FINANCIAL REALITY

7. FINANCIAL REALITY

INTRODUCTION

Financial planning ensures that the projects and programs in the Metropolitan Transportation Plan are both visionary and achievable. Federal regulations require long-range transportation plans to be financially constrained, meaning estimated costs cannot exceed anticipated revenues. This ensures the plan reflects realistic investment opportunities. The process involves forecasting revenue from federal, state, and local sources; estimating project and program costs; and balancing revenues with costs to meet financial constraint requirements while addressing critical needs.

However, challenges such as rising costs for materials, labor, and land—exacerbated by inflation—complicate financial planning. Expanding transit, a top priority reported by the public, often faces funding and consensus barriers. These realities require balancing bold aspirations with practical strategies to meet the region's evolving transportation needs. This chapter outlines how financial planning navigates these complexities to support a more connected and equitable future.

IN THIS CHAPTER

- Financial plan summary
- Revenue and expenditure estimates
- Financial planning process
- Revenue initiatives and outlook

Image: Getty

DID YOU KNOW?

FUEL TAXES STUCK IN THE PAST: Texas' state fuel tax has held steady at 20¢ per gallon since 1991—last changed over three decades ago! Meanwhile, federal fuel taxes, set at 18.4¢ per gallon for gasoline and 24.4¢ for diesel, haven't budged since 1993. That's nearly a generation of unchanged rates despite growing transportation needs.

RISING COSTS, STAGNANT FUNDING: Since 1997, transportation costs have skyrocketed to four to five times their original levels. Alarmingly, costs have doubled in just the last five years, leaving legacy funding mechanisms like fuel taxes struggling to keep pace with modern demands.

7-1. FINANCIAL PLAN

OVERVIEW

Financial planning ensures the Metropolitan Transportation Plan (MTP) remains grounded in reality, with projects and programs aligned to the revenues reasonably expected over the planning period. The process requires balancing funding forecasts with cost estimates, while meeting federal regulations that mandate financial constraint.[1] In addition to identifying funding sources and ensuring costs are accounted for, the MTP must consider regional priorities, such as improving reliability and maintaining infrastructure, alongside transformative investments like expanding transit or active transportation networks.

While the financial framework is designed to support long-term goals, rising costs, evolving priorities, and limited flexibility in funding create challenges. This section highlights the trends shaping the financial environment for transportation planning, providing context for the choices and trade-offs reflected in the MTP.

Trends

The financial landscape for transportation is evolving, reflecting shifts in national and regional priorities, as well as increasing economic pressures. From the 1960s through the 1990s, highway expansion dominated investment, with significant funds allocated to constructing new roadways and connecting rural areas to urban cores. Today, with a population expected to surpass 12 million people by 2050, the Dallas-Fort Worth region prioritizes operational improvements, reliability, and multimodal options in urban cores, while roadway expansion largely focuses on rural or fast-growing peripheral areas. These shifts reflect a growing emphasis on maximizing efficiency and addressing congestion in dense urban areas.

Today, rising costs are impacting every aspect of transportation planning and implementation. Escalating prices for materials, labor, and right-of-way acquisition strain budgets, making it harder to deliver projects on time and within budget. Transit and active transportation—critical components of a multimodal future—face especially large funding gaps, with limited dedicated revenue sources available to support expansion. At the same time, many new funding streams, from federal formula funds to grant programs or new state funds, remain structurally tied to roadways, further compounding challenges in advancing regional goals for mobility, quality of life, and implementation. These trends underscore the importance of innovative solutions and strategic prioritization to make the most of available resources.

Connecting Plans to Projects: Essential Documents

Transportation planning in the region relies on four key documents that guide project funding and implementation. The **Metropolitan Transportation Plan** provides a long-term vision, acting like a budget spanning over 20 years, and serves as a framework for identifying

[1] 23 CFR § 450.324(f)(11), *Electronic Code of Federal Regulations*, accessed December 10, 2024, https://www.ecfr.gov/current/title-23/part-450/section-450.324#p-450.324(f)(11)

major projects and strategies, including staging priorities for the first 10 years. The **Transportation Improvement Program** focuses on the near term, acting like a checkbook to allocate funding for specific projects to be implemented over the next two to four years. The **10-Year Plan**, mandated by Texas House Bill 20, bridges long-term goals and short-term programming by setting performance-based priorities to address congestion, safety, air quality, and economic development. Lastly, the **Unified Transportation Program** is a statewide plan allocating funding over a 10-year period to ensure alignment with regional and state transportation objectives. Together, these documents ensure efficient and strategic investment in the transportation system.

