

COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Bicycle-Pedestrian

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring					Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity/ Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership	Total	
Projects Recommended for Funding																		
#052	Dallas	Dallas	Various	Preston Road from East Northwest Highway to Walnut Hill Lane; Douglas Avenue from Colgate Avenue to Northwest Highway	Construct sidewalks	2023	C	\$1,160,000	\$0	\$290,000	-	\$1,450,000	25	25	25	25	100	
								\$1,160,000	\$0	\$290,000	-	\$1,450,000						
#053	Dallas	Dallas	Various	Pine Street from US 175 to Malcolm X Boulevard; Hatcher Road from US 175 to 2nd Avenue	Construct sidewalks	2022	E	\$120,000	\$0	\$30,000	-	\$150,000	25	25	25	25	100	Related to TR Hoover Center
						2023	C	\$600,000	\$0	\$150,000	-	\$750,000						
								\$720,000	\$0	\$180,000	-	\$900,000						
#054	Fort Worth	Fort Worth	Bomber Spur Trail	<u>Calmont Avenue</u> SS-580 to US 377	Construct shared use path, including pedestrian crossings over Camp Bowie and US 377	2024	C	<u>\$4,720,000</u>	\$0	<u>\$180,000</u>	<u>800,000</u>	<u>\$4,900,000</u>	25	25	25	25	100	City of Fort Worth MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$4,720,000	\$0	\$180,000	800,000	\$4,900,000						
#055	Lewisville	Lewisville	Denton to Dallas Trail	DCTA Hebron Station to Carrollton City Limits	Construct shared use path	2025	C	\$2,400,000	\$0	\$0	480,000	\$2,400,000	25	25	25	25	100	City of Lewisville MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$2,400,000	\$0	\$0	480,000	\$2,400,000						
#056	Midlothian	Midlothian	Midlothian to Waxahachie Trail	Segment 1: From Midlothian Parkway to US 287; Segment 2: From Bryan Place to Trail Bridge #6; Segment 3: From Shady Grove to Plainview Road	Engineer all three segments, construct shared use path for segment 1	2023	E	\$720,000	\$0	\$180,000	-	\$900,000	25	25	25	25	100	
						2025	C	\$1,600,000	\$0	\$400,000	-	\$2,000,000						
								\$2,320,000	\$0	\$580,000	-	\$2,900,000						
#057	Plano	Plano	Breckinridge Trail	Bradshaw Drive to future Shiloh Road Silver Line Station	Construct shared use path	2022	E	\$1,000,000	\$0	\$0	200,000	\$1,000,000	25	25	25	25	100	City of Plano MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$3,200,000	\$0	\$0	640,000	\$3,200,000						
								\$4,200,000	\$0	\$0	840,000	\$4,200,000						
#058	Waxahachie	Waxahachie	Midlothian to Waxahachie Trail	Getzander Park to FM 875	Construct shared use path	2023	E	\$520,000	\$0	\$130,000	-	\$650,000	25	25	25	25	100	
						2024	R	\$960,000	\$0	\$240,000	-	\$1,200,000						
						2025	C	\$2,600,000	\$0	\$650,000	-	\$3,250,000						
								\$4,080,000	\$0	\$1,020,000	-	\$5,100,000						
Grand Total								\$19,600,000	\$0	\$2,250,000	2,120,000	\$21,850,000						

Green shaded projects are recommended for funding
Projects that are not shaded are not recommended for funding

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								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity/ Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership	Total	
Projects Not Recommended for Funding																		
	Dallas	Dallas	Abrams Road	Mockingbird Lane to Richmond Avenue	Construct new sidewalks and widen existing sidewalk	2023	E	\$400,000	\$0	\$100,000	-	\$500,000	15	20	25	10	70	
						2025	C	\$4,400,000	\$0	\$1,100,000	-	\$5,500,000						
								\$4,800,000	\$0	\$1,200,000	-	\$6,000,000						
	Terrell	Terrell	VA	Broad Street from Frances Street to Delphine Street; Grove Street from Hattie St to SH 34; West Cottage St from Rockwall Ave to Delphine St; Rochester from Medora to Virginia Street; Rockwall Ave from Alley Road to Cottage; Medora from Grove St to Rochester; Frances St from Alley Rd to Rochester; Catherine St from Alley Rd to Rochester; Adelaide from Alley Rd to Rochester; Virginia St from Alley Rd to Rochester; Delphine from Moore to Cottage	Construct sidewalks	2023	C	\$750,000	\$0	\$0	150,000	\$750,000	15	20	20	15	70	
								\$750,000	\$0	\$0	150,000	\$750,000						
	Dallas	Dallas	White Rock Trail	Royal Lane to Lawther Lane	Reconstruct various segments of trail		E	\$800,000	\$0	\$200,000	-	\$1,000,000	10	5	0	0	15	
							C	\$8,000,000	\$0	\$2,000,000	-	\$10,000,000						
								\$8,800,000	\$0	\$2,200,000	-	\$11,000,000						
	Everman	Everman	TBD	TBD	Construct/reconstruct sidewalks			\$0	\$0	\$0	-	\$0	0	10	10	0	20	
								\$0	\$0	\$0	-	\$0						

FY	RTR	CMAQ	STBG
2022	\$0	\$1,120,000	\$0
2023	\$0	\$6,200,000	\$0
2024	\$0	\$5,680,000	\$0
2025	\$0	\$6,600,000	\$0
Total	\$0	\$19,600,000	\$0
Grand Total		\$19,600,000	

	West	East	West %	East %
CMAQ	\$4,720,000	\$14,880,000	24%	76%
STBG	\$0	\$0	0%	0%
RTR	\$0	\$0	0%	0%
Overall	\$4,720,000	\$14,880,000	24%	76%
Grand Total	\$19,600,000			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Recommended for Funding																		
#059	Balch Springs or Dallas County	Balch Springs	Hickory Tree Road	Lake June to Elam Road	Reconstruct from 2 to 3 lanes with pedestrian improvements, including sidewalks and a sidepath	2022	E	\$0	\$800,000	\$0	160,000	\$800,000	25	25	25	25	100	In addition to proposed engineering funding, \$500,000 has already been approved for this project; Regional TDCs to be utilized in lieu of a local cash match; Local contribution to be paid by Dallas County (MCIP funds)
						2023	R	\$0	\$864,000	\$216,000	-	\$1,080,000						
						2024	U	\$0	\$0	\$165,000	-	\$165,000						
						2025	C	\$1,000,000	\$5,038,300	\$4,961,700	-	\$11,000,000						
								\$1,000,000	\$6,702,300	\$5,342,700	160,000	\$13,045,000						
#060	Terrell	Terrell	Moore Avenue (US 80)	Bradshaw Street to Burch Street	Restriping 4 to 4 lanes with pedestrian improvements including construction of pedestrian/ADA ramps and crosswalks, bulb outs at intersections, and traffic signal improvements	2021	E	\$0	\$0	\$120,000	-	\$120,000	20	25	15	25	85	City of Terrell MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$600,000	\$600,000	\$0	240,000	\$1,200,000						
								\$600,000	\$600,000	\$120,000	240,000	\$1,320,000						
#061	Terrell	Terrell	Virginia Street (Spur 226)	Brin Street to Rochester Street	Restriping 2/4 to 2/4 lanes with pedestrian improvements including construction of pedestrian/ADA ramps and crosswalks, bulb outs at intersections, and traffic signal improvements	2023	C	\$200,000	\$0	\$0	40,000	\$200,000	20	25	15	25	85	City of Terrell MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$200,000	\$0	\$0	40,000	\$200,000						
#062	Alvarado	Alvarado	Cummings Drive	US 67 to 0.4 miles north of CR 508	Reconstruct 2 to 3 lane roadway with new sidewalks and intersection improvements at US 67 and Cummings	2022	E	\$0	\$1,200,000	\$300,000	-	\$1,500,000	10	25	25	25	85	Implementing needed improvements for connections to school for transportation safety
						2023	R	\$0	\$360,000	\$90,000	-	\$450,000						
						2024	U	\$0	\$0	\$550,000	-	\$550,000						
						2025	C	\$1,000,000	\$4,640,000	\$1,410,000	-	\$7,050,000						
								\$1,000,000	\$6,200,000	\$2,350,000	-	\$9,550,000						
#063	Dallas	Dallas	Camp Wisdom Road	US 67 to South Westmoreland Road	Reconstruct and widen sidewalks, install pedestrian lighting and other pedestrian and safety improvements	2022	E	\$400,000	\$0	\$100,000	-	\$500,000	15	25	15	25	80	
						2024	C	\$5,600,000	\$0	\$1,400,000	-	\$7,000,000						
								\$6,000,000	\$0	\$1,500,000	-	\$7,500,000						
#064	Arlington	Arlington	Center Street	East Bardin Road to SE Green Oaks Boulevard	Construct 0 to 4 lane divided roadway with shared use path	2021	E	\$0	\$0	\$1,565,000	-	\$1,565,000	25	25	15	15	80	
						2023	C	\$0	\$6,000,000	\$4,000,000	-	\$10,000,000						
								\$0	\$6,000,000	\$5,565,000	-	\$11,565,000						
Grand Total								\$8,800,000	\$19,502,300	\$14,877,700	440,000	\$43,180,000						

