

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 Thursday, Aug. 20 through Saturday, Sept. 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 9 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

Instagram –

1. Wildfire smoke from fires in Palo Pinto County may move into the region this afternoon and cause elevated levels of fine particulate matter, or PM2.5. Depending on the movement and intensity of the smoke, air quality could reach the “Unhealthy for Sensitive Groups” category. Conditions may vary by location and can change quickly. People who may be especially sensitive to particle pollution, including children, older adults, and individuals with heart or lung conditions such as asthma, should consider reducing prolonged or strenuous outdoor activity. Take additional breaks, keep necessary medications readily available, and move activities indoors if you experience coughing, shortness of breath, chest tightness, or other symptoms. The general public is less likely to be affected at this air-quality level but should remain aware of changing conditions, particularly where smoke or haze is visible or the smell of smoke is present.

We will continue monitoring conditions and provide updates as information becomes available. - NCTCOG Transportation Department (@nctcogtrans)



#dallas – christiantorresms

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. Did you know kids need at least 60 minutes of physical activity daily? And that physical activity can improve their academic performance? Join us on Walk & Roll to School Day on October 7 and let's get moving! Students can also participate in the Scooter and Helmet Drawing by completing a road safety pledge with a parent or guardian and submitting it through their school by October 16. For details, see the link in our comments below. - NCTCOG Transportation Department



Elementary schoolers do great but it's over by high school. And nobody notices or cares.... - Rob Dentremont

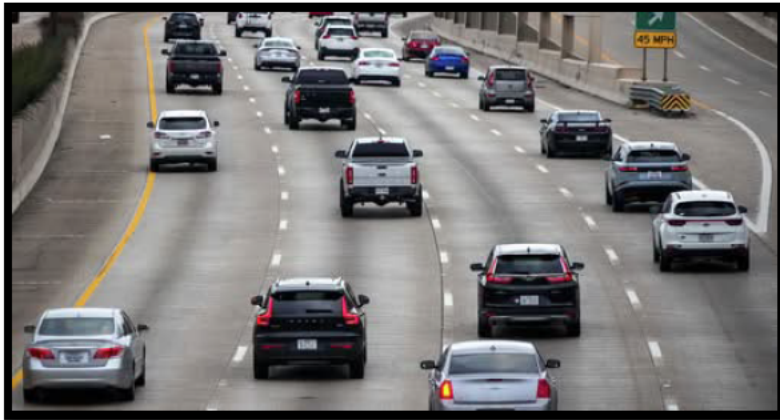
Safety

Facebook –

1. From the [The Dallas Morning News](#): "Fatal wrecks are common in North Texas, with an average of more than one fatal collision a day during the month, according to data from the Texas Department of Transportation. Increasing numbers of collisions can be blamed on multiple factors, including population growth that leads to continued increases in traffic and congestion. "The 16-county region – Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise – recorded 8,283 vehicle crashes in July. Dallas and Tarrant counties accounted for more than half of those."

Read more: <https://www.dallasnews.com/.../dallas-tarrant-fatal...>

For safety tips and other resources from Drive Aware North Texas, see our link in the comments below. [Dallas, Tarrant counties led North Texas fatal crashes in July](#) - NCTCOG Transportation Department



Seems to be a flurry of drivers killing cyclists lately too 🚗 - Stan Hart

This is a public health crisis. Texas needs to slow down highway expansion, add traffic calming measures to street design, and prioritize nondrivers' safety. I don't want to live like this anymore. - Lauren Penn

Transit

Email –

1. Bashir Easter, Melanin Minded Foundation

Dear NCTCOG Transit Team,

My name is Dr. Bashir Easter, and I am writing on behalf of the Melanin Minded Foundation, a 501(c)(3) nonprofit based in the Fort Worth area that operates Navigator Transportation – a dementia-capable, coordinated transportation program for older adults and individuals living with Alzheimer's disease and related dementias (ADRD).

