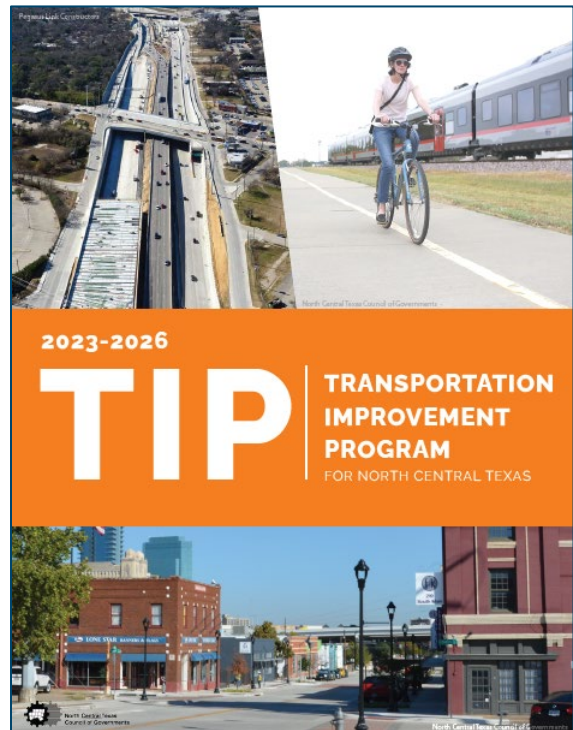


# Chapter VIII Financial Plan

## 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.



Exhibit VIII-1. Roadway Funding by Category - Fort Worth District

DFW Metropolitan Planning Organization - Fort Worth  
Initial FY2023-2026 Transportation Improvement Program

Funding by Category

Funding Category	Description	FY2023		FY2024		FY2025		FY2026		Total FY2023-2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$3,443,757	\$86,118,129	\$0	\$85,656,979	\$0	\$75,822,376	\$1,400,000	\$94,625,633	\$4,843,757	\$342,223,117
2M	Urban Area (Non-TMA) Corridor Projects	\$6,174,506	\$90,592,475	\$0	\$91,507,576	\$0	\$65,430,436	\$68,661,515	\$113,255,768	\$74,836,021	\$360,786,255
3	Non-Traditionally Funded Transportation Project	\$121,154,320	\$121,154,320	\$95,007,068	\$95,007,068	\$42,409,982	\$42,409,982	\$216,800,000	\$216,800,000	\$475,371,370	\$475,371,370
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity <sup>A</sup>	\$20,000,000	\$41,672,539	\$90,000,000	\$42,093,485	\$0	\$30,098,000	\$0	\$52,097,653	\$110,000,000	\$165,961,677
5	CMAQ <sup>B</sup>	\$13,968,317	\$38,334,304	\$27,318,671	\$35,022,510	\$9,873,333	\$35,418,474	\$11,314,994	\$35,770,777	\$62,475,315	\$144,546,064
6	Structures - Bridge	\$4,400,000	\$4,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400,000	\$4,400,000
7	Metro Mobility & Rehab <sup>C</sup>	\$85,464,369	\$75,672,788	\$39,854,730	\$51,881,250	\$41,892,872	\$52,467,972	\$17,550,024	\$52,989,856	\$184,761,995	\$233,011,866
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program <sup>D</sup>	\$0	\$8,440,812	\$0	\$3,378,212	\$0	\$3,378,212	\$0	\$3,378,212	\$0	\$18,575,447
10	Supplemental Transportation	\$750,000	\$750,000	\$1,750,954	\$1,750,954	\$0	\$0	\$0	\$0	\$2,500,954	\$2,500,954
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$5,437,617	\$0	\$5,421,886	\$0	\$5,086,414	\$0	\$5,727,821	\$0	\$21,673,738
11	Energy Sector	\$0	\$6,173,878	\$0	\$6,140,818	\$0	\$5,435,767	\$0	\$6,783,788	\$0	\$24,534,251
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$812,500	\$812,500	\$50,875,000	\$50,875,000	\$900,000	\$900,000	\$0	\$0	\$52,587,500	\$52,587,500
SW PE	Statewide Budget PE	\$84,485,000	\$84,485,000	\$138,970,000	\$138,970,000	\$22,575,197	\$22,575,197	\$15,950,000	\$15,950,000	\$261,980,197	\$261,980,197
SW ROW	Statewide Budget ROW	\$60,012,000	\$60,012,000	\$273,404,709	\$273,404,709	\$93,950,000	\$93,950,000	\$7,500,000	\$7,500,000	\$434,866,709	\$434,866,709
<b>Total</b>		<b>\$400,664,769</b>	<b>\$624,056,362</b>	<b>\$717,181,132</b>	<b>\$881,110,447</b>	<b>\$211,601,384</b>	<b>\$432,972,829</b>	<b>\$339,176,533</b>	<b>\$604,879,508</b>	<b>\$1,668,623,818</b>	<b>\$2,543,019,145</b>

