A. Financial Reality

Policies

<table>
<thead>
<tr>
<th>MTP Reference #</th>
<th>Financial</th>
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<tbody>
<tr>
<td>F3-001</td>
<td>The Regional Transportation Council will select and program projects within the guidelines established by the funding source. Programming and selection guidelines for Regional Transportation Council Local Funds are determined by the Regional Transportation Council.</td>
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<tr>
<td>F3-002</td>
<td>Incorporate sustainability and livability options during the project selection process. Include additional weighting or emphasis as appropriate and consistent with Regional Transportation Council policy objectives including, but not limited to, demand management, air quality, natural environment preservation, social equity, or consideration of transportation options and accessibility to other modes (freight, aviation, bicycle, and pedestrian).</td>
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<tr>
<td>F3-003</td>
<td>Ensure adequate funding for multimodal elements within implemented projects.</td>
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<td>F3-004</td>
<td>Utilize project staging and phasing of Metropolitan Transportation Plan recommendations to maximize funding availability and cash flow.</td>
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<td>F3-005</td>
<td>Ensure that adequate funding is given to maintenance and operations of the existing multimodal transportation system consistent with federal and/or state guidelines and recommendations.</td>
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<tr>
<td>F3-006</td>
<td>Pursue roadway and transit pricing opportunities to expedite project delivery.</td>
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<td>F3-007</td>
<td>Pursue project cost reductions through value engineering, streamlined project development, and other activities.</td>
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<tr>
<td>F3-008</td>
<td>Pursue an increase in North Central Texas’ share of state and federal allocated funds consistent with the Regional Transportation Council’s legislative position.</td>
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<td>F3-009</td>
<td>Pursue legislative actions aimed at increasing revenue through initiatives identified by the Regional Transportation Council.</td>
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<td>F3-010</td>
<td>Leverage traditional and non-traditional transportation funding to expand services across the region.</td>
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<tr>
<td>F3-011</td>
<td>Utilize multiple funding sources, including innovative funding methods, as appropriate in order to fully fund projects.</td>
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<tr>
<td>F3-012</td>
<td>Support planning activities including studies, data collection, surveys, and analyses to advance transportation policies, programs, and projects.</td>
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## Revenue and Expenditure Summary

### Mobility 2045 Revenue and Expenditures

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<td>$2,423.3</td>
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<td>Toll Revenue</td>
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<td>Surplus Managed Lane Toll Revenue</td>
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<td>Other Revenue Enhancements</td>
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<td>Federal/State Revenue Enhancements</td>
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<tr>
<td>Total</td>
<td>$10,318.9</td>
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<td>$8,755.9</td>
<td>$4,217.4</td>
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<td>$136,353.3</td>
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</tbody>
</table>

*Local match amounts for transit CMAQ funds are included in the Transit Sales Tax and Other Transit funding amounts.

### Funding Category Descriptions

#### Traditional Federal & State Revenue

**Commission Funds (Cat. 12):** Discretionary funds allocated by the Texas Transportation Commission.

**Metro and Urban Corridors (Cat. 2):** National Highway System, Metropolitan Area, and Urban Area Corridor Projects.

**STBG (Cat. 7):** Federal Surface Transportation Block Grant Program.

**CMAQ (Cat. 5):** Congestion Mitigation and Air Quality Improvement Program.

#### Other Texas Department of Transportation/Federal

Includes funds available from the state gas tax, motor vehicle registration fees, and all federal reimbursements administered by the Texas Department of Transportation.

#### Local Revenue

**Local Match:** Non-federal/state funds used as a match for federal funds.

**Local:** Funds available from local government general funds or bond programs.
**System Revenue**

**Toll System Revenue:** Funds associated with the priced facility network, including funds generated by bonding authority and funds available to implement toll roads and managed lanes.

**Surplus Managed Lane Toll Revenue:** Funds generated through tolled managed lanes in excess of the cost of implementing and maintaining the facilities.

**Transit Revenue**

**Transit Public-Private Partnership:** Funds generated through innovative financial partnerships and initiatives to support the development of a transportation project.

**Transit Sales Tax:** Funds generated through the collection of sales tax in transit authority areas.

**FTA 5307:** Federal Transit Administration urban area formula funds (Section 5307).

**FTA 5309:** Federal Transit Administration Discretionary Program (Section 5309).

**Other Transit:** Includes all other funding sources for transit including, but not limited to, fare box recovery and additional local, state, and federal funds.

**Revenue Enhancements**

**Federal/State Revenue Enhancements:** Funds available from the federal and state revenue assumptions detailed in the Financial Reality chapter.

**Local Option Vehicle Registration:** Funds available from local revenue assumptions detailed in the Financial Reality chapter.

**Other Revenue Not Listed Separately**

**Legislative Action Revenue:** Funds made available through recent legislative action. Includes Proposition 1 funding from the 83rd Texas State Legislature and the ending of gas tax revenue diversions and Proposition 7 funding from the 84th Texas State Legislature. These are state funds that are allocated to various Texas Department of Transportation categories. These funds are part of the cumulative total Traditional Federal and State revenue category.
Financial Planning Process

METROPOLITAN TRANSPORTATION PLAN
Financial Constraint Process

Step 1: Identify Needs
- Determine project and program needs for each funding category.
  - Infrastructure Maintenance
  - Management & Operations
  - Growth, Development & Land Use Strategies
  - Rail & Bus
  - HOV/Managed Lanes
  - Freeways/Tollways & Arterials

Step 2: Identify Funding
- Locate all potential sources and review historical trends to forecast funding.
  - Federal & State Fuel Taxes
  - Vehicle Registration Fees
  - Transit System Revenues
  - Tolls & Fares
  - Local Funding (from property taxes, general funds, bonds, impact fees, etc.)
  - Other State/Federal/Local Sources

Step 3: Financial Constraint
- Balance costs and revenues to determine if amounts allocated to each category will meet the region's transportation needs. Projects can only move ahead if there is funding identified to implement them.

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