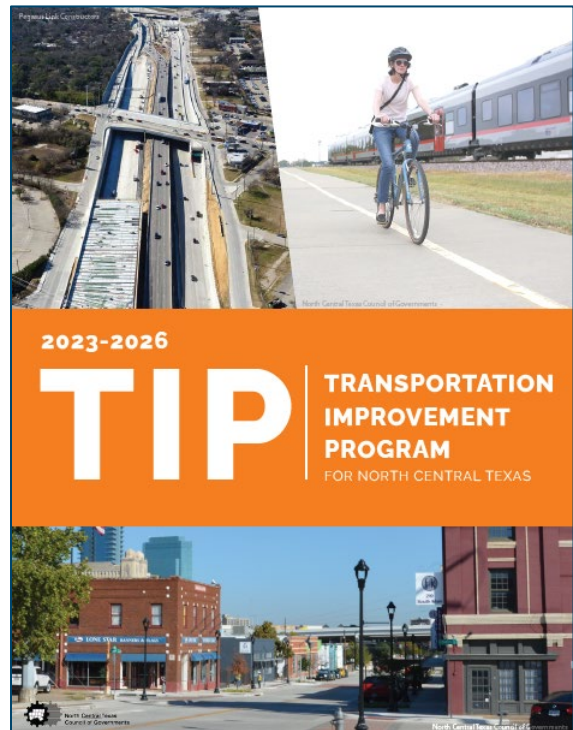


# Chapter VIII Financial Plan

## 2023-2026 Transportation Improvement Program



# Chapter VIII

## Financial Plan

### OVERVIEW

According to the Metropolitan Planning regulations reaffirmed under the Infrastructure Investment and Jobs Act (23 CFR Part 450.326(j)), the Transportation Improvement Program (TIP) “...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.” The financial plan of the 2023-2026 TIP was developed by the Metropolitan Planning Organization (MPO) in cooperation with the Texas Department of Transportation (TxDOT), local transportation agencies, and local government entities. Each funding program is financially balanced against available funds for FY2023-FY2026.

Through financial constraint, the TIP becomes a program of committed projects designed to achieve regional mobility and improved air quality, while addressing the economic and environmental goals of the region. In essence, the TIP serves as the region’s spending plan for federal and state transportation improvement funding. Another form of funding in the TIP is toll revenue, specifically Regional Toll Revenue (RTR) funding, which is also included in the financial summaries.

### DEMONSTRATION

The first step in demonstrating financial constraint of the TIP is to determine the amount of funds expected to be allocated to the region each year from all available sources. Funding program allocations for each fiscal year are generally taken from the apportionments outlined in the Unified Transportation Program. Unspent carryover funds from prior years are then added to the available balance for each year, if applicable. Next, the transportation priorities are determined and projects are programmed, while maintaining a four-year financial constraint. The prioritization of projects is carried out in an open and cooperative forum between funding recipients, TxDOT, transportation agencies, and the MPO.

The 12-county Metropolitan Planning Area consists of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties, a total area of approximately 9,441 square miles. The Metropolitan Planning Area boundary encompasses the existing urbanized area, the contiguous area expected to be urbanized by the year 2045, and the ozone nonattainment area. Financial summaries, provided by TxDOT district, are included for the projects located within the Metropolitan Planning Area.

Roadway section financial summaries for the Fort Worth, Dallas, and Paris Districts, are presented in Exhibits VIII-1, VIII-2, and VIII-3, respectively. Exhibits VIII-4 and VIII-5 are the Transit section financial summaries for the Fort Worth and Dallas TxDOT Districts, respectively.



## CONCLUSION

The exhibits show that the 2023-2026 TIP is financially constrained in FY2023, FY2024, FY2025, and FY2026, by category. The TIP conforms to all Federal Highway Administration and Office of Management and Budget, Year of Expenditure (YOE), and Total Project Costs (TPC) requirements for budgetary constraint. Therefore, resources have been identified and are available to fund the projects included in these fiscal years.



