

Chapter VIII

Financial Plan

According to the Metropolitan Planning regulations passed under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reaffirmed under the Moving Ahead for Progress in the 21st Century (MAP-21) (23 CFR Part 450.324(h)), 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 2015-2018 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 FY 2015, FY 2016, FY 2017, and FY 2018.

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. In recent years, another form of funding that has been added to the TIP is tollway revenue or more specifically, Regional Toll Revenue (RTR) funding.

The first step in demonstrating financial constraint of the TIP is to determine the amount of funds expected to be allocated to the region for each year through all available sources. Funding program allocations for each fiscal year are generally taken from the apportionments outlined in the 2014 Unified Transportation Program (UTP). Unspent carryover funds from prior years are then

added to the available balance for each year. In addition, TxDOT administrative procedures allow for the use of funds from later work programs if needed. 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 Area consists of Collin, Dallas, Denton, Rockwall, Ellis, Johnson, Kaufman, Parker, Hunt, Hood, Wise, and Tarrant Counties, a total area of approximately 9,441 square miles. The Metropolitan Area boundary encompasses the existing urbanized area, the contiguous area expected to be urbanized by the year 2035, and the ozone nonattainment area. Financial summaries are included by TxDOT district for the projects located within the confines of the Metropolitan Area.

Exhibits VIII-1, VIII-2, and VIII-3 are the Roadway section financial summaries for the Fort Worth, Dallas, and Paris Districts in the Metropolitan Area, respectively. Exhibits VIII-4 and VIII-5 are the Transit section financial summaries for the Fort Worth and Dallas Districts in the Metropolitan Area, respectively. These exhibits show that the 2015-2018 TIP is financially constrained in FY 2015, FY 2016, FY 2017, and FY 2018 by category. The TIP conforms to all FHWA and Office of Management and Budget (OMB) 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.



T h i s p a g e i s i n t e n t i o n a l l y b l a n k

DFW Metropolitan Planning Organization - Fort Worth
FY 2015 - 2018 Transportation Improvement Program
May 2016

