

**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 Friday, March 20 through Sunday, April 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 over 22 new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting:

<https://geospatial.nctcog.org/portal/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Bicycle/Pedestrian/Sustainable Development**

**Facebook –**

1. Sustainable development strengthens connections to regional transit, improving mobility and recreational access. This week, our [#TopicOfTheMonth](#) series spotlights Dallas’ Lake Highlands Multimodal Connectivity Project, which created a trail link between the DART Lake Highlands Station, the nearby town center and the White Rock Creek Trail, connecting residents to transit access and surrounding communities. Read more about Dallas’ Lake Highlands Multimodal Connectivity Project at the link in our comments below! [Lake Highlands Public Improvement District](#) – NCTCOG Transportation Department



We need to educate and support cyclists riding on chosen roads across our city, to ride real vehicles to diverse destinations. When can we see the route to THAT? – Brian Spencer

## **Outreach Event –**

Please see Attachment 1 through 4 for comments submitted via public comment form.

## **Roadways**

### **Email –**

#### **Matthew Dooley, Citizen**

Dear Honorable Mayor and Council Members,

I urge you to strongly oppose any plan that would demolish, repurpose, or encroach upon the Clear Creek Natural Heritage Center for a US 380 highway bypass. This irreplaceable natural asset must be protected.

Clear Creek is widely recognized as the last free ecological preserve in North Texas and the only wilderness preserve left in the Denton area. Spanning over 2,900 acres of rare bottomland hardwood forest, upland prairie, and wetlands, it serves as a critical flood buffer, wildlife corridor, and living classroom. The City of Denton leases the land from the U.S. Army Corps of Engineers and has a responsibility to preserve it.

Hundreds of families visit every month for hiking, bicycling (including dedicated mountain bike trails), and nature watching. Its family-friendly trails offer peaceful access to nature just minutes from town—an increasingly rare benefit in our growing city.

Any bypass route that cuts through or borders the Center would bring irreversible harm: habitat fragmentation, noise, pollution, and lost flood storage. We cannot claim to value sustainability while paving over our last true wilderness preserve.

Smarter alternatives exist: upgrade existing US 380 segments, improve parallel routes, and invest in multimodal transportation that avoids this unique ecological gem.

I respectfully request that you:

1. Formally oppose any alignment impacting Clear Creek.
2. Direct staff to support only routes that fully protect the preserve.
3. Place this issue on a future agenda for public discussion.

Please choose to safeguard what makes Denton special for future generations. I am available to provide more information or speak at a meeting. Thank you for your service.

## **Transit**

### **Facebook –**

1. The Amtrak #HeartlandFlyer takes people between Fort Worth and Oklahoma City every day. NCTCOG Transportation staff had a chance to ride it to experience it firsthand.

[Video](#) – NCTCOG Transportation Department

We saw eagles soaring along a creek, train side. – Ann Bastable

The Heartland Flyer provides economic opportunities for Fort Worth. Keep this line running! – Don Rios

Its an excellent service in dire need of investment. That's a legislature issue though. In particular, we need at least two Daily Flyers each direction, and to shave 30 minutes to an hour of the trip with better track. – Matther Banks

To view more comments on this post, visit:  
<https://www.facebook.com/reel/947527954340138/>.

### **Email –**

#### **Zach Middleton, Citizen**

Here we go again. Same route, different driver. This morning Bus 41100 (on Route 23 going toward Fair Park) pulled into Cityplace Station at 7:54 a.m. There was a man standing in the doorway while the bus was moving and a woman in the seat right behind him with a bag of fast food. Passengers were having to squeeze past the man to try to get out of the rain and board the bus.

Right after the bus turned onto Haskell, the woman got up, reached into the bag and started handing the driver food while the bus was in motion. I even heard her ask him if he wanted more dipping sauce. When other passengers and I departed the bus at Ross, both individuals were still blocking the doorway and continued to do so as the bus took off again, meaning this dangerous behavior was likely taking place for several more miles until he reached the end of the route.

I reported this to DART Police, both on the GoPass app and by phone, and requested the driver immediately be removed from service. This is a continued safety issue DART does not seem to be able to fix (among many, many, many others), not only to DART passengers but any other vehicle or pedestrian in the bus's proximity. A screenshot of my complaint on GoPass and picture of the incident are attached.

