

PUBLIC COMMENTS REPORT
WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is 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 (MPO) and updated on Oct. 9, 2025.

This document is a compilation of public comments related to various transportation and air quality initiatives that were submitted from Monday, July 20 through Wednesday, Aug. 19, 2026 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 55 new comments related to bicycling, pedestrians, roadways and transit conditions. You can view these new comments as well as past comments by visiting:

<https://www.arcgis.com/apps/dashboards/4b62c8101dd7476389f3e934455b78dc#>

Air Quality

Facebook –

1. Here is the weekend [#AirQuality](#) forecast for [#DFW](#)

Saturday, August 15: Ozone (yellow)

Sunday, August 16: Ozone (yellow)

Monday, August 17: Ozone (orange)

Sign up for Air Pollution Alerts and learn more at AirNorthTexas.org - NCTCOG Transportation Department



What would we do without you. - Rob Dentremont

Instagram –

1. Cleaner air starts with everyday choices. Taking public transit, carpooling, combining errands and reducing unnecessary trips can all help reduce emissions and improve air quality across North Texas. This month's Topic of the Month highlights simple actions that residents, businesses and communities can take to build a healthier future for everyone. Learn more at the link in our bio and discover how you can make a difference! - NCTCOG Transportation Department (@nctcogtrans)



👏👏👏 – utd_sustainability

LinkedIn –

1. North Texas continues to make progress toward cleaner air through the growth of electric vehicles and charging infrastructure. With more than 168,000 EVs now on the road and 3,300+ public charging ports across the region, it's becoming easier than ever to drive electric. As part of July's Topic of the Month, learn how expanding EV infrastructure is helping improve regional air quality and preparing North Texas for the future of transportation. - NCTCOG Transportation Department



One of the best built EVs out there. Well done. - **Brian Zelis**

Roadways

Facebook –

1. Starting this month, NCTCOG and the City of Fort Worth are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program, the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. Read more at the link below ↓ - NCTCOG Transportation Department



Start at the school zones! - Msilly Ily

Speeding can be significantly reduced by improved road design that encourages drivers to slow down. - **Justin Castleberry**

Tell that to the city of [City of Willow Park, TX](#)! It's the Wild West version of the autobahn out here. 5:30 AM until 5:30 AM the next day! Not a city cop in sight! I think they are scared to get on the highway! 🤠 Thank you Fort Worth PD for attempting to make the roads less crazy! Some of us have teenage drivers out in the world. - **Nicholas Hernandez**

To view more comments on this post, visit:
[\(20+\) Facebook](#)

Instagram –

1. Starting this month, NCTCOG and [@cityoffortworth](#) are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program,

the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. Read more at the link in our bio ([@nctcogtrans](#)) - NCTCOG Transportation Department (@nctcogtrans)



What part of 820/30 is this so I can avoid it?? – **emilio.a.i**

Great use for flock cameras – **renegade_stryker**

Glad they're focusing on the real crimes. – **funkytownlab**

To view more comments on this post, visit:
[Instagram](#)

LinkedIn –

1. Starting this month, the [North Central Texas Council of Governments](#) and [City of Fort Worth](#) are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program, the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. - NCTCOG Transportation Department



Finally.- **Brian Zelis**

Transit

Email –

1. Dan Batte

Hello,

I am seeking updated information on the status of the proposed Texas Central Railway High-Speed Bullet train.

I am a real estate broker and I have land owners who will be impacted by this project should it ever be built. For those who have a need to sell their land the proximity of the railway is an impediment. Buyers are wary to buy even though the project is stalled at the time.

I would like to contact someone who has updated knowledge of the status of this project. The Kleinheinz Group is not responsive so I am hopeful your department can be helpful. I look forward to your response.

Response by NCTCOG Transportation Staff

Good morning, Mr. Batte,

I checked internally with NCTCOG staff but, unfortunately, we do not have additional information about the Dallas-Houston high-speed rail project. We are only aware of information that the Kleinheinz Capital Partners project team has made publicly available through newspaper editorials and recent news coverage.

Letter –

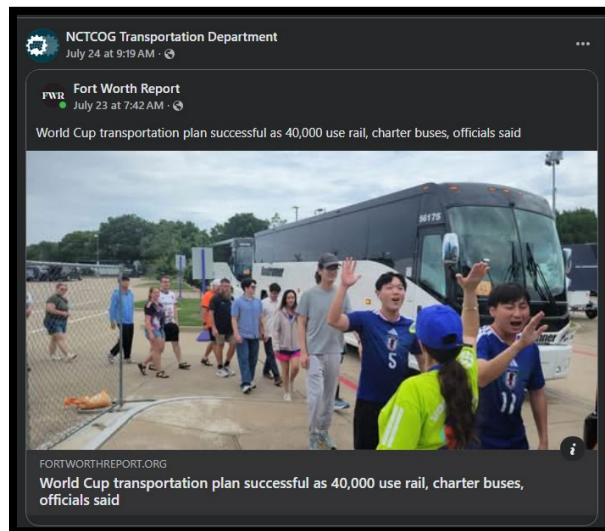
1. Please see Attachment 1 for comments submitted via letter.

