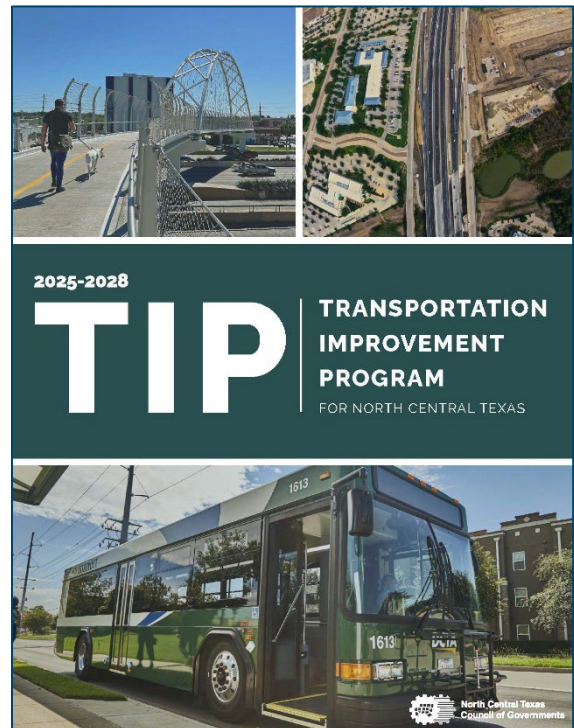


Chapter VIII Financial Plan

2025-2028 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 2025-2028 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 FY2025-FY2028.

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 2025-2028 TIP is financially constrained in FY2025, FY2026, FY2027, and FY2028, 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.

TIP Financial Summary

District/MPO: DAL/FTW/PAR - NCTCOG

STIP Window: 2025 - 2028

STIP Revision: 2/1/2026

Funding Category

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028		Notes
		Programmed FY 2025	Authorized FY 2025	Programmed FY 2026	Authorized FY 2026	Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Total Programmed FY 2025 - 2028	Total Authorized FY 2025 - 2028	
1	Preventive Maintenance and Rehabilitation	\$35,000,000	\$435,280,746	\$0	\$403,935,032	\$0	\$391,691,645	\$0	\$420,645,129	\$35,000,000	\$1,651,552,552	
2	Metropolitan and Urban Area Corridor Projects	\$1,158,555,861	\$614,215,450	\$105,992,061	\$203,362,711	\$182,575,281	\$236,890,812	\$177,927,027	\$272,341,999	\$1,625,050,230	\$1,326,810,972	Over programmed amount in FY2025 due to the letting of CSJ 0009-11 254, which was previously authorized.
3	Non-Traditionally Funded Transportation Projects	\$743,452,422	\$743,452,422	\$487,664,514	\$487,664,514	\$272,482,747	\$272,482,747	\$79,599,767	\$79,599,767	\$1,583,199,450	\$1,583,199,450	
4	Statewide Connectivity Corridor Projects	\$159,507,745	\$421,258,203	\$176,888,434	\$160,791,678	\$126,393,491	\$187,113,691	\$396,771,555	\$215,037,208	\$859,561,225	\$984,200,780	Carryover from FY2025 and FY2027 covers overages in FY2028.
5	Congestion Mitigation and Air Quality Improvement	\$87,420,621	\$180,647,130	\$144,468,508	\$108,996,795	\$139,784,948	\$104,800,006	\$56,906,986	\$104,800,006	\$428,581,063	\$499,243,937	Total authorized includes FY2024 carryover into FY2025 provided by TxDOT report of obligations for MPO-selected funds. Carryover from FY2025 covers overages in FY2026 and FY2027. \$4,000,000 programmed to CSJs 1392-01-044 & 0047-07-228 which let prior to FY2025 and therefore are not updated in the eSTIP but counted on NCTCOG financial constraints.
6	Structures Replacement and Rehabilitation (Bridge)	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000	\$0	\$0	\$10,000,000	\$10,000,000	
7	Metropolitan Mobility and Rehabilitation	\$226,141,213	\$341,556,642	\$312,402,110	\$207,865,709	\$206,583,408	\$204,803,894	\$206,852,521	\$204,803,894	\$951,979,252	\$959,030,139	Total authorized includes FY2024 carryover into FY2025 provided by TxDOT report of obligations for MPO-selected funds. Carryover from FY2025 covers overages in FY2026 and FY2027. \$1,000,000 programmed to CSJ 0196-02-132 which let prior to FY2025 and therefore are not updated in the eSTIP but counted on NCTCOG financial constraints.
9	Transportation Alternatives Set-Aside Program	\$0	\$27,698,127	\$0	\$24,691,663	\$26,350,000	\$23,789,409	\$0	\$23,789,409	\$26,350,000	\$99,968,608	
10	Supplemental Transportation Programs	\$90,562,375	\$90,562,375	\$25,000,000	\$25,000,000	\$0	\$0	\$0	\$0	\$115,562,375	\$115,562,375	
10 CRBN	Carbon Reduction Program	\$27,265,066	\$41,381,487	\$18,265,364	\$24,303,180	\$0	\$24,303,180	\$0	\$24,303,180	\$45,530,430	\$114,291,027	
10 NEVI	National Electric Vehicle Infrastructure Program	\$2,844,264	\$2,844,264	\$0	\$0	\$5,357,302	\$5,357,302	\$0	\$0	\$8,201,566	\$8,201,566	
10 Other	Competitive Grant, Earmark, etc.	\$91,172,136	\$95,172,136	\$0	\$0	\$96,250,000	\$96,250,000	\$36,550,000	\$36,550,000	\$227,972,136	\$227,972,136	\$31,250,000 BUILD Grant programmed for CSJ 0902-90-359 is included with category 3 funds on NCTCOG financial constraints.
11	District Discretionary	\$202,411,645	\$263,506,879	\$1,400,000	\$50,844,869	\$0	\$62,954,963	\$0	\$67,937,026	\$203,811,645	\$445,243,737	\$103,736,210 programmed for CSJs 0195-03-090, 0195-03-087, & 0195-03-099 let prior to FY2025 and therefore are not updated in the eSTIP but counted on NCTCOG financial constraints.
12	Strategic Priority	\$363,791,606	\$363,791,606	\$0	\$0	\$190,917,863	\$190,917,863	\$126,158,059	\$126,158,059	\$680,867,528	\$680,867,528	\$64,217,588 programed for CSJs 0195-03-099, 0095-02-107, & 2374-02-162 which let prior to FY2025 and therefore are not updated in the eSTIP but counted on NCTCOG financial constraints.
SW PE	Statewide Budget PE	\$473,484,025	\$473,484,025	\$106,010,473	\$106,010,473	\$58,805,298	\$58,805,298	\$15,075,230	\$15,075,230	\$653,375,026	\$653,375,026	
SW ROW	Statewide Budget ROW	\$1,230,905,030	\$1,230,905,030	\$91,134,174	\$91,134,174	\$225,898,749	\$225,898,749	\$93,500,000	\$93,500,000	\$1,601,437,953	\$1,601,437,953	
Total		\$4,892,514,009	\$5,325,756,522	\$1,469,225,638	\$1,894,600,798	\$1,541,399,087	\$2,096,059,559	\$1,149,341,145	\$1,644,540,907	\$9,056,479,879	\$10,960,957,786	