KEY FUNDING DOCUMENTS

METROPOLITAN TRANSPORTATION PLAN

Think of this as the region's transportation budget. It sets long-term priorities for roads, transit, and other mobility projects, identifying funding options and guiding investments for the future.

TRANSPORTATION IMPROVEMENT PROGRAM

This is the action plan. It lists funded transportation projects set to begin in the next two to four years. If a project isn't in both this plan and the Metropolitan Transportation Plan, it can't move forward.

10-YEAR PLAN

Required by Texas law (HB 20), this plan outlines project priorities for the first decade of the Metropolitan Transportation Plan. It uses data-driven criteria to focus on congestion, safety, economy, air quality, and funding.

UNIFIED TRANSPORTATION PROGRAM

This is Texas' 10-year funding roadmap for transportation. Updated annually by the Texas Transportation Commission, it guides investment in statewide projects, including those in North Central Texas.

MOBILITY 2050 SUPPORTED GOALS

MOBILITY

Improve the availability of transportation options for people and goods.

Support travel efficiency measures and system enhancements targeted at congestion reduction and management.

Ensure all communities are provided access to the regional transportation system and planning process.

QUALITY OF LIFE

Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.

Encourage livable communities which support sustainability and economic vitality.

SYSTEM SUSTAINABILITY

Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.

Pursue long-term sustainable revenue sources to address regional transportation system needs.

IMPLEMENTATION

Provide for timely project planning and implementation.

Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

MOBILITY 2050 POLICIES

Mobility 2050 includes policies and programs that address regional priorities and public needs. Policies guide decision-making and set the framework for long-term goals, while programs provide the funding and resources to turn plans into action across the transportation system.

F3-001: 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.

F3-002: 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).

F3-003: Ensure adequate funding for multimodal elements within implemented projects.

F3-004: Utilize project staging and phasing of Metropolitan Transportation Plan recommendations to maximize funding availability and cash flow.

F3-005: 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.

F3-006: Pursue roadway and transit pricing opportunities to expedite project delivery.

F3-007: Pursue project cost reductions through value engineering, streamlined project development, and other activities.

F3-008: Pursue an increase in North Central Texas' share of state and federal allocated funds consistent with the Regional Transportation Council's legislative position.

F3-009: Pursue legislative actions aimed at increasing revenue through initiatives identified by the Regional Transportation Council.

F3-010: Leverage traditional and non-traditional transportation funding to expand services across the region.

F3-011: Utilize multiple funding sources, including innovative funding methods as appropriate, to fully fund projects.

F3-012: Support planning activities, including studies, data collection, surveys, and analyses to advance transportation policies, programs, and projects.

MOBILITY 2050 FINANCIAL PLAN SUMMARY

After evaluating historic trends, the current state of transportation funding, and the plausibility of future funding, a revenue estimate of $215 billion was developed for Mobility 2050. **Table 7-1** summarizes the major expenditure categories. Expenditures are listed in the order set by the goals and policies of Mobility 2050. Note that the priority of each category does not necessarily correspond to a higher or lower funding amount. This is because some high-priority improvements, such as management of the system, may have a relatively low cost. Additionally, some revenue sources are restricted to certain uses, like road or rail.

Table 7-1: Major Expenditures

Infrastructure Maintenance[1]	29.8
Management and Operations	25.7
Growth, Development, and Land Use Strategies	6.4
Rail and Bus[2]	57.9
HOV/Managed Lanes + Freeways/Tollways and Arterials	97.5
Total, Actual $, Billions[3]	217.3

[1] Includes transit system maintenance
[2] Transit capital expenditures, including those using innovative revenue sources such as public-private partnerships
[3] Values may not sum due to independent rounding

The financial plan is largely dependent on national, state, and local funding policies, and the estimates prepared for Mobility 2050 are based on funding sources that can reasonably be expected to be available for transportation uses. The following financial assumptions are utilized in Mobility 2050:

- Proposition 1 and Proposition 7 funds will be available through the MTP horizon year of 2050.
- The diversion of funds from the State Highway Fund, except those funds constitutionally protected for education, has ended and those funds will remain available through 2050.
- There will be additional revenue in amounts equivalent to the federal fuel tax increasing by $.05 in 2035 and $.05 in 2040.
- There will be additional revenue in amounts equivalent to the state fuel tax increasing by $.05 in 2035 and $.07 in 2040.
- Starting in 2035, there will be additional revenues in amounts equivalent to a $10 local option vehicle registration or mobility fee that will be assessed within the 12-county Metropolitan Planning Area boundary. An additional $10 increase will be assessed beginning in 2040.
- As with previous plans, there is still a reliance on tolls and private sector partnerships to fund appropriate projects in certain corridors and areas.

