

3. MTP AND TIP

3.1 MOBILITY 2050 AND 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

3.1.1 Overview

The DFW MPO has 12 counties in the metropolitan planning area. This region includes the 2008 8-hour ozone 10-county nonattainment area, which covers Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise, as well as the 2015 8-hour ozone 9-county nonattainment area, which covers Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise.

On June 13, 2024, the 2025-2028 Transportation Improvement Program, and on June 12, 2025, the Mobility 2050 Transportation Plan were adopted by the RTC. The Mobility 2050 covers a planning period of 2026 through 2050 and contains a list of projects fiscally constrained by estimates of reasonably available revenues. This update reflects the priorities for transportation investments within the DFW metropolitan planning area. A complete listing of fiscally constrained projects, as proposed under this conformity determination, is provided in Appendix B.1 – MTP (pages E-97 - E-114 and E-118 - E-145, [Appendix E, Mobility Options](#)). This list denotes projects that are regionally significant or otherwise subject to transportation conformity and those projects that are exempt from transportation conformity, exempt from regional emissions analysis, or have been determined to be not regionally significant.

3.1.2 Submittal Frequency

Consistent with the requirements of [Title 23 U.S.C. 134](#), the transportation plan and/or TIP are required to be updated every four years. Since Dallas Fort Worth is a nonattainment area for the 2008 and 2015 8-hour ozone NAAQS, every amendment or update to the transportation plan and/or TIP must show conformity to the air quality budgets coming from the latest revisions to the SIP. If more than four years elapse after DOT's Transportation Conformity determination for a plan update, a 12-month grace period shall be in force. At the end of this 12-month grace period, the existing DOT's Transportation Conformity determination will lapse.

A conformity determination for a transportation plan must be based on the transportation plan and all amendments. According to [40 CFR 93.104](#), each new transportation plan and/or TIP update or amendment must be demonstrated to conform before amendments are approved by the RTC or accepted by DOT unless the amendment merely adds or deletes exempt projects listed in [40 CFR 93.126](#), [93.127](#), or [93.128](#).

According to [Title 42 U.S.C. 7506 I\(2\)\(E\)](#), the MPO must re-determine conformity of existing transportation plans and programs not later than two years after the date on which the Administrator:

- i. finds a motor vehicle emissions budget to be adequate per [40 CFR 93.118\(e\)\(4\)](#) (as in effect on October 1, 2004);

- ii. approves an implementation plan that establishes a motor vehicle emissions budget if that budget has not yet been determined to be adequate per clause (i); or
- iii. promulgates an implementation plan that establishes or revises a motor vehicle emission budget.

3.1.3 Fiscal Constraints

All transportation plans prepared by the MPO are required to be fiscally constrained. Fiscal constraint is demonstrated by a financial plan that outlines reasonably available future revenues to implement the projects listed in the transportation plan.

- **Long-Range Financial Constraint:** The transportation plan's financial element must identify all sources of funds reasonably expected to be available and any innovative financial strategies that may be necessary to implement the transportation plan. The Mobility 2050 estimates \$217.3 billion of revenue to be reasonably available to implement the recommendations. The Mobility 2050 update's total expenditure, not exceeding revenues, is estimated to be approximately \$217.3 billion.
- **Short-Range Financial Constraint:** Financial constraint is also required for a conforming TIP, with funds programmed being equal to or less than the total funds available. The TIP comprises the first four years of transportation activities in the transportation plan. The 2025-2028 Transportation Improvement Program (August 2025 Modification Cycle) estimates \$13.76 billion of revenue to be reasonably available to implement the recommendations. The 2025-2028 Transportation Improvement Program (August 2025 Modification Cycle) total programming expenditure is estimated to be approximately \$10.81 billion.

3.2 REGIONALLY SIGNIFICANT TRAVEL PROJECTS/PROGRAMS

Per [40 CFR 93.101](#), regionally significant projects are transportation projects (other than an exempt project) that are on a facility that serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Regionally Significant Roadways include:

- i. Freeways and tollways documented in the Metropolitan Transportation Plan
- ii. Grade-separated interchange projects on regionally significant roadways where no access existed previously
- iii. Regionally Significant Arterials, as defined by the following criteria:

Table 3-1. Regionally Significant Arterials

Criteria	Explanation
FFCS Principal	Roadways identified as principal arterials in the Federal Functional Classification System (FFCS)
NHS/Intermodal	Roadways and intermodal connectors included in the federally-adopted National Highway System (NHS)
Other Highways	Roads designated as SH or US routes
Community Connection	On-System roadways that provide direct, continuously-signed connections between nearby or adjacent census-defined urbanized areas, urban clusters, and population centers with more than 5000 people
Activity Center	Roadways that serve as primary regional connector to an otherwise unserved regional activity center.
Staged Facilities	Roadways serving regional transportation needs within a limited-access corridor until main lanes are constructed.
Route Completion	Extension of RSA with non-connecting termini to a nearby junction with a Regionally Significant Roadway, where feasible; or, extension over continuous roadway to population center or freeway

The designation of regionally significant facilities is the responsibility of the MPO, and the MPO maintains a list and map of these critical facilities.

Roadway systems that meet the definition of regionally significant are available in Appendix B.1 – MTP (pages E-67 and E-72, [Appendix E, Mobility Options](#)). These roads are subjected to transportation conformity and project-level determinations.

3.3 OTHER PROJECTS/PROGRAMS

3.3.1 Non-Federal Projects/Programs

Non-federal projects funded by sources such as local governments and local transportation authorities, such as signal improvements, intersection improvements, and local roadway widening, may be of insufficient scale or scope to require inclusion within a transportation conformity regional emissions analysis. These “non-regionally significant” projects that do not require any federal project approval actions (e.g., environmental clearance or permit approvals) are not individually listed within the transportation plan and/or TIP.

3.3.2 Exempt Projects/Programs

[40 CFR 93.126](#) identifies several project types exempt from the requirement of a conformity determination. When a conforming transportation plan or TIP is revised by the addition or

deletion of an exempt project, a new conformity determination is not required. Some of the exempt projects listed under [40 CFR 93.126](#) include the continuation of ridesharing and vanpooling promotion activities at current levels, bicycle and pedestrian facilities, railroad/highway crossing, fencing, shoulder improvements, purchasing replacement transit vehicles, and road landscaping. [40 CFR 93.127](#) identifies project types that are exempt from a regional emissions analysis, but that may require project-level conformity. These include intersection channelization projects, intersection signalization projects at individual intersections, interchange reconfiguration projects, changes in vertical and horizontal alignment, truck size and weight inspection stations, and bus terminals and transfer points. [40 CFR 93.128](#), exempts traffic signal synchronization projects; however, regionally significant traffic signal synchronization projects must be included in subsequent regional emissions analyses.