

MINUTES

Regional Transportation Council PUBLIC MEETING

Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan

2022 Access North Texas Update

Regional Pedestrian Safety Action Plan: 2022 Update

Federal Performance Measures Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, August 8, 2022 at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.org/input. Chris Klaus, Senior Program Manager, moderated the meeting, attended by 90 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan – **presented by Soria Adibi**
- 2022 Access North Texas Update – **presented by Rachel Jenkins**
- Regional Pedestrian Safety Action Plan: 2022 Update – **presented by Julie Anderson**
- Federal Performance Measures Update – **presented by Jenny Narvaez and Ezra Pratt**

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.nctcog.org/input.

Summary of Presentations

Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan presentation:
<https://www.nctcog.org/getmedia/d9c0e5a8-64a7-4c20-a61d-3dbc735b7c28/IH-45-0-Emissions.pdf.aspx>

The Federal Highway Administration (FHWA) awarded funding to NCTCOG to develop a plan for infrastructure to support both battery electric and hydrogen fuel cell electric vehicles along IH 45 from Dallas to Houston.

The goals of the plan include the following:

- Provide actionable recommendations to facilitate battery electric and hydrogen fuel cell electric deployments
- Support future strategic initiatives
- Engage a wide range of stakeholders
- Acknowledge the need to revisit in three to five years

Additional details related to data collection and infrastructure recommendations as well as a detailed timeline of the project can be viewed at:

<https://www.nctcog.org/getmedia/d9c0e5a8-64a7-4c20-a61d-3dbc735b7c28/IH-45-0-Emissions.pdf.aspx>

The projected submission date of the Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan to the Texas Department of Transportation is Aug, 31, 2022.

2022 Access North Texas Update presentation:

<https://www.nctcog.org/getmedia/20bf2732-67ef-4857-9f97-64ba1bae468b/2022-Access-North-Texas-Update.pdf.aspx>

Access North Texas is a regional public transportation coordination plan that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan meets federal and State requirements for transit coordination in the 16 counties and includes specific strategies to address needs, eliminate gaps in service, and avoid duplication of services.

The Regional Transportation Council (RTC) adopted the last update in 2018, and updates are required every four to five years. The 2022 Update encourages coordination and non-traditional transit solutions, includes new regional goals and prioritized county strategies, and may be used to guide funding and project implementation decisions.

Outreach strategies for the 2022 Update included the following:

- Outreach to over 2,900 individuals, including members of the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials, and local government staff
- Twenty-eight outreach meetings, with a total of 84 attendees
- Public transportation survey in English and Spanish that received over 1,500 responses from individuals and agencies

NCTCOG staff also utilized the Transit Accessibility Improvement Tool (TAIT) to identify populations that may depend on public transportation, collected demographic data, and identified existing transportation resources.

The 2022 Access North Texas regional goals include the following:

- Plan and develop transportation options by assessing community needs and challenges
- Implement services by enhancing transportation options and expanding where service gaps exist
- Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies
- Support public transportation recovery and growth
- Promote access and information about available transit

RTC is scheduled to take action on the 2022 Access North Texas Update on Sept. 8, 2022.

Regional Pedestrian Safety Action Plan: 2022 Update presentation:

<https://www.nctcog.org/getmedia/86b4b737-0493-48c1-9a27-5da6eb1d4d8a/Regional-Pedestrian-Safety-Action-Plan.pdf.aspx>

The Regional Pedestrian Safety Action Plan (PSAP) was endorsed by the Regional Transportation Council (RTC) on June 20, 2021. The RTC adopted the plan by reference as part of the Mobility 2045 - 2022 Update on June 9, 2022.

Benefits of the plan include enhancing Mobility 2045 goals and policies with a more targeted focus on pedestrian safety, creating a specific roadmap for improvements in the region, and creating a template for partners to develop detailed local plans. The PSAP is reviewed on an annual basis, and an annual implementation summary report is produced.