Green shaded projects are recommended for funding
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**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

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COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Not Recommended for Funding																		
	Dallas	Dallas	Lovers Lane	Dallas North Tollway to Lemmon Avenue	Reconstruct from 4/6 to 4 lanes including signal improvements, shared use path, and sidewalks, and on-street parking from Lemmon Avenue to Briarwood		E	\$0	\$0	\$982,850	-	\$982,850	20	20	15	15	70	
							C	\$588,000	\$4,340,500	\$4,900,000	-	\$9,828,500						
								\$588,000	\$4,340,500	\$5,882,850	-	\$10,811,350						
	Dallas County	Dallas	Denton Drive	Royal Lane to City Limits	Reconstruct 2 lane rural to 3 lanes with bicycle lane		E	\$0	\$0	\$2,420,500	-	\$2,420,500	25	25	15	0	65	
							R	\$0	\$0	\$750,000	-	\$750,000						
							U	\$0	\$0	\$500,000	-	\$500,000						
							C	\$0	\$9,054,000	\$2,263,500	-	\$11,317,500						
								\$0	\$9,054,000	\$5,934,000	-	\$14,988,000						
	Denton	Denton	Mayhill Road	Colorado Boulevard to 0.5 miles south of Spencer Road	Reconstruct and widen 2 to 4 lane divided roadway, including new signal at Mayhill/Colorado intersection and shared use path		E	\$0	\$0	\$750,000	-	\$750,000	25	25	15	0	65	
							R	\$0	\$0	\$5,000,000	-	\$5,000,000						
							C	\$0	\$8,488,315	\$9,261,685	-	\$17,750,000						
								\$0	\$8,488,315	\$15,011,685	-	\$23,500,000						
	Dallas	Dallas	Ross Avenue	IH 345/US 75 to Greenville Avenue	Reconstruct from 5 to 4 lanes including shared use path		E	\$0	\$0	\$700,000	-	\$700,000	15	15	15	15	60	This project location identified as truck route, so it may not be a good candidate for a lanes reduction.
							R	\$0	\$0	\$250,000	-	\$250,000						
							C	\$0	\$5,175,250	\$3,500,000	-	\$8,675,250						
								\$0	\$5,175,250	\$4,450,000	-	\$9,625,250						
	Richardson	Richardson	Glennville Drive	Campbell Road to Arapaho Road	Reconstruct 4 to 2 lane divided roadway with bicycle lanes, widened sidewalks, and enhanced lighting		E	\$0	\$0	\$1,500,000	-	\$1,500,000	10	15	15	15	55	Current land use is not priority for complete streets implementation
							R	\$0	\$0	\$100,000	-	\$100,000						
							C	\$0	\$7,000,000	\$3,900,000	-	\$10,900,000						
								\$0	\$7,000,000	\$5,500,000	-	\$12,500,000						
	Lewisville	Lewisville	South Mill Street	Purnell Street to Harvard Avenue	Reconstruct 4 lane to 5 lane roadway with bicycle lanes and widened sidewalks		E	\$0	\$792,000	\$198,000	-	\$990,000	15	25	15	0	55	
							R	\$0	\$4,000	\$1,000	-	\$5,000						
							U	\$0	\$0	\$1,000,000	-	\$1,000,000						
							C	\$0	\$3,920,000	\$980,000	-	\$4,900,000						
								\$0	\$4,716,000	\$2,179,000	-	\$6,895,000						
	Richardson	Richardson	Custer Road	Campbell Road to SH 190	Reconstruct 2/6 to 2/6 lane roadway including reconstruction of existing bicycle lanes; Widen sidewalks and construct ADA ramp improvements		E	\$0	\$0	\$1,500,000	-	\$1,500,000	15	25	15	0	55	
							R	\$0	\$0	\$100,000	-	\$100,000						
							C	\$0	\$16,200,000	\$4,050,000	-	\$20,250,000						
								\$0	\$16,200,000	\$5,650,000	-	\$21,850,000						

Green shaded projects are recommended for funding
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**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

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COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Not Recommended for Funding																		
	Richardson	Richardson	Coit Road	Arapaho Road to West Spring Valley Road	Reconstruct 6 lane divided to 6 lane divided including widened sidewalks, traffic signal improvements, ADA ramps at intersections, and enhanced lighting		E	\$0	\$0	\$1,500,000	-	\$1,500,000	10	25	15	0	50	
						R	\$0	\$0	\$200,000	-	\$200,000							
						C	\$0	\$16,200,000	\$4,050,000	-	\$20,250,000							
								\$0	\$16,200,000	\$5,750,000	-	\$21,950,000						
	Richardson	Richardson	Glenville Drive	Apollo Road to Belt Line Road	Reconstruct 4 to 2 lane divided roadway with bicycle lanes and widened sidewalks		E	\$0	\$0	\$2,126,250	-	\$2,126,250	10	15	20	0	45	Current land use is not priority for complete streets implementation
						R	\$0	\$0	\$100,000	-	\$100,000							
						C	\$0	\$9,113,750	\$2,835,000	-	\$11,948,750							
								\$0	\$9,113,750	\$5,061,250	-	\$14,175,000						

FY	CMAQ	STBG
2022	\$400,000	\$2,000,000
2023	\$800,000	\$7,824,000
2024	\$5,600,000	\$0
2025	\$2,000,000	\$9,678,300
Total	\$8,800,000	\$19,502,300
Grand Total	\$28,302,300	

