

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 Wednesday, May 20 through Friday, June 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 bicycles, pedestrians, roadways 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>

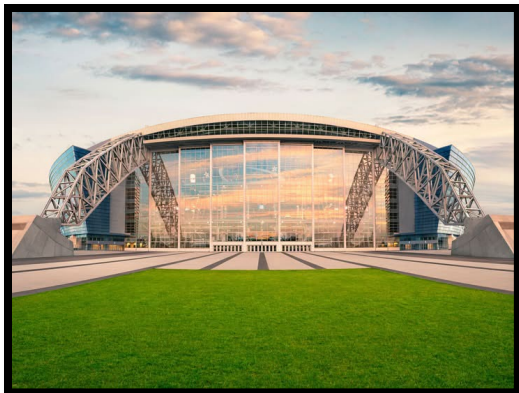
World Cup

Facebook –

1. The countdown is on! In less than two weeks, the FIFA World Cup arrives in North Texas, bringing the world's biggest sporting event right to our doorstep. With Arlington hosting a tournament-high nine matches beginning June 14 and culminating in a semifinal on July 14, fans from around the globe will be flocking to the region to experience the action both on and off the pitch. From restaurants and entertainment to special World Cup events, North Texas is preparing to welcome the world.

Our ongoing Topic of the Month series focuses on how transportation agencies, local governments and regional partners have joined together to prepare for an event unlike anything North Texas has ever hosted. Read more at the link in the comments below. [#FIFAWorldCup](#) [#NorthTexas](#) [#ArlingtonTX](#) [#WorldCup2026](#) [#Transportation](#) [#RegionalPlanning](#) photo credit:

[City of Arlington, TX - City Hall](#) - NCTCOG Transportation Department



\$\$\$\$\$\$\$\$\$\$\$ 🎉 🎉 - Ted Bennett

2. This morning, Trinity Metro joined regional leaders, transportation partners, tourism organizations, and elected officials at Fort Worth Central Station to celebrate our readiness to welcome visitors from around the globe for this summer's matches. The event highlighted the extensive planning, coordination, and collaboration taking place across North Texas to ensure fans can move throughout the region safely, efficiently, and confidently while experiencing everything our communities have to offer.

We were honored to hear from an outstanding lineup of speakers, including:

- Rich Andreski, President & CEO, Trinity Metro
- Anette Landeros, Chief Strategy Officer, Trinity Metro
- Fort Worth Mayor Pro Tem Carlos Flores
- Michael Morris, Director of Transportation, NCTCOG
- Monica Paul, North Texas FWC Organizing Committee
- Mitch Whitten, President & CEO, Visit Fort Worth

Thank you to all of our partners and the entire Trinity Metro team for the hard work and dedication that have gone into preparing for this global event. North Texas is ready. Fort Worth is ready. Trinity Metro is ready. Let's Ride! - Trinity Metro reposted by NCTCOG Transportation Department



Hosting the world in: Hospitality Town! #FWnow - Robert J. Mitchell

#Vision34Corridor... The future has been found in the past. - James Gyurkovic Jr

Please focus on safety and cleanliness during the event! ❤️ - Mike Judd

To view more comments on this post, visit:

<https://www.linkedin.com/feed/update/urn:li:activity:7469786409986572288>

3. North Texas will host the first of nine World Cup matches on June 14. With increased travel expected on match days, now is a great time to start planning how you'll move around the region. Here's a checklist that can help you get ready:

- Plan your commute days ahead of time
- Coordinate with your workplace on match days to adjust your schedule accordingly
- Keep your eye on the expected traffic times during match days
- Combine trips and reduce unnecessary driving during match days
- Drive friendly, many roads users might be from outside our region and unfamiliar with our roadways
- Remember: if you're a regular TRE rider, you may see fuller trains and longer wait times

See the link in the comments below for information and tips to help keep North Texas moving this summer. [Trinity Metro DART \(Dallas Area Rapid Transit\)](#) [City of Arlington](#) [FIFA World Cup 26™ Dallas](#) - NCTCOG Transportation Department



Uncrewed Aerospace is honored to be supporting FIFA World Cup 2026 with aerial drone overwatch operations in Dallas and Houston as part of a larger security and event-support ecosystem. Keeping fans and teams alike safe. - Michael Hill

High-Speed Rail

Email –

Paul Bennett, Resident

Hello, I would like to submit a public written comment for this month's RTC meeting. I have attached the Word document, and I will also copy the text below.