2. Please see Attachment 2 for comments submitted via letter.
3. Please see Attachment 3 for comments submitted via letter.
4. Please see Attachment 4 for comments submitted via letter.
4. Please see Attachment 5 for comments submitted via letter.

World Cup

Facebook –

1. NCTCOG Transportation Department



So let's keep it going for Cowboys games, concerts, college games.... – Bryan Perry



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July 20, 2026

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

*Re: Arlington-Commissioned Report Confirms underground Arlington Entertainment District higher-speed rail station will **export tourism dollars away from the City of Dallas** and to the restaurant/bar owners in the Arlington Entertainment District*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this correspondence is to alert you to the High-Speed Economic Impact Analysis Final Report Summary, conducted on behalf of the City of Arlington (the "Arlington-Commissioned Report Summary").

As background, we previously informed you of the economic impact analyses conducted by (1) the Boston Consulting Group ("BCG") and (2) the Perryman Group, which both agreed and concluded that the (since discarded) alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail would cause billions of dollars of damages and significant financial losses each year to the City of Dallas.

We have also notified you of the efforts by the City of Arlington to siphon off tourist and tax dollars from Downtown Dallas to the restaurant, bar and other business owners in the Arlington Entertainment District, including through the construction of an underground higher-speed rail station in the Arlington Entertainment District. We reported this unjust windfall for the City of Arlington (who has steadfastly continued to refuse to join a transit authority) at the direct expense and loss of the City of Dallas.

The Arlington-Commissioned Report Summary expressly admits to (and confirms as we have previously warned) this massive export of spending dollars away from Dallas and to the restaurant/bar and other business owners in the Arlington Entertainment District. More specifically, the Arlington-Commissioned Report Summary concedes that the leading "Impact Area" for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail would be "District specific" and, specifically, the Arlington "entertainment district."

Ken Kirkpatrick
General Counsel
July 20, 2026
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Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment “2(b),” finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center;**
- **contravened and interfered with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**
- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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July 27, 2026

Ken Kirkpatrick
General Counsel
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Arlington, Texas 76011

Re: NCTCOG – not the RTC – is the applicant and project sponsor relating to possible future Dallas to Arlington Entertainment District to Fort Worth higher-speed rail

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

On March 6, 2024, the Federal Transit Administration (the “FTA”) confirmed that it would be the “Federal lead agency” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. *See* March 6, 2024 letter from FTA to NCTCOG (the “Agency Sponsor Determination”). In that Agency Sponsor Determination, the FTA appointed the North Central Council of Governments (the “NCTCOG”) – and *not* the Regional Transportation Council – as the “Project Sponsor” to work with the FTA. *Id.* The Agency Sponsor Determination was further confirmed and memorialized on the FTA’s official government website, including on its Permitting Dashboard.

<https://www.permits.performance.gov/permitting-project/dot-projects/dallas-fort-worth-high-speed-rail-service>.

In contrast, the RTC is nowhere mentioned, referenced or recognized anywhere in either the FTA’s official Agency Sponsor Determination or Permitting Dashboard.

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment “2(b),” finally removed from consideration by Michael Morris and the RTC, would have:

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Ken Kirkpatrick
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August 3, 2026

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

*Re: Expanded Trinity Railway Express – the “backbone of the region” – Transports Dallas
FIFA Fans*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

The Trinity Railway Express (the “TRE”), what Michael Morris admits is the “backbone of the region” for Dallas-Fort Worth rail transportation, was heavily relied upon to get people to and from FIFA World Cup ’26 games at AT&T Stadium. To meet sharply increased demand, additional passenger trains and scheduled trips were added for game days.
<https://www.nbcdfw.com/news/local/world-cup-transportation-north-texas-rail-system/4005101/>.

The *Dallas Morning News* has reported on this FIFA-fueled expansion of the TRE, which had already seen exploding popularity in transporting people between Dallas and Fort Worth.
<https://www.dallasnews.com/world-cup/article/dart-fifa-fans-transit-world-cup-22322250.php>.
We have previously informed you that upgrades to the TRE, which can be done for a tiny fraction of the cost of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions), could result in reduced travel times of 30-35 minutes between Dallas and Fort Worth.