- Over the life of the MTP, regional transportation partners will continue to implement projects.
- There will be an increasing need to balance public and private sector funding, including determining reduction of public sector risk when appropriate.
- The region will continue to leverage state, federal, private, and local funds in order to implement programs and projects.

To read the revenue and expenditure chart on the following page (**Table 7-2**), revenues are in the first column, with expenditures dedicated across the columns by categories listed in the top row. Funding is allocated across each line into the expenditure categories and is balanced to indicate financial constraint is achieved. In other words, revenues match expenditures, showing Mobility 2050 only includes projects and programs for which there is funding.

Table 7-2: Total Mobility Plan Revenues and Expenditures

	Strategic Programs					Roadway Maintenance, Operations, Rehabilitation, and Expansion			Transit Maintenance, Operations, and Expansion				
Mobility 2050 Revenue and Expenditures *All values in millions Values may not sum due to independent rounding*	**Safety, Technology, and Other Programs**	**Air Quality and Environment**	**Bicycle/ Pedestrian Facilities**	**Sustainable Development and Transportation Enhancements**	**Congestion Management**	**Freeway, Tollway, HOV/Managed Facilities**	**Regional Arterial System**	**Other Arterials**	**Transit Operations, Maintenance**	**Rail Capital, Transit System and Core Capacity Expansion, Other Transit Capital**	**Bus and Paratransit Capital**	**Multimodal Transit Spending***	**Total**
Traditional Federal & State Revenue	2,861.4	477.7	-	-	5,368.5	74,000.0	9,592.4	-	-	-	-	-	**92,300.0**
Category 12	-	-	-	-	-	21,100.0	-	-	-	-	-	-	**21,100.0**
Category 2	-	-	-	-	-	3,900.0	-	-	-	-	-	-	**3,900.0**
Category 7	500.0	477.7	-	-	2,968.5	-	1,653.8	-	-	-	-	-	**5,600.0**
Category 5	2,361.4	-	-	-	2,400.0	3,000.0	7,938.6	-	-	-	-	-	**15,700.0**
Other TxDOT/Federal	-	-	-	-	-	46,000.0	-	-	-	-	-	-	**46,000.0**
Local Revenue	-	-	3,500.0	970.8	-	-	331.8	10,897.4	-	-	-	-	**15,700.0**
Local Funds (Including Local Bonds)	-	-	2,000.0	600.0	-	-	-	3,000.0	-	-	-	-	**5,600.0**
Local Match Funds	-	-	1,500.0	370.8	-	-	331.8	7,897.4	-	-	-	-	**10,100.0**
System Revenue	-	-	-	-	-	7,542.0	-	-	-	-	-	-	**7,542.0**
Toll Revenue	-	-	-	-	-	6,442.0	-	-	-	-	-	-	**6,442.0**
Surplus Managed Lane Toll Revenue	-	-	-	-	-	1,100.0	-	-	-	-	-	-	**1,100.0**
Transit Revenue	-	-	-	-	-	-	-	-	35,511.8	53,304.0	4,641.4	119.0	**93,576.2**
Provider-Based Revenue (sales tax, federal funds, other)	-	-	-	-	-	-	-	-	35,511.8	3,814.5	4,387.4	119.0	**43,832.6**
Future Transit Federal Funds	-	-	-	-	-	-	-	-	-	10,906.4	127.0	-	**11,033.4**
Local Transit Funding	-	-	-	-	-	-	-	-	-	1,545.9	127.0	-	**1,672.9**
Transit Public-Private Partnership	-	-	-	-	-	-	-	-	-	33,637.6	-	-	**33,637.6**
Other Transit	-	-	-	-	-	-	-	-	-	3,399.7	-	-	**3,399.7**
Revenue Enhancements	-	-	1,000.0	-	-	3,032.7	-	4,167.3	-	-	-	-	**8,200.0**
Federal/State Revenue Enhancements	-	-	-	-	-	3,032.7	-	2,467.3	-	-	-	-	**5,500.0**
Local Option Vehicle Registration	-	-	1,000.0	-	-	-	-	1,700.0	-	-	-	-	**2,700.0**
Total Cost	2,861.4	477.7	4,500.0	970.8	5,368.5	84,574.7	9,924.2	15,064.7	35,511.8	53,304.0	4,641.4	119.0	**217,318.2**

* Transit authority spending on bicycle/pedestrian connections, roadway enhancements around stations, land use, etc.