Category	West	East	West %	East %
STBG	\$12,200,000	\$7,302,300	63%	37%
CMAQ	\$1,000,000	\$7,800,000	11%	89%
Total	\$13,200,000	\$15,102,300	47%	53%
Grand Total	\$28,302,300			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Intersection Improvements**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring						Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Air Quality Benefits (Pounds NOX Per Day)	Cost Effectiveness	Volumes	Level of Service		Equity	Total
Projects Recommended for Funding																						
#065	Dallas	Dallas	Lemmon Avenue	Northwest Highway to US 75	Reconstruct and upgrade signals and construct pedestrian improvements at 7 intersections	2023	C	\$1,000,000	\$1,000,000	\$0	\$0	\$500,000	-	\$2,500,000	20	15	15	20	20	10	100	
								\$1,000,000	\$1,000,000	\$0	\$0	\$500,000	-	\$2,500,000								
#066	Flower Mound	Flower Mound	FM 1171 (Cross Timbers Road)	At FM 2499 (Long Prairie Road)	Construct westbound right turn lane; Realign a driveway at the intersection	2023	C	\$428,000	\$0	\$0	\$0	\$107,000	-	\$535,000	20	10	15	20	20	0	85	
								\$428,000	\$0	\$0	\$0	\$107,000	-	\$535,000								
#067	Flower Mound	Flower Mound	FM 2499 (Village Parkway)	At FM 407 (Justin Road)	Construct dual left turn lanes on eastbound, westbound, and southbound approaches; Construct additional through lane northbound; Reconfigure signalization	2022	E	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	20	10	15	20	20	0	85	
						2023	R	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000								
						2024	C	\$1,000,000	\$264,000	\$0	\$0	\$316,000	-	\$1,580,000								
								\$1,400,000	\$264,000	\$0	\$0	\$416,000	-	\$2,080,000								
#068	Dallas	Dallas	Zang Avenue	At Saner Avenue	Construct intersection improvements, including left turn lane, realignment, upgraded traffic signal and pedestrian crosswalks	2023	C	\$600,000	\$0	\$0	\$0	\$150,000	-	\$750,000	15	5	15	15	20	10	80	
								\$600,000	\$0	\$0	\$0	\$150,000	-	\$750,000								
#069	Fort Worth	Fort Worth	Marine Creek Parkway	Nautilus Circle to Westbound Jim Wright (IH 820) Frontage Road	Construct left turn lanes and traffic signal improvements	2022	E	\$0	\$0	\$0	\$0	\$750,000	-	\$750,000	20	5	5	20	20	10	80	Local contribution for engineering, environmental clearance, and utilities to be paid by City of Fort Worth
						2022	ENV	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000								
						2023	U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000								
						2024	C	\$2,720,000	\$0	\$0	\$0	\$680,000	-	\$3,400,000								
								\$2,720,000	\$0	\$0	\$0	\$1,580,000	-	\$4,300,000								
#070	Richardson	Richardson	Jupiter Road	At Campbell Road	Realign southbound lanes to add additional through lane	2022	E	\$0	\$0	\$0	\$0	\$260,000	-	\$260,000	20	5	10	20	20	2	77	Local contribution for engineering and right-of-way to be paid by City of Richardson; Local funding for construction includes \$500,000 Dallas County MCIP funds
						2023	R	\$0	\$0	\$0	\$0	\$15,000	-	\$15,000								
						2024	C	\$0	\$1,788,000	\$0	\$0	\$797,000	-	\$2,585,000								
								\$0	\$1,788,000	\$0	\$0	\$1,072,000	-	\$2,860,000								
#071	Prosper	Prosper	First Street	At SH 289	Construct additional left turn lanes	2022	E	\$80,000	\$0	\$0	\$0	\$20,000	-	\$100,000	15	10	15	20	15	0	75	
						2023	C	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000								
								\$720,000	\$0	\$0	\$0	\$180,000	-	\$900,000								
#072	Richardson	Richardson	Waterview	At Frank Johnson	Construct new traffic signal	2021	E	\$0	\$0	\$0	\$0	\$27,000	-	\$27,000	5	5	15	20	20	10	75	Local contribution for engineering to be paid by City of Richardson; City of Richardson MTP Policy Bundle TDCs to be utilized in lieu of local cash match
						2023	C	\$0	\$350,000	\$0	\$0	\$0	70,000	\$350,000								
								\$0	\$350,000	\$0	\$0	\$27,000	70,000	\$377,000								
#073	Richardson	Richardson	Campbell Road	At University	Construct southbound left turn lane	2022	E	\$0	\$0	\$0	\$0	\$105,000	-	\$105,000	5	10	15	20	15	8	73	Local contribution for engineering to be paid by City of Richardson; City of Richardson MTP Policy Bundle TDCs to be utilized in lieu of local cash match
						2023	C	\$1,300,000	\$0	\$0	\$0	\$0	260,000	\$1,300,000								
								\$1,300,000	\$0	\$0	\$0	\$105,000	260,000	\$1,405,000								
#074	Frisco	Frisco	Ohio Drive	At Gaylord Parkway	Construct roundabout	2022	E	\$0	\$0	\$0	\$0	\$325,000	-	\$325,000	10	10	10	20	20	2	72	Local contribution for engineering to be paid by City of Frisco; City of Frisco MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$2,720,000	\$0	\$0	\$0	\$0	544,000	\$2,720,000								
								\$2,720,000	\$0	\$0	\$0	\$325,000	544,000	\$3,045,000								
#075	Dallas	Dallas	Loop 12	At Country Creek Drive	Construct intersection improvements, including left turn lanes, new traffic signal, and pedestrian crosswalks	2022	E	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000	5	5	15	20	15	10	70	Local contribution for engineering to be paid by the City of Dallas
						2023	C	\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000								
								\$520,000	\$0	\$0	\$0	\$230,000	-	\$750,000								
Grand Total								\$11,408,000	\$3,402,000	\$0	\$0	\$4,692,000	874,000	\$19,502,000								

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								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Air Quality Benefits (Pounds NOX Per Day)	Cost Effectiveness	Volumes	Level of Service		Equity	Total	
Projects Not Recommended for Funding																							
	TxDOT Fort Worth	Saginaw	FM 156	At Rough Rider Dr	Construct intersection improvements, including new sidewalks		C	\$0	\$200,000	\$0	\$50,000	\$0	\$0	-	\$250,000	10	5	15	10	20	8	68	TxDOT has sufficient funding in existing project that is under construction, so there is no need for additional funding to add this intersection as a change order.
								\$0	\$200,000	\$0	\$50,000	\$0	\$0	-	\$250,000								
	TxDOT Dallas	Allen	Allen Drive	At US 75 Frontage Roads	Convert all-way stop intersections at Allen Drive/US 75 Frontage Roads to roundabouts and construct new sidewalks		C	\$2,800,000	\$0	\$0	\$0	\$700,000	\$0	\$0	\$3,500,000	10	5	10	20	15	4	64	
								\$2,800,000	\$0	\$0	\$0	\$700,000	\$0	\$3,500,000									
	Alvarado	Alvarado	Cummings Drive	At US 67	Construct right turn lane		E	\$149,089	\$0	\$0	\$0	\$37,272	\$0	\$0	\$186,361	15	5	15	20	5	4	64	
							R	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000								
							U	\$0	\$0	\$0	\$0	\$216,393	\$0	\$0	\$216,393								
							C	\$314,442	\$0	\$0	\$0	\$78,610	\$0	\$0	\$393,052								
								\$463,530	\$0	\$0	\$0	\$407,276	\$0	\$870,806									
	Frisco	Frisco	Frisco Street	At Technology Drive, Sports Village Road, All Stars Avenue, and Research Road	Construct roundabouts at 4 intersections		E	\$0	\$0	\$0	\$0	\$825,000	\$0	\$0	\$825,000	15	15	10	10	5	6	61	
							R	\$0	\$0	\$0	\$0	\$87,200	\$0	\$0	\$87,200								
							C	\$5,625,000	\$0	\$0	\$0	\$0	\$1,125,000	\$0	\$0								
								\$5,625,000	\$0	\$0	\$0	\$912,200	\$1,125,000	\$6,537,200									
	Flower Mound	Flower Mound	FM 2499 (Long Prairie Road)	At FM 3040 (Flower Mound Road)	Reconstruct and realign intersection including dual left turn lanes, three thru lanes, and a dedicated right turn lane in each direction; Reconstruct sidewalks; Install signalization for new lane configuration		E	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	5	5	10	20	20	0	60	
							R	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000								
							C	\$1,680,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$2,100,000								
								\$1,680,000	\$0	\$0	\$0	\$820,000	\$0	\$2,500,000									
	TxDOT Dallas	Lewisville	BS 121H	North of IH 35E to North of Northwood Mobile Home Park	Construct intersection improvements		C	\$3,023,809	\$0	\$0	\$755,952	\$0	\$0	\$3,779,761	20	5	5	15	5	10	60		
								\$3,023,809	\$0	\$0	\$755,952	\$0	\$3,779,761										
	TxDOT Dallas	Various	FM 546	At FM 3286	Construct intersection improvements		C	\$1,035,771	\$0	\$0	\$258,943	\$0	\$0	\$1,294,714	5	5	10	15	20	4	59		
								\$1,035,771	\$0	\$0	\$258,943	\$0	\$1,294,714										
	Prosper	Prosper	Prosper Trail	At SH 289	Construct additional left turn lanes		E	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000	15	5	10	20	5	0	55	
							C	\$640,000	\$0	\$0	\$0	\$160,000	\$0	\$0	\$800,000								
								\$720,000	\$0	\$0	\$0	\$180,000	\$0	\$900,000									

FY	RTR	CMAQ	STBG
2022	\$0	\$280,000	\$0
2023	\$0	\$7,408,000	\$1,350,000
2024	\$0	\$3,720,000	\$2,052,000
2025	\$0	\$0	\$0
Total	\$0	\$11,408,000	\$3,402,000
Grand Total		\$14,810,000	