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment “2(b),” finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center;**

Ken Kirkpatrick
General Counsel
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Page 2

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August 10, 2026

Ken Kirkpatrick
General Counsel
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Arlington, Texas 76011

*Re: Expanded Trinity Railway Express – the “backbone of the region” and the “nerve center”
for FIFA World Cup Transportation (Part 2)*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, “Hunt”).

Last week, we advised you of the multiple media reports that the Trinity Railway Express (the “TRE”), what Michael Morris admits is the “backbone of the region” for Dallas-Fort Worth rail transportation, was heavily relied upon to get people to and from FIFA World Cup ’26 games at AT&T Stadium.

This week, we direct your attention to now-released numbers further confirming that the TRE acted as what officials called the “nerve center” for FIFA World Cup fan transportation. <https://www.keranews.org/transportation/2026-07-23/world-cup-transportation-plan-successful-as-40-000-use-rail-charter-buses-officials-said>. The TRE transported 30,000 FIFA fans, with “8,000 riders on its busiest World Cup match day.” *Id.*; see also <https://www.dallasnews.com/news/transportation/article/world-cup-over-north-texas-learned-transit-22343079.php>.

We have (more than once) provided you with comprehensive information showing that upgrades to the TRE, which could garner competitive travel times of 30-35 minutes between Dallas and Fort Worth, can be done for a tiny fraction of the cost of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions).

Ken Kirkpatrick
General Counsel
August 10, 2026
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August 17, 2026

Ken Kirkpatrick
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Arlington, Texas 76011

Re: Houston Investigative Report exposes numerous new educational and residential developments now directly in the path of the proposed Dallas-to-Houston high-speed rail route, concluding the non-viability of the six-year-old environmental impact statement's alignment

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The limited purpose of this correspondence is to courteously inform you of a recently published Houston-based investigative report (the "Houston Investigative Report") concluding that **"the northwest Harris County alignment [regarding possible future Dallas-to-Houston high-speed rail] is dead."** See <https://houstonstrategies.blogspot.com/>. Given that the Houston Investigative Report specifically "wonder[ed] if Morris is aware of the [high-speed rail] alignment becoming nonviable in Houston," I thought you would be particularly interested to review it in detail and provide it to your respective clientele and applicable members in accordance with all attendant fiduciary and other related duties. *Id.*

The Houston Investigative Report notes that since the now-stale environmental impact statement including the proposed route was approved over six (6) years ago in early 2020:

"[m]ultiple subdivisions have been built in the path of the approved alignment, and a new Blinn College campus with a large first building underway has been established directly in the alignment path."

Id. The Houston Investigative Report more generally notes that over the last several years since the EIS was adopted, stretches of the proposed Dallas-to-Houston high-speed rail alignment in the Houston area have been developed and built out over it, blocking its path. *Id.* As reported, this includes the newly planned campus for the academically-touted and remarkably successful Blinn College (a collaborative partner with Texas A&M University) as well as multiple completed

Ken Kirkpatrick
 General Counsel
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neighborhoods now filled with proud parents and their schoolchildren. *Id.* (“the FEIS alignment through the middle of the [Blinn College] property”).

According to the Houston Investigative Report, the fast-growing residential, educational and commercial developments now directly and permanently in the way of the proposed Dallas-to-Houston alignment has apparently resulted in a widespread perceived lack of viability of the now-outdated alignment. As examples, various developers with homesites over the route reportedly do not even disclose the possibility of high-speed rail to potential homebuyers. *Id.* (“a sales representative for Lennar Homes who told [investigator] that around the end of 2025 they stopped requiring homebuyers to sign a disclosure statement about the rail corridor.”) (“A sales manager for Meritage Homes told [investigator] homebuyers are not provided with a disclosure about the project. He told [investigator] internal communications say the rail project is not going to be built, so they don’t need to be concerned about it.”).

The report concludes that, as a result, “[t]here is no way the project can be built on the officially approved alignment” as stated in the EIS. *Id.* (emphasis added). Rather, it finds, “there would need to be a supplemental environmental study to define a new alignment.” *Id.*

Beyond the reported obsolescence of the alignment as contained in the EIS due to the extreme changed circumstances in the Houston area over the last six years, moving north to the Dallas portion of the proposed Dallas-to-Houston high-speed alignment, we have repeatedly and conclusively shown you that there has been no final determination as to the location of a Dallas high-speed rail station – only a preliminary location. *If any supplemental environmental study is ever commenced to attempt to ameliorate the now-stale EIS and its corresponding alignment, multiple options to re-locate the proposed place of the Dallas station for possible future Dallas-to-Houston high-speed rail to a possibly workable location could be considered.*

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

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Ken Kirkpatrick
General Counsel
August 17, 2026
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Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell