TEXAS
amarillo
mpo
Metropolitan Planning Organization

. . . . intermodal transportation planning

March 7, 2008

Mark Tomlinson, P.E.
Amarillo District Engineer
Texas Department of Transportation
PO Box 7368
Amarillo, TX 79114-7368

Attention: David Miller, Amarillo District Planner

Transmittal of:
Amarillo FY 2005-2030 Metropolitan Transportation Plan Revisions
Amarillo FY 2008-2011 Transportation Improvement Program Revisions
Total Project Costs and Year of Expenditure Roadway and Transit Lists
Total Project Costs and Year of Expenditure Checklist

Dear Mr. Tomlinson:

Enclosed for your files and further processing are revisions of the Amarillo FY 2005-2030 Metropolitan Transportation Plan, revisions of the Amarillo FY 2008-2011 Transportation Improvement Program, Total Project Costs and Year of Expenditure Roadway and Transit Lists, Total Project Costs and Year of Expenditure Checklist.

The Amarillo MPO Policy Advisory Committee, at its quarterly meeting January 24, 2008, unanimously approved all of these items.

Please note that the revisions are consistent between the TIP and the MTP and that they address the project comments outlined in the STIP approval letter dated October 31, 2007.

Please call me at 806.378.6293, if you have any questions.

Sincerely,

Gary Holwick
MPO Director

FY 2008-2011

TRANSPORTATION IMPROVEMENT PROGRAM

AMARILLO URBAN TRANSPORTATION STUDY

DRAFT TIP PRESENTED TO POLICY ADVISORY COMMITTEE: January 25, 2007
DRAFT TIP PRESENTED AT PUBLIC MEETING: March 01, 2007
TIP ADOPTED BY POLICY ADVISORY COMMITTEE: April 19, 2007
REVISIONS: January 24, 2008

AMARILLO MPO
SAFETEA-LU CHECKLIST
FOR YEAR OF EXPENDITURE (YOE) AND
TOTAL PROJECT COST FINANCIAL PLAN DATA
FOR FEDERALLY FUNDED HIGHWAY PROJECTS

MPO Policy Board Adoption/Resolution - documentation that the MPO Policy Board has formally adopted the February 2008 TIP Revision (and if necessary an MTP revision), reflecting total project cost and Year-of-Expenditure (YOE) cost and revenue estimates consistent with FHWA/FTA metropolitan planning regulations (23 CFR 450) is indicated in the January 2008 Transportation Policy Committee meeting minutes and on the cover page of this document.

MPO Public Participation - documentation of public and interagency resource agency involvement consistent with the MPO's adopted public participation plan procedures for TIP and MTP revisions was done in accordance with the Amarillo MPO's adopted Public Participation Plan. Public Comment Periods and Meetings were held during January 2008 allowing the public and all interested agencies and stakeholders the opportunity to examine, review and comment on the 2005-2030 Amarillo Metropolitan Transportation Plan revisions and 2008-2011 Transportation Improvement Program revisions. Project descriptions, limits, funding categories, and total costs are all listed in the revisions below.

State DOT Adoption - documentation of State DOT public participation and adoption action consistent with the most recently adopted State DOT public participation and approval procedures for STIP revisions per Texas Administrative Code under Title'43, Part 1, Chapter 15, Subchapter A, under Section 15.8 is on file with the local Amarillo TxDOT District.

Documentation of the YOE and Total Project Cost Methodology - for highway elements utilized by the MPO and/or TxDOT including the calculation of the Year of Expenditure (YOE) and Total Project Cost (TPC) as part of the financial plan document for the relevant MPO TIP/STIP is included in this TIP revision and is shown below in the associated fiscal year project listings. YOE and TPC methodology is based upon calculations derived from the Texas Department of Transportation's DCIS system. An additional line of information has been added to each Federally Funded Highway project listed by State Category within this TIP revision reflecting the Total Project Cost as calculated by the TxDOT DCIS system. Information on the additional line includes: Construction, PE, ROW, Bond Finance, CE, Contingencies, and Indirect costs.

Documentation of the Rate of Inflation ROI - used for determining YOE and total project cost, including all phases of the project's life. TxDOT has assumed a 4% rate of inflation for construction costs within the DCIS system. The Amarillo MPO will adopt this same inflation rate for use in all current and future TIP and MTP revisions.

Documentation of the Rate of Growth ROG -- for incoming Federal, State, and Local sources of revenues (including private sources) used to estimate total projected incoming revenues as part of the federal-aid highway and transit program. The Amarillo MPO will assume a rate of growth of 3%, which is based on consultations with our local entities and the local TxDOT District.

YOE Funding Estimate - include YOE cost estimates for each project or project phase included in the TIP/STIP and for each project included in the MTP (if the MTP is being revised). The Amarillo MPO has included YOE cost estimates for each project located in the Federally Funded Highway Projects, Fiscal Year Projects by State Category section of this TIP revision. YOE cost estimates are based on DCIS calculations.

Total Project Cost - for each highway or transit project included in the TIP/STIP and MTP (if MTP is being revised). Total project cost should reflect estimated cost of all project phases. It is understood that not all project phases may be implemented within the time frame of the TIP/STIP. An additional line of information has been added to each Federally Funded Highway project listed by State Category within this TIP revision reflecting the Total Project Cost as calculated by the TxDOT DCIS system. Information on the additional line includes: Construction, PE, ROW, Bond Finance, CE, Contingencies, and Indirect costs.

Documentation of MPO and Transit Agency Coordination - provide adequate documentation of coordination and consultation with relevant regional transit authorities or operators within the MPO planning area regarding transit-related financial operating and capital/maintenance costs and revenues with the applicable regional transit provider(s) as found necessary for FTA funded transit projects and programs included within the TIP. Amarillo MPO staff coordinated with Amarillo City Transit for public comment and a public hearing on July 10, 2007 for the City of Amarillo FY 2008 FTA Transit Grant. Programming of funding for the Amarillo City Transit System is always done annually. Therefore, YOE and total project costs, including ROI and ROG, were calculated for each fiscal year during the original development of the 2008-2011 TIP. Amarillo MPO staff members and one MPO Policy Advisory Committee member also serve on the Panhandle Regional Transportation Advisory Group, which meets quarterly to discuss better integration of regional transit resources. This is our primary means of coordinating and consulting with other relevant regional transit authorities, such as Amarillo City Transit and Panhandle Transit System. Documentation of all transit public hearings is available for review at the Amarillo City Transit offices.

MINUTES

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY ADVISORY COMMITTEE MEETING

The Policy Advisory Committee for the Amarillo Metropolitan Planning Organization met at 1:30 p.m., January 24, 2008, in Room 306 of City Hall, 509 South East 7th Avenue, Amarillo, Texas.

Voting members present were: Alan Taylor, Mark Tomlinson, David Miller, Dan Fleischman, Kenneth Petr, Judy Phelps, Vicki Covey, and. Judge Ernie Houdashell

Voting members not present were: Judge Arthur Ware, Michael Rice, Gene Parker, and Taylor Withrow.

Dual staff coordinators present: Gary Holwick and Travis Muno.

Item 1. Consideration of approval of the October 18, 2007 meeting minutes.

Alan Taylor, City Manager, called the meeting to order. The minutes of the previous meeting on October 18, 2007, were presented. Mr. Taylor asked if there were any changes or deletions; there were none. Judge Houdashell, Randall County Judge, made a motion to accept the minutes as presented. Mark Tomlinson, TxDOT Amarillo District Engineer, seconded the motion. The motion was carried on an 8:0 vote.

Item 2. Discussion and consideration of approval of a revision to the 2005-2030 Metropolitan Transportation Plan.

Gary Holwick, MPO Director, said that MPO staff coordinated and consulted with Amarillo City Transit and TxDOT Amarillo District staff to bring all MPO documents into compliance with requirements outlined in SAFETEA-LU. He told the Committee that more changes were necessary to the 2005-2030 Metropolitan Transportation Plan (MTP) so it would be SAFETEA-LU compliant. He said today's revisions again dealt with requirements to account for the long-term effects of inflation on project cost estimates. He said that today's changes would affect all projects remaining in the long-range plan. He stated that the revision, shown in Attachment A, would increase the year of expenditure project cost estimate rate of inflation factor to 4% and use a 3% rate of growth factor. Such revision is needed to meet recommendations outlined by Federal Highway and TxDOT Administration regarding inflation assessments and project costs. He stated that a more detailed financial cost reporting was also recommended for projects, and should include supplemental charges such as preliminary & construction engineering, rights-of-way acquisition, contingencies, and other indirect costs, as well as more detailed financial cost reporting for system operations and maintenance. These recommendations, for inflation rate, total project cost, and O&M reporting, were made at a November Texas Association of MPO's meeting. Mr. Holwick referred to the revisions for year of expenditure total project costs in the updated list of projects in Table 1. He explained that the use of total project costs, year of expenditure costs, and operation and maintenance costs has driven project costs beyond current affordability, especially with a revenue stream that is unable to keep pace with current costs. He told committee members some projects in the long-range plan should be placed on an "Illustrative Projects List", as allowed by the FHWA. He said these projects were listed in Table 2 of Attachment A. He said that projects included on the Illustrative List could be reinstated as future funding allowed, pending approval of the committee. Mr. Holwick referred to the Funding Summary in Table 3. He stated that only with the designation of projects placed in the Illustrative List would the 2005-30 MTP remain financially constrained throughout all years of the plan and in compliance with the intent of SAFETEA-LU. In accordance with the MPO's Public Participation Policies, a public notice of the changes was advertised in the largest local newspaper, and a public comment period was offered. He stated that no comments were received, but comment forms were available at the back of the room, if anyone wished to make comments about the MTP.

Mr. Tomlinson made a motion to approve the revisions to the 2005-2030 Metropolitan Transportation Plan. The motion was seconded by Kenneth Petr, TxDOT Director of Planning and Development, and carried 8:0.

Item 3. Discussion and consideration of approval of a revision to the 2008-2011 Transportation Improvement Program.

Mr. Holwick presented quarterly revisions to the FY 2008-11 Transportation Improvement Program. He told the committee that FHWA had reported several irregularities in the Amarillo MPO 2008-11 Transportation Improvement Program as it was approved in April 2007 and these needed to be corrected. Mr. Holwick said that the reporting requirements outlined by SAFETEA-LU: rate of inflation & rate of growth predictions, total project costs, year of expenditure, operations & maintenance, et al, also needed to be applied to projects in the Amarillo MPO 2008-11 TIP document to make it SAFETEA-LU compliant. He explained the revision tables shown in Attachment B to the committee members. He told them that due to the rising costs of construction and to maintain financial constraint in the TIP, it had become necessary to delay some projects beyond the term of this TIP. Mr. Taylor asked for comments. Neither the committee members nor the audience had comments.

Judge Houdashell made a motion to accept the revisions. David Miller, TxDOT Transportation Planner, seconded the motion, which carried on an 8:0 vote.

Item 4. Receive a presentation on Transportation Funding Issues.

Mark Tomlinson, TxDOT Amarillo District Engineer, gave a presentation on transportation funding issues. He stated that new tools approved by the Legislature, such as the Texas Mobility Fund, issuance of bonds, short-term borrowing, and the construction of toll roads, have provided historic funding for transportation in Texas in recent years, but that funding options have been maximized and will be severely reduced for the foreseeable future. Limited state resources and rising project costs have necessitated an indefinite delay to many transportation projects in the Texas Panhandle, as well as throughout Texas. These funding shortfalls will force TxDOT to focus on maintenance of existing roadways and delay new highway expansion. Mr. Tomlinson addressed the impact this funding situation would have district-wide on the Amarillo District and the local budget. He answered several comments from the committee and audience about why funding shortfalls are present in this budget year, funding initiatives from Proposition 12, demands on cash flow, and the Trans-Texas Corridor. He said that legislators around the state are aware of the situation and working to correct the issue.

Item 5. Open Forum, time reserved for anyone to speak on any transportation related item; however, no action can be taken on items not on the agenda.

Mr. Taylor asked if any member of the committee or anyone from the audience had any comment or concern to address. Mr. Ben Womack, 4205 Mesa, expressed a concern about traffic congestion on Lakeside Dr. and East I-40. He inquired about plans to redesign the intersection. Mr. Tomlinson stated the project need had been identified and was included in the MTP and would be addressed as funding became available. Mr. Womack also expressed a concern about the Lakeside/Fritch Highway intersection and asked if vacant railroad right-of-way could be used for improvements. Mr. Tomlinson told him that this project had been discussed before by the district and was still under discussion.

Paul Borchardt, of Wonderland Amusements at 2611 Dumas Dr., inquired about the bridge reconstruction project on US 87 at N.E. 24th Avenue. Mr. Tomlinson said the project was scheduled for a July 2008 letting and construction should begin in Fall 2008.

Item 6. Adjournment.

There being no further business to discuss, the meeting was adjourned.

Gary Holwick
Director, Amarillo MPO

Amarillo Metropolitan Planning Organization Policy Advisory Committee Meeting Attendance Record

Date: January 24, 2008
Time: 1:30 P.M.
Place: Room 306, City Hall
509 SE 7th Ave, Amarillo, TX

	Name	Organization Represented	Phone Number	E-mail Address
1	GARY HOLWICK	AMARILLO MPO	378 6293	amarillompo@amarillo.gov
2	Travis Muno	Amarillo MPO	378-4219	"
3	Judy Phelps	City Transit	378-6[illegible]	judy.phelps@ci.amarillo.tx.us
4	Ben Womack		352-9266	
5	Mark Tomlinson	TxDOT-AMA		
6	David Miller	" "		
7	[illegible]	" "	352-3202	
8	Dan Fleischman	" "	356-3240	
9	Ernie Houdashell	Randall Co	468-5500	
10	ALAN TAYLOR	CITY	378-3012	
11	Danny L. [illegible]	citizen	655-9465	
12	Vicki Covey	City	378 4222	

Amarillo Metropolitan Planning Organization Policy Advisory Committee Meeting Attendance Record

Date: January 24, 2008
Time: 1:30 P.M.
Place: Room 306, City Hall
509 SE 7th Ave, Amarillo, TX

	Name	Organization Represented	Phone Number	E-mail Address
13	Paul [illegible]	Wonderland	8063833344	paul@wonderlandpark.com
14	Dale Weatherford	Weatherford Const.	806-935-5271	weatherford.dale@gmail.com
15	J S KELLER	DAVIS GEOMATICS	806 374 4334	jskeller@geopro.us
16	Michael K. Smith	COA	806-378-4777	
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Attachment B

Amarillo MPO
2008-2011 Transportation Improvement Program January 2008 Revision
Public Comment Period – January 14, 2008 through January 24, 2008
Public Hearing – January 24, 2008
Policy Advisory Committee Approval – January 24, 2008

The Federal Transportation bill, the Safe Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), set federal funding amounts for 2004-2009. It required consideration for the effects of inflation in developing project cost estimates and provided for new funding sources. The new legislation required revisions to several MPO documents and plans, including the Amarillo 2008-2011 Transportation Improvement Program (TIP). As part of these revisions, the MPO continues to update the TIP and its Financial Plan by offering additional changes to the financially constrained list of projects.

When the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) released their Statewide and Metropolitan Planning Rule, it included new requirements for short- and long-range transportation plans. Under the new rule, financial constraint of these plans must be demonstrated in "Year of Expenditure" dollars, or YOE dollars. The rationale for this rule is that 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 the transportation plan.

These additional directives for development of the Transportation Improvement Program attempt to maintain compliance with provisions of SAFETEA-LU. Based upon discussions between FHWA and the Texas Department of Transportation (TxDOT) it was determined that "year of expenditure" and "total project cost" requirements for Transportation Improvement Programs should be addressed as follows:

- All Metropolitan Planning Organization TIPs and the rural portions of the STIP will need to be revised to reflect "year of expenditure" cost estimates for each project or project phase identified in the TIP/STIP (for both Highway and transit projects).
- An estimate of "total project cost", reflecting all phases of work will be added to each project listing in the TIP/STIP.

TOTAL PROJECT COSTS –
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 this more detailed cost analysis 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 April 2007, the Amarillo MPO Policy Advisory Committee adopted the Amarillo 2008-2011 Transportation Improvement Program. This Plan introduced a 4-year program of transportation projects for the Amarillo Urban Transportation Study Area. Project estimates reflected in the TIP, at the time of adoption, did not include many long-term inflationary factors that might change the project costs. Legislation at the time of TIP adoption, as well as today, provides for many alternative methods for funding transportation in the region. A variety of these sources of funding revenue were considered as the TIP developed. A current re-examination of the funding forecast and cost estimates was necessary to properly analyze potential shortfalls (gaps) between funds and costs over the 4-year period of the TIP.

SAFETEA-LU authorized federal transportation funding of nearly $244 billion from 2005 to 2009. With funding levels established for these years, the Amarillo MPO reviewed the funding levels for the study area. Federal funding was assumed to increase each year during the term of the Plan. There were several reasons for this change.

First, federal funding levels from ISTEA to TEA-21 and through SAFETEA-LU increased at a greater pace than originally anticipated. Total federal transportation funding grew 40 percent in the six-year intervals of ISTEA and TEA-21 ($155.3 billion vs. $217.9 billion). Using a conservative estimate of $42.4 billion in transportation funds spent in 2004, the six-year funding total increase between SAFETEA-LU ($286.5 billion including the 2004 estimate) and TEA-21 was 32 percent.

Another reason was inflation, which has been over three percent annually from 1985 to 2005 in the Bureau of Labor Statistics Consumer Price Index (CPI). And in the highway and street construction sector of the Producer Price Index (PPI), which increased by 3.3 percent annually from 1985 to 2005.

During the past year, we have experienced a series of nationwide funding rescissions from FHWA. These reductions in federal funds only exacerbate the rising inflationary costs for project development and construction brought on by rising steel, concrete, fuel, and labor prices. As this trend continues, states, localities, and participating agencies will all endure funding shortages for transportation needs. As a result, a three percent annual inflation rate throughout the life of the Plan was selected to approach revenue funding in a conservative manner.

In the MTP, as adopted in 2004, project costs were estimated in 2005 dollars. To change to year-of-expenditure dollars, as mandated by SAFETEA-LU, estimates were inflated based on the time period for project implementation. This was based on a long-term view of the annual Consumer Price Index (CPI) and the highway and street construction sector of the Producer Price Index (PPI), both of which increased over three percent annually from 1985 to 2005.

The MPO analysis also considered two construction inflation rate indexes – the FHWA road construction cost index (FHWA CCI) and a CCI published by McGraw-Hill Engineering. The FHWA CCI contains a composite index based on national bid prices for 6 key items: common excavation (represents trends for roadway excavation), surfacing bid prices (Portland cement and Bituminous concrete), and structural bid prices (reinforcing steel, structural steel, and structural concrete). FHWA recommends the use of their cost inflation data in choosing an appropriate inflation rate. The McGraw-Hill CCI is a composite index that includes a labor component in addition to materials components. A 22-year average annual inflation rate from 1984-2005 was

evaluated for both indexes. These indexes showed a long-range annual average inflation rate of roughly four percent.

Further analysis, offered and supported by the Federal Highway Administration and the Texas Department of Transportation, recommends annual inflation rates of four percent. At this level, estimated finances will better represent the current economy. Throughout the nation construction costs have risen at a higher rate than historical averages. These increases are due in part to hurricane reconstruction demands, rising fuel costs, and global demand for construction materials, particularly China's demand for concrete and steel. Thus, there are many reasons for the rapid inflation of construction costs. The large increases observed in this region are typical of other metro areas across the United States during the 2004 to 2007 timeframe. 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.

The attached tables summarize the results of the revisions made to the Amarillo 2008-2011 Transportation Improvement Program. The cost for each project has been increased to include inflation for the time period in which the project is to be implemented. The four percent inflation factor was applied to projects in the TIP for years 2008-2011, since these use current project forecasts from TxDOT's DCIS.

In addition to the growth of, and improvements to, the transportation network that are discussed and programmed throughout the MTP and TIP, the MPO and its members must also assure the maintenance and efficient operation of the existing infrastructure components that make up the Amarillo Urban Area's transportation network.

Maintenance and operations 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. While these activities are not scheduled in the TIP, they are included here for information purposes.

The varied and complex systems used to maintain the efficiency of the MPO area transportation system are difficult to quantify and present. 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 TIP to provide the public with a clearer picture of the efforts undertaken.

EXISTING SYSTEM AND PROJECTED O & M ANNUAL COSTS (Non-Transit)

(Interstate, Freeway, Arterial, and Major Collectors)

Annual inflation rate = 4%

Jurisdiction	Current Lane Miles Maintained	Current O & M Expenses	Current Cost Per Lane Mile	2030 Lane Miles Maintained	*2030 O & M Expenses
TxDOT					
Section 01	259	$ 669,256	$2,584	285	$ 1,939,527
Section 02	605	$ 3,963,960	$6,552	668	$ 11,526,800
Section 05	66	$ 142,032	$2,152	76	$ 430,739
City of Amarillo	536	$ 2,873,496	$5,361	702	$ 9,911,534
Potter County	n/a	n/a	n/a	n/a	n/a
Randall County	n/a	n/a	n/a	n/a	n/a
Total MPO Area Lane Miles	**1,466**			**1,731**	
Total MPO Area Costs		**$ 7,648,744**			**$ 23,808,610**

Notes: All County maintained roads within the MPO area are classified below major collector status and therefore are not applicable to this analysis.
All 2030 expenses include increases of four percent per annum.

MPO staff meets frequently with the urban public transportation provider, Amarillo City Transit (ACT), to address strategies for operations and maintenance of the public transportation system within the Amarillo urban boundary. ACT considers O&M costs as a routine part of the transit system's operations. The fixed-route and para-transit system O&M needs are reflected each year in the individual project listings for operations using year of expenditure total project costs. These costs are shown with YOE total project costs projected at the four percent annual average inflation rate, as recommended by FTA and TxDOT PTN.

As directed MPO staff has discussed these provisions and directives with the TxDOT Amarillo District and the urban public transportation provider, Amarillo City Transit. After lengthy discussion and revision with these agencies, we propose revisions to the Amarillo 2008-11 Transportation Improvement Program to reflect "year of expenditure" cost estimates, as well as "total project costs", for each project listed. "Total project cost" reflects the estimated costs of all project phases, although not all project phases may be implemented within the timeframe of the TIP/STIP. The use of "year of expenditure" and "total project cost" estimates has caused tremendous increases in project costs since the TIP was approved in April 2007. Therefore, it was necessary to remove several projects from the TIP to maintain financial constraint in the program.

In addition, while reviewing the 2008-11 TIP document, pages 23–26, staff found that MPO ID numbering errors had been made in the final draft of the document. In turn, this flawed information was carried into the final approved version of the TIP. Therefore, the MPO ID numbers for Transit Projects related to the acquisition of replacement vehicles and shop equipment in the TIP years 2008, 2009, 2010, and 2011 have been corrected. The revisions are shown in the following tables.

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY ADVISORY COMMITTEE MEETING
January 24, 2008

FY 2008-11 TIP/STIP **FEBRUARY 2008 REVISIONS** **January 24, 2008**			
MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
Federal & State Funded Highway Projects			
FY 2008			
A5A22S-000	0904-02-030	On North Coulter St, from Willow Oak to Loop 335 – New 4-Lane Arterial	Update for YOE Total Project Cost
A5A21S-000	0168-09-152	On IH 27, from Bell St to Western St – Frontage Roads – Rehab Existing Roadway	Moved to FY 2009 & Update for YOE Total Project Cost
A5A25S-000	1245-02-032	On RM 1061, from Coulter St to FM 2381 – Widen Existing Roadway	Moved to FY 2009 & Update for YOE Total Project Cost
A5A32S-000	0904-11-037	On Farmers Ave, from FM 1541 to BNSF RR – Rehab Existing Roadway	Update for YOE Total Project Cost
A5A19S-000	0904-11-022	On Georgia St, from SW 58th Ave to South City Limits – Rehab Existing Roadway	Moved to FY 2009 & Update for YOE Total Project Cost
A5A47S-007	0275-01-154	On IH 40, from BNFS RR Bridge to Eastern St – Overlay	Moved to FY 2009 Grouped Projects Listing & Update for YOE Total Project Cost
A5A59S-001	0275-01-153	On IH 40, at Helium Rd – Construct Ramps	Moved to FY 2010 & Update for YOE Total Project Cost
A5A24L-000	2635-04-020	On Loop 335, from Hester Rd to Coulter Rd – Add 2 Lanes and Interchanges	Moved to FY 2009 & Update for YOE Total Project Cost
FY 2009			
A5A39L-000	0275-01-152	On IH 40, at Bell St, Avondale St, and Washington St – Drainage	Move to FY 2011 & Update for YOE Total Project Cost
A5A03S-000	0168-09-148	On IH 27, from Western St to Loop 335 – Reconstruct, Add 2 Additional Lanes	Remove Project from 2008-11 TIP
A5A47S-005	0904-11-901	On Hillside Rd, from Western St to Bell St – Rehab Existing Roadway	Reduced Limits & Update for YOE Total Project Cost

FY 2008-11 TIP/STIP FEBRUARY 2008 REVISIONS January 24, 2008			
MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
FY 2010			
A5A25L-001	2635-02-022	On Loop 335, from IH 27 East & North to Potter County Line – Additional 2 Lanes and Bridges	Remove Project from 2008-11 TIP
A5A47S-006	0904-11-903	On SW 58th Ave, from Western St to Washington St – Rehab Existing Roadway	Update for YOE Total Project Cost
FY 2011			
A5A25L-000	2635-01-023	On Loop 335, from Potter County Line North to IH 40 – Additional 2 Lanes and Bridges	Remove Project from 2008-11 TIP
A5A04S-000	0168-09-142	On IH 27, from Potter County Line to SW 45th Ave – Concrete Upgrade	Remove Project from 2008-11 TIP
A5A04S-001	0168-10-061	On IH 27, from 0.1 miles North of IH 40 Interchange to Randall County Line – Concrete Upgrade	Remove Project from 2008-11 TIP
A5A27L-000	0904-00-902	At River Rd & Hastings Ave – Intersection Improvements	Update for YOE Total Project Cost
Individual Listing of Grouped Projects			
FY 2008			
A5A06S-000	0090-06-039	On BI 40D, Various Locations – Rehab Traffic Signals	Moved to FY 2009 Group Project Listing & Update for YOE Total Project Cost
A5A16S-000	0041-07-085	On US 87, at NE 24th Ave – Replace Bridge & Approaches	Update for YOE Total Project Cost
A5A58L-000	0904-11-039	On SW34th Ave, at BNSF RR – Replace Bridge & Approaches	Moved to FY 2009 Group Project Listing & Update for YOE Total Project Cost
A5A48S-000	0168-09-154	On IH 27, from Potter County Line to SW 45th Ave – Overlay	Moved to FY 2009 Group Project Listing & Update for YOE Total Project Cost
A5A48S-000	0168-10-066	On IH 27, from Downtown Interchange to Randall County Line – Overlay	Moved to FY 2009 Group Project Listing & Update for YOE Total Project Cost
A5A01S-000	0168-09-107	On IH 27, at FM2219 Underpass – Replace Bridge & Approaches	Moved to Group Project Listing & Update for YOE Total Project Cost

FY 2008-11 TIP/STIP FEBRUARY 2008 REVISIONS January 24, 2008			
MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
A5A47S-000	0168-09-153	On IH 27, at Western, Georgia, & Rebecca Streets – ADA upgrade	Moved to FY 2009 Group Project Listing & Update for YOE Total Project Cost
A5A47S-000	2635-03-012	On Loop 335, at SW 45th Ave in Amarillo – ADA upgrade	Moved to FY 2009 Group Project Listing & Update for YOE Total Project Cost
FY 2009			
A5A38L-000	0275-01-135	On IH 40, at Whitaker Rd and Lakeside St – Build Turnarounds	Moved to FY 2011 & Update for YOE Total Project Cost
A5A45S-000	0275-01-148	On IH 40, at WB Georgia St Exit Ramp – Relocate Exit Ramp	Update for YOE Total Project Cost
FY 2010			
A5A15S-000	0041-07-084	On US 87, at Loop 434 – Rehab Bridge & Approaches	Moved to FY 2011 Group Project Listing & Update for YOE Total Project Cost
A5A52S-000	0041-07-093	On US 87, at Loop 335 SB & NB – Rehab Existing Bridge & Approaches	Moved to FY 2011 Group Project Listing & Update for YOE Total Project Cost
A5A20S-000	0168-09-108	On IH 27, at Rockwell Rd – Rehab Bridge & Approaches	Update for YOE Total Project Cost

Transit Projects			
MPO ID Number		Location/Description	Revision
Original	Correction		
FY 2008			
AMA-T-03S(08)	AMA-T-04S(08)	Amarillo City Transit – Replace Shop Equipment	Correct improper MPO Project ID Number
FY 2009			
AMA-T-02S(09)	AMA-T-04S(09)	Amarillo City Transit – Shop Equipment	Correct improper MPO Project ID Number
AMA-T-03S(09)	AMA-T-02S(09)	Amarillo City Transit – Replace Bus/Admin Support Equipment	Correct improper MPO Project ID Number

FY 2008-11 TIP/STIP FEBRUARY 2008 REVISIONS January 24, 2008			
MPO ID Number	TxDOT CSJ Number	Location/Description	Revision
FY 2010			
AMA-T-02S(10)	AMA-T-04S(10)	Amarillo City Transit – Shop Equipment	Correct improper MPO Project ID Number
AMA-T-03S(10)	AMA-T-02S(10)	Amarillo City Transit – Replace Bus Vehicles	Correct improper MPO Project ID Number
FY 2011			
AMA-T-02S(11)	AMA-T-04S(11)	Amarillo City Transit – Rehab Bus Wash	Correct improper MPO Project ID Number
AMA-T-03S(11)	AMA-T-02S(11)	Amarillo City Transit – Vehicle Replacement	Correct improper MPO Project ID Number

AMARILLO DISTRICT

MPO PROJECTS

FEBRUARY 2008 REVISIONS

FY 2008 – 2011 TIP

FEDERAL & STATE FUNDED HIGHWAY PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2008

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	08/2008
COUNTY:	POTTER	**LIMITS FROM:**	ON NORTH COULTER, FROM WILLOW OAK	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	LOOP 335	**YOE COST:**	$ 4,607,895
CSJ:	0904-02-030	**MPO PROJECT NUM:**	A5A22S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: NEW FOUR LANE ARTERIAL

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 090402030
ANCESTOR CSJ(S): 090402900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	4,155,000
OTHER	$	0
OTHER(R)	$	452,895
Total	$	4,607,895

PRELIMINARY ENGINEERING:	$	203,595
ROW PURCHASE:	$	0
CONSTRUCTION ENGINEERING:	$	249,300
CONSTRUCTION COST:	$	4,155,000
CONTINGENCIES:	$	290,850
INDIRECT COSTS:	$	205,673
BOND FINANCING:	$	0
OTHER FIELD:	$	0
TOTAL PROJECT COST:	$	5,104,418

TYPE OF WORK: NEW FOUR LANE ARTERIAL

FEDERAL AMOUNT:	$	3,324,000
STATE AMOUNT:	$	831,000
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	452,895
TOTAL:	$	4,607,895

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	POTTER	**LIMITS FROM:**	COULTER ST	**PHASE:**	C,E,R
HIGHWAY NUM:	RM 1061	**LIMITS TO:**	FM 2381	**YOE COST:**	$ 9,174,250
CSJ:	1245-02-032	**MPO PROJECT NUM:**	A5A25S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: WIDEN EXISTING ROADWAY

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 124502032
ANCESTOR CSJ(S): 124502900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S): 124502035

PRELIMINARY ENGINEERING:	$ 407,170
ROW PURCHASE:	$ 42,000
CONSTRUCTION ENGINEERING:	$ 415,480
CONSTRUCTION COST:	$ 8,309,600
CONTINGENCIES:	$ 581,672
INDIRECT COSTS:	$ 411,325
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 10,167,248

TYPE OF WORK: GRADING, STRUCTURES, BASE,

FEDERAL AMOUNT:	$ 6,392,000
STATE AMOUNT:	$ 1,598,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 1,184,250
TOTAL:	$ 9,174,250

TOTAL FUNDING

1-PRVNT MNT/REHAB	$ 7,990,000
OTHER	$ 0
OTHER(R)	$ 1,184,250
Total	$ 9,174,250

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	RANDALL	**LIMITS FROM:**	BELL STREET IN AMARILLO	**PHASE:**	C,E
HIGHWAY NUM:	IH 27	**LIMITS TO:**	WESTERN STREET (FRONTAGE ROADS)	**YOE COST:**	$ 3,690,752
CSJ:	0168-09-152	**MPO PROJECT NUM:**	A5A21S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: REHAB EXISTING ROADWAY

REMARKS P1: WAITING ON 08 SPP APPROVAL

REMARKS P7: PHASE I SEGMENT OF A MULTIPHASE MTP PROJECT

CONTRACT CSJ: 016809152
ANCESTOR CSJ(S): 016809901
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

PRELIMINARY ENGINEERING:	$ 163,072
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 199,680
CONSTRUCTION COST:	$ 3,328,000
CONTINGENCIES:	$ 232,960
INDIRECT COSTS:	$ 164,736
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 4,088,448

TYPE OF WORK: REHAB EXISTING ROADWAY

FEDERAL AMOUNT:	$ 2,880,000
STATE AMOUNT:	$ 320,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 490,752
TOTAL:	$ 3,690,752