MOBILITY 2050 REVENUE AND EXPENDITURE ESTIMATES

Financial Planning Process

This section outlines the methodology used to financially constrain the MTP. In the financial planning process, recommendations are first developed based on the goals of the MTP, where costs to implement the recommendations are estimated and summed. Next, revenue sources are identified and projected through the plan horizon year of 2050. Revenues are then allocated to recommendations as allowed by constraints on those revenues. Subsequently, revenues are compared to projected expenditures. When expenditures do not exceed available revenue, the MTP is considered financially constrained.

This plan also analyzes funding allocations to assess whether they create an appropriate level of service. In other words, the last part of the financial planning process is to adjust funding for the different categories to reflect the goals and policies outlined in the MTP. It is important to note that some sources of revenue for transportation improvements can only be spent on specified modes of transportation such as roadways or rail.

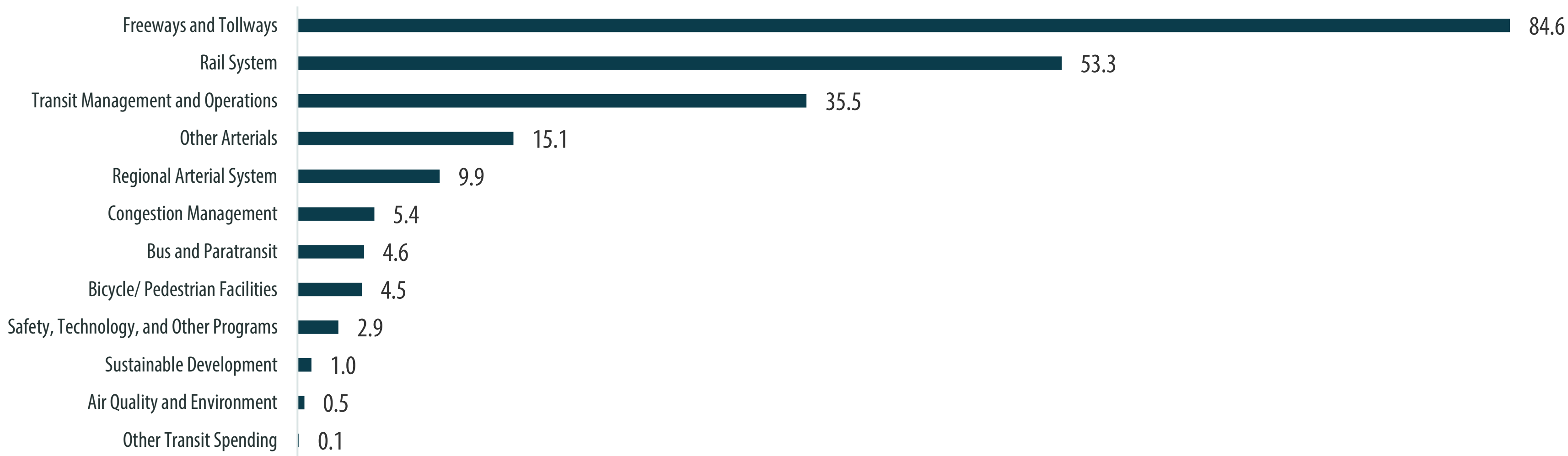
The financial planning process is a critical component of developing Mobility 2050, ensuring the plan is both ambitious and fiscally constrained as required by federal regulations. This process involves three key steps, as illustrated in **Figure 7-1**: first, identifying and estimating revenue sources; second, estimating the costs of proposed transportation projects and programs; and third, balancing needs with available funds to prioritize investments that align with regional goals and objectives.

