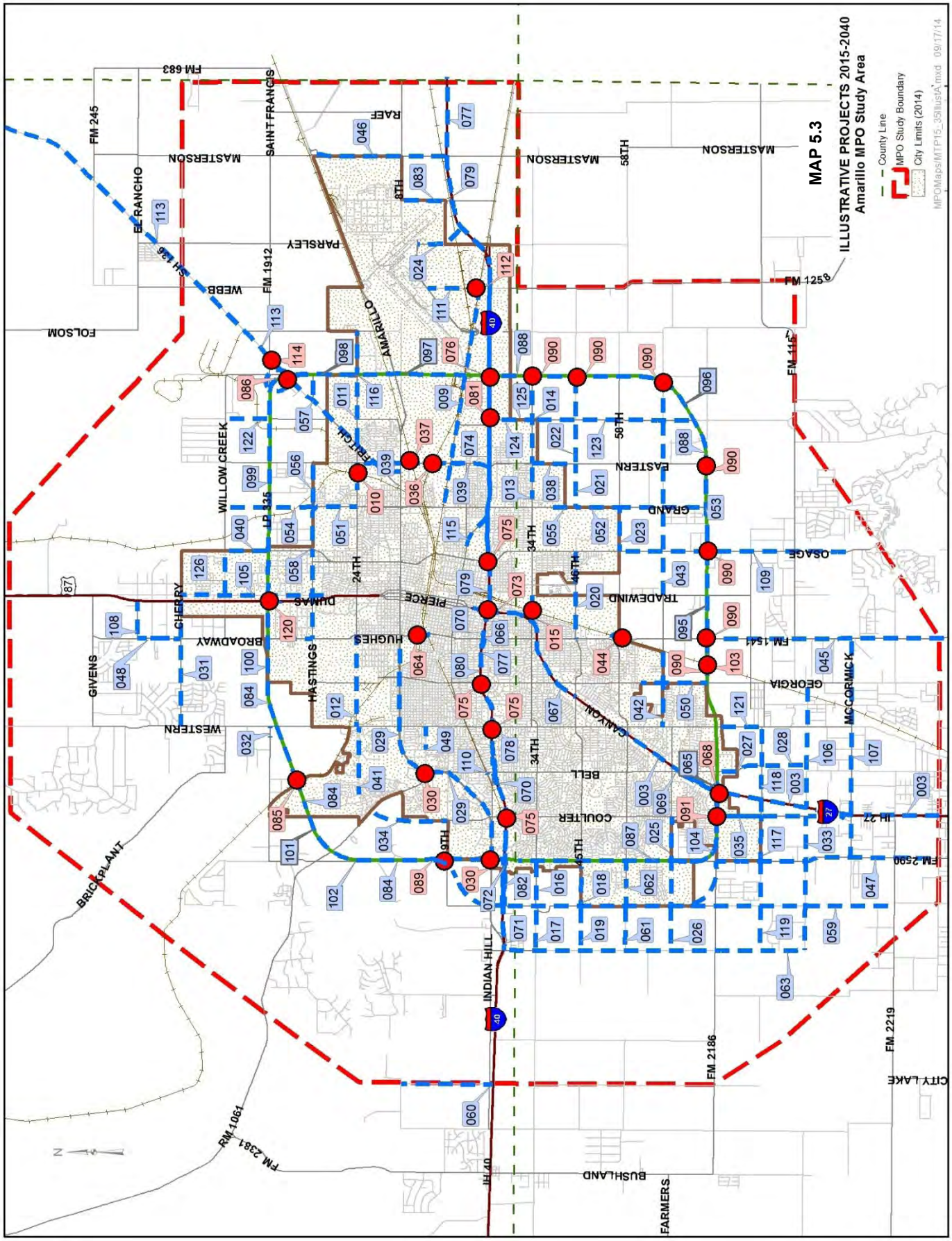
MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15084	Loop 335	IH 40 North & East	US 87/287	Upgrade NW quadrant to 4 lane divided as per 1998 Value engineering study report Ancestor: A0A004	Illustrative	2015	$18,250
NOTES: This is a Multiphase Project.							
Phase 1	Loop 335	Hester Rd	Coulter St	Add 2 lanes and interchanges	Illustrative	2015	$12,167
Phase II	Loop 335	Coulter St	IH 40 North & East	Upgrade NW quadrant to 4 lane divided as per 1998 Value engineering study report	Illustrative	2015	$3,042
Phase III	Loop 335	US 87/287	Hester Rd	Upgrade NW quadrant to 4 lane divided as per 1998 Value engineering study report	Illustrative	2015	$3,042
A15085	Loop 335	BNSF RR & Hester Rd		Construct RR Grade Separation Ancestor: A0A071	Illustrative	2015	$12,167
A15086	Loop 335	SH 136		Add entrance & exit ramps Ancestor: A0A072	Illustrative	2015	$4,562
A15087	Loop 335			Upgrade SW quadrant to freeway standards-feasibility study Ancestor: A0A073	Illustrative	2015	$206,071
A15088	Loop 335	BNSF RR East & North	South of IH 40	Upgrade SE Quadrant to 4 lane divided as per 1998 Value Engineering Study Report Ancestor: A0A076	Illustrative	2015	$30,416
NOTES: This is a Multiphase Project.							
Phase 1	Loop 335 (SE Quadrant)	BNSF RR E & N	Potter County Line	Add 2 Lanes and Bridges	Illustrative	2015	
Future Phase	Loop 335 (Lakeside)	Randall County Line	IH 40	Add 2 Lanes and Bridges	Illustrative	2015	
A15089	Loop 335	SW 9th Ave		Construct interchange Ancestor: A0A077	Illustrative	2015	$9,125
A15090	Loop 335	BNSF RR, FM 1541, Osage, Eastern, Farmers, SE 34th, SE 46th Ave		Construct SE Quadrant interchanges as per 1998 Value engineering study report Ancestor: A0A078	Illustrative	2015	$8,669

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15091	Loop 335 (Hollywood)	Coulter St		Construct interchange and turnarounds Ancestor: A0A079	Illustrative	2015	$9,125
A15092	Loop 335	Various intersections		ITS: Closed Loop Systems Ancestor: A0A080	Illustrative	2015	$1,521
A15095	SL 335	BNSF RR	South Osage St	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$36,910
A15096	SL 335	South Osage St.	IH 40	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$84,000
A15097	SL 335	IH 40	US 60 (Business 40)	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$35,600
A15098	SL 335	US 60 (Business 40)	SH 136	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$22,900
A15099	SL 335	SH 136	US 287	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$69,400
A15100	SL 335	US 287	FM 1719	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$47,900
A15101	SL 335	FM 1719	RM 1061	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$31,100
A15102	SL 335	RM 1061	SW 9th Ave	Convert from Non freeway to freeway Ancestor:	Illustrative	2015	$37,700

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15103	Loop 335	.3 mi east of Georgia St.	.3 mi west of FM 1541	BNSF RR Bridge Ancestor:	Illustrative	2015	$15,000
A15104	Loop 335 (Soncy)	SW 77th Ave	FM 2186	Upgrade to urban section Ancestor: A0A003	Illustrative	2015	$4,562
A15105	Loop 434 (River Rd)	US 87/287	Cherry Ave	Upgrade to 4 lane arterial Ancestor: A0A081	Illustrative	2015	$22,812
A15106	Mack rd	IH 27	Georgia St	New 4 lane arterial Ancestor: A0A082	Illustrative	2015	$18,250
A15107	McCormick Rd	FM 2590 (Soncy)	FM 1541(Washington)	Upgrade to 4 lane arterial Ancestor: A0A083	Illustrative	2015	$30,416
A15108	Mobley Rd	US87	Broadway Dr	Rehab and widen to 4 lane arterial Ancestor: A0A084	Illustrative	2015	$6,083
A15109	Osage St	SW 57th Ave	McCormick Rd	Upgrade to 4 lane arterial Ancestor: A0A088	Illustrative	2015	$30,416
A15110	Plains Blvd	Bell St		Add Eastbound right turn lane Ancestor: A0A089	Illustrative	2015	$380
A15111	Pullman Rd	IH 40	Spur 468(Airport Blvd)	Widen existing roadway Ancestor: A0A090	Illustrative	2015	$6,083
A15112	Pullman Rd	SE 3rd Ave & BNSF RR		Construct Overpass Ancestor: A0A091	Illustrative	2015	$8,973
A15113	SH 136	BI 40 D	FM 293	Widen existing roadway Ancestor: A0A101	Illustrative	2015	$9,125

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15114	SH 136	FM 1912		Construct grade separation Ancestor: A0A102	Illustrative	2015	$9,125
A15115	Spur 395(T-Anchor Blvd)	IH 40	SE 10th Ave	Redesign roadway & landscape Ancestor: A0A103	Illustrative	2015	$3,042
A15116	Spur 591	Loop 335 (Lakeside)	Folsom Rd	Upgrade to 4 lane arterial Ancestor: A0A104	Illustrative	2015	$6,083
A15117	Sundown Ln	Coulter St	FM 2590 (Soncy)	Rehab and widen to 4 lane arterial Ancestor: A0A105	Illustrative	2015	$6,083
A15118	Sundown Ln	Western St	Coulter St	Upgrade to 4 lane arterial Ancestor: A0A106	Illustrative	2015	$12,167
A15119	Sundown Ln	Fm 2590 (Soncy)	Hope Rd	New 4 lane arterial Ancestor: A0A107	Illustrative	2015	$12,167
A15120	US 87/287	Loop 335 (St Francis)		3-level interchange-as-per 1998 value engineering study report Ancestor: A0A113	Illustrative	2015	$9,992
A15121	Western St	Loop 335(Hollywood)	Sundown Ln	New 4 lane arterial Ancestor: A0A1114	Illustrative	2015	$6,083
A15122	Whitaker Rd	Loop 335(St Francis)	Willow Creek Dr	New 4 lane arterial Ancestor: A0A1115	Illustrative	2015	$6,083
A15123	Whitaker Rd	SE 34th Ave	Loop 335(St Francis)	New 4 lane arterial Ancestor: A0A1116	Illustrative	2015	$22,812
A15124	Whitaker Rd	IH 40	County Line	Upgrade to 4 lane arterial Ancestor: A0A117	Illustrative	2015	$3,042
A15125	Whitaker Rd	County Line	SE 34th Ave	Upgrade to 4 lane arterial Ancestor: A0A118	Illustrative	2015	$3,042

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
A15126	Willow Creek Dr	US 87	East City Limits	Widen w/ Curb & Gutter Ancestor: A0A119	Illustrative	2015	$6,083
					TOTAL		**$1,878,296**


MAP 5.3
ILLUSTRATIVE PROJECTS 2015-2040
Amarillo MPO Study Area
County Line
MPO Study Boundary
City Limits (2014)
MPOMaps/MTP15_35IlustA.mxd 09/17/14
FM 683
FM 245
SAINT FRANCIS
MASTERSON
RAGE
EL RANCHO
SH 136
PARSLEY
WEBB
FM 1912
FOLSOM
AMARILLO
FM 1258
FM 1151
WILLOW CREEK
LP 335
FRITCH
58TH
EASTERN
GRAND
OSAGE
34TH
46TH
24TH
CHERRY
DUMAS
PIERCE
TRADEWIND
BROADWAY
HUGHES
FM 1541
GIVENS
HASTINGS
GEORGIA
MCCORMICK
WESTERN
CANYON
BELL
COULTER
IH 27
FM 2590
BRICKPLANT
8TH
INDIAN HILL
IH 40
FM 2186
FM 2219
CITY LAKE
RM 1061
FM 2381
BUSHLAND
FARMERS

BICYCLE AND PEDESTRIAN PLAN

Introduction

In years past, bicycle and pedestrian facilities were not included in the transportation planning process. Thus, facilities to accommodate these transportation modes did not always receive a high priority. The federal legislation in the early 1990's changed the way bicycle and pedestrian facilities were considered. ISTEA required MPO's to include these facilities in the overall transportation system.

The Americans with Disabilities Act (ADA) has also directed the improvement of facilities for the disabled. While this act is not specifically geared toward improving pedestrian facilities, many of the requirements do provide a secondary effect on pedestrians.

Existing Facilities

In the Amarillo Study Area, during the early 70's, the City of Amarillo developed a designated bicycle route that provided a loop around the City. The signage for that facility was later removed and any striping that was present has been removed by seal coat or overlay projects.

In 2003, the City adopted the Amarillo Hike and Bike Plan, Map 5.4. A primary objective of the bicycle and pedestrian plan was to carefully integrate bicycle and pedestrian transportation modes with vehicular transportation in order to achieve a balanced multi-modal transportation system. The City has updated its Comprehensive Plan, which has elements that specifically address the Amarillo Hike and Bike Plan. Continued updates will help to further incorporate the use of bike and pedestrian facilities into our transportation system.

Sidewalk facilities have been provided throughout the City on most developed lots within the City. The City requires, by ordinance, all new developments to install sidewalks and ramps, where applicable, along the property frontage. While this does not always provide for a continuous sidewalk system, it does insure that pedestrian facilities are provided along developed land. The City has completed a number of related projects that added several million dollars worth of ADA ramps throughout the city. New ramps are added when and where significant street repair or modification occurs. Pedestrian signal facilities are provided at most signal locations.