We are exploring an application to the FTA's FY26 Innovative Coordinated Access and Mobility (ICAM) Pilot Program (Opportunity FTA-2026-012-TPM-ICAM), which is capital-only and requires a current Section 5310 direct or designated recipient to submit on behalf of nonprofit subrecipients. We understand NCTCOG is the FTA-designated recipient for Section 5310 funds in the Dallas-Fort Worth-Arlington urbanized area, which includes our Tarrant County service area.

Our proposed project would fund the enhancement of our existing Navigator Transportation App into a formal mobility-management and one-call/one-click coordination tool, connecting riders, caregivers, trained drivers, and referral partners including United Way of Tarrant County and the Area Agency on Aging of Tarrant County. Our approach builds on a 2023 pilot funded by Milwaukee County DHHS that delivered 160 rides to 32 ADRD participants and documented measurable reductions in caregiver strain and social isolation.

Given the Sept. 9, 2026, application deadline, we would greatly appreciate a short call this week to learn whether NCTCOG plans to submit an ICAM application this cycle, and whether there may be an opportunity to include our project as a subrecipient line item. I am happy to share our full project narrative and supporting materials in advance of a call.

Thank you for your time and consideration I look forward to hearing from you.

Response by NCTCOG Transportation Staff

Good afternoon, Dr. Easter.

Thank you for reaching out and introducing us to your organization and your proposed project. NCTCOG is pursuing the ICAM grant; however, with the Sept. 9, 2026, deadline we are unable to include your project as a subrecipient. We would appreciate any information you are willing to share about your organization, as there may be future opportunities to partner.

High-Speed Rail

Letters –

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.

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL

August 24, 2026

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

Re: *Houston Investigative Report (Part 2): Estimated \$537 per rider cost for Dallas-to-Houston high-speed rail – just for debt repayment (and not even including operations and maintenance costs)*

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, I provided for you the recently published Houston-based investigative report (the "Houston Investigative Report") which concluded that **"the northwest Harris County alignment [regarding possible future Dallas-to-Houston high-speed rail] is dead"** and **"[t]here is no way the project can be built on the officially approved alignment"** because **"[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."** See <https://houstonstrategies.blogspot.com/>.

This week, as additional and continuing educational courtesy, I point you to the economic study contained in the Houston Investigative Report, which finds that the estimated annual debt service (principal and interest) relating to possible future Dallas-to-Houston high-speed rail (assuming a \$40 billion cost at 7% interest) would result in a per-rider cost of **\$537.00**. That number does not even include operations or maintenance expenses, which would significantly add to that per-rider estimate.

The report compared that bloated per-rider amount against typical airfares between Dallas and Houston on both United Airlines and Southwest Airlines, which noted ticket prices available as low as **\$82.00** (15% of the projected high-speed rail per rider cost). All other fare comparisons came in under \$250.00, *less than half* the \$537.00 per-rider high-speed rail cost stated in the report.

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

Ken Kirkpatrick
General Counsel
August 24, 2026
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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

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

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F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL

August 31, 2026

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

Re: The Trinity Railway Express, the “backbone of the region” for North Texas transportation, breaks ground on its double-tracking project – speeds will reach 79 miles per hour (making travel times between Dallas and Fort Worth competitive with 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”).

I am pleased to provide for your review the below link to the recent media report that the Trinity Railway Express (the “TRE”), described as the “backbone of the region” for North Texas transportation, has broken ground on its anticipated “double-track project” that Trinity Metro President and CEO has confirmed will increase the speed of Dallas to Fort Worth trips on the TRE to 79 miles per hour. <https://fortworthreport.org/2026/08/14/trinity-railway-express-on-track-for-improvements/>.

Of course, achieving this significantly faster speed will result in the TRE having competitive travel times between Dallas and Fort Worth in comparison to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. This double-tracking will also allow for more frequent trips and a greater number of passengers.

As we have previously pointed out, the budgeted cost to upgrade the TRE to produce a 30-35 minute ride between Dallas and Fort Worth is just a tiny fraction of the projected cost for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions in taxpayer monies).