Figure 7-1: Financial Planning Process

Costs

The costs for individual projects and programs were estimated in two ways. Direct costs for known individual projects were provided by the projects' implementing agencies. If direct costs were not available, unit costs were used to calculate total project costs. All costs are presented in year-of-expenditure dollars and represent the total cost associated with each project. Costs for recommended programs and project categories are reported in **Figure 7-2**. Once all costs are estimated and summed, they are matched with an available revenue source. Balanced revenues and expenditures are reported in **Table 7-2,** on the previous page.

Figure 7-2: Mobility 2050 Costs by Category, in Billions of Year-of-Expenditure Dollars



Source: North Central Texas Council of Governments Financial Plan

Revenues

Several revenue sources are available to build and maintain the region's multimodal transportation system; however, many revenue streams are restricted to certain uses. This means only particular types of improvements can be funded with a given source. Additional details about specific funding sources can be found in the **Financial Reality** appendix.

Funds available for implementing projects and programs are estimated using financial forecasting models. Because the future is anything but certain, looking to the past is a good start for determining how much revenue the region can reasonably expect. The financial models used by the North Central Texas Council of Governments both track and project revenue based on historical trends and anticipated future growth. Mobility 2050 uses various data sources, including historical data, statewide revenue forecasts, and programming documents, as the foundation for the regional revenue forecast. One of the tools used in forecasting, called the Transportation Revenue Estimates and Needs Determination System model, was developed in a collaborative process between the Texas Department of Transportation, the Association of Texas Metropolitan Planning Organizations, and Texas A&M's Texas Transportation Institute to provide for common assumptions for forecasting revenue across the state.

Revenue Forecast

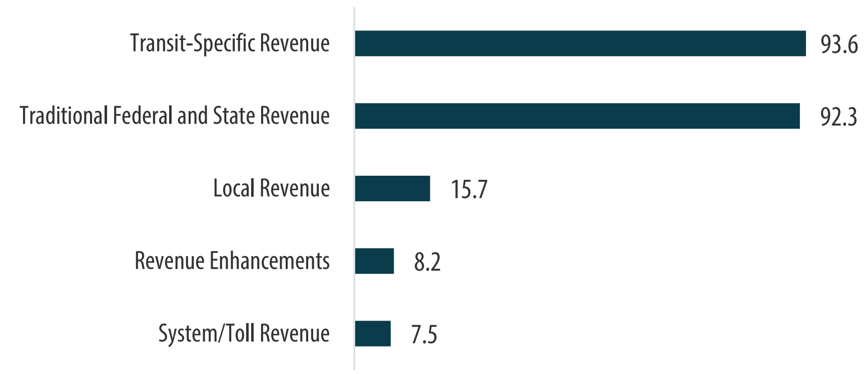
Mobility 2050 accounts for baseline funding projected from state and regional data sources and also accounts for recent increases in federal funding not included yet in statewide models. The forecast assumes additional state transportation revenue approved by voters as Proposition 1 and Proposition 7 in recent years will continue until 2050. The plan's financial forecast includes the following sources:

- Federal and state motor fuel taxes
- State vehicle registration revenues

- Other federal and state taxes
- New or additional state and federal funding such as federal transportation legislation, federal formula funding, or federal grant funding
- Revenue from the region's toll and managed lane system
- Local funds, including local bonds for regional transportation projects
- Sales tax collected by transit authorities
- Proposition 1 funds
- Proposition 7 funds
- Other reasonably expected future sources

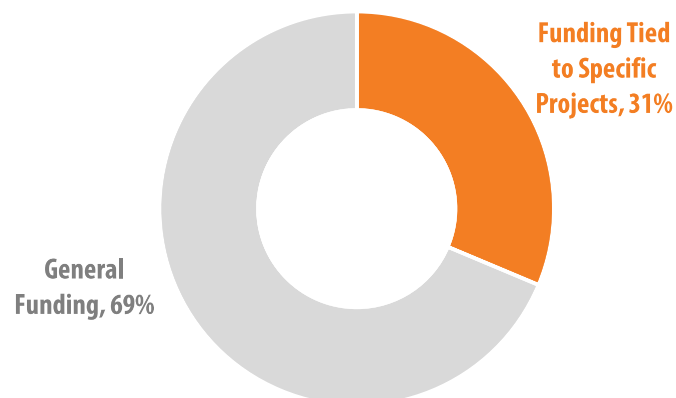
Figure 7-3 highlights the revenue sources projected for Mobility 2050. The largest contributors are transit-specific sales taxes ($93.6 billion) and traditional state and federal sources ($92.8 billion). Traditional sources, such as motor fuel taxes and vehicle registration fees, primarily support roadway projects but can also fund various transportation improvements, including bicycle and pedestrian facilities and congestion management tools. Transit funding in the region relies heavily on sales taxes collected within transit authority service areas, as well as local and private funding. Other sources include local government contributions for local matching ($13.5 billion), toll facility user fees ($8.4 billion), and revenue enhancements ($8.2 billion). Collectively, these revenue streams provide flexibility to fund a wide range of project types across the transportation system.