TOTAL FUNDING

1-PRVNT MNT/REHAB	$ 3,200,000
OTHER	$ 0
OTHER(R)	$ 490,752
Total	$ 3,690,752

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	10/2008
COUNTY:	RANDALL	**LIMITS FROM:**	ON GEORGIA STREET, FROM SW 58TH AVE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	SOUTH CITY LIMITS	**YOE COST:**	$ 2,883,400
CSJ:	0904-11-022	**MPO PROJECT NUM:**	A5A19S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: WIDEN TO A 4 LANE ARTERIAL

REMARKS P1:

REMARKS P7: PHASE I SEGMENT OF A MULTIPHASE MTP PROJECT

CONTRACT CSJ: 090411022
ANCESTOR CSJ(S): 090411900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	2,080,000
LC-LOCAL CONTRIBUTIONS	$	420,000
OTHER	$	0
OTHER(R)	$	383,400
Total	$	2,883,400

PRELIMINARY ENGINEERING:	$	127,400
ROW PURCHASE:	$	0
CONSTRUCTION ENGINEERING:	$	156,000
CONSTRUCTION COST:	$	2,600,000
CONTINGENCIES:	$	182,000
INDIRECT COSTS:	$	128,700
BOND FINANCING:	$	0
OTHER FIELD:	$	0
TOTAL PROJECT COST:	$	3,194,100

TYPE OF WORK: EXCAVATION, BASE & ACP SURFACE

FEDERAL AMOUNT:	$	1,664,000
STATE AMOUNT:	$	0
LOCAL MATCH:	$	416,000
NON PROGRAM COSTS:	$	420,000
OTHER AMOUNT:	$	383,400
TOTAL:	$	2,883,400

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	01/2009
COUNTY:	POTTER	**LIMITS FROM:**	HESTER ROAD	**PHASE:**	C,E
HIGHWAY NUM:	LP 335	**LIMITS TO:**	COULTER ROAD	**YOE COST:**	$ 14,858,480
CSJ:	2635-04-020	**MPO PROJECT NUM:**	A5A24L-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: ADD 2 LANES AND INTERCHANGES

REMARKS P1: **CANNOT LET AS 11PA**

REMARKS P7: PHASE I SEGMENT OF A MULTIPHASE MTP PROJECT

CONTRACT CSJ: 263504020
ANCESTOR CSJ(S): 263504901
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	100,000
OTHER	$	0
OTHER(R)	$	14,758,480
Total	$	14,858,480

PRELIMINARY ENGINEERING:	$	662,480
ROW PURCHASE:	$	0
CONSTRUCTION ENGINEERING:	$	676,000
CONSTRUCTION COST:	$	13,520,000
CONTINGENCIES:	$	946,400
INDIRECT COSTS:	$	669,240
BOND FINANCING:	$	0
OTHER FIELD:	$	0
TOTAL PROJECT COST:	$	16,474,120

TYPE OF WORK: ADD 2 LANES AND INTERCHANGES

FEDERAL AMOUNT:	$	80,000
STATE AMOUNT:	$	20,000
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	14,758,480
TOTAL:	$	14,858,480

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	01/2009
COUNTY:	RANDALL	**LIMITS FROM:**	ON HILLSIDE RD, FROM S WESTERN ST	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	S BELL STREET	**YOE COST:**	$ 4,198,230
CSJ:	0904-11-901	**MPO PROJECT NUM:**	A5A47S-005		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: REHAB EXISTING ROADWAY

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	3,500,000
LC-LOCAL CONTRIBUTIONS	$	700,000
OTHER	$	0
OTHER(R)	$	0
Total	$	4,200,000

PRELIMINARY ENGINEERING:	$	185,494	
ROW PURCHASE:	$	0	
CONSTRUCTION ENGINEERING:	$	227,136	
CONSTRUCTION COST:	$	3,785,600	
CONTINGENCIES:	$	264,992	
INDIRECT COSTS:	$	187,387	
BOND FINANCING:	$	0	
OTHER FIELD:	$	0	
TOTAL PROJECT COST:	$	4,650,610	

TYPE OF WORK: REHAB EXISTING ROADWAY

FEDERAL AMOUNT:	$	0
STATE AMOUNT:	$	3,500,000
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	700,000
OTHER AMOUNT:	$	0
TOTAL:	$	4,200,000

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2010

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	01/2010
COUNTY:	RANDALL	**LIMITS FROM:**	ON SW 58TH AVE, FROM S WESTERN ST	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	S WASHINGTON STREET	**YOE COST:**	$ 4,366,160
CSJ:	0904-11-903	**MPO PROJECT NUM:**	A5A47S-006		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: REHAB EXISTING ROADWAY

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	3,500,000
LC-LOCAL CONTRIBUTIONS	$	700,000
OTHER	$	0
OTHER(R)	$	166,160
Total	$	4,366,160

PRELIMINARY ENGINEERING:	$	192,914	**TYPE OF WORK:** REHAB EXISTING ROADWAY
ROW PURCHASE:	$	0	
CONSTRUCTION ENGINEERING:	$	236,221	**FEDERAL AMOUNT:** $ 0
CONSTRUCTION COST:	$	3,937,024	**STATE AMOUNT:** $ 3,500,000
CONTINGENCIES:	$	275,592	**LOCAL MATCH:** $ 0
INDIRECT COSTS:	$	194,883	**NON PROGRAM COSTS:** $ 700,000
BOND FINANCING:	$	0	**OTHER AMOUNT:** $ 166,160
OTHER FIELD:	$	0	**TOTAL:** $ 4,366,160
TOTAL PROJECT COST:	$	4,836,634	

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	05/2010
COUNTY:	POTTER	**LIMITS FROM:**	AT HELIUM ROAD	**PHASE:**	C,E
HIGHWAY NUM:	IH 40	**LIMITS TO:**	.	**YOE COST:**	$ 1,281,220
CSJ:	0275-01-153	**MPO PROJECT NUM:**	A5A59S-001		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: CONSTRUCT RAMPS

REMARKS P1: CANNOT LET AS 11PA

REMARKS P7:

CONTRACT CSJ: 027501153
ANCESTOR CSJ(S): 027501903
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	1,000,000
OTHER	$	0
OTHER(R)	$	281,220
Total	$	1,281,220

PRELIMINARY ENGINEERING:	$	55,118	**TYPE OF WORK:** CONSTRUCT RAMPS
ROW PURCHASE:	$	0	
CONSTRUCTION ENGINEERING:	$	101,238	**FEDERAL AMOUNT:** $ 900,000
CONSTRUCTION COST:	$	1,124,864	**STATE AMOUNT:** $ 100,000
CONTINGENCIES:	$	89,989	**LOCAL MATCH:** $ 0
INDIRECT COSTS:	$	55,681	**NON PROGRAM COSTS:** $ 0
BOND FINANCING:	$	0	**OTHER AMOUNT:** $ 281,220
OTHER FIELD:	$	0	**TOTAL:** $ 1,281,220
TOTAL PROJECT COST:	$	1,426,890	

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2011

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2010
COUNTY:	POTTER	**LIMITS FROM:**	AT BELL, AVONDALE AND WASHINGTON ST	**PHASE:**	C,E
HIGHWAY NUM:	IH 40	**LIMITS TO:**	IN AMARILLO	**YOE COST:**	$ 5,189,490
CSJ:	0275-01-152	**MPO PROJECT NUM:**	A5A39L-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**	[redacted]		

DESCRIPTION: DRAINAGE

REMARKS P1: CANNOT LET AS 11PA

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S): 027501902
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	1,000,000
OTHER	$	0
OTHER(R)	$	4,189,490
Total	$	5,189,490

PRELIMINARY ENGINEERING:	$	229,292	**TYPE OF WORK:** DRAINAGE	
ROW PURCHASE:	$	0		
CONSTRUCTION ENGINEERING:	$	280,766		
CONSTRUCTION COST:	$	4,679,432	**FEDERAL AMOUNT:**	$ 900,000
CONTINGENCIES:	$	327,560	**STATE AMOUNT:**	$ 100,000
INDIRECT COSTS:	$	231,632	**LOCAL MATCH:**	$ 0
BOND FINANCING:	$	0	**NON PROGRAM COSTS:**	$ 0
OTHER FIELD:	$	0	**OTHER AMOUNT:**	$ 4,189,490
TOTAL PROJECT COST:	$	5,748,682	**TOTAL:**	$ 5,189,490

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	01/2011
COUNTY:	POTTER	**LIMITS FROM:**	AT RIVER ROAD AND HASTINGS AVE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 999,351
CSJ:	0904-00-902	**MPO PROJECT NUM:**	A5A27L-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**	[redacted]		

DESCRIPTION: INTERSECTION IMPROVEMENTS

REMARKS P1:

REMARKS P7: PHASE I SEGMENT OF A MULTIPHASE MTP PROJECT

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
11-DIST DISCRETION	$	750,000
LC-LOCAL CONTRIBUTIONS	$	150,000
OTHER	$	0
OTHER(R)	$	99,351
Total	$	999,351

PRELIMINARY ENGINEERING:	$	42,992	**TYPE OF WORK:**	INTERSECTION IMPROVEMENTS	
ROW PURCHASE:	$	0			
CONSTRUCTION ENGINEERING:	$	78,965			
CONSTRUCTION COST:	$	877,394	**FEDERAL AMOUNT:**	$	0
CONTINGENCIES:	$	70,191	**STATE AMOUNT:**	$	750,000
INDIRECT COSTS:	$	43,431	**LOCAL MATCH:**	$	0
BOND FINANCING:	$	0	**NON PROGRAM COSTS:**	$	150,000
OTHER FIELD:	$	0	**OTHER AMOUNT:**	$	99,351
TOTAL PROJECT COST:	$	1,112,974	**TOTAL:**	$	999,351

Amarillo Metropolitan Planning Organization
FY 2008 - 2011 Transportation Improvement Program

Highway Financial Summary - Year of Expenditure Construction Costs

Funding by Category

		FY 2008		FY 2009		FY 2010		FY 2011		Total FY 2008 through 2011	
Category	**Description**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**
1	Preventive Maintenance and Rehabliation			$11,190,000	$11,190,000					$11,190,000	$11,190,000
2	Metropolitan Mobility Corridors									$0	$0
3	Urban Mobility Corridors									$0	$0
4	Statewide Mobility Corridors									$0	$0
5	Congestion Mitigation & Air Quality									$0	$0
6	Structure Rehabilation									$0	$0
7	Metro Mobility									$0	$0
8	Safety									$0	$0
9	Enhancements									$0	$0
10	Miscellaneous									$0	$0
11	District Discretionary	$4,155,000	$4,155,000	$5,680,000	$5,680,000	$4,500,000	$4,500,000	$1,750,000	$1,750,000	$16,085,000	$16,085,000
12	Strategic Priority									$0	$0
LC	Local Contributions			$1,120,000	$1,120,000	$700,000	$700,000	$150,000	$150,000	$1,970,000	$1,970,000
	Other (R)	$452,895	$452,895	$16,816,882	$16,816,882	$447,380	$447,380	$4,288,841	$4,288,841	$22,005,998	$22,005,998
	Total	$4,607,895	$4,607,895	$34,806,882	$34,806,882	$5,647,380	$5,647,380	$6,188,841	$6,188,841	$51,250,998	$51,250,998

Funding Participation Source

Source	FY 2008	FY 2009	FY 2010	FY 2011	Total
Federal	$3,324,000	$11,432,000	$900,000	$900,000	$16,556,000
State	$831,000	$5,438,000	$3,600,000	$850,000	$10,719,000
Local Contributions		$1,120,000	$700,000	$150,000	$1,970,000
Other	$452,895	$16,816,882	$447,380	$4,288,841	$22,005,998
Total					$51,250,998

APPENDIX A
INDIVIDUAL LISTING OF GROUPED PROJECTS
(FOR INFORMATIONAL PURPOSES ONLY)

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2008

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	07/2008
COUNTY:	POTTER	**LIMITS FROM:**	AT NORTHEAST 24TH AVENUE	**PHASE:**	C,E
HIGHWAY NUM:	US 87	**LIMITS TO:**	.	**YOE COST:**	$ 1,048,427
CSJ:	0041-07-085	**MPO PROJECT NUM:**	A5A16S-000	**GROUPED CSJ:**	5000-00-953
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: REPLACE BRIDGE & APPROACHES

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 004107085
ANCESTOR CSJ(S): 004107900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 45,104
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 82,843
CONSTRUCTION COST:	$ 920,480
CONTINGENCIES:	$ 73,638
INDIRECT COSTS:	$ 45,564
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 1,167,629

TYPE OF WORK: REPLACE BRIDGE & APPROACHES

FEDERAL AMOUNT:	$ 664,000
STATE AMOUNT:	$ 166,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 218,427
TOTAL:	$ 1,048,427

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	08/2008
COUNTY:	RANDALL	**LIMITS FROM:**	UNDERPASS AT FM 2219	**PHASE:**	C,E,R
HIGHWAY NUM:	IH 27	**LIMITS TO:**	.	**YOE COST:**	$ 2,011,301
CSJ:	0168-09-107	**MPO PROJECT NUM:**	A5A01S-000	**GROUPED CSJ:**	5000-00-953
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: REPAIR AND WIDEN BRIDGE AND APPROACHES

REMARKS P1: FUND FROM INTERSTATE REHAB (9902); LET DELAY FROM FY 2001

REMARKS P7:

CONTRACT CSJ: 016809107
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S): 016809150

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 83,300
ROW PURCHASE:	$ 126,000
CONSTRUCTION ENGINEERING:	$ 102,000
CONSTRUCTION COST:	$ 1,700,001
CONTINGENCIES:	$ 119,000
INDIRECT COSTS:	$ 84,150
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 2,214,451

TYPE OF WORK: REHABILITATE BRIDGE AND APPROACHES

FEDERAL AMOUNT:	$ 1,360,000
STATE AMOUNT:	$ 340,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 311,301
TOTAL:	$ 2,011,301

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	POTTER	**LIMITS FROM:**	DOWNTOWN INTERCHANGE IN AMARILLO	**PHASE:**	C,E
HIGHWAY NUM:	IH 27	**LIMITS TO:**	RANDALL COUNTY LINE	**YOE COST:**	$ 115,336
CSJ:	0168-10-066	**MPO PROJECT NUM:**	A5A48S-000	**GROUPED CSJ:**	5000-00-952
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			
DESCRIPTION:	OVERLAY				

REMARKS P1: CANCEL PER DISTRICT REQUEST, DIST IS UNCAN 11/07

REMARKS P7:

CONTRACT CSJ: 016809154
ANCESTOR CSJ(S): 016810900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 5,096	**TYPE OF WORK:** OVERLAY		
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 6,240	**FEDERAL AMOUNT:**	$	90,000
CONSTRUCTION COST:	$ 104,000	**STATE AMOUNT:**	$	10,000
CONTINGENCIES:	$ 7,280	**LOCAL MATCH:**	$	0
INDIRECT COSTS:	$ 5,148	**NON PROGRAM COSTS:**	$	0
BOND FINANCING:	$ 0	**OTHER AMOUNT:**	$	15,336
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 127,764	**TOTAL:**	$	115,336

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	POTTER	**LIMITS FROM:**	BNSF RR BRIDGE	**PHASE:**	C,E
HIGHWAY NUM:	IH 40	**LIMITS TO:**	EASTERN ST IN AMARILLO	**YOE COST:**	$ 3,661,899
CSJ:	0275-01-154	**MPO PROJECT NUM:**	A5A47S-007	**GROUPED CSJ:**	5000-00-952
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			
DESCRIPTION:	OVERLAY				

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 027501154
ANCESTOR CSJ(S): 027501900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 161,797	**TYPE OF WORK:** OVERLAY		
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 198,119	**FEDERAL AMOUNT:**	$	2,880,000
CONSTRUCTION COST:	$ 3,301,983	**STATE AMOUNT:**	$	320,000
CONTINGENCIES:	$ 231,139	**LOCAL MATCH:**	$	0
INDIRECT COSTS:	$ 163,448	**NON PROGRAM COSTS:**	$	0
BOND FINANCING:	$ 0	**OTHER AMOUNT:**	$	461,899
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 4,056,486	**TOTAL:**	$	3,661,899

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	RANDALL	**LIMITS FROM:**	AT WESTERN, GEORGIA & REBECCA STRS	**PHASE:**	C,E
HIGHWAY NUM:	IH 27	**LIMITS TO:**	IN AMARILLO	**YOE COST:**	$ 143,197
CSJ:	0168-09-153	**MPO PROJECT NUM:**	A5A47S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**		**GROUPED CSJ:**	5000-00-952
DESCRIPTION:	MISC WORK				

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 016809153
ANCESTOR CSJ(S): 016809901
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$	6,160	**TYPE OF WORK:** MISC WORK	
ROW PURCHASE:	$	0		
CONSTRUCTION ENGINEERING:	$	11,315	**FEDERAL AMOUNT:**	$ 108,900
CONSTRUCTION COST:	$	125,721	**STATE AMOUNT:**	$ 12,100
CONTINGENCIES:	$	10,058	**LOCAL MATCH:**	$ 0
INDIRECT COSTS:	$	6,223	**NON PROGRAM COSTS:**	$ 0
BOND FINANCING:	$	0	**OTHER AMOUNT:**	$ 22,197
OTHER FIELD:	$	0		
TOTAL PROJECT COST:	$	159,478	**TOTAL:**	$ 143,197

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	RANDALL	**LIMITS FROM:**	POTTER COUNTY LINE	**PHASE:**	C,E
HIGHWAY NUM:	IH 27	**LIMITS TO:**	45TH AVENUE	**YOE COST:**	$ 2,191,384
CSJ:	0168-09-154	**MPO PROJECT NUM:**	A5A48S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**		**GROUPED CSJ:**	5000-00-952
DESCRIPTION:	OVERLAY				

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 016809154
ANCESTOR CSJ(S): 016809901
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$	96,824	**TYPE OF WORK:** OVERLAY	
ROW PURCHASE:	$	0		
CONSTRUCTION ENGINEERING:	$	118,560	**FEDERAL AMOUNT:**	$ 160,000
CONSTRUCTION COST:	$	1,976,000	**STATE AMOUNT:**	$ 40,000
CONTINGENCIES:	$	138,320	**LOCAL MATCH:**	$ 0
INDIRECT COSTS:	$	97,812	**NON PROGRAM COSTS:**	$ 0
BOND FINANCING:	$	0	**OTHER AMOUNT:**	$ 1,991,384
OTHER FIELD:	$	0		
TOTAL PROJECT COST:	$	2,427,516	**TOTAL:**	$ 2,191,384

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	RANDALL	**LIMITS FROM:**	AT 34TH AVENUE & BNSF RR	**PHASE:**	C,E
HIGHWAY NUM:	CR	**LIMITS TO:**	.	**YOE COST:**	$ 9,331,127
CSJ:	0904-11-039	**MPO PROJECT NUM:**	A5A58L-000	**GROUPED CSJ:**	5000-00-953
REVISION DATE:	03/2008	**PROJECT SPONSOR:**	[redacted]		

DESCRIPTION: REPLACE BRIDGE & APPR

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 090411039
ANCESTOR CSJ(S): 090411900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$	416,037	
ROW PURCHASE:	$	0	
CONSTRUCTION ENGINEERING:	$	424,528	
CONSTRUCTION COST:	$	8,490,561	
CONTINGENCIES:	$	594,339	
INDIRECT COSTS:	$	420,283	
BOND FINANCING:	$	0	
OTHER FIELD:	$	0	
TOTAL PROJECT COST:	$	10,345,749	

TYPE OF WORK: REPLACE BRIDGE & APPR

FEDERAL AMOUNT:	$	5,280,000
STATE AMOUNT:	$	1,320,000
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	2,731,127
TOTAL:	$	9,331,127

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	09/2008
COUNTY:	RANDALL	**LIMITS FROM:**	AT 45TH AVENUE IN AMARILLO	**PHASE:**	C,E
HIGHWAY NUM:	LP 335	**LIMITS TO:**	.	**YOE COST:**	$ 16,242
CSJ:	2635-03-012	**MPO PROJECT NUM:**	A5A47S-000	**GROUPED CSJ:**	5000-00-952
REVISION DATE:	03/2008	**PROJECT SPONSOR:**	[redacted]		

DESCRIPTION: MISC WORK

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 016809153
ANCESTOR CSJ(S): 263503900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$	699	
ROW PURCHASE:	$	0	
CONSTRUCTION ENGINEERING:	$	1,283	
CONSTRUCTION COST:	$	14,259	
CONTINGENCIES:	$	1,141	
INDIRECT COSTS:	$	706	
BOND FINANCING:	$	0	
OTHER FIELD:	$	0	
TOTAL PROJECT COST:	$	18,088	

TYPE OF WORK: MISC WORK

FEDERAL AMOUNT:	$	11,200
STATE AMOUNT:	$	2,800
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	2,242
TOTAL:	$	16,242

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	10/2008
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS IN AMARILLO	**PHASE:**	C,E
HIGHWAY NUM:	BI 40-D	**LIMITS TO:**	.	**YOE COST:**	$ 899,621
CSJ:	0090-06-039	**MPO PROJECT NUM:**	A5A06S-000	**GROUPED CSJ:**	5000-00-952
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: REHAB TRAFFIC SIGNALS

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 009006039
ANCESTOR CSJ(S): 009006900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 39,749	**TYPE OF WORK:**	REHAB TRAFFIC SIGNALS	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 48,672	**FEDERAL AMOUNT:**	$	90,000
CONSTRUCTION COST:	$ 811,200	**STATE AMOUNT:**	$	10,000
CONTINGENCIES:	$ 56,784	**LOCAL MATCH:**	$	0
INDIRECT COSTS:	$ 40,154	**NON PROGRAM COSTS:**	$	0
BOND FINANCING:	$ 0	**OTHER AMOUNT:**	$	799,621
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 996,559	**TOTAL:**	$	899,621

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	01/2009
COUNTY:	POTTER	**LIMITS FROM:**	AT IH 40 WB GEORGIA EXIT RAMP	**PHASE:**	C,E
HIGHWAY NUM:	IH 40	**LIMITS TO:**	IN AMARILLO	**YOE COST:**	$ 118,456
CSJ:	0275-01-148	**MPO PROJECT NUM:**	A5A45S-000	**GROUPED CSJ:**	5000-00-952
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: RELOCATE EXIT RAMP

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 027501148
ANCESTOR CSJ(S): 027501902
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 5,096	**TYPE OF WORK:**	RELOCATE EXIT RAMP	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 9,360	**FEDERAL AMOUNT:**	$	160,000
CONSTRUCTION COST:	$ 104,000	**STATE AMOUNT:**	$	40,000
CONTINGENCIES:	$ 8,320	**LOCAL MATCH:**	$	0
INDIRECT COSTS:	$ 5,148	**NON PROGRAM COSTS:**	$	0
BOND FINANCING:	$ 0	**OTHER AMOUNT:**	$	0
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 131,924	**TOTAL:**	$	200,000

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2010

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	08/2010
COUNTY:	RANDALL	**LIMITS FROM:**	AT ROCKWELL ROAD	**PHASE:**	C,E,R
HIGHWAY NUM:	IH 27	**LIMITS TO:**	.	**YOE COST:**	$ 8,913,189
CSJ:	0168-09-108	**MPO PROJECT NUM:**	A5A20S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**		**GROUPED CSJ:**	5000-00-953

DESCRIPTION: REPAIR AND WIDEN BRIDGE AND APPROACHES

REMARKS P1: FUND FROM INTERSTATE REHAB (9902)

REMARKS P7:

CONTRACT CSJ: 016809108
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 397,403
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 405,514
CONSTRUCTION COST:	$ 8,110,272
CONTINGENCIES:	$ 567,719
INDIRECT COSTS:	$ 401,458
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 9,882,366

TYPE OF WORK: REHABILITATE BRIDGE AND APPROACHES

FEDERAL AMOUNT:	$ 5,768,001
STATE AMOUNT:	$ 1,442,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 1,703,188
TOTAL:	$ 8,913,189

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2011

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	05/2011
COUNTY:	POTTER	**LIMITS FROM:**	AT WHITAKER AND LAKESIDE	**PHASE:**	C,E
HIGHWAY NUM:	IH 40	**LIMITS TO:**	.	**YOE COST:**	$ 5,838,176
CSJ:	0275-01-135	**MPO PROJECT NUM:**	A5A38L-000	**GROUPED CSJ:**	5000-00-952
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: BUILD TURNAROUNDS

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 027501135
ANCESTOR CSJ(S): 027501905
DESCENDENT CSJ(S): 027201139
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 257,954	**TYPE OF WORK:**	BUILD TURNAROUNDS
ROW PURCHASE:	$ 0		
CONSTRUCTION ENGINEERING:	$ 315,862		
CONSTRUCTION COST:	$ 5,264,361	**FEDERAL AMOUNT:**	$ 3,600,000
CONTINGENCIES:	$ 368,505	**STATE AMOUNT:**	$ 900,000
INDIRECT COSTS:	$ 260,586	**LOCAL MATCH:**	$ 0
BOND FINANCING:	$ 0	**NON PROGRAM COSTS:**	$ 0
OTHER FIELD:	$ 0	**OTHER AMOUNT:**	$ 1,338,176
TOTAL PROJECT COST:	$ 6,467,267	**TOTAL:**	$ 5,838,176

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	07/2011
COUNTY:	POTTER	**LIMITS FROM:**	AT LOOP 434	**PHASE:**	C,E
HIGHWAY NUM:	US 87	**LIMITS TO:**	.	**YOE COST:**	$ 1,742,112
CSJ:	0041-07-084	**MPO PROJECT NUM:**	A5A15S-000	**GROUPED CSJ:**	5000-00-953
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: REHABILITATE BRIDGE & APPROACHES

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 004107084
ANCESTOR CSJ(S): 004107901
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 76,973	**TYPE OF WORK:**	REHABILITATE BRIDGE & APPROACHES
ROW PURCHASE:	$ 0		
CONSTRUCTION ENGINEERING:	$ 94,253		
CONSTRUCTION COST:	$ 1,570,885	**FEDERAL AMOUNT:**	$ 620,240
CONTINGENCIES:	$ 109,962	**STATE AMOUNT:**	$ 155,060
INDIRECT COSTS:	$ 77,759	**LOCAL MATCH:**	$ 0
BOND FINANCING:	$ 0	**NON PROGRAM COSTS:**	$ 0
OTHER FIELD:	$ 0	**OTHER AMOUNT:**	$ 966,812
TOTAL PROJECT COST:	$ 1,929,833	**TOTAL:**	$ 1,742,112

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

FY 2011

TXDOT DISTRICT:	AMARILLO	**CITY:**	AMARILLO	**EST LETTING DATE**	01/2012
COUNTY:	POTTER	**LIMITS FROM:**	AT LP 335, SB AND NB	**PHASE:**	C,E
HIGHWAY NUM:	US 87	**LIMITS TO:**	.	**YOE COST:**	$ 2,533,789
CSJ:	0041-07-093	**MPO PROJECT NUM:**	A5A52S-000		
REVISION DATE:	03/2008	**PROJECT SPONSOR:**	[redacted]	**GROUPED CSJ:**	5000-00-953

DESCRIPTION: REHAB EXISTING BRIDGE & APPR

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S): 004107900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

PRELIMINARY ENGINEERING:	$ 111,953	**TYPE OF WORK:**	REHAB EXISTING BRIDGE & APPR
ROW PURCHASE:	$ 0		
CONSTRUCTION ENGINEERING:	$ 137,085	**FEDERAL AMOUNT:**	$ 640,000
CONSTRUCTION COST:	$ 2,284,751	**STATE AMOUNT:**	$ 160,000
CONTINGENCIES:	$ 159,933	**LOCAL MATCH:**	$ 0
INDIRECT COSTS:	$ 113,095	**NON PROGRAM COSTS:**	$ 0
BOND FINANCING:	$ 0	**OTHER AMOUNT:**	$ 1,733,789
OTHER FIELD:	$ 0	**TOTAL:**	$ 2,533,789
TOTAL PROJECT COST:	$ 2,806,816		

TOTAL FUNDING

CONSTRAINED
STATEWIDE

GROUPED PROJECTS

AMARILLO METROPOLITAN PLANNING ORGANIZATION

AMARILLO METROPOLITAN PLANNING ORGANIZATION FINANCIAL SUMMARY

CATEGORY OF WORK FEDERAL & STATE SOURCES	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
1-PRVNT MNT/REHAB	$ 0	$ 3,435,000	$ 0	$ 4,500,000	$ 7,935,000
2-METRO CORRIDOR	$ 0	$ 0	$ 0	$ 0	$ 0
3-URBAN CORRIDOR	$ 0	$ 0	$ 0	$ 0	$ 0
4-STWIDE CONNECT	$ 0	$ 0	$ 0	$ 0	$ 0
5-CMAQ	$ 0	$ 0	$ 0	$ 0	$ 0
6-STRUCT REHAB	$ 2,530,000	$ 6,600,000	$ 2,207,501	$ 1,575,300	$ 12,912,801
7-METRO MOBILITY	$ 0	$ 0	$ 0	$ 0	$ 0
8-SAFETY	$ 0	$ 0	$ 0	$ 0	$ 0
9-ENHANCEMENTS	$ 0	$ 0	$ 0	$ 0	$ 0
10-MISC	$ 0	$ 0	$ 0	$ 0	$ 0
11-DIST DISCRETION	$ 0	$ 500,000	$ 5,002,500	$ 0	$ 5,502,500
12-STRATEGIC PRIOR	$ 0	$ 0	$ 0	$ 0	$ 0
LC-LOCAL CONTRIBUTIONS	$ 0	$ 0	$ 0	$ 0	$ 0
ROW-RIGHT OF WAY	$ 0	$ 0	$ 0	$ 0	$ 0
OTHER	$ 0	$ 0	$ 0	$ 0	$ 0
OTHER(R):	$ 529,728	$ 6,023,805	$ 1,703,188	$ 4,038,777	$ 12,295,497
TOTAL:	$ 3,059,728	$ 16,558,805	$ 8,913,189	$ 10,114,077	$ 38,645,798

AMARILLO TRANSIT PROJECTS

FEBRUARY 2008 REVISIONS

FY 2008 – 2011 TIP

FY 2008 TRANSIT PROJECT LISTING

AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2008
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-01S(08)	**Federal Share:**	$1,794,381
Project Contract Date:	Oct-08	**State - TxDOT:**	$490,603
Project Phase:		**Local Share:**	$1,485,016
Brief Project Description:	Operating Expense	**Total Cost of Project:**	$3,770,000

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2008
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-02S(08)	**Federal Share:**	$600,544
Project Contract Date:	Oct-08	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$123,907
Brief Project Description:	Replace Bus/Admin Support Vehicles	**Total Cost of Project:**	$724,451

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2008
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-04S(08)	**Federal Share:**	$37,600
Project Contract Date:	Oct-08	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$9,400
Brief Project Description:	Replace Shop Equipment	**Total Cost of Project:**	$47,000

FY 2009 TRANSIT PROJECT LISTING

AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2009
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-01S(09)	**Federal Share:**	$1,898,111
Project Contract Date:	Oct-09	**State - TxDOT:**	$444,618
Project Phase:		**Local Share:**	$1,634,732
Brief Project Description:	Operating Expense	**Total Cost of Project:**	$3,977,461

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2009
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-04S(09)	**Federal Share:**	$16,000
Project Contract Date:	Oct-09	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$4,000
Brief Project Description:	Shop Equipment	**Total Cost of Project:**	$20,000

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2009
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-02S(09)	**Federal Share:**	$640,041
Project Contract Date:	Oct-09	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$131,996
Brief Project Description:	Replace Bus/Admin Support Vehicles	**Total Cost of Project:**	$772,037

FY 2010 TRANSIT PROJECT LISTING

AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2010
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-01S(10)	**Federal Share:**	$2,016,881
Project Contract Date:	Oct-10	**State - TxDOT:**	$400,156
Project Phase:		**Local Share:**	$1,797,964
Brief Project Description:	Operating Expense	**Total Cost of Project:**	$4,215,001

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2010
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-04S(10)	**Federal Share:**	$16,000
Project Contract Date:	Oct-10	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$4,000
Brief Project Description:	Shop Equipment	**Total Cost of Project:**	$20,000

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2010
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-02S(10)	**Federal Share:**	$648,979
Project Contract Date:	Oct-10	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$132,923
Brief Project Description:	Replace Bus Vehicles	**Total Cost of Project:**	$781,902

FY 2011 TRANSIT PROJECT LISTING

AMARILLO MPO TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2011
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-01S(11)	**Federal Share:**	$2,133,010
Project Contract Date:	Oct-11	**State - TxDOT:**	$400,156
Project Phase:		**Local Share:**	$1,914,094
Brief Project Description:	Operating Expense	**Total Cost of Project:**	$4,447,260

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2011
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-04S(11)	**Federal Share:**	$32,000
Project Contract Date:	Oct-11	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$8,000
Brief Project Description:	Rehab Bus Wash	**Total Cost of Project:**	$40,000

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	2011
Project Sponsor:	Amarillo City Transit	**Federal Funding Category:**	5307
MPO Project Number:	AMA-T-02S(11)	**Federal Share:**	$650,942
Project Contract Date:	Oct-11	**State - TxDOT:**	$0
Project Phase:		**Local Share:**	$133,325
Brief Project Description:	Vehicle Replacement	**Total Cost of Project:**	$784,267

Transit Financial Summary

Amarillo MPO
FY 2008-2011 TIP

	Transit Programs Description	FY 2008 Federal	FY 2008 Total	FY 2009 Federal	FY 2009 Total	FY 2010 Federal	FY 2010 Total	FY 2011 Federal	FY 2011 Total	YOE Totals Federal	YOE Totals Total
1	**Section 5307 - Urb >200K**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2	**Section 5307 - Urb <200K**	$2,432,525	$4,541,451	$2,554,152	$4,769,498	$2,681,860	$5,016,903	$2,815,952	$5,271,527	$10,484,489	$19,599,379
3	**Section 5309 - Disc.**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	**Section 5310 - E&PwD**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	**Section 5311 - Non-Urb**	Programmed by PTN		Programmed by PTN		Programmed by PTN		Programmed by PTN		Programmed by PTN	
6	**Section 5316 - JARC**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	**Section 5317 - New Freedom**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	YOE Total Funds	**$2,432,525**	**$4,541,451**	**$2,554,152**	**$4,769,498**	**$2,681,860**	**$5,016,903**	**$2,815,952**	**$5,271,527**	**$10,484,489**	**$19,599,379**

Note: Total column number is federal + match

TxDOT PTN 10/3/2006

Amarillo District MPO Financial Summary
FY 2008-2011 TIP

Operations and Maintenance

Project Description	FY 2008		FY 2009		FY 2010		FY 2011		YOE Totals	
	Allocation	Programmed	Allocation	Programmed	Allocation	Programmed	Allocation	Programmed	Allocation	Programmed
O & M	**$0**	**$7,648,744**	**$0**	**$7,954,694**	**$0**	**$8,603,797**	**$0**	**$9,678,102**	$0	**$33,885,337**
YOE Total	**$0**	**$7,648,744**	**$0**	**$7,954,694**	**$0**	**$8,603,797**	**$0**	**$9,678,102**	$0	**$33,885,337**

Programmed amounts for Operations & Maintenance reflect an increase of 4 % per annum from the 2008 base year.