Funding Participation Source

Source	FY2023	FY2024	FY2025	FY2026	Total FY23-26
Federal	\$111,247,884	\$174,160,159	\$47,180,205	\$83,094,230	\$415,682,478
State	\$14,576,805	\$31,877,039	\$4,066,000	\$14,132,303	\$64,652,147
Local Match	\$9,188,760	\$3,762,157	\$1,420,000	\$1,700,000	\$16,070,917
CAT 3 - Local Contributions (LC)	\$106,526,626	\$91,276,586	\$27,643,313	\$216,800,000	\$442,246,525
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue <sup>E</sup>	\$10,121,457	\$3,730,482	\$0	\$0	\$13,851,939
CAT 3 - Prop 12 V2	\$0	\$0	\$14,766,669	\$0	\$14,766,669
CAT 3 - INFRA Grant	\$2,006,237	\$0	\$0	\$0	\$2,006,237
CAT 3 - BUILD Grant	\$2,500,000	\$0	\$0	\$0	\$2,500,000
CAT 3 - TDC	3,237,127	6,320,675	5,047,241	3,953,003	18,558,046
Statewide Budget PE	\$84,485,000	\$138,970,000	\$22,575,197	\$15,950,000	\$261,980,197
Statewide Budget ROW	\$60,012,000	\$273,404,709	\$93,950,000	\$7,500,000	\$434,866,709
<b>Total</b>	<b>\$400,664,769</b>	<b>\$717,181,132</b>	<b>\$211,601,384</b>	<b>\$339,176,533</b>	<b>\$1,668,623,818</b>

Notes:

<sup>A</sup> Sufficient allocation in the 4-year window to cover coverage in FY2024

<sup>B</sup> Includes \$7,175,700 of anticipated carryover

<sup>C</sup> Includes \$23,360,000 carryover from 2022; CSJ 0902-48-579 will be converted to Category 2 once approved by the TTC, which will remove the overage in FY 2023

<sup>D</sup> Allocation amount includes funding for projects that have been grouped

<sup>E</sup> RTR funding amounts include the required local match

Financial constraint allocations based upon Texas Transportation Commission (TTC) Minute Order 116073 approved August 31, 2021. Carryover amounts provided by TxDOT Dallas District.

Exhibit VIII-2. Roadway Funding by Category - Dallas District

DFW Metropolitan Planning Organization - Dallas  
Initial FY2023-2026 Transportation Improvement Program