Updates made to the PSAP include the following:

- Added environmental justice analysis
- Added more information on annual monitoring and outcomes
- Removed duplicative tables of safety corridors in Appendix B

The RTC took action on the Regional Pedestrian Safety Action Plan: 2022 Update on August 18, 2022.

Federal Performance Measures Update presentation:

<https://www.nctcog.org/getmedia/ac1a59b8-907e-48e3-83c6-2952dd7e098b/Federal-Performance-Measures.pdf.aspx>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is usually calculated from regularly updated data and a target is then established for where the measurement should be.

NCTCOG conducts a variety of activities related to performance measures, including the creation of Progress North Texas and the examination of COVID-19's impact on the transportation system. Some performance measures are required by federal legislation.

This presentation focuses on sets of performance measures established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The first set of measures, known as PM3, are related to various aspects of the transportation system, including reliability, congestion, mode choice, and emissions. The Regional Transportation Council (RTC) is set to adopt new performance measure targets for 2024 and 2026.

The second set of performance measures is related to Transit Asset Management (TAM), a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. The RTC adopted initial regional TAM targets on December 14, 2017, and NCTCOG staff is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026.

Additional details for each performance measure and set targets can be viewed at: <https://www.nctcog.org/getmedia/ac1a59b8-907e-48e3-83c6-2952dd7e098b/Federal-Performance-Measures.pdf.aspx>.

The RTC will take action on all final targets on Sept. 8, 2022.

COMMENTS RECEIVED DURING THE MEETING

Regional Pedestrian Safety Action Plan: 2022 Update

Phyllis Silver, Citizen

A. Bicycle and pedestrian safety advertisements

Comment: I've noticed recently there's been an increased number of educational advertisements on the television. I think it's great because so many motorists really don't pay attention to pedestrians. Does NCTCOG have something to do with initiating this?

Summary of Response by Julie Anderson: Thank you for your question. We have worked with our partners recently to get the word out about bicycle and pedestrian safety. We also have our own safety campaign called Look Out Texans (LOT). We don't have anything active going on right now, but we do have plans for additional LOT messaging to go out perhaps later this year or next year.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE,
EMAIL, SOCIAL MEDIA & MAIL**

Social Media

Facebook Advertisement

A Facebook advertisement was posted from July 29, 2022 - August 8, 2022 to promote the August public meeting:



The Facebook ad received a total of 187 comments, 31 shares, and 109 reactions. Of the 187 comments, the majority focused on the Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan, including questions about the role of the public sector, the necessity of the plan, and general opinions about electric vehicles.

NCTCOG posted an official comment on August 8, 2022 and thanked residents for responding to the ad, explained NCTCOG's purpose, and provided ways to submit additional comments and questions for public record.

Please see Attachment 1 for a full list of the comments received as well as NCTCOG's response.

Mail

Other

Phyllis Silver, Citizen

Please see Attachment 2 for comments submitted via postal mail.



NCTCOG Transportation Department

Published by [Jordan Smith](#) · July 29 at 4:13 PM ·



Zero-Emission Vehicle Infrastructure Deployment Plan, Access North Texas, and more for review/comment

TRANSPORTATION PUBLIC MEETING

AUGUST 8 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:



transinfo@nctcog.org | nctcog.org/input
Phone: 817-695-9240 | Fax: 817-640-3028
P.O. Box 5888, Arlington, TX 76005-5888



NCTCOG.ORG

August Public Meeting

[Learn more](#)

We want feedback! Meeting 8/8 @ noon

[See insights and ads](#)

[Boost post](#)

109

187 Comments 31 Shares

Like

Comment

Share

Most relevant



Write a comment...



 Author

NCTCOG Transportation Department

We appreciate everyone providing their thoughts and input on the transportation topics for our August 2022 public meeting. The North Central Texas Council of Governments (NCTCOG) is the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth region. The NCTCOG Transportation Department works on a variety of projects and initiatives, including roadways, bicycle/pedestrian infrastructure, aviation, public transportation, safety, congestion management, air quality, etc. We welcome your feedback on any of the aforementioned topics, and our contact information is enclosed below. Thank you.