**DFW Metropolitan Planning Organization - Fort Worth  
FY 2023 - 2026 Transportation Improvement Program  
August 2023**

<b>Funding by Category</b>											
Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized <sup>A</sup>	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$550,000	\$174,310,883	\$0	\$182,424,463	\$0	\$145,509,622	\$0	\$123,817,684	\$550,000	\$626,062,652
2M	Urban Area (Non- TMA) Corridor Projects <sup>C,E,G,D,J</sup>	\$474,174,506	\$205,833,601	\$89,331,102	\$162,819,476	\$8,514,563	\$194,650,568	\$69,261,515	\$106,693,070	\$641,281,686	\$669,996,716
3	Non-Traditionally Funded Transportation Project <sup>B</sup>	\$44,171,544	\$44,171,544	\$189,142,184	\$189,142,184	\$40,925,262	\$40,925,262	\$222,539,622	\$222,539,622	\$496,778,612	\$496,778,612
4	Statewide Connectivity Corridor Projects <sup>D,E,I,J</sup>	\$0	\$115,491,916	\$200,000,000	\$97,409,460	\$0	\$118,124,036	\$0	\$95,456,581	\$200,000,000	\$426,481,993
5	CMAQ <sup>A</sup>	\$39,366,554	\$47,539,679	\$13,686,460	\$36,788,032	\$23,553,244	\$37,523,840	\$14,431,522	\$38,274,365	\$91,037,780	\$160,125,917
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab <sup>A,D,J</sup>	\$146,032,242	\$84,180,500	\$45,736,818	\$58,854,164	\$50,517,055	\$59,822,074	\$31,966,588	\$61,232,027	\$274,252,703	\$264,088,766
9 TAP	Transportation Alternatives Program <sup>A,F</sup>	\$127,953	\$14,754,838	\$0	\$5,525,004	\$0	\$1,061,491	\$0	\$4,379,062	\$127,953	\$25,720,395
10	Supplemental Transportation	\$17,150,000	\$17,150,000	\$1,750,954	\$1,750,954	\$0	\$0	\$0	\$0	\$18,900,954	\$18,900,954
	New Starts Grant <sup>H</sup>	\$80,500,000	\$80,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,500,000	\$80,500,000
11	District Discretionary <sup>C,D,E</sup>	\$0	\$7,636,866	\$0	\$9,575,878	\$16,000,000	\$9,490,876	\$1,400,000	\$7,476,577	\$17,400,000	\$34,180,197
	Safety	\$0	\$4,729,266	\$0	\$15,024,469	\$0	\$9,101,972	\$0	\$6,479,397	\$0	\$35,335,104
	Energy Sector	\$0	\$12,865,422	\$0	\$12,437,347	\$0	\$12,445,504	\$0	\$10,345,517	\$0	\$48,093,790
12	Strategic Priority <sup>C</sup>	\$812,500	\$812,500	\$51,775,000	\$51,775,000	\$0	\$0	\$0	\$0	\$52,587,500	\$52,587,500
SW PE	Statewide PE	\$121,485,000	\$121,485,000	\$145,970,000	\$145,970,000	\$34,175,197	\$34,175,197	\$15,950,000	\$15,950,000	\$317,580,197	\$317,580,197
SW ROW	Statewide ROW	\$80,012,000	\$80,012,000	\$325,504,709	\$325,504,709	\$103,950,000	\$103,950,000	\$25,072,000	\$25,072,000	\$534,538,709	\$534,538,709
<b>Total</b>		<b>\$1,004,382,299</b>	<b>\$1,011,474,016</b>	<b>\$1,062,897,227</b>	<b>\$1,295,001,141</b>	<b>\$277,635,321</b>	<b>\$766,780,443</b>	<b>\$380,621,247</b>	<b>\$717,715,902</b>	<b>\$2,725,536,094</b>	<b>\$3,790,971,501</b>