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$1,125,000	\$62,940,000	\$24,297,672	\$80,710,000	\$11,955,860	\$70,190,000	\$0	\$57,220,000	\$37,378,532	\$271,060,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects ^B	\$0	\$0	\$143,692,000	\$156,425,900	\$3,421,000	\$4,816,000	\$0	\$8,841,200	\$147,113,000	\$170,083,100
3	Regional Toll Revenue - 121 ^A	\$43,880,960	\$43,880,960	\$1,600,000	\$1,600,000	\$4,432,500	\$4,432,500	\$24,445,000	\$24,445,000	\$74,358,460	\$74,358,460
	Regional Toll Revenue - 161 ^A	\$9,269,805	\$9,269,805	\$3,165,500	\$3,165,500	\$0	\$0	\$0	\$0	\$12,435,305	\$12,435,305
	Prop 12 ^B	\$0	\$0	\$1,680,780	\$1,680,780	\$0	\$0	\$0	\$0	\$1,680,780	\$1,680,780
	Prop 14	\$558,423	\$558,423	\$0	\$0	\$0	\$0	\$0	\$0	\$558,423	\$558,423
	TDC (MPO)	1,885,418	1,885,418	1,108,507	1,108,507	750,681	750,681	1,211,270	1,211,270	\$4,955,876	\$4,955,876
	RTC/Local	\$683,478	\$683,478	\$9,837,382	\$9,837,382	\$220,000	\$220,000	\$170,000	\$170,000	\$10,910,860	\$10,910,860
	TIGER VI	\$210,000	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$210,000	\$210,000
	Texas Mobility Funds	\$237,936,211	\$237,936,211	\$0	\$0	\$0	\$0	\$0	\$0	\$237,936,211	\$237,936,211
	Local Contributions	\$33,373,706	\$33,373,706	\$107,483,887	\$107,483,887	\$12,962,715	\$12,962,715	\$11,156,636	\$11,156,636	\$164,976,944	\$164,976,944
4	Statewide Connectivity Corridor Projects ^B	\$0	\$0	\$43,653,000	\$59,658,000	\$0	\$10,996,000	\$0	\$0	\$43,653,000	\$70,654,000
5	CMAQ	\$19,372,551	\$20,036,507	\$33,411,625	\$40,677,593	\$19,708,750	\$30,719,000	\$7,060,000	\$32,881,400	\$79,552,926	\$124,314,500
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$11,500,000	\$11,500,000	\$1,483,054	\$1,483,054	\$11,500,000	\$11,500,000	\$8,200,000	\$8,200,000	\$32,683,054	\$32,683,054
7	Metro Mobility & Rehab	\$9,520,535	\$15,083,961	\$73,647,276	\$74,010,439	\$17,550,210	\$34,940,800	\$29,066,074	\$37,584,000	\$129,784,095	\$161,619,200
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements ^C	\$12,685,869	\$12,685,869	\$1,591,255	\$1,591,255	\$0	\$0	\$0	\$0	\$14,277,124	\$14,277,124
9 Flex	TAP ^D	\$683,314	\$683,314	\$1,567,567	\$1,567,567	\$9,921,123	\$10,800,119	\$1,544,383	\$2,960,500	\$13,716,387	\$16,011,500
10	Supplemental Transportation	\$18,310,229	\$18,310,229	\$286,589	\$286,589	\$0	\$0	\$0	\$0	\$18,596,818	\$18,596,818
11	District Discretionary ^{B,F}	\$900,000	\$900,000	\$72,150,000	\$110,280,000	\$88,530,000	\$85,930,000	\$0	\$2,500,000	\$161,580,000	\$199,610,000
12	Strategic Priority ^E	\$183,887,686	\$117,290,800	\$150,400,000	\$122,340,000	\$112,350,000	\$42,290,000	\$0	\$6,130,000	\$446,637,686	\$288,050,800
12C	Strategic Priority RECON	\$2,552,404	\$2,552,404	\$0	\$0	\$0	\$0	\$0	\$0	\$2,552,404	\$2,552,404
12S	Strategic Priority RECON	\$371,694	\$371,694	\$229,455	\$229,455	\$0	\$0	\$0	\$0	\$601,149	\$601,149
12(425)	TMA 425 Plan	\$0	\$0	\$0	\$0	\$10,750,000	\$10,750,000	\$0	\$0	\$10,750,000	\$10,750,000
SBPE	Strategy Budget PE	\$4,179,641	\$4,179,641	\$3,499,012	\$3,499,012	\$25,000	\$25,000	\$0	\$0	\$7,703,653	\$7,703,653
SB 102	Strategy 102	\$675,696	\$675,696	\$8,309,420	\$8,309,420	\$1,730,560	\$1,730,560	\$3,247,000	\$3,247,000	\$13,962,676	\$13,962,676
	Total	\$593,562,620	\$595,008,116	\$683,093,981	\$785,944,340	\$305,808,399	\$333,053,375	\$86,100,363	\$196,547,006	\$1,668,565,363	\$1,910,552,837

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$212,544,885	\$259,323,292	\$213,229,672	\$36,966,685	\$722,064,534
State	\$40,066,378	\$276,847,355	\$64,376,594	\$6,633,745	\$387,924,072
Local Match	\$8,298,019	\$10,238,846	\$8,080,677	\$2,270,027	\$28,887,569
CAT 3 - Local Contributions	\$33,373,706	\$107,483,887	\$12,962,715	\$11,156,636	\$164,976,944
CAT 3 - Prop 12	\$0	\$1,680,780	\$0	\$0	\$1,680,780
CAT 3 - Prop 14	\$558,423	\$0	\$0	\$0	\$558,423
CAT 3 - RTC/Local	\$683,478	\$9,837,382	\$220,000	\$170,000	\$10,910,860
CAT 3 - Texas Mobility Fund	\$237,936,211	\$0	\$0	\$0	\$237,936,211
CAT 3 - Regional Toll Revenue	\$53,150,765	\$4,765,500	\$4,432,500	\$24,445,000	\$86,793,765
CAT 3 - Unique Federal Program - Tiger VI	\$210,000	\$0	\$0	\$0	\$210,000
CAT 3 - TDC (MPO)	1,885,418	1,108,507	750,681	1,211,270	4,955,876
Other - Strategy PE Budget	\$4,179,641	\$3,499,012	\$25,000	\$0	\$7,703,653
Other - Strategy 102 Budget	\$675,696	\$8,309,420	\$1,730,560	\$3,247,000	\$13,962,676
Total	\$593,562,620	\$683,093,981	\$305,808,399	\$86,100,363	\$1,668,565,363

Notes:

^A RTR funding amounts include the required local match.

^B Includes carry over from FY2015 to FY2016.