Email: nctcogAugust22@PublicInput.com

Phone: (855) 925-2801 (Enter code 6343)

Fax: (817) 640-3028

Mail: P.O. Box 5888, Arlington, Texas 76005

Like Reply 5d



Keith Riden

[NCTCOG Transportation Department](#) No help or tax payer money for EV infrastructure development. Let the EV manufacturers and the private sector pay for it, not the tax payer.

Like Reply [Send Message](#) 4d



Barry Thompson

Will you address the recycling of EVs as they end their service life (which is a much shorter span than for combustion-engine vehicles? Especially dealing with worn-out batteries must be a priority.

Like Reply [Send Message](#) 2d



Keith Riden

[Barry Thompson](#) That is one area of the green movement they do not want to address or the public to know about. The toxic waste batteries produce. Green energy producing toxic waste is not good for their agenda of making money. Remember you are not to throw away small house hold or (gas) car batteries into the local garbage dump (acid). How are they going to dispose of EV batteries.

Like Reply [Send Message](#) 2d



Write a reply...



Albert Bennett

We could lower the emissions around the world . Just by grounding all flights .

Like Reply [Send Message](#) 1d



David Clink II

Stop building elitist Toll express lanes and concentrate on actually moving traffic to reduce emissions.

Like Reply [Send Message](#) 1d



Becky McCay Paxson

Give me a good gasoline engine anytime, climate change is a joke.

Like Reply [Send Message](#) 2d



Ronnie Beale

Nctcog is just bloated government organizations that is only interested in political agenda. Not what is good for Texas or it's citizens

Like Reply [Send Message](#) 2d



Jean Hillyer

This thing really sucks the life out of my Facebook feed. It won't load and I can't scroll past it. Enough already!

Like Reply [Send Message](#) 2d



Jack Kean

so, the federal government gives you all a grant to do this study. How many KWH are needed to propel a fully loaded 18 wheeler from Houston to Dallas? What is the current range of a Electric or Hydrogen powered 18 wheeler? When has anything developed and built based on plans made by the NTCOG worked? Can you list a few of the successes? This is a solution based on "Vapor Ware". Why should any form of government try to develop something like this? If it is needed and necessary, the free market will figure it out and do it. Finally, Is the NTCOG involved with the driverless 18 wheeler testing being conducted up and down this corridor?

Like Reply [Send Message](#) 3d



Jamal Harvey

To all of you complaining and misunderstanding, why not go to the meeting and ask questions and voice your concerns? Take the information given and do further research if necessary. Don't just come on here and complain. If you don't go and a decision is made that you



Jere Tucker

How about the battery that we taxpayers paid for the study the size of a bowling ball that the DOE gave to china? This will blow people's minds when they read about this battery. VANADIUM remember this name ! The DOE gave away this technology.... And now fort Worth will be playing in this technology to restart this hope they get this going . It's unbelievable what this. Battery can do.

Like Reply [Send Message](#) 4d Edited



Sharon Cromwell

Have y'all seen the electric buses going up in flames? Now is not the time to be wasting money on electric buses, until they figure out a better battery system. Stop wasting tax payer dollars!

Like Reply [Send Message](#) 4d



Pam Ayers

They might want to consider China is going to ditch The Green New Deal. Who supplies the materials and batteries for EV?

Like Reply [Send Message](#) 4d



Julie Spehar

We don't have enough power plants to run what we have now, much less electric vehicles!

Like Reply [Send Message](#) 4d



Lynn Bonaparte

Stay in your lane. I don't brake for zero emissions.

Like Reply [Send Message](#) 4d



Doug Malone

Connect the wind farms in west Texas with an actual transmission system that can benefit the areas that really need the wind supplement and build more nuclear plants to support all these new needs and still keep home/office/factory AC running.

