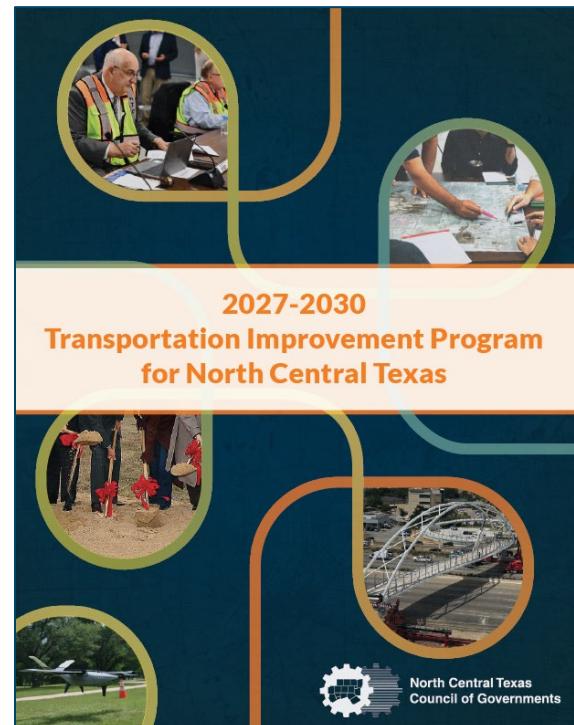


Chapter VIII

Financial Plan

2027-2030 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 2027-2030 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 FY2027-FY2030.

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

The Regional Roadway section financial summary for the Fort Worth, Dallas, and Paris Districts, is presented in Exhibit VIII-1. Exhibit VIII-2 is the Regional Transit section financial summary for the Fort Worth and Dallas TxDOT Districts.



CONCLUSION

The exhibits show that the 2027-2030 TIP is financially constrained in FY2027, FY2028, FY2029, and FY2030, by category. The TIP conforms to all United States Department of Transportation and Office of Management and Budget, Year of Expenditure, and Total Project Costs requirements for budgetary constraint. Therefore, resources have been identified and are available to fund the projects included in these fiscal years.

• Financial Summary

District/MPO: DAL/FTW/PAR - NCTCOG

STIP Window: 2027-2030

TIP Revision: 7/1/2026

Funding Category

Funding Category	Description	FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027-2030		Notes
		Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Programmed FY 2029	Authorized FY 2029	Programmed FY 2030	Authorized FY 2030	Total Programmed FY 2027-2030	Total Authorized FY 2027-2030	
Funding Category	Description	Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Programmed FY 2029	Authorized FY 2029	Programmed FY 2030	Authorized FY 2030	Total Programmed FY 2027-2030	Total Authorized FY 2027-2030	Notes
1	\$0	\$391,691,645	\$0	\$420,645,129	\$0	\$363,227,005	\$0	\$345,873,535	\$0	\$1,521,437,314		
2		\$214,069,840	\$236,890,812	\$62,431,442	\$272,341,999	\$220,830,678	\$312,970,006	\$20,701,237	\$237,339,423	\$178,033,197	\$1,149,542,240	
3		\$34,621,276	\$44,621,276	\$80,608,498	\$80,608,498	\$46,133,250	\$46,133,250	\$406,320,590	\$406,320,590	\$967,663,616	\$967,663,616	
4		\$111,829,591	\$187,113,691	\$130,042,342	\$215,037,208	\$146,375,740	\$247,054,266	\$308,644,716	\$258,360,961	\$696,892,389	\$907,566,126	Carryover from FY2027, FY2028, FY2029 cover overages in FY2030
5		\$149,749,188	\$157,830,006	\$109,853,479	\$114,800,006	\$63,227,897	\$104,187,452	\$36,095,686	\$96,173,032	\$356,926,250	\$472,990,496	
6		\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000	
7		\$273,230,147	\$286,474,299	\$276,851,201	\$288,133,489	\$194,145,404	\$204,803,894	\$195,109,948	\$204,803,894	\$939,336,700	\$984,215,576	
9		\$26,350,000	\$75,789,409	\$0	\$23,789,409	\$0	\$23,789,409	\$0	\$23,789,409	\$26,350,000	\$147,157,636	
10		\$67,994,500	\$67,994,500	\$0	\$0	\$20,444,984	\$20,444,984	\$96,000,000	\$96,000,000	\$184,439,484	\$184,439,484	
10 CRBN		\$17,000,000	\$24,303,180	\$0	\$24,303,180	\$0	\$0	\$0	\$0	\$17,000,000	\$49,606,360	
10 NEVI		\$6,607,185	\$6,607,185	\$0	\$0	\$0	\$0	\$0	\$0	\$6,607,185	\$6,607,185	
10 Other		\$57,000,000	\$57,000,000	\$136,550,000	\$136,550,000	\$0	\$0	\$0	\$0	\$193,550,000	\$193,550,000	
11		\$2,500,000	\$6,954,963	\$0	\$67,937,026	\$0	\$72,634,777	\$0	\$75,805,693	\$2,500,000	\$279,332,459	
12		\$190,917,863	\$190,917,863	\$102,434,929	\$102,434,929	\$34,000,000	\$34,000,000	\$792,945,315	\$792,945,315	\$1,120,298,107	\$1,120,298,107	
SW PE		\$189,925,178	\$189,925,178	\$12,965,000	\$12,965,000	\$57,000,000	\$57,000,000	\$214,963,027	\$214,963,027	\$474,853,205	\$474,853,205	
SW ROW		\$383,919,667	\$383,919,667	\$15,100,000	\$15,100,000	\$99,532,682	\$99,532,682	\$606,363,594	\$606,363,594	\$1,104,915,943	\$1,104,915,943	
Total		\$2,135,714,437	\$2,764,033,676	\$926,836,891	\$1,774,645,873	\$881,690,635	\$1,585,777,725	\$2,877,144,113	\$3,448,738,473	\$6,821,386,076	\$9,573,195,747	