^C Per TxDOT Transportation Planning & Programming staff, Category 9 Transportation Enhancement funds are listed in the UTP under Design Division and not DFW-MPO.

^D Anticipate carry over from FY2015 to cover overprogrammed amounts in subsequent FYs.

^E Project funding tiered by TxDOT, so funding split among multiple years, but shows in the STIP in FY2015, FY2016, and FY2017 only.

^F Programed amount includes Congestion Relief Program funding, \$163,800,000 to be allocated to Fort Worth District.

Financial constraint allocations based upon Texas Transportation Commission (TTC) Minute Order 114264 approved May 28, 2015, Minute Order 114335 approved August 27, 2015, Minute Order 114417 approved November 19, 2015, MO 114491 approved February 25, 2016, and draft updates for May 2016.

DFW Metropolitan Planning Organization - Dallas
FY 2015 - 2018 Transportation Improvement Program
May 2016

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$2,225,896	\$104,300,000	\$9,068,654	\$131,069,000	\$10,117,498	\$121,770,000	\$0	\$98,580,000	\$21,412,048	\$455,719,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects ^{E,G}	\$108,824,520	\$237,307,217	\$256,724,528	\$132,070,583	\$119,087,042	\$121,067,000	\$0	\$19,678,800	\$484,636,090	\$510,123,600
3	Regional Toll Revenue - 121 ^A	\$444,015,386	\$444,015,386	\$193,255,906	\$193,255,906	\$67,680,453	\$67,680,453	\$26,000,000	\$26,000,000	\$730,951,745	\$730,951,745
	Regional Toll Revenue - 161 ^A	\$26,082,041	\$26,082,041	\$23,053,636	\$23,053,636	\$12,281,250	\$12,281,250	\$0	\$0	\$61,416,927	\$61,416,927
	Prop 12	\$0	\$570,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$570,000
	Prop 14	\$1,148,000	\$6,680,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,000	\$6,680,000
	TDC (MPO)	3,542,890	3,542,890	2,997,894	2,997,894	570,779	570,779	916,600	916,600	8,028,163	8,028,163
	RTC/Local	\$1,500,794	\$1,500,794	\$181,000	\$181,000	\$79,254	\$79,254	\$250,000	\$250,000	\$2,011,048	\$2,011,048
	Texas Mobility Funds	\$185,872,585	\$185,872,585	\$60,000,000	\$60,000,000	\$2,370,000	\$2,370,000	\$0	\$0	\$248,242,585	\$248,242,585
Local Contributions	\$383,622,869	\$383,622,869	\$392,847,376	\$392,847,376	\$146,994,246	\$146,994,246	\$696,473,018	\$696,473,018	\$1,619,937,509	\$1,619,937,509	
4	Statewide Connectivity Corridor Projects	\$1,948,520	\$59,224,500	\$29,546,150	\$32,184,000	\$16,849,000	\$16,849,000	\$0	\$0	\$48,343,670	\$108,257,500
5	CMAQ ^B	\$38,134,286	\$38,477,306	\$41,539,981	\$79,408,594	\$46,926,392	\$59,631,000	\$6,209,317	\$63,828,600	\$132,809,976	\$241,345,500
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$2,000,000	\$44,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$44,000,000
7	Metro Mobility & Rehab ^{B,C,H}	\$64,837,935	\$62,531,700	\$127,425,778	\$124,793,900	\$66,460,306	\$63,749,200	\$35,482,202	\$76,866,000	\$294,206,221	\$327,940,800
8	Safety	\$0	\$0	\$0	\$0	\$211,000	\$211,000	\$0	\$0	\$211,000	\$211,000
9	Transportation Enhancements ^D	\$19,621,730	\$19,621,730	\$3,593,551	\$3,593,551	\$0	\$0	\$0	\$0	\$23,215,281	\$23,215,281
9 Flex	TAP ^E	\$2,153,413	\$5,693,578	\$8,535,407	\$8,535,407	\$14,173,847	\$14,173,847	\$7,235,668	\$7,235,668	\$32,098,335	\$35,638,500
10	Supplemental Transportation	\$298,026,363	\$298,026,363	\$200,000	\$360,000	\$1,001,475	\$1,001,475	\$0	\$0	\$299,227,838	\$299,387,838
11	District Discretionary	\$0	\$11,040,000	\$0	\$6,610,000	\$3,700,000	\$282,400,000	\$0	\$2,500,000	\$3,700,000	\$302,550,000
12	Strategic Priority ^{F,I}	\$537,112,325	\$545,609,200	\$188,244,034	\$100,710,000	\$58,015,000	\$238,140,000	\$0	\$13,870,000	\$783,371,359	\$898,329,200
12C	Strategic Priority RECON	\$140,000	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$140,000
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12(425)	TMA 425 Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$63,106,763	\$63,106,763	\$10,999,151	\$10,999,151	\$3,579,937	\$3,579,937	\$2,000,000	\$2,000,000	\$79,685,851	\$79,685,851
SB 102	Strategy 102	\$163,000,928	\$163,000,928	\$57,711,600	\$57,711,600	\$12,550,000	\$12,550,000	\$20,000,000	\$20,000,000	\$253,262,528	\$253,262,528
	Total	\$2,344,917,244	\$2,659,965,850	\$1,407,924,646	\$1,404,381,598	\$582,647,479	\$1,165,098,441	\$794,566,805	\$1,028,198,686	\$5,130,056,174	\$6,257,644,575