Figure 7-3: Mobility 2050 Revenue Sources



However, as illustrated in **Figure 7-4**, approximately 26 percent of total revenues are tied to specific projects. If any of these projects are removed from the plan, the associated funding would also be lost, reducing overall plan revenue by 26 percent. This underscores the importance of maintaining key projects within the plan to fully leverage available funding. Moreover, as discussed later in this chapter, traditional revenues are expected to decline in purchasing power over time due to inflation and increasing vehicle fuel efficiency.

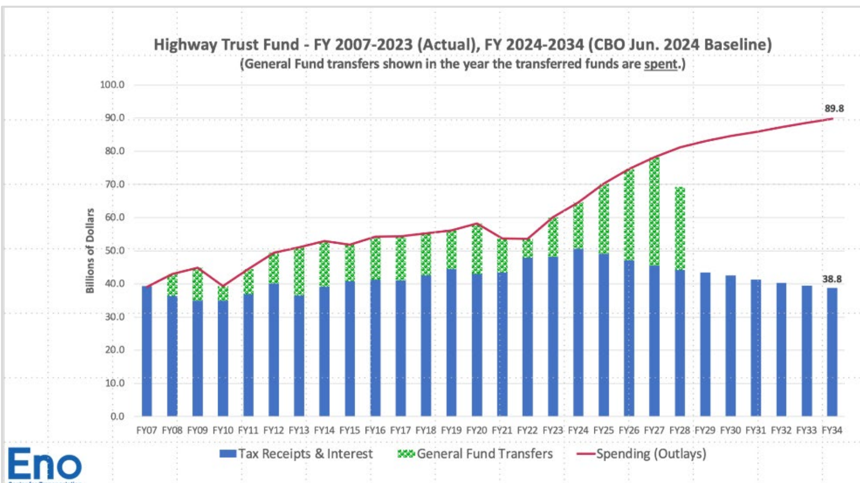
Figure 7-4: Direct-Allocation Revenue: Funding Tied to Specific Projects



REVENUE INITIATIVES

The financial constraint requirements for Mobility 2050 do not bind the plan to specific revenue-generation strategies. Instead, the financial assumptions provide a reasonable projection of potential future revenues, enabling flexibility in financial planning. However, this flexibility places greater responsibility on the Regional Transportation Council (RTC) to regularly monitor and adapt the plan's financial assumptions. This is particularly critical as traditional funding sources, like motor fuel taxes, are expected to stagnate despite increasing demand. At the national level, federal outlays from the Highway Trust Fund have exceeded gas tax receipts for the past 18 years, relying on transfers from the General Fund to continue federal appropriations as shown in **Figure 7-5**.[2]

Figure 7-5: Federal Highway Trust Fund Appropriations Shortfall



Public transit in the Dallas-Fort Worth region is primarily funded by local and federal sources of revenue, with little to no state funding. This heavy reliance on local funding constrains the region's ability to expand transit services, particularly in rapidly growing areas outside existing transit authority boundaries. To address these challenges, the Transit 2.0 funding initiative focuses on securing new revenue streams, including state funding, public-private partnerships, value capture strategies, and regional funding options. This effort aims to bridge the transit funding gap and support system expansion, highlighting the differences in how transit and roadways are funded—while transit relies on more localized and often uncertain revenue sources, roadway projects benefit from more established funding streams such as motor fuel taxes and vehicle registration fees.

The RTC will also continue to track state and federal initiatives for replacing or updating fuel tax revenues and support the development of alternative funding options. To ensure projected revenues are realized, the following strategies are proposed:

- Maintain the RTC/Texas Transportation Commission Partnership Program to maximize funding opportunities.
- Leverage innovative project financing tools authorized by the State Legislature.
- Advocate for legislative initiatives to increase transportation funding for all modes of travel.
- Secure the region's fair share of state and federal transportation revenues.
- Explore alternatives to motor fuel taxes, including mileage-based user fees and fees for electric and hybrid vehicles.

