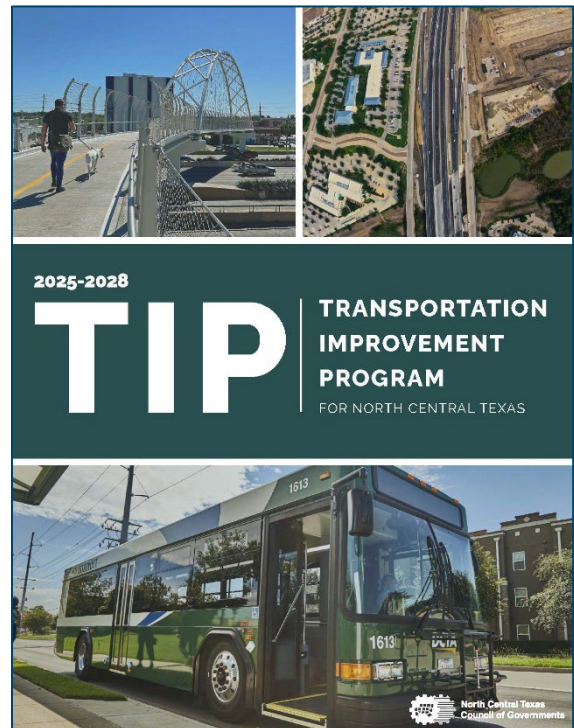


Chapter VIII Financial Plan

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.

District/MPO: DAL/FTW/PAR - NCTCOG	STIP Window: 2025 - 2028	STIP Revision: 8/1/2025
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[illegible]

Transit Financial Summary
DFW Metropolitan Planning Organization - NCTCOG
FY2025-2028 Transportation Improvement Program - August 2025

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY2025			FY2026			FY2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$192,764,456	\$63,353,001	\$256,117,457	\$119,739,660	\$28,116,237	\$147,855,897	\$116,563,515	\$27,423,379	\$143,986,894
2	Sec. 5307 - Urbanized Formula <200K	\$447,478,270	\$127,490,158	\$574,968,428	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary	\$800,000	\$200,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$17,506,337	\$2,598,153	\$20,104,490	\$1,096,000	\$170,000	\$1,266,000	\$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	Sec. 5337 - State of Good Repair Program	\$172,340,684	\$40,903,534	\$213,244,218	\$29,687,500	\$6,250,000	\$35,937,500	\$29,687,500	\$6,250,000	\$35,937,500
13	Sec. 5339 - Bus and Bus Facilities Program	\$24,749,849	\$4,645,081	\$29,394,930	\$15,473,340	\$3,443,335	\$18,916,675	\$5,700,000	\$1,000,000	\$6,700,000
14	Other FTA	\$144,037,235	\$299,692,056	\$443,729,291	\$0	\$0	\$0	\$0	\$0	\$0
15	Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Funds	\$999,676,831	\$538,881,983	\$1,538,558,814	\$165,996,500	\$37,979,572	\$203,976,072	\$152,367,015	\$34,673,379	\$187,040,394
Transportation Development Credits Requested				35,297,384			14,025,600			13,984,700
Transportation Development Credits Awarded				11,459,884			188,100			147,200

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY2028			FY2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$138,240,000	\$32,842,500	\$171,082,500	\$567,307,631	\$151,735,117	\$719,042,748
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$447,478,270	\$127,490,158	\$574,968,428
3	Sec. 5309 - Discretionary	\$0	\$0	\$0	\$800,000	\$200,000	\$1,000,000
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$416,000	\$0	\$416,000	\$19,434,337	\$2,768,153	\$22,202,490
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	\$47,187,500	\$10,625,000	\$57,812,500	\$278,903,184	\$64,028,534	\$342,931,718
13	Sec. 5339 - Bus and Bus Facilities Program	\$5,700,000	\$1,000,000	\$6,700,000	\$51,623,189	\$10,088,416	\$61,711,605
14	Other FTA	\$0	\$0	\$0	\$144,037,235	\$299,692,056	\$443,729,291
15	Regionally Significant or Other	\$0	\$0	\$0	\$0	\$0	\$0
	Total Funds	\$191,543,500	\$44,467,500	\$236,011,000	\$1,509,583,846	\$656,002,434	\$2,165,586,280
Transportation Development Credits Requested				13,984,700			77,292,384
Transportation Development Credits Awarded				147,200			11,942,384

Source: NCTCOG

7/25/2025