This wasn't even the first incident I had to report this morning. When I arrived at Forest Lane Station around 7:20 a.m., both elevators were unusable by passengers because of the homeless encampments in them. That issue, as well as the other lowlifes I have to report to DART multiple times a week, are known by DART. Yet DART refuses to police one of its worst train stations. My next step to address this, since DART won't, is going to be reviewing the City of Dallas' ordinance regarding nuisance properties and contacting my council member to see what steps can be taken in that direction.

All of this is absolutely unacceptable and totally avoidable by DART. I need an immediate response regarding the incident this morning -- and do not tell me, as your public information office did last time, that there was no video on the bus. That's just an admission of another safety failure by DART.

All communications should be sent in writing to this email address.

Please see attachment 5 for photos and letter.

## World Cup 2026

### Facebook –

1. Just announced: The World Cup Transportation Plan. North Texas will host nine matches this summer, more than any other region. Information on how we plan to efficiently move visitors and locals throughout North Texas can be found at the link in our comments below!

[Dallas Area Rapid Transit \(Official DART page\)](#) [Trinity Metro](#) [AT&T Stadium](#) [City of Arlington](#), [TX - City Hall](#) [FWC26Dallas](#) – NCTCOG Transportation Department



Good job. Now go ahead and prime people so in the future you can lay rail lines in those reversible toll lanes so people in Dallas can hop on a metro line downtown and get off right at Collins for events at any of the 3 stadiums. Add a stop at 360 for 6 flags. – Brian Hewitt

Arlington is going to have the vapors seeing a bus in town! – Michael Edwards

Congrats and I wish this luck. But I have my doubts. Went to watch 4 matches in 2023 in NZ & Australia. They were fairly successful getting 75,000 spectators out from the Sydney arena with metro trains that have a 6-car capacity of 1,100 people going multiple ways on the various lines. Unless there are 500 of those driving busses, waiting & traffic will likely be a show. And buses will still have to fight with normal driving stadium traffic unless the city plans on closing down streets to only allow those stadium buses, which I hope they do that. And the TRE trains typically don't have that high of an occupancy. They basically only go East or West, definitely from CentrePoint Station. These matches bring international visitors who will not be driving. They need public transportation. I am glad there will be offerings (as FIFA requirements) but this I fear is not enough – JoAnn Craven Gilbert

To view more comments on this post, visit

<https://www.facebook.com/NCTCOGtrans/posts/pfbid0MhkXJF5pG85ZyvfPjao3xJV5scA5wMAMjeoUZt1e9tfriFe8yPmA3GxJaUYhpJADI>.

**Instagram –**

1. Just announced: The World Cup Transportation Plan. North Texas will host nine matches this summer, more than any other region. Information on how we plan to efficiently move visitors and locals throughout North Texas can be found at the link in our comments below! – NCTCOG Transportation Department  
[Dallas Area Rapid Transit \(Official DART page\)](#) [Trinity Metro](#) [AT&T Stadium](#) [City of Arlington, TX - City Hall](#) [FWC26Dallas](#)



🔥🔥🔥🔥🔥 - canalesfurnituretx

The World Cup really is right around the corner 🙌 – elevatedallas

🙌🙌🙌 – debatablefootballopinions

To view more comments on this post, visit:  
[https://www.instagram.com/p/DWoyeTwlller/?img\\_index=1](https://www.instagram.com/p/DWoyeTwlller/?img_index=1).

**Email –**

**Gabriel Trejo, Citizen**

Will the TRE not provide service to UNION STATION on match days?

**Response by NCTCOG Transportation Staff**

Gabriel,

Thank you for contacting the NCTCOG Transportation Department.

The TRE train will continue providing service to Union Station on match days. For game day riders, the primary station for boarding Trinity Railway Express (TRE) commuter rail in

downtown Dallas will be at Victory Station, as that will be where the bus bridge operates from Dallas.

Please do not hesitate to reach out to us with any additional questions.

### **Outreach Event -**

Please see Attachment 6 for comment submitted via public comment form.