AMARILLO METROPOLITAN TRANSPORTATION PLAN 2005 – 2030

AMARILLO METROPOLITAN

TRANSPORTATION PLAN

2005-2030

AMARILLO URBAN
TRANSPORTATION STUDY

AMARILLO METROPOLITAN TRANSPORTATION PLAN

2005-2030

Prepared By:

AMARILLO METROPOLITAN PLANNING ORGANIZATION

Approved:	October 7, 2004.
Effective:	October 21, 2004.
Revised:	January 26, 2006.
	April 19, 2007.
	October 18, 2007.
	January 24, 2008
Update Due:	October 21, 2009.

In Conjunction with:

CITY OF AMARILLO
TEXAS DEPARTMENT OF TRANSPORTATION
POTTER COUNTY
RANDALL COUNTY

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY ADVISORY COMMITTEE

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Vicki Covey	Director of Community Services	City of Amarillo
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The Honorable Kel Seliger	State Senator	31st Texas State Senatorial State District
The Honorable David Swinford	State Representative	87th Texas State Representative District
The Honorable John Smithee	State Representative	86th Texas State Representative District
The Honorable Debra McCartt	Mayor	City of Amarillo

TABLE OF CONTENTS

LIST OF TABLES

LIST OF MAPS

SECTION 1.0
INTRODUCTION

1.0 INTRODUCTION

Introduction

The Amarillo Metropolitan Transportation Plan (AMTP) 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 AMTP identifies future roadway, transit, bicycle, and pedestrian facilities. The plan also addresses congestion management strategies.

The AMTP is a Federally required document that has been prepared by the Amarillo Metropolitan Planning Organization in accordance with the requirements specified in the Transportation Equity Act for the 21st Century (TEA-21) of 1998. The plan is designed to be a flexible guide in directing the local transportation needs. As required by Federal Law, the AMTP 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, acting through its Transportation Policy Board, to be the MPO for the Amarillo urbanized area. The designation was renewed by a contract with the Texas Department of Transportation

(TxDOT) signed August of 1997. The contract reflected changes in the Planning process brought about by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This contract served the MPO through TEA-21 legislation. The contract is still in effect, however a new contract with TxDOT is being developed at this time.

Study Area

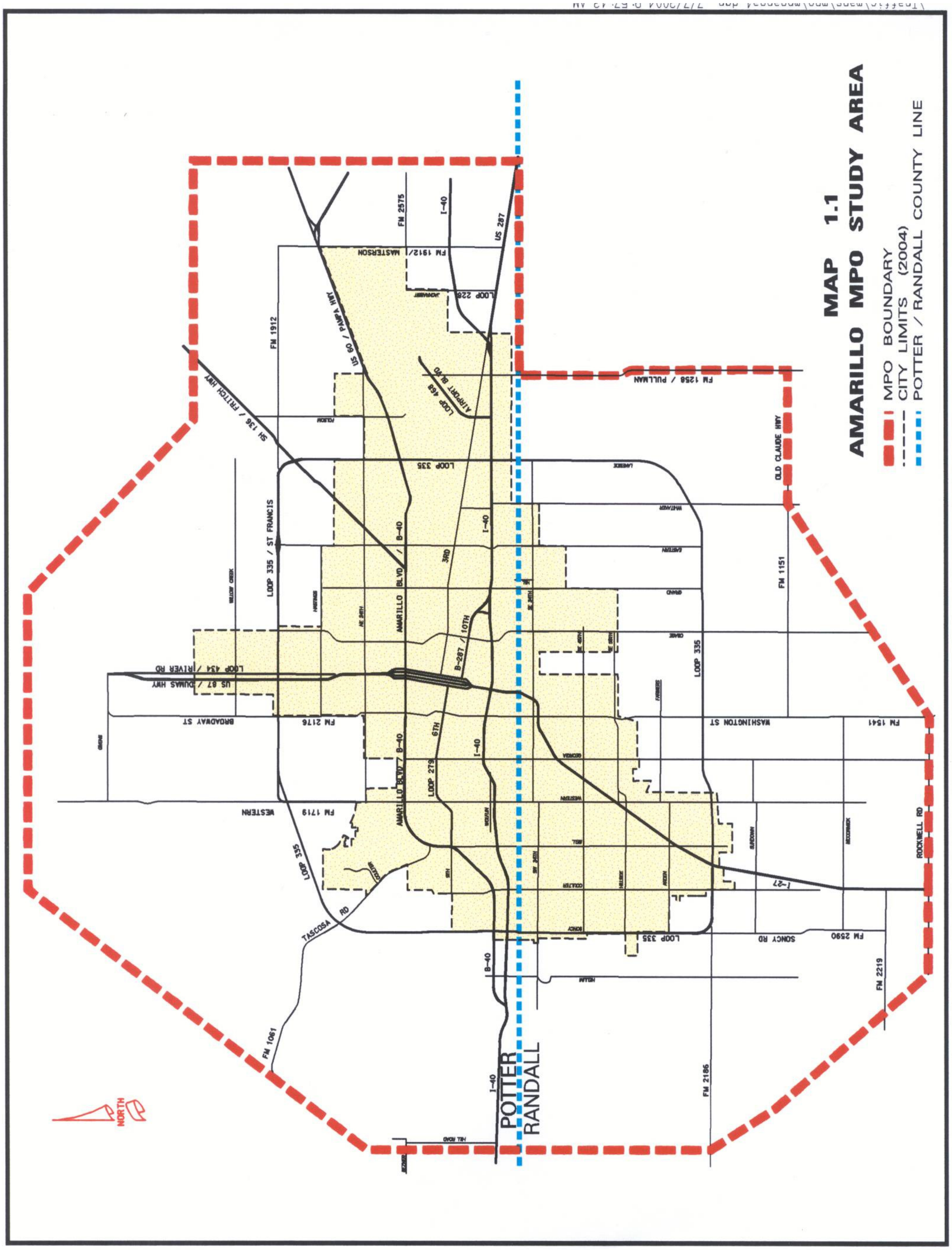
The transportation planning process in the AUTS is limited to the boundaries illustrated by Map 1.1. The boundary includes the City of Amarillo and portions of Potter and Randall counties. It corresponds to that area of the region that is likely to become urbanized in the next 20 years. These boundaries also correspond to the limits of the Travel Forecasting 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 three-year timetable and is updated annually. 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:

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


MAP 1.1
AMARILLO MPO STUDY AREA
MPO BOUNDARY
CITY LIMITS (2004)
POTTER / RANDALL COUNTY LINE
POTTER
RANDALL
NORTH
I-40
B-40
US 287
US 60 / PAMPA HWY
SH 136 / FRITCH HWY
US 87 / DUMAS HWY
LOOP 434 / RIVER RD
BROADWAY ST
FM 2176
FM 1719
WESTERN
LOOP 335
LOOP 335 / ST FRANCIS
TASCOSA RD
FM 1061
FM 1912
FM 1912 / MASTERSON
FM 2575
LOOP 228
LOOP 468
AIRPORT BLVD
FM 1258 / PULLMAN
OLD CLAUDE HWY
FM 1151
WASHINGTON ST
FM 1541
ROCKWELL RD
FM 2590
SONCY RD
FM 2219
FM 2186
I-27
AMARILLO BLVD / B-40
LOOP 279
6TH
3RD
B-287 / 10TH

SECTION 2.0
PLANNING ELEMENTS

2.0 PLANNING ELEMENTS

Introduction
TEA-21 requires that the long-range plans of the 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 plan. 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 TEA-21:

- Investing In Our Future: Highway and transit programs are guaranteed a minimum level of spending tied to actual Highway Trust Fund (HTF) Highway Account receipts and selected fixed amounts (for transit funding). The minimum guarantee specifies that each state's apportionment for specified programs is at least 90.5% of its percentage share of contributions to the Highway Account.

- Improving Safety: Non-construction highway safety programs, excluding motor carrier safety, are continued and expanded. These programs include driver and vehicle safety programs, infrastructure safety, motor carrier safety, recreational boating safety, and one-call notification programs for construction.

- Rebuilding America's Infrastructure: A commitment to improve the conditions and performance of the transportation system is reaffirmed with solid investments in people, highway construction, transit, and other special programs.

- Protecting Our Environment: Proven strategies for a cleaner environment are strengthened. Safety, quality of life, and environment issues come together in programs such as Congestion Mitigation and Air Quality Improvement (CMAQ), Transportation Enhancements (TE), Bicycle Transportation and Pedestrian Walkways, Recreation Trail Program, National Scenic Byways Program, Transportation and Community and System Preservation Pilot Program (TCSP), and Ozone and Particulate Matter Standards.

- Advancing Research and Technology: Establishing a strategic planning process is foremost in determining national research and technology development priorities, competitive merit review procedures, performance measurement procedures, and model procurement procedures.

Overview of TEA-21

TEA-21 was signed into law in June of 1998. This legislation authorizes highway, highway safety, transit, and other surface transportation programs for the next six years. “This historic legislation...is about more than concrete, asphalt, and steel: it is about people, and about providing them with the opportunity to lead safer, healthier, and more fulfilling lives” (Slater, 1998).

Planning Elements

The 15 planning elements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), TEA-21's predecessor, have been consolidated into seven broad areas of consideration. This change simplifies the planning process and gives states and MPOs greater flexibility in selecting projects.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency

2. Increase the safety and security of the transportation system for motorized and non-motorized users

3. Increase the accessibility and mobility options available to people and for freight

4. Protect and enhance the environment, promote energy conservation, and improve quality of life

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

6. Promote efficient system management and operation

7. Emphasize the preservation of the existing transportation system

Public Participation

TEA-21 requires early and ongoing public participation in the planning process. In an effort to develop a process that is open and accountable to the people in the study area, the Amarillo MPO has adopted a public involvement process that is used in the preparation of the AMTP and the TIP. The policy gives citizens the opportunity to participate in the planning and decision making process.

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 the air force base in 1968. Since that time, census results show Potter County to have a population of 113,546, which translates into a 25% increase since 1970. Randall County has continued to grow without impediment. Randall County's growth rate, 20% between 1980 and 1990 and 16% between 1990 and 2000, has fallen short of the State of Texas' growth rate (23%).

The AUTS area, with an estimated 2000 population of 196,439 increased in size 16% between 1990 and 2000. The City of Amarillo, with a 2000 population of 173,627 grew 10% since 1990. Amarillo now ranks fourteenth in comparison with other Texas cities in total population. The population of the City of Amarillo as estimated in 2003 was 179,287, a 14% increase since 1990. The 2003 population estimate for Potter County was 117,114, a 20% increase from 1990. Randall County's estimated population for 2003 was 109,279, a 22% increase from 1990.

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 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 listed below 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. The percentage of change prior to year 2000 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 2005-2030

Year	AUTS Study Area	City of Amarillo	Amarillo MSA	Randall County	Potter County
2010	222,190	189,554	244,037	116,141	127,896
2020	255,085	207,089	270,694	127,474	143,220
2030	286,984	216,056	295,678	136,725	158,953

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 ten 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 10 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, business, personal services, entertainment, and public administration. The largest growth of jobs has occurred in the manufacturing and construction industries.

In 2000 the Amarillo Metropolitan Statistical Area (MSA) had 165,709 residents over the age of 16. Of this number, 101,403 were in the labor force. Ninety five percent of the persons in the labor force were employed, which accounted for 96,333 workers. Since 1990, the labor force in the MSA has increased by approximately 7.7%. The labor force in the City reached 94,909 in 2000, which is up 30% from 73,106 in 1990.

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 growth throughout the decade. 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 2000 to 2010) is projected to increase 13.1%. Employment by occupation is projected to increase at the same rate. Both are lower than the statewide projection of 17.6%.

Table 3.2
Labor Force Projections

Year	AUTS Study Area	City of Amarillo	Amarillo MSA
2010	117,032	102,924	126,901
2020	129,817	115,948	142,655
2030	141,798	125,343	155,822

Travel Trends
The majority of Amarillo employees work very close to home. Eighty-five percent of the workers over the age of 16 work within the city limits while the remaining 15% 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, 58% of all workers work in their own county of residence, while 42% 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 decade. The number of Amarillo residents who drove cars, trucks, or vans to work increased significantly over the last decade. These gains reduced the percentage of those who car-pooled to work. In 1980, 20% of Amarillo's workers car-pooled to work. By 1990, this had decreased to 13%. In 2000, nearly 87% 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 2000 approximately 83% of Amarillo's workers travel between 5 and 29 minutes to their jobs. The majority of the workforce travels between 10 and 20 minutes. Relatively few workers travel more than 30 minutes. This trend has remained relatively stable over most the past decade as is shown in Table 3.3.

With the TEA-21 legislation, a significant increase in transportation funds became available to rehabilitate an aging roadway system in the AUTS area. The need for the roadway construction projects has been recognized and well received by the public. However, travel time to and from work has temporarily been inflated due to some of

these roadway construction projects. In all likelihood, the travel times will continue to fluctuate over the next few years as new roadway construction projects continue.

Table 3.3
TRAVEL TIME TO WORK

TIME	1990 CITY OF AMARILLO PERCENTAGES	2000 CITY OF AMARILLO PERCENTAGES
Less Than 5 Minutes	4%	4%
5-9 Minutes	15%	15%
10-14 Minutes	27%	27%
15-19 Minutes	26%	25%
20-29 Minutes	14%	16%
30-44 Minutes	7%	7%
45-59 Minutes	2%	2%
60-89 Minutes	2%	1%
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, 6.7% of the 67,699 households do not own an automobile. The majority of the households within the City (40.8%) have two vehicles available for their use. Table 3.4, Vehicles Available 2000, details the occupied housing units and number of vehicles at their disposal. When compared to 1990 figures, the number of households with one and two vehicles available has increased by 11%.

Table 3.4
VEHICLES AVAILABLE 2000

	NONE	ONE	TWO	THREE OR MORE
City of Amarillo	4,507	25,749	27,559	9,797
Potter County	3,567	16,125	15,515	5,553
Randall County	1,382	13,648	18,572	7,638
Amarillo MSA	4,949	29,773	34,087	13,191

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. The public consensus demonstrates that current facilities are providing for citizens' transportation needs. However, there was also an indication that improved facilities are desired. The automobile was and is obviously the primary mode of transportation and it is unlikely that will change in the near future. In light of this fact, 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

The AMTP 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 network that will encourage safety and efficiency with minimal impact on the cultural, economic, and environmental resources of the metropolitan area. 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 AMTP 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
- Work in conjunction with local comprehensive plan
- Be consistent with community needs and provide flexibility
- Contain short and long range elements
- Reasonably identify funding sources for the implementation of the plan
- Promote economic growth and land use compatibility

Opportunities and Limitations

One of the most important aspects of the AMTP is to insure 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 congestion and travel delay. The occurrence to date is limited to mainly peak hour times at major intersections. Traffic congestion and delay problems have not yet reached serious levels; therefore citizens have not sought alternative modes of

transportation. With the lack of current traffic problems, some of the biggest limitations in developing a Multi-Modal Transportation System that the citizens will use include:

- Vehicle dependance
- Single occupant trips
- Low cost of vehicle operation
- Low travel time 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 AMTP provides an excellent opportunity to focus on future needs and identify ways to curb problems before they arise. The major opportunities that exist for the transportation system in the Amarillo Study Area include:

- Maintaining, upgrading and expanding the existing roadway system
- Managing and reducing existing congestion
- Providing improved transit services
- Creating a safe and efficient bicycle network
- Providing improved pedestrian facilities

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.

Recommended Strategies

Local Government

- Improve existing facilities
  Signal timing
  Geometric design
  Striping changes
  Turn lane additions
- Construct new roadway facilities
- Improve transit system

Expand service area
Improve marketing

- Provide bicycle facilities
  Incorporate bike facilities in all new roadways where possible
  Provide bike facilities on all arterial and collector streets where possible
  Improve safety programs
  Promote use of bicycles through marketing
  Develop a Bicycle Network
- Provide pedestrian facilities
  Continue to require sidewalk installation with new construction and major renovation
  Identify gaps in pedestrian facilities
- Prevent urban sprawl
  Promote infill development
  Develop 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 dependence on the motor vehicle will continue to place demands on the existing transportation network. Increasing congestion and reduced travel times are ultimately going to occur as the population and travel demand increases. The following sections of this plan are aimed at identifying methods to offset those growing demands. The sections to follow will focus on developing an integrated system that will include multiple modes of transportation. The following sections will include 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. This will insure that the projects selected for the TIP have been given consideration in the AMTP and meet the long range goals of the study area. Projects listed in both the short and long range plans are not necessarily in any order or priority.

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 build on the existing network and improve mobility in the study area. 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 City develops and is of great significance to the future growth of the City. Just as transportation improvements made in the past impact the city today, future facilities will provide the framework upon which Amarillo will continue to expand.

Project Selection Process

The MPO formed a Project Selection Committee to select transportation projects to be included in this plan. The committee membership consisted of the Policy Advisory Committee members, engineers from the City and TxDOT, Bridge and Roads Superintendents with the Counties, and the TxDOT Environmental Coordinator. Public involvement was solicited and encouraged at every level of the selection process, The committee used the Delphi selection process to determine what projects would be included in this plan.

The City and both Counties furnished estimates of what future local contributions for the maintenance of existing roadways would be. Federal revenues were derived based on the current level of funding provided under TEA-21. The City and both Counties have recognized and agreed to the financial level of commitments needed to complete this plan.

Existing Facilities

Freeways and Expressways

Three major freeways serve the Amarillo Study Area. I-40 crosses the City from East to West, I-27 extends South from downtown to Lubbock and US 87/287 extends North from downtown through the study area. Standards for these roadways are represented by a minimum right-of-way of at least 300 feet and four to six lanes of traffic. 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. Further expressway development and construction will occur with the completion of Loop 335, which will encircle the City. 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 in light of space needs 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 network in place, the Area has a good system to build upon. 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. Operational improvements such as signing, signalization, and striping will also be 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 set backs 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 street system, the following policies should be considered:

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

Corridor Studies
These studies can be financed through planning and capital funds. The following are projects, which may warrant study in the future.

Loop 335
In 1998 the Texas Department of Transportation conducted a Value Engineering Study on Loop 335. The results of that study are contained in a report, Loop 335 Enhanced Mobility Study, dated June 8-12, 1998. Several projects contained in that report have been included in this transportation plan. Because of financial constraints, a number of projects from this report have not been included and should be considered 'regionally significant, but unfunded'. The report found that the number of direct accesses and traffic control devices on the southwest quadrant had reduced the function of that portion of the loop to little more than an arterial. The solution was to relocate that portion of the loop. It also noted that steps should be taken to insure that the remainder of the loop be protected from similar contamination. In 2000, the District contracted a consultant to assess the feasibility of relocating a portion of the southwest quadrant of Loop 335. The consultant's work was interrupted with the department's revised frontal road policy and toll viability requirements. The consultant is scheduled to complete the contract in FY 2005.

IH 27
The Texas Department of Transportation has 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 consultant is scheduled to complete this work during FY2005.

The Texas Department of Transportation is also selecting a consultant to provide preliminary engineering services to upgrade that segment of IH 27 from the

IH 40 / IH 27 interchange to SW 45th Avenue in Amarillo. This contract will include a value engineering study to assess the feasibility of widening the existing interstate, improving interstate geometries, adding/eliminating ramps, adding/eliminating bridges, and providing a direct connection from eastbound IH 40 to southbound IH 27.

Ports to Plains Corridor

The TEA-21 legislation listed the Ports to Plains corridor as a Congressional High Priority Corridor. This corridor runs from the Mexican border to Denver, Colorado via IH-27. The MPO will cooperate with the Ports to Plains coalition and the Texas Department of Transportation to facilitate transportation projects on the corridor in the urban transportation study area. The MPO is particularly interested in participating in a feasibility study to determine a bypass around or thru the central business district connecting IH-27 to US 87/287 on the corridor route.

SHORT RANGE PLAN 2005-2015 Table 5 .1

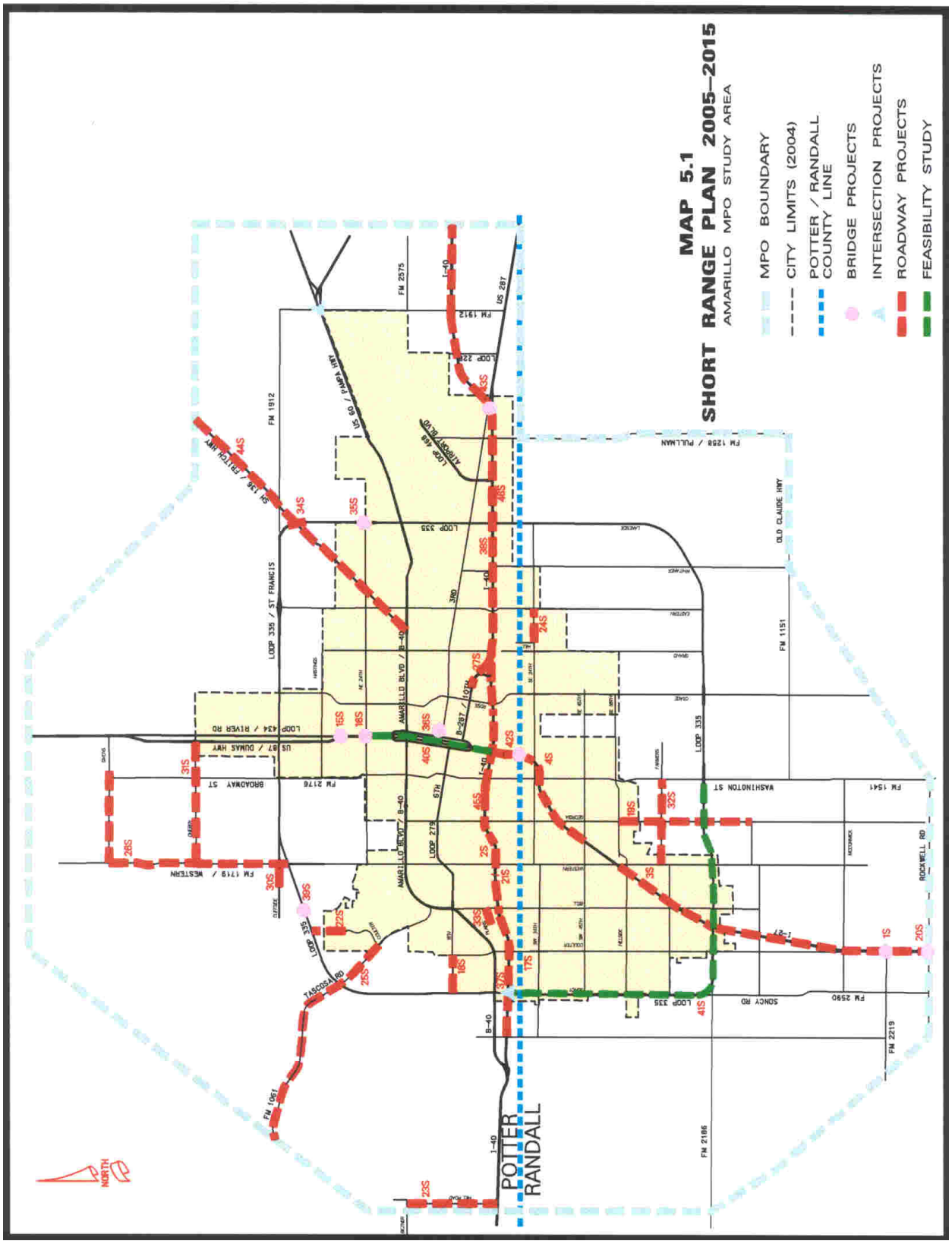
Project ID	Location	From / At	To	Description	Cost X $1000
A5A01S	IH 27	FM 2219		Replace bridge & approaches	1,500
A5A02S	IH 40	Western St WB		Add refuge lane for existing turnaround	500
A5A03S	IH 27	Rockwell Rd	Western St	Reconstruct to 6 lanes Upgrade to current design standards	7,210
A5A04S	IH 27	0.1 mi north of IH 40	SW 45th Ave	Reconstruct with direct connect IH40 to IH27	15,000
A5A05S	IH 40	Loop 335 (Soncy)	Loop 335 (Lakeside)	Install ITS System for Amarillo	2,000
A5A06S	BI 40D	Various intersections		ITS: Upgrade traffic signals	1,000
A5A07S	Loop 335	Various intersections		ITS: Closed loop systems	1,000
A5A08S	Loop 335	Various intersections		ITS: Safety lighting	1,000
A5A09S	IH 40	Spur 228 Intersection		ITS: Safety lighting	150
A5A10S	Various			ITS implementation – Phase 2	2,000
A5A11S	Various	Amarillo Intersections		VIVDS Installations	1,000
A5A12S	Various			ITS implementation – Phase 4	2,000
A5A13S	Various	Amarillo Region		Regional 511 advanced traveler information system	200
A5A14S	Various	Amarillo Intersections		Emergency vehicle traffic signal preemption	2,000
A5A15S	US 87	Loop 434		Rehab bridge & approaches	772
A5A16S	US 87	NE 24th Ave		Replace bridge & approaches	834
A5A17S	IH 40 SFR	Loop 335	Coulter Rd	Widen existing frontage road	1,750
A5A18S	SW 9th Ave	Coulter Rd	Loop 335	Widen existing roadway	2,500
A5A19S	Georgia St	SW 58th Ave	1 mi south of Loop 335	Upgrade to 4 lane arterial	4,100
A5A20S	IH 27	Rockwell Rd		Replace bridge & approaches	7,210
A5A21S	IH 27 NFR & SFR	Loop 335	Western St	Widen existing frontage roads	5,500
A5A22S	Coulter Rd	Willow Oak	Loop 335	New 4 lane arterial	1,500

Project ID	Location	From / At	To	Description	Cost X $1000
A5A23S	Hill Rd	IH 40 NFR	Bezner Rd	Rehab existing roadway	1,400
A5A24S	SE 34th Ave	Hill St	Eastern St	Upgrade to 4 lane arterial	600
A5A25S	FM 1061	Coulter Rd	FM 2381	Widen existing roadway	8,000
A5A26S	FM 1719	St Francis	Givens east to FM 2176	Widen existing roadway & add shoulders	8,700
A5A27S	Spur 395 (T-Anchor Blvd)	IH 40	SE 10th Ave	Redesign roadway & landscape	2,000
A5A28S	Various	Closed-Loop System		Upgrade controllers & masters	200
A5A29S	Various	Isolated intersections		Install remote fire preemptions	200
A5A30S	Cliffside	FM 1719	1/4 mi west of FM 1719	Upgrade / Rehab to standards	330
A5A31S	Cherry Ave	US 87	FM 1719	Upgrade to 4 lane arterial	3,300
A5A32S	Farmers	FM 1541	Western St	Upgrade to 4 lane arterial	2,600
A5A33S	Plains Blvd	Bell St		Add Eastbound Right Turn Lane	220
A5A34S	Loop 335	SH 136		Add entrance & exit ramps	3,000
A5A35S	Loop 335	NE 24th Ave		Replace bridge & approach	600
A5A36S	US 87/287	BNSF RR		Replace bridge & approaches	600
A5A37S	IH 40	Loop 335 (Soncy Rd)		Add turnaround on west side of interchange	1,500
A5A38S	IH 40	Carson County Line	Hope Rd	Upgrade ramps to current design standards	15,000
A5A39S	Loop 335	BNSF RR & Hester Rd		Construct RR grade separation	3,500
A5A40S	CBD dispersal streets	IH 40/IH 27 interchange	NE 15th Ave	Feasibility study to locate CBD bypass route	1,500
A5A41S	Loop 335			Upgrade SW quadrant to freeway standards feasibility study	135,000
A5A42S	IH 27	SE 26th Ave		Rehab bridge & approaches	200
A5A43S	IH 40	BNSF RR		Rehab bridge & approaches	1,000
A5A44S	SH 136	BI 40D	FM 293	Widen existing roadway	6,000
A5A45S	IH 40	Georgia St		Replace exit ramp	1,500

Project ID	Location	From / At	To	Description	Cost X $1000
A5A46S	IH 40	Spur 468 (Airport Blvd)		Replace exit ramp	1,500
TOTAL PROJECTS 2005-2015					259,176

Project ID	Location	From / At	To	Description	Cost X $1000
A5A47S	Various	Federal		Rehab and maintenance	75,000
A5A48S	Various	State		Rehab and maintenance	15,000
A5A49S	Various	City of Amarillo		Rehab & maintenance	11,000
A5A50S	Various	Potter County		Rehab & maintenance	7,000
A5A51S	Various	Randall County		Rehab & maintenance	6,000
A5A52S	Various	Federal		Rehab bridge & approaches	12,500
A5A53S	Various	State		Rehab bridge & approaches	2,500
A5A54S	Various	Federal		Intersection Improvements	3,750
A5A55S	Various	State		Intersection improvements	1,000
A5A56S	Various	City of Amarillo		Intersection improvements	500
A5A57S	Various	Federal		Safety Improvements	1,800
A5A58S	Various	State		Safety Improvements	1,000
A5A59S	Various	Federal		Ramp Upgrades	3,000
A5A60S	Various	State		Ramp Upgrades	600
A5A61S	Various	Federal		ITS Improvements / Upgrades	5,000
A5A62S	Various	State		ITS Improvements / Upgrades	1,000
TOTAL REHAB AND MAINTENANCE 2005-2015					146,650

TOTAL PROJECTS AND REHAB / MAINTENANCE 2005-2015	405,826


MAP 5.1
SHORT RANGE PLAN 2005–2015
AMARILLO MPO STUDY AREA
MPO BOUNDARY
CITY LIMITS (2004)
POTTER / RANDALL COUNTY LINE
BRIDGE PROJECTS
INTERSECTION PROJECTS
ROADWAY PROJECTS
FEASIBILITY STUDY
POTTER
RANDALL
NORTH