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Federal</b>	\$536,468,986	\$328,803,430	\$87,972,349	\$98,757,322	\$1,052,002,087
<b>State</b>	\$117,869,359	\$70,958,812	\$8,732,513	\$15,882,303	\$213,442,987
<b>Local Match</b>	\$23,875,410	\$2,518,092	\$1,880,000	\$2,420,000	\$30,693,502
CAT 3 - Local Contributions	\$25,820,604	\$177,892,538	\$28,034,133	\$216,800,000	\$448,547,275
CAT 3 - Regional Toll Revenue <sup>B</sup>	\$8,621,457	\$3,730,482	\$0	\$0	\$12,351,939
CAT 3 - TDC (MPO)	\$7,017,983	\$6,979,164	\$9,104,460	\$5,109,622	28,211,229
CAT 3 - RTC/Local	\$211,500	\$540,000	\$620,000	\$630,000	\$2,001,500
Cat 3 - Build Grant	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Cat 3 - INFRA	\$0	\$0	\$0	\$0	\$0
Cat 3 - Prop 12 V3	\$0	\$0	\$3,166,669	\$0	\$3,166,669
Cat 10 -New Starts Grant <sup>H</sup>	\$80,500,000	\$0	\$0	\$0	\$80,500,000
Other - Statewide PE	\$121,485,000	\$145,970,000	\$34,175,197	\$15,950,000	\$317,580,197
Other - Statewide ROW	\$80,012,000	\$325,504,709	\$103,950,000	\$25,072,000	\$534,538,709
<b>Total</b>	<b>\$1,004,382,299</b>	<b>\$1,062,897,227</b>	<b>\$277,635,321</b>	<b>\$380,621,247</b>	<b>\$2,725,536,094</b>

**Notes:**

- <sup>A</sup> Amounts include FY2022 carry over provided by TxDOT Category Analysis Report
- <sup>B</sup> RTR funding amounts include the required local match.
- <sup>C</sup> Category 2, Category 11, and Category 12 include TxDOT Congestion Relief Program Funding.
- <sup>D</sup> Sufficient funding available regionally to cover overprogrammed amounts.
- <sup>E</sup> Projects to be advanced were approved by TPP/UTP groups at TxDOT per the district staff
- <sup>F</sup> FY2020 apportionment will lapse if not obligated in FY2023.
- <sup>G</sup> Category 2M programmed amount in FY2023 includes \$468,000,000 for IH 820 which has been approved by TPP.
- <sup>H</sup> Includes \$41,600,000 in required local match.
- <sup>I</sup> Carryover funding from FY 2023 to cover overprogramming in FY 2024.
- <sup>J</sup> Authorized amounts reduced to reflect grouped projects.

Financial constraint allocations based upon Texas Transportation Commission (TTC) Minute Order 116292 approved on August 30, 2022 and the Draft FY2024 UTP. Carryover amounts provided by TxDOT Category Analysis Report for FY2022.