Funding by Category

		FY2023		FY2024		FY2025		FY2026		Total FY2023-2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$5,000,000	\$123,052,539	\$4,500,000	\$122,393,610	\$0	\$108,341,135	\$3,430,541	\$135,208,747	\$12,930,541	\$488,996,031
2M	Urban Area (TMA) Corridor Projects <sup>A</sup>	\$263,561,219	\$274,851,344	\$114,974,405	\$194,453,600	\$79,809,423	\$139,039,675	\$194,921,040	\$240,668,508	\$653,266,087	\$849,013,127
3	Non-Traditionally Funded Transportation Project	\$118,263,737	\$118,263,737	\$530,937,247	\$530,937,247	\$21,557,568	\$21,557,568	\$8,305,977	\$8,305,977	\$679,064,529	\$679,064,529
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity <sup>B</sup>	\$64,583,225	\$88,554,144	\$93,080,140	\$89,448,656	\$0	\$63,958,251	\$131,202,084	\$110,707,513	\$288,865,449	\$352,668,564
5	CMAQ <sup>C</sup>	\$106,690,259	\$82,478,228	\$70,134,486	\$67,984,871	\$39,326,542	\$68,753,508	\$15,664,804	\$69,437,390	\$231,816,091	\$288,653,998
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab <sup>D</sup>	\$130,371,093	\$126,868,835	\$95,593,355	\$110,247,657	\$110,443,015	\$111,494,439	\$102,768,560	\$112,603,443	\$439,176,023	\$461,214,374
8	Safety	\$0	\$881,828	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$881,828
9	TAP Set-Aside Program <sup>E</sup>	\$4,648,925	\$16,385,105	\$0	\$6,557,705	\$0	\$6,557,705	\$0	\$6,557,705	\$4,648,925	\$36,058,221
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary <sup>F</sup>	\$0	\$17,494,608	\$0	\$7,020,272	\$2,500,000	\$6,501,282	\$30,664,453	\$7,493,564	\$33,164,453	\$38,509,726
11	Energy Sector	\$0	\$6,702,822	\$0	\$6,666,929	\$0	\$5,901,474	\$0	\$7,364,985	\$0	\$26,636,210
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$390,903,454	\$390,903,454	\$312,535,077	\$312,535,077	\$650,539,342	\$650,539,342	\$322,980,000	\$322,980,000	\$1,676,957,873	\$1,676,957,873
SW PE	Statewide Budget PE	\$214,077,341	\$214,077,341	\$161,723,700	\$161,723,700	\$2,100,000	\$2,100,000	\$7,757,775	\$7,757,775	\$385,658,816	\$385,658,816
SW ROW	Statewide Budget ROW	\$713,530,000	\$713,530,000	\$658,100,000	\$658,100,000	\$15,171,200	\$15,171,200	\$4,000,000	\$4,000,000	\$1,390,801,200	\$1,390,801,200
<b>Total</b>		<b>\$2,011,629,253</b>	<b>\$2,174,043,985</b>	<b>\$2,041,578,410</b>	<b>\$2,268,069,324</b>	<b>\$921,447,090</b>	<b>\$1,199,915,580</b>	<b>\$821,695,234</b>	<b>\$1,033,085,607</b>	<b>\$5,796,349,987</b>	<b>\$6,675,114,497</b>

Funding Participation Source

Source	FY2023	FY2024	FY2025	FY2026	Total FY23-26
Federal	\$791,106,015	\$561,100,543	\$716,551,898	\$645,977,692	\$2,714,736,148
State	\$167,865,140	\$113,447,767	\$151,756,304	\$137,365,624	\$570,434,835
Local Match	\$6,787,020	\$16,269,153	\$14,310,120	\$18,288,166	\$55,654,459
CAT 3 - Local Contributions (LC)	\$72,359,772	\$513,918,996	\$12,457,568	\$7,055,977	\$605,792,313
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue <sup>G</sup>	\$45,903,965	\$10,145,720	\$9,100,000	\$1,250,000	\$66,399,685
CAT 3 - TMF	\$0	\$6,872,531	\$0	\$0	\$6,872,531
CAT 3 - TDC	18,399,477	8,446,571	10,457,000	4,672,507	41,975,555
Statewide Budget PE	\$214,077,341	\$161,723,700	\$2,100,000	\$7,757,775	\$385,658,816
Statewide Budget ROW	\$713,530,000	\$658,100,000	\$15,171,200	\$4,000,000	\$1,390,801,200
<b>Total</b>	<b>\$2,011,629,253</b>	<b>\$2,041,578,410</b>	<b>\$921,447,090</b>	<b>\$821,695,234</b>	<b>\$5,796,349,987</b>