LONG RANGE PLAN 2016-2030 **Table 5.2**

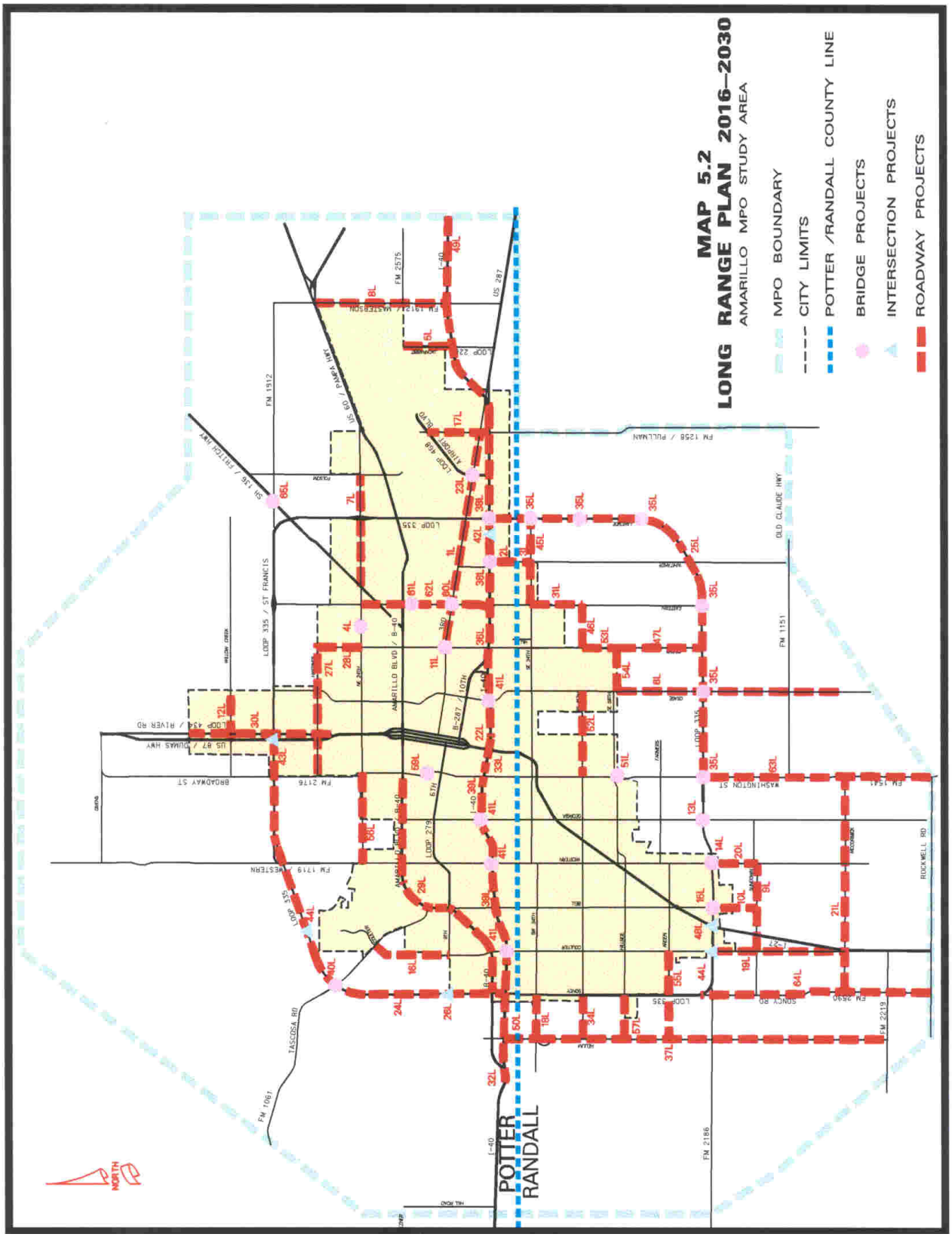
Project ID	Location	From / At	To	Description	Cost X $1000
A5A01L	SE 3rd Ave	Grand St	Pullman Rd	Upgrade to 4 lane arterial	5,500
A5A02L	Whitaker Rd	IH 40	County Line	Upgrade to 4 lane arterial	550
A5A03L	Whitaker Rd	County Line	SE 34th Ave	Upgrade to 4 lane arterial	550
A5A04L	NE 24th Ave	BNSF RR		Construct overpass	3,300
A5A05L	Jackrabbit	IH 40	NE 8th Ave	Add 2 lanes	1,400
A5A06L	Osage St	SW 58th Ave	McCormick Rd	Upgrade to 4 lane arterial	5,500
A5A07L	NE 24th Ave	SH 136	Folsom St	Upgrade to 4 lane arterial	2,700
A5A08L	FM 1912	IH 40	US 60	Widen to 4 lanes	3,000
A5A09L	Sundown Ln	Western St	Coulter Rd	Upgrade to 4 lane arterial	2,200
A5A10L	Bell St	Loop 335	Sundown Ln	Upgrade to 4 lane arterial	1,100
A5A11L	Grand St	SE 3rd Ave	BNSF RR	Construct new overpass: (Industrial St to 1000' South of SE 3rd Ave)	5,000
A5A12L	Willow Creek	US 87	East City Limits	Widen w/ C&G	1,400
A5A13L	Loop 335	Georgia St		Construct bridge & interchange as per 1998 Value Engineering Study Report	4,000
A5A14L	Loop 335	Western St		Construct bridge & interchange as per 1998 Value Engineering Study Report	4,000
A5A15L	Loop 335	Bell Street		Construct bridge & interchange as per 1998 Value Engineering Study Report	4,000
A5A16L	Coulter Rd	SW 9th Ave	FM1061	New 4 lane arterial	1,500
A5A17L	Pullman Rd	IH 40	SP 468	Widen existing roadway	1,300
A5A18L	SW 34th Ave	Loop 335	Helium Rd	New 4 lane arterial	1,100
A5A19L	Coulter Rd	Loop 335	McCormick Rd	New 4 lane arterial	3,300
A5A20L	Western St	Loop 335	Sundown Ln	New 4 lane arterial	1,100
A5A21L	McCormick Rd	FM 2590	FM 1541	Upgrade to 4 lane arterial	5,000
A5A22L	IH 40	FM 1541	Loop 335	Rehab existing roadway	14,000

Project ID	Location	From / At	To	Description	Cost X $1000
A5A23L	Pullman Rd	SE 3rd Ave & BNSF RR		Construct overpass	5,500
A5A24L	Loop 335	IH 40 North & East	US 87/287	Upgrade NW Quadrant to 4-Lane Divided as per 1998 Value Engineering Study Report	12,000
A5A25L	Loop 335	East of Western St	South of IH 40	Upgrade SE Quadrant to 4-Lane divided as per 1998 Value Engineering Study Report	20,000
A5A26L	Loop 335	SW 9th Ave		Construct interchange	1,000
A5A27L	Hastings Ave	Grand St	FM 2176	Widen C&G	2,400
A5A28L	Grand St	NE 24th Ave	Hastings Ave	Grading, base, & surface	1,100
A5A29L	BI 40D	Loop 335	Ong St	Upgrade w/ additional lanes	4,650
A5A30L	Loop 434 (River Rd)	US 87/287	Cherry Ave	Upgrade to 4-lane arterial	2,625
A5A31L	Eastern St	SE 34th Ave	SE 46th Ave	Upgrade to 4 lane arterial	1,100
A5A32L	IH 40	Loop 335 (Soncy Rd)	Hope Rd	Add additional lanes EB & WB	2,100
A5A33L	IH 40	IH 27		Upgrade all interchange ramps to concrete	15,000
A5A34L	SW 45th Ave	Loop 335	Helium Rd	New 4 lane arterial	1,400
A5A35L	Loop 335	BNSF RR, FM 1541, Osage, Eastern St, Farmers, SE 34th, SE 46th		Construct SE Quadrant interchanges as per 1998 Value Engineering Study Report	5,700
A5A36L	IH 40	IH40 / US 287 Split	Ross St	Reconstruct existing roadway	18,500
A5A37L	Helium Rd	IH 40	FM 2219	Upgrade to 4 lane arterial	9,900
A5A38L	IH 40	Loop 335 & Whitaker Rd		Lengthen bridges & add turnarounds	4,500
A5A39L	IH 40	Washington St & Bell St		Underpasses: Storm Sewer	1,000
A5A40L	BI 40D	Loop 335 & FM 1061		Construct interchange & turnarounds	2,500
A5A41L	IH 40	Ross/Osage, Georgia St, Western St, & Coulter Rd		Lengthen bridges	2,000
A5A42L	IH 40	Loop 335 (Lakeside St)		3-Level interchange as per 1998 Value Engineering Study Report	9,240
A5A43L	US Hwy 87/287	Loop 335 (St Francis Ave)		3-Level interchange as per 1998 Value Engineering Study Report	6,570
A5A44L	Loop 335	Coulter Rd		Construct interchange & turnarounds	1,000

Project ID	Location	From / At	To	Description	Cost X $1000
A5A45L	SE 34th Ave	Eastern St	Loop 335 (Lakeside St)	Upgrade to 4-lane arterial	2,200
A5A46L	SE 46th Ave	Grand St	Eastern St	Upgrade to 4-lane arterial	1,100
A5A47L	Grand St	SE 58th Ave	Loop 335 (Hollywood Rd)	Upgrade to 4-lane arterial	2,200
A5A48L	IH 27	Loop 335 (Hollywood Rd)		Add EB, WB, NB, & SB direct connect ramps	25,000
A5A49L	IH 40	Carson County Line	Hope Rd	Landscaping / Beautification Improvements	3,000
A5A50L	IH 40 NFR & SFR	Loop 335 (Soncy Rd)	Helium Rd	Widen existing roadway w/ C&G, storm drains	1,750
A5A51L	FM 1541 (Washington St)	SW 58th Ave		Intersection project w/ BNSF RR overpass & signal	6,000
A5A52L	SE 46th Ave	FM 1541 (Washington St)	Osage St	Upgrade to 4-lane arterial	2,200
A5A53L	Grand St	SE 46th Ave	SE 58th Ave	Upgrade to 4-lane arterial	1,100
A5A54L	SE 58th Ave	Grand St	Osage St	Upgrade to 4-lane arterial	1,100
A5A55L	Arden Rd	Coulter St	Helium Rd	New 4-lane arterial	1,100
A5A56L	NW 24th Ave	N. Hughes St	Western St	New 4-lane arterial	2,800
A5A57L	Hillside Rd	Loop 335 (Soncy Rd)	Helium Rd	New 4-lane arterial	1,100
A5A58L	SE 34th Ave	BNSF RR		Rehab existing bridge	1,100
A5A59L	Hughes St	BNSF RR		Rehab existing bridge	1,100
A5A60L	Eastern St	BNSF RR @ SE 3rd Ave		Construct Bridge	4,000
A5A61L	Eastern St	BNSF RR @ Amarillo Blvd		Construct Bridge	4,000
A5A62L	Eastern St	IH 40	NE 24th Ave	Upgrade to 4-lane arterial	3,500
A5A63L	FM 1541 (Washington St)	Loop 335	Camp Don Harrington	Widen existing roadway	10,000
A5A64L	FM 2590 (Soncy Rd)	Loop 335 (Hollywood Rd)	Rockwell Rd	Upgrade to 4-lane	12,000
A5A65L	SH 136 (Fritch Hwy)	FM 1912		Construct grade separation	6,000
TOTAL PROJECTS					293,635

Project ID	Location	From / At	To	Description	Cost X $1000
A5A66L	Various	Federal		Rehab and maintenance	75,000
A5A67L	Various	State		Rehab and maintenance	15,000
A5A68L	Various	City of Amarillo		Rehab & maintenance	16,500
A5A69L	Various	Potter County		Rehab & maintenance	9,500
A5A70L	Various	Randall County		Rehab & maintenance	10,000
A5A71L	Various	Federal		Rehab bridge & approaches	12,500
A5A72L	Various	State		Rehab bridge & approaches	2,500
A5A73L	Various	Federal		Intersection Improvements	3,750
A5A74L	Various	State		Intersection improvements	1,000
A5A75L	Various	City of Amarillo		Intersection improvements	750
A5A76L	Various	Federal		Safety Improvements	1,800
A5A77L	Various	State		Safety Improvements	1,000
A5A78L	Various	Federal		Ramp Upgrades	3,000
A5A79L	Various	State		Ramp Upgrades	1,000
A5A80L	Various	Federal		ITS Improvements / Upgrades	3,000
A5A81L	Various	State		ITS Improvements / Upgrades	3,000
TOTAL REHAB AND MAINTENANCE 2016-2030					159,300

TOTAL PROJECTS AND REHAB / MAINTENANCE 2016-2030	452,935
TOTAL PROJECTS AND REHAB / MAINTENANCE 2005-2030	858,761


MAP 5.2
LONG RANGE PLAN 2016–2030
AMARILLO MPO STUDY AREA
MPO BOUNDARY
CITY LIMITS
POTTER /RANDALL COUNTY LINE
BRIDGE PROJECTS
INTERSECTION PROJECTS
ROADWAY PROJECTS
POTTER
RANDALL
NORTH

BICYCLE AND PEDESTRIAN PLAN

Introduction

Traditionally, bicycle and pedestrian facilities had not been included in the transportation planning process. Thus, facilities to accommodate these transportation modes did not always receive a high priority. The passage of ISTEA changed the way bicycle and pedestrian facilities were considered. The bill required the MPO's to include these facilities in the overall transportation system.

The Americans with Disabilities Act (ADA) has also required the City to provide improved 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, bicycle facilities have not been provided since the early 70's. During that time, the City developed a designated bicycle route that provided a loop around the City. Currently, that facility no longer exists. The signage has been 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. 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 mulit-modal 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. Pedestrian signal facilities have also been provided at most signal locations.

Opportunities And Limitations

Bicycling and walking as an alternative mode of transportation do not provide a significant number of trips. One of the major reasons these modes of transportation are not considered as alternatives is in part due to the lack of adequate facilities.

Accommodating commuting bicyclists not only requires on-street facilities and trails, but also parking and support facilities such as showers and lockers. The lack of these facilities has reduced the opportunity for citizens to consider bicycling as an alternative. The majority of people who do bike usually do so for recreation. Only when adequate facilities are provided will citizens seek bicycling as an alternative source of transportation.

The City acquired abandoned railroad right of way and was fortunate to have its rails-to-trails project selected by the Texas Department of Transportation Commission. The rails-to-trails project is currently under construction. The bicycle and pedestrian trails are designed to tie the transit transfer station located in the Central Business District (CBD) in the center of the City with already existing trails in the Medi-Park area of the regional hospital district in the most western part of the City.

Promoting bicycling and walking as alternative modes of transportation will be limited by the demand citizens place on utilizing these facilities. Until changes in the attitude of the public are made, bicycling and walking are not likely to become major forms of transportation. The City's adoption of a bicycle-pedestrian plan coupled with the construction of the rails-to-trails project affords the opportunity to provide citizens with bicycle and pedestrian facilities, which can be used for recreation or commuting purposes.

Policy Considerations
To improve the bicycle and pedestrian facilities within the Amarillo Study Area the following policies should 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 system 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.

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 paratransit 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. Paratransit service, designated as "Spec-Trans", is designed for persons who have a disability that prevents travel on an accessible fixed-route bus. Spec-Trans was initiated in July of 1989.

The existing transit system provides a transportation alternative to the citizens of Amarillo. Unfortunately, dependence on the automobile and ease of mobility in the City has discouraged citizens from using transit as an alternative to driving.

In planning for future transportation needs, ridership trends must be considered to provide the best possible service for those who use it. Local trends indicated 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 increase ridership are limited by several factors such as the availability of funding, a shrinking passenger base, and vehicular dependence.

The Transit Department anticipates that areas of 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 can be attributed to 'client dumping' from other agencies because of budget cuts related to transportation.

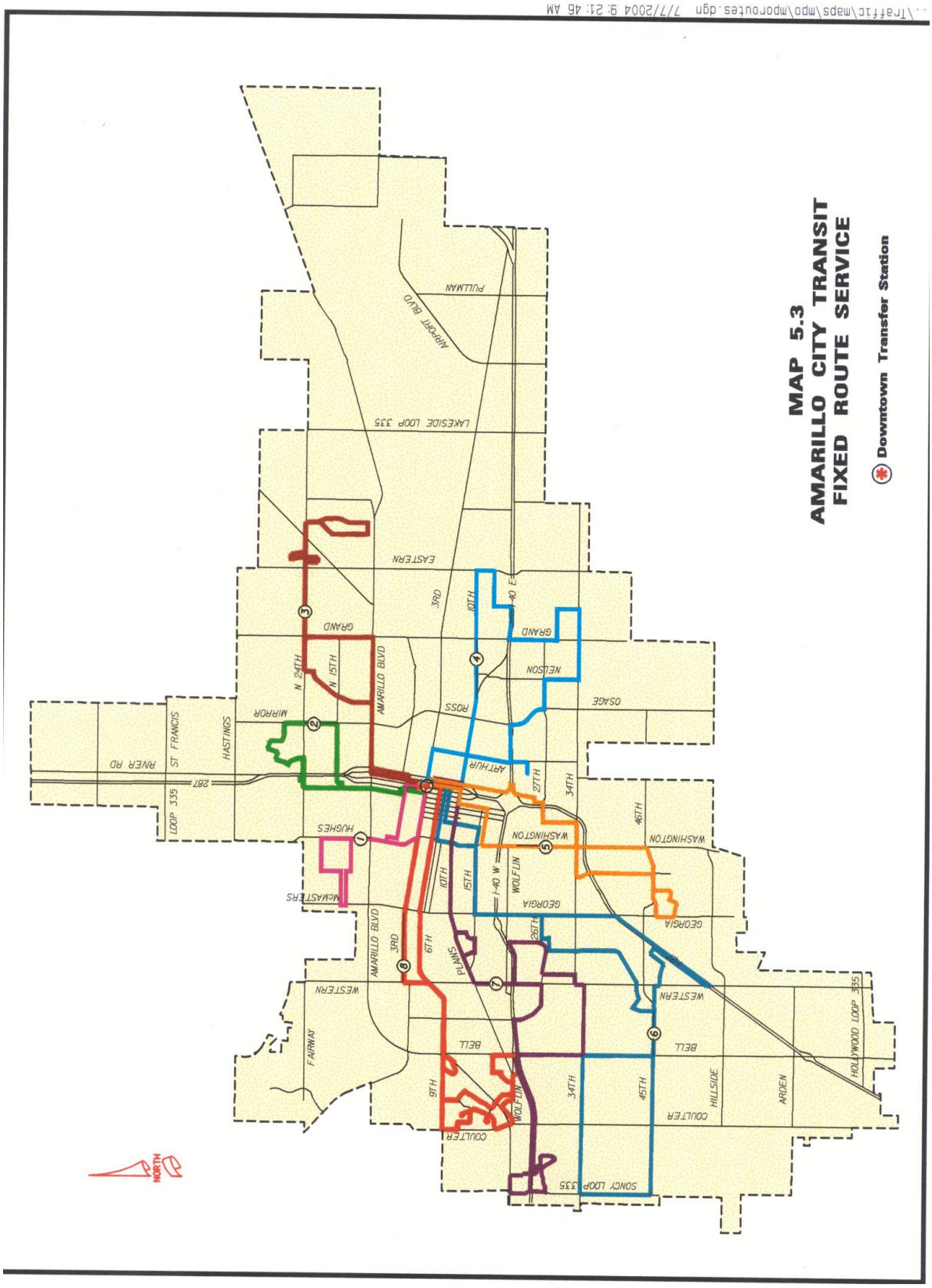
The City has gone to great lengths to make the fixed-route system accessible to persons with disabilities, however, despite those efforts very few persons have made the transition from paratransit to the fixed-route system. Amarillo City Transit may consider other options in the future such as feeder route and trip-by-trip eligibility 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 15-minute intervals so that riders may easily transfer. Timed-transfers are both an operational and customer-orientated approach, with transfers possible every 15 minutes during service hours.

Service Area

The Amarillo city limits cover an area of approximately 92.4 miles. The Amarillo City Transit (ACT) service area is defined as the portion of the city west of Lakeside Drive.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MAP 5.3
AMARILLO CITY TRANSIT
FIXED ROUTE SERVICE
Downtown Transfer Station
NORTH
AIRPORT BLVD
PULLMAN
LAKESIDE LOOP 335
EASTERN
GRAND
NELSON
OSAGE
ROSS
MIRROR
HASTINGS
ST FRANCIS
RIVER RD
287
LOOP 335
AMARILLO BLVD
N 24TH
N 1ST
HUGHES
MCMASTERS
WASHINGTON
GEORGIA
WOLFLIN
I-40 W
I-40 E
3RD
10TH
15TH
21ST
25TH
34TH
46TH
6TH
PARKS
WESTERN
FAIRWAY
BELL
COULTER
HILLSIDE
ARDEN
45TH
HOLLYWOOD LOOP 335
SONCY LOOP 335

This area covers approximately 72.5 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 26 square miles. Spec-Trans services operate within the 72.5 square mile service area also.

Vehicle Fleet

The ACT fixed-route fleet is comprised of 17 mid-sized transit buses. All of the buses are equipped with a wheel chair lift, forward facing securement areas, and a bus stop announcing system that allows persons with visual and hearing impairments the opportunity to orient themselves while the bus is in motion.

Days and Hours of Service

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

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 corridor.

The downtown transfer facility is a new resource for transit passengers. The building was completed in May 2003. It features a heated and air-conditioned building, public restrooms, and a lobby area with seating. 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 paratransit 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.

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 uncancelled trip. If a passenger accumulates a number of unpaid, unappealed “no show”, service will be suspended until all “no show” charges are paid in full. The limits of “no shows” is a follows:

Passengers who ride 5 or more times per month will be allowed to accumulate 5 unappealed, unpaid “no show”. Passengers who ride fewer than 5 times per month will be allowed 3 unappealed, unpaid “no shows”.

Eligibility

Persons who wish to use Spec-Trans must obtain certification forms from the ACT Transit office. Their impairment must be certified by a personal physician or by a certifier from an approved agency. Applicants must attend a certification interview comprised of Transit Department staff members and community service agency staff members. The interview includes questions regarding the persons abilities, a description of Spec-Trans service and an opportunity for the applicant to ask any question they may have 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 paratransit eligibility from their place of residence.

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

Fare Structure
ACT does not issue any type of a prepaid Spec-Trans 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 Spec-Trans vehicle.

Prepaid tickets are available by purchasing a booklet of twenty tickets for $30.00 at the ACT office and in Traffic Engineering 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

Paratransit Fleet
The ACT paratransit fleet is comprised of 6 lift-equipped vans. Five operate with one retained as a spare. Each van has a seating capacity of 17-seated passengers and is equipped with a wheel chair lift and three forward facing wheel chair securement areas.

Americans with Disabilities Act
Amarillo City Transit has over 425 stops designated accessible. 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 construction projects that improve accessibility of fixed-route buses. The last project resulted in 91,045 square feet of new sidewalk and ramps, 614 linear feet of curb and gutter, and 722 ramps to make corners accessible.

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 a programmable stop announcing system. The Fixed-Route System is designed with color-coded 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 from several grant years is being utilized to provide new security measures inside the transit vehicles. Video cameras installed on each bus will provide a more secure passenger environment and allow 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 6 paratransit vans, 5 are used in service and one is retained as a spare. All maintenance is conducted on site by a staff of 4 mechanics and 2 service personnel. The following table lists each public transportation vehicle the Department operates.

Amarillo City Transit Vehicle Inventory

Vehicle	Type	Year	Condition
El Dorado	Fixed-route	2002	Good
El Dorado	Fixed-route	2002	Good
El Dorado	Fixed-route	2002	Good
El Dorado	Fixed-route	2002	Good
El Dorado	Fixed-route	2002	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Thomas	Fixed-route	1999	Good
Ford	Paratransit	1997	Good
Navistar	Paratransit	1999	Good
Navistar	Paratransit	1999	Good
Navistar	Paratransit	1999	Good
Navistar	Paratransit	1999	Good
Navistar	Paratransit	2003	Good

Revenue
Fixed-route fare box revenue is declining, while Spec-Trans revenue is increasing. It costs the City an average of $6.20 to provide a one-way trip on a fixed-route bus and it costs the City an average of $23.12 to provide a one-way trip on Spec-Trans.

Opportunities And Limitations
The existing transit system provides an excellent transportation alternative to the citizens of Amarillo. Unfortunately, dependence on the automobile, a lack of congestion, and the ease of mobility in the City has 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: providing extended hours of service, increasing the service area, improving the transfer facility, providing improved accessibility and improving 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 should 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, buses, vans, and various equipment and passenger amenities.

Table 5.3

Short Range Plan 2000-2010

Project ID	Description	Cost x $1000
A5AT01S	Operating Expense	26,585
A5AT02S	Bus Replacement	3,381
A5AT03S	Paratransit Vans	1,275
A5AT04S	Equipment (various)	281
A5AT05S	Passenger Amenities	219
TOTAL		31,741

Table 5.4

Long Range Plan 2011-2025

Project ID	Description	Cost x $1000
A5AT01L	Operating Expense	44,036
A5AT02L	Bus Replacement	3,818
A5AT03L	Paratransit Vans	470
A5AT04L	Equipment (various)	313
TOTAL		48,637

Section 5310 Transit Services
Transportation services for people with disabilities and the elderly in the metropolitan planning area are provided by the Amarillo Multiservice Center for the Aging, which receives federal assistance through the Section 5310 program. The agency operates 19 vehicles in the metropolitan planning area.

Elderly and disabled transportation within the MPO boundary using Section 5310 funds has been on going since approximately 1978. The Section 5310 program funding is used for the purchase of service transportation only.

Table 5.5

Short Range Plan 2005-2015

Project ID	Description	Cost x1000
A5ASEC5310-1S	Purchase of Service Transportation	1,276.0

Table 5.6

Long Range Plan 2015-2030

Project ID	Description	Cost x1000
A5ASEC5310-1L	Purchase of Service Transportation	1,941.0

Section 5311 Transit Services
Panhandle Transit provides rural transportation services in the 26 county area of the Panhandle under the section 5311 program. Panhandle Transit operates 50 vehicles within the Amarillo TxDOT District. Transportation is provided from rural locations into the metropolitan area on a closed-door basis.

The transit service has been on going since 1984. The Federal Transit Administration (FTA) provides the major funding for the rural service, with matching funds provided by State and local sources.

ENHANCEMENT PROJECTS

Introduction

The Transportation Enhancement Program is a provision of TEA-21 that provides funds for projects that are not normally considered for federal transportation dollars. The program, which is a statewide competition, has outlined categories in which projects can be submitted to be considered for funding. Those categories include:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and education activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic properties
- Scenic or historic highway programs
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals.
- Preservation of abandoned railway corridors, including conversion and use for pedestrian and bicycle trails
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation
- Establishment of transportation museums

Eligible projects must have a direct connection with the Surface Transportation System and be related by function, impact, or proximity.

Transportation enhancement projects are presented to the Metropolitan Planning Organization Policy Advisory 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 plans to compete for Transportation Enhancement Funds. Plans under consideration and a category for potential development are shown in the following table.

Table 5.7
Enhancement Projects

Project ID	Description	Cost x1000
A5A-E-01	RAILS TO TRAILS – Phase 2	2,000
A5A-E-02	CBD STREET SCAPE	1,700
A5A-E-03	SANTE FE DEPOT	
A5A-E-04	OLD ENGLISH AIR MUSEUM	
A5A-E-05	HISTORIC US HWY 66	
A5A-E-06	VARIOUS PROJECTS	

CONGESTION/DEMAND MANAGEMENT STRATEGIES

Introduction

The purpose of the Congestion/Demand Management Strategies is to improve mobility on the existing transportation network by identifying areas of congestion and employing operational improvements to reduce those problems. In 1995, the Amarillo MPO developed a Congestion Management System (CMS) in an effort to comply with regulations contained within ISTEA. The CMS is designed to be used as a systematic process to provide information on existing and future transportation system performance.

TEA-21 requires all Transportation Management Areas (TMA) to include a 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 population of the Amarillo area has not reached the 200,000 mark, the MPO is not federally required to implement the system. However, in anticipation of reaching a TMA status, the MPO is moving ahead to implement the CMS. Developing the CMS will allow the MPO to have the system in place as a planning tool once the population moves over 200,000. In the mean time, the system will provide valuable information that will be used to improve the mobility of 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 the City and TxDOT to identify and monitor congested areas within the planning boundary. The baseline link counts for the CMS are based on the City of Amarillo 1985 counts. This was the first year that the City counted all links and established a program to assure that each link is counted at least once every two years. The City of Amarillo traffic count program is divided into 284 links, which are designated as the Amarillo Congestion Network. The network includes all of the major arterial and collector roadways within the planning boundary. TxDOT will provide traffic count information not collected by the City. Those areas include interstate volumes not counted by the City.

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 used two different techniques. First, the MPO conducted a public survey in which approximately 1800 survey forms were distributed to the public. The survey asked the public to identify areas they felt were congested. The survey addressed both current and future congestion problems.

Results of the survey were 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 level of service standards were identified.

Identification of Potential Congestion Areas
The Amarillo MPO will utilize traffic models supplied by TxDOT and citizen complaints to determine facilities that have the potential to develop congestion problems. Areas that are identified as congested in the model will be monitored. Average Daily Counts will be conducted to determine if the 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 will identify possible strategies to mitigate the congestion. Each area will be considered on a case-by-case

basis. Individual evaluations of congested areas will be conducted to determine what special actions could be implemented to alleviate the congestion. Possible strategies could 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 this time. When the strategy is implemented, an evaluation of the improvements will be established. The area will be monitored at a six-month interval to establish the success or failure of the implemented action.

SECTION 6.0
FINANCIAL PLAN

6.0 FINANCIAL PLAN

Financial planning for the Amarillo Urban Transportation Study Area Metropolitan Transportation Plan 2005-2030 considers both new and old funding resources. The increasing demands of a growing population, highways clogged with traffic, higher numbers of roadway fatalities, and limited state and federal funding sources require new innovative thinking to improve our transportation system. Recent legislation allows the state, local governments, and private business to cultivate partnerships for development and improvement of the region's transportation infrastructure. While the State's transportation budget is inadequate to support past spending habits, new financial tools such as the Texas Mobility Fund, bonds secured by the State Highway Fund, toll roads, and Regional mobility authorities (RMA's), will afford new funding sources.

These resources allow for 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.

The projects included in this plan are based on financial resources that are estimated to be available from Federal, State, and Local entities. Resource estimates are based on current funding levels. The MPO is assuming that funds for future projects will remain at the same current level. All project cost estimates are based on the current dollar value. The total cost of the plan is within the limits of the estimated resources and is considered to be financially constrained.

Costs of right of way acquisitions and utility relocations were considered in total project costs as were engineering and contingency costs where applicable. The tables on the following page reflect these projections.

Table 6.1
SHORT RANGE PLAN 2005-2015

	Total Cost	Resources X $1000 Federal	State	Local	Total
Roadway, Bicycle, Pedestrian, Landscape	15,400	7,368	1,842	6,600	15,810
Rehab & Maintenance	390,426	287,052	70,514	34,300	391,866
Engineering, R-O-W, Utilities, Contingency	19,408	0	12,947	6,461	19,408
Transit Plan	31,741	17,936	4,760	9,045	31,741
Section 5310	1,276	1,021	0	255	1,276
Enhancement	3,700	2,960	0	740	3,700
TOTAL	$ 461,951	$ 316,337	$ 90,063	$ 57,401	$ 463,801

Table 6.2
LONG RANGE PLAN 2016-2030

	Total Cost	Resources X $1000 Federal	State	Local	Total
Roadway, Bicycle, Pedestrian, Landscape	52,500	36,300	9,175	8,260	53,735
Rehab & Maintenance	400,435	261,448	52,862	86,793	401,103
Engineering, R-O-W, Utilities, Contingencies	23,302	0	12,947	10,355	23,302
Transit Plan	48,637	27,479	7,296	13,862	48,637
Section 5310	1,941	1,553	0	388	1,941
TOTAL	$ 526,815	$ 326,780	$ 82,280	$ 119,658	$ 528,718

Table 6.3
TOTAL PLAN 2005-2030

	Total Cost	Resources X $1000 Federal	State	Local	Total
Roadway, Bicycle, Pedestrian, Landscape	67,900	43,668	11,017	14,860	69,545
Rehab & Maintenance	790,861	548,500	123,376	121,093	792,969
Engineering, R-O-W, Utilities, Contingencies	42,710	0	25,894	16,816	42,710
Transit Plan	80,378	45,415	12,056	22,907	80,378
Section 5310	3,217	2,574	0	643	3,217
Enhancement	3,700	2,960	0	740	3,700
TOTAL	$ 988,766	$ 643,117	$ 172,343	$ 177,059	$ 992,519

SECTION 7.0
APPENDIX

7.0 APPENDIX - GLOSSARY OF TERMS

AMARILLO METROPOLITAN PLANNING ORGANIZATION (AMPO): 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 and operated to be 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 $6 billion funding program contained in 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
- Other Urban Freeways and Expressways
- Other Principal Arterial
- Minor Arterial
- Urban Collectors and Rural Major Collectors
- Rural Minor Collectors
- Urban and Rural Local Streets and Roads

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

- IC: Interstate Construction
- IM: Interstate Maintenance
- NHS: National Highway System
- STP: Surface Transportation Program
- CMAQ: Congestion & Mitigation Air Quality Funds

- Bridge: On/Off System Bridge Rehabilitation
- DSB: Donor State Bonus Funds
- MA: Minimum Allocation Funds
- FLHP: Federal Land Highway Program
- FTA: Federal Transit Administration Funding

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 transit. Formerly the Urban Mass Transit Administration.

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.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA): A federal mandate signed into law December 18, 1991, ISTEA proposed broad changes to the way transportation decisions are made by emphasizing diversity and balance of modes and preservation of existing systems over construction of new facilities, especially roads, and by proposing a series of social, environmental and energy factors that must be considered in transportation planning, programming and project selection.

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).

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

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.

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.

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 (VOCs) 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, a title concerning 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. ISTEA requires state departments of transportation and MPOs "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 ISTEA. 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 EFFICIENCY ACT FOR THE 21st CENTURY (TEA-21): The reauthorization bill for ISTEA, designed to support transportation across the nation.

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 TMAs 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 MPOs, 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.

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."