Thank you

Please see attachment 1 for word document.

Letter –

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

Transit

Email –

Jack Anderson, Resident

To Whom It May Concern,

I am a resident of the Azle area and commute regularly to the Alliance corridor. Like many residents in northwest Tarrant County, I am increasingly concerned about the transportation limitations created by the lack of a direct crossing over Eagle Mountain Lake.

Over the past several decades, both the Azle area and the Alliance corridor have experienced significant growth. Thousands of residents now travel between these areas for work, school, healthcare, and commerce. Yet motorists are still required to travel around the lake, adding substantial time, fuel costs, and congestion to daily commutes.

I would like to know whether a bridge or transportation crossing connecting the west side of Eagle Mountain Lake to the east side has ever been formally studied. If no study has been conducted, I would like to request consideration of a feasibility study to evaluate potential routes, projected traffic demand, environmental impacts, and long-term economic benefits.

Specifically, I am interested in understanding:

- Whether previous bridge concepts have been evaluated.
- Current traffic projections between the Azle and Alliance areas.
- The process for initiating a transportation feasibility study.
- Which agencies would be responsible for evaluating and funding such a project.

Northwest Tarrant County continues to grow rapidly, and I believe it is appropriate to begin evaluating long-term transportation solutions that could improve mobility, reduce congestion, and support future development.

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

Response by NCTCOG Transportation Staff

Mr. Anderson,

Bridge crossings over Eagle Mountain Lake have been evaluated in the past, most recently by the City of Fort Worth for their Master Transportation Plan. The City's MTP, adopted in June 2026, can be seen [here](#), complete with a bridge over the lake:

Master Roadway Network Viewer

A feasibility study for a crossing would need to be initiated by or directly coordinated with the City or Tarrant County, so a good contact to start with would be Kelly Porter, Assistant Director of Regional Transportation & Innovation at the City of Fort Worth. Kelly can be reached at Kelly.Porter@fortworthtexas.gov.

Attached you will find current and future traffic projections for the Azle/Alliance area, as requested.

Please see attachment 5 for future traffic projection maps.

To the Regional Transportation Council,

I write to you as an Arlington resident who supports the DFW High-Speed Rail project, and was too young to vote in our last transit election back in 2002. The idea of a new rapid transit system restoring passenger rail service through Arlington after a nearly 60-year absence is very exciting.

I truly hope the conversations between Fort Worth, Arlington and Dallas are productive. However, if we are truly at an impasse over the current route of the DFW High-Speed Rail line, then I implore you to consider a different “plan B” than the one that has been floated.

Please reconsider how we can possibly utilize the SH 180/UP route that was studied in the alternative alignment study. I understand this route was previously deemed inappropriate for both at-grade rail and high-speed rail, but if this alignment could possibly support some kind of elevated light metro line with a high-frequency service, it could undoubtedly provide a seamless cross-platform connection to future high-speed rail stations in Dallas and Fort Worth.

Modern regional metros like the Grand Paris Express or Montreal’s REM use many of the same principles as the DFW HSR proposal: automation, grade separation, public/private partnerships, and transit-oriented development. They often act as a separate layer of transit, connecting different systems without interference to existing transit agencies.

A cross-platform approach with a light metro could also give us the flexibility to add more stations between Dallas and Fort Worth – serving larger populations and creating a more equitable route. It could give us a future platform to scale up with additional regional lines and connections, such as the D2 subway plan.