Like Reply [Send Message](#) 5d



 Joe Perry replied · 5 Replies



Keith Riden

Why is NCTCOG involed in this type of infrasture development? Private Interprizes or EV manufactures should be providing infrasture development and support for thier own product not Local, state or federal government. No tax payers money should be used to



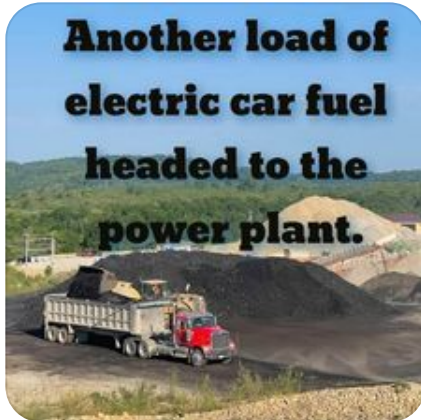
Benny Edmunds

No such thing even pedal cars emit your CO2, where does electricity come from coal, nukes or other plants

Like Reply [Send Message](#) 6d



Rick Cheatham



Like Reply [Send Message](#) 6d



Carla Oefinger

So totally happy with our gasoline vehicle!!!

Like Reply [Send Message](#) 6d



Roland Caston

Read the comments. You have little support

Like Reply 1w



Roland Caston

The public is suffering at the hand of this green energy leftist "leadership"

Like Reply 1w



D'Anne Thompson

Better get off of Facebook and show up to the meeting



Like Reply 1w



Andrew Smith

So people that can afford an electric car get subsidized by taxpayers that can't afford one. Then they pay a gas tax for people that can afford an EV that they don't pay a tax to drive. Seems fair.

Like Reply 1w



Andrew Bottorff

Want feedback? Don't waste my money on this.... Did government pay for gas stations? Didn't think so. When demand is there businesses will instal them



DH Tank

Keep government out of it! Gas stations were funded by major oil companies and independents. So should charging stations be funded by utility companies. If the government gives, it can also take away.

Like Reply 1w



Richard Swaim

These agencies government agencies to stay out of it let the private sector do its thing when it makes sense people will buy EVS but it doesn't make sense right now if someone wants to buy one go ahead nobody's stopping them

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Greg Haughey

I feel somebody reaching for my wallet already! 😞

Like Reply 1w



Marty Larkin

Sounds like a job for the private sector.

Like Reply 1w



Serena Keeler

Have you seen the Teslas recharging with gas generators? Don't California my Texas.

Like Reply 1w



Chris Br

[Serena Keeler](#) too late for that. The time was 8-10 years ago

Like Reply 1w



Write a reply...



Rick Cheatham



Like Reply 1w



Mike Masterson

Why do any of us have to give up our gasoline engines? I'm perfectly happy with my Elantra that gives me an average 36mpg. I'll be even happier when gas and oil production is deregulated again and small producers can get back in the game. Which in turn... **See more**

Like Reply 1w



Katherine J Wright

[Mike Masterson](#) yes like an alternator

Like Reply [Send Message](#) 5d



Write a reply...



Gordon Scruggs

Many comments, but I don't think many have read it and understand what's going on. topics being discussed are Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan, 2022 Access North Texas Update, Regional Pedestrian Safety Action Plan... **See more**

Like Reply 1w



R Keith Carson

[Gordon Scruggs](#) I am all for lowering emissions, but ZERO-EMISSION is not attainable. The U.S. has been improving it's emission rates and we can possibly do better without constructing more toll lanes or forcing everyone to purchase EV.

Like Reply 1w



Gordon Scruggs

[R Keith Carson](#) I agree. This meeting has nothing to do with legislation. It has to do with how local, state, and federal funding is used to enhance transportation in North Central Texas.

The RTC is very open to ideas and has pushed hard to get more public input. If you have an interest, I strongly encourage you to get involved.

Like Reply 1w



R Keith Carson

[Gordon Scruggs](#) Since I moved from N Tarrant County due to the increased construction to build toll lanes that will be managed by foreign companies, I will not attend that meeting. However, I live close to 45 now and would attend meetings closer to my area. The High-Speed train between Dallas/Hoston has fallen apart. I agreed more with that idea than more toll lanes.