PUBLIC COMMENT

The Amarillo Metropolitan Planning Organization (AMPO) sought public participation and comment throughout the development of the Amarillo Metropolitan Transportation Plan 2005-2030. Meetings with public agencies were held as shown in the table below. The draft plan underwent a 30-day review and comment period from August 20, 2004 to September 20, 2004. A copy of the draft plan was made available to the public through placement at area libraries and the AMPO offices. A public meeting was held on August 26, 2004 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
2003					
Thurs, Jul 10	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	14	0
Thurs, Oct 9	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	19	0
Tues, Nov 4	Amarillo Public Library	Central Public Library	General Public	10	Various
2004					
Thurs, Jan 15	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	15	0
Tues, Mar 2	Amarillo Public Library	Central Public Library	General Public	8	3
Thurs, Mar 4	Low-Income Neighborhood Meeting	Civic Center Grand Plaza	General Public	46	2
Thurs, Mar 18	American Society of Civil Engineers	7717 Canyon Drive	Civil Engineers	12	Various
Thurs, Apr 8	League of Women Voters	Southwest Public Library	General Public	38	Various
Thurs, Jul 15	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	19	0
Fri, Aug 20	Begin Public Comment Period		General Public	n/a	n/a
Thurs, Aug 26	Amarillo Public Library	413 SE 4th Ave, Amarillo	General Public	3	Various
Mon, Sep 20	End Public Comment Period		General Public	n/a	0
Thurs, Oct 7	AMPO Policy Advisory Committee	City Hall, Room 306	Agency Review	20	0

Technical Revision
of the
2005-30 Metropolitan Transportation Plan

January 26, 2006

On October 31, 2005 the U.S. Department of Transportation Federal Transit Administration and Federal Highway Administration issued a letter of approval to the Texas Department of Transportation with regard to the FY 2006-2008 Statewide Transportation Improvement Program (STIP). While the correspondence gave general approval to the STIP, a number of specific comments pertaining to the individual rural and urban MPO TIPs were outlined. Below is a portion of the letter, which highlights limitations in the Amarillo MPO 2006-08 TIP.

Specific Comments on Individual Rural and Urban MPO TIPs *

Amarillo District/MPO

1. Project CSJ 0275-01-149 is in the 2030 MTP for a total cost of $1.5 million however the amount shown within the STIP is $2.5 million.
2. Project CSJ 0904-02-030 is in the 2030 MTP for a total cost of $1.5 million however the amount shown within the STIP is $2.5 million.
3. Project CSJ 0904-00-054 is described within the 2030 MTP as I-27 @ Rockwell however the same project is described in the STIP as various locations on SW 9th Avenue from Coulter Road to Souncy Road (Loop 335).

* Taken from correspondence dated October 31, 2005 from USDOT FTA/FHWA, addressed to James Randall, PE, TxDOT

During the month of November, MPO and local TxDOT staff discussed the limitations outlined by FTA and FHWA, with members of the Federal Highway Administration and TxDOT's Transportation Planning and Programming Division. Local MPO and TxDOT staff provided explanation for each of the items outlined.

For items numbered 1 and 2, the answer was simply a matter of the estimated project costs being higher at the time the 2006-08 TIP was prepared than the costs were some 18 months earlier when the 2005-30 Metropolitan Transportation Plan was prepared. After some discussion, FHWA and TxDOT TPP recommended a revision to the 2005-30 MTP cost estimates for these two projects. Local staff agreed. In the following table, REVISION of the 2005-30 METROPOLITAN TRANSPORTATION PLAN, these two projects are shown as items A and B with updated cost estimates.

Item number 3 in the comments occurred when project numbering in the previous MTP was used to identify projects that were let after the new 2006-08 TIP was adopted. MPO staff concurred with FHWA and TxDOT TPP that the new numbering sequence used in the 2005-30 MTP should be extended to all projects regardless of their respective letting dates. In the following table, items C, D, E, and F reflect the updated MPO ID numbers and updated cost estimates for these projects.

This concludes the revisions to the 2005-30 Metropolitan Transportation Plan.

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY ADVISORY COMMITTEE MEETING
January 26, 2006

	TECHNICAL REVISION of the 2005-30 METROPOLITAN TRANSPORTATION PLAN January 26, 2006						
	MPO ID Number		TxDOT CSJ Number	Location/Description	Cost Estimate		Revision
	Existing	Revision			Existing	Revision	
A	A5A46S-000	A5A46S-000	0275-01-149	On IH-40 at Lakeside St and Airport Blvd – Relocate various ramps and safety lighting.	$1,500,000	$2,500,000	Update cost estimate.
B	A5A22S-000	A5A22S-000	0904-02-030	On North Coulter St from Willow Oak Place to Loop 335 – New four lane arterial	$1,500,000	$2,500,000	Update cost estimate.
C	AMA20S-000	A5A18S-000	0904-00-054	On SW 9th Ave from Coulter St to Loop 335 (Soncy Rd)	$2,500,000	$2,800,000	Update cost estimate and MPO ID number.
D	AMA35S-000	A5A26S-000	1624-01-016	On FM 1719 (Western St) from Loop 335 N&E to FM 2176 (Givens Rd) – Widen existing roadway and add shoulders	$8,700,000	$10,200,000	Update cost estimate and MPO ID number.
E	AMA52S-025	A5A42S-000	0168-10-067	On IH-27 at SE 26th Ave – Rehab existing bridge.	$200,000	$500,000	Update cost estimate and MPO ID number.
F	AMA38L-001	A5A43S-000	0275-01-139	On IH-40 at BNSF RR Overpass – Rehab bridge and approaches.	$1,000,000	$3,000,000	Update cost estimate and MPO ID number.

Revision
of the
2005-30 Metropolitan Transportation Plan

April 19, 2007

AMARILLO METROPOLITAN PLANNING ORGANIZATION
Policy Advisory Committee Meeting
April 19, 2007

REVISION of the 2005-30 METROPOLITAN TRANSPORTATION PLAN

1. *Update* **SECTION 2, PLANNING ELEMENTS***, add a new sub-section:* **Environmental Mitigation and Consultation**

Environmental Mitigation and Consultation

SAFETEA-LU 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 SAFETEA-LU. SAFETEA-LU 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).

To assist in the NEPA process, Region 6 EPA has developed an assessment tool to systematically consider single and cumulative environmental impacts. The Region 6 EPA GIS Screening Tool (GISST) is 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 SAFETEA related to linking planning and NEPA, TxDOT is using GISST as an environmental streamlining tool on transportation projects.

The Amarillo MPO will seek opportunities to join in these discussions and make use of 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 could be enhanced. 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.

2. *Update* **SECTION 5, PLAN ELEMENTS**, *sub-section:* **ROADWAY PLAN**

AMARILLO METROPOLITAN PLANNING ORGANIZATION
April 19, 2007 Policy Advisory Committee Meeting

	2005-30 AMARILLO METROPOLITAN TRANSPORTATION PLAN REVISION – APRIL 19, 2007					
	MPO ID Number	TxDOT CSJ Number	Location/Description	MTP Cost Estimate		Comments
				Existing	Revision	
A	A5A22S-000	0904-02-030	On North Coulter St from Willow Oak Place to Loop 335 – New four-lane arterial.	$1,500,000	$4,155,000	Update cost estimate.
	Item A: A substantial increase in work required to accommodate drainage issues and redesign to accommodate future interchange at Loop 335.					
B	A5A58L-000	0904-11-039	On SE 34th Ave at BNSF Railway – Replace bridge & approaches.	$1,100,000	$7,850,000	Update cost estimate.
	Item B: A further investigation revealed the need for complete cap replacement and header bank repair.					
C	A5A03S-000	0168-09-148	On IH-27 from Western St to Loop 335 – Reconstruct, adding two additional lanes.	$7,210,000	$34,700,000	Update cost estimate.
	Item C: Estimate updated to include interchange upgrades at Western St, Hillside Rd, Bell St, and Loop 335 to include turnarounds and to accommodate frontage road drainage issues.					
D	A5A39L-000	0275-01-152	On IH-40 at Bell, Avondale, & Washington Streets – Drainage improvements.	$1,000,000	$4,000,000	Update cost estimate.
	Item D: Further investigation determined the need to move inlets and add a larger outlet structure, which substantially increased project cost.					
E	A5A38L-000	0275-01-135	On IH-40 at Whitaker Rd & Lakeside St – Build turnarounds.	$4,500,000	$9,000,000	Update cost estimate.
	Item E: Project scope expanded to include upgrading ramps, adding turnarounds, increasing project limits, and additional R-O-W needs.					
F	A5A15S-000	0041-07-084	On US 87 at Loop 434 (River Rd) – Rehab bridge & approaches.	$772,000	$775,300	Update cost estimate.
G	A5A04S-000	0168-09-142	On IH-27 from Potter County Line to SW 45th Ave – Concrete upgrade to Interstate standards.	$15,000,000	$7,000,000	Update cost estimate.
H	A5A04S-001	0168-10-061	On IH-27 from 0.1 mile North of IH-40 Interchange to Randall County Line – Concrete upgrade to Interstate standards.		$15,000,000	Update cost estimate.
I	A5A27L-000	0904-00-902	Loop 434 (River Rd) at Hastings Ave – Intersection improvements.	$500,000	$750,000	Update cost estimate.
	Items F thru I: Aside from the above factors that were not fully known at the time of the original estimates, construction and administrative costs have risen significantly since the Amarillo 2005-30 Metropolitan Transportation Plan was adopted in October 2004.					

3. *Update* **SECTION 5, PLAN ELEMENTS***, sub-section:* **BICYCLE AND PEDESTRIAN PLAN**

Safe Routes to School

Introduction

The Safe Routes To Schools (SRTS) programs enable and encourage children, including those with disabilities, to walk and bicycle to school. The programs make walking and biking to school safe and more appealing. 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.

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.

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.

Safe Routes to School Projects

Project ID	Description	Cost x1000
A5A-SR-01	Sidewalk Project – NE 15th Avenue (north side) From US 87/287 To N. Mirror Street	250
A5A-SR-02	Sidewalk Project – NE 24th Avenue (north side) From US 87/287 To N Roosevelt Street	250
A5A-SR-03	Sidewalk Project – N Coulter Street (east side) From Foothill Drive To Fairway Drive	150
A5A-SR-04	VARIOUS PROJECTS	

Revision
of the
2005-30 Metropolitan Transportation Plan

October 18, 2007

2005-30 Amarillo Metropolitan Transportation Plan
October 18, 2007 Revision

Use Of "Year-Of-Expenditure" Cost Estimates

The Federal Transportation bill, the Safe Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), contained a number of requirements that MPO's have addressed over the past months. SAFETEA-LU set federal funding amounts for 2004-2009, required consideration for the effects of inflation in developing project cost estimates, and provided for new funding sources. The new legislation required revisions to several MPO documents and plans, most specifically the Amarillo 2005-2030 Metropolitan Transportation Plan (MTP). As part of these revisions, the MPO has updated the MTP Financial Plan by offering additional changes to the fiscally constrained project list.

When the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) released their Statewide and Metropolitan Planning Rule, it included a new requirement for long-range transportation plans. Under the new rule, 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.

In October 2004, the Amarillo MPO Policy Advisory Committee adopted the Amarillo 2005-2030 Metropolitan Transportation Plan. This Plan introduced a 25-year program of transportation projects for the Amarillo Urban Transportation Study Area. Project estimates reflected in the MTP, at the time of adoption, did not include many long-term inflationary factors that might change the project costs. Legislation at the time of Plan adoption, as well as today, provides for many alternative methods for funding transportation in the region. A variety of these sources of funding revenue were considered when the MTP developed. A current re-examination of the funding forecast and cost estimates was necessary to properly analyze potential shortfalls (gaps) between funds and costs over the 25-year period of the Plan.

SAFETEA-LU authorized federal transportation funding of nearly $244 billion from 2005 to 2009. With funding levels established for these years, the Amarillo MPO reviewed the funding levels for the study area. Federal funding was assumed to increase each year during the term of the Plan. There were several reasons for this change.

First, federal funding levels from ISTEA to TEA-21 and through SAFETEA-LU increased at a greater pace than originally anticipated. Total federal transportation funding grew 40 percent in the six-year intervals of ISTEA and TEA-21 ($155.3 billion vs. $217.9 billion). Using a conservative estimate of $42.4 billion in transportation funds spent in 2004, the six-year funding total increase between SAFETEA-LU ($286.5 billion including the 2004 estimate) and TEA-21 was 32 percent.

Another reason was to keep up with inflation, which has been just over three percent annually from 1985 to 2005 in the Bureau of Labor Statistics Consumer Price Index (CPI). And the highway and street construction sector of the Producer Price Index (PPI) increased by 3.3 percent annually from 1990 to 2005.

During the past several months, we have experienced a series of nationwide funding rescissions from FHWA. These reductions in federal funds only exacerbate the rising inflationary costs for project development and construction brought on by rising steel, concrete,

fuel, and labor prices. As this trend continues, states, localities, and participating agencies will all endure funding shortages for transportation needs. As a result, a three percent annual inflation rate throughout the life of the Plan was selected to approach funding in a conservative manner.

In the adopted Plan, the costs for each project were estimated in 2005 dollars. To change to year-of-expenditure dollars, as mandated by SAFETEA-LU, estimates were inflated based on the time period for project implementation. This was based on a long-term view of the annual Consumer Price Index (CPI) and the highway and street construction sector of the Producer Price Index (PPI), both of which increased just over three percent annually from 1985 to 2005.

The MPO analysis also considered two construction inflation rate indexes – the FHWA road construction cost index (FHWA CCI) and a CCI published by McGraw-Hill Engineering. The FHWA CCI contains a composite index based on national bid prices for 6 key items: common excavation (represents trends for roadway excavation), surfacing bid prices (Portland cement and Bituminous concrete), and structural bid prices (reinforcing steel, structural steel, and structural concrete). FHWA recommends the use of their cost inflation data in choosing an appropriate inflation rate. The McGraw-Hill CCI is a composite index that includes a labor component in addition to materials components. A 22-year average annual inflation rate from 1984-2005 was evaluated for both indexes. These indexes showed a long-range annual average inflation rate of roughly 4%.

In the final analysis, a three percent per annum annual average inflation was used as the basis for placing project estimates into a YOE cost format. In further support of this analysis: on average, capital construction-cost estimates have increased significantly since the 2004 estimates. There are a number of reasons for the rapid inflation of construction costs. Nationally, construction costs have risen at a higher rate than historical averages. These increases are due in part to hurricane reconstruction demands, rising fuel costs, and global demand for construction materials, particularly China's demand for concrete and steel. The large increases observed in the region are typical of other metro areas across the United States during the 2004 to 2007 timeframe.

The attached table summarizes the results of all revisions made to the Amarillo 2005-2030 Metropolitan Transportation Plan. Projects in the revised MTP are color shaded based on the Plan's original implementation timeline. Blue shading indicates a project in the time period 2005 to 2015 and red indicates projects for the period 2016 to 2030. Lighter shaded projects indicate highway, darker for transit, and darkest for other projects.

The columns moving from left to right on the table after the 'MPO ID Number' show the 'Facility Name', its 'Limits', and a 'Description' of the project scope. A set of four columns under the heading of 'Timing' denotes whether project planning is complete, implemented in the short-, middle-, or long-term time periods, or during more than one of these periods. Projects that span multiple time periods have also had their funding spread out over those multiple time periods. The columns under the heading of 'Location' identify whether the project is on or off the State Highway System. Next, a series of 'Cost' columns identify estimated project costs. First, the 2005-30 MTP project costs are shown in 2005 dollars, excluding those projects already complete.

The last set of financial data reflects the 'Year of Expenditure (YOE)' cost for each project. In these columns, the total cost for each project has been increased to include inflation for the time period in which the project is to be implemented. No inflation factor was applied to projects in the TIP for years 2008 – 2011, since these projects were already estimated at 2008 costs. All other projects in the first ten years of the MTP (2005-2015) were placed into YOE estimates

based on anticipated 2015 project costs. Outside of the first ten years of the MTP, most projects do not have a specific implementation date and are grouped into the 2016-2030-time period. In these cases, the YOE was considered as 2025. Some projects may be implemented over two, or possibly all three, of the time periods. For those with multiple implementation periods, the total project cost has been split among the time periods and the YOE dollars inflated accordingly.

After placing project costs into YOE dollars, a $50 million funding surplus was identified. Unfortunately, this surplus is only projected when revenue predictions equal forecasted costs. Anytime the inflation factor exceeds the assumed three percent, a funding shortfall exists. This is evident in the table entitled **Funding Summary**. Addressing this financial crisis was an overriding issue throughout the assessment of the Amarillo Metropolitan Transportation Plan 2005-2030.

Federal funding for transportation is authorized through a transportation bill setting upper limits on funding for highways and transit facilities. Funding in the transportation bill comes from federal taxes on fuel, heavy-duty trucks, and, to a lesser extent, general funds. New federal legislation, as well as actions by the state legislature and local government in the last few years, provide for new transportation funding resources. Innovative thinking will allow new resources to improve our transportation system. Bond transportation funding is a valuable tool enabling needed facilities to be built sooner than the traditional pay-as-you-go method. As such, bonds can be backed and transportation projects funded from a variety of anticipated revenue sources including state motor fuel funds, federal transportation funds, toll revenue, or any combination of these sources. Local transportation expenditures from general funds and special assessments will play an ever-increasing role in transportation funding. All such measures, including optional toll lanes, pass-through toll financing, regional mobility authorities, safety bonds, and incorporating private sector participation in financing transportation projects, are viable means to continue the maintenance and aid development of our transportation assets.

The Amarillo Metropolitan Transportation Plan 2005-2030 includes approximately $1.5 billion in projects through 2030 in year of expenditure (YOE) dollars. Adequate resources are available to implement the projects identified in the MTP. The MTP is also balanced by planning period (2008-2011, 2012- 2015, and 2016-2030).

Funding Summary

- Revenues are forecasted to grow at less than 3% per year
- Total Revenue at an annual 3% inflation rate = $1.58 Billion
- Costs are forecasted to grow at more than 3% per year
- Total Costs at an annual 3% inflation rate = $1.53 Billion
- Funding Surplus = $50.296 Million

Potential Gaps ($ in millions) in funding assuming revenues increase at annual an inflation rate of 3% and costs increase at varying annual inflation rates.

Annual Growth in Costs	3.0%	3.5%	4.0%	4.5%	5.0%	6.0%	8.0%	10.0%	20.0%	30.0%
Annual Growth in Revenue	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Costs	$1,527.94	$1,637.13	$1,755.63	$1,884.25	$2,023.85	$2,339.77	$3,149.88	$4,271.94	$20,438.05	$94,957.89
Revenue	$1,578.23	$1,578.23	$1,578.23	$1,578.23	$1,578.23	$1,578.23	$1,578.23	$1,578.23	$1,578.23	$1,578.23
Gap	($50.30)	$58.89	$177.40	$306.02	$445.61	$761.54	$1,571.65	$2,693.70	$18,859.82	$93,379.66

Comparison of 2005 Dollars and YOE Dollars assumptions (rounded)

	Costs	**Revenues**	**Gap**
$ 2005	$ 989 million	$ 993 million	$ -4 million
$ YOE	$ 1528 million	$ 1578 million	$ -50 million
Difference	**$ 539 million**	**$ 585 million**	**$ -46 million**

Revised 2005-2030 Amarillo Metropolitan Transportation Plan

3.0% = Inflation Rate per annum for projects

MPO ID Number	Facility Name	Limits From	Limits To	Description	Timing: Completed	Timing: 2008-2011	Timing: 2012-2015	Timing: 2015-2030	Location: On System	Location: Off System	2005-30 MTP Cost X $1000 (Using 2005 Dollars)	YOE Cost X $1000: 2008-2011 (Using 2008 YOE Dollars)	YOE Cost X $1000: 2012-2015 (Using 2015 YOE Dollars)	YOE Cost X $1000: 2016-2030 (Using 2025 YOE Dollars)
A5A01S	IH 27	FM 2219		Replace bridge & approaches			X		X		1,500		2,016	
A5A02S	IH 40	Western St WB		Add refuge lane for existing turnaround			X		X		500		672	
A5A03S	IH 27	Rockwell Rd	Western St	Reconstruct to 6 lanes Upgrade to current design standards		X			X		7,210	34,700		
A5A04S	IH 27	0.1 mi north of IH 40	SW 45th Ave	Reconstruct with direct connect IH40 to IH27		X			X		15,000	22,000		
A5A05S	IH 40	Loop 335 (Soncy)	Loop 335 (Lakeside)	Install ITS System for Amarillo			X		X		2,000		2,688	
A5A06S	BI 40D	Various intersections		ITS: Upgrade traffic signals		X			X		1,000	750	307	
A5A07S	Loop 335	Various intersections		ITS: Closed loop systems			X		X		1,000		1,344	
A5A08S	Loop 335	Various intersections		ITS: Safety lighting			X		X		1,000		1,344	
A5A09S	IH 40	Spur 228 Intersection		ITS: Safety lighting			X		X		150		202	
A5A10S	Various			ITS implementation – Phase 2	X				X		2,000			
A5A11S	Various	Amarillo Intersections		VIVDS Installations			X		X		1,000		1,344	
A5A12S	Various			ITS implementation – Phase 4			X		X		2,000		2,688	
A5A13S	Various	Amarillo Region		Regional 511 advanced traveler information system			X		X		200		269	
A5A14S	Various	Amarillo Intersections		Emergency vehicle traffic signal preemption			X		X		2,000		2,688	
A5A15S	US 87	Loop 434		Rehab bridge & approaches		X			X		772	775		
A5A16S	US 87	NE 24th Ave		Replace bridge & approaches		X			X		834	830		
A5A17S	IH 40 SFR	Loop 335	Coulter Rd	Widen existing frontage road			X		X		1,750		2,352	
A5A18S	SW 9th Ave	Coulter Rd	Loop 335	Widen existing roadway	X					X	2,500			
A5A19S	Georgia St	SW 58th Ave	1 mi south of Loop 335	Upgrade to 4 lane arterial		X				X	4,100	2,500	1,968	
A5A20S	IH 27	Rockwell Rd		Replace bridge & approaches		X			X		7,210	7,210		
A5A21S	IH 27 NFR & SFR	Loop 335	Western St	Widen existing frontage roads		X			X		5,500	3,200	2,829	
A5A22S	Coulter Rd	Willow Oak	Loop 335	New 4 lane arterial		X				X	1,500	4,155		
A5A23S	Hill Rd	IH 40 NFR	Bezner Rd	Rehab existing roadway			X			X	1,400		1,881	
A5A24S	SE 34th Ave	Hill St	Eastern St	Upgrade to 4 lane arterial			X			X	600		806	
A5A25S	FM 1061	Coulter Rd	FM 2381	Widen existing roadway		X			X		8,000	8,000		
A5A26S	FM 1719	St Francis	Givens east to FM 2176	Widen existing roadway & add shoulders	X				X		8,700			
A5A27S	Spur 395 (T-Anchor Blvd)	IH 40	SE 10th Ave	Redesign roadway & landscape			X		X		2,000		2,688	
A5A28S	Various	Closed-Loop System		Upgrade controllers & masters			X		X		200		269	
A5A29S	Various	Isolated intersections		Install remote fire preemptions			X		X		200		269	
A5A30S	Cliffside	FM 1719	1/4 mi west of FM 1719	Upgrade / Rehab to standards			X			X	330		443	
A5A31S	Cherry Ave	US 87	FM 1719	Upgrade to 4 lane arterial			X			X	3,300		4,435	
A5A32S	Farmers	FM 1541	Western St	Upgrade to 4 lane arterial		X				X	2,600	700	2,337	
A5A33S	Plains Blvd	Bell St		Add Eastbound Right Turn Lane			X			X	220		296	
A5A34S	Loop 335	SH 136		Add entrance & exit ramps			X		X		3,000		4,032	
A5A35S	Loop 335	NE 24th Ave		Replace bridge & approach			X		X		600		806	
A5A36S	US 87/287	BNSF RR		Replace bridge & approaches			X		X		600		806	
A5A37S	IH 40	Loop 335 (Soncy Rd)		Add turnaround on west side of interchange			X		X		1,500		2,016	
A5A38S	IH 40	Carson County Line	Hope Rd	Upgrade ramps to current design standards			X		X		15,000		20,159	
A5A39S	Loop 335	BNSF RR & Hester Rd		Construct RR grade separation			X		X		3,500		4,704	
A5A40S	CBD dispersal streets	IH 40/IH 27 interchange	NE 15th Ave	Feasibility study to locate CBD bypass route			X		X		1,500		2,016	
A5A41S	Loop 335			Upgrade SW quadrant to freeway standards - feasibility study			X		X		135,000		181,429	

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MPO ID Number	Facility Name	Limits From	Limits To	Description	Timing: Completed	Timing: 2008-2011	Timing: 2012-2015	Timing: 2015-2030	Location: On System	Location: Off System	2005-30 MTP Cost X $1000 (Using 2005 Dollars)	YOE Cost X $1000: 2008-2011 (Using 2008 YOE Dollars)	YOE Cost X $1000: 2012-2015 (Using 2015 YOE Dollars)	YOE Cost X $1000: 2016-2030 (Using 2025 YOE Dollars)
A5A42S	IH 27	SE 26th Ave		Rehab bridge & approaches	X				X		200			
A5A43S	IH 40	BNSF RR		Rehab bridge & approaches			X		X		1,000		1,344	
A5A44S	SH 136	BI 40D	FM 293	Widen existing roadway			X		X		6,000		8,063	
A5A45S	IH 40	Georgia St		Replace exit ramp		X			X		1,500	750	922	
A5A46S	IH 40	Spur 468 (Airport Blvd)		Replace exit ramp	X				X		1,500			
A5A47S	Various	Federal		Rehab and maintenance		X			X		75,000	9,500	80,557	
A5A48S	Various	State		Rehab and maintenance			X		X		15,000		20,159	
A5A49S	Various	City of Amarillo		Rehab & maintenance			X			X	11,000		14,783	
A5A50S	Various	Potter County		Rehab & maintenance			X			X	7,000		9,407	
A5A51S	Various	Randall County		Rehab & maintenance			X			X	6,000		8,063	
A5A52S	Various	Federal		Rehab bridge & approaches		X			X		12,500	1,200	13,898	
A5A53S	Various	State		Rehab bridge & approaches			X		X		2,500		3,360	
A5A54S	Various	Federal		Intersection Improvements			X		X		3,750		5,040	
A5A55S	Various	State		Intersection improvements			X		X		1,000		1,344	
A5A56S	Various	City of Amarillo		Intersection improvements			X			X	500		672	
A5A57S	Various	Federal		Safety Improvements			X		X		1,800		2,419	
A5A58S	Various	State		Safety Improvements			X		X		1,000		1,344	
A5A59S	Various	Federal		Ramp Upgrades		X			X		3,000	1,000	2,460	
A5A60S	Various	State		Ramp Upgrades			X		X		600		806	
A5A61S	Various	Federal		ITS Improvements / Upgrades			X		X		5,000		6,720	
A5A62S	Various	State		ITS Improvements / Upgrades			X		X		1,000		1,344	
A5AT01S	Transit	City of Amarillo		Operating Expense	P	X	X				26,585	16,410	13,666	
A5AT02S	Transit	City of Amarillo		Bus & Paratransit Van Replacement	P	X	X				4,656	3,063	2,138	
A5AT04S	Transit	City of Amarillo		Equipment (various)	P	X	X				281	127	207	
A5AT05S	Transit	City of Amarillo		Passenger Amenities		X	X				219		294	
A5ASEC5310-1S	Transit	Section 5310		Purchase of Service Transportation	P						1,276		976	
A5A-E-01	Enhancement			Rails to Trails - Phase 2							2,000			
A5A-E-02	Enhancement			CBD Streetscape							1,700			
				Engineering, ROW, Utilities, Contingencies							19,408		18,258	
										Totals X $1000	461,951	116,870	470,345	0
A5A01L	SE 3rd Ave	Grand St	Pullman Rd	Upgrade to 4 lane arterial				X		X	5,500			9,934
A5A02L	Whitaker Rd	IH 40	County Line	Upgrade to 4 lane arterial				X		X	550			993
A5A03L	Whitaker Rd	County Line	SE 34th Ave	Upgrade to 4 lane arterial				X		X	550			993
A5A04L	NE 24th Ave	BNSF RR		Construct overpass				X		X	3,300			5,960
A5A05L	Jackrabbit	IH 40	NE 8th Ave	Add 2 lanes				X	X		1,400			2,529
A5A06L	Osage St	SW 58th Ave	McCormick Rd	Upgrade to 4 lane arterial				X		X	5,500			9,934
A5A07L	NE 24th Ave	SH 136	Folsom St	Upgrade to 4 lane arterial				X		X	2,700			4,877
A5A08L	FM 1912	IH 40	US 60	Widen to 4 lanes				X	X		3,000			5,418
A5A09L	Sundown Ln	Western St	Coulter Rd	Upgrade to 4 lane arterial				X		X	2,200			3,973
A5A10L	Bell St	Loop 335	Sundown Ln	Upgrade to 4 lane arterial				X		X	1,100			1,987

Revised 2005-2030 Amarillo Metropolitan Transportation Plan

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A5A11L	Grand St	SE 3rd Ave	BNSF RR	Construct new overpass: (Industrial St to 1000' South of SE 3rd Ave)				X		X	5,000			9,031
A5A12L	Willow Creek	US 87	East City Limits	Widen w/ C&G				X		X	1,400			2,529
A5A13L	Loop 335	Georgia St		Construct bridge & interchange - as per 1998 Value Engineering Study Report				X	X		4,000			7,224
A5A14L	Loop 335	Western St		Construct bridge & interchange - as per 1998 Value Engineering Study Report				X	X		4,000			7,224
A5A15L	Loop 335	Bell Street		Construct bridge & interchange - as per 1998 Value Engineering Study Report				X	X		4,000			7,224
A5A16L	Coulter Rd	SW 9th Ave	FM1061	New 4 lane arterial				X		X	1,500			2,709
A5A17L	Pullman Rd	IH 40	SP 468	Widen existing roadway				X		X	1,300			2,348
A5A18L	SW 34th Ave	Loop 335	Helium Rd	New 4 lane arterial				X		X	1,100			1,987
A5A19L	Coulter Rd	Loop 335	McCormick Rd	New 4 lane arterial				X		X	3,300			5,960
A5A20L	Western St	Loop 335	Sundown Ln	New 4 lane arterial				X		X	1,100			1,987
A5A21L	McCormick Rd	FM 2590	FM 1541	Upgrade to 4 lane arterial				X		X	5,000			9,031
A5A22L	IH 40	FM 1541	Loop 335	Rehab existing roadway				X	X		14,000			25,286
A5A23L	Pullman Rd	SE 3rd Ave & BNSF RR		Construct overpass				X		X	5,500			9,934
A5A24L	Loop 335	IH 40 North & East	US 87/287	Upgrade NW Quadrant to 4-Lane Divided - as per 1998 Value Engineering Study Report		X			X		12,000	12,500		
A5A25L	Loop 335	East of Western St	South of IH 40	Upgrade SE Quadrant to 4-Lane Divided - as per 1998 Value Engineering Study Report		X			X		20,000	20,875		
A5A26L	Loop 335	SW 9th Ave		Construct interchange				X	X		1,000			1,806
A5A27L	Hastings Ave	Grand St	FM 2176	Widen C&G		X				X	2,400	750		2,980
A5A28L	Grand St	NE 24th Ave	Hastings Ave	Grading, base, & surface				X		X	1,100			1,987
A5A29L	BI 40D	Loop 335	Ong St	Upgrade w/ additional lanes				X	X		4,650			8,398
A5A30L	Loop 434 (River Rd)	US 87/287	Cherry Ave	Upgrade to 4-lane arterial				X	X		2,625			4,741
A5A31L	Eastern St	SE 34th Ave	SE 46th Ave	Upgrade to 4 lane arterial				X		X	1,100			1,987
A5A32L	IH 40	Loop 335 (Soncy Rd)	Hope Rd	Add additional lanes EB & WB			X		X		2,100		20,200	
A5A33L	IH 40	IH 27		Upgrade all interchange ramps to concrete				X	X		15,000			27,092
A5A34L	SW 45th Ave	Loop 335	Helium Rd	New 4 lane arterial				X		X	1,400			2,529
A5A35L	Loop 335	BNSF RR, FM 1541, Osage, Eastern St, Farmers, SE 34th, SE 46th		Construct SE Quadrant interchanges - as per 1998 Value Engineering Study Report		X			X		5,700	5,700		
A5A36L	IH 40	IH40 / US 287 Split	Ross St	Reconstruct existing roadway				X	X		18,500			33,413
A5A37L	Helium Rd	IH 40	FM 2219	Upgrade to 4 lane arterial				X		X	9,900			17,881
A5A38L	IH 40	Loop 335 & Whitaker Rd		Lengthen bridges & add turnarounds		X			X		4,500	9,000		
A5A39L	IH 40	Washington St & Bell St		Underpasses: Storm Sewer		X			X		1,000	4,000		
A5A40L	BI 40D	Loop 335 & FM 1061		Construct interchange & turnarounds				X	X		2,500			4,515
A5A41L	IH 40	Ross/Osage, Georgia St, Western St, & Coulter Rd		Lengthen bridges				X	X		2,000			3,612
A5A42L	IH 40	Loop 335 (Lakeside St)		3-Level interchange - as per 1998 Value Engineering Study Report				X	X		9,240			16,688
A5A43L	US Hwy 87/287	Loop 335 (St Francis Ave)		3-Level interchange - as per 1998 Value Engineering Study Report				X	X		6,570			11,866
A5A44L	Loop 335	Coulter Rd		Construct interchange & turnarounds				X	X		1,000			1,806
A5A45L	SE 34th Ave	Eastern St	Loop 335 (Lakeside St)	Upgrade to 4-lane arterial				X		X	2,200			3,973
A5A46L	SE 46th Ave	Grand St	Eastern St	Upgrade to 4-lane arterial				X		X	1,100			1,987
A5A47L	Grand St	SE 58th Ave	Loop 335 (Hollywood Rd)	Upgrade to 4-lane arterial				X		X	2,200			3,973
A5A48L	IH 27	Loop 335 (Hollywood Rd)		Add EB, WB, NB, & SB direct connect ramps				X	X		25,000			45,153
A5A49L	IH 40	Carson County Line	Hope Rd	Landscaping / Beautification Improvements				X	X		3,000			5,418
A5A50L	IH 40 NFR & SFR	Loop 335 (Soncy Rd)	Helium Rd	Widen existing roadway w/ C&G, storm drains				X	X		1,750			3,161
A5A51L	FM 1541 (Washington St)	SW 58th Ave		Intersection project w/ BNSF RR overpass & signal				X	X		6,000			10,837

