President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law on March 27, 2020

The CARES Act provides emergency assistance and emergency appropriations to support agency operations during the COVID-19 pandemic.

The Federal Transit Administration was provided with $25 billion in supplemental funding to allocate to recipients of urbanized area and rural area formula funds.

Funding is being provided at a 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Funding made available through the CARES Act is not required to be included in the Transportation Improvement Program unless funding will be used for projects that have a substantial functional, locational, or capacity changes.
NCTCOG Designated Recipient of FTA Urbanized Area (UZA) Formula funds for North Texas

Available Funding for North Texas¹

- DFW-Arlington UZA: $318,629,129
- Denton-Lewisville UZA: $23,461,867
- TOTAL: $342,090,996

¹FTA funding for the McKinney UZA is administered through TxDOT
RECIPIENTS BY URBANIZED AREA

Dallas-Fort Worth-Arlington UZA

Receive FTA Funding Directly
1. DART
2. City of Grand Prairie
3. City of Mesquite
4. City of Arlington
5. Northeast Transportation Service (NETS): Northeast Tarrant County
6. Trinity Metro (FWTA)

NCTCOG Subrecipients
1. Community Transit Services (CTS): Ellis and Navarro Counties
2. Span, Inc.: Northwest Dallas County and Denton County
3. STAR Transit: Kaufman, Rockwall, and Southern Dallas Counties
4. City/County Transportation: Johnson County
5. Public Transit Services (PTS): Palo Pinto and Parker Counties

Denton-Lewisville UZA

Receive FTA Funding Directly
1. Denton County Transportation Authority
FTA DATA POINTS SOURCE

- Population: 2010 Census
- Population Density: 2010 Census
- Low-Income Population: American Community Survey “Age by Ratio of Income to Poverty in the Last Twelve Months,” (2013-2017 dataset) and refers to persons with incomes of up to 150% of poverty
- Revenue Vehicle Miles: Fiscal Year 2018 National Transit Database Annual Report
- Passenger Miles: Fiscal Year 2018 National Transit Database Annual Report
- Operating Expenses: Fiscal Year 2018 National Transit Database Annual Report
- Route Miles: Fiscal Year 2018 National Transit Database Annual Report
- Low-Income Population, Revenue Vehicle Miles, Passenger Miles, Operating Expenses, and Route Miles data is updated each year
METHODOLOGY

- Sub-allocation process follows FTA’s statutory formula used to allocate funds for general public transportation
- FTA’s apportionment\(^1\) was utilized to re-create the formula for the following data points:
  - Population
  - Population Density
  - Low-income Population
  - Revenue Vehicle Miles
  - Passenger Miles
  - Operating Expenses
  - Route Miles
- The formula factors specific to the CARES Act\(^2\), which utilize the data points, were used to determine dollar amounts for recipients

\(^1\)FTA’s FY2020 apportionments were published February 24, 2020
\(^2\)FTA’s formula factors for CARES Act funding were published April 9, 2020
### Formula Factors

<table>
<thead>
<tr>
<th>Formula Description</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Population Funds (A) Factor</td>
<td>Population x Population Unit Value</td>
</tr>
<tr>
<td>2. Population Density Funds (B) Factor</td>
<td>Population x Density (Population/Square Miles) x Population Density Unit Value</td>
</tr>
<tr>
<td>3. Low-income Population Funds (C) Factor</td>
<td>Population x Low income Population Unit Value</td>
</tr>
<tr>
<td>4. Bus Vehicle Revenue Mile (VRM) Funds (D) Factor</td>
<td>Bus VRM x Bus VRM Unit Value</td>
</tr>
<tr>
<td>5. Bus Incentive Funds (E) Factor</td>
<td>Bus Passenger Miles&lt;sup&gt;2&lt;/sup&gt; / Bus Operating Costs x Bus Incentive Unit Value</td>
</tr>
<tr>
<td>6. Fixed Guideway (FG) VRM Funds (D) Factor</td>
<td>FG VRM x FG VRM Unit Value</td>
</tr>
<tr>
<td>7. FG Incentive Funds (E) Factor</td>
<td>FG Passenger Miles&lt;sup&gt;2&lt;/sup&gt; / FG Operating Costs x FG Incentive Unit Value</td>
</tr>
<tr>
<td>8. FG Directional Route Mile Funds (F) Factor</td>
<td>FG Directional Route Miles x FG Directional Route Mile Unit Value</td>
</tr>
<tr>
<td>9. High Intensity Fixed Guideway (HIFG) VRM (D) Funds Factor</td>
<td>HIFG VRM x HIFG VRM Unit Value</td>
</tr>
<tr>
<td>10. HIFG Directional Route Mile Funds (F) Factor</td>
<td>HIFG Directional Route Miles x HIFG Directional Route Mile Unit Value</td>
</tr>
<tr>
<td>11. High Intensity Motorbus (HIMB) VRM (D) Funds Factor</td>
<td>HIMB VRM x HIMB VRM Unit Value</td>
</tr>
<tr>
<td>12. HIMB Directional Route Mile Funds (F) Factor</td>
<td>HIMB Directional Route Miles x HIFG Directional Route Mile Unit Value</td>
</tr>
</tbody>
</table>