Category	West	East	West %	East %
CMAQ	\$2,720,000	\$8,688,000	24%	76%
STBG	\$0	\$3,402,000	0%	100%
RTR	\$0	\$0	0%	0%
Overall	\$2,720,000	\$12,090,000	18%	82%
Grand Total	\$14,810,000			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Recommended for Funding																							
#076	Garland	Garland	Shiloh Road	Miller Road to Forest Lane	Reconstruct and widen from 4 to 6 lanes with sidewalks	2026	E	\$0	\$3,500,000	\$0	\$0	\$0	700,000	\$3,500,000	20	20	25	10	15	5	0	95	City of Garland MTP Policy Bundle TDCs to be utilized in lieu of a local cash match for some phases.
						2027	R	\$0	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000									
						2027	U	\$0	\$0	\$0	\$0	\$1,650,000	-	\$1,650,000									
						2028	C	\$0	\$12,455,000	\$0	\$0	\$2,395,000	575,000	\$14,850,000									
								\$0	\$18,955,000	\$0	\$0	\$4,045,000	1,875,000	\$23,000,000									
#077	Rowlett	Rowlett	Merritt Road	PGBT to Chiesa Road	Construct 0 to 4 lane roadway with sidewalks	2023	R	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	N/A	30	40	16	0	0	0	86	Project provides an alternative to nearby roadway that floods frequently, thereby adding resiliency to the transportation system.
						2024	C	\$0	\$13,600,000	\$0	\$0	\$3,400,000	-	\$17,000,000									
								\$0	\$14,000,000	\$0	\$0	\$3,500,000	-	\$17,500,000									
Grand Total								\$0	\$32,955,000	\$0	\$0	\$7,545,000	1,875,000	\$40,500,000									
Projects Not Recommended for Funding																							
	Arlington	Arlington	Matlock Road	Bardin Road to Green Oaks Boulevard	Reconstruct and widen 4 lane divided to 6 lane undivided roadway with reversible lanes and new traffic signal at Embercrest Drive		E	\$0	\$0	\$0	\$0	\$500,000	-	\$500,000	20	15	25	10	15	0	0	85	After discussions with the City, it was determined that the Center Street project was their higher priority in part due to possible constructability issues with this project.
							U	\$0	\$0	\$0	\$0	\$1,680,000	-	\$1,680,000									
							C	\$0	\$12,548,980	\$0	\$0	\$1,771,020	1,092,980	\$14,320,000									
								\$0	\$12,548,980	\$0	\$0	\$3,951,020	1,092,980	\$16,500,000									
	TxDOT Dallas	Melissa	SH 121	At SH 5	Reconstruct interchange		C	\$0	\$16,000,000	\$0	\$4,000,000	\$0	-	\$20,000,000	10	25	25	8	15	0	0	83	Staff to review requests on the SH 5 corridor and ensure that it is being built from south to north
								\$0	\$16,000,000	\$0	\$4,000,000	\$0	-	\$20,000,000									
	TxDOT Dallas	Balch Springs	IH 20/IH 635	At US 175	Construct direct connect ramps		C	\$0	\$57,852,160	\$0	\$14,463,040	\$0	-	\$72,315,200	5	25	25	10	5	0	5	75	
								\$0	\$57,852,160	\$0	\$14,463,040	\$0	-	\$72,315,200									
	Dallas	Dallas	Dallas North Tollway	At Frankford Southbound Exit Ramp	Add additional lane on northbound Dallas Parkway to allow for 2 lane southbound exit ramp and intersection improvements at Frankford Road		E	\$0	\$200,000	\$0	\$0	\$50,000	-	\$250,000	15	25	25	4	5	0	0	74	
							R	\$0	\$80,000	\$0	\$0	\$20,000	-	\$100,000									
							C	\$0	\$720,000	\$0	\$0	\$180,000	-	\$900,000									
								\$0	\$1,000,000	\$0	\$0	\$250,000	-	\$1,250,000									
	TxDOT Dallas	Forney	FM 548	US 80 to FM 1641	Reconstruct and widen 2 lane to 4 lane urban divided			\$0	\$1,415,341	\$0	\$353,835	\$0	-	\$1,769,176	15	15	25	4	15	0	0	74	
								\$0	\$1,415,341	\$0	\$353,835	\$0	-	\$1,769,176									
	Flower Mound	Flower Mound	Lakeside Parkway	FM 2499 to SH 121	Reconstruct and widen from 4 to 6 lanes, including dual left turn lanes at the intersection of Lakeside and Gerault Road and signal re-timing		E	\$0	\$0	\$0	\$0	\$700,000	-	\$700,000	15	10	20	8	15	0	0	68	
							R	\$0	\$0	\$0	\$0	\$250,000	-	\$250,000									
							C	\$0	\$6,840,000	\$0	\$0	\$1,710,000	-	\$8,550,000									
								\$0	\$6,840,000	\$0	\$0	\$2,660,000	-	\$9,500,000									
	TxDOT Dallas	Dallas	Dallas North Tollway	At Walnut Hill Lane	Ramp modifications		C	\$0	\$0	\$0	\$0	\$0	-	\$0	10	25	25	0	0	0	0	60	
								\$0	\$0	\$0	\$0	\$0	-	\$0									

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**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Rockwall	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$26,205,472	\$0	\$6,551,368	\$0	-	\$32,756,840	15	10	25	0	10	0	0	60	
								\$0	\$26,205,472	\$0	\$6,551,368	\$0	-	\$32,756,840									
	Dallas	Dallas	1st Avenue/Exposition	Exposition from Elm Street to 1st Avenue; 1st Avenue from Exposition to North of IH 30 frontage road	Exposition: Reconstruct from 5 to 3 lanes with on-street parking; 1st Avenue: Construct pedestrian improvements including sidewalks and ADA ramps		E	\$0	\$320,000	\$0	\$0	\$80,000	-	\$400,000	10	5	20	8	15	0	0	58	
						R	\$0	\$800,000	\$0	\$0	\$200,000	-	\$1,000,000										
						C	\$0	\$2,400,000	\$0	\$0	\$600,000	-	\$3,000,000										
								\$0	\$3,520,000	\$0	\$0	\$880,000	-	\$4,400,000									
	TxDOT Dallas	Melissa	SH 5	South of SH 121 to South of Melissa Road	Reconstruct and widen 2/4 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6)		C	\$0	\$1,796,718	\$0	\$449,180	\$0	-	\$2,245,898	5	10	20	8	15	0	0	58	
								\$0	\$1,796,718	\$0	\$449,180	\$0	-	\$2,245,898									
	TxDOT Dallas	Ennis	IH 45	SH 34 to FM 85	Construct bridge at FM 1181, reconstruct frontage road including ramp reversal		C	\$0	\$15,455,520	\$0	\$3,863,880	\$0	-	\$19,319,400	15	15	5	10	5	0	5	55	
								\$0	\$15,455,520	\$0	\$3,863,880	\$0	-	\$19,319,400									
	TxDOT Dallas	Rockwall	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$20,454,894	\$0	\$5,113,723	\$0	-	\$25,568,617	15	10	25	0	5	0	0	55	
								\$0	\$20,454,894	\$0	\$5,113,723	\$0	-	\$25,568,617									
	TxDOT Dallas	Fairview	SH 5	Stacy Road to South of FM 1378	Reconstruct and widen existing 2 lane undivided to 4 lane divided roadway with intersection improvements		C	\$0	\$23,301,822	\$0	\$5,825,455	\$0	-	\$29,127,277	10	10	20	8	5	0	0	53	
								\$0	\$23,301,822	\$0	\$5,825,455	\$0	-	\$29,127,277									
	TxDOT Dallas	Forney	FM 741	US 175 to FM 548	Reconstruct and widen from a 2 lane rural undivided to 4 lane urban divided (Ultimate 6)		C	\$0	\$67,768,790	\$0	\$16,942,198	\$0	-	\$84,710,988	20	5	5	8	10	5	0	53	
								\$0	\$67,768,790	\$0	\$16,942,198	\$0	-	\$84,710,988									
	TxDOT Dallas	Melissa	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural highway to 4 lane urban			\$0	\$26,695,989	\$0	\$6,673,997	\$0	-	\$33,369,986	15	10	20	8	0	0	0	53	
								\$0	\$26,695,989	\$0	\$6,673,997	\$0	-	\$33,369,986									
	TxDOT Dallas	Balch Springs	IH 635	Lake June Road to Bruton Road	Construct 0 to 4/6 lane frontage roads		C	\$0	\$22,165,680	\$0	\$5,541,420	\$0	-	\$27,707,100	0	20	15	16	0	0	0	51	
								\$0	\$22,165,680	\$0	\$5,541,420	\$0	-	\$27,707,100									
	Lucas	Lucas	West Lucas Road	Angel Parkway (FM 2551) to Country Club Road (FM 1378)	Reconstruct and widen from 3 lane rural to 4 lane divided urban roadway with shared use path		E	\$0	\$0	\$0	\$0	\$1,125,000	-	\$1,125,000	10	10	25	6	0	0	0	51	
						R	\$0	\$0	\$0	\$0	\$825,000	-	\$825,000										
						U	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000										
						C	\$0	\$0	\$0	\$0	\$0	-	\$10,500,000										
								\$0	\$0	\$0	\$0	\$2,050,000	-	\$12,550,000									
	TxDOT Dallas	Crandall	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct 4 lane divided highway and 2 lane frontage road		C	\$0	\$20,818,496	\$0	\$5,204,624	\$0	-	\$26,023,120	10	25	5	0	10	0	0	50	
								\$0	\$20,818,496	\$0	\$5,204,624	\$0	-	\$26,023,120									
	TxDOT Dallas	Rockwall	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$22,093,306	\$0	\$5,523,327	\$0	-	\$27,616,633	15	10	20	0	0	5	0	50	
								\$0	\$22,093,306	\$0	\$5,523,327	\$0	-	\$27,616,633									
	TxDOT Dallas	Dallas	IH 35E	Royal Lane to Manana Drive	Construct 0 to 2 lane frontage roads including sidewalks		E	\$0	\$0	\$0	\$0	\$1,500,000	-	\$1,500,000	0	15	15	20	0	0	0	50	
						C	\$0	\$11,399,663	\$0	\$0	\$4,000,000	-	\$15,399,663										
								\$0	\$11,399,663	\$0	\$0	\$5,500,000	-	\$16,899,663									