Opportunities And Limitations

Walking or bicycling as a transportation choice does not provide a significant number of trips in Amarillo. These alternative modes of transportation have been limited by a lack of adequate facilities and lack of citizen demand for these amenities. Until changes in the attitude of the public are made, bicycling and walking are not likely to become major forms of transportation.

Accommodating commuting bicyclists not only requires on-street facilities and trails, but also parking and support facilities such as showers and lockers. A lack of these

services has diminished the opportunity for citizens to consider bicycling as an alternative form of transportation. The majority of people who do bike usually do so for recreation. Only when adequate facilities are provided will citizens seek bicycling and walking as alternative sources of transportation.

The City acquired abandoned railroad right of way and was fortunate to have a rails-to-trails transportation enhancement project selected by the Texas Transportation Commission. The project, named the Rock Island Rail Trail, ties bicycle and pedestrian trails the transit transfer station located in the Central Business District (CBD) to the existing trails of the regional hospital district on the western edge of the City. A local bicycle-pedestrian plan coupled with the construction of the rails-to-trails project affords an opportunity to provide citizens with bicycle and pedestrian facilities, which is used for recreation and commuting purposes. The MPO supports these efforts to provide new choices in transportation modes to citizens of the area.

The MPO will continue to encourage and support projects that allow for development of alternative modes of transportation and related facilities. With efforts such as the Rock Island Rail Trail, the promotion of bicycling or walking as alternative modes of transportation will be limited only by citizen's desires for these types of facilities.

Safe Routes to School

The Safe Routes To Schools (SRTS) programs enable and encourage children, including those with disabilities, to walk and bicycle to school. The programs can make walking and biking to school less hazardous and more appealing by identifying routes which provide the least potential for vehicular conflict. SRTS projects and activities improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools. Communities are able to use the funds to address hazards and slow traffic on roads that serve schools, as well as to build pathways, bike lanes, and sidewalks near schools.

Under MAP-21, SRTS activities are now part of a new program called Transportation Alternatives (see page 61 for related information). SRTS actions are eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program. Eligible applicants include state, local, and regional agencies, nonprofits, and public schools. Primary beneficiaries must be students, Kindergarten through grade 8. The competitive application process is administered by the Texas Department of Transportation. The approved projects are 100 percent federally funded. Award recipients must comply with federal and state funding requirements. Infrastructure projects must be within two miles of a school and on public property or private land with legal public-access easements.

SRTS Objectives

- to enable and encourage children in grades K-8, including those with disabilities, to walk and bicycle to school

- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

SRTS Benefits

- Increased bicycle, pedestrian, and traffic safety
- More children walking and bicycling to and from schools
- Decreased traffic congestion
- Improved childhood health
- Reduced childhood obesity
- Encouragement of healthy and active lifestyles
- Improved air quality
- Improved community safety
- Reduced fuel consumption
- Enhanced community accessibility
- Increased community involvement
- Improvements to the physical environment that increase the ability to walk and bicycle to and from schools
- Increased interest in bicycle and pedestrian accommodations throughout a community
- Improved partnerships among schools, local municipalities, parents, and other community groups, including non-profit organizations

SRTS Elements

The Safe Routes To School program is intended to be comprehensive, utilizing infrastructure enhancements to improve bicycle and pedestrian mobility and safety, as well as non-infrastructure approaches including bicycle and pedestrian safety education, awareness of the opportunities to safely bike and walk to school, and by addressing safety concerns through law enforcement activities. The Program is divided into five elements, which include both infrastructure and non-infrastructure components, referred to as the "5 E's". A general description of each element is provided below.

- Engineering – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds or potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways.
- Education – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- Enforcement – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing-guard programs.
- Encouragement – Using events and activities to promote walking and bicycling.
- Evaluation – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the interventions.

SRTS Potential Projects
The Amarillo MPO plans to compete for Safe Routes to Schools Funds. Plans under consideration and a category for potential development are shown in the following table.

Table 5.4
Safe Routes to School Projects

Project ID	Description	Cost x1000
A5A-TA-03-SR01	Sidewalk Project – NE 15th Ave (north side) From US 87/287 To N. Mirror St	300
A5A-TA-03-SR02	Sidewalk Project – NE 24th Ave (north side) From US 87/287 To N Roosevelt St	300
A5A-TA-03-SR03	Sidewalk Project – N Coulter St (east side) From Foothill Dr To Fairway Dr	200
A5A-TA-03-SR04	VARIOUS PROJECTS	

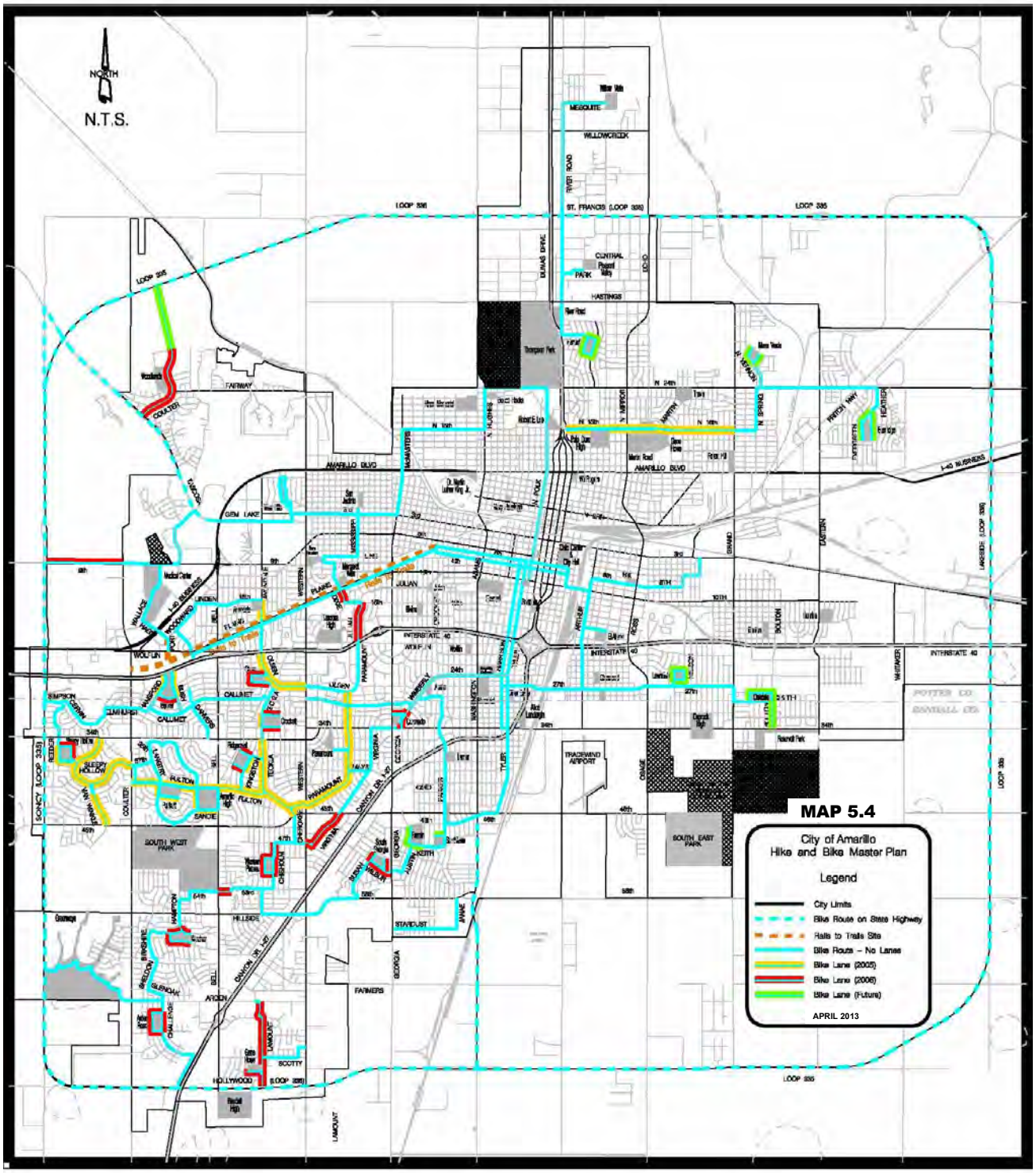
Policy Considerations
To improve the bicycle and pedestrian facilities within the Amarillo Study Area the following policies will be considered:

- Adopt and maintain the City's comprehensive bicycle plan for the study area
- Develop a sidewalk inventory for all streets classified as a collector or above
- Identify areas of deficiency and gaps that need to be completed to provide for a continuous pedestrian system
- Revise arterial and collector street striping standards to accommodate bicyclists where possible
- Review all seal coat and overlay projects to evaluate the incorporation of bicycle and pedestrian facilities
- Incorporate bicycle and pedestrian facilities into new roadway projects
- Promote bicycle safety training
- Incorporate methods to accommodate intermodal use of bicycle and transit facilities
- Promote development regulations and ordinances that provide for sidewalks and access ramps
- Improve pedestrian access at intersections and across medians

Plan Elements
The elements selected to improve the bicycle and pedestrian systems include:

- sidewalk improvements
- on street bike facilities
- intersection improvements
- safety improvements
- ADA improvements

These improvements will be refined as the MPO develops information on deficiencies in the system.


NORTH
N.T.S.
MAP 5.4
City of Amarillo
Hike and Bike Master Plan
Legend
City Limits
Bike Route on State Highway
Rails to Trails Site
Bike Route – No Lanes
Bike Lane (2005)
Bike Lane (2006)
Bike Lane (Future)
APRIL 2013

TRANSIT PLAN

Introduction

The City of Amarillo provides public transportation services, operated by Amarillo City Transit (ACT). Services include a fixed-route system and a demand response para-transit system. Local transit services for the City of Amarillo have been in operation since 1925. The City of Amarillo began operating the local fixed-route system in 1966. Prior to that time, the system was privately owned. Para-transit service, designated as "Spec-Trans", is designed for persons with a disability that prevents their travel on an accessible fixed-route bus. The Spec-Trans service was initiated in July of 1989.

The existing transit system provides a transportation alternative to the citizens of Amarillo. Unfortunately, long trip lengths and dependence on the automobile, combined with ease of mobility within the City, has discouraged most citizens from using public transportation as an alternative to driving.

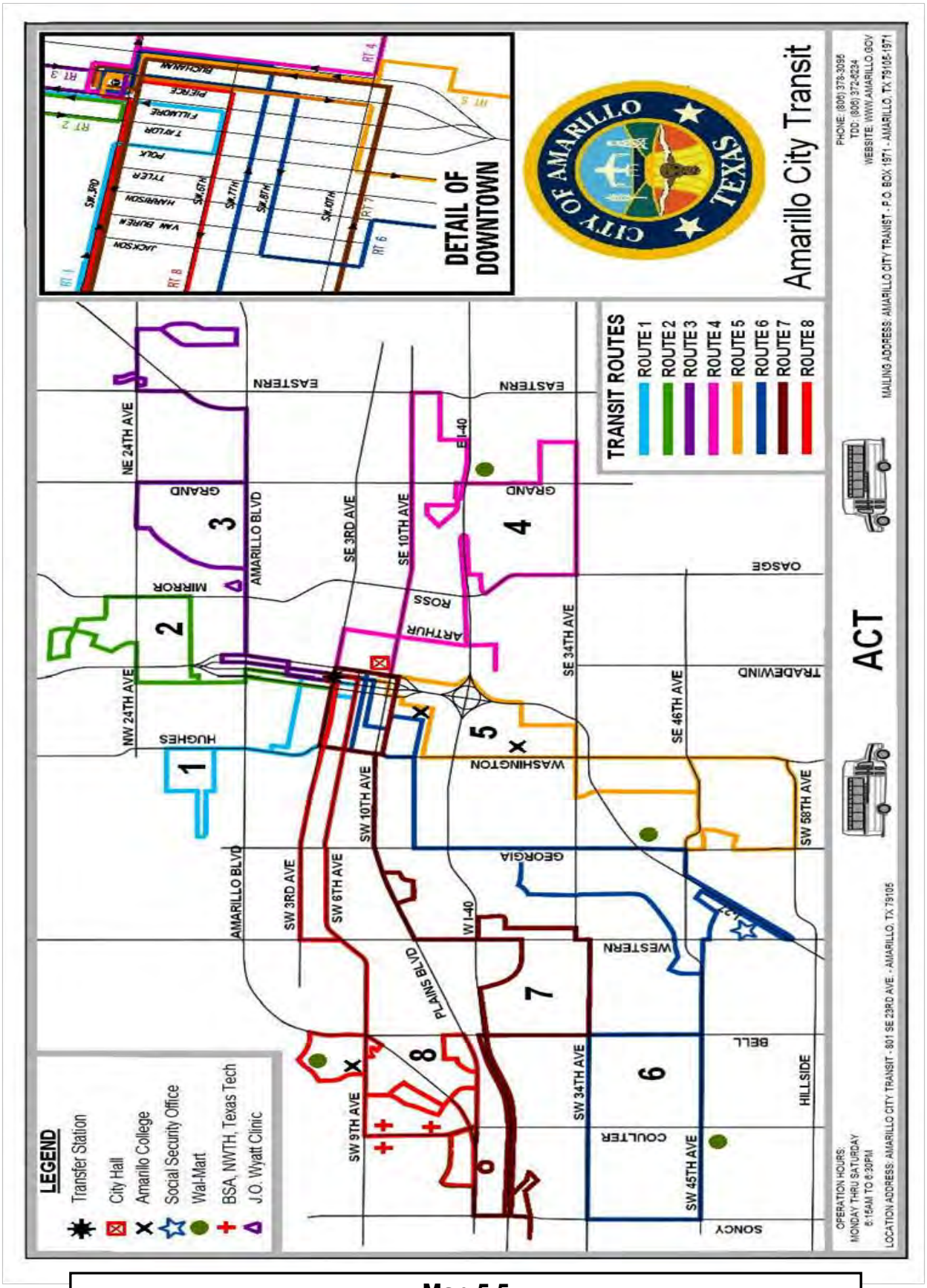
The Transit Department anticipates that future passenger growth will come from Spec-Trans passengers and persons with disabilities who are capable of utilizing a fixed-route bus. Another source of passenger growth is attributed to 'client dumping' from other agencies because of budget cuts related to transportation.