Personally, I don’t see this as an either-or situation – we need both: a high-speed intercity train, as well as a regional train to act as a “frontage road” to expand its reach. This was true 100 years ago with the T&P and the Interurban lines between Dallas and Fort Worth, and it’s still true today. If we’re unable to start working on the one-seat, high-speed connection today – let’s work on a new regional high-frequency line in the meantime.

Thank you,

Paul Bennett

Arlington resident

LGA2DFW@gmail.com



The Réseau express métropolitain (REM) is a new 67-km, 26-station integrated mass public transit network designed to link downtown Montreal, the South Shore, the West Island, the North Shore and Montreal-Trudeau airport by means of a fully automated, electric light metro system. Offering high-frequency service, the REM will operate 7 days a week, 20 hours a day, and will be connected to the existing Montreal's three metro lines.

Featured image: (REM)

Source: <https://www.renewcanada.net/rem-to-begin-dry-run-of-south-shore-branch-between-gare-centrale-and-brossard-stations/>

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May 26, 2026

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

Re: Michael Morris and the RTC acknowledge removal from consideration and abandonment of the legally barred and impossible alignment "2(b)" (the "eastern 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 purpose of this letter is to memorialize for you, as counsel for the North Central Texas Council of Governments (the "NCTCOG"), the concessions and acknowledgements of the Regional Transportation Council (the "RTC") and Michael Morris, in his capacity as the Transportation Director of the NCTCOG, regarding the removal from consideration of the legally barred and impossible alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

At the November 13, 2025 meeting of the RTC, Michael Morris publicly stated that "[w]e have *not* been working on the eastern alignment [*a/k/a* alignment "2(b)"] in a year because of the position the city [of Dallas] has taken" against that legally precluded route. The RTC Chair specifically noted RTC Member (and Arlington Mayor) Jim Ross's amended "motion to take out the east side [alignment '2(b)']" from further consideration in the long-stalled and procedurally infirm so-called "environmental assessment."

City of Arlington Mayor Ross emphasized that "I have no problem with making that amendment [to remove alignment '2(b)' from further consideration] since Dallas has already done that resolution and made [its position] known." Michael Morris himself characterized Mr. Ross's amended motion as "directing staff to remove [] alignment ['2(b)'] from consideration."

As part of this discussion, the RTC voted to "[r]equest¹ the North Central Texas Council of Governments (NCTCOG) Executive Board[,] and direct the Project Team[,] to proceed with the Federal Railroad Administration-led Corridor Identification and Development Program for Step

¹ A "request" is asking for something, which is distinct from a directive or command. This distinction was conceded during the above-cited November 13, 2025 RTC Meeting.

Ken Kirkpatrick
 General Counsel
 May 26, 2026
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I: Scope of Work development for the Fort Worth to Houston High Speed Rail Corridor” (“the Corridor ID Program”).

On January 22, 2026, the NCTCOG Executive Board approved the RTC’s “request,” subject to the City of Dallas’ Resolutions against “aboveground rail lines through the Downtown . . . areas of Dallas,” such as alignment “2(b).” Michael Morris, again in his capacity as Transportation Director, expressly stated that he was “more than happy to accept” this amendment to the RTC “request” relating to the Corridor ID Program. Morris, for good measure, is quoted as stating that he was “willing to accept everything the City of Dallas has said” regarding its Resolutions against alignment “2(b)” (the “eastern alignment”), even adding that the NCTCOG Executive Board amendment to the RTC’s “request” was “fine.”