Source: 49 U.S.C 5336 and published yearly by FTA through Table 5 of the apportionments
OTHER CONSIDERATIONS

- Cities/areas with no transit service still generate funds for the apportionment based on population, population density, and low-income population.
  - Funding generated from cities/areas with no transit service are being distributed to recipients based on Vehicle Revenue Mileage\(^1\)

- Funding generated from the operation of the Trinity Railway Express split between DART and Trinity Metro based on Inter-Local Agreement

- Propose NCTCOG keep 0.25% from total apportionment amount ($796,572) for the Dallas-Fort Worth-Arlington UZA for administrative purposes (distribution of funds to the region and administration of subrecipient funds)\(^2\)
  - Subrecipient Coordination: Transit, Legal, FMT, Administration, and Risk and Compliance Staff Time (new agreements, invoices separate from regular apportionments, oversight & compliance, etc.)
  - Regional Coordination: Transit Agencies/Cities Support (FTA grant submittals, reporting assistance, TIP modifications, DBE & Title VI programs, other compliance-related assistance, etc.)

---

\(^1\) Recipients: All DFW-Arlington UZA recipients, except Mesquite and NETS; Mesquite and NETS not included because service is contracted and reported by STAR Transit and Trinity Metro, respectively

\(^2\) NCTCOG normally reserves 1.0% from annual total apportionments for the Dallas-Fort Worth-Arlington UZA for administration
### FUNDING ALLOCATIONS BY RECIPIENT

#### Dallas-Fort Worth-Arlington Urbanized Area Federal Funding Program Funding Totals

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Federal Funding Program</th>
<th>Funding Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Arlington (Direct Recipient)</td>
<td>Section 5307</td>
<td>$10,955,694</td>
</tr>
<tr>
<td>City of Grand Prairie (Direct Recipient)</td>
<td>Section 5307</td>
<td>$3,852,375</td>
</tr>
<tr>
<td>City of Mesquite (Direct Recipient)</td>
<td>Section 5307</td>
<td>$3,442,401</td>
</tr>
<tr>
<td>City/County Transportation (NCTCOG-Subrecipient)</td>
<td>Section 5307</td>
<td>$899,600</td>
</tr>
<tr>
<td>Community Transit Services (NCTCOG-Subrecipient)</td>
<td>Section 5307</td>
<td>$1,781,036</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit (DART) (Designated Recipient)</td>
<td>Section 5307</td>
<td>$229,627,520</td>
</tr>
<tr>
<td>Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)</td>
<td>Section 5307</td>
<td>$55,161,034</td>
</tr>
<tr>
<td>North Central Texas Council of Governments (Designated Recipient)</td>
<td>Section 5307</td>
<td>$796,572</td>
</tr>
<tr>
<td>Northeast Transportation Services (FWTA-Subrecipient)</td>
<td>Section 5307</td>
<td>$4,813,723</td>
</tr>
<tr>
<td>Public Transit Services (NCTCOG-Subrecipient)</td>
<td>Section 5307</td>
<td>$396,081</td>
</tr>
<tr>
<td>Span, Inc. (NCTCOG-Subrecipient)</td>
<td>Section 5307</td>
<td>$2,204,136</td>
</tr>
<tr>
<td>STAR Transit (NCTCOG-Subrecipient)</td>
<td>Section 5307</td>
<td>$4,698,957</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$318,629,129</strong></td>
</tr>
</tbody>
</table>