In planning for future transportation needs, ridership trends must be considered to provide the best possible service for those who use it. Local trends indicate that the majority of passengers who utilize the transit system do so as a primary means of transportation. Opportunities to upgrade the transit system and boost ridership are limited by several factors such as the availability of funding, limited farebox revenues, continued dependence on private vehicles, and a shrinking passenger base.

Amarillo City Transit has gone to great lengths to make the fixed-route system accessible to persons with disabilities. Despite those efforts very few persons have made the transition from para-transit to the fixed-route system. Amarillo City Transit has implemented trip-by-trip eligibility, fixed route travel training, and fixed route deviations. In the future the Transit Department may consider other options such as reducing the para-transit service area to ¾ of a mile on each side of the fixed route or the use of auxiliary routes to integrate persons with disabilities into the fixed-route system.

Fixed-Route System

The ACT Fixed-route System comprises eight radial routes that start in downtown Amarillo and end at various destinations in the outer city. This system requires coordinated route schedules that provide for arrival at the downtown transfer location on alternating 30 to 40 minute intervals so that riders may easily transfer. Timed-transfers are both an operational and customer-orientated approach, with transfers possible every 30 to 40 minutes during service hours.



Map 5.5
Amarillo City Transit – Fixed Route Service

Service Area

The Amarillo city limits include over 102 square miles. The Amarillo City Transit (ACT) service area is defined as that portion of the city west of Lakeside Drive. This area covers approximately 86 square miles. The area realistically served by a bus route is generally considered the area contained by a strip one-quarter mile on either side of that route. One-quarter mile is the industry standard for the maximum distance a rider might walk to use a fixed-route bus. According to this standard, the area served by ACT Fixed-Route System is about 36.4 square miles. Spec-Trans services operate within the 86 square mile service area also.

Vehicle Fleet

The ACT fixed-route fleet is comprised of 29 mid-sized transit buses. All of the buses are equipped with a wheelchair lift, forward facing wheelchair securement areas and a bus stop announcing system that allows persons with visual and hearing impairments the opportunity to orient themselves while the vehicle is in motion.

Days and Hours of Service

ACT provides service Monday through Saturday from 6:00 a.m. to 7:00 p.m., but the hours of operation vary by route. Service is not provided on the following holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving and Christmas Day.

Fare Structure

ACT does not issue any type of a prepaid transit pass. Prepaid regular fare tickets are available for purchase at the Transit Department and at City Hall. Prepaid tickets have no expiration date and can be used to board any fixed-route bus. The fare structure for the system is listed below.

ACT Fixed-Route Passenger Fares

- Adult .75
- Children (6-12) .60
- Children under 6 Free when accompanied by an adult
- Student .60
- Senior Citizen .35
- Person with a Disability .35

Transfer Facility

All ACT routes radiate from a transfer facility located at 211 S Fillmore Street. This location is at the corner of SE 3rd Avenue and Fillmore Street, across from the Amarillo Police Department. The transfer station is well located from a regional perspective. It is located within the downtown business district with pedestrian access to retail, commercial office facilities, and employment locations within the central business district.

The downtown transfer facility is a strategic resource for transit passengers. The building was completed in 2003. It features a climate-controlled waiting room, lobby area with seating and public restrooms. These passenger amenities allow transit patrons a familiar place to wait for their bus with convenience and safety. Security

lighting and protection from the elements are available to waiting passengers during all hours of operation. Passengers may board and alight transit vehicles away from the street and out of the elements.

Spec-Trans Service

Spec-Trans service is a demand response para-transit operation providing transportation for certified mobility impaired residents of Amarillo who cannot physically use an accessible fixed-route bus. Spec-Trans provides curb-to-curb service with lift-equipped vans for any trip purpose within the ACT service area. Persons may apply directly to ACT for certification.

Spec-Trans service is provided on a space-available (first-come-first served) basis. Trip reservations may be scheduled from 8:00 a.m. until 5:00 p.m. Monday thru Saturday. Reservations may be made on Sundays and after 5:00 p.m. by leaving a message on the answering machine.

A subscription service is available for riders who make the same trip at least three times per week. Subscription trips are available for up to 50% of Spec-Trans capacity at any given time of the day.

Eligibility

Persons who wish to use Spec-Trans must obtain an application from the ACT Transit office. Applicants must attend a certification interview comprised of Transit Department staff members and Panhandle Independent Living Center agency staff members.

The interview includes questions regarding the person's abilities, a description of Spec-Trans service, and an opportunity for the applicant to ask questions regarding the service. Applicants are notified by mail of the approval or disapproval of their applications. Out of town visitors may use Spec-Trans by calling for reservations and showing proof of para-transit eligibility from their place of residence.

Days and Hours of Service

Spec-Trans service operates Monday through Saturday, between 6:30 a.m. and 7:00 p.m. Service is not offered on the following holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving and Christmas Day.

Fare Structure

ACT does not issue any type of a Spec-Trans pass, but prepaid tickets are available for purchase at the Transit Department and at City Hall. Prepaid tickets have no expiration date and can be used to board any Spec-Trans vehicle.

Prepaid tickets are available by purchasing a booklet of twenty tickets for $30.00 at the ACT office and at the Utilities Department at City Hall. Tickets are non-refundable. Other passengers, excluding a personal care attendant accompanying an eligible rider, are accepted on a space available basis. The fare structure for the system is listed below.

ACT Spec-Trans Passenger Fares

• Adult	1.50
• Children (6-12)	1.50
• Children under 6	Free when accompanied by an adult
• Student	1.50
• Senior Citizen	1.50
• Passenger Care Attendants	Free

No Show Policy

Spec-Trans "no show" policy states that cancellations must be made at least four hours before the scheduled trip to avoid being charged a "no show". If riders receive a "no show" they are required to pay a double fare for the unused trip. If a passenger accumulates a number of unpaid, unappealed "no show" events, service will be suspended until all "no show" charges are paid in full. There is limit to the number of "no show" trips allowed. Passengers who ride 5 or more times per month will be allowed to accumulate 5 unappealed, unpaid "no show" incidents. Passengers who ride fewer than 5 times per month will be allowed 3 unappealed, unpaid "no show" incidents.

Para-transit Fleet

The ACT para-transit fleet is comprised of 12 lift-equipped vans. Eight operate with four retained as a spares. Each van has a seating capacity of 17-seated passengers and is equipped with a wheel chair lift and two forward facing wheel chair securement areas.

Americans with Disabilities Act

Amarillo City Transit has over 425 designated accessible bus stops. This means that at each stop a curb cut, ramp, and loading pad are available to accommodate any person that desires to board a bus at that location. In the past, the City of Amarillo has completed 4 construction projects that improve accessibility of fixed-route buses. The last project resulted in 175 new benches and 8 new shelters. This included 85,710 square feet of new sidewalk and bus pads, as well as 2,195 linear feet of new curb and gutter. There was also 475 square feet of ADA pavers installed.

Other improvements continue to be made for passenger convenience and ADA compliance. Amarillo City Transit has invested in lift-equipped vehicles with forward facing securement areas and an automated programmable bus stop announcing system. The Fixed-Route System is designed with color-coded and numeric designations that assist passengers who are unable to read.

An increased use of audible pedestrian signals at traffic signal locations along the fixed-route bus corridors is among these improvements. Funding drawn over several grant years was utilized to provide new security measures inside the transit vehicles. Video cameras installed on each vehicle provide a more secure passenger environment and allows a more thorough review of accidents, complaints, and vandalism.

Inventory of Physical Assets

The Transit Department owns 17 fixed-route 30-foot buses. Twelve are in service and 5 are retained as spares. The Department also owns 12 para-transit vans, 8 are used in

service and 4 are retained as spares. All maintenance is conducted on-site by a staff of 4 mechanics and 2 service personnel.

Revenue

Fixed-route fare box revenue is declining, while Spec-Trans revenue is increasing. According to fiscal year 2012-13 statistics, the average one-way trip on a fixed-route bus cost $7.90 and the average one-way trip on Spec-Trans cost $32.00.

Opportunities And Limitations

The existing transit system provides an excellent transportation alternative to the citizens of Amarillo. Unfortunately, lengthy fixed route trip lengths, dependence on the automobile, a lack of congestion, and the ease of mobility in the City have not encouraged citizens to use transit as an alternative to driving.

In planning for future transit facilities the ridership trends must be considered to provide the best possible service for those who use it. Local trends indicate that the majority of passengers utilizing the transit system do so as a primary means of transportation.

To meet the needs of the transit ridership, several improvements could be made to the existing system. They include: increasing the number of buses in operation, providing extended hours of service, extending the service area, improving the transfer facility, providing improved accessibility and improving the image.

The opportunities to upgrade the transit system and increase ridership will be limited by several factors. The major factor will be the availability of funding. Other factors limiting transit growth include: vehicular dependence and ADA requirements.

Policy Considerations

Improvements to the transit system will consider the following policy considerations.

- Continue to develop new designated bus stops on all routes to meet ADA requirements of accessibility
- Continue to develop improved communications which would include large print maps, Braille, audio and video materials about the system
- Develop improved marketing strategies to reach potential riders
- Identify and monitor areas of possible route expansion
- Improve training efforts on the use of the Fixed-route system

Plan Elements
The projects identified in the short- and long-range plan include operating expenses, preventative maintenance, buses, vans, and various equipment and passenger amenities.

Table 5.5
Short Range Plan 2015-2025

Project ID	Description	Cost x $1000
A0AT01S	Operating Expense	44,862
A0AT02S	Bus Replacement Vehicles	3,817
A0AT03S	Para-transit Vehicles	1,273
A0AT04S	Equipment (various)	275
A0AT05S	Passenger Amenities	1,000
A0AT06S	Preventative Maintenance	9,138
TOTAL		60,365

Table 5.6
Long Range Plan 2026-2040

Project ID	Description	Cost x $1000
A0AT01L	Operating Expense	69,648
A0AT02L	Bus Replacement Vehicles	7,964
A0AT03L	Para-transit Vehicles	5,309
A0AT04L	Equipment (various)	210
A0AT05S	Passenger Amenities	1,000
A0AT06L	Preventative Maintenance	14,188
TOTAL		98,319

Section 5310 Transit Services

Under MAP 21, Section 5310 now contains the previous Section 5317 – New Freedom program. Section 5310 funds create a variety of opportunities for transportation services meeting the special needs of seniors and individuals with disabilities.

The goal in administering the Section 5310 program is to promote the availability of cost effective, efficient and coordinated passenger transportation services planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable, using the most efficient combination of financial and other resources.

Elderly and disabled transportation within the MPO boundary using Section 5310 funds has been ongoing since approximately 1978. At one time, these transportation services were provided by the Amarillo Multi-service Center for the Aging, which received federal assistance through the Section 5310 program.

With the changes in the Section 5310 program, two organizations submitted grant applications for the MPO area – LeFleur Transportation and Panhandle Community Services. Both agencies if awarded funds plan to use the grant to transport elderly and persons with disabilities who are unable to use a fixed route bus. As of the publication of this document no agency received an award of the Section 5310 grant funding.

Section 5311 Transit Services

In addition to the changes MAP-21 made to the Section 5310 program. MAP-21 incorporated the previous Section 5316 – Job Access Reverse Commute into the Section 5311 program. These programs are conducted by Panhandle Community Services.

Panhandle Community Services provides rural transportation services in the 26 county area of the Panhandle under the section 5311 program. Panhandle Transit operates 85 vehicles within the Amarillo TxDOT District. The transit service has been ongoing since 1984. The Federal Transit Administration (FTA) provides the major funding for the rural service, with matching funds provided by State and local sources. Transportation is provided from rural locations into the metropolitan area on a closed-door basis.

TRANSPORTATION ALTERNATIVE PROJECTS

Introduction

MAP-21 established a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. In particular, the Transportation Alternatives program combines three previously separate sources of transportation funding: Transportation Enhancements, the Recreational Trails Program, and Safe Routes to School. The program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State's formula apportionments. Unless a State opts out, it must use a specified portion of its Transportation Alternative (TA) funds for recreational trails projects. Eligible activities include:

- Pedestrian & Bicycle Facilities: Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; traffic calming; off-road trails; bike and pedestrian bridges and underpasses; ADA compliance.
- Safe Routes for Non-Drivers: Access and accommodation for children, older adults, and individuals with disabilities.
- Conversion of Abandoned Railway Corridors to Trails: Acquisition of railroad rights-of-way; planning, design and construction of multiuse trails and rail-with-trail projects.
- Scenic Turnouts and Overlooks: Construction of scenic turnouts, overlooks, and viewing areas.
- Outdoor Advertising Management: Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.
- Historic Preservation & Rehab of Historic Transportation Facilities: Preservation of buildings and facades in historic districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites. Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals.
- Vegetation Management: Improvement of roadway safety; prevention of invasive species; providing erosion control.
- Archaeological Activities: Projects related to impacts from implementation of highway construction projects.
- Stormwater Mitigation: Pollution prevention and abatement activities to address storm water management; water pollution prevention related to highway construction or due to highway runoff.
- Wildlife Management: Reduction of vehicle-caused wildlife mortality; restoration and maintenance of connectivity among terrestrial or aquatic habitats.