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**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Balch Springs	IH 635	Seagoville Road to Lake June Road	Construct 0 to 4/6 lane frontage roads		C	\$0	\$44,961,360	\$0	\$11,240,340	\$0	-	\$56,201,700	0	15	15	20	0	0	0	50	
								\$0	\$44,961,360	\$0	\$11,240,340	\$0	-	\$56,201,700									
	TxDOT Dallas	Crandall	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway		C	\$0	\$7,067,676	\$0	\$1,766,919	\$0	-	\$8,834,595	5	10	20	4	10	0	0	49	
								\$0	\$7,067,676	\$0	\$1,766,919	\$0	-	\$8,834,595									
	TxDOT Dallas	Denton	FM 1173	Mausch Branch Road to IH 35	Realign from 2 lane rural undivided to 6 lane urban divided roadway		C	\$0	\$17,757,156	\$0	\$4,439,289	\$0	-	\$22,196,445	10	10	20	4	5	0	0	49	
								\$0	\$17,757,156	\$0	\$4,439,289	\$0	-	\$22,196,445									
	TxDOT Dallas	Various	FM 1641	FM 548 to FM 148	Reconstruct and widen 2 lane to 4 lane urban divided		C	\$0	\$43,088,370	\$0	\$10,772,092	\$0	-	\$53,860,462	20	5	5	8	5	5	0	48	
								\$0	\$43,088,370	\$0	\$10,772,092	\$0	-	\$53,860,462									
	TxDOT Dallas	Terrell	IH 20	Champion Road to Crossroads Parkway (westbound) and FM 148 to Rose Hill Road (eastbound)	Construct 0 to 4 lane frontage roads		C	\$0	\$46,080,000	\$0	\$11,520,000	\$7,100,000	-	\$64,700,000	0	15	15	12	0	0	5	47	
								\$0	\$46,080,000	\$0	\$11,520,000	\$7,100,000	-	\$64,700,000									
	Dallas	Dallas	Danieldale Road	Polk Street to IH 35E	Reconstruct and widen from 2/3 to 4 lane roadway with sidewalks and a shared use path		E	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	10	5	5	10	15	0	0	45	Additional lanes are not warranted
						R	\$0	\$1,600,000	\$0	\$0	\$400,000	-	\$2,000,000										
						C	\$0	\$4,000,000	\$0	\$0	\$1,000,000	-	\$5,000,000										
								\$0	\$6,000,000	\$0	\$0	\$1,500,000	-	\$7,500,000									
	Dallas County	Dallas	Danieldale Road	Old Hickory Trail to IH 35E southbound frontage road	Reconstruct and widen from 2/3 to 4 lane roadway with sidewalks and a shared use path		E	\$0	\$0	\$0	\$0	\$1,799,454	-	\$1,799,454	10	5	5	10	15	0	0	45	Additional lanes are not warranted
						R	\$0	\$0	\$0	\$0	\$3,021,750	-	\$3,021,750										
						C	\$0	\$8,815,739	\$0	\$0	\$9,178,796	-	\$17,994,535										
								\$0	\$8,815,739	\$0	\$0	\$14,000,000	-	\$22,815,739									
	Denton	Denton	Bonnie Brae Street	IH 35E to Scripture Street	Reconstruct and widen from 4 lane undivided to 4 lane divided roadway		E	\$0	\$0	\$0	\$0	\$1,569,980	-	\$1,569,980	20	10	5	10	0	0	0	45	
						R	\$0	\$0	\$0	\$0	\$1,500,000	-	\$1,500,000										
						U	\$0	\$0	\$0	\$0	\$172,263	-	\$172,263										
						C	\$0	\$6,377,674	\$0	\$0	\$1,594,419	-	\$7,972,093										
								\$0	\$6,377,674	\$0	\$0	\$4,836,662	-	\$11,214,336									
	Frisco	Frisco	Coit Road	Buckeye Road to US 380	Reconstruct and widen from 4 to 6 lanes		E	\$0	\$0	\$0	\$0	\$700,000	-	\$700,000	15	5	5	8	10	0	0	43	
						C	\$0	\$5,120,000	\$0	\$0	\$1,280,000	-	\$6,400,000										
								\$0	\$5,120,000	\$0	\$0	\$1,980,000	-	\$7,100,000									
	TxDOT Dallas	Anna	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban		C	\$0	\$20,273,353	\$0	\$5,068,338	\$0	-	\$25,341,691	20	10	5	8	0	0	0	43	
								\$0	\$20,273,353	\$0	\$5,068,338	\$0	-	\$25,341,691									
	Farmersville	Farmersville	SH 78	North of McKinney Street to North of West Audie Murphy Parkway	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway with new sidewalks		E	\$0	\$0	\$0	\$0	\$0	-	\$314,410	10	10	20	0	0	0	0	40	
						R	\$0	\$0	\$0	\$0	\$0	-	\$150,000										
						C	\$0	\$0	\$0	\$0	\$0	-	\$4,098,992										
								\$0	\$0	\$0	\$0	\$0	-	\$4,563,402									
	Lewisville	Lewisville	West College Street	IH 35E to Cowan Avenue	Reconstruct 2 lane to 2 lane roadway with new sidewalks		E	\$0	\$792,000	\$0	\$0	\$198,000	-	\$990,000	5	5	5	10	15	0	0	40	Roadway is not on the federal aid highway system
						R	\$0	\$4,000	\$0	\$0	\$1,000	-	\$5,000										
						U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000										
						C	\$0	\$3,280,000	\$0	\$0	\$820,000	-	\$4,100,000										
								\$0	\$4,076,000	\$0	\$0	\$1,069,000	-	\$5,145,000									
	Dallas County	Mesquite	Lawson Road	North of Berry Road to Dallas/Kaufman County Line	Reconstruct 2 lane asphalt to 2 lane concrete roadway with shoulders		E	\$0	\$0	\$0	\$0	\$550,000	-	\$550,000	5	5	5	8	15	0	0	38	
						R	\$0	\$0	\$0	\$0	\$75,000	-	\$75,000										
						U	\$0	\$0	\$0	\$0	\$75,000	-	\$75,000										
						C	\$0	\$2,000,000	\$0	\$0	\$500,000	-	\$2,500,000										
								\$0	\$2,000,000	\$0	\$0	\$1,200,000	-	\$3,200,000									