Like Reply 1w



Gordon Scruggs

[R Keith Carson](#) again, I agree with you. I believe you can attend the meeting remotely.

Like Reply 1w



Nevil Williamson

[Gordon Scruggs](#) bottom line, what we had is way better than where they want to take us.

Like Reply 1w



Gordon Scruggs

[Nevil Williamson](#) People are already going that way. <https://www.bloomberg.com/.../us-electric-car-sales-reach...>



BLOOMBERG.COM

US Crosses the Electric-Car Tipping Point for Mass...

Like Reply 1w



Gordon Scruggs

[Nevil Williamson](#) By the way, NCTCOG is not trying to take us anywhere. They are just trying to determine how best to facilitate transportation with the funding available for the North Texas area.

Like Reply 1w



Nevil Williamson

[Gordon Scruggs](#) time will tell. No offense I call b.s.

Like Reply 1w



Katherine J Wright

[Gordon Scruggs](#) u stating I am sure, does not make ur statement a fact

Like Reply [Send Message](#) 5d

Chester Nolen

[Gordon Scruggs](#) just another method to waste the taxpayer s dollars.

Like Reply [Send Message](#) 5d



Write a reply...



Jerry Martin

Sounds as dumb as free college. No such thing.

Like Reply 1w



Laura Hansen Pool

Where's my Texas? How'd we get roped into this false flag of climate change and EV efficiency? THINK!

Like Reply 1w



David Vines

[Laura Hansen Pool](#) the Republicans teach us to hate it then make it happen anyway. Then blame the Democrats

Like Reply [Send Message](#) 6d



Write a reply...



Michael Brooks

There are NO zero emission Vehicle. They all need something to power them and that something will always have some type of emissions.

Like Reply 1w



David Nixon

[Michael Brooks](#) very true. But CNG is not carbon based, is plentiful and much more sensible than batteries. The cost in dollars to manufacture batteries along with the short lifespan of one charge makes batteries ridiculous. When you realize that companies like Ford are not backing their products , batteries become a racket.

Like Reply [Send Message](#) 6d



AC Hale

David Nixon CNG (methane, CH₄) has literally 1 atom of carbon and 4 of hydrogen. Yes, it's carbon based.

Like Reply [Send Message](#) 5d Edited



Write a reply...



Donnie Ray Ricks
Stay in your lane. EVs are impractical for Texas, and priced beyond what working families can afford. Combine this with the inability of the grid to meet current needs and this ignorant move will crash our electric grid. Then what?

Like Reply 1w



Paul Miller
[Donnie Ray Ricks](#) I agree with you 100% . All the electric cars should go to the blue states That have educated , talented engineers and scientists that can solve the problems that simple Texans cannot !

Like Reply [Send Message](#) 4d



Write a reply...



Melissa Robbins
Absurd. We the people need to call, fax email and show up state the data and we arent going for it. This is freedom to move about work and travel being squashed. None off this bologna is going to bring it to zero emissions.

Like Reply 1w



James Parsons
Zero emissions means that the emissions are transferred to a power plant someplace else! Unfortunately we are already have power issues and unless more plants are built it will get worse!

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Russell Riggan
James Parsons Go further up the supply chain. Mining the iron ore for the steel and lithium requires energy. The plastic for bumper covers + interior parts comes from *gasp* fossil fuels...

Like Reply 1w Edited

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Russell Riggan
There is no such thing as a zero emission vehicle.

Like Reply 1w



Connie Trent Roberts

Show up in force and voice your feelings at these meetings-or face the consequences of inaction.

Like Reply 1w



George J Csahanin

[Connie Trent Roberts](#) pointless. The back room deals are already cut. You can have thousands show up and it makes no difference.

Like Reply 1w



Connie Trent Roberts

[George J Csahanin](#) I agree to a point, however, if they don't show up in person to try and effect change and be heard, then there's no use in them griping here. Put that collective energy to use, and at least try.

Like Reply 1w



Write a reply...