Funding Source

* "Cat 3 TDC" is excluded from the total calculation.

* Programmed funding may exceed the authorized amount in a given year, as long as the total programmed funding across the four-year cycle does not surpass the overall authorized funding.

Transit Financial Summary
DFW Metropolitan Planning Organization - NCTCOG
FY2027- 2030 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2027			FY 2028			FY 2029		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$317,851,986	\$104,291,932	\$422,143,918	\$12,788,314	\$6,016,315	\$18,804,629	\$9,006,780	\$5,023,160	\$14,029,940
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	\$12,503,697	\$3,167,710	\$15,671,407	\$606,278	\$0	\$606,278	\$606,278	\$0	\$606,278
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	\$55,920,514	\$10,617,212	\$66,537,726	\$0	\$0	\$0	\$0	\$0	\$0
13 Sec. 5339 - Bus and Bus Facilities Program	\$16,743,229	\$2,847,147	\$19,590,376	\$830,038	\$0	\$830,038	\$850,789	\$0	\$850,789
14 Other FTA	\$25,187,880	\$6,175,020	\$31,362,900	\$0	\$0	\$0	\$0	\$0	\$0
15 Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds	\$428,207,306	\$127,099,021	\$555,306,327	\$14,224,630	\$6,016,315	\$20,240,945	\$10,463,847	\$5,023,160	\$15,487,007
Transportation Development Credits Requested				8,406,212			1,285,462		
Transportation Development Credits Awarded				6,916,094			0		

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2030			FY2027-2030 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$7,104,994	\$3,063,034	\$10,168,028	\$346,752,074	\$118,394,441	\$465,146,515
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	\$606,278	\$0	\$606,278	\$14,322,532	\$3,167,710	\$17,490,242
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	\$0	\$0	\$0	\$55,920,514	\$10,617,212	\$66,537,726
13 Sec. 5339 - Bus and Bus Facilities Program	\$872,059	\$0	\$872,059	\$19,296,114	\$2,847,147	\$22,143,261
14 Other FTA	\$0	\$0	\$0	\$25,187,880	\$6,175,020	\$31,362,900
15 Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds	\$8,583,331	\$3,063,034	\$11,646,365	\$461,479,115	\$141,201,530	\$602,680,645
Transportation Development Credits Requested				896,091		
Transportation Development Credits Awarded				0		
					11,468,829	
					6,916,094	