### **Other**

#### **Email -**

#### **Brenda Rozinsky**

Hello,

I am reaching out on behalf of My Possibilities, a North Texas nonprofit providing full day, year-round programming for adults with intellectual and developmental disabilities. Following our recent merger with Ability Connection, we now operate two locations in North Texas, our Plano campus and our Irving campus, and currently serve over 800 individuals weekly across more than 100 zip codes throughout Dallas, Collin, Denton, Rockwall, and Tarrant counties.

We are currently working with your team on the disposition of two CDL required vehicles and appreciate the ongoing support and coordination.

Transportation remains one of the most significant barriers to consistent participation in our programs, particularly for individuals traveling from the northern tier of Collin County, including Frisco, where there is a clear lack of accessible transportation options for this population. This gap directly impacts access to employment training and community-based instruction, both of which are central to preparing individuals for meaningful employment and independent community participation.

Our community-based instruction model connects participants to real world learning environments, including employer sites and community locations, where they build practical skills and workplace readiness. Reliable transportation is essential to expanding these opportunities and ensuring consistent participation.

We are exploring a potential Section 5310 project to expand accessible transportation options, including the acquisition of vehicles and to better support community-based instruction, employment access, and consistent program participation.

We would appreciate guidance on current or upcoming funding opportunities, application timelines, and how best to align a project with regional priorities. We would also welcome the opportunity to connect with your team to discuss project eligibility and next steps.



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Andrew M. Spencer  
 Organization Highland Meadows Neighborhood Association  
 E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City Dallas State TX Zip Code 75238

**Please provide written comments below:**

The Highland Meadows neighborhood is isolated from green spaces in the Lochwood neighborhood and White Rock Lake by busy roads. We need a pedestrian/bike crossing across Northwest Hwy. There is an existing crossing but it is unsafe with no lights so traffic does not stop. A bridge would be amazing but I would settle for lights to stop traffic so pedestrians can cross. The corners of NW Hwy and Plano on one side and Jupiter on the other are unsafe with drivers turning right during walk signals. We need a designated pedestrian bridge/crossing!

To submit comments or questions by mail, fax, or email, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Citlalli Garza  
 Organization Dallas College  
 E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City Grand Prairie State Tx Zip Code 75050

Please provide written comments below:

Hi my name is Citlalli and i wish people would offer more people like me easy public transportation because in grand prairie does not have a bus station that are willing to drive in dallas at all or the via grand prairie transportation is public but the problem is that it's short range and it's multiple people in one car going to different destinations.

To submit comments or questions by mail, fax, or email, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Kathryn Martinez  
 Organization Dallas College  
 E-mail \_\_\_\_\_ Phone 972-251-1234  
 Address \_\_\_\_\_  
 City Dallas State TX Zip Code 75206

**Please provide written comments below:**

Many of our students take public transportation. The routes and times have made it difficult to get to the Webb Chapel location for Culinary, Pastry & Hospitality classes at that location. Some classes the students need & the timing makes getting there difficult.

To submit comments or questions by mail, fax, or email, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

### PUBLIC COMMENT SHEET

Name LaKayla Cooper  
Organization Dallas College  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code 75217

Please provide written comments below:

*Recommendations for  
Youth bike lessons*

To submit comments or questions by mail, fax, or email, please send to:  
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163  
214-749-3278

July 11, 2025

Mr. Zach Middleton  
Via Email:

Dear Mr. Middleton:

This letter is in response to your email dated July 1, 2025, in which you expressed concerns regarding observing an operator watching videos while operating a Dallas Area Rapid Transit (DART) bus. We take reports of this nature extremely seriously, as the safety of our passengers, employees, and the public is our highest priority.

Upon receiving your report, we immediately launched an internal investigation and have since identified the operator involved. We are taking the appropriate disciplinary actions in accordance with DART policies and procedures.

Please know that this behavior does not reflect the standards we expect from our operators. We are reinforcing our expectations with all operators to prevent future incidents and ensure continued safe and professional service for all passengers.

We appreciate you promptly reporting this matter and sincerely apologize for the experience you encountered.