Fifty percent of TA funds are distributed to areas based on population (sub allocated), similar to the Surface Transportation Program. States and MPOs for urbanized areas with more than 200,000 people must conduct a competitive application process for use of the sub allocated funds; eligible applicants include tribal governments, local governments, transit agencies, and school districts. Options are included to allow States flexibility in use of these funds.

The funds provided by this program are on a cost reimbursement basis. It is not a grant. Projects undertaken with enhancement funds are eligible for reimbursement of up to 80% of allowable costs. The governmental entity nominating a project is responsible for the remaining cost share, including all cost overruns. Transportation enhancement projects are presented to the Metropolitan Planning Organization Policy Committee for review and endorsement. The MPO offers guidance and encouragement for each new and varied project developed by the regional community. While the MPO plays a role in the evolution of these projects, the Texas Transportation Commission will ultimately review and select any transportation enhancement projects.

Potential Projects

The Amarillo MPO supports competition for Transportation Alternatives Funding. Plans under consideration and a category for potential development are shown in the following table.

Table 5.7
Transportation Alternatives Projects

Project ID	Description	Cost x1000
A5A-TA-01	Rails To Trails – Phase 2	4,000
A5A-TA-02	CBD Streetscape – Phase 2	4,000
A5A-TA-03	Safe Routes to Schools	800
A5A-TA-05	Various Projects	

CONGESTION/DEMAND MANAGEMENT STRATEGIES

Introduction

The purpose of the Congestion/Demand Management Strategy is to improve mobility on the existing transportation network by identifying areas of congestion and employing operational improvements to reduce those problems. In the mid 1990's, the Amarillo MPO developed a CMS designed for compliance with federal regulations and the ISTEA legislation. The strategy that was developed provided a systematic process to provide information on existing and future transportation system performance.

Federal legislation requires all Transportation Management Areas (TMA) to include a Congestion Management System (CMS) system in the planning process. A TMA, as defined by the Federal Government, includes all MPO's having a population of at least

200,000. Since the Amarillo urbanized area has not reached that threshold, the MPO is not required to implement such a system.

In anticipation of reaching TMA status, the MPO is continuing development of a CMS. Such a system will allow the MPO to have a strategy in place, once the population exceeds 200,000. In the mean time, the process will provide valuable information that will be used to improve mobility within the study area.

Elements contained within the CMS include:

- Identify critically congested areas
- Establish performance measures to monitor congestion
- Identify possible congestion mitigation measures
- Evaluate the effectiveness of implemented actions

Data Collection and Monitoring

The Amarillo MPO relies on traffic counts from Amarillo and TxDOT to identify and monitor congested areas within the planning boundary. The baseline link counts for the CMS are based on traffic counts taken inside the City of Amarillo. 1985 was the first year that all links were counted within the Amarillo and a program established to assure that each link is counted at least once every two years. The Amarillo traffic count program is divided into approximately 350 links, which are designated as the Amarillo Congestion Network. The network includes all of the arterial and collector roadways within the planning boundary. The TxDOT Amarillo District provides additional traffic count information, including the interstate highway traffic volumes, which are not collected by the MPO.

Performance Standards

In the interest of trying to maintain a uniform statewide performance standard the MPO will utilize a Level of Service Standard (LOSS) for the CMS work plan. The LOSS has established various categories of service based on average daily traffic volumes for different types of roadways. A roadway in the Amarillo Congestion Network will be classified as congested if the Average Daily Traffic (ADT) exceeds the "tolerable flow LOSS C-D" standard.

In addition to the LOSS standard, the MPO will also utilize travel rate studies to identify and monitor congestion. All roadways, which have been determined to be at or near capacity, will be evaluated by using the Floating Car Method.

Identification of Congested Areas

To determine areas of congestion, the Amarillo MPO uses two different techniques. First, the MPO conducts a survey. This survey asks the public to identify the areas they believe to be congested. The survey addresses both current and future congestion problems. The survey results are then analyzed and compared to average daily counts

provided by the City of Amarillo and TxDOT. Based on these two sources of information the roadways exceeding the suggested levels of service standards are identified.

To determine which facilities may have the potential to develop congestion problems, the Amarillo MPO utilizes traffic models supplied by TxDOT and citizen complaints. Areas identified as congested in the model are monitored. Average Daily Counts will be conducted to determine if a facility is nearing a congested state. Observed counts will be compared to the recommended maximum (ADT) volumes by facility provided by a LOSS table.

Identification of Strategies

Once a roadway has been categorized as congested, the MPO identifies strategies to mitigate the congestion. Each area is considered on a case-by-case basis. Individual evaluations of congested areas are conducted to determine what special actions could be implemented to alleviate the congestion. Possible strategies may include:

- Traffic operational Improvements
- Intersection alterations
- Signing
- Striping
- Signal Synchronization
- Transit Improvements

Implementation of Strategies

When a Congestion Mitigation Strategy has been developed for a particular area, the MPO will determine the responsibilities of implementation. Any possible funding questions will be addressed at that time. As strategies are implemented, evaluations of the improvements will be established. The area in question will be monitored in appropriate intervals to establish the success or failure of the implemented action.

PERFORMANCE MEASURES

The MPO, in cooperation and collaboration with TxDOT–Amarillo District, will use available data to report established performance target areas. These performance areas will address topics including:

- Infrastructure Condition
  - TxDOT's Pavement Scores
  - TxDOT's Bridge Scores
- Congestion Reduction
  - Level of Service
- Safety
  - Crash Data
  - Hazardous Cargo Routing
  - Rail Grade Separation Analysis
- System Reliability
  - Average Truck Speed
  - Low Clearance Bridge Locations
  - Truck & Rail Bottlenecks
- Freight Movement and Economic Viability
  - Connectivity
  - Economic Development
  - Accessibility

The MPO will continue evaluating its readiness for national transportation performance reporting and work collaboratively to be ready to use the performance-based processes.

SECTION 6.0
FINANCIAL PLAN

6.0 FINANCIAL PLAN

Introduction

Financial planning for the Amarillo Urban Transportation Study Area 2015-2040 Metropolitan Transportation Plan considers both new and old funding resources. The increasing demands of a growing population, highways crowded with traffic, higher numbers of roadway fatalities, and limited state and federal funding sources require new innovative thinking to improve our transportation system. Legislation allows the state, local governments, and private business to cultivate partnerships for development and improvement of the region's transportation infrastructure. While the transportation budget is inadequate to support past spending habits, new financial tools may afford new funding resources.

These resources demand more participation and control by local communities. By delegating power to local authorities, innovative funding can be maximized and project development and construction can become more flexible. This will allow transportation improvements to be started and completed more quickly. In turn, the regional community reaps the benefits at a much lower cost.

Project costs are itemized in the tables found in this document. The Financial Plan Summary condenses the costs and projected funds for projects in the twenty-five year period. The Financial Plan Summary compares costs by category, and shows that projected funds will be adequate for future needs based on the stated assumptions.

The purpose of the Financial Plan is to evaluate the community resources available to build and maintain transportation facilities. It is based on an analysis of past funding, expected funding from federal, state and local sources and projected needs. The Moving Ahead for Progress in the 21st Century Act (MAP-21) is the congressional transportation bill. MAP-21 requires that the financial plan demonstrate a consistency of proposed transportation investments with the available and projected sources of revenue in relation to cost and revenue projections based on existing situations and historical trends. Thus, the long-range transportation plan must be "financially constrained" which confirms projected revenue will be available to fund the projects in the long-term transportation plan.

The expenditures for the Metropolitan Transportation Plan are financially constrained by the Year of Expenditure requirements of MAP-21. This financial constraint is based on an analysis of past funding, expected funding and expected needs.

Total Project Costs and Year of Expenditure

In accordance with MAP-21, the Metropolitan Transportation Plan (MTP) contains the Total Project Costs and Year of Expenditure dollars for each project. The revenues and expenditures are financially constrained by the Year of Expenditure requirements of MAP-21. Total Project Costs are provided to detail the aspects of each project, such as: preliminary engineering, right of way, utility relocation and, in the case of transit projects: operating, planning, maintenance and capital. The Year of Expenditure or the year in which a construction project or transit project is anticipated and their associated

inflated costs, have been identified for all projects. An annual inflation rate of 4% was applied to all projects. The revenues and expenditures address the construction or implementation of highway and public transportation projects, as well as address the operation and maintenance needs of the existing transportation system and public transportation systems.

The tables, shown in this MTP, identify Total Project Costs and Year of Expenditure dollars for projects included in this Metropolitan Transportation Plan (MTP). In the case of the public transportation program, the year in which major capital purchases or construction, such as buildings and facilities, is been identified. The MTP must account for cost escalation as part of the fiscal constraint determination. It is understood that future revenues may not grow at the same rate as construction expenses. Costs are subject to inflation over the twenty-five year window; therefore, changes to the scope of a project may be needed, over time. While reviewing the MTP for financial constraint, the Amarillo Metropolitan Planning Organization's Technical Advisory Committee found it most challenging to address the mobility and maintenance needs of the area.

Continued cooperative regional transportation planning will be required to explore and implement ways to address the increasing transportation needs of the area. New or additional funding sources will be considered to assist with the traditional streams of funding. Public and private partnerships will be explored to address the transportation needs of the area. Comprehensive development agreements and other innovative funding will be considered to make up the funding shortfall.

Funding

State and Federal Funding

No discussion of highway funding would be complete without an explanation of the many factors that drain funding for transportation initiatives. These factors severely affect the ability for the region to receive state and federal mobility funding for highways. With gas tax revenues declining and construction cost fluctuations, it is difficult to pay for any new highway construction.

- Declining gas tax revenues. Over the next two decades, fuel consumption will likely decrease because of the impact of increased fuel efficient vehicles, even considering an increase in the driving population. More fuel efficient vehicles are good because they improve the quality of our air and motorists save money at the pump. Recently, the poor economy created a decrease in truck shipments. Higher pump prices for fuel and other budgetary constraints result in Americans driving less. As fuel consumption decreases, so do fuel tax revenues. The federal gasoline tax is currently 18.4 cents per gallon. The last increase in the federal gas tax was in 1993.
- The uncertainty of federal funds. The National Highway Trust Fund experienced a zero balance in 2008. The fund continues to be depleted because funding expenditures exceed revenues. Congress has been unable to remedy the highway funding problem. Another issue affecting transportation funding is federal rescissions, in which previously allocated transportation funding is

retracted. Over the past years, these rescissions have been the result of other federal needs, such as the overseas military action, Homeland Security, and natural disaster relief.

- The movement of state transportation dollars to pay for other state priorities. Over time, diversions in the state gas tax have been moved from the State Highway Fund to pay for other priorities such as education and the Texas Department of Transportation. In Texas, of the 20 cents per gallon gas tax, transportation receives only 11 cents per gallon. Education receives 5 cents and 4 cents goes to the Department of Public Safety. The last increase in the state gas tax was in 1991. At present, the purchasing power of the gas tax is approximately 63% of what it was twenty years ago.
- The impact of inflation. During recent years, inflation has rapidly driven construction costs at an unprecedented rate. The recent economic stability has slowed this inflationary trend. The volatility of inflation creates a level of uncertainty. As a result, the years in which future projects are constructed or implemented could change. This creates yet another problem: the longer projects are postponed, the higher the project cost becomes.
- The need to increase funding for maintenance. Texas highways are showing the wear and tear of more traffic. Some of the highway mobility funding was redirected the pavement maintenance to meet the increased need throughout State due, in part, to oilfield expansion and the ongoing drought conditions. It is important to preserve and maintain the existing transportation system without compromising it.

Local funding

City of Amarillo – The revenue sources that contribute to the city's general fund are: sales tax, property tax, and other fees. Street reconstruction augments the street maintenance program, extending the life expectancy of city streets. This includes seal coat, rehabilitation, crack seal, asphalt overlay, and repair of base failure. In recent years, the City of Amarillo approved certificates of obligation for street and pedestrian improvements along with other local needs.

Basic and preventive maintenance, including the overlays, seal coats, patching, and other maintenance activities are funded through the City's General Fund. Forecasted funding levels for city-funded projects were derived by researching historical expenditure trends, and the expected future funding levels.

Potter and Randall Counties – The Commissioners Court of each county must approve transportation improvement projects and funding for projects within the jurisdiction of Potter or Randall County. Local general funds, as well as dedicated road-building funds are used to complete regional transportation improvements. These funds rely on revenues from various sources including property taxes, fees, fines, bond levies, and private sector contributions including right-of-way dedication. The Road and Bridge Department of each county has primary responsibility for administering the transportation improvements.

Most of the road and bridge funding for Potter and Randall Counties is spent outside the AUTS area. No historical information on county funds spent solely within the AUTS area is available. Funds for road and bridge expenditures for Potter and Randall Counties are derived from general tax revenue.