Funding Source

Source	Description	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 2025 - 2028*	Notes
		Programmed FY 2025	Programmed FY 2026	Programmed FY 2027	Programmed FY 2028	Total Programmed FY 2025 - 2028	
Federal		\$1,970,900,869	\$658,754,979	\$823,734,643	\$813,242,282	\$4,266,632,773	
State		\$427,636,520	\$81,176,497	\$120,605,540	\$151,774,394	\$781,192,951	
Local Match		\$46,135,143	\$44,485,001	\$39,872,110	\$36,149,472	\$166,641,726	
CAT 3 - DB	Design Build	\$0	\$31,250,000	\$0	\$0	\$31,250,000	
CAT 3 - TMF	Texas Mobility Fund	\$0	\$15,000,000	\$0	\$0	\$15,000,000	
CAT 3 - RTR	Regional Toll Revenue	\$144,232,872	\$58,168,827	\$34,975,000	\$40,590,000	\$277,966,699	
*CAT 3 - TDC	Transportation Development Credit	\$27,430,771	\$40,341,009	\$21,845,007	\$11,617,164	\$101,233,951	
CAT 3 - LC	Local Contributions	\$599,219,550	\$383,245,687	\$237,507,747	\$39,009,767	\$1,258,982,751	
SW PE		\$473,484,025	\$106,010,473	\$58,805,298	\$15,075,230	\$653,375,026	
SW ROW		\$1,230,905,030	\$91,134,174	\$225,898,749	\$53,500,000	\$1,601,437,953	
Total		\$4,892,514,009	\$1,469,225,638	\$1,541,399,087	\$1,149,341,145	\$9,052,479,879	

* "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

Transit Financial Summary
NCTCOG Metropolitan Planning Organization
FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of February 2026

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$173,695,637	\$58,832,048	\$232,527,685	\$359,164,307	\$102,288,393	\$461,452,700	\$116,563,515	\$27,423,379	\$143,986,894
2	Sec. 5307 - Urbanized Formula <200K	\$245,053,631	\$74,040,248	\$319,093,879	\$5,305,526	\$4,237,364	\$9,542,890	\$0	\$0	\$0
3	Sec. 5309 - Discretionary	\$0	\$0	\$0	\$1,000,000	\$250,000	\$1,250,000	\$0	\$0	\$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	\$16,496,337	\$2,772,811	\$19,269,148	\$13,436,706	\$3,303,067	\$16,739,773	\$416,000	\$0	\$416,000
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	Other FTA	\$303,212,204	\$336,521,889	\$639,734,093	\$118,454,166	\$23,753,711	\$142,207,877	\$35,387,500	\$7,250,000	\$42,637,500
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$738,457,809	\$472,166,996	\$1,210,624,805	\$497,360,705	\$133,832,535	\$631,193,240	\$152,367,015	\$34,673,379	\$187,040,394
Transportation Development Credits Requested Awarded										
				\$37,220,293			\$17,483,365			\$14,234,700
				\$12,472,793			\$3,395,865			\$147,200