**DFW Metropolitan Planning Organization - Dallas  
FY 2023 - 2026 Transportation Improvement Program  
August 2023**

<b>Funding by Category</b>											
Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized <sup>A</sup>	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation <sup>H</sup>	\$0	\$255,703,343	\$4,500,000	\$266,825,078	\$0	\$212,831,194	\$3,430,541	\$181,103,250	\$7,930,541	\$916,462,865
2M	Urban Area (Non- TMA) Corridor Projects <sup>C,E,G</sup>	\$185,659,446	\$420,259,512	\$244,090,205	\$362,404,641	\$282,210,491	\$433,254,490	\$243,154,711	\$237,478,124	\$955,114,853	\$1,453,396,766
3	Non-Traditionally Funded Transportation Project <sup>B</sup>	\$130,091,225	\$139,014,732	\$608,081,968	\$608,081,968	\$45,133,085	\$45,133,085	\$28,851,809	\$28,851,809	\$812,158,087	\$821,081,594
4	Statewide Connectivity Corridor Projects <sup>D</sup>	\$31,699,658	\$245,420,322	\$356,827,554	\$216,814,604	\$238,404,680	\$262,921,241	\$146,610,468	\$212,467,874	\$773,542,360	\$937,624,041
5	CMAQ <sup>A,D,E</sup>	\$80,391,260	\$84,514,986	\$96,614,917	\$65,400,946	\$82,285,651	\$66,709,050	\$42,608,054	\$68,043,316	\$301,899,882	\$284,668,297
6	Structures	\$0	\$0	\$12,000,000	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$12,000,000
7	Metro Mobility & Rehab <sup>A,D,G,H</sup>	\$94,432,682	\$187,369,500	\$170,872,642	\$130,997,979	\$128,131,121	\$133,152,359	\$153,213,410	\$136,290,641	\$546,649,855	\$587,810,478
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 TAP	Transportation Alternatives Program <sup>A,D,F</sup>	\$4,648,925	\$26,230,823	\$26,325,824	\$9,822,229	\$0	\$1,887,096	\$0	\$7,784,999	\$30,974,749	\$45,725,147
10	Supplemental Transportation	\$0	\$380,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,000
	Carbon Reduction Program	\$0	\$0	\$44,660,000	\$47,573,498	\$1,200,000	\$46,810,000	\$950,000	\$16,826,317	\$46,810,000	\$111,209,815
	RAISE Grant	\$0	\$0	\$16,125,000	\$16,125,000	\$0	\$0	\$0	\$0	\$16,125,000	\$16,125,000
11	District Discretionary <sup>C,D,E</sup>	\$0	\$10,711,633	\$6,574,631	\$13,348,433	\$2,500,000	\$13,218,112	\$15,256,069	\$10,129,875	\$24,330,700	\$47,408,053
	Safety	\$0	\$6,456,006	\$0	\$20,757,681	\$0	\$12,575,208	\$0	\$8,951,881	\$0	\$48,740,776
	Energy Sector	\$0	\$12,767,709	\$0	\$12,388,316	\$0	\$12,396,441	\$0	\$10,304,732	\$0	\$47,857,198
12	Strategic Priority <sup>C</sup>	\$1,696,500	\$1,696,500	\$795,423,925	\$795,423,925	\$862,396,493	\$862,396,493	\$322,980,000	\$322,980,000	\$1,982,496,918	\$1,982,496,918
SW PE	Statewide PE	\$217,786,056	\$217,786,056	\$209,029,831	\$209,029,831	\$34,919,112	\$34,919,112	\$4,686,000	\$4,686,000	\$466,420,999	\$466,420,999
SW ROW	Statewide ROW	\$808,777,860	\$808,777,860	\$1,563,556,101	\$1,563,556,101	\$69,937,486	\$69,937,486	\$4,000,000	\$4,000,000	\$2,446,271,447	\$2,446,271,447
<b>Total</b>		<b>\$1,555,183,612</b>	<b>\$2,417,088,981</b>	<b>\$4,154,682,598</b>	<b>\$4,350,550,230</b>	<b>\$1,747,118,119</b>	<b>\$2,208,141,366</b>	<b>\$965,741,062</b>	<b>\$1,249,898,817</b>	<b>\$8,422,725,391</b>	<b>\$10,225,679,394</b>