[2] Eno Center, *Highway Trust Fund Revenue Hole Approaches $300B by 2035*, June 21, 2024: https://enotrans.org/article/highway-trust-fund-revenue-hole-approaches-300b-by-2035/

Performance Measures

To track progress toward the Mobility 2050 goal of pursuing sustainable revenue sources, two key performance measures are monitored: plan revenue per capita per year and the percentage of plan funding from revenue enhancements.

Plan Revenue Per Capita Per Year

Based on population forecasts, plan revenue is estimated at $733.35 per capita annually, as depicted in **Figure 7-6**. To put this into perspective, this amounts to $61.11 per person per month through 2050. For perspective, this is similar to what a typical household pays for video streaming services, averaging $61 per month.[3] This comparison underscores the remarkable affordability of investing in a comprehensive transportation system that provides widespread access to jobs, education, healthcare, and other opportunities—costing about what many households spend on entertainment.

Percentage of Plan Funded by Revenue Enhancements

Mobility 2050 incorporates a mix of funding sources, including traditional fuel taxes, tolls, local revenue, and sales taxes. Some revenue sources depend on future actions, such as legislative changes or voter approval. These "revenue enhancements," depicted in **Figure 7-7**, represent new or expanded funding streams, such as adjustments to motor fuel taxes or registration fees.

Figure 7-6: Plan Revenue Per Capita Per Year

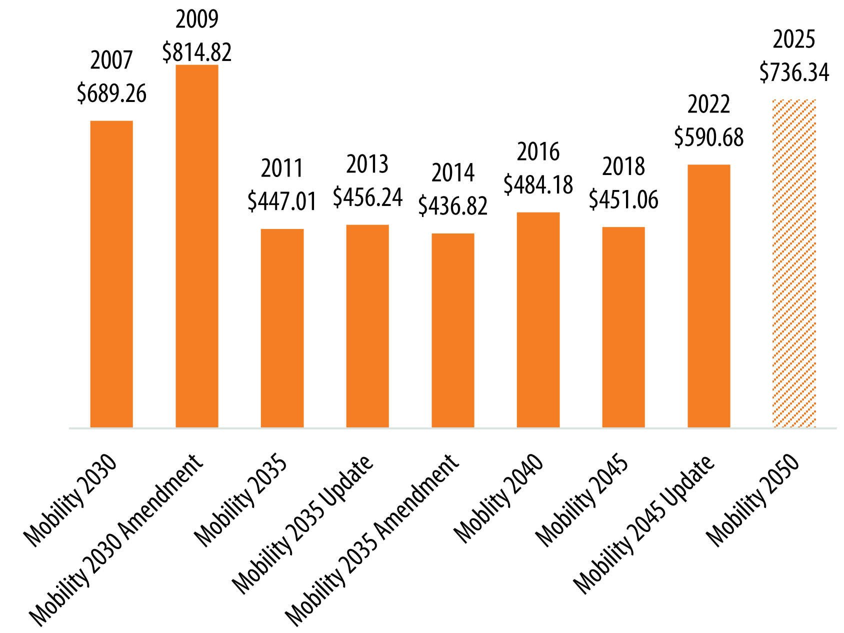
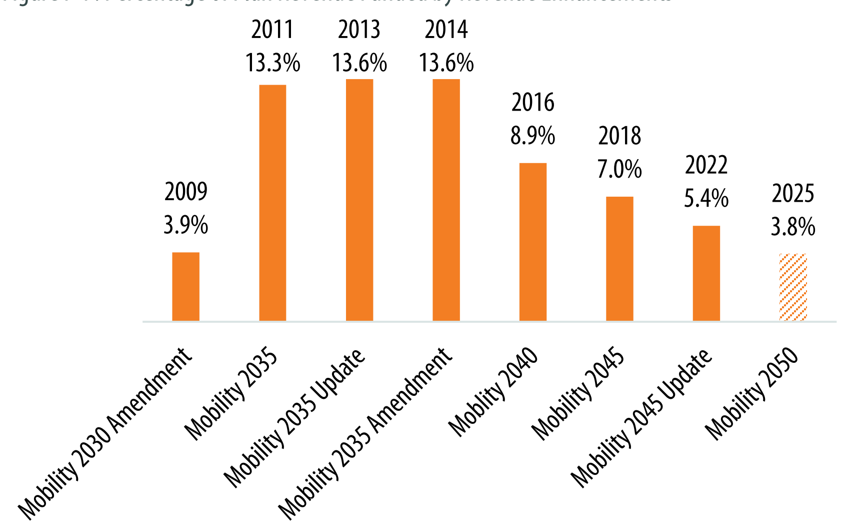


Figure 7-7: Percentage of Plan Revenue Funded by Revenue Enhancements



NOTE: There are no revenue enhancements included in the original Mobility 2030 plan adopted in 2007.