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General Counsel
August 31, 2026
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akingump.com



ERIC GAMBRELL

September 8, 2026

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

Re: Continuing absence of disclosures regarding any Texas high-speed rail "projects" pursuant to amended Texas Transportation Code

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").

A year ago, I courteously notified you of certain amendments to the Texas Transportation Code, including Section 111.059(b), which became effective and enforceable as of September 1, 2025. Pursuant to that compulsory statute:

...

(b) *An entity that proposes a high-speed rail project* shall submit to the department each year that the project is included in the Texas Rail Plan the following information:

(1) the proposed method of financing of the construction or acquisition of the project, including:

(A) the extent to which funds for financing are currently available; and

(B) for any securities to be issued:

(i) the approximate terms of sale and total fixed charges of the securities;

(ii) whether the securities issued will be underwritten by industries to be served by the proposed line; and

(iii) an explanation of how the fixed charges will be met;

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 General Counsel
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- (2) a recent balance sheet;
- (3) a present value determination of the full costs of the proposal;
- (4) if construction is proposed, the costs for each year of the construction;
- (5) a proposed schedule for completion of the project, including timeline for permitting, funding, and land acquisition;
- (6) ridership projections and methodology;
- (7) the proposed route;
- (8) an organization chart of the entity's management and staff; and
- (9) a disclosure of any current or planned foreign investment in the project.

(c) The department shall make the information submitted under this section available to the public on the department's Internet website.

Tex. Transp. Code § 111.059(b) (effective September 1, 2025) (emphasis added).

I also specifically notified you that the Texas Department of Transportation's ("TxDOT") "Internet website" did not appear to list any disclosure of any of this information pursuant to Section 111.059 relating to any possible future high-speed rail project in Texas.

Today, a year later, I provide this assistive update, confirming that the TxDOT Internet website continues to not list or contain any disclosure of this information, including but not limited in relation to (1) possible future Dallas-to-Houston high-speed rail or (2) possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher speed rail.

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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General Counsel
September 8, 2026
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akingump.com

Akin

ERIC GAMBRELL

September 14, 2026

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

Re: Update on Obsolescence of Trainset Technology Underpinning the Stale EIS regarding possible future Dallas-to-Houston high-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").

We have previously reported to you regarding the multiple and fundamental bases that render the over six (6) year old environmental impact statement regarding possible future Dallas-to-Houston high-speed rail (the "Stale EIS") legally stale, outdated and unusable. This is due to, among multiple other categories, the (a) trainset technology and (b) route alignment assessed in the Stale EIS that are no longer viable.

The purpose of today's correspondence is to further update you regarding the obsolescence of the trainset technology analyzed and approved in the Stale EIS, rendering it a both a legal and practical nugatory and nullity.

More specifically, the Stale EIS states that its very "underpinning" is "based on the Japanese **N700-Series** Tokaido Shinkansen technology." Stale EIS at 3.1-1; *see id.* at ES-6; *id.* at Appendix F ("based upon the specifications and standards of N700-series rolling stock."). No other trainset technology was analyzed or approved by the Stale EIS.

We previously notified you that Shinkansen replaced the now-antiquated and "retired" **N700-Series** trains with a new and different trainset technology, namely, the **N700S Supreme-Series**. Then, as we also made you aware, Shinkansen advanced again, moving to yet another completely different and incompatible mode of technology: "Maglev."

Today, we provide a further update that Shinkansen has now obtained the regulatory "green light" for that advanced Maglev technology.

<https://www.japantimes.co.jp/news/2026/07/07/japan/shizuoka-maglev-line-greenlight/>.

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General Counsel
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The Stale EIS did not study Maglev. If and when any environmental impact statement study is commenced, such a study would be required to undertake a new comprehensive review and assessment of potential locations for a Dallas station. As previously reported, this would require, *inter alia*, “coordinat[ion] with local development planning and stakeholder engagement efforts,” which includes “the City of Dallas, DART, local agencies, project stakeholders, and applicable regulatory bodies.”

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

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