Chapter VIII
Financial Plan

According to the Metropolitan Planning regulations reaffirmed under the Fixing America’s Surface Transportation (FAST) 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 2019-2022 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 2019, FY 2020, FY 2021, and FY 2022.

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 or more specifically, Regional Toll Revenue (RTR) funding, so that funding is included in the financial summaries as well.

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 (UTP). Unspent carryover funds from prior years are then added to the available balance for each year, if applicable.

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 Planning 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 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 are included by TxDOT district for the projects located within the confines of the Metropolitan Planning Area.

Exhibits VIII-1, VIII-2, and VIII-3 are the Roadway section financial summaries for the Fort Worth, Dallas, and Paris Districts, respectively. Exhibits VIII-4 and VIII-5 are the Transit section financial summaries for the Fort Worth and Dallas Districts, respectively. These exhibits show that the 2019-2022 TIP is financially constrained in FY 2019, FY 2020, FY 2021, and FY 2022 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.
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<tr>
<th>Category</th>
<th>Description</th>
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<th>FY 2021</th>
<th>FY 2022</th>
<th>Total FY 2019–2022</th>
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<td><strong>$4,024,908,316</strong></td>
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**Funding by Category**

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<tr>
<td>Other - Statewide ROW</td>
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<td><strong>Total</strong></td>
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**Notes:**

- Funding amounts include Prop 1 funds.
- Funding amounts include the required local match.
- Category 2, Category 3, and Category 11 include TxDOT Congestion Relief Program Funding.
- Funding amounts include TA Set Aside funds, State TAP funds, and MPO TAP funds.
- Programmed amount is within 10 year target amount in UTP; carryover from earlier years to cover overprogrammed amounts in later years.
- Sufficient regional allocation in the four year window to balance over programming in FY2021 and FY2022.
- FY2017 apportionment will lapse if not obligated in FY2020.
- FY2020 includes carry-over amounts of $54,447,600 CMAQ and $28,556,800 STBG.


Updated 5/20/2020
<table>
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<tr>
<th>Category</th>
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<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>Total FY 2019 - 2022</th>
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## Funding by Category

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### Notes:
- **FY2019** and **FY2020** amounts include TA Set Aside and TAP funds.
- **FY2019** funding is from Dallas District’s FY2022 allocation.

### Funding Participation Source

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<td><strong>Total</strong></td>
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### Updated 4/21/2020
### All Figures in Year of Expenditure (YOE) Dollars

#### FY 2019 - 2022 Transportation Improvement Program

**Dallas-Fort Worth MPO - TxDOT Fort Worth District**

May 2020

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<td>$2,750,318</td>
<td>$377,112</td>
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<td>$2,584,797</td>
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<td>$3,272,435</td>
<td>$3,749,410</td>
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<tr>
<td>Sec. 5317 - New Freedom &gt;200K</td>
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<td><strong>Total Funds</strong></td>
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<td>$146,094,838</td>
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<td>$45,390,221</td>
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**Transportation Development Credits**

<table>
<thead>
<tr>
<th>Requested</th>
<th>Awarded</th>
</tr>
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<tbody>
<tr>
<td>1,372,287</td>
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**Updated 4/16/2020**
### All Figures in Year of Expenditure (YOE) Dollars

#### FY 2019 - 2022 Transportation Improvement Program

**May 2020**

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Sec. 5307 - Urbanized Formula &gt;200K</td>
<td>$125,309,483</td>
<td>$34,374,506</td>
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<tr>
<td>Sec. 5309 - Fixed Guideway Investment</td>
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<td>$113,984,533</td>
<td>$220,744,913</td>
<td>$650,000,000</td>
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<td>Sec. 5337 - State of Good Repair</td>
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<tr>
<td>Sec. 5317 - New Freedom &gt;200K</td>
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<tr>
<td>Sec. 5312 - Research, development, demonstration, and deployment projects</td>
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<tr>
<td>Other FTA</td>
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<td>$995,700,000</td>
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<td>$127,777</td>
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**Total Funds**: $1,182,249,385 | $250,936,655 | $1,433,186,040 | $756,621,394 | $682,676,754 | $1,439,298,148 | $80,000,000 | $20,000,000 | $100,000,000

#### Transportation Development Credits

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<thead>
<tr>
<th>Transit Program</th>
<th>FY 2022 Federal</th>
<th>FY 2022 Match</th>
<th>FY 2022 Total</th>
<th>Federal</th>
<th>Match</th>
<th>Total</th>
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<tbody>
<tr>
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<td>$20,000,000</td>
<td>$100,000,000</td>
<td>$349,139,785</td>
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<td>$756,760,380</td>
<td>$763,984,533</td>
<td>$1,520,744,913</td>
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<td>$0</td>
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<tr>
<td>Sec. 5317 - New Freedom &gt;200K</td>
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<tr>
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</table>

**Total Funds**: $80,000,000 | $20,000,000 | $100,000,000 | $2,098,870,779 | $973,613,409 | $3,072,484,188

**Transportation Development Credits**

<table>
<thead>
<tr>
<th>Transit Program</th>
<th>Requested</th>
<th>Awarded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sec. 5307 - Urbanized Formula &gt;200K</td>
<td>1,260,729</td>
<td>1,332,272</td>
</tr>
<tr>
<td>Sec. 5307 - Urbanized Formula &lt;200K</td>
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<td>Sec. 5316 - JARC &gt;200K</td>
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<td>Sec. 5317 - New Freedom &gt;200K</td>
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<td>Other FTA</td>
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<td>Regionally Significant or Other (incl FHWA transfers)</td>
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<td>1,332,272</td>
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**Total Requested**: 0 | 0 | 0 | 0 | 0 | 0

**Total Awarded**: 0 | 0 | 0 | 0 | 0 | 0

**Transportation Development Credits**

Updated 4/16/2020