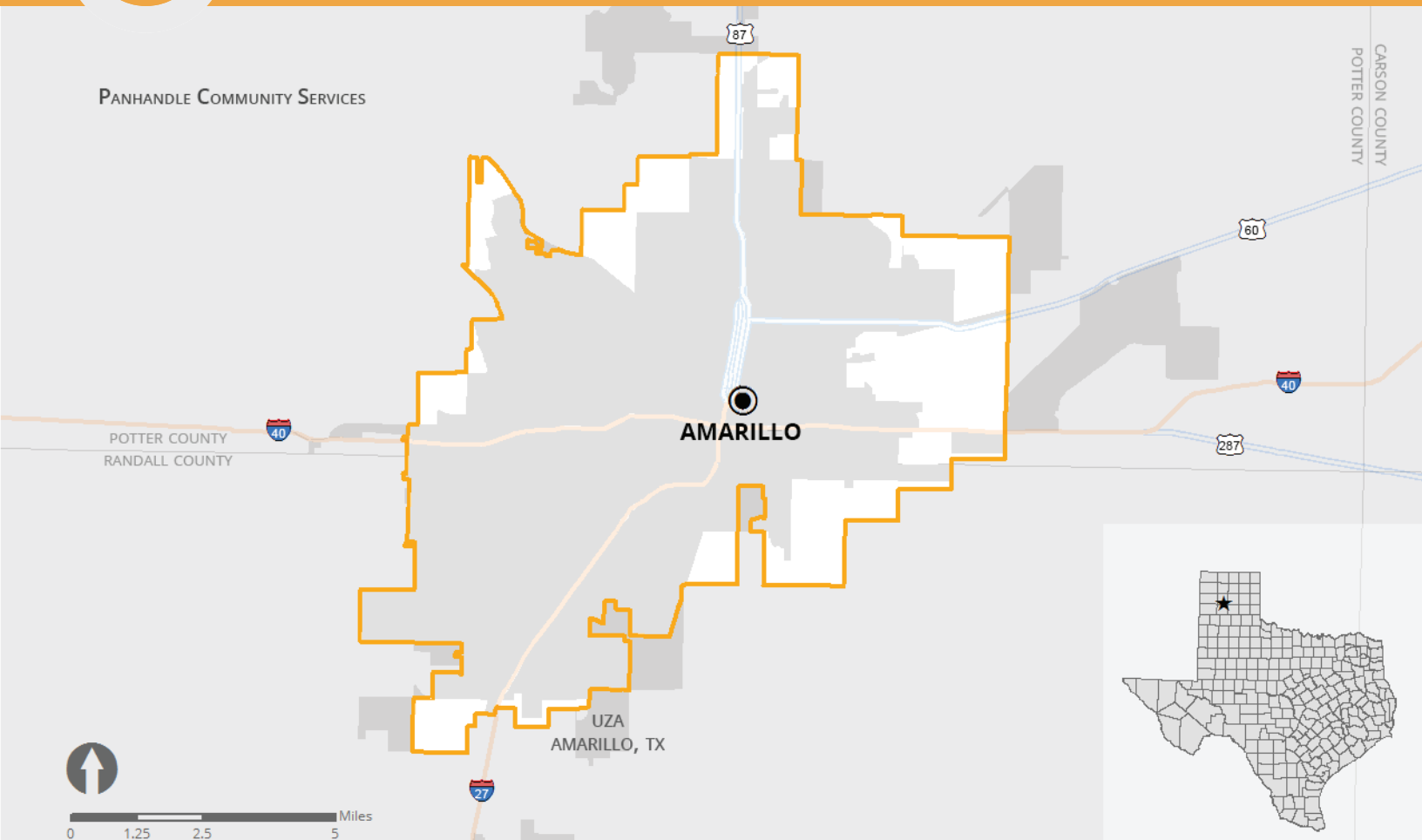




CITY OF AMARILLO



The City of Amarillo serves as an urban transit district (UTD) for the Amarillo urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Amarillo City Transit (ACT) is a public transit provider in the UTD, providing fixed-route local bus service and ADA paratransit service Spec-Trans within the city limits west of Lakeside Drive. The service area crosses Potter and Randall Counties, covering 95.2 percent of the population and 80.1 percent of the land area¹ of the Amarillo UZA. The rural parts of both counties are served by the rural transit district Panhandle Community Services.

ACT is administrated by the City of Amarillo Transit Department and is governed by the mayor and four other members of the Amarillo City Council. Currently, ACT staff operates the two types of transit services in-house. ACT fixed-route service was operated by a private company until the City of Amarillo took over the operation in 1966. The ADA paratransit service Spec-Trans was launched by the department in 1987 to comply with the Americans with Disabilities Act (ADA).



Urban Transit District

- Service Area Population²: 187,304
- Service Area Land Area³: 85.45 Sq. Miles
- Unlinked Passenger Trips⁴: 408,440
- Revenue Fleet⁴: 28 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

Eight bus routes available within the city limits west of Lakeside Drive.

One-Way Fare Structure:

- Base fare: \$0.75
- Discounted fares: \$0.60^a or \$0.35^b
- Free fare^c

Fare Media:



ADA Paratransit Service

Available within the city limits west of Lakeside Drive.

Reservation must be made at least a day in advance, up to 14 days in advance.

One-Way Fare Structure:

- Base fare: \$1.50

Fare Media:



Notes:

^a Children (6–12), and middle/high school students.

^b Medicare cardholders, seniors, and people with disabilities.