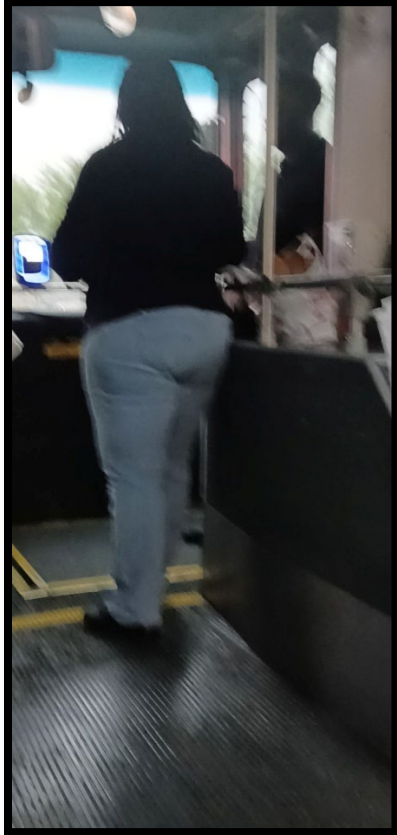
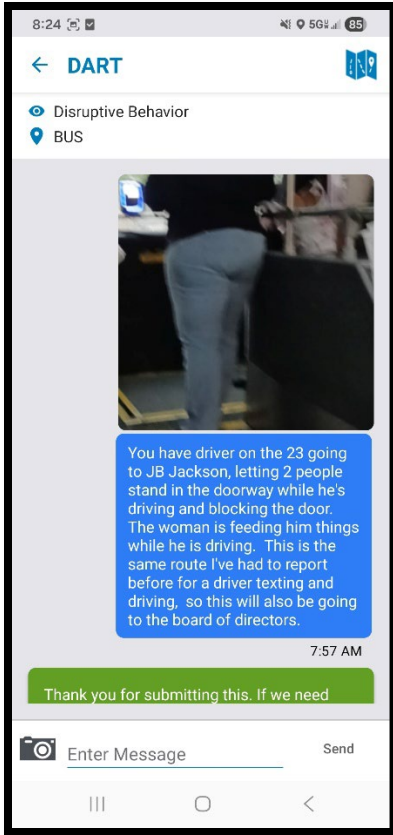
Should you have any additional questions or concerns, please do not hesitate to contact Vicki Biggers, DART Assistant Vice President, Bus Transportation, at 972-482-3299 or via email at [vbiggers@dart.org](mailto:vbiggers@dart.org).

Sincerely,

A handwritten signature in blue ink, appearing to read "Nadine S. Lee", is written over a light blue circular scribble.

Nadine S. Lee  
President & Chief Executive Officer

c: DART Board  
James Joyce, DART, Interim Chief Operations Officer  
Amina Wolf, DART, Vice President of Bus Operations  
Vicki Biggers, DART, Assistant Vice President, Bus Transportation





North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Simrcun KC  
Organization \_\_\_\_\_  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City Arlington State TX Zip Code 76040

**Please provide written comments below:**

Regarding road closure due to fido  
on I live closer to AT&T and was  
worried about the travelling

To submit comments or questions by mail, fax, or email, please send to:  
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>

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

akingump.com



April 6, 2026

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

Re: *“[P]ermanent impact to children’s health and safety” resulting from proposed Dallas-area high-speed rail facility – according to Environmental Impact Statement*

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 letter is to ensure your actual knowledge of the published threat to Texas schoolchildren due to the proposed location for the Trainset Maintenance Facility (the “TMF”) relating to possible future high-speed rail near Dallas-area schools.

The Environmental Impact Statement (the “EIS”) regarding possible future Dallas-to-Houston high-speed rail includes a specific health and safety warning based on the listed proposed location of the TMF near a school in Wilmer, Texas. Quoting the EIS:

**The TMF facility and warehouse north of the school would represent a potential permanent impact to children’s health and safety due to the use of hazardous chemicals for maintenance and operation of the HSR system and the potential for increased roadway traffic from TMF facility operations.**

See <https://railroads.dot.gov/sites/fra.dot.gov/files/2020-05/02%20DHHSR%20FEIS%20Main%20Text%20Set%20of%20.pdf> (emphasis added).

The EIS further expressly cautions that the impact on the health of Dallas schoolchildren due to high-speed rail would begin during construction, even before any actual train operations, and would include the threat of “exposure to toxic fumes.” *Id.* (“during construction indirect impacts to children’s health and safety could include: localized air quality impacts due to the movement and operation of construction vehicles, potential exposure to toxic fumes used during the construction of the Project and increased traffic . . .”).