Revised 2005-2030 Amarillo Metropolitan Transportation Plan

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A5A52L	SE 46th Ave	FM 1541 (Washington St)	Osage St	Upgrade to 4-lane arterial				X		X	2,200			3,973
A5A53L	Grand St	SE 46th Ave	SE 58th Ave	Upgrade to 4-lane arterial				X		X	1,100			1,987
A5A54L	SE 58th Ave	Grand St	Osage St	Upgrade to 4-lane arterial				X		X	1,100			1,987
A5A55L	Arden Rd	Coulter St	Helium Rd	New 4-lane arterial				X		X	1,100			1,987
A5A56L	NW 24th Ave	N. Hughes St	Western St	New 4-lane arterial				X		X	2,800			5,057
A5A57L	Hillside Rd	Loop 335 (Soncy Rd)	Helium Rd	New 4-lane arterial				X		X	1,100			1,987
A5A58L	SE 34th Ave	BNSF RR		Rehab existing bridge		X				X	1,100	7,850		
A5A59L	Hughes St	BNSF RR		Rehab existing bridge				X		X	1,100			1,987
A5A60L	Eastern St	BNSF RR @ SE 3rd Ave		Construct Bridge				X		X	4,000			7,224
A5A61L	Eastern St	BNSF RR @ Amarillo Blvd		Construct Bridge				X		X	4,000			7,224
A5A62L	Eastern St	IH 40	NE 24th Ave	Upgrade to 4-lane arterial				X		X	3,500			6,321
A5A63L	FM 1541 (Washington St)	Loop 335	Camp Don Harrington	Widen existing roadway				X	X		10,000			18,061
A5A64L	FM 2590 (Soncy Rd)	Loop 335 (Hollywood Rd)	Rockwell Rd	Upgrade to 4-lane				X	X		12,000			21,673
A5A65L	SH 136 (Fritch Hwy)	FM 1912		Construct grade separation				X	X		6,000			10,837
A5A66L	Various	Federal		Rehab and maintenance				X	X		75,000			135,458
A5A67L	Various	State		Rehab and maintenance				X	X		15,000			27,092
A5A68L	Various	City of Amarillo		Rehab & maintenance				X		X	16,500			29,801
A5A69L	Various	Potter County		Rehab & maintenance				X		X	9,500			17,158
A5A70L	Various	Randall County		Rehab & maintenance				X		X	10,000			18,061
A5A71L	Various	Federal		Rehab bridge & approaches				X	X		12,500			22,576
A5A72L	Various	State		Rehab bridge & approaches				X	X		2,500			4,515
A5A73L	Various	Federal		Intersection Improvements				X	X		3,750			6,773
A5A74L	Various	State		Intersection improvements				X	X		1,000			1,806
A5A75L	Various	City of Amarillo		Intersection improvements				X		X	750			1,355
A5A76L	Various	Federal		Safety Improvements				X	X		1,800			3,251
A5A77L	Various	State		Safety Improvements				X	X		1,000			1,806
A5A78L	Various	Federal		Ramp Upgrades				X	X		3,000			5,418
A5A79L	Various	State		Ramp Upgrades				X	X		1,000			1,806
A5A80L	Various	Federal		ITS Improvements / Upgrades				X	X		3,000			5,418
A5A81L	Various	State		ITS Improvements / Upgrades				X	X		3,000			5,418
A5AT01L	Transit	City of Amarillo		Operating Expense				X			44,036			79,534
A5AT02L	Transit	City of Amarillo		Bus & Paratransit Van Replacement				X			4,288			7,745
A5AT04L	Transit	City of Amarillo		Equipment (various)				X			313			565
A5ASEC5310-1L	Transit	Section 5310		Purchase of Service Transportation							1,941			3,506
				Engineering, ROW, Utilities, Contingencies							23,302			35,605
										Totals X $1000	526,815	60,675	20,200	859,847
				Partial completion (years 2005-07 complete) = P										
										YOE Totals X $1000		177,545	490,545	859,847
										Grand Totals X $1000	988,766			1,527,938

Revision
of the
2005-30 Metropolitan Transportation Plan

January 24, 2008

TEXAS
amarillo
mpo
Metropolitan Planning Organization

. . . . intermodal transportation planning

March 7, 2008

Mark Tomlinson, P.E.
Amarillo District Engineer
Texas Department of Transportation
PO Box 7368
Amarillo, TX 79114-7368

Attention: David Miller, Amarillo District Planner

Transmittal of:
Amarillo FY 2005-2030 Metropolitan Transportation Plan Revisions
Amarillo FY 2008-2011 Transportation Improvement Program Revisions
Total Project Costs and Year of Expenditure Roadway and Transit Lists
Total Project Costs and Year of Expenditure Checklist

Dear Mr. Tomlinson:

Enclosed for your files and further processing are revisions of the Amarillo FY 2005-2030 Metropolitan Transportation Plan, revisions of the Amarillo FY 2008-2011 Transportation Improvement Program, Total Project Costs and Year of Expenditure Roadway and Transit Lists, Total Project Costs and Year of Expenditure Checklist.

The Amarillo MPO Policy Advisory Committee, at its quarterly meeting January 24, 2008, unanimously approved all of these items.

Please note that the revisions are consistent between the TIP and the MTP and that they address the project comments outlined in the STIP approval letter dated October 31, 2007.

Please call me at 806.378.6293, if you have any questions.

Sincerely,

Gary Holwick
MPO Director

509 SE SEVENTH AVENUE • PO BOX 1971 • AMARILLO, TX 79105-1971 • 806.378.6293 • FAX 806.378.6062 • TDD 806.378.4229 • WWW.AMARILLOMPO.ORG

AMARILLO MPO
SAFETEA-LU CHECKLIST
FOR YEAR OF EXPENDITURE (YOE) AND
TOTAL PROJECT COST FINANCIAL PLAN DATA
FOR FEDERALLY FUNDED HIGHWAY PROJECTS

MPO Policy Board Adoption/Resolution - documentation that the MPO Policy Board has formally adopted the February 2008 TIP Revision (and if necessary an MTP revision), reflecting total project cost and Year-of-Expenditure (YOE) cost and revenue estimates consistent with FHWA/FTA metropolitan planning regulations (23 CFR 450) is indicated in the January 2008 Transportation Policy Committee meeting minutes and on the cover page of this document.

MPO Public Participation - documentation of public and interagency resource agency involvement consistent with the MPO's adopted public participation plan procedures for TIP and MTP revisions was done in accordance with the Amarillo MPO's adopted Public Participation Plan. Public Comment Periods and Meetings were held during January 2008 allowing the public and all interested agencies and stakeholders the opportunity to examine, review and comment on the 2005-2030 Amarillo Metropolitan Transportation Plan revisions and 2008-2011 Transportation Improvement Program revisions. Project descriptions, limits, funding categories, and total costs are all listed in the revisions below.

State DOT Adoption - documentation of State DOT public participation and adoption action consistent with the most recently adopted State DOT public participation and approval procedures for STIP revisions per Texas Administrative Code under Title'43, Part 1, Chapter 15, Subchapter A, under Section 15.8 is on file with the local Amarillo TxDOT District.

Documentation of the YOE and Total Project Cost Methodology - for highway elements utilized by the MPO and/or TxDOT including the calculation of the Year of Expenditure (YOE) and Total Project Cost (TPC) as part of the financial plan document for the relevant MPO TIP/STIP is included in this TIP revision and is shown below in the associated fiscal year project listings. YOE and TPC methodology is based upon calculations derived from the Texas Department of Transportation's DCIS system. An additional line of information has been added to each Federally Funded Highway project listed by State Category within this TIP revision reflecting the Total Project Cost as calculated by the TxDOT DCIS system. Information on the additional line includes: Construction, PE, ROW, Bond Finance, CE, Contingencies, and Indirect costs.

Documentation of the Rate of Inflation ROI - used for determining YOE and total project cost, including all phases of the project's life. TxDOT has assumed a 4% rate of inflation for construction costs within the DCIS system. The Amarillo MPO will adopt this same inflation rate for use in all current and future TIP and MTP revisions.

Documentation of the Rate of Growth ROG -- for incoming Federal, State, and Local sources of revenues (including private sources) used to estimate total projected incoming revenues as part of the federal-aid highway and transit program. The Amarillo MPO will assume a rate of growth of 3%, which is based on consultations with our local entities and the local TxDOT District.

YOE Funding Estimate - include YOE cost estimates for each project or project phase included in the TIP/STIP and for each project included in the MTP (if the MTP is being revised). The Amarillo MPO has included YOE cost estimates for each project located in the Federally Funded Highway Projects, Fiscal Year Projects by State Category section of this TIP revision. YOE cost estimates are based on DCIS calculations.

Total Project Cost - for each highway or transit project included in the TIP/STIP and MTP (if MTP is being revised). Total project cost should reflect estimated cost of all project phases. It is understood that not all project phases may be implemented within the time frame of the TIP/STIP. An additional line of information has been added to each Federally Funded Highway project listed by State Category within this TIP revision reflecting the Total Project Cost as calculated by the TxDOT DCIS system. Information on the additional line includes: Construction, PE, ROW, Bond Finance, CE, Contingencies, and Indirect costs.

Documentation of MPO and Transit Agency Coordination - provide adequate documentation of coordination and consultation with relevant regional transit authorities or operators within the MPO planning area regarding transit-related financial operating and capital/maintenance costs and revenues with the applicable regional transit provider(s) as found necessary for FTA funded transit projects and programs included within the TIP. Amarillo MPO staff coordinated with Amarillo City Transit for public comment and a public hearing on July 10, 2007 for the City of Amarillo FY 2008 FTA Transit Grant. Programming of funding for the Amarillo City Transit System is always done annually. Therefore, YOE and total project costs, including ROI and ROG, were calculated for each fiscal year during the original development of the 2008-2011 TIP. Amarillo MPO staff members and one MPO Policy Advisory Committee member also serve on the Panhandle Regional Transportation Advisory Group, which meets quarterly to discuss better integration of regional transit resources. This is our primary means of coordinating and consulting with other relevant regional transit authorities, such as Amarillo City Transit and Panhandle Transit System. Documentation of all transit public hearings is available for review at the Amarillo City Transit offices.

MINUTES

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY ADVISORY COMMITTEE MEETING

The Policy Advisory Committee for the Amarillo Metropolitan Planning Organization met at 1:30 p.m., January 24, 2008, in Room 306 of City Hall, 509 South East 7th Avenue, Amarillo, Texas.
Voting members present were: Alan Taylor, Mark Tomlinson, David Miller, Dan Fleischman, Kenneth Petr, Judy Phelps, Vicki Covey, and. Judge Ernie Houdashell
Voting members not present were: Judge Arthur Ware, Michael Rice, Gene Parker, and Taylor Withrow.
Dual staff coordinators present: Gary Holwick and Travis Muno.

Item 1. Consideration of approval of the October 18, 2007 meeting minutes.
Alan Taylor, City Manager, called the meeting to order. The minutes of the previous meeting on October 18, 2007, were presented. Mr. Taylor asked if there were any changes or deletions; there were none. Judge Houdashell, Randall County Judge, made a motion to accept the minutes as presented. Mark Tomlinson, TxDOT Amarillo District Engineer, seconded the motion. The motion was carried on an 8:0 vote.

Item 2. Discussion and consideration of approval of a revision to the 2005-2030 Metropolitan Transportation Plan.
Gary Holwick, MPO Director, said that MPO staff coordinated and consulted with Amarillo City Transit and TxDOT Amarillo District staff to bring all MPO documents into compliance with requirements outlined in SAFETEA-LU. He told the Committee that more changes were necessary to the 2005-2030 Metropolitan Transportation Plan (MTP) so it would be SAFETEA-LU compliant. He said today's revisions again dealt with requirements to account for the long-term effects of inflation on project cost estimates. He said that today's changes would affect all projects remaining in the long-range plan. He stated that the revision, shown in Attachment A, would increase the year of expenditure project cost estimate rate of inflation factor to 4% and use a 3% rate of growth factor. Such revision is needed to meet recommendations outlined by Federal Highway and TxDOT Administration regarding inflation assessments and project costs. He stated that a more detailed financial cost reporting was also recommended for projects, and should include supplemental charges such as preliminary & construction engineering, rights-of-way acquisition, contingencies, and other indirect costs, as well as more detailed financial cost reporting for system operations and maintenance. These recommendations, for inflation rate, total project cost, and O&M reporting, were made at a November Texas Association of MPO's meeting. Mr. Holwick referred to the revisions for year of expenditure total project costs in the updated list of projects in Table 1. He explained that the use of total project costs, year of expenditure costs, and operation and maintenance costs has driven project costs beyond current affordability, especially with a revenue stream that is unable to keep pace with current costs. He told committee members some projects in the long-range plan should be placed on an "Illustrative Projects List", as allowed by the FHWA. He said these projects were listed in Table 2 of Attachment A. He said that projects included on the Illustrative List could be reinstated as future funding allowed, pending approval of the committee. Mr. Holwick referred to the Funding Summary in Table 3. He stated that only with the designation of projects placed in the Illustrative List would the 2005-30 MTP remain financially constrained throughout all years of the plan and in compliance with the intent of SAFETEA-LU. In accordance with the MPO's Public Participation Policies, a public notice of the changes was advertised in the largest local newspaper, and a public comment period was offered. He stated that no comments were received, but comment forms were available at the back of the room, if anyone wished to make comments about the MTP.
Mr. Tomlinson made a motion to approve the revisions to the 2005-2030 Metropolitan Transportation Plan. The motion was seconded by Kenneth Petr, TxDOT Director of Planning and Development, and carried 8:0.

Item 3. Discussion and consideration of approval of a revision to the 2008-2011 Transportation Improvement Program.
Mr. Holwick presented quarterly revisions to the FY 2008-11 Transportation Improvement Program. He told the committee that FHWA had reported several irregularities in the Amarillo MPO 2008-11 Transportation Improvement Program as it was approved in April 2007 and these needed to be corrected. Mr. Holwick said that the reporting requirements outlined by SAFETEA-LU: rate of inflation & rate of growth predictions, total project costs, year of expenditure, operations & maintenance, et al, also needed to be applied to projects in the Amarillo MPO 2008-11 TIP document to make it SAFETEA-LU compliant. He explained the revision tables shown in Attachment B to the committee members. He told them that due to the rising costs of construction and to maintain financial constraint in the TIP, it had become necessary to delay some projects beyond the term of this TIP. Mr. Taylor asked for comments. Neither the committee members nor the audience had comments.
Judge Houdashell made a motion to accept the revisions. David Miller, TxDOT Transportation Planner, seconded the motion, which carried on an 8:0 vote.

Item 4. Receive a presentation on Transportation Funding Issues.
Mark Tomlinson, TxDOT Amarillo District Engineer, gave a presentation on transportation funding issues. He stated that new tools approved by the Legislature, such as the Texas Mobility Fund, issuance of bonds, short-term borrowing, and the construction of toll roads, have provided historic funding for transportation in Texas in recent years, but that funding options have been maximized and will be severely reduced for the foreseeable future. Limited state resources and rising project costs have necessitated an indefinite delay to many transportation projects in the Texas Panhandle, as well as throughout Texas. These funding shortfalls will force TxDOT to focus on maintenance of existing roadways and delay new highway expansion. Mr. Tomlinson addressed the impact this funding situation would have district-wide on the Amarillo District and the local budget. He answered several comments from the committee and audience about why funding shortfalls are present in this budget year, funding initiatives from Proposition 12, demands on cash flow, and the Trans-Texas Corridor. He said that legislators around the state are aware of the situation and working to correct the issue.

Item 5. Open Forum, time reserved for anyone to speak on any transportation related item; however, no action can be taken on items not on the agenda.
Mr. Taylor asked if any member of the committee or anyone from the audience had any comment or concern to address. Mr. Ben Womack, 4205 Mesa, expressed a concern about traffic congestion on Lakeside Dr. and East I-40. He inquired about plans to redesign the intersection. Mr. Tomlinson stated the project need had been identified and was included in the MTP and would be addressed as funding became available. Mr. Womack also expressed a concern about the Lakeside/Fritch Highway intersection and asked if vacant railroad right-of-way could be used for improvements. Mr. Tomlinson told him that this project had been discussed before by the district and was still under discussion.
Paul Borchardt, of Wonderland Amusements at 2611 Dumas Dr., inquired about the bridge reconstruction project on US 87 at N.E. 24th Avenue. Mr. Tomlinson said the project was scheduled for a July 2008 letting and construction should begin in Fall 2008.

Item 6. Adjournment.
There being no further business to discuss, the meeting was adjourned.

Gary Holwick
Director, Amarillo MPO

Amarillo Metropolitan Planning Organization Policy Advisory Committee Meeting Attendance Record

Date: January 24, 2008
Time: 1:30 P.M.
Place: Room 306, City Hall
509 SE 7th Ave, Amarillo, TX

	Name	Organization Represented	Phone Number	E-mail Address
1	GARY Hamick	AMARILLO MPO	378 6293	amarillompo@amarillo.gov
2	Travis Muno	Amarillo MPO	378-4219	"
3	[illegible]	[illegible]	378-4217	judy.phelps@ci.amarillo.tx.us
4	Ben Womack		352-9266	
5	[illegible]	TxDOT-AMA		
6	[illegible]	" "		
7	[illegible]	" "	352-3202	
8	Dan Fleischman	" "	356-5240	
9	[illegible]	Randall Co	468-5500	
10	ALAN TAYLOR	CITY	378-3012	
11	Danny Williams	citizen	655-9465	
12	Vicki Covey	City	378 4222	

Amarillo Metropolitan Planning Organization Policy Advisory Committee Meeting Attendance Record

Date: January 24, 2008
Time: 1:30 P.M.
Place: Room 306, City Hall
509 SE 7th Ave, Amarillo, TX

	Name	Organization Represented	Phone Number	E-mail Address
13	[illegible]	Wonderland	8063833344	paul@wonderlandmalls.com
14	Dale Weatherford	Weatherford Const.	806-935-5871	Weatherford.dale@gmail.com
15	J D KELLER	DAVIS GEOMATICS	806 374 4334	jkeller@geopro.us
16	Michael K. Smith	COA	806-378-4277	
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Amarillo MPO
2005-30 Amarillo Metropolitan Transportation Plan January 2008 Revision
Public Comment Period – January 14, 2008 through January 24, 2008
Public Hearing Date – January 24, 2008
Policy Advisory Committee Approval – January 24, 2008

The Federal Transportation bill, the Safe Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), contained a number of requirements that MPO's have addressed over the past months. SAFETEA-LU set federal funding amounts for 2004-2009. It required consideration for the effects of inflation in developing project cost estimates and provided for new funding sources. The new legislation required revisions to several MPO documents and plans, most specifically the Amarillo 2005-2030 Metropolitan Transportation Plan (MTP). As part of these revisions, the MPO continues to update the MTP and its Financial Plan by offering additional changes to the fiscally constrained project list.

When the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) released their Statewide and Metropolitan Planning Rule, it included new requirements for long-range transportation plans. Under the new rule, 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.

TOTAL PROJECT COSTS –
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 this more detailed cost analysis 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 October 2004, the Amarillo MPO Policy Advisory Committee adopted the Amarillo 2005-2030 Metropolitan Transportation Plan. This Plan introduced a 25-year program of transportation projects for the Amarillo Urban Transportation Study Area. Project estimates reflected in the MTP, at the time of adoption, did not include many long-term inflationary factors that might change the project costs. Legislation at the time of Plan adoption, as well as today, provides for many alternative methods for funding transportation in the region. A variety of these sources of funding revenue were considered when the MTP developed. A current re-

examination of the funding forecast and cost estimates was necessary to properly analyze potential shortfalls (gaps) between funds and costs over the 25-year period of the Plan.

SAFETEA-LU authorized federal transportation funding of nearly $244 billion from 2005 to 2009. With funding levels established for these years, the Amarillo MPO reviewed the funding levels for the study area. Federal funding was assumed to increase each year during the term of the Plan. There were several reasons for this change.

First, federal funding levels from ISTEA to TEA-21 and through SAFETEA-LU increased at a greater pace than originally anticipated. Total federal transportation funding grew 40 percent in the six-year intervals of ISTEA and TEA-21 ($155.3 billion vs. $217.9 billion). Using a conservative estimate of $42.4 billion in transportation funds spent in 2004, the six-year funding total increase between SAFETEA-LU ($286.5 billion including the 2004 estimate) and TEA-21 was 32 percent.

Another reason was inflation, which has been over three percent annually from 1985 to 2005 in the Bureau of Labor Statistics Consumer Price Index (CPI). And in the highway and street construction sector of the Producer Price Index (PPI), which increased by 3.3 percent annually from 1985 to 2005.

During the past year, we have experienced a series of nationwide funding rescissions from FHWA. These reductions in federal funds only exacerbate the rising inflationary costs for project development and construction brought on by rising steel, concrete, fuel, and labor prices. As this trend continues, states, localities, and participating agencies will all endure funding shortages for transportation needs. As a result, a three percent annual inflation rate throughout the life of the Plan was selected to approach revenue funding in a conservative manner.

In the Plan, as adopted in 2004, project costs were estimated in 2005 dollars. To change to year-of-expenditure dollars, as mandated by SAFETEA-LU, estimates were inflated based on the time period for project implementation. This was based on a long-term view of the annual Consumer Price Index (CPI) and the highway and street construction sector of the Producer Price Index (PPI), both of which increased over three percent annually from 1985 to 2005.

The MPO analysis also considered two construction inflation rate indexes – the FHWA road construction cost index (FHWA CCI) and a CCI published by McGraw-Hill Engineering. The FHWA CCI contains a composite index based on national bid prices for 6 key items: common excavation (represents trends for roadway excavation), surfacing bid prices (Portland cement and Bituminous concrete), and structural bid prices (reinforcing steel, structural steel, and structural concrete). FHWA recommends the use of their cost inflation data in choosing an appropriate inflation rate. The McGraw-Hill CCI is a composite index that includes a labor component in addition to materials components. A 22-year average annual inflation rate from 1984-2005 was evaluated for both indexes. These indexes showed a long-range annual average inflation rate of roughly four percent.

Further analysis, offered and supported by the Federal Highway Administration and the Texas Department of Transportation, recommends annual inflation rates closer to four percent will better represent the current economy. Throughout the nation construction costs have risen at a higher rate than historical averages. These increases are due in part to hurricane reconstruction demands, rising fuel costs, and global demand for construction materials, particularly China's demand for concrete and steel. Thus, there are many reasons for the rapid inflation of construction costs. The large increases observed in this region are typical of other metro areas across the United States during the 2004 to 2007 timeframe. 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.

The attached tables summarize the results of the revisions made to the Amarillo 2005-2030 Metropolitan Transportation Plan. Columns, moving from left to right in Table 1 after the MPO ID number, show the facility name, its limits, and a description of the project scope. The next column shows the project status: whether a project is in the current TIP, short- or long-range planning, or complete. Timing denotes in which range a project may be implemented, 2008-11, 2012-15, or 2016-30. Projects in these banded stages may have funding spread out over these multiple time periods. A series of cost columns identify estimated total project costs in a year of expenditure format. The cost for each project has been increased to include inflation for the time period in which the project is to be implemented. The 4% inflation factor was applied to all projects throughout the TIP. This rate of inflation is especially true for the years 2008 to 2011, since these use current project forecasts from TxDOT's DCIS. Projects in the four years of the MTP (2012-2015) were placed into YOE estimates based on anticipated 2015 total project costs. Outside of the first ten years of the MTP, most projects do not have a specific implementation date and are grouped into the 2016-2030-time period. In these cases, the YOE was considered to be 2025. Multi-phase projects reflect an estimated year of expenditure total project cost for the full project, as well as estimated year of expenditure total project costs for any future phase of the project.

FUNDING –

Financing future transportation investment and operational projects begins with examination of existing funding. New funding possibilities must be explored as alternatives. New revenue sources usually require some degree of official action, (enabling legislation, referendum, or jurisdictional decision). Structures to administer new revenue sources may also need to be established if not already in place. New initiatives will continue to be considered after this update of the Metropolitan Transportation Plan (MTP). Financial planning is a dynamic process, and should always be adaptable to new innovations as they are identified. In a tight economy, the challenge is finding creative ways to optimize and/or augment existing financing strategies.

The following goals and objectives support the vision of a workable, cost beneficial transportation system that efficiently serves area mobility and accessibility needs:

Effectively utilize available resources for the development, improvement, operations, and maintenance of the area transportation system.

- Develop and maintain a versatile financing program for leveraging available funding
- Develop and maintain a process for continuous evaluation of transportation system financial needs and management of resources

Base cost effective transportation system expansion decisions on both capital investment and operation and maintenance costs

- Consider potential operation and maintenance cost reductions when making capital investment decisions
- Adequately finance operational and maintenance activities which will extend facility life cycle and improve system efficiency

Texas Department of Transportation Traditional Funding Programs:

The Statewide Mobility Plan (SMP) – is the ten-year transportation project development plan for the Texas Department of Transportation (TxDOT). Updated

annually, the SMP lists the funded capital improvement projects for the current fiscal year, projects scheduled for construction in the upcoming three fiscal years, and projects that will be developed over the remaining seven years of the ten-year document. Projects in the initial stages of development, referred to as having "Plan" status, are not included in the SMP, as they are slated for implementation beyond the document's ten-year scope. "Develop" status includes projects that are authorized to proceed with right-of-way acquisition and construction plan development, but have not yet been funded. Projects with "Construct" status are those that have been funded and are authorized for final design, right-of-way acquisition, utility adjustments, and letting. "Construct" status represents three years worth of funded projects. The original source of these monies is primarily federal and state gas taxes and vehicle registration fees.

Statewide Preservation Program – Similarly, these funds are primarily used for preservation and maintenance of state roadways and transportation facilities. The TxDOT Amarillo District Office administers funds from the Statewide Preservation Program inside the MPO boundary. The original source of these monies is primarily the federal gas tax and various truck taxes. Funds from this source are flexible and can be spent on various transportation projects related to system preservation.

The Statewide Transportation Enhancement Program – is a statewide competitive program and is administered in accordance with applicable federal and state rules and regulations. The funds provided by this program are on a cost reimbursement basis and 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.

Safe Routes to Schools Program – House Bill 2204 of the 77th Texas Legislature created the Statewide Safe Routes to School Program. This program is a competitive construction program designed to improve children's safety in and around school areas. In 2007, the Texas Department of Transportation issued a call for projects for the Statewide Safe Routes to School Program; a call to which the City of Amarillo responded.

Texas Mobility Fund – A constitutional amendment establishing the Texas Mobility Fund was approved by the State of Texas in the November 2001 election. This fund can be used to support bonds for road construction (including toll roads) and other transportation investments through transportation-related fees. It provides for the Texas Department of Transportation to issue bonds to allow roadway projects to commence earlier.

State Infrastructure Bank (SIB) –is an infrastructure investment fund created at the state level. Established by the 75th Texas Legislature, the Texas Department of Transportation's state infrastructure bank maintains a revolving loan fund that may be made available (through application) to appropriate public and private entities to borrow money to finance transportation projects, subject to approval by the Texas Transportation Commission. This mechanism allows accelerated funding for needed transportation projects, provided they comply with federal and state standards.

Texas Turnpike Authority – Texas State Senate Bill 370, adopted during the 75th Texas State Legislature held in 1997, simultaneously, abolished and recreated the Texas Turnpike Authority (TTA) as a new division of the Texas Department of Transportation. The Texas Turnpike Authority has responsibility to study, design, construct, operate, expand, and extend toll road projects as part of the state highway system. Additional information on the TTA can be found at www.dot.state.tx.us/tta.

Regional Mobility Authority – As a result of its approval, Proposition 15 (which established the Texas Mobility Fund) allows for the creation of Regional Mobility Authorities (RMA). In January 2002, the Texas Transportation Commission proposed rules for RMAs and financial assistance for toll facilities. Creation of a Regional Mobility Authority requires: 1) a petition, by one or more counties, to the Texas Transportation Commission for authorization to create an RMA, 2) appropriate public hearings, if the petition meets requirements, and 3) approval by the Commission. A board of directors administers an RMA. Additional general information on Regional Mobility Authorities can be found at www.dot.state.us.

Toll Facilities – Toll facilities, for the most part, would be constructed through the selling of bonds and be operated and maintained by toll collections. Surplus revenues from toll collections may also be used to help finance other non-toll facilities. Toll revenue estimates would depend on: traffic volumes of the roadway, trip lengths, and established user fees. The Texas Turnpike Authority or a Regional Mobility Authority may operate these toll corridors. Toll facilities enhance opportunities for public/private partnerships in financing transportation facilities, which can help provide leveraging of federal funds for construction projects.

Transit Formula Funds (FTA Section 5307) – For urban public transportation-related projects, Congress provides revenues to Amarillo City Transit (ACT) via the FTA and TxDOT, using Section 5307 funds. These monies come from federal gas taxes and the federal general fund. The funds are primarily for operations and transit capital purchases such as vehicles, and transit facilities. Typically Section 5307 funds 80% of a total project's cost and require a 20% local match. In addition, passenger fare revenues from ACT help support operation and maintenance of the urban transit system.

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. .

City of Amarillo – In 2007, the City of Amarillo approved certificates of obligation for street and pedestrian improvements along with other local needs. 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 is inclusive of seal coat, rehabilitation, crack seal, asphalt overlay, and repair of base failure.

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. Recent approval of Texas Proposition 15 allows for public/private partnerships (exclusive development agreements) to pay for such ventures, as well as toll equity, Regional Mobility Authorities, and the Texas Mobility Fund. 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 – project-implementing agencies must evaluate projects in order to eliminate, postpone, or reduce the scope of certain planned transportation projects.

Borrow Money – this option allows the region 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 the new Texas Mobility Fund, which is envisioned to 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 costs. 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 region wide 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

OPERATIONS AND MAINTENANCE –

In addition to the growth of, and improvements to, the transportation network that are discussed and programmed throughout the MTP and TIP, the MPO and its members must also assure the maintenance and efficient operation of the existing infrastructure components that make up the Amarillo Urban Area's transportation network.

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 TIP, they are included here for information purposes.

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 TIP to provide the public with a clearer picture of the efforts undertaken.

EXISTING SYSTEM AND PROJECTED O & M ANNUAL COSTS (Non-Transit)

(Interstate, Freeway, Arterial, and Major Collectors)

Annual inflation rate = 4%

Jurisdiction	Current Lane Miles Maintained	Current O & M Expenses	Current Cost Per Lane Mile	2030 Lane Miles Maintained	*2030 O & M Expenses
TxDOT					
Section 01	259	$ 669,256	$2,584	285	$ 1,939,527
Section 02	605	$ 3,963,960	$6,552	668	$ 11,526,800
Section 05	66	$ 142,032	$2,152	76	$ 430,739
City of Amarillo	536	$ 2,873,496	$5,361	702	$ 9,911,534
Potter County	n/a	n/a	n/a	n/a	n/a
Randall County	n/a	n/a	n/a	n/a	n/a
Total MPO Area Lane Miles	**1,466**			**1,731**	
Total MPO Area Costs		**$ 7,648,744**			**$ 23,808,610**

Notes: All County maintained roads within the MPO area are classified below major collector status and therefore are not applicable to this analysis.
All 2030 expenses include increases of four percent per annum.

MPO staff meets frequently with the urban public transportation provider, Amarillo City Transit, 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 revision 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.

SUMMARY –

Federal funding for transportation is authorized through a transportation bill setting upper limits on funding for highways and transit facilities. Funding in the transportation bill comes from federal taxes on fuel, heavy-duty trucks, and, to a lesser extent, general funds. New federal legislation, as well as actions by the state legislature and local government in the last few years, provide for new transportation funding resources. Area resources and innovative thinking can provide new resources to improve our transportation system. Bond funding for transportation is a valuable tool enabling needed facilities to be built sooner than the traditional pay-as-you-go method. As such, bonds can be backed and transportation projects funded from a variety of anticipated revenue sources including state motor fuel funds, federal transportation funds, toll revenue, or any combination of these sources. Local transportation revenue from general funds, certificates of obligation, bonds, or special assessments will play an ever-increasing role in transportation funding. All such measures, including optional toll lanes, pass-through toll financing, regional mobility authorities, safety bonds, and incorporating private sector participation in financing transportation projects, are viable means to continue the maintenance and aid development of our transportation assets.

The use of 'year of expenditure'–'total project cost' estimates in the MTP has proven to be challenging. The additional project costs and future values of the dollar have pushed many of these cost estimates beyond a point of current affordability. To address this, FHWA allows the MTP to designate a list of "illustrative" or additional projects. These are projects that would be included in the MTP if reasonable additional resources, beyond those identified in the financial plan, were available. To enable accurate financial constraint and determinations, the illustrative projects must be clearly documented as separate and distinct from the MTP project list. A review of the revision table shows there are many projects that remain important to the comprehensive transportation structure within the MPO boundary. Yet, future available revenue sources will not provide for the development or construction of these projects. These projects are identified in Table 1 and also shown in Table 2, entitled "Illustrative List". The MPO will consider these projects for funding when additional or alternative financial support becomes available. The Amarillo MPO will continue to review, promote, and support these projects.