<b>Funding Participation Source</b>					
Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Federal</b>	\$325,756,512	\$1,399,690,522	\$1,294,193,054	\$758,143,369	\$3,777,783,457
<b>State</b>	\$59,267,164	\$291,417,956	\$281,401,174	\$149,222,308	\$781,308,602
<b>Local Match</b>	\$13,504,795	\$22,121,220	\$20,334,208	\$19,887,576	\$75,847,799
CAT 3 - Local Contributions	\$108,212,318	\$532,116,007	\$18,047,780	\$10,508,102	\$668,884,207
CAT 3 - Regional Toll Revenue <sup>B</sup>	\$12,700,965	\$46,729,195	\$9,400,000	\$2,050,000	\$70,880,160
CAT 3 - TDC (MPO)	\$6,932,942	\$29,006,766	\$17,670,305	\$16,278,707	\$69,888,720
CAT 3 - RTC/Local	\$2,245,000	\$230,000	\$15,000	\$15,000	\$2,505,000
Cat 3 - TMF	\$0	\$0	\$0	\$0	\$0
Cat 10 - Carbon Reduction Program	\$0	\$44,660,000	\$1,200,000	\$950,000	\$46,810,000
Cat 10 - RAISE Grant	\$0	\$16,125,000	\$0	\$0	\$16,125,000
Other - Statewide PE	\$217,786,056	\$209,029,831	\$34,919,112	\$4,686,000	\$466,420,999
Other - Statewide ROW	\$808,777,860	\$1,563,556,101	\$69,937,486	\$4,000,000	\$2,446,271,447
<b>Total</b>	<b>\$1,555,183,612</b>	<b>\$4,154,682,598</b>	<b>\$1,747,118,119</b>	<b>\$965,741,062</b>	<b>\$8,422,725,391</b>

**Notes:**

- <sup>A</sup> Amounts include FY2022 carry over provided by TxDOT Category Analysis Report
- <sup>B</sup> RTR funding amounts include the required local match.
- <sup>C</sup> Category 2, Category 11, and Category 12 include TxDOT Congestion Relief Program Funding.
- <sup>D</sup> Carryover from earlier years to cover overprogrammed amounts in later years.
- <sup>E</sup> Sufficient funding available regionally to cover overprogrammed amounts.
- <sup>F</sup> FY2020 apportionment will lapse if not obligated in FY2023.
- <sup>G</sup> Authorized amount reduced to reflect funds used in the Paris District.
- <sup>H</sup> Authorized amounts reduced to reflect grouped projects.

Financial constraint allocations based upon Texas Transportation Commission (TTC) Minute Order 116292 approved on August 30, 2022 and the Draft FY2024 UTP. Carryover amounts provided by TxDOT Category Analysis Report for FY2022.

**DFW Metropolitan Planning Organization - Paris  
FY 2023 - 2026 Transportation Improvement Program  
May 2023**

<b>Funding by Category</b>											
		<b>FY 2023</b>		<b>FY 2024</b>		<b>FY 2025</b>		<b>FY 2026</b>		<b>Total FY 2023 - 2026</b>	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$98,343,762	\$0	\$50,022,954	\$0	\$51,023,414	\$0	\$52,043,882	\$0	\$251,434,012
2M	Urban Area (Non- TMA) Corridor Projects <sup>A</sup>	\$37,886,246	\$37,886,246	\$0	\$0	\$0	\$0	\$0	\$0	\$37,886,246	\$37,886,246
3	Non-Traditionally Funded Transportation Project	\$2,085,000	\$2,085,000	\$0	\$0	\$0	\$0	\$0	\$0	2,085,000	2,085,000
4	Statewide Connectivity Corridor Projects <sup>A</sup>	\$18,373,452	\$11,550,904	\$0	\$4,267,178	\$0	\$4,890,365	\$0	\$4,496,851	\$18,373,452	\$25,205,298
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab <sup>B,C</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 TAP	Transportation Alternatives Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$4,426,289	\$0	\$4,053,259	\$0	\$4,129,400	\$0	\$4,104,576	\$0	\$16,713,524
	Safety	\$0	\$2,905,826	\$0	\$1,727,265	\$0	\$1,811,935	\$0	\$1,784,331	\$0	\$8,229,357
	Energy Sector	\$0	\$7,512,367	\$0	\$4,465,461	\$0	\$4,684,356	\$0	\$4,612,992	\$0	\$21,275,176
12	Strategic Priority	\$83,200,000	\$83,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200,000	\$83,200,000
SW PE	Statewide PE	\$100,000	\$100,000	\$0	\$0	\$686,000	\$686,000	\$0	\$0	\$786,000	\$786,000
SW ROW	Statewide ROW	\$3,918,200	\$3,918,200	\$0	\$0	\$14,000,000	\$14,000,000	\$0	\$0	\$17,918,200	\$17,918,200
<b>Total</b>		<b>\$145,562,898</b>	<b>\$251,928,594</b>	<b>\$0</b>	<b>\$64,536,117</b>	<b>\$14,686,000</b>	<b>\$81,225,470</b>	<b>\$0</b>	<b>\$67,042,632</b>	<b>\$160,248,898</b>	<b>\$464,732,813</b>