#### Denton-Lewisville Urbanized Area Federal Funding Program Funding Totals

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Federal Funding Program</th>
<th>Funding Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denton County Transportation Authority (Designated Recipient)</td>
<td>Section 5307</td>
<td>$23,461,867</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$23,461,867</strong></td>
</tr>
<tr>
<td>ACTION</td>
<td>DATE</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>--------------------</td>
<td></td>
</tr>
<tr>
<td>CARES Act Signed into Law</td>
<td>March 27, 2020</td>
<td></td>
</tr>
<tr>
<td>FTA Released Funding Allocations</td>
<td>April 2, 2020</td>
<td></td>
</tr>
<tr>
<td>RTC Action: Overall Funding</td>
<td>April 9, 2020</td>
<td></td>
</tr>
<tr>
<td>NCTCOG Executive Board Action for Subrecipients</td>
<td>April 23, 2020</td>
<td></td>
</tr>
<tr>
<td>STTC Action: RTC Endorsement of Overall Funding and Specific Allocations</td>
<td>April 24, 2020</td>
<td></td>
</tr>
<tr>
<td>RTC Action: Specific Allocations</td>
<td>May 14, 2020</td>
<td></td>
</tr>
<tr>
<td>Subrecipient Agreement Execution</td>
<td>Late April/Early May 2020</td>
<td></td>
</tr>
</tbody>
</table>
STTC Approval:

- Endorsement of RTC action on April 9, 2020, approving overall FTA funding based on the federal formula methodology in response to the Coronavirus (COVID-19)
- Recommendation for RTC approval of specific funding allocations
- To revise administrative documents as appropriate to incorporate this project
April 24, 2020

Surface Transportation Technical Committee – Action Item
FY 2020 BUILD Discretionary Grant Program – Overview and Proposed NCTCOG Projects
BUILD Discretionary Grant Program

Program Overview

- **BUILD** – **Better** **Utilizing** **Investments** to **Leverage** **Development**
- **$1 Billion Available Nationwide in FY 2020:**
  - Award Request: Max. – $25 Million; Min. – $5 Million (Urban)/$1 Million (Rural)
  - Distribution: Max. < 10% per State; 50% Rural/50% Urban
- **Application Submittal Deadline** – May 18, 2020
- **BUILD Award Announcement Deadline** – September 15, 2020
- **Obligation Deadline** – September 30, 2022
  - Signed/executed agreement between USDOT and Grant Recipient
  - Completed environmental clearance, design, and right-of-way acquisition required
- **Expenditure Deadline** – September 30, 2027
- **As of yet, no announcements have been made of possible COVID-19 impacts**
BUILD Discretionary Grant Program

Proposed NCTCOG Projects: North Texas MOVES Program

- **MOVES = Multimodal Operations, Velocity, Efficiency, and Safety**

- **#1 (Medical Market Center – Stemmons Freeway):** Double track & rehab/replace 3 bridges
- **#2 (Handley Ederville Road – Precinct Line Road):** Double track & replace 2 bridges
- **#3 (Implement Clear Path Technology):** Framework improving overall regional rail operations
BUILD Discretionary Grant Program

Proposed NCTCOG Projects: DFW Airport East-West Connector Project

- Interim 2-lane facility with ultimate intersection capacity (SH 360/Harwood Road – International Parkway/Rental Car Drive)
- Improved DFW Airport, Euless, and Irving access option to SH 183
BUILD Discretionary Grant Program

Proposed NCTCOG Projects: South Dallas Enhanced Mobility Project

- South Dallas Transit and Market Demand: Connecting rural residents and large employers of the International Inland Port of Dallas (IIPOD) to the DART light rail system, healthcare (VA Medical Center), and education/job training sites
  - Expanded transit using electric buses connecting to existing service
  - New/upgraded bus facilities and charging systems
  - Sidewalk and traffic signal improvements
## BUILD Discretionary Grant Program

