		Approved Funding									1	New Cost E	stimate			Requested Cost Overrun Amount													
													Federal or												Cost				
Project ID CSJ	TIP Code	City	Project Location	Project Description	Justification for Increase	Federal	State Match	Local Match	RTC Local		Funding Source	Total	Regional Toll Revenue		Local Match	RTC Local	Other Funding	Total	Regional Toll Revenue St	tate Match L	ocal Match	RTC Local	Other		Benefit Score	Threshold Res	Pass core Resc		Recommend
				Sustainable redevelopment;																								This project was originally funded under the Sustainable	
COBP004 N/A	11346	3 Fort Worth	West Rosedale From Forest Park To IH 35 West	tree-lined, human scale, walkable boulevard; 4-lane urban section	-	\$0	\$0	\$75,000	\$300,000	\$0		\$375,000	\$0	\$0	\$0	\$0	\$0	\$11,060,000	\$8,548,000	\$0	\$2,137,000	\$0	\$0	\$10,685,000	) N/A	N/A N/A	N/A	Development Program, which does not allow cost overruns.	Do Not Fund Cost Increase
			Backage Road from Anderson Lane to	Access Jug																								Approval contingent upon resolution of	
COIMP005 0902-48-936	11764	4 Haltom City	Springlake Parkway	Handles to Texas Uturn and IH 820		\$3,115,208	\$0	\$778,802	\$0	\$0		\$3,894,010	\$11,321,691	\$0	\$2,830,423	\$0	\$0	\$14,152,114	\$8,206,483	\$0	\$2,051,621	\$0	\$0	\$10,258,104	0.06415	Yes N/A	N/A	geometric issues on I.H. 820	Yes
			Jackson Rd at Cheek Sparger	Add turn lanes for southbound , eastbound, and westbound approaches and a							City of																	Original submittal included additional scope of work, staff split scope and in cost overrun table only reviewed cost increase on original scope; additional scope items moved to New Projects	
COIMP009 0902-48-906	11762	2 Colleyville	Rd	traffic signal	The cost estimate	\$0	\$0	\$749,880	\$0		Colleyville	\$749,880	\$349,320	\$0	\$1,024,680	\$0	\$0	\$1,374,000	\$349,320	\$0	\$0	\$0	\$0	\$349,320	0.01554	Yes N/A	N/A	table.	Yes
COON008 0902-48-544		Southlake, 2 Keller, 5 Westlake	FM 1938/Rando Mill Road From FM 1709/Davis Blvd To Southern town limits of Westlake/ Randol Mill Roa	Widen 2 lane to a combination of 4 lane and 6 lane divided sections and intersection improvements at	for the this project has increased due to inflation of construction costs, drainage modifications due to development in the area and the addition of turn lanes.	\$10,576,265	\$2,644,066	\$4,860,618	\$0	\$0		\$18,080,949	\$17,056,315	\$0	\$4,860,618	\$0	\$0	\$21,916,934	\$3,835,985	\$0	\$0	\$0	\$0	\$3,835,985	0.21355	No N/A	N/A		Yes
			SH 26 From Cheek Sparger Road To	Widen from 4 lane undivided to 6 lane divided							TxDOT, Colleyville, & Tarrant																	Project could no be funded fully due to insufficient	
COON030 0363-01-114	11153	3 Colleyville	Brumlow & Pool Benbrook			\$12,934,115	\$10,843,115	\$6,432,809	\$0			\$30,210,039	\$24,888,916	\$10,843,115	\$9,421,509	\$0	\$0	\$45,153,540	\$11,954,801	\$0	\$2,988,700	\$0	\$0	\$14,943,501	0.07906	Yes	48 Yes	funding available	No
COON031 0080-07-907	11700	Benbrook	Boulevard (US 377) From IH 20 To Winscott	) Widen from 5 lane undivided y rural to 6 lane divided urban		\$7 733 575	\$1,933,394	\$6.093.750	\$0		City of Benbrook and Tarrant County Bonds	\$15 760 710	\$11 205 735	\$1 033 303	\$4,038,531	\$0	02	\$17,267,659	\$3 211 717	\$0	\$802,929	\$0	\$0	\$4,014,646	0.08775	Ves	20 Yes		Yes
		Westlake,	FM 1938 From	Widen 2 lane to a combination of 4	The cost estimate for this project has increased due to inflation of construction costs, the addition of retaining walls to save trees and right-of-way costs,	<u></u>	0.1000/034		60	ψŪ							U.			vų	4004JUL9	ΨΨ	<u>v</u> v	+ ۱,۰ ۲,۰ <del>۳</del>					
COON009 0902-48-544		1 Southlake, 2 Keller	SH 114 To	lane and 6 lane d divided sections	and the addition of	\$6,080,000	\$1,520,000	\$4,697,266	\$0	\$0		\$12,297,266	\$14,661,655	\$0	\$4,697,266	\$0	\$0	\$19,358,921	\$7,061,655	\$0	\$0	\$0	\$0	\$7,061,655	0.3728	No N/A	N/A		Yes
NPON133 9902-48-903	11165	5 Fort Worth	Dirks Road at Bryant Irvin Road	Reconstruct existing 2 lane roadway as 6 lane divided arterial		\$2,337,000	\$0	\$1,400,000	\$0	\$0	0	\$3,737,000	\$5,059,400	\$0	\$2,080,600	\$0	\$0	\$7,140,000	\$2,722,400	\$0	\$680,600	\$0	\$0	\$3,403,000	0.06934	Yes	60 Yes		Yes
	1					. ,,,		. ,,	+5	<i></i>	<u>.                                    </u>	,,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Si	um of All Rec		\$45,890,361 \$ \$25,387,560 \$	- \$	8,660,850 3,535,150	\$ - \$		\$54,551,211 \$28,922,710		- 1		I	
* Cost Ber	nefit of Co	naestion prov	vides cents per	mile output. Sta	off proposes using	a 15 cents/m	nile threshold.																						

\* Cost Benefit of Congestion provides cents per mile output. Staff proposes using a 15 cents/mile threshold.
\*\* Air Quality Cost Effectiveness provides the cost per ton of emissions reduced. Staff proposes using a 125,000 per ton threshold.