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$854,527,590	\$331,927,116	\$204,604,569	\$36,999,221	\$1,428,058,496
State	\$199,513,982	\$325,332,149	\$118,874,496	\$5,196,083	\$648,916,710
Local Match	\$18,983,416	\$9,618,818	\$13,062,495	\$6,731,883	\$48,396,612
CAT 3 - Local Contributions	\$383,622,869	\$392,847,376	\$146,994,246	\$696,473,018	\$1,619,937,509
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$1,148,000	\$0	\$0	\$0	\$1,148,000
CAT 3 - Texas Mobility Fund	\$185,872,585	\$60,000,000	\$2,370,000	\$0	\$248,242,585
CAT 3 - Regional Toll Revenue	\$470,097,427	\$216,309,542	\$79,961,703	\$26,000,000	\$792,368,672
CAT 3 - TDC (MPO)	3,542,890	2,997,894	570,779	916,600	8,028,163
CAT 3 - RTC/Local	\$1,500,794	\$181,000	\$79,254	\$250,000	\$2,011,048
Other - Strategy PE Budget	\$63,106,763	\$10,999,151	\$3,579,937	\$2,000,000	\$79,685,851
Other - Strategy 102 Budget	\$163,000,928	\$57,711,600	\$12,550,000	\$20,000,000	\$253,262,528
Total	\$2,344,917,244	\$1,407,924,646	\$582,647,479	\$794,566,805	\$5,130,056,174

Notes:

^A RTR funding amounts include the required local match.

^B Includes anticipated carry over from FY2015 to FY2016.

^C Authorized amount reduced to reflect funds used in the Paris District in FY2016, FY2017, and FY2018

^D Per TxDOT Transportation Planning & Programming staff, Category 9 Transportation Enhancement funds are listed in the UTP under Design Division and not DFW-MPO.

^E Anticipate carry over from FY2015 to partially balances amounts in subsequent FYs.

^F Project funding tiered by TxDOT, so funding split among multiple years, but shows in the STIP in FY2015, FY2016, and FY2017.

^G Funding for SM Wright will need to be de-obligated in FY2015 and re-obligated to match project rebid in FY2016.

^H Sufficient regional allocation to balance over programming of FY2015 and FY2017 (Western subregion allocation available to balance these funds).

^I Category 12 and Category 2 include Congestion Relief Program Funding.

Financial constraint allocations based upon Texas Transportation Commission (TTC) Minute Order 114264 approved May 28, 2015, Minute Order 114335 approved August 27, 2015, Minute Order 114417 approved November 19, 2015, MO 114491 approved February 25, 2016, and draft updates for May 2016.

DFW Metropolitan Planning Organization - Paris
FY 2015 - 2018 Transportation Improvement Program
February 2016

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Regional Toll Revenue - 121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Toll Revenue - 161	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Prop 12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Prop 14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TDC (MPO)	0	0	0	0	0	0	0	0	0	0
	RTC/Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Texas Mobility Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Local Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab ^A	\$0	\$0	\$2,000,000	\$2,000,000	\$8,500,000	\$8,500,000	\$1,000,000	\$1,000,000	\$11,500,000	\$11,500,000
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$111,242	\$111,242	\$190,088	\$190,088	\$942,485	\$942,485	\$0	\$0	\$1,243,815	\$1,243,815
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12(425)	TMA 425 Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$350,000
SB 102	Strategy 102	\$0	\$0	\$1,600,000	\$1,600,000	\$2,100,000	\$2,100,000	\$600,000	\$600,000	\$4,300,000	\$4,300,000
Total		\$111,242	\$111,242	\$4,140,088	\$4,140,088	\$11,542,485	\$11,542,485	\$1,600,000	\$1,600,000	\$17,393,815	\$17,393,815