Clifton Montgomery

There is no such thing as zero emissions. We barely have enough electricity to heat and cool our homes. Where is the power for these vehicles going to come from? People are watching and when the technology is viable, will consider it an option. It is not for many people yet.

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Thomas Krause

Stop the insanity! Who's idea is this?

Like Reply 1w



Robert Spencer

Absolute waste of money. Solar activity dictates the weather on Earth. Where does that recharge electricity come from? Fossil fuels, coal, hydro, and nuclear; of course robbing those energies from peoples needs. I'm really sick of the stupid Green Religion based entirely on ignorant emotional superstition. Show me the proof... Ahhh yes, there is none.

Like Reply 1w



Bill Whitmore
Electric vehicles?
How does states and federal "gasoline tax" get collected
to pay for roads???
HUMMM???

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



George J Csahanin

[Bill Whitmore](#) they'd have plenty if they didn't
divert gas tax to dumb ass stuff like government
schools

Unhide 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



Katelyn Reeves

Love all the work you do for north Texas!

Like Reply 1w



Greg Egnew

[Katelyn Reeves](#) I love satire!!!!

Like Reply 1w



Write a reply...



Janet Adetunji

Amen



Like Reply 1w



Chris Br

No

Like Reply 1w



Gary Studdard

Good Lord 🙏

Like Reply 1w



Kenneth Brandes

You say you want feedback until you get real feedback.
Then you don't want feedback. Your not gonna like it.

Like Reply 1w



Mark Clardy

There is no such thing as a "zero emission vehicle." The largest percentage of the energy stored in ANY car battery is ultimately generated in gas, oil, or coal power plants. EVERY transformation and transmission step involved in creating and then moving that energy from a power plant to an electric car's motor (including charging, storing, and then using it) is necessarily inefficient. It's physics. Modern gasoline powered engines are efficient, reliable, and clean. Keep Texas Eco-Nazi free!

Like Reply 1w



Most Relevant is selected, so some replies may have been filtered out.



Kevin Dubois

[Monty Crawford](#) so what's your point? You said ice is more efficient. But it's not. It's not even close. And in texas our power is generated by primarily natural gas and wind. Coal is less than wind and dropping every year. In another few years solar will even produce more than coal.

The production and delivery of the power is vastly more efficient than the gasoline supply chain.

The only thing gasoline is better at is energy density. Lots of energy in a small area. But we suck at extracting that energy because ice engines just suck. Planes and large vehicles with big loads will continue to use some form of hydrocarbon for a while as the energy density is more important than efficiency. But for 99% of the cars on the road, efficiency is more important than ultimate range.

Unhide 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



George Knudson

is this a Texas government agency or Fed ?

Like Reply 1w

Most Relevant is selected, so some replies may have been filtered out.



Gordon Scruggs

[George Knudson](#) this is a local government agency. They are planning for the future, unlike the state that has done no planning for our electrical grid. People are purchasing EV's at an increasing rate and local governments want to be prepared for the future. Like when people started driving cars, they upgraded the streets.

Like Reply 1w



Dick Herzog

[George Knudson](#) a Texas Agency. This one is the North Central Texas version. ie Austin, Dallas, Ft Worth, etc. You think maybe they are biased?

Like Reply 1w



George J Csahanin

[Dick Herzog](#) need to donate Austin to California

Unhide 1w



Fred Tomlinson

[Dick Herzog](#) totally biased. Arranged and organized by democrat in charge for sure.

Unhide 1w

Most Relevant is selected, so some replies may have been filtered out.



Write a reply...



David Gill

"Zero Emission" is a myth that is being fertilized by the Far Left. If emissions are measured at the tail pipe of the vehicles, emissions measurement is mere fiction. Energy can be neither created nor destroyed. It is only be converted.

Like Reply [Send Message](#) 3d



Nevil Williamson

=inflation



Like Reply 1w



Ralph VanDuzee

How did this garbage end up on my FB feed?