While the EIS health warning for school children was related to the possible future Dallas-to-Houston high-speed-rail route, these same threats to Dallas-area students would be applicable to alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth.

Ken Kirkpatrick  
General Counsel  
April 6, 2026  
Page 2

**NCTCOG has a binary choice regarding alignment “2(b)”:**

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”  
  
or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

**The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.**

**“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.**

**NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.**

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

akingump.com

**Akin**

April 13, 2026

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

*Re: Morris-led NCTCOG Transportation Department using millions in North Texas public resources to promote Oklahoma City tourism, Oklahoma City economic development, and Oklahoma City businesses*

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").

As we have previously reported to you, at the July 2025 meeting of the Regional Transportation Council (the "RTC"), Michael Morris pushed for the Members of the RTC to spend \$3.5 million (\$3,500,000.00) in NCTCOG Regional Toll Revenue Funds ("RTR Funds") to bail out the Amtrak Heartland Flyer train service between Fort Worth and Oklahoma City. Mr. Morris led his plea for the RTC to dissipate local tax dollars in making this massive gift to Amtrak to subsidize the Heartland Flyer in the face of the State of Texas cutting off all funding for that route, and even though it ranks among the worst in ridership across Amtrak's entire system.

To induce RTC Members to use North Texas tax dollars for the imperiled route, Mr. Morris actually went so far as to argue that the Oklahoma route was critical to a "successful FIFA World Cup" for "families" who "will be visiting multiple U.S. cities in regard to their U.S. experience." As we have previously shown, that is preposterous.

The purpose of this letter is to memorialize the written admissions from the NCTCOG Transportation Department in its "Topic of the Month" column posted to the NCTCOG website. This includes the following remarkably revealing statement and admission:

To help promote ridership, the Transportation Department of the North Central Texas Council of Governments (NCTCOG) will launch a video in February showcasing the ease of traveling this route and highlighting attractions in Oklahoma City. The video will feature the many sides of OKC . . . [including] treasured parks in the center of downtown and a popular music venue in the former home of a Ford Model T assembly plant.

Ken Kirkpatrick  
General Counsel  
April 13, 2026  
Page 2

See [https://www.nctcog.org/getContentAsset/922afdfa-3293-4e5c-a7ca-177525a80bd6/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Feb\\_InterCityRail.pdf?language=en-US](https://www.nctcog.org/getContentAsset/922afdfa-3293-4e5c-a7ca-177525a80bd6/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Feb_InterCityRail.pdf?language=en-US) (emphases added).

As the above NCTCOG-published quote makes irrefragably plain, the NCTCOG Transportation Department (led by Mr. Morris) is using massive NCTCOG resources – North Texas dollars – to promote tourism, not in North Texas, but in *Oklahoma City, Oklahoma*.

Moreover, the above NCTCOG Transportation Department quote makes clear that even it comprehends that the real beneficiary of the \$3.5 million in North Texas cash siphoned *away* from North Texas, are *Oklahoma* businesses.

There is no surprise or wonder at the quoted “celebrating” by top Oklahoma elected officials as a result of this massive gift of North Texas monies to another state, which include an official Oklahoma Senate press release exclaiming that the NCTCOG diversion of Dallas funds will be a “major economic driver” for *Oklahoma* “[t]ourism, [which] is Oklahoma’s third-largest industry.” <https://oksenate.gov/press-releases/senators-mann-coleman-and-greater-oklahoma-city-chamber-applaud-funding-fix-keep>. Even the Greater OKC Chamber has joined in, publicly “applaud[ing] the actions” whereby Oklahoma would obtain a \$3.5 million economic windfall and enrichment from North Texas taxpayer coffers. *Id.*

Neither the purpose, scope nor jurisdiction of the NCTCOG Transportation Department extends to acting as publicist, fundraiser, and/or subsidy for the Oklahoma City Chamber of Commerce.

As a closing note, it does not go unnoticed that the NCTCOG Transportation Department’s recent “Topic of the Month” column regarding the purported benefits of the Heartland Flyer makes absolutely no mention of the FIFA World Cup.