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								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Celina	SH 289	North Business 289C (North of Celina) to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)		C	\$0	\$19,238,339	\$0	\$4,809,585	\$0	-	\$24,047,924	10	5	5	0	5	0	0	25	
								\$0	\$19,238,339	\$0	\$4,809,585	\$0	-	\$24,047,924									
	Lewisville	Lewisville	South Cowan Avenue	Purnell Street to Main Street	Reconstruct 2 lane to 2 lane roadway with new sidewalks		E	\$0	\$792,000	\$0	\$0	\$198,000	-	\$990,000	5	5	5	10	0	0	0	25	
							R	\$0	\$4,000	\$0	\$0	\$1,000	-	\$5,000									
							U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000									
							C	\$0	\$3,280,000	\$0	\$0	\$820,000	-	\$4,100,000									
								\$0	\$4,076,000	\$0	\$0	\$1,069,000	-	\$5,145,000									
	TxDOT Dallas	McKinney	FM 1461	West of CR 166 to CR 123	Reconstruct and widen 2 lane rural to 4 lane urban (Ultimate 6)		C	\$0	\$9,068,310	\$0	\$2,267,078	\$0	-	\$11,335,388	0	5	5	0	10	5	0	25	
								\$0	\$9,068,310	\$0	\$2,267,078	\$0	-	\$11,335,388									
	TxDOT Dallas	Waxahachie	FM 664	US 287 to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)		C	\$0	\$45,576,473	\$0	\$11,394,118	\$0	-	\$56,970,591	15	5	5	0	0	0	0	25	
								\$0	\$45,576,473	\$0	\$11,394,118	\$0	-	\$56,970,591									
	TxDOT Fort Worth	Fort Worth	SH 183	At Chisholm Trail Parkway	Construct direct connect ramps			\$0	\$24,000,000	\$0	\$6,000,000	\$0	-	\$30,000,000	5	10	5	4	0	0	0	24	
								\$0	\$24,000,000	\$0	\$6,000,000	\$0	-	\$30,000,000									
	Celina	Celina	Legacy Road	Carey Road to FM 428	Construct 4 lane divided urban roadway		E	\$0	\$3,394,867	\$0	\$0	\$848,717	-	\$4,243,584	10	5	5	4	0	0	0	24	Additional lanes are not warranted
							C	\$0	\$13,031,272	\$0	\$0	\$3,257,818	-	\$16,289,090									
								\$0	\$16,426,139	\$0	\$0	\$4,106,535	-	\$20,532,674									
	Celina	Celina	Parvin Road	FM 1385 to Legacy Drive	Construct 0/2 to 4 lane divided roadway, including bridge improvements, traffic signal improvements, and new sidewalks		E	\$0	\$3,772,726	\$0	\$0	\$943,182	-	\$4,715,908	5	5	5	8	0	0	0	23	Additional lanes are not warranted
							C	\$0	\$33,512,347	\$0	\$0	\$8,378,087	-	\$41,890,434									
								\$0	\$37,285,074	\$0	\$0	\$9,321,268	-	\$46,606,342									
	TxDOT Dallas	Waxahachie	IH 35E	At Grainery Road	Construct ramps		C	\$0	\$8,586,400	\$0	\$2,146,600	\$0	-	\$10,733,000	0	10	5	0	0	0	5	20	
								\$0	\$8,586,400	\$0	\$2,146,600	\$0	-	\$10,733,000									
	Farmersville	Farmersville	CR 611	West of Welch Drive to SH 78	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway with new sidewalks		E	\$0	\$0	\$0	\$0	\$417,465	-	\$417,465	5	5	5	0	0	0	0	15	Roadway is not on the federal aid highway system
							R	\$0	\$0	\$0	\$0	\$150,000	-	\$150,000									
							U	\$0	\$0	\$0	\$0	\$300,000	-	\$300,000									
							C	\$0	\$4,170,686	\$0	\$0	\$1,042,671	-	\$5,213,357									
								\$0	\$4,170,686	\$0	\$0	\$1,910,136	-	\$6,080,822									
	TxDOT Fort Worth	Grandview	Main Street	SH 81 to FM 4	Reconstruct from 2 lane rural to 2 lane urban roadway with sidewalks and a new traffic signal at SH 81		C	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	5	0	0	8	0	0	0	13	Roadway is not eligible for federal funding and cannot justifiably be added to the Federal Functional Classification System
								\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000									
	Terrell	Terrell	Rochester Street	Rockwall Avenue to SH 34	Construct 0/2 to 2 lane roadway		C	\$0	\$549,600	\$0	\$0	\$137,400	-	\$687,000	5	0	0	8	0	0	0	13	Roadway is not eligible for federal funding and cannot justifiably be added to the Federal Functional Classification System
								\$0	\$549,600	\$0	\$0	\$137,400	-	\$687,000									

Year	RTR	CMAQ	STBG
2023	\$0	\$0	\$400,000
2024	\$0	\$0	\$13,600,000
2025	\$0	\$0	\$0
2026	\$0	\$0	\$3,500,000
2027	\$0	\$0	\$3,000,000
2028	\$0	\$0	\$12,455,000
Total	\$0	\$0	\$32,955,000
Grand Total	\$32,955,000		

Category	West	East	West %	East %
CMAQ	\$0	\$0	0%	0%
STBG	\$0	\$32,955,000	0%	100%
RTR	\$0	\$0	0%	0%
Overall	\$0	\$32,955,000	0%	100%
Grand Total	\$32,955,000			

Green shaded projects are recommended for funding
Projects that are not shaded are not recommended for funding

COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#078	NCTCOG	Everman	Integrated Stormwater/Flooding Management Study	Citywide	Conduct planning study to identify areas at risk of flooding; integration of stormwater management and transportation planning	2022	I	\$0	\$0	\$105,000	\$0	\$0	-	\$105,000	
								\$0	\$0	\$105,000	\$0	\$0	-	\$105,000	
#079	NCTCOG	Various	IH 30	Dallas/Tarrant County Line to IH 635	Planning study to review design elements needed to accommodate automated and electric vehicles, including dynamic inductive charging technology usable by all vehicle types	2022	I	\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	Funding would be in addition to the \$2,000,000 STBG already approved via the Regional 10-Year Plan
								\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	
#080	NCTCOG	Various	IH 30	IH 35W to Dallas/Tarrant County Line	Planning study to review design elements needed to accommodate automated and electric vehicles, including dynamic inductive charging technology usable by all vehicle types	2022	I	\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
								\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
#081	Dallas	Dallas	Northwest Highway	At Tulane Boulevard	Construct access point into redeveloping land use area	2022	C	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	
								\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	
#082	Dallas	Dallas	Huntington Road	East Belt Line Road to South of DART Silver Line	Construct 0 to 4 lane roadway	2024	C	\$1,200,000	\$0	\$0	\$0	\$300,000	-	\$1,500,000	
								\$1,200,000	\$0	\$0	\$0	\$300,000	-	\$1,500,000	
#083	Dallas/Dallas County	Dallas	Lake June Road	At US 175	Replace structure and convert partial clover leaf to a conventional diamond intersection	2023	E	\$2,400,000	\$0	\$0	\$0	\$600,000	-	\$3,000,000	
								\$2,400,000	\$0	\$0	\$0	\$600,000	-	\$3,000,000	
#084	TxDOT Dallas	Denton	FM 407	Gulf Avenue to West of Sage	Realign existing 2 to 2 lane roadway to address safety issue	2022	C	\$1,040,000	\$0	\$0	\$260,000	\$0	-	\$1,300,000	Multiple crashes along this stretch of roadway
								\$1,040,000	\$0	\$0	\$260,000	\$0	-	\$1,300,000	
#085	Grand Prairie	Grand Prairie	Jefferson	Cimarron Trail to SH 161	Reconstruct 6 lane asphalt to 6 lane concrete roadway to withstand truck traffic	2023	C	\$4,000,000	\$0	\$0	\$0	\$1,000,000	-	\$5,000,000	Project needed to enable construction of Main Street project that was previously funded by the RTC
								\$4,000,000	\$0	\$0	\$0	\$1,000,000	-	\$5,000,000	

COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#086	TxDOT Dallas	McKinney	SH 5	Louisiana Street to Virginia Parkway	Conceptual engineering to identify improvements to connect adjacent neighborhoods in order to reknit the community	2022	E	\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs to be utilized in lieu of a local cash match
								\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	
#087	NCTCOG	Various	National Park Service Partnership (Phase 1)	Regionwide	Create and convene committee to coordinate between various stakeholders seeking to facilitate tourism and recreation along the Trinity River National Water Trail	2022	I	\$0	\$0	\$150,000	\$0	\$0	-	\$150,000	Request is for \$50,000 per year for 3 years
								\$0	\$0	\$150,000	\$0	\$0	-	\$150,000	
#088	NCTCOG	Various	National Park Service Partnership (Phase 2)	Regionwide	Support Trinity River National Water Trail Committee by coordinating with local agencies to install NCTCOG-owned mobile count equipment, develop documentation and best practice guides on the impact of water trail access points on trail usage, as well as the eco-tourism benefits of water trail access points as it relates to the Fort Worth and Dallas Regional Trail	2024	I	\$120,000	\$0	\$0	\$0	\$0	24,000	\$120,000	Request is for \$40,000/year for 3 years; Regional TDCs to be utilized in lieu of a local cash match
								\$120,000	\$0	\$0	\$0	\$0	24,000	\$120,000	
#089	NCTCOG	Various	On-Road Vehicle Emissions Task Force	Regionwide	Establish mobile emissions enforcement task force to combat fraudulent registration plates, inspections in light- and medium-duty vehicles, and emissions component tampering; Collect tailpipe emissions data from medium and heavy-duty vehicles to develop air quality planning strategies	2022	I	\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	Regional TDCs to be utilized in lieu of a local cash match
								\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	
#090	Fort Worth	Fort Worth	Stop Six Improvements; On Miller Avenue	East Rosedale Street to Windowmere Street	Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	2025	C	\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000	Additional funding for the Rosedale/Stop Six project from COVID Round 3
								\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000	
#091	Fort Worth	Fort Worth	Stop Six Improvements; On Ramey Avenue	South Hughes Avenue to South Edgewood Terrace	Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	2025	C	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	Additional funding for the Rosedale/Stop Six project from COVID Round 3
								\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	

COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#092	DFW Airport	Various	East-West Connector	SH-360 to Rental Car Drive	Construct 0 to 4 lane divided urban with intersections at SH 360, 20th Avenue, and Rental Car Drive	2022	G	\$9,600,000	\$0	\$0	\$0	\$2,400,000	-	\$12,000,000	2 lane section is already fully funded; Funding would cover additional cost to cover the construction of the ultimate 4 lane section; <u>DFW Airport has decided that they do not wish to pursue the 4 lane section at this time.</u>
								\$9,600,000	\$0	\$0	\$0	\$2,400,000	-	\$12,000,000	
#092	TxDOT Fort Worth	Cleburne	US 67 at Nolan River Road	North of US 67 Frontage Roads (at Chisholm Trail Parkway) to South of US 67	Reconstruct and widen from 2 to 4 lanes including widened bridge at US 67	2022	E	\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	Specific limits to be determined after coordination between NTTA and TxDOT on where Chisholm Trail Parkway will terminate
								\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
#093	TxDOT Fort Worth	Various	IH 20	SS 312 to FM 1187	Reconstruct and widen from 4/6 to 6 general purpose lanes and 4/6 discontinuous to 4/6 continuous frontage roads	2024	E	\$6,400,000	\$0	\$0	\$1,600,000	\$0	-	\$8,000,000	
								\$6,400,000	\$0	\$0	\$1,600,000	\$0	-	\$8,000,000	
#094	TxDOT Fort Worth	Various	County Road 4668	At Bobo's Crossing	Reconstruct bridge to elevate out of flood plain for safety	2022	E	\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	Regional TDCs to be utilized in lieu of a local cash match; Related to the Regional Transportation Stormwater Integration Program
								\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	
#095	Cleburne	Cleburne	CR 900/Industrial Boulevard/CR 1125	Chisholm Trail Parkway to 0.5 miles east of Chisholm Trail Parkway	Reconstruct roadway from 2 to 2 lanes with intersection improvements	2022	E	\$0	\$120,000	\$0	\$0	\$30,000	-	\$150,000	RTR West Aside Account 2 funds; Project related to Chisholm Trail Parkway and the pavement is in very poor condition.
						2023	C	\$0	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000	
								\$0	\$1,320,000	\$0	\$0	\$330,000	-	\$1,650,000	
#096	Rockwall County	Various	Regional Outer Loop Partnership	TBD	<u>Partnership with Rockwall County in which the County will fund preliminary engineering/environmental for a portion of the Regional Outer Loop (from FM 1138 to SH 276) with local dollars in order to expedite the project and the RTC would fund a project (in return) that will be determined at a later time</u>	2025	E	\$8,800,000	\$0	\$0	\$0	\$0	1,760,000	\$8,800,000	<u>Regional TDCs to be utilized in lieu of a local cash match; If on-system projects are ultimately funded, the match may change to a State match; Funding can be advanced once specific project is identified; Project added after STTC materials were sent out</u>
								\$8,800,000	\$0	\$0	\$0	\$0	1,760,000	\$8,800,000	
#097	Kaufman County	Various	Regional Outer Loop Partnership	TBD	<u>Partnership with Kaufman County in which the County will fund preliminary engineering/environmental for a portion of the Regional Outer Loop (from SH 205 to IH 20) with local dollars in order to expedite the project and the RTC would fund a project (in return) that will be determined at a later time</u>	2025	E	\$7,800,000	\$0	\$0	\$0	\$0	1,560,000	\$7,800,000	<u>Regional TDCs to be utilized in lieu of a local cash match; If on-system projects are ultimately funded, the match may change to a State match; Funding can be advanced once specific project is identified; Project added after STTC materials were sent out</u>
								\$7,800,000	\$0	\$0	\$0	\$0	1,560,000	\$7,800,000	
Grand Total								\$43,820,000	\$1,320,000	\$255,000	\$2,660,000	\$2,570,000	4,844,000	\$50,625,000	

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

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COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Not Recommended for Funding															
	Dallas	Dallas	Grand Avenue	IH 30 to White Rock Lake	Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby parks, including Tenneson Park, Dallas Arboretum, Samuell Grand, and Samuell Garland Park		E	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	The RTC previously funded a planning study for this corridor
								\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	
	Richardson	Richardson	Citywide	Citywide	Develop an Intelligent Transportation Systems Master Plan		I	\$200,000	\$0	\$0	\$0	\$0	40,000	\$200,000	Not proposed for funding; NCTCOG staff recommends taking a more regional approach to ITS plans as opposed to funding individual plans for local governments
								\$200,000	\$0	\$0	\$0	\$0	40,000	\$200,000	
	Richardson	Richardson	Citywide	Citywide	Develop an Active Transportation Plan		I	\$180,000	\$0	\$0	\$0	\$0	36,000	\$180,000	Submit project through the Unified Planning Work Program
								\$180,000	\$0	\$0	\$0	\$0	36,000	\$180,000	
	Terrell	Terrell	UP RR	Delphine Street to Bowser Circle	Construct improvements to rail crossings, including quad gates, at Bowser Circle, Rockwall Avenue, Frances Street, Catherine Street, Adelaide Street, Virginia Street, and Delphine Street		C	\$3,920,000	\$0	\$0	\$0	\$980,000	-	\$4,900,000	Not proposed for funding; NCTCOG staff recommends considering this project at a later date once more coordination has been done with Union Pacific Railroad
								\$3,920,000	\$0	\$0	\$0	\$980,000	-	\$4,900,000	

FY	RTC Local	STBG	RTR
2022	\$255,000	\$11,940,000	\$0
2023	\$0	\$6,400,000	\$1,320,000
2024	\$0	\$7,720,000	\$0
2025	\$0	\$17,760,000	\$0
Total	\$255,000	\$43,820,000	\$1,320,000
Grand Total	\$45,395,000		

Category	West	East	West %	East %
STBG	\$12,280,000	\$31,540,000	28.02%	71.98%
RTC Local	\$255,000	\$0	100.00%	0.00%
RTR	\$1,320,000	\$0	100.00%	0.00%
Overall	\$13,855,000	\$31,540,000	30.52%	69.48%
Grand Total	\$45,395,000			

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Bicycle/Pedestrian Projects**