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[3] Todd Spangler. "U.S. Consumers Pay Average of $61 per Month for Video Streaming Services: Study." Variety. Accessed December 12, 2024. https://variety.com/2024/digital/news/us-average-video-streaming-services-pay-deloitte-study-1235945991/

A plan is more financially stable when it relies less on these enhancements. For Mobility 2050, only 3.8 percent of total revenue is derived from enhancements—the lowest percentage since Mobility 2030. This reflects the materialization of anticipated revenues from earlier plans, now flowing through established channels like the State Highway Fund and Unified Transportation Program.

To see how these and other performance measures connect to Mobility 2050's goals, refer to the **Regional Performance** chapter.

The Region's Financial Reality

As the region's Metropolitan Planning Organization, the North Central Texas Council of Governments recognizes transportation needs far exceed the ability to pay for the improvements. Likewise, federal planning regulations require financial constraint be exercised in the MTP. Prior analysis estimated the North Central Texas region would need approximately $337 billion to eliminate the worst levels of congestion by 2045.[4] Mobility 2050 identifies approximately $215 billion in resources to fund transportation improvements in the region through the year 2050; about $116 billion of these resources address roadway project needs.[5] While this represents almost half of the total plan revenue and cost, there remains a great shortfall in funding compared to need for roadways. This applies to an even greater extent for transit and other modal options which are desired by the public.

Mobility 2050 is not a wish list but a prioritized inventory of the most critical projects and programs that align with the region's transportation goals within funding constraints. Despite identifying $215 billion in transportation improvements—including increased revenue from recent legislative actions—the region will still face a significant funding gap by 2050, leaving it unable to keep pace with population growth and rising congestion. Additional resources will be essential to meet the region's expanding, multimodal transportation needs.

Resources at Risk

Federal and state transportation funding structures have historically been heavily skewed toward roadways, creating significant challenges for implementing robust transit infrastructure and addressing active transportation needs. Federal and state revenues—historically the primary sources of transportation funding—are increasingly inadequate to meet growing demands, particularly for non-roadway modes. While roadway projects benefit from substantial, though declining, motor fuel tax allocations, transit and active transportation projects often rely on limited local resources, leaving these modes underfunded despite public demand for more multimodal options.

Compounding the issue, traditional funding sources like federal and state motor fuel taxes are at significant risk of long-term decline due to structural inefficiencies. Factors such as inflation, rising construction costs, and improved vehicle fuel efficiency have eroded the purchasing power of the gas tax. Electric vehicle adoption could exacerbate this decline, as these vehicles contribute no fuel tax revenue. Although recent state legislation has added new registration fees for electric vehicles, many funding challenges remain.

While solutions like increasing the gas tax or implementing road usage charges (e.g., vehicle miles traveled fees) have been proposed locally or nationally, these strategies alone will not address the funding inequities that favor roadway infrastructure over transit and active transportation. Addressing this imbalance will require innovative revenue strategies and structural reforms to ensure sustainable,

[4] North Central Texas Council of Governments, Mobility 2045 Update, adopted June 2022.

[5] The roadway total of $116 billion includes projects, asset optimization, maintenance, and other spending related to roadways.

equitable investment in a multimodal transportation system that meets the region's needs.

SUMMARY

Mobility 2050 represents a $215 billion blueprint for the continued maintenance and development of the North Central Texas region's transportation system over 20 plus years. This section highlights the financial plan, financial planning process, and discusses long-term funding issues and solutions. Mobility 2050 complies with all state and federal financial requirements for Metropolitan Transportation Plans and **Table 7-2** summarizes the anticipated revenues and expenditures reasonably expected over the plan's time frame. The source of funds for any given expenditure may change as projects develop. As North Central Texas continues to increase in population, additional solutions will be imperative to comprehensively address ever-increasing transportation needs. Mobility 2050 is a step forward in implementing the strong transportation foundation needed for the region's future.