Ken Kirkpatrick  
General Counsel  
April 13, 2026  
Page 3

**NCTCOG has a binary choice regarding alignment “2(b)”:**

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”  
  
or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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Sincerely,

*/s/ Eric Gambrell*

Eric Gambrell

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

akingump.com

**Akin**

April 20, 2026

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

*Re: NCTCOG Transportation Department uses regional taxpayer dollars and NCTCOG government employees to fund production of promotional video for Oklahoma City, Oklahoma tourism*

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 continue to the discussion relating to the \$3.5 million (\$3,500,000.00) subsidy gift of NCTCOG Regional Toll Revenue taxpayer dollars to prop up Amtrak's Heartland Flyer train to Oklahoma City, Oklahoma.

I provide you, in your capacity as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), actual notice that the NCTCOG Transportation Department, ostensibly under the direction and supervision of its Director Michael Morris, appear to have expended North Texas regional taxpayer funds and resources to direct, produce and market a promotional video in an attempt to attract tourists to Oklahoma City, Oklahoma on Amtrak's Heartland Flyer.

As a courtesy, a screenshot and weblink from that NCTCOG-produced video advertisement promoting Oklahoma City businesses, now streaming online, is provided on the following page.

Ken Kirkpatrick  
 General Counsel  
 April 20, 2026  
 Page 2



Transportation Staff Experience the Amtrak Heartland Flyer

NCTCOGtrans  
 563 subscribers

Subscribe

7 7 Share Ask Save ...

<https://www.youtube.com/watch?v=OKbCecr8w9g>

At least two NCTCOG employees, over what appears to be the course of two days, recorded their jaunt to various tourist attractions in and around downtown Oklahoma City, Oklahoma. It appears that a third person (and potentially a third NCTCOG-paid employee), operating the video camera, was also part of this NCTCOG Transportation Department team of public employees creating a NCTCOG Transportation Department advertisement to infuse and inject tourist dollars and tax revenues into Oklahoma City.

The promoted Oklahoma City venues that are specifically highlighted in the video include the Jones Assembly bar and concert stage, the Spark restaurant and Myriad Gardens. In what sounds like any typical tourism bureau television commercial, a representative of one of the spotlighted Oklahoma City area attractions hawks in the video that “the sites in Oklahoma City” “really ha[ve] something to offer for everybody.”

Conversely, and starkly, there is not a single mention of any attraction, venue or site anywhere in the NCTCOG’s 16-county region, the 16-county geographic area that the NCTCOG Transportation Department is actually bound to serve.

Beyond the production expenses and loss of valuable NCTCOG-employee time diverted to prop up tourism for another state, significant travel expenses were assumedly incurred for this overnight adventure outside of Texas, including hotel, dining, gratuities, admission tickets, and other costs.

Ken Kirkpatrick  
 General Counsel  
 April 20, 2026  
 Page 3

*Propping up tourism, the tax base, and consumer spending for the businesses of Oklahoma City, and acting as its de facto chamber of commerce, is outside the jurisdiction, scope, purpose and approved budget of the NCTCOG Transportation Department.*

**NCTCOG has a binary choice regarding alignment “2(b)”:**

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- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

**The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.**

**“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.**

**NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.**

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

akingump.com

**Akin**

April 27, 2026

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

*Re: Update on the City of Arlington's "Transportation Isolationism"*

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").

As we have previously informed you, the City of Arlington is not a member of a regional transportation authority. Instead, it has consistently – for decades – refused to join a regional transportation authority. In my January 3, 2025 correspondence to you, I specifically noted that "NCTCOG has nonetheless overtly but inexplicably sought to reward the City of Arlington for its **transportation isolationism** . . . [including in] propos[ing] that Arlington receive an underground station" in the Arlington Entertainment District to siphon tourist and tax dollars away from the City of Dallas.

As an update, you may be interested in a recent *Dallas Morning News* opinion column, *written by a high-speed rail advocate*, which characterized a city that withdraws from membership in the Dallas Area Rapid Transit (a regional transportation authority) as a "**transit isolationist**." You can conveniently access the column at:

<https://www.dallasnews.com/opinion/commentary/article/leaving-dart-hurt-addison-highland-park-22183740.php>.

It would appear there is little dispute as to the City of Arlington's "transit isolationism," which we reported to you over a year ago.

Ken Kirkpatrick  
General Counsel  
April 27, 2026  
Page 2

**NCTCOG has a binary choice regarding alignment “2(b)”:**

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”  
  
or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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