The RTC – with the express endorsement of Michael Morris – has removed alignment “2(b)” from consideration in the long-stalled and otherwise legally precluded “environmental assessment.” Michael Morris specifically admitted that any work on the legally barred alignment “2(b)” has been “abandoned” (“we’ve abandoned the eastern alignment”) and that it was completely appropriate and “fine” for the NCTCOG Executive Board to amend the RTC “request” relating to the Corridor ID Program to exclude alignments contrary to the City of Dallas Resolutions, which specifically includes alignment “2(b).” The RTC’s positions, including as memorialized herein, endorsed and supported the NCTCOG Executive Board’s amendment removing alignment “2(b)” from the Corridor ID Program.

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.

Ken Kirkpatrick
General Counsel
May 26, 2026
Page 3

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

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June 8, 2026

Ken Kirkpatrick
General Counsel
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Arlington, Texas 76011

Re: The United States Department of Transportation: “The North Central Texas Council of Governments (NCTCOG) is the MPO of the Dallas-Fort Worth region” (not the RTC)

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 you multiple express admissions by Michael Morris that **the North Central Texas Council of Governments (the “NCTCOG”) – and not the Regional Transportation Council (the “RTC”) – is and constitutes the Metropolitan Planning Organization (the “MPO”)** for the 16-County North Texas region that comprises the NCTCOG.

This week, I make you aware that the United States Department of Transportation likewise affirms on official federal government documents that:

“The North Central Texas Council of Governments (NCTCOG) is the MPO of the Dallas-Fort Worth region”

<https://ops.fhwa.dot.gov/publications/fhwahop13050/s8.htm> (emphasis added).

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**

Ken Kirkpatrick
General Counsel
June 8, 2026
Page 2

•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

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June 1, 2026

Ken Kirkpatrick
General Counsel
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Arlington, Texas 76011

*Re: Michael Morris' decades-long and consistent representations that the NCTCOG – **and not the RTC** – is the Metropolitan Planning Organization*

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 memorialize certain of the express admissions by Michael Morris and certain others, spanning decades and continuing to this day, that **the North Central Texas Council of Governments (the "NCTCOG") – and not the Regional Transportation Council (the "RTC") – is and constitutes the Metropolitan Planning Organization (the "MPO")** for the 16-County North Texas region that comprises the NCTCOG.

As shown in the below screenshot from Michael Morris' own "Director's Corner," which currently appears and can be readily accessed on the Transportation Department's web page, Mr. Morris expressly represents that **the NCTCOG is the "Metropolitan Planning Organization for the Dallas-Fort Worth area."**

Director's Corner

Michael Morris, P.E., Director of Transportation

Michael Morris has been on staff in the Transportation Department of the North Central Texas Council of Governments, the Metropolitan Planning Organization for the Dallas-Fort Worth area, since 1979.



The Metropolitan Planning Organization serves the region by developing transportation plans and programs that address the transportation needs of a rapidly growing metropolitan area. Mr. Morris became the director in 1990. As Director of Transportation, Michael is also responsible for coordinating plans, programs, and projects to improve mobility and reduce vehicle emissions.

Mr. Morris received his master's degree in civil engineering from State University of New York at Buffalo in 1979 and is a registered Professional Engineer in the state of Texas. He has been recognized by many groups during his tenure, including being the recipient of the Ron Kirby Award in 2021. He previously served as the chairman of the Transportation Research Board Executive Committee and a National Associate of the National Academies.

Ken Kirkpatrick
General Counsel
June 1, 2026
Page 2

Beyond that, on March 12, 2026, the RTC was advised by its counsel, as part of an RTC workshop discussing the Metropolitan Planning Organization Roles and Responsibilities and Related Agreements, that the “NCTCOG” is the “MPO, [and] Fiscal Agent.”