### Proposed NCTCOG Projects: Funding Details

<table>
<thead>
<tr>
<th>Project</th>
<th>Non-Federal Funds</th>
<th>Federal Funds</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local</td>
<td>State</td>
<td>Private</td>
</tr>
<tr>
<td>North Texas Multimodal Operations, Velocity, Efficiency &amp; Safety (MOVES) Program</td>
<td>$26.0</td>
<td>$0.0</td>
<td>$2.0</td>
</tr>
<tr>
<td>DFW Airport East-West Connector Interim Project (SH 360 – International Parkway)</td>
<td>$5.4</td>
<td>$1.7</td>
<td>$0.0</td>
</tr>
<tr>
<td>South Dallas Enhanced Mobility Project</td>
<td>$2.6</td>
<td>$0.1</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

1. All funding and cost values indicated in millions (rounded)
2. Trinity Metro and DART funding commitments
3. BNSF Railway funding commitment
4. $1,630,000 in RTC/RTR Local Funds and $1,000,000 from the Cities of Dallas and DeSoto
5. Oncor infrastructure “make ready” commitment; dollar amount to be determined
### BUILD Discretionary Grant Program

#### Proposed Submittal Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 18, 2020</td>
<td>BUILD Grant Notice of FY 2020 Opportunity Announced</td>
</tr>
<tr>
<td>March 27, 2020</td>
<td>STTC Information (Identify Candidate NCTCOG Projects)</td>
</tr>
<tr>
<td>April 3, 2020</td>
<td>Deadline for Candidate Project Recommendations</td>
</tr>
<tr>
<td>April 24, 2020</td>
<td>STTC Action (Project Scope, Cost Estimates, &amp; Funding Sources Finalized)</td>
</tr>
<tr>
<td>May 1, 2020</td>
<td>Request Deadline for Letters of Support (Other Projects)</td>
</tr>
<tr>
<td></td>
<td>Send to Rebekah Hernandez - <a href="mailto:rhernandez@nctcog.org">rhernandez@nctcog.org</a></td>
</tr>
<tr>
<td>May 14, 2020</td>
<td>RTC Action</td>
</tr>
<tr>
<td>May 18, 2020</td>
<td>BUILD Application Submittal Deadline - <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>May 28, 2020</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
BUILD Discretionary Grant Program

Requested STTC Action

- Recommend Regional Transportation Council (RTC) approval of:
  - Proposed projects to submit for funding consideration through the FY 2020 BUILD Discretionary Grant Program
  - Administratively amending the TIP, STIP, and other planning/administrative documents to include the proposed projects, if selected for an FY 2020 BUILD Grant award
EFFECTS OF COVID-19 ON TRANSPORTATION

Surface Transportation Technical Committee

Francisco Torres, P.E.
April 24, 2020
Table of Contents

1. Roadway
   a. Freeway Volume
   b. Toll Road Transactions
   c. Speed

2. Transit
   a. DART
   b. DCTA
   c. Trinity Metro
   d. Via

3. Air Quality
4. Non-motorized Trips
5. Airport
6. Crash Data
1. ROADWAY
## Freeway Volume, All Week

### Decrease in Traffic by County, Wk 1 vs Wk 4 March 2020

<table>
<thead>
<tr>
<th>County</th>
<th>Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>-35%</td>
</tr>
<tr>
<td>Collin</td>
<td>-36%</td>
</tr>
<tr>
<td>Dallas</td>
<td>-33%</td>
</tr>
<tr>
<td>Denton</td>
<td>-40%</td>
</tr>
<tr>
<td>Ellis</td>
<td>-34%</td>
</tr>
<tr>
<td>Johnson</td>
<td>-38%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>-29%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>-37%</td>
</tr>
</tbody>
</table>

Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters
Traffic Counts by Time of Day, Tuesdays in March 2020

IH 35E at Inwood, SB Tuesdays in March 2020

Tuesday, March 3, 2020
Tuesday, March 10, 2020
Tuesday, March 17, 2020
Tuesday, March 24, 2020
Tuesday, March 31, 2020

Source: TDOT, Dallas/Fort Worth Regional Traffic Counters
Toll Road Transactions - 2019 vs 2020