Like Reply [Send Message](#) 3d



Fred Tomlinson

Socialist democrats nightmare they claim "climate change" and it does nothing to change it. False information pushed out so many times that too many



Marion Kirbito

Im so sick of seeing stuff about trans people i dont even want to see the word transportation. Sounds like how they get around

Like Reply [Send Message](#) 2d Edited



Larry Radney

Is this a JOKE. Zero emission more DEMORAT CRAP PUSHING Ele car. Last week the state was full of dust from Africa. How will you stop that.

Like Reply 1w



Fred Collins



Like Reply 1w



Monty Crawford

There will never be zero emissions. This is going to wind up killing millions, if not billions, and think of the emissions from all those dead bodies, fires from food riots and burning cities, people going back to burning wood....

Like Reply 1w



Steve Oliver

There are bad ideas and there are bad ideas. This bad idea is like the King of Bad Ideas. So much like the King of Bad Ideas that I would actually call it the King of Bad Ideas.

Like Reply 1w



Mike Tumminello

It will be an Austin type nightmare . The 1.25 tax we been paying for is a waste. More congestion

Like Reply [Send Message](#) 3d



Eric Key

Council of Governments
Sounds like a hoot!

Like Reply 1w



Brandon Melton

Unelected bureaucrats. #gfy

Like Reply [Send Message](#) 4d



Tim Burpo

Quit bowing to the far left idiots in the government and leave the Texas economy alone and let it thrive without



Joyce Curtis
Mount windmills on top of the vehicles. RIGHT!

Like Reply [Send Message](#) 4d



Lorraine Lipham
<https://www.facebook.com/1398386363/posts/10228723685182516/>

Like Reply [Send Message](#) 3d



Jean Gallina
Following

Like Reply [Send Message](#) 4d



GR Clark
Foolishness.


Like Reply [Send Message](#) 5d



Marlene Miller
Oh ffs 🙄

Like Reply 1w



Billie Sieber Cain
More crap  2

Like Reply 1w



Steve Johnson
<https://scitechdaily.com/deadwood-releasing-10-9-9.../>



SCITECHDAILY.COM

Deadwood Releasing 10.9 Gigatons of Carbon Every Year – More Than ...

Like Reply 1w 



Shawn Edgar
[Steve Johnson](#) lol my dude. Per article you just posted

"This study has demonstrated that both climate change and the loss of insects have the potential to alter the decomposition of wood, and therefore, carbon and nutrient cycles worldwide."

Like Reply 1w



Steve Johnson
[Shawn Edgar](#) amazing how you cite only part of the article, not to mention your quote indicates "have a potential" which is not a definitive statement in the least.

Like Reply 1w Edited



Write a reply...



Robert Petrowski

You lost me at Zero emissions... that's a fairy tale

Like Reply [Send Message](#) 4d



Barry Thompson

Another round of government lying about the nature of these vehicles. They are not zero emission and when the batteries need to be recycled it is not "green-friendly." These vehicles may very well be the future but the technology needs a lot of maturing before we go all in on it.

Like Reply [Send Message](#) 2d

Most Relevant is selected, so some comments may have been filtered out.

Write a comment...

Public Input Opportunity - August 2022

Access North Texas 2022 Update

Comment: Recently, I've been in a position to research transportation alternatives due to a temporary disability. I tried calling my Ride North Texas at 1-800-898-9003 multiple times during normal weekday business hours. No one ever answered the phone. Each time I only got a recording to leave a message.

Prior to my calling that number, someone had given me the phone number of my Ride Dallas at 972-855-8084. After multiple times, a receptionist answered that phone. I asked her about transportation alternatives. She connected me to another phone line where I received a recording asking me to leave a message. I left the message at the beginning of August and no one has returned my call. I believe this my Ride Dallas phone is associated with the my Ride North Texas phone. I am disappointed by the lack of accessibility & responsiveness associated with these resources.

Phyllis Silver
8/30/2022

Additional Material for the Transportation
Department to Consider

A relative recently sent me this transcript about Hoboken, NJ, conquering traffic fatalities. I was hoping that we could consider adopting a similar initiative in North Texas.