Roadway Plan

Federal and State Funding – The revenue projections in this Metropolitan Transportation Plan consist of funding amounts which are reasonably expected to be available for the twenty-five year planning horizon. For projects shown in the Roadway Plan, funding for the upcoming twenty-five years of state and federal mobility projects is shown in Table 6.1. Total funding is less what was in the previous Plan. Projections are based upon developments that have lead to the uncertainty of federal funding. The amounts shown, considered the funding forecast from the Texas Unified Transportation Program, other categories of anticipated funding, such as funding from Category 3 – Non-Traditionally Funded Transportation Projects, and District & Commission Discretionary funds.

For categories that are non-bank balanced programs, in which projects are selected upon a score or index, an average per year value was obtained and multiplied by twenty-five to derive forecasted funding. Federal funding is subject to specific type of allocations and sub-allocations.

Local funding - Forecasted funding levels for city-funded projects were derived by researching historical expenditure trends and expected future funding levels. The Illustrative List of Projects contains a list of unfunded projects; which are projects identified as needs, but are not expected to be funded within the twenty-five year planning horizon. With revenues declining, it is becoming more difficult to pay for new highway construction. Other funding, such as innovative financing will be explored.

Public Transportation Plan

The projected expenses for Amarillo City Transit fixed route and demand response operations, preventative maintenance, and capital projects were derived from historic funding data. The operating, preventative maintenance, and capital expense funding was then determined for the twenty-five year term of the plan. An inflation factor of four percent per year was then applied to those amounts. Total project costs were calculated for major capital purchases, such as fleet expansion, passenger amenities, and shop equipment & facilities. Total project cost is not required for the types of expenses such as operating, planning and minor capital purchases.

Considering inflation and the uncertainty of future federal funding, it is likely a funding gap will develop between the expenditures and revenues during the twenty-five year term of this plan. Current apportionments, which have stayed relatively the same during the previous five years, are not increasing enough to cover the ever increasing rate of inflation. Strategies to address the funding gaps could include reduced service hours

and routes, reduced vehicle replacement rates, or explore other revenue generation methods, or increase local funding to the transit program.

Traffic Operations, Bicycle, Pedestrian and Maintenance Plans
A twenty-five year projection of federal and state revenue funding was calculated based upon a combination of historical funding, future projects from the current four-year Transportation Improvement Program, the ten year Unified Transportation Program (UTP) and expected future district allocations.

Operations and Maintenance
The Financial Plan includes systems-level estimates of costs and revenue sources for adequately operating and maintaining the facilities. The operations and maintenance costs are found in the section on Operations & Maintenance. Highway preservation is a top priority for Texas. The integrity of the existing highway system should not be allowed to deteriorate. Maintaining the public transportation transit system buses, building and program is important as well. The revenues and expenditures address the construction or implementation of transportation projects, as well as address the operation and maintenance needs of the existing transportation system and public transportation systems.

The maintenance revenue projections for future state and federal funding are based upon historical data for these types of improvements: signal modernizations, general signal improvements, pavement rehabilitation, pavement seal-coating and overlays, replacement of bridges, replacement of bridge approaches and upgrading to standards.

Inflation rate
In calculating year of expenditure cost for construction, preliminary engineering, and right-of-way costs the MPO used the projected current year costs and inflated these costs by 4% per year. Preliminary engineering and right-of-way costs were inflated assuming costs will be a year before construction. TxDOT and local entities currently control preliminary engineering and right-of-ways funds. The MPO receives no allocation of funds for programming these funds.

Gap Funding
The preservation of the existing transportation system as well as addressing future transportation needs in the Amarillo urban transportation study area will require innovative financing techniques that increase the funding amount that the area currently receives from traditional funding sources. To implement these measures, we must explore various funding strategies, including:

- Public/Private Partnerships – Public/private partnerships may be used to finance transportation facilities. These ventures could include roadways, bridges, right-of-way, pedestrian facilities, auxiliary lanes, and signalization. Public/private partnerships could be used for parking facilities, bicycle

facilities, transit improvements (including shelters), operational improvements, providing matching funds for transportation improvement projects (including enhancement projects), toll facilities, and other situations, which may help leverage available financing for transportation improvements.

- Reduced Project Costs – participating agencies must evaluate projects in order to eliminate, postpone, or reduce the scope of certain planned transportation projects.
- Borrow Money – this option allows regional stakeholders the opportunity to build a project sooner, with the understanding that the borrowed money will need to be repaid out of future revenue streams. This could be accomplished through the issuance of certificates of obligation, bonding, through programs such as State Infrastructure Bank (SIB) Loans, or through other funding sources, which could act as a revolving account that can be used to leverage bonds.
- Pay-As-You Go Systems – today, the traveling public understands that the need for roadway improvements comes at a heavy cost. Motorists know that alternatives must be implemented in order to aid in congestion relief and improve the reliability of the transportation system. Options exist to charge users fees through non-traditional methods, including:
  - Tolling added roadway capacity
  - Applying congestion pricing to new toll facilities
  - Assessing traffic impact fees/systems development charges for new development (based on expected trips that will be generated by the development)
- Raise or Redistribute Existing Taxes and Fees
  - Develop Local Improvement Districts, Business Improvement Districts, Tax Increment Financing Districts, and other special taxing districts
  - Raise the state gas tax or impose a regional gas tax
  - Develop new local revenue sources, such as a local gas tax or fees for a special transportation district
  - Increase vehicle registration fees
  - Implement parking fees/fines that pay for transportation improvements
- Capture a Larger Portion of State and Federal Transportation Spending
  - Pursue additional federal discretionary funding including FTA 5309 monies and Congressional earmarks
  - Work with the Texas Transportation Commission to look beyond traditional resources and find new solutions to meet transportation needs in the Amarillo urban transportation study area

Funding Assessment 2015-2040

Funding projections in the 2015-2040 Metropolitan Transportation Plan have been based on a flat line basis with no adjustments for inflation during the period covered by the Plan. With the viability of the Highway Trust Fund in question, the historic rescissions of federal funds, and the federal highway & transit authorization bill up for renewal during the Plan timeframe, this course of action seems the most prudent. Using a no inflation revenue projection method, Table 6.1 is an estimate of available funding during the planning period. The funding shown in Table 6.1 does not include funds anticipated from future legislative or public actions regarding the State of Texas Economic Stabilization Fund. Funding from these revenue streams is expected to become available within the next fiscal year. Projects utilizing these anticipated funds may need to be revised.

Table 6.1
Financial Summary

Metropolitan Transportation Plan – Financial Constraint by Category				
Category	**Description**	**Funding Source**	**Average**	**25-year Projected Available**
1	Preventative Maintenance & Rehabilitation	Federal State	$ 2,160,000	$ 54,000,000
2	Metro & Urban Area Corridor	Federal State	$ 3,182,000	$ 79,550,000
3	Non-Traditionally Funded Transportation Projects	Federal State	$ 0	$ 0
4	Statewide Connectivity Corridor Projects	Federal State	$ 0	$ 0
6	Structures	Federal State	$ 2,000,000	$ 50,000,000
8	Safety	Federal State	$ 200,000	$ 5,000,000
9	Transportation Alternatives	Federal State	$ 140,000	$ 3,500,000
10	Supplemental Transportation	Federal State	$ 240,000	$ 6,000,000
11	District Discretionary	Federal State	$ 400,000	$ 10,000,000
12	Strategic Priority	Federal State	$ 0	$ 0
Operations and Maintenance	TxDOT	Federal State	$ 4,800,000	$ 120,000,000
Local Construction	City of Amarillo Potter & Randall Counties	Local Funds	$ 15,172,760	$ 379,319,000
Local Operations and Maintenance	City of Amarillo	Local Funds	$ 2,939,200	$ 73,480,000
Transit	Section 5307	Federal State & Local	$ 6,307,360	$ 157,684,000

Metropolitan Transportation Plan – Financial Constraint Summary			
	Federal / State	**Local**	**Total**
Construction	$ 208,050,000	$ 379,319,000	$ 587,369,000
Operations/Maintenance	$ 120,000,000	$ 73,480,000	$ 194,480,000
Transit	$ 85,347,290	$ 72,336,710	$ 157,684,000

SECTION 7.0
APPENDIX

APPENDIX A- GLOSSARY OF TERMS

3C: "CONTINUING, COMPREHENSIVE, COOPERATIVE" Refers to the requirement set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a "continuing, comprehensive transportation planning process carried out cooperatively by states and local communities."

AMARILLO METROPOLITAN PLANNING ORGANIZATION: Designated MPO for the Amarillo MSA; the official name of the MPO.

AMARILLO URBAN TRANSPORTATION STUDY (AUTS) AREA: That area of Potter and Randall Counties, surrounding the City of Amarillo, that is likely to become urbanized in the next 25 years.

THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA): A federal law mandating sweeping changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities, not just in projects involving federal dollars, but all new public places, conveyances, and employers. The significance of ADA in transportation is mainly felt in transit operations, capital improvements, and hiring.

ARTERIAL: A street classification for roadways serving major traffic volumes other than highways.

ATTAINMENT AREA: An area considered having air quality as good as or better than the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. An area may be an Attainment Area for one pollutant and a Non-Attainment Area for others.

AVERAGE DAILY TRAFFIC (ADT): The average number of vehicles passing a fixed point in a 24-hour period; a convention for measuring traffic volume.

BASE YEAR: An analysis or study's baseline or lead off year; the year to which other years are compared.

BIKEWAY: A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed, operated, and shared with other travel modes.

CENSUS TRACT: Census tracts are small, relatively permanent subdivisions of a county that local census statistical area committees delineate for all metropolitan areas and other densely populated counties following Census Bureau guidelines.

CENTRAL BUSINESS DISTRICT (CBD): The most intensely commercial sectors of a city.

THE CLEAN AIR ACT AMENDMENTS OF 1990 (CAAA): Amendments that identify "mobile sources" (vehicles) as primary sources of pollution and call for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is or could be a problem.

COLLECTOR/DISTRIBUTOR STREET: A road generally parallel to an expressway that collects and distributes traffic at access points to the expressway involving through lanes.

THE CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ): A funding program which originated with Title I of ISTEA that provides funds for projects and activities that reduce congestion and improve air quality in non-attainment areas.

DEMAND-RESPONSIVE: A descriptive term for a service type, usually considered para-transit, in which a user can access transportation services that can be variably routed and timed to

meet changing needs regularly. Frequently used to serve elderly and disabled persons. Compare with Fixed-Route.

DEMOGRAPHY: Characteristics of a total population. Characteristics can include, but are not restricted to: ethnic makeup, age distribution, education levels, and occupation patterns.

DEPARTMENT OF TRANSPORTATION (DOT): Can refer to U.S. DOT or to a state DOT.

EMPLOYER TRIP REDUCTION (ETR) PROGRAM: An employer-designed program that reduces employee-commuting levels. These programs are federally required in non-attainment areas.

EMPLOYMENT DENSITY: The number of jobs within a defined geographical area.

ENHANCEMENT ACTIVITIES: Refers to activities conducted in relationship to a particular transportation project, which "enhance" the existing or proposed project. Examples of such activities include provision of facilities for pedestrians or cyclists, landscaping or other scenic beautification projects, historic preservation, control and removal of outdoor advertising, archeological planning and research, and mitigation of water pollution due to highway runoff.

ENVIRONMENTAL IMPACT STATEMENT (EIS): Report which details any adverse economic, social, and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

ENVIRONMENTAL PROTECTION AGENCY (EPA): EPA is the source agency of air quality control regulations affecting transportation.

EXPRESSWAY: A divided arterial highway for through traffic with controlled access, the intersections of which are usually separated from other roadways by differing grades.

FEDERAL FUNCTIONAL CLASS: Federal classification of streets and highways into functional operating characteristics. Categories are:

- Interstate
- Freeway and Expressway
- Arterial – Principal & Minor
- Collector – Major & Minor
- Local Street and Road

FEDERAL FUNDING PROGRAM CATEGORY: Major categories of Federal Funding as established by MAP-21. Categories are:

- NHPP: National Highway Performance Program
- STP: Surface Transportation Program
- Bridge: On/Off System Bridge Rehabilitation
- HSIP: Highway Safety Improvement Program
- CMAQ: Congestion & Mitigation Air Quality Funds
- TAP: Transportation Alternatives Program
- FTA: Federal Transit Administration Funding

FEDERAL HIGHWAY ADMINISTRATION (FHWA): The agency of U.S. DOT with jurisdiction over highways.

FEDERAL TRANSIT ADMINISTRATION (FTA): The agency of U.S. DOT with jurisdiction over public transportation.

FIXED ROUTE: A term applied to regularly scheduled transit service, operating over a set route.

HIGHWAY: The term applies to roads, streets, and parkways. Also, includes rights-of-way, bridges, railroad crossings, drainage tunnels, drainage structures, signs, guardrails, and protective structures concerning highways.

HOME-BASED WORK TRIP: A trip for one's employment, with the trip end being one's home.

HOUSEHOLD DENSITY: The number of households within a defined geographical area.

INCENTIVE ZONING: Flexible zoning techniques that give the municipality more control, through allocation of incentives such as tax breaks, over the details of land development than zoning regulations usually allow.