Transaction Decrease by Facility - March 2019 vs March 2020

<table>
<thead>
<tr>
<th>Facility</th>
<th>2019 vs 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>-29%</td>
</tr>
<tr>
<td>360</td>
<td>-14%</td>
</tr>
<tr>
<td>AATT</td>
<td>-28%</td>
</tr>
<tr>
<td>CTP</td>
<td>-24%</td>
</tr>
<tr>
<td>DNT</td>
<td>-31%</td>
</tr>
<tr>
<td>LTB</td>
<td>-13%</td>
</tr>
<tr>
<td>MCLB</td>
<td>-18%</td>
</tr>
<tr>
<td>PGBT</td>
<td>-29%</td>
</tr>
<tr>
<td>PGFW</td>
<td>-27%</td>
</tr>
<tr>
<td>SRT</td>
<td>-31%</td>
</tr>
</tbody>
</table>

Source: NTTA
Toll Road Transactions - March 2020

Transaction Decrease by Facility - Wk1 vs Wk 4 March 2020

Source: NTTA
Toll Road Transactions - Veh Class

Transaction Decrease by Vehicle Axle - Mar 2019 v Mar 2020

All: -29%
Class 2: -30%
Class 3: -10%
Class 4: -9%
Class 5: -6%
Class 6: -25%

Source: NTTA
Toll Road Transactions - Veh Class

Transaction Decrease by Vehicle Class - Wk1 vs Wk4 Mar 2020

<table>
<thead>
<tr>
<th>Class</th>
<th>Transaction Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>-57%</td>
</tr>
<tr>
<td>Class 2</td>
<td>-58%</td>
</tr>
<tr>
<td>Class 3</td>
<td>-7%</td>
</tr>
<tr>
<td>Class 4</td>
<td>-6%</td>
</tr>
<tr>
<td>Class 5</td>
<td>-9%</td>
</tr>
<tr>
<td>Class 6</td>
<td>-17%</td>
</tr>
</tbody>
</table>

Source: NTTA
Heat Chart March 2020 - MPA

Speeds, mph, by time of day (15-minute interval) and weekday of March 2020

Legend

speed, mph

1 10
11 20
21 30
31 40
41 50
51 60
61 70

Source: INRIX data delivered by FHWA through NPMRDS
Average Speed by time of day, March 2020

Avg Speed on all MPA Freeways/Major Roads - Wk1 vs Wk4 March 2020

Source: INRIX data delivered by FHWA through NPMRDS
Heat Chart – US 75, NB

Speeds, mph, by time of day (15-minute interval) and weekday of March 2020

Source: INRIX data delivered by FHWA through NPMRDS
Hourly Speeds at US 75 NB

Source: INRIX data delivered by FHWA through NPMRDS
2. TRANSIT
Change in DART Total Ridership by Mode - Mar 2019 vs Mar 2020

- Bus: -21%
- LRT: -29%
- TRE: -36%
- Streetcar: -11%
- Para transit: -30%
- GoLink: 5%
- VanPool: -29%

Source: DART
Transit - DCTA

DCTA Average Weekday Ridership - Mar 2019 vs Mar 2020

- **Rail**
  - Mar '19: 1,440
  - Mar '20: 793
  - 45% decrease

- **Bus**
  - Mar '19: 1,902
  - Mar '20: 1,259
  - 34% decrease

Source: DCTA and NCTCOG
Trinity Metro Average Weekday Ridership - Mar 2019 vs Mar 2020

- **Bus**:
  - Mar '19: 15,818
  - Mar '20: 12,364
  - **22% decrease**

- **TEXRail**:
  - Mar '19: 1,241
  - Mar '20: 959
  - **23% decrease**

Source: Trinity Metro and NCTCOG

Note: Data is based on raw numbers and does not necessarily represent final published numbers.
Change in Via Arlington's Weekday Performance - Wk 1 vs Wk 4 March 2020

<table>
<thead>
<tr>
<th>Metric</th>
<th>Week 1</th>
<th>Week 4</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>0.63</td>
<td>0.00</td>
<td>-63%</td>
</tr>
<tr>
<td>Vehicle Revenue Mileage</td>
<td>0.58</td>
<td>0.00</td>
<td>-58%</td>
</tr>
<tr>
<td>Fare Revenue</td>
<td>0.58</td>
<td>0.00</td>
<td>-58%</td>
</tr>
</tbody>
</table>

Source: City of Arlington
3. AIR QUALITY
Historical Ozone Weekly Design Values: 2016-2020

Currently at Week 8

2008 Standard ≤ 75 ppb (Serious by 2021)

2015 Standard ≤ 70 ppb¹ (Marginal by 2021)

Currently here: 70 ppb, as of 4/22/2020 in week 8

A five year comparison in the changes of the yearly design value, per year, as the ozone season progresses.