Phyllis Silver
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NATIONAL

How a New Jersey city has achieved 0 traffic deaths in 4 years

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Heard on All Things Considered



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With motor vehicle traffic fatalities rising, NPR's Ari Shapiro talks with Hoboken Director of Transportation and Parking Ryan Sharp on how Hoboken, N.J., has had zero traffic deaths in four years.

ARI SHAPIRO, HOST:

What if you could get traffic fatalities down to zero? Well, the city of Hoboken, N.J., just across the river from New York City, seems to have done it. Nobody there has died from a collision with a car in four years. Ryan Sharp is here to explain how they made that happen. He is Hoboken director of transportation and parking. Welcome to ALL THINGS CONSIDERED.

RYAN SHARP: Thank you for having me. It's a pleasure.

SHAPIRO: So according to the National Highway Traffic Safety Administration, almost 43,000 people in the U.S. died in motor vehicle traffic crashes last year. That is the highest number since 2005. So while numbers all over the country were going up, how did Hoboken get the number to zero?

SHARP: That's a great question. Hoboken has been playing a long game when it comes to traffic safety for a number of years, dating back before COVID, and playing the long game through incremental changes and improvements over a series of years.

SHAPIRO: So you're talking about incremental changes and improvements. Like, if you and I were going for a walk through downtown Hoboken, what are some of the specific things we would see that have made a difference?

SHARP: Well, a lot of the things that Hoboken has been doing to improve traffic safety are low-cost. They're quick implementation, but they're also high impact. So we know through our crash data that about 88% of crashes happen at intersections. So we have focused on trying to reduce conflicts at our intersections, especially in our high crash corridors, so things like trying to improve sightlines at corners by doing what we call daylighting. So that can be installing something as simple as what we call a vertical delineator post or a flexible bollard. These posts get installed within 25 feet of crosswalks, and they physically restrict cars from parking right up against a crosswalk.

SHAPIRO: So it's not a blind corner. If you're going to take a turn, somebody is going to see you. If you're going to cross a street, you can spot the cars that are coming.

SHARP: That's correct. It's a very simple, cost-effective thing you can do, but it has a big impact. One thing that you won't see is something called a leading pedestrian interval. And basically what that means is we've programmed our traffic signals to give pedestrians a few-second head start when they get into the crosswalk during their pedestrian phase without having to worry about turning vehicles.

SHAPIRO: Oh yeah, I've seen that here in D.C., too. The walk light turns on before the green light goes. Your plan seems to de-emphasize car ownership and create space for pedestrians and cyclists. How often do you hear from drivers who feel like you're squeezing them out? And what do you tell them?

SHARP: Well, the goal of the Vision Zero program is to focus on safety for all modes of transportation. What we know, though, through our crash data, is that pedestrians and cyclists in particular are the most vulnerable users of the streets in Hoboken. And that's pretty much the same for every city in the country. And so culturally, people

elevate pedestrian safety in Hoboken at the top of the hierarchy. So even if you commute to work by car, at some point you're going to be a pedestrian in Hoboken. So we try to not pit any one mode against each other as much as possible.

SHAPIRO: There are a lot of cities that have implemented Vision Zero programs to reduce traffic fatalities. But in places like Washington, D.C., deaths have actually increased since that goal was announced. What makes Hoboken different?

SHARP: Well, it's hard to speculate what's working well or not working well in other cities. But in Hoboken, an incremental approach over several years that includes more than just engineering, but also education and a focus on changing the culture. The simple improvements like daylighting or leading pedestrian intervals or adding curb extensions, these things are still in place, and they've been having a positive impact. And people have gotten used to seeing these things in town, and they ask for more. So it's continuing to build off its own success. And, you know, frankly, we've been fortunate so far not to have a setback, but that can happen any time, right? We're well aware of that. It's happened in other cities. So we're continuing to push ahead with new initiatives again and again to try to continue to keep that progress in place.

SHAPIRO: That is Ryan Sharp, Hoboken's director of transportation and parking. Thanks a lot.

SHARP: Thank you.

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