INFILL DEVELOPMENT: The process of building homes, businesses, and public facilities on unused and underutilized land within existing urban areas. Infill development keeps resources where people already live and allows rebuilding to occur.

INFRASTRUCTURE: A term connoting the physical underpinnings of society, including, but not limited to, roads, bridges, transit, waste system, public housing, sidewalks, utility installations, parks, public buildings, and communication networks.

INTERMODAL: Refers to the connections between transportation modes.

INTERSTATE SYSTEM: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The interstate system also connects at suitable border points with routes important in Canada and Mexico. Joint action by the highway departments of each state and adjoining states, subject to approval by the U.S. Secretary of Transportation, selected the routes of the interstate system.

JOB-HOUSING BALANCE: The development of a land use pattern offering a balance of jobs to housing opportunities.

LAND USE: The way in which specific portions of land or structures on them are used, i.e., commercial, residential, retail, industrial, and so on.

LOCAL STREET: A street intended solely for access to adjacent properties.

LONG-RANGE: Refers in transportation planning to a time span of more than five years. The Transportation Improvement Program (TIP) is typically regarded as a short-range program.

MAJOR INVESTMENT STUDIES: Planning tools to provide the regional multi-modal planning effort with more in-depth technical analysis of various sub area or corridor options.

METROPOLITAN PLANNING ORGANIZATION (MPO): The agency designated by the Governor (or Governors in multi-state areas) to administer the federally required transportation planning process in the metropolitan area. An MPO is required for every urbanized area more than 50,000 population. The MPO is responsible for the 25-year long-range plan and the transportation improvement program. The official name for an MPO may also be Council of Governments, Planning Association, Planning Association, Planning Authority, Regional or Area Planning Council, Regional or Area Planning Commission.

METROPOLITAN STATISTICAL AREA (MSA & CMSA): The Census classifications for areas having a population more than 50,000. The MSA may contain several urbanized areas, but contains one or more central city or cities. When the commuting patterns of two MSA's have caused them to merge, the result is a Consolidated Metropolitan Statistical Area (CMSA).

METROPOLITAN TRANSPORTATION PLAN: A document that identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements over at least a twenty five-year period. To receive federal funding, a transportation project must be included in the MTP and the TIP.

MOBILITY: The ease with which desired destinations can be reached.

MODEL: A mathematical and geometric projection of activity and the interactions in the transportation system in an area. This projection must be able to be evaluated according to a given set of criteria, which typically include criteria pertaining to land use, economics, social values, and travel patterns.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP–21): A federal mandate signed into law July 6, 2012, MAP–21 governs United States federal surface transportation spending. The bill addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

MULTIMODAL: Refers to the diversity of options for the same trip; an approach to transportation planning or programming which acknowledges the existence of or need for transportation options.

NATIONAL AMBIENT AIR QUALITY STANDARD (NAAQS): Federally mandated maximum levels (i.e., federal health standards) for air pollutants such as ozone, carbon dioxide, particulate matter, sulfur dioxide, nitrous oxide, and lead.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA): Federal act requiring a study of any environmental impact that a federally funded or permitted project might cause.

NEO-TRADITIONAL NEIGHBORHOOD DESIGN (NTND): Neighborhoods characterized by an interconnecting street network, mixture of land uses, bike and pedestrian paths, a grid pattern of land use, and resemblance to those areas developed in America before World War II.

NATIONAL HIGHWAY SYSTEM (NHS): A classification of roads authorized by ISTEA that comprise Interstate Highways and roads designated as important for interstate travel, national defense, intermodal connections, and intermodal commerce. Federal funds are designated for projects on the NHS system.

NETWORK: A graphic and/or mathematical representation of multimodal paths in a transportation system.

NITROGEN OXIDES (Nox): A pollutant produced during fossil fuel combustion that contributes to ground-level ozone.

NON-ATTAINMENT AREA: A designation by the Environmental Protection Agency of any place in the United States failing to meet national air quality standards (NAAQS).

ORIGIN: The point or locale where a trip begins.

ORIGIN-DESTINATION SURVEY (O-D Survey): A survey of travelers (motorists or transit passengers) typically undertaken to identify travel patterns, habits, and needs.

OZONE: A gas that in excess quantities at ground level is a pollutant and irritant. Ozone is created when nitrogen oxides (Nox) react with volatile organic compounds (VOC's) in sunlight, also known as smog.

PARA-TRANSIT: Alternatively known as special transportation when applied to social services systems. Applies to a variety of smaller, often flexibly scheduled and routed nonprofit oriented transportation services using low capacity vehicles to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons whom standard mass transit services would serve with difficulty or not at all. Common patrons are the elderly and persons with disabilities.

PARA-TRANSIT VAN: A van specially modified to carry passengers with disabilities.

PEAK HOUR: The sixty-minute period in the a.m. or p.m. in which the largest volume of travel is experienced.

PEDESTRIAN-ORIENTED DEVELOPMENT (POD): Similar to a Neo-Traditional Neighborhood Design, except that it often incorporates higher densities and is designed to encourage the walk-ability of the surrounding neighborhood.

PERSON-TRIP: A trip made by one person from one origin to one destination.

PHASE: Project Phase for Federal Funding (E = Preliminary Engineering, R = Right of Way Acquisition, and C = Construction).

PLANNER: In the transportation field, personnel concerned with the management and analysis of data that directly supports qualitatively oriented, strategic, or macro decision-making.

PRIVATIZATION: Notion concerning for-profit business supplying goods and services for government, public programs or systems, with intent of enhancing cost efficiency.

PROJECT IDENTIFICATION (Project ID): A code, assigned by the MPO for local tracking and identification, used to relate projects to the MTP.

PROVIDER: An agency that causes clients to be transported, as opposed to an agency whose role is limited to funding programs.

PUBLIC INVOLVEMENT: The active involvement of the public in the development of transportation plans and improvement programs. SAFETEA-LU requires state departments of transportation and MPO's "shall provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the development of the long-range plan and the TIP."

PUBLIC ROAD: Any road or street under jurisdiction of and maintained by a public authority, open to public traffic.

REVERSE COMMUTE: Travel from home to work or from work to home against the main directions of traffic.

RIGHT OF WAY (ROW): Priority paths for the construction and operation of highways, light and heavy rail, railroads, etc.

SURFACE TRANSPORTATION PROGRAM (STP): One of the key capital programs in Title I of MAP–21. It provides flexibility in expenditures of "roads" funds for non-motorized and transit modes and for a category of activities known as transportation enhancements, which broaden the definition of eligible transportation activities to include bicycle and pedestrian facilities and enhance community and environmental quality through ten categories of activity.

TELECOMMUTING: Using a home computer or a neighborhood work center for work, effectively eliminating the need to travel to a conventional workplace.

TELECONFERENCING: Using audio, video, and/or computer connections among sites for meetings eliminating any need to travel to the meeting site.

TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT): State agency responsible for construction and maintenance of all Interstate, U.S., and State Highways, and Farm-to-Market (FM) Roads within the state.

TRAFFIC DISTRICT: A geographic unit consisting of several serial zones that may be used for the same purposes as traffic serial zones.

TRAFFIC SERIAL ZONE: The smallest geographically designated area for analysis of transportation activity such as data collection and travel movements within, into, and out of the urban area. A zone can be one to 10 square miles in area.

TRANSIT: Transportation mode that moves larger numbers of people than does a single automobile. Generally renders passenger service provided to the public along established routes with fixed or variable schedules at published fares.

TRANSIT-ORIENTED DEVELOPMENT (TOD): Similar to a Neo-Traditional Neighborhood Design, except that it incorporates higher densities and possesses a distinct focus toward transit.

TRANSIT DEPENDENT: Persons who must rely on public transit or para-transit services for most of their transportation. Typically refers to individuals without access to personal vehicles.

TRANSPORTATION: The act of getting persons or things from here to there, through personal or communal means.

TRANSPORTATION CONTROL MEASURE (TCM): Any measure designed to reduce congestion, emissions, and other traffic problems.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Strategies for easing or reducing transportation demand, specifically aimed at diverting people from driving alone. Programs used to improve air quality and congestion by decreasing vehicle miles traveled and vehicle trips.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A three-year transportation investment strategy, required at the metropolitan level, and a two-year program at the state level, which addresses the goals of the long-range plans and lists priority projects and activities for the region.

TRANSPORTATION MANAGEMENT AREAS (TMA): Areas subject to special requirements under ISTEA and sometimes benefiting from preferential treatment regarding air quality needs, and local authority to select transportation projects. Any area more than 200,000 population is automatically a transportation management area, which subjects it to additional planning requirements, but also entitles it to earmarked funds for large urbanized areas under the Surface Transportation Program. Additional areas may be designated TMA's if the Governor and the MPO or affected local officials request designation. Such a designation would entitle them to greater local project selection authority through their MPO's, but would not, according to interim guidance issued by U.S. DOT, entitle them to the earmarked STP funds for large urban areas.

TRANSPORTATION SYSTEM MANAGEMENT (TSM): That element of the TIP that proposes non-capital-intensive steps toward the improvement of a transportation system, such as refinement of system and traffic management, the use of bus priority or reserved lanes, and

parking strategies. It includes actions to reduce vehicle use, ease traffic flow, and improve internal transit management.

TRAVEL TIME: Customarily calculated as the time it takes to travel from "door-to-door." For transit service measures of travel time include time spent accessing, waiting, transferring between vehicles, and that time spent on board.

TRIP: A one-direction movement from an origin to destination.

TRIP END: Origin or destination of a trip.

TRIP PURPOSE: Reason for a trip.

UNIFIED PLANNING WORK PROGRAM (UPWP): Annual report or budget document prepared by the AMPO describing transportation planning activities that will take place within AUTS.

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT): Principal federal funding and regulating agency for transportation facilities. FHWA and FTA are agencies within USDOT.

URBANIZED AREA (UZA): A census classification for area having a population of 50,000 or more that meet certain population density requirements.

VEHICLE MILES TRAVELED (VMT): Term used for describing the total number of miles traveled by a vehicle in a given time. Most conventional VMT calculation is to multiply average length of the trip by the total number of trips.

APPENDIX B – PROJECT PRIORITIZATION

Amarillo MPO Project Prioritization Methodology

Introduction:
MPOs are required to have transportation projects listed in a Metropolitan Transportation Plan (MTP), a long-range, twenty-five year plan. There can be a vast number of projects listed as future needs in the MTP. The Transportation Improvement Program (TIP) is a listing of projects selected for construction during the next four years. Projects are advanced from the MTP to the TIP through various planning efforts. Once a project moves from the MTP into the TIP public expectations are raised. The citizens expect to start seeing progress of the project. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the MTP and the TIP be fiscally constrained; therefore only projects that have a reasonable expectancy of being funded should be included. As such, there is a greater need to prioritize the projects to be advanced from the MTP into the TIP.

Participation of all transportation stakeholders is paramount to this process. The MPO holds public meetings to inform stakeholders about project listings considered for the long- and short-range planning documents. Projects in the TIP need to support the goals of the long-range plan. Additionally, there can be projects that have a lot of public support but do not qualify for the TIP because of other reasons. Since funding is limited and many projects have to compete for funds, it is very important to have a means to evaluate each project and compare them.

The MPO uses a Project Prioritization Methodology (PPM) to rank each project based on the project's own merits. The PPM is a decision making tool. Once a project is ranked, the Policy Committee has a way to compare projects. The Policy Committee is not bound to use the rankings as the sole reason for making a decision. The key factors used to evaluate projects based on MAP-21 include:

- Support the economic vitality of the metropolitan area
- Increase the safety of the transportation system for all motorized and non-motorized users
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- 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
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Environmental Mitigation and Consultation
- Title VI and Environmental Justice
- Public Participation

Project Selection Process

The Project Selection Process consists of three steps:

- Project submission
- Project review and evaluation by Technical Advisory Committee
- MPO Policy Committee review and approval

Project Submission

A call for proposals will be sent to citizens and transportation stakeholders within the Amarillo MPO area. In addition, during the revision of the MTP process a call for projects will be hosted in conjunction with the MPO Policy Board meeting. Stakeholders wishing to submit a proposal will present a completed Project Selection Form to the MPO.

Project Review and Evaluation

The following requirements will determine which projects, based on a 100 point scoring system, are eligible for possible inclusion in the financially constrained component of the MTP:

- Proposed projects will be consistent with the MPO's long-range goals.
- Proposed projects will have an identified funding source.
- Proposed projects will have a project implementation timeline and other details necessary to complete the Project Selection Process.

Projects not meeting these requirements may be included in the MTP under an unconstrained needs component. These projects will be advanced in the adopted MTP, should additional funds become available. As the MTP planning forecast is revised or when new information is available on projected funding levels, a re-evaluation of MTP projects will be deemed necessary.

Projects complying with the previous requirements will be evaluated based on the following criteria:

1. Planning & Mobility Concerns (32 total points)
   Does the project support established prioritized goals and improve the local and regional transportation network; improve capacity, connectivity, or provide congestion relief; is the project part of a planned corridor?
   - Support MPO & regional prioritized goals
   - Support MAP -21 planning factors
   - Support economic development
   - Improve connectivity
   - Address roadway capacity Issues
   - Address congestion relief
2. Traffic & Safety Factors (28 total points)
   Does the project address issues such as safety, traffic flow, freight movement, accessibility, and multi-modal operations?
   - Traffic volumes & percent of trucks
   - Access management improvements
   - Intersection/interchange improved
   - Expand multi-modal options
3. Cost Effectiveness & Affordability (15 total points)
   This is intended to be an indicator of the economic viability of the project; calculated as cost per vehicle mile.
   - Construction costs
   - Rights of way costs
   - Project length
   - Traffic volumes

4. Other Factors (25 total points)

   Have sufficient measures been addressed to ensure the timely development of the project; is it well supported by the participating entities?