Data Source: Texas Commission on Environmental Quality
Data Analysis: North Central Texas Council of Governments
Historical Ozone Cumulative Weekly Exceedances: 2016-2020

Five year comparison showing the frequency of how often the general public is exposed to unhealthy levels of ozone.
Regional Nitrogen Dioxide (NO₂) Tracking

February 2020

Week of March 29, 2020
4. NON-MOTORIZED
Daily Average Bicycle/Pedestrian Counts
March 2019 vs March 2020

Denton: Denton Branch Rail Trail (S of Morse Street)
- Last Week of March 2019: 95
- Last Week of March 2020: 304

Plano: Chisholm Trail (Orlando Drive)
- Last Week of March 2019: 243
- Last Week of March 2020: 899

Dallas: Katy Trail (Fitzhugh)
- Last Week of March 2019: 2,740
- Last Week of March 2020: 4,978

Fort Worth: Trinity Trails (Clearfork Food Park)
- Last Week of March 2019: 744
- Last Week of March 2020: 2,640

Source: NCTCOG and City of Dallas

Daily Average Bicycle/Pedestrian Counts Wk1 vs Wk4 March 2020


Source: NCTCOG and City of Dallas
5. AIRPORT
Airport Travel – Dallas Love Field

Total Passenger Enplanements and Deplanements - March 2019 vs March 2020

- 2019: 1,474,480
- 2020: 704,773

52% decrease

Source: Dallas Love Field Website
6. CRASH DATA
Change in Fatal Crashes by County

Change in Fatal Crashes, March 2019 vs March 2020

- TOTAL: 100%
- COLLIN: 100%
- DALLAS: 53%
- DENTON: 25%
- ELLIS: 50%
- HOOD: 0%
- HUNT: 100%
- JOHNSON: 0%
- KAUFMAN: -33%
- PARKER: 0%
- ROCKWALL: -75%
- TARRANT: -23%
- WISE: 23%

Source: Crash Records Information System
Note: March crash data is current as of 4/21/2020
Change in Total Crashes by County, March 2019-March 2020

Source: Crash Records Information System
Note: March crash data is current as of 4/21/2020
Change in all Crashes by County, March 2020

Change in Crashes by County – Wk1 vs Wk4 March 2020

<table>
<thead>
<tr>
<th>County</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>-58%</td>
</tr>
<tr>
<td>COLLIN</td>
<td>-66%</td>
</tr>
<tr>
<td>DALLAS</td>
<td>-54%</td>
</tr>
<tr>
<td>DENTON</td>
<td>-70%</td>
</tr>
<tr>
<td>ELLIS</td>
<td>-34%</td>
</tr>
<tr>
<td>HOOD</td>
<td>-45%</td>
</tr>
<tr>
<td>HUNT</td>
<td>-46%</td>
</tr>
<tr>
<td>JOHNSON</td>
<td>-36%</td>
</tr>
<tr>
<td>KAUFMAN</td>
<td>-52%</td>
</tr>
<tr>
<td>PARKER</td>
<td>-52%</td>
</tr>
<tr>
<td>ROCKWALL</td>
<td>-61%</td>
</tr>
<tr>
<td>TARRANT</td>
<td>-42%</td>
</tr>
</tbody>
</table>

Source: Crash Records Information System
Note: March crash data is current as of 4/21/2020
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POST COVID-19 AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee
April 24, 2020

Michael Morris, P.E.
Director of Transportation
POST COVID-19 AND REGIONAL 10-YEAR PLAN UPDATE

2021 UTP Projects: RTC Direction

Comments on the 2020 Proposed Update (4/24/20)

By the time the UTP is approved in August, the revenue forecast will decrease by more than the amount of money the Commission wish to put in for IH 35 in Austin; need more money in 2021 UTP (picture of IH 635)

Conversation is needed regarding the process of opening the UTP after it has been approved; canceling projects after approval

Post COVID-19 projects-opposite of this

The Commission should see all comments before consideration of the proposed changes to the 2020 UTP

Op Ed Piece: National Request

Planning Process Moving Forward: Job Creation (1 Creates 4)