Addressing the financial crisis was an overriding issue throughout the assessment of the Amarillo Metropolitan Transportation Plan 2005-2030. With total project costs expressed in year of expenditure dollars and O&M costs considered, the Amarillo Metropolitan Transportation Plan 2005-2030 includes approximately $2.39 billion in projects through 2030. Obviously, adequate resources are not available to implement all the projects identified in the MTP. So, after expanding the projects to include total costs, advancing costs to year of expenditure dollars, and removing projects to an illustrative listing, a small million funding surplus was identified. This is shown in Table 3, entitled Funding Summary.

Table 1. January 24, 2008: Revisions to the 2005-2030 Amarillo MTP

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A01S	IH 27	FM 2219		Replace bridge & approaches	2008-2011 TIP	2008-2011	2,214
NOTES:	Updated to reflect YOE Total Project Cost						
A5A02S	IH 40	Western St WB		Add refuge lane for existing turnaround	Short	2012-2015	957
NOTES:	Updated to reflect YOE Total Project Cost						
A5A03S	IH 27	Rockwell Rd	Western St	Reconstruct to 6 lanes upgrade to current design standards			91,270
NOTES:	Updated to reflect YOE Total Project Cost, This is a multiphase project. Phase 1 is from Western St, South to Loop 335				Short	2012-2015	46,781
	Future Phase(s) from Loop 335 to Rockwell Rd				Short	2012-2015	44,489
A5A04S	IH 27	0.1 mi north of IH 40	SW 45th Ave	Reconstruct with direct connect IH 40 to IH 27	Illustrative	TBD	31,360
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost, This project lies in two adjoining counties and maybe let in two phases						
A5A05S	IH 40	Loop 335 (Soncy)	Loop 335 (Lakeside)	Install ITS System for Amarillo	Short	2012-2015	3,828
NOTES:	Updated to reflect YOE Total Project Cost						
A5A06S	BI 40D	Various intersections		ITS: Upgrade traffic signals			1,555
NOTES:	Updated to reflect YOE Total Project Cost				2008-2011 TIP	2008-2011	997
	Future Phase(s) at various intersections				Short	2012-2015	558
A5A07S	Loop 335	Various intersections		ITS: Closed loop systems	Short	2012-2015	1,914
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A08S	Loop 335	Various intersections		ITS: Safety lighting	Short	2012-2015	1,914
NOTES:	Updated to reflect YOE Total Project Cost						
A5A09S	IH 40	Spur 228 Intersection		ITS: Safety lighting	Short	2012-2015	287
NOTES:	Updated to reflect YOE Total Project Cost						
A5A10S	Various			ITS implementation-Phase 2	Complete		0
NOTES:	Updated to reflect Project Completed						
A5A11S	Various	Amarillo Intersections		VIVDS Installations	Short	2012-2015	1,914
NOTES:	Updated to reflect YOE Total Project Cost						
A5A12S	Various			ITS Implementations-Phase 4	Short	2012-2015	3,828
NOTES:	Updated to reflect YOE Total Project Cost						
A5A13S	Various	Amarillo Region		Region 511 advanced traveler information system	Short	2012-2015	383
NOTES:	Updated to reflect YOE Total Project Cost						
A5A14S	Various	Amarillo Intersections		Emergency vehicle traffic signal preemption	Short	2012-2015	3,828
NOTES:	Updated to reflect YOE Total Project Cost						
A5A15S	US 87	Loop 434		Rehab bridge & approaches	2008-2011 TIP	2008-2011	1,930
NOTES:	Updated to reflect YOE Total Project Cost						
A5A16S	US 87	NE 24th Ave		Rehab bridge & approaches	2008-2011 TIP	2008-2011	1,168
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A17S	IH 40 SFR	Loop 335	Coulter St	Widen existing frontage road	Short	2012-2015	3,350
NOTES:	Updated to reflect YOE Total Project Cost, Also correct street suffix						
A5A18S	SW 9th Ave	Coulter St	Loop 335	Widen existing roadway	Complete		0
NOTES:	Updated to reflect correct street suffix, Project Complete						
A5A19S	Georgia St	SW 58th Ave	1 mi south of Loop 335	Upgrade to 4 lane arterial			6,784
NOTES:	Updated to reflect YOE Total Project Cost, This is a multiphase project, Phase 1 is from SW 58th to South City Limits				2008-2011 TIP	2008-2011	3,194
	Future Phase(s) from South City Limits to 1 mi south of Loop 335				Short	2012-2015	3,590
A5A20S	IH 27	Rockwell Rd		Replace bridge & approaches	2008-2011 TIP	2008-2011	9,882
NOTES:	Updated to reflect YOE Total Project Cost						
A5A21S	IH 27 NFR & SFR	Loop 335	Western St	Rehab / Widen existing frontage roads			9,165
NOTES:	Updated to reflect YOE Total Project Cost, This is a multiphase project, Phase 1 is from Bell St to Western St.				2008-2011 TIP	2008-2011	4,088
	Future Phase(s) from Bell St to Loop 335				Short	2012-2015	5,077
A5A22S	Coulter St	Willow Oak	Loop 335	New 4 lane arterial	2008-2011 TIP	2008-2011	5,104
NOTES:	Updated to reflect YOE Total Project Cost, Also to correct Street Suffix						
A5A23S	Hill Rd	IH 40 NFR	Bezner Rd	Rehab existing roadway	Illustrative	TBD	2,680
NOTES:	Move from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A24S	SE 34th Ave	Hill St	Eastern St	Upgrade to 4 Lane arterial	Short	2012-2015	1,148
NOTES:	Updated to reflect YOE Total Project Cost						
A5A25S	RM 1061	Coulter St	FM 2381	Widen existing roadway	2008-2011 TIP	2008-2011	10,167
NOTES:	Updated to reflect YOE Total Project Cost, Also to correct Street Suffix						
A5A26S	FM 1719	St Francis	Givens east to FM 2176	Widen existing roadway & add shoulders	Complete		0
NOTES:	Updated to reflect Project Completed						
A5A27S	Spur 395 (T-Anchor Blvd)	IH 40	SE 10th Ave	Redesign roadway & landscape	Illustrative	TBD	3,828
NOTES:	Move from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A28S	Various	Closed Loop System		Upgrade controllers & masters	Short	2012-2015	283
NOTES:	Updated to reflect YOE Total Project Cost						
A5A29S	Various	Isolated intersections		Install remote fire preemptions	Short	2012-2015	383
NOTES:	Updated to reflect YOE Total Project Cost						
A5A30S	Cliffside Dr	FM 1719	1/4 mi west of FM 1719	Upgrade/Rehab to standards	Short	2012-2015	632
NOTES:	Updated to reflect YOE Total Project Cost						
A5A31S	Cherry Ave	US 87	FM 1719	Upgrade to 4 lane arterial	Short	2012-2015	6,316
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A32S	Farmers	FM 1541	Western St	Upgrade to 4 lane arterial			4,517
NOTES:	Updated to reflect YOE Total Project Cost, This is a multiphase project, Phase 1 is rehab existing roadway from FM 1541 to BNSF RR				2008-2011 TIP	2008-2011	1,324
	Future Phase(s) from BNSF RR to Western St				Short	2012-2015	3,193
A5A33S	Plains Blvd	Bell St		Add eastbound right turn lane	Short	2012-2015	421
NOTES:	Updated to reflect YOE Total Project Cost						
A5A34S	Loop 335	SH 136		Add entrance & exit ramps	Short	2012-2015	5,742
NOTES:	Updated to reflect YOE Total Project Cost						
A5A35S	Loop 335	NE 24th Ave		Replace bridge & approach	Short	2012-2015	1,148
NOTES:	Updated to reflect YOE Total Project Cost						
A5A36S	US 87/287	BNSF RR		Replace bridge & approaches	Short	2012-2015	1,148
NOTES:	Updated to reflect YOE Total Project Cost						
A5A37S	IH 40	Loop 335 (Soncy Rd)		Add turnaround on west side of interchange	Short	2012-2015	2,871
NOTES:	Updated to reflect YOE Total Project Cost						
A5A38S	IH 40	Carson County Line	Hope rd	Upgrade ramps to current design standards	Short	2012-2015	28,711
NOTES:	Updated to reflect YOE Total Project Cost						
A5A39S	Loop 335	BNSF RR & Hester Rd		Construct RR grade separation	Short	2012-2015	6,699
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A40S	CBD dispersal Streets	IH 40/IH 27 interchange	NE 15th Ave	Feasibility study to locate CBD bypass route	Short	2012-2015	2,871
NOTES:	Updated to reflect YOE Total Project Cost						
A5A41S	Loop 335			Upgrade SW quadrant to freeway standards-feasibility study	Illustrative	TBD	258,395
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A42S	IH 27	SE 26th Ave		Rehab bridge & approaches	Complete		0
NOTES:	Updated to reflect Project Completed						
A5A43S	IH 40	BNSF RR		Rehab bridge & approaches	Short	2012-2015	1,914
NOTES:	Updated to reflect YOE Total Project Cost						
A5A44S	SH 136	BI 40D	FM 293	Widen existing roadway	Short	2012-2015	11,484
NOTES:	Updated to reflect YOE Total Project Cost						
A5A45S	IH 40	Georgia St		Replace exit ramp	Short	2012-2015	2,871
NOTES:	Updated to reflect YOE Total Project Cost						
A5A46S	IH 40	Spur 468 (Airport Blvd)		Replace exit ramp	Complete		0
NOTES:	Updated to reflect Project Completed						
A5A47S	Various	Federal		Rehab and maintenance			138,669
NOTES:	Updated to reflect YOE Total Project Cost				2008-2011 TIP	2008-2011	13,721
	Future Phase(s)				Short	2012-2015	124,948

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A48S	Various	State		Rehab and maintenance			27,473
NOTES:	Updated to reflect YOE Total Project Cost				2008-2011 TIP	2008-2011	2555
	Future Phase(s)				Short	2012-2015	24,918
A5A49S	Various	City of Amarillo		Rehab and maintenance	Short	2012-2015	21,054
NOTES:	Updated to reflect YOE Total Project Cost						
A5A50S	Various	Potter County		Rehab and maintenance	Short	2012-2015	13,398
NOTES:	Updated to reflect YOE Total Project Cost						
A5A51S	Various	Randall County		Rehab and maintenance	Short	2012-2015	11,484
NOTES:	Updated to reflect YOE Total Project Cost						
A5A52S	Various	Federal		Rehab bridge & approaches			22,913
NOTES:	Updated to reflect YOE Total Project Cost				2008-2011 TIP	2008-2011	2,807
	Future Phase(s)				Short	2012-2015	20,106
A5A53S	Various	State		Rehab bridge & approaches	Short	2012-2015	4,785
NOTES:	Updated to reflect YOE Total Project Cost						
A5A54S	Various	Federal		Intersection Improvements	Short	2012-2015	7,178
NOTES:	Updated to reflect YOE Total Project Cost						
A5A55S	Various	State		Intersection Improvements	Short	2012-2015	1,914
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A56S	Various	City of Amarillo		Intersection Improvements	Short	2012-2015	957
NOTES:	Updated to reflect YOE Total Project Cost						
A5A57S	Various	Federal		Safety Improvements	Short	2012-2015	3,445
NOTES:	Updated to reflect YOE Total Project Cost						
A5A58S	Various	State		Safety Improvements	Short	2012-2015	1,914
NOTES:	Updated to reflect YOE Total Project Cost						
A5A59S	Various	Federal		Ramp Upgrades			5,227
NOTES:	Updated to reflect YOE Total Project Cost				2008-2011 TIP	2008-2011	1,427
	Future Phase(s)				Short	2012-2015	3,800
A5A60S	Various	State		Ramp Upgrades	Short	2012-2015	1,148
NOTES:	Updated to reflect YOE Total Project Cost						
A5A61S	Various	Federal		ITS Improvements / Upgrades	Short	2012-2015	9,570
NOTES:	Updated to reflect YOE Total Project Cost						
A5A62S	Various	State		ITS Improvements / Upgrades	Short	2012-2015	1,914
NOTES:	Updated to reflect YOE Total Project Cost						
A5A63S	Fairway Dr	Western St	N Coulter St	Add curb and gutter and sidewalks	Short	2012-2015	2,180
NOTES:	Add Project to MTP with YOE Total Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A64S	Sundown Ln	Coulter St	FM 2590 (Soncy Rd)	Rehab and Widen to 4-lane arterial	Short	2012-2015	5,703
NOTES:	Add Project to MTP with YOE Total Cost						
A5A65S	Gem Lake Rd	Western St	Avondale St	Rehab and Widen to 4-lane arterial	Short	2012-2015	2,851
NOTES:	Add Project to MTP with YOE Total Cost						
A5A66S	Mobley Rd	US 87	Broadway Dr	Rehab and Widen to 4-lane arterial	Short	2012-2015	8,573
NOTES:	Add Project to MTP with YOE Total Cost						
A5AT01S	Transit	City of Amarillo		Operating Expenses	Partial	2008-2015	18,954
NOTES:	Updated to reflect YOE Total Project Cost						
A5AT02S/ 03S	Transit	City of Amarillo		Bus & Para-transit Van Replacement	Partial	2008-2015	3,062
NOTES:	Updated to reflect YOE Total Project Cost						
A5AT04S	Transit	City of Amarillo		Equipment (various)	Partial	2008-2015	264
NOTES:	Updated to reflect YOE Total Project Cost						
A5AT05S	Transit	City of Amarillo		Passenger Amenities	Short	2008-2015	340
NOTES:	Updated to reflect YOE Total Project Cost						
A5ASEC5310-1S	Transit			Purchase of Service Transportation	Partial	2008-2015	1,982
NOTES:	Updated to reflect YOE Total Project Cost						
A5A-E-01	Enhancement			Rails to Trails - Phase 2		2008-2015	3,106
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A-E-02	Enhancement			CBD Streetscape		2008-2015	2,640
NOTES:	Updated to reflect YOE Total Project Cost						
						2008-2015 Project Series Subtotal	**$ 563,899**
A5A01L	SE 3rd Ave	Grand St	Pullman Rd	Upgrade to 4 lane arterial	Long	2016-2030	16,348
NOTES:	Updated to reflect YOE Total Project Cost						
A5A02L	Whitaker Rd	IH 40	County Line	Upgrade to 4 lane arterial	Long	2016-2030	1,635
NOTES:	Updated to reflect YOE Total Project Cost						
A5A03L	Whitaker Rd	County Line	SE 34th Ave	Upgrade to 4 lane arterial	Long	2016-2030	1,635
NOTES:	Updated to reflect YOE Total Project Cost						
A5A04L	NE 24th Ave	BNSF RR		Construct overpass	Long	2016-2030	9,809
NOTES:	Updated to reflect YOE Total Project Cost						
A5A05L	Jackrabbit	IH 40	NE 8th Ave	Add 2 lanes	Long	2016-2030	4,161
NOTES:	Updated to reflect YOE Total Project Cost						
A5A06L	Osage St	SW 58th Ave	McCormick Rd	Upgrade to 4 lane arterial	Long	2016-2030	16,348
NOTES:	Updated to reflect YOE Total Project Cost						
A5A07L	NE 24th Ave	SH 136	Folsom St	Upgrade to 4 lane arterial	Long	2016-2030	8,026
NOTES:	Updated to reflect YOE Total Project Cost						
A5A08L	FM 1912	IH 40	US 60	Widen to 4 lanes	Long	2016-2030	8,917
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A09L	Sundown Ln	Western St	Coulter St	Upgrade to 4 lane arterial	Long	2016-2030	6,539
NOTES:	Updated to reflect YOE Total Project Cost, Also to correct Street Suffix						
A5A10L	Bell St	Loop 335	Sundown Ln	Upgrade to 4 lane arterial	Long	2016-2030	3,270
NOTES:	Updated to reflect YOE Total Project Cost						
A5A11L	Grand St	SE 3rd Ave	BNSF RR	Construct new overpass: (Industrial St to 1000' South of SE 3rd Ave)	Long	2016-2030	14,862
NOTES:	Updated to reflect YOE Total Project Cost						
A5A12L	Willow Creek	US 87	East City Limits	Widen w/ C&G	Long	2016-2030	4,161
NOTES:	Updated to reflect YOE Total Project Cost						
A5A13L	Loop 335	Georgia St		Construct bridge & interchange - as per 1998 Value Engineering Study report	Illustrative	TBD	11,890
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A14L	Loop 335	Western St		Construct bridge & interchange - as per 1998 Value Engineering Study report	Illustrative	TBD	11,890
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A15L	Loop 335	Bell St		Construct bridge & interchange - as per 1998 Value Engineering Study report	Illustrative	TBD	11,890
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A16L	Coulter St	SW 9th Ave	RM 1061	New 4 lane arterial	Long	2016-2030	4,459
NOTES:	Updated to reflect YOE Total Project Cost						
A5A17L	Pullman Rd	IH 40	Spur 468 (Airport Blvd)	Widen existing Roadway	Long	2016-2030	3,864
NOTES:	Updated to reflect YOE Total Project Cost						
A5A18L	SW 34th Ave	Loop 335	Helium Rd	New 4 lane arterial	Long	2016-2030	3,270
NOTES:	Updated to reflect YOE Total Project Cost						
A5A19L	Coulter St	Loop 335	McCormick Rd	New 4 lane Arterial			9,809
NOTES:	Updated to reflect YOE Total Project Cost, This is a multiphase project, Phase 1 is from Loop 335 to Sundown Ln				Long	2016-2030	5,703
	Future Phase(s) from Sundown Ln to McCormick Rd				Long	2016-2030	4,106
A5A20L	Western St	Loop 335	Sundown Ln	New 4 lane arterial	Long	2016-2030	3,270
NOTES:	Updated to reflect YOE Total Project Cost						
A5A21L	McCormick Rd	FM 2590	FM 1541	Upgrade to 4 lane Arterial	Long	2016-2030	14,862
NOTES:	Updated to reflect YOE Total Project Cost						
A5A22L	IH 40	FM 1541	Loop 335	Rehab existing roadway	Long	2016-2030	41,614
NOTES:	Updated to reflect YOE Total Project Cost						
A5A23L	Pullman Rd	SE 3rd Ave & BNSF RR		Construct overpass	Long	2016-2030	16,348
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)	
A5A24L	Loop 335	IH 40 North & East	US 87 / 287	Upgrade NW Quadrant to 4-Lane Divided -as per 1998 Value Engineering Study Report				17,327
NOTES:	Updated to reflect YOE Total Project Cost, This is a multiphase project, Phase 1 is from Hester Rd to Coulter Rd				Long	2008-11 TIP	16,474	
	Future Phase(s) from Coulter St to IH 40 North & East, and from US 87 / 287 to Hester Rd				Long	2016-2030	853	
A5A25L	Loop 335	IH 27, E & N	South of IH 40	Upgrade SE Quadrant to 4-Lane Divided -as per 1998 Value Engineering Study Report				
NOTES:	Moved from MTP to Illustrative List for financial constraint. Modify MTP project limits, Updated to reflect YOE Total Project Cost, This is a multiphase project, Phase 1 is from IH 27, E & N to Potter County Line				Illustrative	TBD	28,167	
	Future Phase(s) is from Potter County line, North to IH 40				Illustrative	TBD	2,695	
A5A26L	Loop 335	SW 9th Ave		Construct interchange	Illustrative	TBD	2,972	
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost							
A5A27L	Hastings Ave	Grand St	FM 2176	Widen C&G				5,895
NOTES:	Updated to reflect YOE Total Project Cost, This is Phase 1 of a multiphase project, This phase is at River Rd and Hastings Ave intersection				Long	2008-11 TIP	1,113	
	Future Phase(s) is from River Rd to Grand St				Long	2016-2030	4,782	
A5A28L	Grand St	NE 24th Ave	Hastings Ave	Grading, base, & surface	Long	2016-2030		3,270
NOTES:	Updated to reflect YOE Total Project Cost							

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A29L	BI 40D	Loop 335	Ong St	Upgrade w/ additional lanes	Long	2016-2030	13,822
NOTES:	Updated to reflect YOE Total Project Cost						
A5A30L	Loop 434 (River Rd)	US 87/ 287	Cherry Ave	Upgrade to 4-lane arterial	Long	2016-2030	7,803
NOTES:	Updated to reflect YOE Total Project Cost						
A5A31L	Eastern St	Se 34th Ave	SE 46th Ave	Upgrade to 4-lane arterial	Long	2016-2030	3,270
NOTES:	Updated to reflect YOE Total Project Cost						
A5A32L	IH 40	Loop 335 (Soncy Rd)	Hope Rd	Add additional lanes EB & WB	Long	2012-2015	20,200
NOTES:	Updated to reflect YOE Total Project Cost						
A5A33L	IH 40	IH 27		Upgrade all interchange ramps to concrete	Illustrative	TBD	44,587
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A34L	SW 45th Ave	Loop 335	Helium Rd	New 4 lane arterial	Long	2016-2030	4,161
NOTES:	Updated to reflect YOE Total Project Cost						
A5A35L	Loop 335	BNSF RR, Fm 1541, Osage, Eastern St, Farmers, SE34th, SE 46th		Construct SE Quadrant interchanges- as per 1998 Value Engineering study Report	Illustrative	TBD	10,910
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost.						
A5A36L	IH 40	IH 40 / US 287 Split	Ross St	Reconstruct existing roadway	Illustrative	TBD	54,990
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A37L	Helium Rd	IH 40	FM 2219	Upgrade to 4-lane arterial	Illustrative	TBD	29,427
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A38L	IH 40	Loop 335 (Lakeside) & Whitaker Rd		Lengthen bridges & add turnarounds	Long	2008-2011	6,467
NOTES:	Updated to reflect YOE Total Project Cost						
A5A39L	IH 40	Washington St, Avondale & Bell St		Underpass: Storm sewer	Long	2008-2011	5,749
NOTES:	Updated scope of work, Updated to reflect YOE Total Project Cost						
A5A40L	BI 40D	Loop 335 & RM 1061		Construct interchange & turnarounds	Long	2016-2030	7,431
NOTES:	Updated to reflect YOE Total Project Cost						
A5A41L	IH 40	Ross/Osage, Georgia St. Western St, & Coulter St		Lengthen bridges	Illustrative	TBD	5,945
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A42L	IH 40	Loop 335 (Lakeside St)		3-Level interchange-as per 1998 Value Engineering Study Report	Illustrative	TBD	27,465
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost.						
A5A43L	US Hwy 87/ 287	Loop 335 (St Francis Ave)		3-Level interchange-as per 1998 Value Engineering Study Report	Illustrative	TBD	19,529
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost.						
A5A44L	Loop 335	Coulter St		Construct interchange & turnaround	Illustrative	TBD	2,972
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A45L	SE 34th Ave	Eastern St	Loop 335 (Lakeside)	Upgrade to 4-lane arterial	Long	2016-2030	6,539
NOTES:	Updated to reflect YOE Total Project Cost						
A5A46L	SE 46th Ave	Grand St	Eastern St	Upgrade to 4-lane arterial	Illustrative	TBD	3,270
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A47L	Grand St	SE 58th Ave	Loop 335 (Hollywood Rd)	Upgrade to 4-lane arterial	Illustrative	TBD	6,539
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A48L	IH 27	Loop 335 (Hollywood Rd)		Add EB, WB, NB, & SB direct connect ramps	Illustrative	TBD	74,311
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost.						
A5A49L	IH 40	Carson County line	Hope Rd	Landscaping/ Beautification Improvements	Illustrative	TBD	8,917
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A50L	IH 40 NFR & SFR	Loop 335 (Soncy Rd)	Helium Rd	Widen existing roadway w/ C&G, storm drains	Long	2016-2030	5,202
NOTES:	Updated to reflect YOE Total Project Cost						
A5A51L	FM 1541 (Washington St)	SW 58th Ave		Intersection project w/ BNSF RR overpass & signal	Illustrative	TBD	17,825
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
					Long		

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)	
A5A52L	SE 46th Ave	FM 1541 (Washington St)	Osage St	Upgrade to 4-lane arterial	Long	2016-2030		6,539
NOTES:	Updated to reflect YOE Total Project Cost							
A5A53L	Grand St	SE 46th Ave	Se 58th Ave	Upgrade to 4-lane arterial	Long	2016-2030		3,270
NOTES:	Updated to reflect YOE Total Project Cost							
A5A54L	SE 58th Ave	Grand St	Osage St	Upgrade to 4-lane arterial	Illustrative	TBD	3,270	
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost							
A5A55L	Arden rd	Coulter St	Helium Rd	New 4-lane arterial	Long	2016-2030		3,270
NOTES:	Updated to reflect YOE Total Project Cost							
A5A56L	NW 24th Ave	N Hughes St	Western St	New 4-lane arterial	Illustrative	TBD	8,323	
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost							
A5A57L	Hillside Rd	Loop 335 (Soncy Rd)	Helium Rd	New 4-lane arterial	Long	2016-2030		3,270
NOTES:	Updated to reflect YOE Total Project Cost							
A5A58L	SE 34th Ave	BNSF RR		Replace existing bridge	Long	2008-2011		10,346
NOTES:	Updated to reflect YOE Total Project Cost							
A5A59L	Hughes St	BNSF RR		Rehab existing bridge	Long	2016-2030		3,270
NOTES:	Updated to reflect YOE Total Project Cost							
A5A60L	Eastern St	BNSF RR @ 3rd Ave		Construct Bridge	Long	2016-2030		11,890
NOTES:	Updated to reflect YOE Total Project Cost							

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A61L	Eastern St	BNSF RR @ Amarillo Blvd		Construct Bridge	Long	2016-2030	11,890
NOTES:	Updated to reflect YOE Total Project Cost						
A5A62L	Eastern St	IH 40	NE 24th Ave	Upgrade to 4-lane arterial	Long	2016-2030	10,404
NOTES:	Updated to reflect YOE Total Project Cost						
A5A63L	FM 1541 (Washington St)	Loop 335	Camp Don Harrington	Widen existing roadway	Long	2016-2030	29,724
NOTES:	Updated to reflect YOE Total Project Cost						
A5A64L	FM 2590 (Soncy Rd)	Loop 335 (Hollywood Rd)	Rockwell Rd	Upgrade to 4-lane	Illustrative	TBD	35,669
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A65L	SH 136 (Fritch Hwy)	FM 1912		Construct grade separation	Illustrative	TBD	17,835
NOTES:	Moved from MTP to Illustrative List for financial constraint. Updated to reflect YOE Total Project Cost						
A5A66L	Various	Federal		Rehab and maintenance	Long	2016-2030	222,933
NOTES:	Updated to reflect YOE Total Project Cost						
A5A67L	Various	State		Rehab and maintenance	Long	2016-2030	44,587
NOTES:	Updated to reflect YOE Total Project Cost						
A5A68L	Various	City of Amarillo		Rehab and maintenance	Long	2016-2030	49,045
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
A5A69L	Various	Potter County		Rehab and maintenance	Long	2016-2030	28,238
NOTES:	Updated to reflect YOE Total Project Cost						
A5A70L	Various	Randall County		Rehab and maintenance	Long	2016-2030	29,724
NOTES:	Updated to reflect YOE Total Project Cost						
A5A71L	Various	Federal		Rehab bridge & approaches	Long	2016-2030	37,155
NOTES:	Updated to reflect YOE Total Project Cost						
A5A72L	Various	State		Rehab bridge & approaches	Long	2016-2030	7,431
NOTES:	Updated to reflect YOE Total Project Cost						
A5A73L	Various	Federal		Intersection Improvements	Long	2016-2030	11,147
NOTES:	Updated to reflect YOE Total Project Cost						
A5A74L	Various	State		Intersection Improvements	Long	2016-2030	2,972
NOTES:	Updated to reflect YOE Total Project Cost						
A5A75L	Various	City of Amarillo		Intersection Improvements	Long	2016-2030	2,229
NOTES:	Updated to reflect YOE Total Project Cost						
A5A76L	Various	Federal		Safety Improvements	Long	2016-2030	5,350
NOTES:	Updated to reflect YOE Total Project Cost						
A5A77L	Various	State		Safety Improvements	Long	2016-2030	2,972
NOTES:	Updated to reflect YOE Total Project Cost						

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)	
A5A78L	Various	Federal		Ramps Upgrades	Long	2016-2030		8,917
NOTES:	Updated to reflect YOE Total Project Cost							
A5A79L	Various	State		Ramps Upgrades	Long	2016-2030		2,972
NOTES:	Updated to reflect YOE Total Project Cost							
A5A80L	Various	Federal		ITS Improvements / upgrades	Long	2016-2030		8,917
NOTES:	Updated to reflect YOE Total Project Cost							
A5A81L	Various	State		ITS Improvements / upgrades	Long	2016-2030		8,917
NOTES:	Updated to reflect YOE Total Project Cost							
A5A82L	Alternate Airport Route	IH 40, North	Spur 468 (Airport Blvd)	New 4-lane arterial	Illustrative	TBD	75,797	
NOTES:	Add Project to MTP with YOE Total Cost							
A5AT01L	Transit	City of Amarillo		Operating Expenses	Long	2016-2030		106,202
NOTES:	Updated to reflect YOE Total Project Cost							
A5AT02L	Transit	City of Amarillo		Bus & Para-transit Van Replacement	Long	2016-2030		10,341
NOTES:	Updated to reflect YOE Total Project Cost							
A5AT04L	Transit	City of Amarillo		Equipment (various)	Long	2016-2030		755
NOTES:	Updated to reflect YOE Total Project Cost							
A5ASEC5310-1L	Transit	Section 5310		Purchase of Service Transportation	Long	2016-2030		4,681
NOTES:	Updated to reflect YOE Total Project Cost							
							2016-2030 Project Series Subtotal	**$ 989,701**

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X $1000 (Illustrative)
						2008-2030 projects Total	**$ 1,553,600**
O&M	Operations and Maintenance					2008-2030	23,809
						All projects w/ O&M Total	**$ 1,577,409**

Cost for Timing 2008-2011 shown in 2008 Dollars, Cost for Timing 2008-2015 shown in 2015 Dollars Cost for Timing 2012-2015 shown in 2015 Dollars, Cost for Timing 2016-2030 shown in 2025 Dollars
TBD: To Be Determined

Table 2. Illustrative List

MPO ID	Facility	From Limit	To Limit	Project Description	YOE Total Project Cost X $1000
A5A04S	IH 27	0.1 mi north of IH 40	SW 45th Ave	Reconstruct with direct connect IH 40 to IH 27	31,360
A5A48L	IH 27	Loop 335 (Hollywood Rd)		Add EB,WB, NB, & SB direct connect ramps	74,311
A5A25L	Loop 335	IH 27, E & N	South of IH 40	Upgrade SE Quadrant to 4-Lane Divided -as per 1998 Value Engineering Study Report. All Project Phases	30,862
A5A35L	Loop 335	BNSF RR, Fm 1541, Osage, Eastern St, Farmers, SE34th, SE 46th		Construct SE Quadrant interchanges- as per 1998 Value Engineering study Report	10,910
A5A41S	Loop 335			Upgrade SW quadrant to freeway standards-feasibility study	258,395
A5A23S	Hill Rd	IH 40 NFR	Bezner Rd	Rehab existing roadway	2,680
A5A27S	Spur 395 (T-Anchor Blvd)	IH 40	SE 10th Ave	Redesign roadway & landscape	3,828
A5A13L	Loop 335	Georgia St		Construct bridge & interchange - as per 1998 Value Engineering Study report	11,890
A5A14L	Loop 335	Western St		Construct bridge & interchange - as per 1998 Value Engineering Study report	11,890
A5A15L	Loop 335	Bell St		Construct bridge & interchange - as per 1998 Value Engineering Study report	11,890
A5A26L	Loop 335	SW 9th Ave		Construct interchange	2,972
A5A33L	IH 40	IH 27		Upgrade all interchange ramps to concrete	44,587
A5A36L	IH 40	IH 40 / US 287 Split	Ross St	Reconstruct existing roadway	54,990
A5A37L	Helium Rd	IH 40	FM 2219	Upgrade to 4-lane arterial	29,427
A5A41L	IH 40	Ross/Osage St, Georgia St., Western St, & Coulter St		Lengthen bridges	5,945
A5A42L	IH 40	Loop 335 (Lakeside St)		3-Level interchange-as per 1998 Value Engineering Study Report	27,465
A5A43L	US Hwy 87/ 287	Loop 335 (St Francis Ave)		3-Level interchange-as per 1998 Value Engineering Study Report	19,529
A5A44L	Loop 335	Coulter St		Construct interchange & turnaround	2,972
A5A46L	SE 46th Ave	Grand St	Eastern St	Upgrade to 4-lane arterial	3,270
A5A47L	Grand St	SE 58th Ave	Loop 335 (Hollywood Rd)	Upgrade to 4-lane arterial	6539
A5A49L	IH 40	Carson County line	Hope Rd	Landscaping/ Beautification Improvements	8,917
A5A51L	FM 1541 (Washington St)	SW 58th Ave		Intersection project w/ BNSF RR overpass & signal	17,825
A5A54L	SE 58th Ave	Grand St	Osage St	Upgrade to 4-lane arterial	3,270
A5A56L	NW 24th Ave	N Hughes St	Western St	New 4-lane arterial	8,323
A5A64L	FM 2590 (Soncy Rd)	Loop 335 (Hollywood Rd)	Rockwell Rd	Upgrade to 4-lane	35,669
A5A65L	SH 136 (Fritch Hwy)	FM 1912		Construct grade separation	17,835
A5A82L	Alternative Airport Route	IH 40, North	Spur 468 (Airport Blvd)	New 4-lane arterial	75,797
				Illustrative List Projects - Total	**$ 813,348**