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Federal</b>	\$111,567,759	\$0	\$0	\$0	\$111,567,759
<b>State</b>	\$27,891,939	\$0	\$0	\$0	\$27,891,939
<b>Local</b>	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$2,085,000	\$0	\$0	\$0	\$2,085,000
Other - Statewide PE	\$100,000	\$0	\$686,000	\$0	\$786,000
Other - Statewide ROW	\$3,918,200	\$0	\$14,000,000	\$0	\$17,918,200
<b>Same</b>	<b>\$145,562,898</b>	<b>\$0</b>	<b>\$14,686,000</b>	<b>\$0</b>	<b>\$160,248,898</b>

**Notes:**

<sup>A</sup> Sufficient funding available regionally to cover overprogrammed amounts.

<sup>B</sup> Amounts include FY2022 carryover provided by TxDOT Category Analysis Report

<sup>C</sup> Funding is from Dallas District's allocation.

Financial constraint allocations based upon Texas Transportation Commission (TTC) Minute Order 1.16292 approved on August 30, 2022. Carryover amounts provided by TxDOT Category Analysis Report for FY2022.

**Transit Financial Summary**  
**DFW Metropolitan Planning Organization - Fort Worth District**  
**FY2023-2026 Transportation Improvement Program - May 2023**

All Figures in Year of Expenditure (YOE) Dollars

Current as of 04/27/2023

Transit Program		FY2023			FY2024			FY2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$56,708,691	\$9,273,527	\$65,982,218	\$61,870,000	\$12,500,000	\$74,370,000	\$11,870,000	\$0	\$11,870,000
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$5,747,941	\$63,750	\$5,811,691	\$416,000	\$0	\$416,000	\$416,000	\$0	\$416,000
5	Sec. 5311 - Nonurbanized Formula	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Sec. 5337 - State of Good Repair Program	\$8,688,237	\$1,547,059	\$10,235,296	\$2,500,000	\$0	\$2,500,000	\$2,500,000	\$0	\$2,500,000
13	Sec. 5339 - Bus and Bus Facilities Program	\$8,575,667	\$1,101,354	\$9,677,021	\$1,200,000	\$0	\$1,200,000	\$1,200,000	\$0	\$1,200,000
14	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$79,720,536</b>	<b>\$11,985,690</b>	<b>\$91,706,226</b>	<b>\$65,986,000</b>	<b>\$12,500,000</b>	<b>\$78,486,000</b>	<b>\$15,986,000</b>	<b>\$0</b>	<b>\$15,986,000</b>

<b>Transportation Development Credits Requested</b>			6,571,348			3,197,200			3,637,200
<b>Transportation Development Credits Awarded</b>			1,646,635			147,200			-