Notes:

- <sup>A</sup> Assumes \$118,912,494 of carryover (CSJs 0816-02-072, 0451-03-013, 2679-03-015 and -016 are double listed)
- <sup>B</sup> Carryover funds in FY2023 and 2025 to cover overages in FY2024 and 2026, respectively
- <sup>C</sup> Includes \$13,929,300 of carryover; Sufficient allocation regionally for coverage in FY2023 & 2024
- <sup>D</sup> Includes \$49,640,000 of carryover; Sufficient allocation regionally to cover coverage in FY2023
- <sup>E</sup> once Cat 2/Cat 7 exchanges are approved; \$33,935,840 moved from Dallas District allocation to Paris District
- <sup>F</sup> Allocation amount includes funding for projects that have been grouped
- <sup>G</sup> Includes carryover of \$10,450,000; FY2026 overage covered by carryover from FY2023-2025
- <sup>H</sup> RTR funding amounts include the required local match
- Financial constraint allocations based upon Texas Transportation Commission (TTC)
- MO 116073 approved August 31, 2021. Carryover amounts provided by TxDOT Dallas District.

Exhibit VIII-3. Roadway Funding by Category - Paris District

DFW Metropolitan Planning Organization - Paris District  
Initial FY2023-2026 Transportation Improvement Program

Funding by Category

		FY2023		FY2024		FY2025		FY2026		Total FY2023-2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$48,073,247	\$0	\$47,815,821	\$0	\$42,325,906	\$0	\$52,822,343	\$0	\$191,037,317
2M	Urban Area (Non- TMA) Corridor Projects <sup>^</sup>	\$36,570,160	\$36,570,160	\$0	\$0	\$0	\$0	\$0	\$0	\$36,570,160	\$36,570,160
3	Non-Traditionally Funded Transportation Project	\$2,085,000	\$2,085,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,085,000	\$2,085,000
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$3,913,743	\$0	\$3,953,277	\$0	\$2,826,702	\$0	\$4,892,834	\$0	\$15,586,556
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab <sup>^</sup>	\$33,935,840	\$33,935,840	\$0	\$0	\$0	\$0	\$0	\$0	\$33,935,840	\$33,935,840
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$3,540,553	\$0	\$3,534,981	\$0	\$3,416,151	\$0	\$3,643,348	\$0	\$14,135,033
11	Energy Sector	\$0	\$4,145,784	\$0	\$4,123,584	\$0	\$3,650,139	\$0	\$4,555,341	\$0	\$16,474,848
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$80,400,000	\$80,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,400,000	\$80,400,000
SW PE	Statewide Budget PE	\$305,800	\$305,800	\$0	\$0	\$686,000	\$686,000	\$0	\$0	\$991,800	\$991,800
SW ROW	Statewide Budget ROW	\$4,499,600	\$4,499,600	\$0	\$0	\$14,000,000	\$14,000,000	\$0	\$0	\$18,499,600	\$18,499,600
<b>Total</b>		<b>\$157,796,400</b>	<b>\$217,469,727</b>	<b>\$0</b>	<b>\$59,427,663</b>	<b>\$14,686,000</b>	<b>\$66,904,898</b>	<b>\$0</b>	<b>\$65,913,866</b>	<b>\$172,482,400</b>	<b>\$409,716,154</b>

Funding Participation Source

Source	FY2023	FY2024	FY2025	FY2026	Total FY23-26
Federal	\$120,724,800	\$0	\$0	\$0	\$120,724,800
State	\$30,181,200	\$0	\$0	\$0	\$30,181,200
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$2,085,000	\$0	\$0	\$0	\$2,085,000
CAT 3 - RTC/Local	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$305,800	\$0	\$686,000	\$0	\$991,800
Statewide Budget ROW	\$4,499,600	\$0	\$14,000,000	\$0	\$18,499,600
<b>Total</b>	<b>\$157,796,400</b>	<b>\$0</b>	<b>\$14,686,000</b>	<b>\$0</b>	<b>\$172,482,400</b>

Notes:

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