Table 3. Funding Summary

Short Range 2008-2015	Resources X $1000			
	Federal	State	Local	Total
Roadway, Bike, Ped, Rehab & Mntnce	395,762	114,664	63,663	574,089
Transit	25,482	6,398	12,158	44,038
Transportation Enhancement	3,979	0	995	4,974
Total	425,223	121,062	76,816	623,101

Long Range 2016-2030	Resources X $1000			
	Federal	State	Local	Total
Roadway, Bike, Ped, Rehab & Mntnce	537,883	135,459	190,420	863,762
Transit	52,446	13,180	25,743	91,369
Total	590,329	148,639	216,163	955,131

Total Plan 2008-2030	Resources X $1000			
	Federal	State	Local	Total
Roadway, Bike, Ped, Rehab & Mntnce	933,645	250,123	254,083	1,437,851
Transit	77,928	19,578	37,901	135,407
Transportation Enhancement	3,979	0	995	4,974
Total	1,015,552	269,701	292,979	1,578,232

Funding Summary

Annual Growth in Costs @ 4%	$1,577.41
Annual Growth in Revenue@ 3%	$1,578.23
Surplus	$0.82

- Revenues are forecasted to grow at less than 3% per year
- Total Revenue at an annual 3% inflation rate = $1.578 Billion
- Costs are forecasted to grow at more than 4% per year
- Total Costs at an annual 4% inflation rate = $1.577 Billion
- Funding Surplus = $0.82 Million

FY 2008-2011

TRANSPORTATION IMPROVEMENT PROGRAM

AMARILLO DISTRICT
RURAL TIP

FEBRUARY 2008 REVISIONS

TXDOT AMARILLO DISTRICT

FY 2008

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	07/2008
COUNTY:	SHERMAN	**LIMITS FROM:**	STRATFORD STREETSCAPE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 2,196,103
CSJ:	0904-40-010	**MPO PROJECT NUM:**			
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: TRANS ENHANCEMENT

REMARKS P1:

REMARKS P7:

CONTRACT CSJ: 006602023
ANCESTOR CSJ(S): 090440900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
9-ENHANCEMENTS	$	1,934,274
OTHER	$	0
OTHER(R)	$	261,829
Total	$	2,196,103

PRELIMINARY ENGINEERING:	$	97,915
ROW PURCHASE:	$	0
CONSTRUCTION ENGINEERING:	$	99,914
CONSTRUCTION COST:	$	1,998,274
CONTINGENCIES:	$	139,879
INDIRECT COSTS:	$	98,915
BOND FINANCING:	$	0
OTHER FIELD:	$	0
TOTAL PROJECT COST:	$	2,434,897

TYPE OF WORK: TRANS ENHANCEMENT

FEDERAL AMOUNT:	$	1,547,419
STATE AMOUNT:	$	0
LOCAL MATCH:	$	386,855
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	261,829
TOTAL:	$	2,196,103

TXDOT AMARILLO DISTRICT

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	09/2008
COUNTY:	DALLAM	**LIMITS FROM:**	US 87	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	US 54	**YOE COST:**	$ 8,320,749
CSJ:	0904-05-011	**MPO PROJECT NUM:**			
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: NEW LOCATION

REMARKS P1: CHEESE FACTORY

REMARKS P7:

CONTRACT CSJ: 090405011
ANCESTOR CSJ(S): 090405901
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S): 090405012

TOTAL FUNDING		
12-STRATEGIC PRIOR	$	7,000,000
OTHER	$	0
OTHER(R)	$	1,320,749
Total	$	8,320,749

PRELIMINARY ENGINEERING:	$	370,989	**TYPE OF WORK:** NEW LOCATION	
ROW PURCHASE:	$	1		
CONSTRUCTION ENGINEERING:	$	378,560		
CONSTRUCTION COST:	$	7,571,200	**FEDERAL AMOUNT:**	$ 0
CONTINGENCIES:	$	529,984	**STATE AMOUNT:**	$ 7,000,000
INDIRECT COSTS:	$	374,774	**LOCAL MATCH:**	$ 0
BOND FINANCING:	$	0	**NON PROGRAM COSTS:**	$ 0
OTHER FIELD:	$	0	**OTHER AMOUNT:**	$ 1,320,749
TOTAL PROJECT COST:	$	9,225,508	**TOTAL:**	$ 8,320,749

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	09/2008
COUNTY:	MOORE	**LIMITS FROM:**	AT BNSF RAILWAY IN DUMAS	**PHASE:**	C,E
HIGHWAY NUM:	US 87	**LIMITS TO:**	.	**YOE COST:**	$ 9,033,956
CSJ:	0425-02-029	**MPO PROJECT NUM:**			
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: RR GRADE SEPARATION

REMARKS P1: ***11PA***

REMARKS P7:

CONTRACT CSJ: 042502029
ANCESTOR CSJ(S): 042502900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S): 042502030

TOTAL FUNDING		
6-STRUCT REHAB	$	4,800,001
OTHER	$	0
OTHER(R)	$	4,233,955
Total	$	9,033,956

PRELIMINARY ENGINEERING:	$	402,788	**TYPE OF WORK:** RR GRADE SEPARATION		
ROW PURCHASE:	$	845,845			
CONSTRUCTION ENGINEERING:	$	411,008			
CONSTRUCTION COST:	$	8,220,160	**FEDERAL AMOUNT:**	$	3,840,000
CONTINGENCIES:	$	575,411	**STATE AMOUNT:**	$	960,000
INDIRECT COSTS:	$	406,898	**LOCAL MATCH:**	$	0
BOND FINANCING:	$	0	**NON PROGRAM COSTS:**	$	1
OTHER FIELD:	$	0	**OTHER AMOUNT:**	$	4,233,955
TOTAL PROJECT COST:	$	10,862,110	**TOTAL:**	$	9,033,956

TXDOT AMARILLO DISTRICT

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	06/2009
COUNTY:	DALLAM	**LIMITS FROM:**	9.0 MILES SE OF FM 1879	**PHASE:**	C,E
HIGHWAY NUM:	US 87	**LIMITS TO:**	WEST CITY LIMITS OF DALHART	**YOE COST:**	$ 17,259,610
CSJ:	0040-03-052	**MPO PROJECT NUM:**			
REVISION DATE:	03/2008	**PROJECT SPONSOR:**	.		

DESCRIPTION: RECONSTRUCT, ADD 2 LANES

REMARKS P1: THIS PROJECT WAS NOT APPROVED IN THE 2005 SMP

REMARKS P7:

CONTRACT CSJ: 004003048
ANCESTOR CSJ(S): 004003900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
4-STWIDE CONNECT	$	14,520,000
OTHER	$	0
OTHER(R)	$	2,739,610
Total	$	17,259,610

PRELIMINARY ENGINEERING:	$	769,537
ROW PURCHASE:	$	0
CONSTRUCTION ENGINEERING:	$	785,242
CONSTRUCTION COST:	$	15,704,832
CONTINGENCIES:	$	1,099,338
INDIRECT COSTS:	$	777,389
BOND FINANCING:	$	0
OTHER FIELD:	$	0
TOTAL PROJECT COST:	$	19,136,338

TYPE OF WORK: RECONSTRUCT, ADD 2 LANES

FEDERAL AMOUNT:	$	11,616,000
STATE AMOUNT:	$	2,904,000
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	2,739,610
TOTAL:	$	17,259,610

TXDOT AMARILLO DISTRICT

FY 2011

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	09/2010
COUNTY:	HARTLEY	**LIMITS FROM:**	MOORE C/L	**PHASE:**	C,E,R
HIGHWAY NUM:	US 87	**LIMITS TO:**	US 385 S. OF HARTLEY	**YOE COST:**	$ 27,811,699
CSJ:	0425-01-014	**MPO PROJECT NUM:**			
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: RECONSTRUCT AND ADD 2 LANES

REMARKS P1: * MILEPOINTS INCREASE AS STATIONS DECREASE

REMARKS P7:

CONTRACT CSJ: 042501014
ANCESTOR CSJ(S): 042501900
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING		
4-STWIDE CONNECT	$	21,632,000
OTHER	$	0
OTHER(R)	$	6,179,699
Total	$	27,811,699

PRELIMINARY ENGINEERING:	$	1,240,012
ROW PURCHASE:	$	0
CONSTRUCTION ENGINEERING:	$	1,265,318
CONSTRUCTION COST:	$	25,306,368
CONTINGENCIES:	$	1,771,446
INDIRECT COSTS:	$	1,252,665
BOND FINANCING:	$	0
OTHER FIELD:	$	0
TOTAL PROJECT COST:	$	30,835,810

TYPE OF WORK: GRADING, STRS, BASE & SURF

FEDERAL AMOUNT:	$	17,305,600
STATE AMOUNT:	$	4,326,400
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	6,179,699
TOTAL:	$	27,811,699

TXDOT AMARILLO DISTRICT

TXDOT AMARILLO DISTRICT FINANCIAL SUMMARY

CATEGORY OF WORK FEDERAL & STATE SOURCES	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
1-PRVNT MNT/REHAB	$ 0	$ 0	$ 0	$ 0	$ 0
2-METRO CORRIDOR	$ 0	$ 0	$ 0	$ 0	$ 0
3-URBAN CORRIDOR	$ 0	$ 0	$ 0	$ 0	$ 0
4-STWIDE CONNECT	$ 0	$ 14,520,000	$ 0	$ 21,632,000	$ 36,152,000
5-CMAQ	$ 0	$ 0	$ 0	$ 0	$ 0
6-STRUCT REHAB	$ 0	$ 4,800,001	$ 0	$ 0	$ 4,800,001
7-METRO MOBILITY	$ 0	$ 0	$ 0	$ 0	$ 0
8-SAFETY	$ 0	$ 0	$ 0	$ 0	$ 0
9-ENHANCEMENTS	$ 1,934,274	$ 0	$ 0	$ 0	$ 1,934,274
10-MISC	$ 0	$ 0	$ 0	$ 0	$ 0
11-DIST DISCRETION	$ 0	$ 0	$ 0	$ 0	$ 0
12-STRATEGIC PRIOR	$ 0	$ 7,000,000	$ 0	$ 0	$ 7,000,000
LC-LOCAL CONTRIBUTIONS	$ 0	$ 0	$ 0	$ 0	$ 0
ROW-RIGHT OF WAY	$ 0	$ 0	$ 0	$ 0	$ 0
OTHER	$ 0	$ 0	$ 0	$ 0	$ 0
OTHER(R):	$ 261,829	$ 8,294,314	$ 0	$ 6,179,699	$ 14,735,842
TOTAL:	$ 2,196,103	$ 34,614,315	$ 0	$ 27,811,699	$ 64,622,117

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2008

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	09/2007
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 829,192
CSJ:	0904-00-979	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5800-00-950
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: HAZARD ELIMINATION

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 35,672
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 65,520
CONSTRUCTION COST:	$ 728,000
CONTINGENCIES:	$ 58,240
INDIRECT COSTS:	$ 36,036
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 923,468

TYPE OF WORK: HAZARD ELIMINATION

FEDERAL AMOUNT:	$ 630,000
STATE AMOUNT:	$ 70,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 129,192
TOTAL:	$ 829,192

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	10/2007
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 14,287,000
CSJ:	0904-00-974	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5000-00-952
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: SEAL COAT AND OVERLAY

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 637,000
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 650,000
CONSTRUCTION COST:	$ 13,000,000
CONTINGENCIES:	$ 910,000
INDIRECT COSTS:	$ 643,500
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 15,840,500

TYPE OF WORK: SEAL COAT AND OVERLAY

FEDERAL AMOUNT:	$ 0
STATE AMOUNT:	$ 12,500,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 1,787,000
TOTAL:	$ 14,287,000

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2008

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2008
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 1,184,560
CSJ:	0904-00-970	MPO PROJECT NUM:		GROUPED CSJ:	5800-00-915
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: INTELLIGENT TRANSPORTATION SYSTEM

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 50,960	TYPE OF WORK:	INTELLIGENT TRANSPORTATION	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 93,600	FEDERAL AMOUNT:	$	900,000
CONSTRUCTION COST:	$ 1,040,000	STATE AMOUNT:	$	100,000
CONTINGENCIES:	$ 83,200	LOCAL MATCH:	$	0
INDIRECT COSTS:	$ 51,480	NON PROGRAM COSTS:	$	0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$	184,560
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 1,319,240	TOTAL:	$	1,184,560

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2008
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 37,805,985
CSJ:	0904-00-973	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-958
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: PREVENTIVE MAINT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 1,701,096	TYPE OF WORK:	PREVENTIVE MAINT AND REHAB	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 1,388,650	FEDERAL AMOUNT:	$	30,042,900
CONSTRUCTION COST:	$ 34,716,240	STATE AMOUNT:	$	3,338,100
CONTINGENCIES:	$ 2,082,974	LOCAL MATCH:	$	0
INDIRECT COSTS:	$ 1,718,454	NON PROGRAM COSTS:	$	0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$	4,424,985
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 41,607,414	TOTAL:	$	37,805,985

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2008

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2008
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 118,456
CSJ:	0904-00-976	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-956
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: LANDSCAPING

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$	5,096	
ROW PURCHASE:	$	0	
CONSTRUCTION ENGINEERING:	$	9,360	
CONSTRUCTION COST:	$	104,000	
CONTINGENCIES:	$	8,320	
INDIRECT COSTS:	$	5,148	
BOND FINANCING:	$	0	
OTHER FIELD:	$	0	
TOTAL PROJECT COST:	$	131,924	

TYPE OF WORK: LANDSCAPING

FEDERAL AMOUNT:	$	0
STATE AMOUNT:	$	100,000
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	18,456
TOTAL:	$	118,456

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2008
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 10,286,640
CSJ:	0904-00-977	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-953
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: BRIDGE REPLACEMENT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$	458,640
ROW PURCHASE:	$	0
CONSTRUCTION ENGINEERING:	$	468,000
CONSTRUCTION COST:	$	9,360,000
CONTINGENCIES:	$	655,200
INDIRECT COSTS:	$	463,320
BOND FINANCING:	$	0
OTHER FIELD:	$	0
TOTAL PROJECT COST:	$	11,405,160

TYPE OF WORK: BRIDGE REPLACEMENT AND REHAB

FEDERAL AMOUNT:	$	7,200,000
STATE AMOUNT:	$	1,800,000
LOCAL MATCH:	$	0
NON PROGRAM COSTS:	$	0
OTHER AMOUNT:	$	1,286,640
TOTAL:	$	10,286,640

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2008

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	01/2008
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 10,286,640
CSJ:	0904-00-978	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5000-00-954
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: RAILROAD GRADE SEPARATION

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 458,640
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 468,000
CONSTRUCTION COST:	$ 9,360,000
CONTINGENCIES:	$ 655,200
INDIRECT COSTS:	$ 463,320
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 11,405,160

TYPE OF WORK: RAILROAD GRADE SEPARATION

FEDERAL AMOUNT:	$ 7,200,000
STATE AMOUNT:	$ 1,800,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 1,286,640
TOTAL:	$ 10,286,640

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2009

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	11/2008
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 15,452,819
CSJ:	0904-00-922	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-957
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: SEAL COAT AND OVERLAY

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 688,979	TYPE OF WORK:	SEAL COAT AND OVERLAY	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 703,040	FEDERAL AMOUNT:	$ 0	
CONSTRUCTION COST:	$ 14,060,800	STATE AMOUNT:	$ 13,000,000	
CONTINGENCIES:	$ 984,256	LOCAL MATCH:	$ 0	
INDIRECT COSTS:	$ 696,010	NON PROGRAM COSTS:	$ 0	
BOND FINANCING:	$ 0	OTHER AMOUNT:	$ 2,452,819	
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 17,133,085	TOTAL:	$ 15,452,819	

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2009
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 1,231,942
CSJ:	0904-00-920	MPO PROJECT NUM:		GROUPED CSJ:	5800-00-915
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: INTELLIGENT TRANSPORTATION SYSTEM

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 52,998	TYPE OF WORK:	INTELLIGENT TRANSPORTATION	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 97,344	FEDERAL AMOUNT:	$ 900,000	
CONSTRUCTION COST:	$ 1,081,600	STATE AMOUNT:	$ 100,000	
CONTINGENCIES:	$ 86,528	LOCAL MATCH:	$ 0	
INDIRECT COSTS:	$ 53,539	NON PROGRAM COSTS:	$ 0	
BOND FINANCING:	$ 0	OTHER AMOUNT:	$ 231,942	
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 1,372,010	TOTAL:	$ 1,231,942	

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2009

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	01/2009
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 40,636,253
CSJ:	0904-00-921	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5000-00-958
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: PREVENTIVE MAINT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 1,828,445
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 1,492,608
CONSTRUCTION COST:	$ 37,315,200
CONTINGENCIES:	$ 2,238,912
INDIRECT COSTS:	$ 1,847,102
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 44,722,267

TYPE OF WORK: PREVENTIVE MAINT AND REHAB

FEDERAL AMOUNT:	$ 31,050,000
STATE AMOUNT:	$ 3,450,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 6,136,253
TOTAL:	$ 40,636,253

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	01/2009
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 123,194
CSJ:	0904-00-923	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5000-00-956
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: LANDSCAPING

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 5,300
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 9,734
CONSTRUCTION COST:	$ 108,160
CONTINGENCIES:	$ 8,653
INDIRECT COSTS:	$ 5,354
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 137,201

TYPE OF WORK: LANDSCAPING

FEDERAL AMOUNT:	$ 0
STATE AMOUNT:	$ 100,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 23,194
TOTAL:	$ 123,194

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2009

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2009
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 15,452,819
CSJ:	0904-00-924	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-954
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: RAILROAD GRADE SEPARATIONS

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 688,979	TYPE OF WORK:	RAILROAD GRADE SEPARATIONS	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 703,040	FEDERAL AMOUNT:	$	10,400,000
CONSTRUCTION COST:	$ 14,060,800	STATE AMOUNT:	$	2,600,000
CONTINGENCIES:	$ 984,256	LOCAL MATCH:	$	0
INDIRECT COSTS:	$ 696,010	NON PROGRAM COSTS:	$	0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$	2,452,819
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 17,133,085	TOTAL:	$	15,452,819

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2009
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 9,509,427
CSJ:	0904-00-925	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-953
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: BRIDGE REPLACEMENT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 423,987	TYPE OF WORK:	BRIDGE REPLACEMENT AND REHAB	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 432,640	FEDERAL AMOUNT:	$	6,400,000
CONSTRUCTION COST:	$ 8,652,800	STATE AMOUNT:	$	1,600,000
CONTINGENCIES:	$ 605,696	LOCAL MATCH:	$	0
INDIRECT COSTS:	$ 428,314	NON PROGRAM COSTS:	$	0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$	1,509,427
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 10,543,437	TOTAL:	$	9,509,427

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2010

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	10/2009
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 18,543,383
CSJ:	0904-00-982	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-958
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: SEAL COAT AND OVERLAY

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 826,775	TYPE OF WORK:	SEAL COAT AND OVERLAY
ROW PURCHASE:	$ 0		
CONSTRUCTION ENGINEERING:	$ 843,648	FEDERAL AMOUNT:	$ 0
CONSTRUCTION COST:	$ 16,872,960	STATE AMOUNT:	$ 15,000,000
CONTINGENCIES:	$ 1,181,107	LOCAL MATCH:	$ 0
INDIRECT COSTS:	$ 835,212	NON PROGRAM COSTS:	$ 0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$ 3,543,383
OTHER FIELD:	$ 0		
TOTAL PROJECT COST:	$ 20,559,702	TOTAL:	$ 18,543,383

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2010
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 1,281,220
CSJ:	0904-00-980	MPO PROJECT NUM:		GROUPED CSJ:	5800-00-915
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: INTELLIGENT TRANSPORTATION SYSTEM

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 55,118	TYPE OF WORK:	INTELLIGENT TRANSPORTATION
ROW PURCHASE:	$ 0		
CONSTRUCTION ENGINEERING:	$ 101,238	FEDERAL AMOUNT:	$ 900,000
CONSTRUCTION COST:	$ 1,124,864	STATE AMOUNT:	$ 100,000
CONTINGENCIES:	$ 89,989	LOCAL MATCH:	$ 0
INDIRECT COSTS:	$ 55,681	NON PROGRAM COSTS:	$ 0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$ 281,220
OTHER FIELD:	$ 0		
TOTAL PROJECT COST:	$ 1,426,890	TOTAL:	$ 1,281,220

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2010

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	01/2010
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 40,890,954
CSJ:	0904-00-981	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5000-00-958
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: PREVENTIVE MAINT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 1,839,905	**TYPE OF WORK:**	PREVENTIVE MAINT AND REHAB	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 1,501,963	**FEDERAL AMOUNT:**	$	30,042,900
CONSTRUCTION COST:	$ 37,549,085	**STATE AMOUNT:**	$	3,338,100
CONTINGENCIES:	$ 2,252,945	**LOCAL MATCH:**	$	0
INDIRECT COSTS:	$ 1,858,680	**NON PROGRAM COSTS:**	$	0
BOND FINANCING:	$ 0	**OTHER AMOUNT:**	$	7,509,954
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 45,002,579	**TOTAL:**	$	40,890,954

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	01/2010
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 128,122
CSJ:	0904-00-983	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5000-00-956
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: LANDSCAPING

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 5,512	**TYPE OF WORK:**	LANDSCAPING	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 10,124	**FEDERAL AMOUNT:**	$	0
CONSTRUCTION COST:	$ 112,486	**STATE AMOUNT:**	$	100,000
CONTINGENCIES:	$ 8,999	**LOCAL MATCH:**	$	0
INDIRECT COSTS:	$ 5,568	**NON PROGRAM COSTS:**	$	0
BOND FINANCING:	$ 0	**OTHER AMOUNT:**	$	28,122
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 142,689	**TOTAL:**	$	128,122

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2010

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2010
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 6,237,371
CSJ:	0904-00-984	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-954
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: RAILROAD GRADE SEPARATIONS

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 275,592	TYPE OF WORK:	RAILROAD GRADE SEPARATIONS	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 337,459	FEDERAL AMOUNT:	$	4,000,000
CONSTRUCTION COST:	$ 5,624,320	STATE AMOUNT:	$	1,000,000
CONTINGENCIES:	$ 393,702	LOCAL MATCH:	$	0
INDIRECT COSTS:	$ 278,404	NON PROGRAM COSTS:	$	0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$	1,237,371
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 6,909,477	TOTAL:	$	6,237,371

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2010
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 11,744,143
CSJ:	0904-00-985	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-953
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: BRIDGE REPLACEMENT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 523,624	TYPE OF WORK:	BRIDGE REPLACEMENT AND REHAB	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 534,310	FEDERAL AMOUNT:	$	7,600,000
CONSTRUCTION COST:	$ 10,686,208	STATE AMOUNT:	$	1,900,000
CONTINGENCIES:	$ 748,035	LOCAL MATCH:	$	0
INDIRECT COSTS:	$ 528,967	NON PROGRAM COSTS:	$	0
BOND FINANCING:	$ 0	OTHER AMOUNT:	$	2,244,143
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 13,021,144	TOTAL:	$	11,744,143

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2011

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	10/2009
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 18,543,383
CSJ:	0904-00-963	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-958
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: SEAL COAT AND OVERLAY

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 826,775	TYPE OF WORK:	SEAL COAT AND OVERLAY	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 843,648	FEDERAL AMOUNT:	$ 0	
CONSTRUCTION COST:	$ 16,872,960	STATE AMOUNT:	$ 15,000,000	
CONTINGENCIES:	$ 1,181,107	LOCAL MATCH:	$ 0	
INDIRECT COSTS:	$ 835,212	NON PROGRAM COSTS:	$ 0	
BOND FINANCING:	$ 0	OTHER AMOUNT:	$ 3,543,383	
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 20,559,702	TOTAL:	$ 18,543,383	

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2011
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 1,332,468
CSJ:	0904-00-960	MPO PROJECT NUM:		GROUPED CSJ:	5800-00-915
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: INTELLIGENT TRANSPORTATION SYSTEM

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 57,323	TYPE OF WORK:	INTELLIGENT TRANSPORTATION	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 105,287	FEDERAL AMOUNT:	$ 900,000	
CONSTRUCTION COST:	$ 1,169,858	STATE AMOUNT:	$ 100,000	
CONTINGENCIES:	$ 93,589	LOCAL MATCH:	$ 0	
INDIRECT COSTS:	$ 57,908	NON PROGRAM COSTS:	$ 0	
BOND FINANCING:	$ 0	OTHER AMOUNT:	$ 332,468	
OTHER FIELD:	$ 0			
TOTAL PROJECT COST:	$ 1,483,965	TOTAL:	$ 1,332,468	

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2011

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2011
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 44,589,138
CSJ:	0904-00-962	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-958
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: PREVENTIVE MAINT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 2,006,306	TYPE OF WORK:	PREVENTIVE MAINT AND REHAB	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 1,637,801			
CONSTRUCTION COST:	$ 40,945,030	FEDERAL AMOUNT:	$	31,500,000
CONTINGENCIES:	$ 2,456,702	STATE AMOUNT:	$	3,500,000
INDIRECT COSTS:	$ 2,026,779	LOCAL MATCH:	$	0
BOND FINANCING:	$ 0	NON PROGRAM COSTS:	$	0
OTHER FIELD:	$ 0	OTHER AMOUNT:	$	9,589,138
TOTAL PROJECT COST:	$ 49,072,618	TOTAL:	$	44,589,138

TXDOT DISTRICT:	AMARILLO	CITY:	OTHER	EST LETTING DATE	01/2011
COUNTY:	POTTER	LIMITS FROM:	VARIOUS LOCATIONS DISTRICTWIDE	PHASE:	C,E
HIGHWAY NUM:	VA	LIMITS TO:	.	YOE COST:	$ 5,189,490
CSJ:	0904-00-964	MPO PROJECT NUM:		GROUPED CSJ:	5000-00-954
REVISION DATE:	03/2008	PROJECT SPONSOR:			

DESCRIPTION: RAILROAD GRADE SEPARATIONS

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

TOTAL FUNDING

CONSTRAINED
STATEWIDE

PRELIMINARY ENGINEERING:	$ 229,292	TYPE OF WORK:	RAILROAD GRADE SEPARATIONS	
ROW PURCHASE:	$ 0			
CONSTRUCTION ENGINEERING:	$ 280,766			
CONSTRUCTION COST:	$ 4,679,432	FEDERAL AMOUNT:	$	3,200,000
CONTINGENCIES:	$ 327,560	STATE AMOUNT:	$	800,000
INDIRECT COSTS:	$ 231,632	LOCAL MATCH:	$	0
BOND FINANCING:	$ 0	NON PROGRAM COSTS:	$	0
OTHER FIELD:	$ 0	OTHER AMOUNT:	$	1,189,490
TOTAL PROJECT COST:	$ 5,748,682	TOTAL:	$	5,189,490

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

FY 2011

TXDOT DISTRICT:	AMARILLO	**CITY:**	OTHER	**EST LETTING DATE**	01/2011
COUNTY:	POTTER	**LIMITS FROM:**	VARIOUS LOCATIONS DISTRICTWIDE	**PHASE:**	C,E
HIGHWAY NUM:	VA	**LIMITS TO:**	.	**YOE COST:**	$ 8,999,718
CSJ:	0904-00-965	**MPO PROJECT NUM:**		**GROUPED CSJ:**	5000-00-953
REVISION DATE:	03/2008	**PROJECT SPONSOR:**			

DESCRIPTION: BRIDGE REPLACEMENT AND REHAB

REMARKS P1:

REMARKS P7:

CONTRACT CSJ:
ANCESTOR CSJ(S):
DESCENDENT CSJ(S):
ROW/CONSTR CSJ(S):

PRELIMINARY ENGINEERING:	$ 401,261
ROW PURCHASE:	$ 0
CONSTRUCTION ENGINEERING:	$ 409,450
CONSTRUCTION COST:	$ 8,189,006
CONTINGENCIES:	$ 573,230
INDIRECT COSTS:	$ 405,356
BOND FINANCING:	$ 0
OTHER FIELD:	$ 0
TOTAL PROJECT COST:	$ 9,978,304

TYPE OF WORK: BRIDGE REPLACEMENT AND REHAB

FEDERAL AMOUNT:	$ 5,600,000
STATE AMOUNT:	$ 1,400,000
LOCAL MATCH:	$ 0
NON PROGRAM COSTS:	$ 0
OTHER AMOUNT:	$ 1,999,718
TOTAL:	$ 8,999,718

TOTAL FUNDING

CONSTRAINED
STATEWIDE

GROUPED PROJECTS

TXDOT AMARILLO DISTRICT

TXDOT AMARILLO DISTRICT FINANCIAL SUMMARY

CATEGORY OF WORK FEDERAL & STATE SOURCES	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
1-PRVNT MNT/REHAB	$ 46,881,000	$ 56,500,000	$ 49,381,000	$ 51,000,000	$ 203,762,000
2-METRO CORRIDOR	$ 0	$ 0	$ 0	$ 0	$ 0
3-URBAN CORRIDOR	$ 0	$ 0	$ 0	$ 0	$ 0
4-STWIDE CONNECT	$ 0	$ 0	$ 0	$ 0	$ 0
5-CMAQ	$ 0	$ 0	$ 0	$ 0	$ 0
6-STRUCT REHAB	$ 18,000,000	$ 13,000,000	$ 14,500,000	$ 11,000,000	$ 56,500,000
7-METRO MOBILITY	$ 0	$ 0	$ 0	$ 0	$ 0
8-SAFETY	$ 700,000	$ 0	$ 0	$ 0	$ 700,000
9-ENHANCEMENTS	$ 0	$ 0	$ 0	$ 0	$ 0
10-MISC	$ 100,000	$ 100,000	$ 100,000	$ 0	$ 300,000
11-DIST DISCRETION	$ 0	$ 0	$ 0	$ 0	$ 0
12-STRATEGIC PRIOR	$ 0	$ 0	$ 0	$ 0	$ 0
LC-LOCAL CONTRIBUTIONS	$ 0	$ 0	$ 0	$ 0	$ 0
ROW-RIGHT OF WAY	$ 0	$ 0	$ 0	$ 0	$ 0
OTHER	$ 0	$ 0	$ 0	$ 0	$ 0
OTHER(R):	$ 9,117,473	$ 12,806,455	$ 14,844,192	$ 16,654,197	$ 53,422,317
TOTAL:	$ 74,798,473	$ 82,406,455	$ 78,825,192	$ 78,654,197	$ 314,684,317

FY 2008 TRANSIT PROJECT LISTING

AMARILLO DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	Fiscal Year:	FY 2008
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	173,346
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	34,669
Brief Project Description:	Purchase Type 3 Vehicles	Total Cost of Project:	208,015

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

FY 2009 TRANSIT PROJECT LISTING

AMARILLO DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	**Fiscal Year:**	FY 2009
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	181,556
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	36,311
Brief Project Description:	Purchase Type 3 Vehicles	**Total Cost of Project:**	217,867

General Project Information		Funding Information	
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

General Project Information		Funding Information	
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

General Project Information		Funding Information	
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

General Project Information		Funding Information	
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

FY 2010TRANSIT PROJECT LISTING

AMARILLO DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM

General Project Information		Funding Information (YOE)	
TxDOT District:	Amarillo	Fiscal Year:	FY 2010
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	181,556
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	36,311
Brief Project Description:	Purchase Type 3 Vehicles	Total Cost of Project:	217,867

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

General Project Information		Funding Information	
TxDOT District:		Fiscal Year:	
Project Sponsor:		Federal Funding Category:	
MPO Project Number:		Federal Share:	
Project Contract Date:		State - TxDOT:	
Project Phase:		Local Share:	
Brief Project Description:		Total Cost of Project:	0

FY 2011 TRANSIT PROJECT LISTING
AMARILLO DISTRICT TRANSPORTATION IMPROVEMENT PROGRAM

	General Project Information		Funding Information (YOE)
TxDOT District:	Amarillo	**Fiscal Year:**	FY 2011
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	181,556
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	36,311
Brief Project Description:	Purchase Type 3 Vehicles	**Total Cost of Project:**	217,867

	General Project Information		Funding Information
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

	General Project Information		Funding Information
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

	General Project Information		Funding Information
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

	General Project Information		Funding Information
TxDOT District:		**Fiscal Year:**	
Project Sponsor:		**Federal Funding Category:**	
MPO Project Number:		**Federal Share:**	
Project Contract Date:		**State - TxDOT:**	
Project Phase:		**Local Share:**	
Brief Project Description:		**Total Cost of Project:**	0

Transit Financial Summary
Amarillo District
FY 2008-2011 TIP

	Transit Programs Description	FY 2008		FY 2009		FY 2010		FY 2011		Total	
		Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
1	Section 5307 - Urb >200K	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2	Section 5307 - Urb <200K									0	0
3	Section 5309 - Disc.									0	0
4	Section 5310 - E&PwD	$173,346	$208,015	181,556	217,867	181,556	217,867	181,556	217,867	718,014	861,616
5	Section 5311 - Non-Urb	Programmed by PTN		Programmed by PTN		Programmed by PTN		Programmed by PTN		0	0
6	Section 5316 - JARC									0	0
7	Section 5317 - New Freed									0	0
	Total Funds (YOE)	**$173,346**	**$208,015**	**$181,556**	**$217,867**	**$181,556**	**$217,867**	**$181,556**	**$217,867**	**$718,014**	**$861,616**

Note: Total column number is federal + match