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY2026			FY2023-2026 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$61,870,000	\$12,500,000	\$74,370,000	\$192,318,691	\$34,273,527	\$226,592,218
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$416,000	\$0	\$416,000	\$6,995,941	\$63,750	\$7,059,691
5	Sec. 5311 - Nonurbanized Formula	\$0	\$0	\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
12	Sec. 5337 - State of Good Repair Program	\$2,500,000	\$0	\$2,500,000	\$16,188,237	\$1,547,059	\$17,735,296
13	Sec. 5339 - Bus and Bus Facilities Program	\$1,200,000	\$0	\$1,200,000	\$12,175,667	\$1,101,354	\$13,277,021
14	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0
15	Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$65,986,000</b>	<b>\$12,500,000</b>	<b>\$78,486,000</b>	<b>\$227,678,536</b>	<b>\$36,985,690</b>	<b>\$264,664,226</b>

<b>Transportation Development Credits Requested</b>			3,197,400			16,603,148
<b>Transportation Development Credits Awarded</b>			-			1,793,835

**Transit Financial Summary**  
**DFW Metropolitan Planning Organization - Dallas District**  
**FY2023-2026 Transportation Improvement Program - August 2023**

All Figures in Year of Expenditure (YOE) Dollars

Current as of 07/03/2023

Transit Program		FY2023			FY2024			FY2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$187,555,094	\$52,052,167	\$239,607,261	\$53,916,289	\$14,729,073	\$68,645,362	\$103,916,289	\$27,229,073	\$131,145,362
2	Sec. 5307 - Urbanized Formula <200K	\$4,425,977	\$4,225,977	\$8,651,954	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$2,950,084	\$511,600	\$3,461,684	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5311 - Nonurbanized Formula	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Sec. 5337 - State of Good Repair Program	\$73,602,513	\$16,938,517	\$90,541,030	\$27,500,000	\$6,250,000	\$33,750,000	\$26,750,000	\$6,250,000	\$33,000,000
13	Sec. 5339 - Bus and Bus Facilities Program	\$10,395,219	\$1,766,715	\$12,161,934	\$4,525,000	\$705,882	\$5,230,882	\$4,425,000	\$705,882	\$5,130,882
14	Other FTA	\$12,718,080	\$3,194,160	\$15,912,240	\$0	\$0	\$0	\$0	\$0	\$0
15	Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$291,646,967</b>	<b>\$78,689,136</b>	<b>\$370,336,103</b>	<b>\$85,941,289</b>	<b>\$21,684,955</b>	<b>\$107,626,244</b>	<b>\$135,091,289</b>	<b>\$34,184,955</b>	<b>\$169,276,244</b>
<b>Transportation Development Credits Requested</b>				<b>2,994,136</b>			<b>1,105,000</b>			<b>935,000</b>
<b>Transportation Development Credits Awarded</b>				<b>1,889,136</b>			<b>-</b>			<b>-</b>

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY2026			FY2023-2026 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$53,916,289	\$14,729,073	\$68,645,362	\$399,303,961	\$108,739,386	\$508,043,347
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$4,425,977	\$4,225,977	\$8,651,954
3	Sec. 5309 - Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$0	\$0	\$0	\$2,950,084	\$511,600	\$3,461,684
5	Sec. 5311 - Nonurbanized Formula	\$0	\$0	\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K	\$0	\$0	\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized	\$0	\$0	\$0	\$0	\$0	\$0
12	Sec. 5337 - State of Good Repair Program	\$26,750,000	\$6,250,000	\$33,000,000	\$154,602,513	\$35,688,517	\$190,291,030
13	Sec. 5339 - Bus and Bus Facilities Program	\$4,425,000	\$705,882	\$5,130,882	\$23,770,219	\$3,884,361	\$27,654,580
14	Other FTA	\$0	\$0	\$0	\$12,718,080	\$3,194,160	\$15,912,240
15	Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$85,091,289</b>	<b>\$21,684,955</b>	<b>\$106,776,244</b>	<b>\$597,770,834</b>	<b>\$156,244,001</b>	<b>\$754,014,835</b>
<b>Transportation Development Credits Requested</b>				<b>3,197,400</b>			<b>5,034,136</b>
<b>Transportation Development Credits Awarded</b>				<b>-</b>			<b>5,086,536</b>