^c Children under 6 with paying customer.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	
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MON	TUE	WED	THU	FRI	SAT	
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Operating Hours by Mode

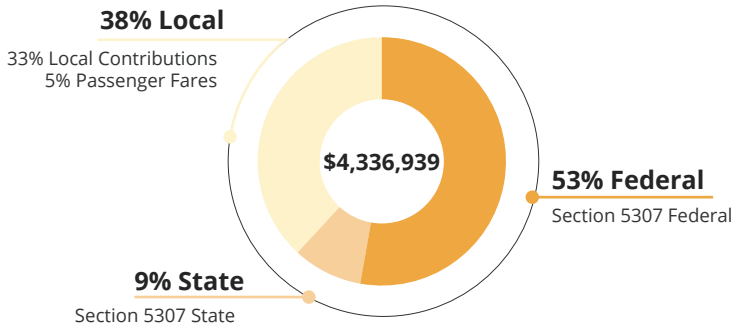




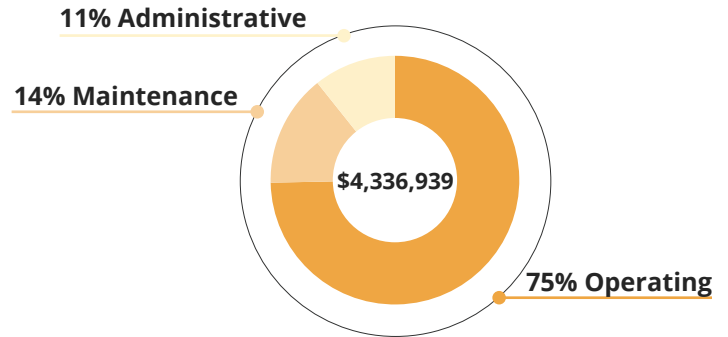
FY 2014 Financial Status⁴



Revenues in Fiscal Year 2014



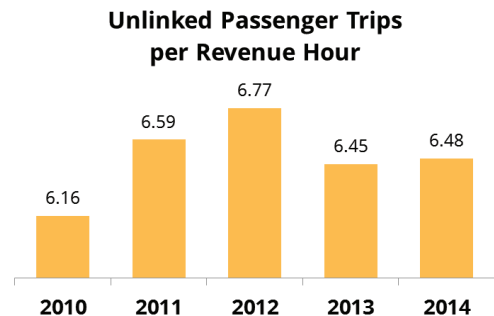
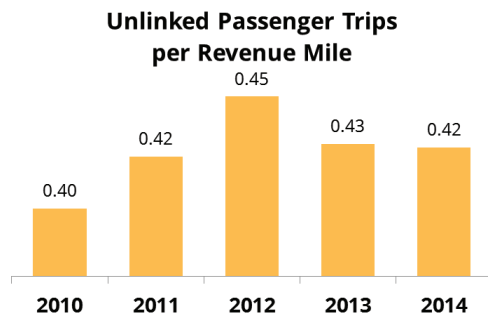
Expenditures in Fiscal Year 2014



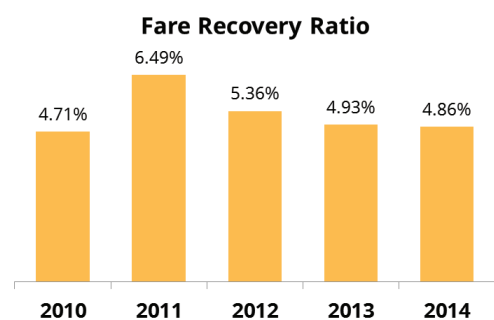
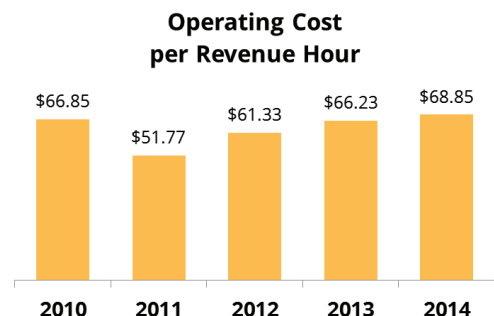
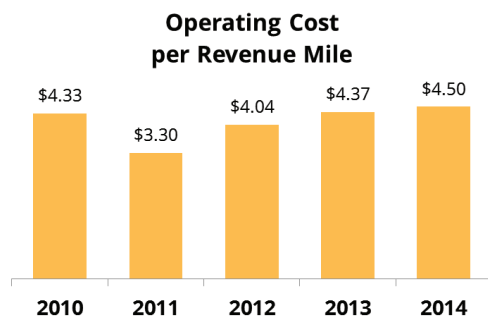
FY 2010-2014 Performance Measures⁴



Productivity in the Past 5 Years



Efficiency in the Past 5 Years



Projects in the 2015–2018 STIP⁵

Implementation Year	Project Name	Cost
2015	Operating Expenses	\$3,878,520
2015	Preventive Maintenance	\$775,000
2015	Replace Bus Vehicles	\$231,650
2015	Shop Equipment	\$15,000
2015	Passenger Amenities	\$25,000
2016	Operating Expenses	\$3,917,304
2016	Preventive Maintenance	\$780,000
2016	Shop Equipment	\$25,000
2016	Support Vehicle	\$25,000
2017	Operating Expenses	\$3,956,476
2017	Preventive Maintenance	\$785,000
2017	Replace Bus Vehicles	\$125,049
2017	Shop Equipment	\$15,000
2017	Passenger Amenities	\$25,000
2017	Computer Equipment	\$50,000
2018	Operating Expenses	\$3,996,042
2018	Replace Bus Vehicles	\$199,408

Data Sources:

¹ Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.

² U.S. Census Bureau, American Community Survey 2009–2013 5-year estimates.

³ U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places, and TTI calculation.

⁴ Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

⁵ Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated:

February, 2016