   - R-O-W & engineering schedules
   - Environmental & utilities schedules
   - Multiple local entity support
   - Third party funds availability

MPO Policy Board Review and Approval

Once projects are scored, all projects will be ranked in order from highest to lowest. From this ranking, projects will be placed in the MTP. The MPO Policy Board will review and adopt these projects for inclusion in the MTP. Public involvement and comments will be solicited in compliance with the Amarillo MPO's Public Participation Plan. This process of project selection and moving a project forward to the TIP is a cooperative effort between the Amarillo MPO and the TxDOT Amarillo District, with the final selection authority resting with the TxDOT Amarillo District Office.

Using the Amarillo MPO Project Prioritization Methodology Matrix

Selection Process:

- Project submission.
- Project review and evaluation by the Technical Advisory Committee.
- MPO Policy Committee review and approval.

Prioritization Process:

To be considered eligible a project must be:

- In the Metropolitan Transportation Plan (MTP) project listing or recommended for such listing by the Technical Advisory Committee.
- Roadway projects must be functionally classified by the Federal Highway Administration as a collector roadway or better.
- Eligible for TxDOT Category 2, 3, 4, 9, 10, 11, 12, or other MPO and/or Public Transportation funding, as awarded by TxDOT or USDOT.

Project Name/Location:

Use a major roadway name to identify a proposed street or highway project. For example:

IH-27	State Loop 434	RM 1061	SW 45th Ave
US Highway 60	FM 2590	County Rd 34	Georgia St

Limits From/To:

Measured lengths are preferred, e.g. 0.3 mile or 5 miles. Otherwise, use general terms, *Street A to Street B* or *Intersection of Road A & Street B*, to describe the project limits.

Description of Work:

Describe what the project will entail in as much detail as possible. For example: *Rehab Existing Roadway*, *New 4-Lane Arterial*, *Upgrade Traffic Signals*, *Upgrade Ramps to Current Design Standards*, *Add Two Lanes with Curb & Gutter*.

Scope Consistent with MPO Prioritized Goals:

The MPO Goals based on MAP-21, including:

- The eight key planning factors of the federal transportation bill, MAP-21.
- The planning factors are listed in most Amarillo MPO planning documents, including this one.

Examples:

- Support the economic vitality of the metropolitan area
- Increase the safety of the transportation system
- Increase accessibility and mobility of people and freight

Scope Supports Achievement of Regional Prioritized Goals:

- Maintain a safe system
- Address Congestion
- Connect Texas Communities
- Enhance the trunk network throughout the MPO boundary
  Throughout the Amarillo District? Beyond?

Improves Connectivity with Areas within the MPO Boundary:

Does the project foster partnerships and connections for the purpose of supporting and promoting a vital and sustainable MPO Study Area for existing and future residents and visitors? Does the project support connectivity of the thoroughfare system within the

Amarillo Urban Transportation Study Area? Does the project acknowledge and consider connections to the regional transportation network to support county and regional economic sustainability?

Project is Part of a Planned Corridor:
Multi-modal corridor planning on existing roadways can have a broad focus, incorporating improvements to management and operations, transit, bicycle/pedestrian movement, access management, freight movement, and development of a connected network of streets for local travel. It can also incorporate planning for land use, mixed-use development, transit oriented development, parking management, and other strategies to improve mobility and accessibility while reducing environmental impacts.

The general travel corridor is not the specific alignment, but does direct future study of the corridor into one general area. A recommendation of the general mode(s) to be used as the transportation solution focuses on what modes can meet the goals and objectives identified for the area or corridor. For example, a corridor study may conclude that transit or a combination of highways and transit are the only modes that will meet the future needs of that corridor.
Does the project support or recognize with a planned or existing transportation corridor?

Added Capacity:
The project has an element of added capacity that is consistent with the intent of the requirements for allocating Category 2 federal funds.

Current Year ADT:
AADT – Annual Average Daily Traffic ADT – Average Daily Traffic
Use the most recent AADT or ADT counts from MPO traffic counts or TxDOT planning map.

Percent Trucks in ADT:
Use the most recent truck percentage counts from either MPO traffic counts or TxDOT planning map.

Improves Access Management:
Access management provides a balance between the mobility purpose a roadway serves and the need of access to adjacent property. The two most important factors addressed by access management are improved safety and improved mobility. Access management techniques should be tailored to specific project characteristics; however basic access management techniques include the following:

- Access control at entrance/exit ramps
- Frontage roads
- Median alternatives – raised medians, depressed medians, etc.
- Auxiliary lanes
- Alternative left turn treatments
- Traffic signal spacing criteria
- Unsignalized intersection spacing criteria - includes adequate driveway spacing

Number of Intersections and/or Interchanges Improved:
Does the project include improvements to intersections within the project limits? Improvement examples include:

- Improved intersection geometry
- Traffic signal coordination & pedestrian signals
- Improved intersection design
- Addition of dedicated turn lanes

Cost Effectiveness & Affordability:
This ranking criterion is intended to be an indicator of the economic feasibility of the project. This criterion is calculated as dollars per vehicle mile which is derived from the following factors:

- Estimated Construction Cost: the estimated cost to build the project
- Estimated ROW Cost: the estimated cost to acquire necessary right-of-way for the project
- Project Length: the length of the project (in miles)
- AADT: Annual Average Daily Traffic as shown on the most recent counts by either the MPO or TxDOT planning map. {Average Daily Traffic (ADT) counts will be accepted as valid also.}
- Cost / (Vehicle x Lane Mile):

$$\text{Cost / (Vehicle x Mile)} = \frac{\text{Estimated Construction Cost + Estimated ROW Cost}}{\text{AADT (or ADT) x Project Length (in miles) x \# of Lanes}}$$

Preliminary Engineering – Meeting Scheduled Letting:
Are the preliminary engineering and plans complete? If not, will all be completed before the scheduled letting date?

ROW and Utility – Meeting Scheduled Letting:
Is the necessary right-of-way for the project already acquired? If not, will it be acquired before the scheduled letting date?
Have all utilities in conflict with the project already been relocated? If not, will relocation occur prior to the scheduled letting date?

Environmental Clearance – Meeting Scheduled Letting:
Has the project received environmental clearance? If not, is environmental clearance possible and anticipated prior to the scheduled letting date?

Supported by Multiple Local Entities:
Do all the stakeholders as well as the local community support the project? Is the project supported by local jurisdictions such as the City of Amarillo, Potter County, or Randall County? Is the project supported by TxDOT?

Third Party Funds:
Typically, projects funded with Category 2U (MPO) funds consist of either

80% Federal / 20% State or 80% Federal / 20% Local

Does the project have other funds in addition to the matching funds required of the state or local government? If so, what additional percentage of the estimated project cost is covered by the additional third party funds?

Amarillo MPO Candidate Project Submission Form

SPONSOR INFORMATION

Project Sponsor Information	
Project Sponsor	
Contact Person	
Address	
City / Zip Code	
Phone Number	
Fax Number	
E-Mail Address	

PROJECT INFORMATION

Project Description				
Street Name				
Location	From			
	To			
Description				
Length In Miles				
Existing Total Lanes		Future Total Lanes		
Traffic Volumes ADT/AADT		Percent Truck Traffic		
Project Cost / Funding				
Estimated Total Cost				
State / Federal Share				
Local Source				
Is there a dedicated local funding source (bond issue, etc.)	Yes		No	
Other Participating Funds	Source:		Amount:	
Project Readiness				
Project Status – Phase	Environmental	Pre Engineering	Right Of Way	Utility Relocation
Work Started (Yes Or No)				
Percent Completed				

Project contribution to the AUTS Metropolitan Transportation Plan goals (use additional sheets as needed).

Amarillo MPO Project Prioritization Methodology Matrix

Project Name	
Limits from	
Limits to	
Description of work	

Planning & Mobility		
Criteria	*Score Range*	*Criteria Score*
Scope Consistent with MPO Prioritized Goals	Significantly = 7 pts Yes = 3 pts No Affect = 0 pts	
Scope Supports Achievement of Regional Prioritized Goals	Significantly = 8 pts Yes = 3 pts No Affect = 0 pts	
Improves Connectivity with Areas Within the MPO Boundary	Significantly = 7 pts Yes = 3 pts No Affect = 0 pts	
Project is a Part of a Planned Corridor	Yes = 5 pts No = 0 pts	
Added Capacity	Yes = 5 pts No = 0 pts	
	Mobility Total:	

Traffic & Safety		
Criteria	*Score Range*	*Criteria Score*
Current Year ADT	> 10,000 = 6 pts 5,000 to 10,000 = 3pts < 5,000 = 0 pts	
% Trucks in ADT	> 25% = 6 pts 10% to 25% = 3 pts <10% = 0 pts	
Improve Access Management	Significantly = 6 pts Yes = 3 pts No Affect = 0 pts	
Number of Intersections &/or Interchanges Improved	3 or more = 6 pts 1 to 2 = 3 pts None = 0 pts	
Multi-modal aspects: Pedestrian / Bicycle Public Transportation	Yes = 4 pts No = 0 pts	
	Traffic & Safety Total:	

Cost Effectivness& Affordabliity		
Criteria	*Score Range*	*Criteria Score*
Estimated Construction Cost	$ _____	Cost / (Vehicle x Mile) = (Estimated Construction Cost + Estimated ROW Cost) / AADT (or ADT) x Project Length (x miles) x # of lanes
Estimated ROW Cost	$ _____	
Project Length	_____ mile(s)	
AADT or ADT		
Cost/(Vehicle x Lane Mile) $ _____	< 250 ($/Veh Mile) = 15 pts 250 to 500 ($/Veh Mile) = 10 pts 500 to 750 ($/Veh Mile) = 5 pts > 750 ($/Veh Mile) = 0 pts	
	Cost Effectiveness Total:	

Other Factors		
Criteria	*Score Range*	*Criteria Score*
Preliminary Engineering - Meeting Scheduled, Letting	Definitely = 3 pts Maybe = 1 pts Unlikely = 0 pts	
ROW / Utilites - Meeting Scheduled, Letting	Definitely = 3 pts Maybe = 1 pts Unlikely = 0 pts	
Environmental Clearance - Meeting Scheduled, Letting	Definitely = 3 pts Maybe = 1 pts Unlikely = 0 pts	
Supported by Multiple Local Entities (County, City, State)	Likely Support of: 3 or More = 10 pts 2 or More = 5 pts 1 or Less = 0 pts	
Third Party Funds (Funds In Addition to Local Government Funds)	> 30% of Project = 6 pts 10% to 30% = 3 pts < 10% = 0 pts	
	Other Factors Total:	

Comments:	**Total Project Score** 100 Points Possible	
	Date of Review	

rev. 02042014

APPENDIX C – PUBLIC COMMENT

The Amarillo Metropolitan Planning Organization (AMPO) sought public participation and comment throughout the development of the Amarillo Metropolitan Transportation Plan 2015-2040. Meetings with public agencies were held as shown in the table below. The draft plan underwent a 30-day review and comment period from July 10, 2014 to August 11, 2014. A copy of the draft plan was made available to the public through placement at area libraries and the MPO offices. A public meeting was held on July 31, 2014 to present the plan and solicit comments from the public and interested parties. All meetings were very successful. Public participation was light, but comments were favorable and the plan was well received.

Table 7.1
Public Involvement Meetings

Date	Location / Function	Address	Audience	Attendance	Comments
2013					
Thurs, Jul 18	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	15	0
Thurs, Oct 17	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	16	0
Wed, Nov 13	Amarillo Central Public Library	413 SE 4th Ave, Amarillo	General Public	4	2
2014					
Thurs, Jan 16	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	18	Various
Mon, Feb 10	Begin Public Comment Period		General Public	n/a	
Wed, Feb 26	Amarillo Central Public Library	413 SE 4th Ave, Amarillo	General Public	7	Various
Wed, Mar 12	End Public Comment Period		General Public	n/a	
Thurs, Apr 17	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	24	Various
Thurs, Jul 10	Begin Public Comment Period		General Public	n/a	
Thurs, Jul 17	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	19	Various
Thurs, Jul 31	Amarillo Central Public Library	413 SE 4th Ave, Amarillo	General Public	3	0
Mon, Aug 11	End Public Comment Period		General Public	n/a	
Thurs, Oct 16	AMPO Policy Advisory Committee	City Hall, Room 306	Agency Review	34	

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Amarillo MPO
Revision
2015-40 Metropolitan Transportation Plan
January 15, 2015

Attachment A

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
January 15, 2015

AMARILLO 2015-2040 METROPOLITAN TRANSPORTATION PLAN **January 15, 2015 REVISION**		
MPO ID Number	Location / Description	Revision
Roadway Projects		
A15127	On IH 40 at SL 335 (Lakeside Dr) Construct Turnarounds at SL 335	Add to Active Project List
A15103	On SL 335 From .13 miles east of Georgia St to .26 miles west of FM 1541 Pavement, Structure, Drainage	Add to Active Project List
A15128	On IH 40 At SL 335 (Soncy Rd) Replace East Bound Bridge and Approaches	Add to Active Project List
A15004	On SL 335 from Bell St to FM 2590 Construct Frontage Roads & Drainage	Revise Limits and Add to Active Project List

Attachment A

Amarillo Metropolitan Transportation Plan 2015-2040 (MTP)
January 15, 2015 Revision

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X 1000 Illustrative
A15127	IH 40	At SL 335 (Lakeside)		Construct Turnarounds at SL 335	Short		$2,846
NOTES:				Ancestor:			
A15103	SL 335	0.13 mi east of Georgia St.	0.26 mi west of FM 1541	Pavement, Structure, and Drainage	Short		$17,387
NOTES:				Ancestor:			
A15128	IH 40	At SL 335 (Soncy)		Replace East Bound Bridge and approaches	Short		$1,574
NOTES:				Ancestor:			
A15004	SL 335	Bell Street.	FM 2590	Construct Frontage Roads & Drainage	Short		$49,500
NOTES:				Ancestor:			

Year of Expenditure (YOE) costs – Converting all costs and revenues to YOE dollars presents a more accurate picture of costs over the term of the MTP.
Total project costs (TPC) – The estimated costs of all project phases, including: Construction, PE, ROW, Bond Finance, CE, Contingencies, & Indirect costs.