Category	Regional Network Connectivity or Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership and Other Factors
Description	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties. The design is suitable for the context of the location and provides high comfort for users of all ages and abilities.	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties. Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.	Improves safety and provides facilities for pedestrians and bicyclists, and is located in an area with document high crash history and/or safety concerns.	NCTCOG has been actively coordinating with the implementing agency to advance planning and preliminary engineering. Project scope of work is well defined and coordinated with NCTCOG. Addresses other factors related to project impact upon the community.
Points (max)	25 (max)	25 (max)	25 (max)	25 (max)
High Criteria / Scoring Range (16-25 Points)	Project is on the Regional Veloweb (regionally significant) and provides connectivity between multiple jurisdictions. Project is identified along a regionally-significant bikeway corridor. Project provides pedestrian connections to major designations such as employment centers, downtowns, and higher density areas with a low stress/high comfort facility ² .	Project is on the Regional Veloweb designated in Mobility 2045. Project's length or resulting gap closure is long, resulting in significant continuous network mileage. Project connects to a rail station and/or is located in an area with a <u>high density</u> of short trips by motor vehicles. Project provides seamless connections to destinations.	Project is located in an area with high bicycle and/or pedestrian crash density, or implements safety countermeasure(s) identified in a safety report or audit. Project design addresses a documented safety issue.	Considerable design and engineering is complete and/or has been advanced by NCTCOG partnerships and funding. Project is feasible with realistic cost estimates. Project's benefits appear to justify the cost.
Medium Criteria / Scoring Range (5-15 points)	Project is on the Regional Veloweb (regionally significant), but is limited to one jurisdiction. Project's length is moderate to short. On-street bikeway facilities connect and extend an existing Regional Veloweb. Pedestrian connections are to major destinations per Mobility 2045 with a low stress/high comfort facility. ²	Project is designated as Regional Veloweb designated in Mobility 2045. Project closes a gap or extends an existing Regional Veloweb facility, and/or provides sidewalk accommodations to major destinations. Project is located in an area with a <u>moderate</u> density of short trips by motor vehicles.	Project includes a low stress/high comfort facility in a medium to low bicycle and/or pedestrian crash density area. ² Project is a safety countermeasure addressing a known issue but not identified in a safety report or audit.	Project has some progress in preconstruction (engineering and design). Project's benefits justify the cost. Project has moderate evidence of public support.
Low Criteria / Scoring Range (0-5 points)	Project is local in nature and provides limited benefit to the larger area (not regionally significant). Project is located in an area with no or low density of short trip by motor vehicles, but may provide direct access to local destinations. Project does not include a low stress/high comfort facility. ²	Project is not designated as a trail or bikeway facility in Mobility 2045, and/or sidewalks do not provide access to major destinations. Pedestrian facilities are consistent with the recommendations of Mobility 2045, but do not connect to major "high density" destinations.	Project area has no documented safety issues. Project is not in a bicycle and/or pedestrian crash density area. Project provides some inherent safety benefit.	No schematic design or engineering has been completed for project. Project may not be feasible and benefits may not justify the costs. Project has no evidence of public support, or limited documentation was available to justify the project benefits.

² A low stress / high comfort facility is considered a wide sidewalk (minimum 5 feet in width) for pedestrians or a minimum 10-14 foot wide off-street shared-use path for both pedestrians and bicyclists, or separated/protected bike lanes or on-street bike lanes with a suitable design for users of all ages and abilities based on the context of the project location (e.g. projected traffic volumes, speeds, adjoining land uses, etc.). Such project design must be consistent with relevant Design Guidelines and resources including AASHTO, NACTO, ITE, FHWA, and TxDOT.

Evaluation Methodology For COVID-19 Infrastructure Program (Round 4) Complete Streets Projects

Regional Network Connectivity or Strong Context Design

Lowest Score: 0; Highest Score: 25

Breakdown:*

0: No other modes beyond auto provided for

10: One additional usage added (auto + pedestrian)

15: Two or more modes, (auto, ped, bicycle, potential transit); bicycle accommodation is narrow or on-street bicycle lane

25: Adds enhanced bicycle + ped infrastructure separating the users from the roadway, enhanced transit accessibility

*Points adjusted based on land use and opportunities for redevelopment

Implementation of Mobility Plan: 0-25

Projects included in Mobility Plan or supported/were consistent with goals/policies in the Mobility Plan. Some adjustments made for other areas of the plan affected such as freight, transportation and land use compatibility, etc.

Safety

Lowest Score: 0 (no data); Highest Score: 25

Breakdown:**

0: No safety improvements mentioned

10: Sidewalks only

15: Bicycle path removes bicycle from roadway; enhanced pedestrian safety (wider sidewalks, lighting, ramps); and/or provides safety infrastructure for both bikes and peds; and/or adds another element (signal redesign, traffic calming) or increased safety at intersections (bump outs, etc.)

25: Also adds additional roadway safety (median, etc.); signalized ped crossings, enhanced bicycle/ped infrastructure or traffic calming

**Points adjusted for proximity to schools with improvements for safe travel and crossings near schools

Partnership: 0 to 25

Projects coordinated with COG with advance planning and/or engineering and/or multi-jurisdictional project. Level of advance planning and stakeholder involvement evaluated. Funding partnerships with other entities evaluated as well.

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Intersection Projects**

Initial Screen: Is the roadway at least a Major Collector on the FFCS (or can it justifiably be added)?

Safety (# of crashes from 2016-2020)	Air Quality Benefits (NOx reduction in lbs/day)	Cost Effectiveness (Cost/lb of NOx reduced over project life)	Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)
≥ 76 = 20	> 0.5 lbs/day = 15	≤ \$999 = 15	≥ 30,000 = 20	F = 20	3 layers touched (no buffer)= 10
40-75 = 15	0.26-0.5 lbs/day = 10	\$1,000-\$4,999 = 10	20,000-29,999 = 15	DE = 15	1-2 layers touched (no buffer) = 8
16-39 = 10	0.01-0.25 lbs/day = 5	≥ \$5,000 = 5	10,000-19,999 = 10	ABC = 5	3 layers within .25 miles = 6
≤ 15 = 5			≤ 9,999 = 5		1-2 layers within .25 miles = 4
					Any number of layers within .5 mile = 2
					No layers within .5 mile = 0

Notes:

Projects may receive a maximum possible score of 100.

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

Equity score accounts for Minority, Low Income, and Limited English Proficiency populations

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Addition of Lanes Projects**

**Initial Screen: Is the roadway at least a Major Collector on the FFCS (or can it justifiably be added)?
Are additional lanes warranted?**

Safety (# of crashes)	Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)	Pavement Condition	Bridge Deficiency	Freight Connectivity
≥ 211 = 20	≥ 40,000 = 25	F = 25	3 layers touched (no buffer) = 10	≥ 75 = 15	Poor Condition = 10	Y = 5
78-210 = 15	30,000-39,999 = 20	DE = 20	1-2 layers touched (no buffer) = 8	50-74 = 10	Fair Condition = 5	N = 0
20-77 = 10	20,000-29,999 = 15	ABC = 5	3 layers within 0.25 miles = 6	25-49 = 5	Good Condition/No data available/Project does not cross a bridge = 0	
≤ 19 = 5	10,000-19,999 = 10		1-2 layers within 0.25 miles = 4	≤ 24 or No data available = 0		
0 = 0	≤ 9,999 = 5		Any # of layers within 0.5 mile = 2			
			No layers within 0.5 mile = 0			

Notes:

Projects may receive a maximum possible score of 110

Source of crash data: Texas Department of Transportation (TxDOT) (2016-2020)

FFCS = Federal Functional Classification System

Equity score accounts for Minority, Low Income, and Limited English Proficiency populations

EJ = Environmental Justice

Pavement Condition score derived from percentage of segments deemed to be Good, Fair, and Poor

Source of Pavement Condition data: Pavement Management Information System (PMIS)

Source of Bridge data: National Bridge Inventory and TxDOT

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
New Roadways**

Initial Screen: Are additional lanes warranted?

Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)
≥ 40,000 = 40	F = 40	3 layers touched (no buffer) = 20
30,000-39,999 = 30	DE = 30	1-2 layers touched (no buffer) = 16
20,000-29,999 = 25	ABC = 15	3 layers within 0.25 miles = 12
10,000-19,999 = 20		1-2 layers within 0.25 miles = 8
≤ 9,999 = 15		Any # of layers within 0.5 mile = 4
		No layers within 0.5 mile = 0

Notes:

Projects may receive a maximum possible score of 100

Equity score accounts for Minority, Low Income, and Limited English Proficiency populations

EJ = Environmental Justice