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$88,993	\$1,752,071	\$7,553,988	\$1,000,000	\$10,395,052
State	\$0	\$400,000	\$1,700,000	\$0	\$2,100,000
Local Match	\$22,249	\$38,017	\$188,497	\$0	\$248,763
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC (MPO)	0	0	0	0	0
CAT 3 - RTC/Local	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$350,000	\$0	\$0	\$350,000
Other - Strategy 102 Budget	\$0	\$1,600,000	\$2,100,000	\$600,000	\$4,300,000
Total	\$111,242	\$4,140,088	\$11,542,485	\$1,600,000	\$17,393,815

Notes:

^A Funds allocated to the Dallas District are used in the Paris District for FY2016, FY2017, and FY2018

Financial constraint allocations based upon Texas Transportation Commission (TTC) Minute Order 114264 approved May 28, 2015, Minute Order 114335 approved August 27, 2015, and Minute Order 114417 approved November 19, 2015

Updated 1/27/2016

Dallas-Fort Worth MPO - TxDOT Fort Worth District

FY 2015 - 2018 Transportation Improvement Program

May 2016

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2015			FY 2016			FY 2017			
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	
1	Sec. 5307 - Urbanized Formula >200K	\$74,406,917	\$17,431,676	\$91,838,593	\$35,309,210	\$8,070,200	\$43,379,410	\$18,053,908	\$4,263,259	\$22,317,167	
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	Sec. 5309 - Fixed Guideway Investment	\$1,162,078	\$0	\$1,162,078	\$1,973,450	\$493,363	\$2,466,813	\$0	\$0	\$0	
4	Sec. 5337 - State of Good Repair	\$2,526,989	\$631,748	\$3,158,737	\$0	\$0	\$0	\$2,543,340	\$635,835	\$3,179,175	
5	Sec. 5339 - Bus & Bus Facilities >200K	\$5,635,623	\$885,685	\$6,521,308	\$2,787,981	\$246,137	\$3,034,118	\$6,123,132	\$1,530,783	\$7,653,915	
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$3,291,404	\$1,610,504	\$4,901,908	\$2,643,781	\$946,588	\$3,590,369	\$2,570,769	\$1,078,699	\$3,649,468	
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
8	Sec. 5317 - New Freedom >200K	\$170,498	\$42,625	\$213,123	\$0	\$0	\$0	\$0	\$0	\$0	
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
10	Regionally Significant or Other (incl FHWA transfers)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Funds		\$87,193,509	\$20,602,238	\$107,795,747	\$42,714,422	\$9,756,288	\$52,470,710	\$29,291,149	\$7,508,576	\$36,799,725	
Transportation Development Credits Requested								1,558,702			0
Transportation Development Credits Awarded								1,558,702			0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2018			Total			
		Federal	Match	Total	Federal	Match	Total	
1	Sec. 5307 - Urbanized Formula >200K	\$18,053,908	\$4,263,259	\$22,317,167	\$145,823,943	\$34,028,394	\$179,852,337	
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0	
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$3,135,528	\$493,363	\$3,628,891	
4	Sec. 5337 - State of Good Repair	\$2,543,340	\$635,835	\$3,179,175	\$7,613,669	\$1,903,418	\$9,517,087	
5	Sec. 5339 - Bus & Bus Facilities >200K	\$6,123,132	\$1,530,783	\$7,653,915	\$20,669,868	\$4,193,388	\$24,863,256	
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$2,570,769	\$1,078,699	\$3,649,468	\$11,076,723	\$4,714,490	\$15,791,213	
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	
8	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$170,498	\$42,625	\$213,123	
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	
10	Regionally Significant or Other (incl FHWA transfers)	\$0	\$0	\$0	\$0	\$0	\$0	
Total Funds		\$29,291,149	\$7,508,576	\$36,799,725	\$188,490,229	\$45,375,678	\$233,865,907	
Transportation Development Credits Requested								4,330,494
Transportation Development Credits Awarded								4,330,494

Updated 4/11/2016