Amarillo MPO
Revision
2015-40 Metropolitan Transportation Plan
April 16, 2015

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
April 16, 2015

AMARILLO 2015-2040 METROPOLITAN TRANSPORTATION PLAN April 16, 2015 REVISION		
MPO ID Number	Location/Description	Revision
Roadway Projects		
A15129	IH 40 At Arthur St Remove and Replace Bridge and Approaches West Bound	Add Project
A15130	IH 40 At Arthur St Remove and Replace Bridge and Approaches East Bound	Add Project
A15131	IH 40 At Ross St Remove and Replace Bridge and Approaches West Bound	Add Project
A15132	IH 40 At Ross St Remove and Replace Bridge and Approaches East Bound	Add Project
A15133	I 40 From 0.15 miles West of Washington St to 0.25 miles East of Ross St. Rehab and Misc Construction	Add Project
A15004	Convert Non-Freeway to Freeway, Construct Interchange, Main lanes, and Frontage Rds	Revise Scope

Amarillo Metropolitan Transportation Plan 2015-2040 (MTP)									
April 16, 2015 Revision									
MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X 1000		
							Illustrative		
A15129	IH 40	At Arthur St		Remove and Replace Bridge and Approaches West Bound	Short				$4,657
NOTES:				Ancestor:					
A15130	IH 40	At Arthur St		Remove and Replace Bridge and Approaches East Bound	Short				$4,657
NOTES:				Ancestor:					
A15131	IH 40	At Ross St		Remove and Replace Bridge and Approaches West Bound	Short				$4,075
NOTES:				Ancestor:					
A15132	IH 40	At Ross St		Remove and Replace Bridge and Approaches East Bound	Short				$4,075
NOTES:				Ancestor:					
A15133	IH 40	0.15 miles West of Washington St	0.25 miles East of Ross St	Rehab and Misc. Construction	Short				$6,827
NOTES:				Ancestor:					
A15004	SL 335	FM 2590	Bell St	Convert Non-Freeway to Freeway, Construct Interchange, Main lanes, and Frontage Rds	Short				$49,500
NOTES:				Ancestor: A0A122					

Year of Expenditure (YOE) costs – Converting all costs and revenues to YOE dollars presents a more accurate picture of costs over the term of the MTP.
Total project costs (TPC) – The estimated costs of all project phases, including: Construction, PE, ROW, Bond Finance, CE, Contingencies, & Indirect costs.

Amarillo MPO
Revision
2015-40 Metropolitan Transportation Plan
October 15, 2015

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
October 15, 2015

AMARILLO 2015-2040 METROPOLITAN TRANSPORTATION PLAN November 2015 REVISION		
MPO ID Number	Location/Description	Revision
Roadway Projects		
A15129	IH 40 At Arthur St Replace Existing Bridge and Approaches WB Lanes	Update Funding
A15130	IH 40 At Arthur St Replace Existing Bridge and Approaches EB Lanes	Update Funding
A15131	IH 40 At Ross St Replace Existing Bridge and Approaches WB Lanes	Update Funding
A15132	IH 40 At Ross St Replace Existing Bridge and Approaches EB Lanes	Update Funding
A15133	I 40 from 0.15 miles West of Washington St to Nelson St. Rehab, Concrete Paving, Ramp Improvements, and Misc Construction	Limits Change, Revise Scope, and Update Funding
A15004	SL 335 from FM 2590 to Bell St Convert Non-Freeway to Freeway, Construct Partial Interchange, Main lanes, and Frontage Rds	Revise Scope and Update Funding
A15003	IH 27 At SL 335 Widen Freeway to 6 Lane Section by Adding 2 Additional Lanes	Update Funding
A15134	IH 40 from B IH 40 D to SL 335 Rehab, New Structures, Ramps & Assoc. Work	Add Project
A15093	VA from Potter County Line to FM 2590 New Location Freeway, Construct Main Lanes and Frontage Roads	Revise Scope and Update Funding
A15094	VA from Randall County Line to SW 9th Ave New Location Freeway, Construct Interchange, Main Lanes and Frontage Roads	Revise Scope and Update Funding

Amarillo Metropolitan Transportation Plan 2015-2040 (MTP)

October 15, 2015 Revision

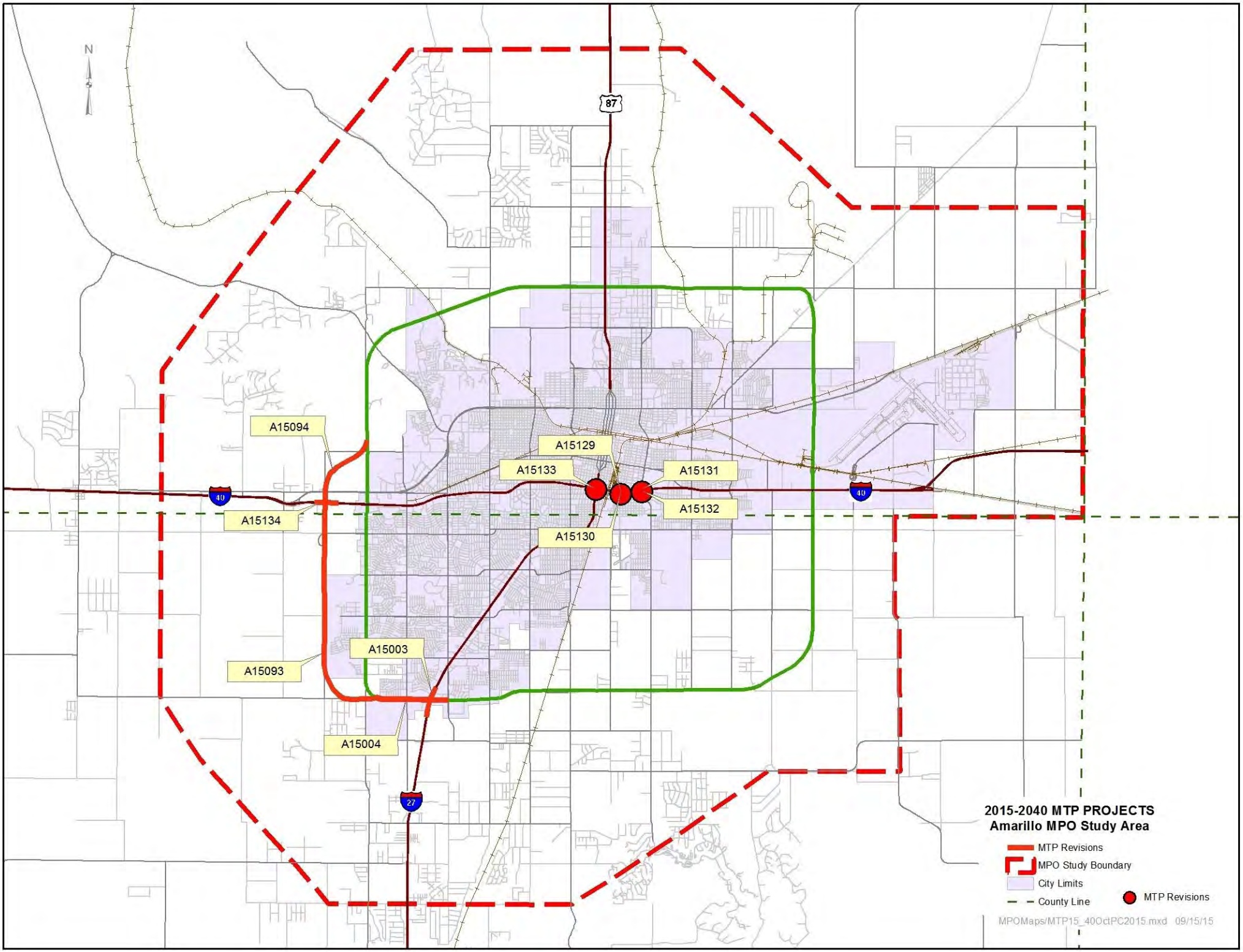
MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X 1000		
							Illustrative		
A15129	IH 40	At Arthur St		Replace Existing Bridge and Approaches WB Lanes	Short				$4,629
NOTES:				Ancestor:					
A15130	IH 40	At Arthur St		Replace Existing Bridge and Approaches EB Lanes	Short				$4,629
NOTES:				Ancestor:					
A15131	IH 40	At Ross St		Replace Existing Bridge and Approaches WB Lanes	Short				$4,050
NOTES:				Ancestor:					
A15132	IH 40	At Ross St		Replace Existing Bridge and Approaches EB Lanes	Short				$4,050
NOTES:				Ancestor:					
A15133	IH 40	0.15 miles West of Washington St	Nelson St	Rehab, Concrete Paving, Ramp Improvements and Misc. Construction	Short				$14,700
NOTES:				Ancestor:					
A15004	SL 335	FM 2590	Bell St	Convert Non-Freeway to Freeway, Construct Partial Interchange, Main lanes, and Frontage Rds	Short				$89,000
NOTES:	This is a Multiphase Project			Ancestor: A0A122					
A15003	IH 27	SL 335		Widen Freeway to 6 Lane Section by Adding 2 Additional Lanes	Short				$6,714
NOTES:	This is a Multiphase Project			Ancestor: A0A053					
A15134	IH 40	B IH 40 D	SL 335	Rehab, New Structures, Ramps & Associated Work	Short				$1,064
NOTES:				Ancestor:					
A15093	VA	Potter County Line	FM 2590	New Location Freeway, Construct Main Lanes and Frontage Roads	Short				$7,600
NOTES:				Ancestor:					
A15094	VA	Randall County Line	SW 9th Ave	New Location Freeway, Construct Interchange, Main Lanes and Frontage Roads	Short				$11,400
NOTES:				Ancestor:					

Year of Expenditure (YOE) costs – Converting all costs and revenues to YOE dollars presents a more accurate picture of costs over the term of the MTP.
Total project costs (TPC) – The estimated costs of all project phases, including: Construction, PE, ROW, Bond Finance, CE, Contingencies, & Indirect costs.

Table 6.1
Financial Summary

Metropolitan Transportation Plan – Financial Constraint by Category				
Category	**Description**	**Funding Source**	**Average**	**25-year Projected Available**
1	Preventative Maintenance & Rehabilitation	Federal State	$ 2,160,000	$ 54,000,000
2	Metro & Urban Area Corridor	Federal State	$ 3,182,000	$79,550,000
3	Non-Traditionally Funded Transportation Projects	Federal State	$ 0	$ 0
4	Statewide Connectivity Corridor Projects	Federal State	$ 0	$ 0
6	Structures	Federal State	$ 2,000,000	$ 50,000,000
8	Safety	Federal State	$ 200,000	$ 5,000,000
9	Transportation Alternatives	Federal State	$ 140,000	$ 3,500,000
10	Supplemental Transportation	Federal State	$ 240,000	$ 6,000,000
11	District Discretionary	Federal State	$ 400,000	$ 10,000,000
12	Strategic Priority	Federal State	$ 0	$ 0
State Proposition Funding	Prop 1,12, or 14	State	$ 52,143,707 Approved for 2015 & 2016	
Operations and Maintenance	TxDOT	Federal State	$ 4,800,000	$ 120,000,000
Local Construction	City of Amarillo Potter & Randall Counties	Local Funds	$15,172,760	$ 379,319,000
Local Operations and Maintenance	City of Amarillo	Local Funds	$ 2,939,200	$ 73,480,000
Transit	Sections 5307	Federal State & Local	$ 6,307,360	$ 157,684,000

Metropolitan Transportation Plan – Financial Constraint Summary			
	Federal / State	**Local**	**Total**
Construction	$ 208,050,000	$ 379,319,000	$ 587,369,000
Operations/Maintenance	$ 120,000,000	$ 73,480,000	$ 194,480,000
Transit	$ 85,347,290	$ 72,336,710	$ 157,684,000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87
A15094
A15129
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A15130
A15003
A15093
A15004
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40
27
2015-2040 MTP PROJECTS
Amarillo MPO Study Area
MTP Revisions
MPO Study Boundary
City Limits
County Line
MTP Revisions
MPOMaps/MTP15_40OctPC2015.mxd 09/15/15