Key Provisions

Division of Responsibilities between NCTCOG/RTC Stem from Governor’s Original Designation

NCTCOG – MPO, Fiscal Agent ²⁰

- Integrate and coordinate transportation planning with other comprehensive planning
- Assemble and maintain competent staff to perform all MPO activities
- Provide human resource, fiscal, staff support services for MPO activities
- Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director

RTC – MPO Policy Committee ²¹

- Establish overall transportation policy for the MPO
- Develop and adopts MTP, TIP, UPWP
- Provide policy direction to the MPO Transportation Planning Director

MPO Transportation Planning Director ²²

- Develop and present required planning and programming documents to MPO Policy Committee
- Take policy direction from and be responsible to the MPO Policy Committee
- Oversee and direct all MPO transportation planning work activities

<https://www.nctcog.org/getContentAsset/2a7ef77b-888f-4ee0-8dc0-b38317e63ea2/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/workshoppacket03122026.pdf?language=en-US>

On September 5, 2022, in official written correspondence to the Texas Department of Transportation, a state agency, Michael Morris reportedly represented that: “**The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth metropolitan area . . .**”

In the September 13, 2018 meeting of the RTC, the RTC was advised by its counsel regarding the MPO Planning Agreement, with the specific presentation discussing the “**Responsibilities of NCTCOG as the MPO.**”

MPO PLANNING AGREEMENT

MAJOR PROVISIONS

Responsibilities of NCTCOG as the MPO:

- Use funds in accordance with State and federal regulations and requirements to develop and maintain a comprehensive regional transportation planning program
- Assemble and maintain staff capable of performing all of the MPO activities required by law
- Collect and forecast socio-economic, roadway, and travel data
- Prepare all required plans, programs, reports, and obtain required certifications
- Exercise sole responsibility to hire, supervise, evaluate and terminate the MPO Planning Director

<https://www.nctcog.org/getContentAsset/be14486a-80a0-4593-9c23-0bd0e12bf29f/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/sep-presentations.pdf>

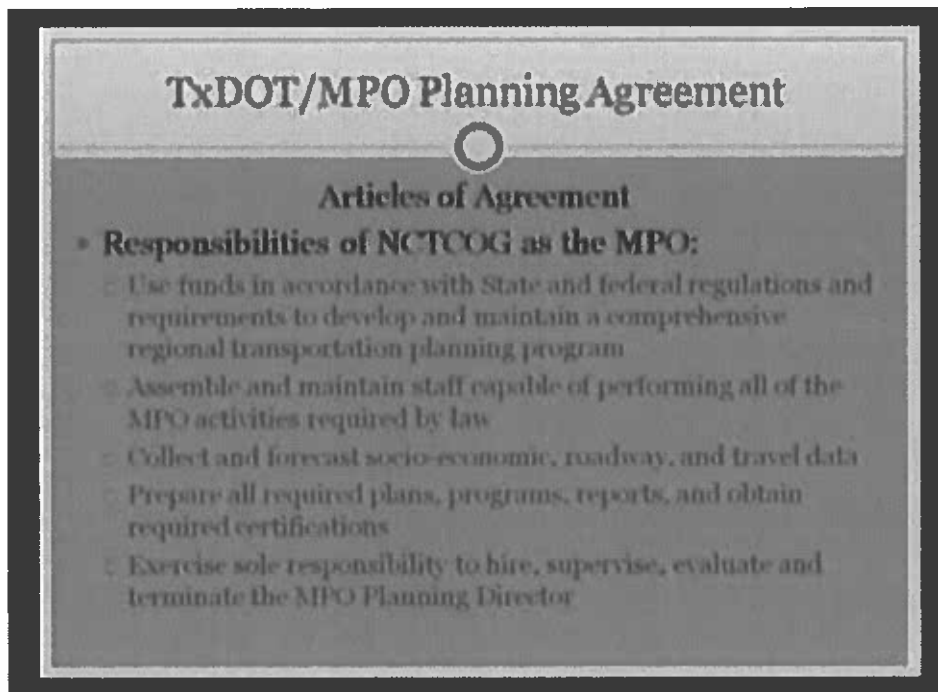
Ken Kirkpatrick
 General Counsel
 June 1, 2026
 Page 3

On September 28, 2018, Michael Morris executed the current MPO Agreement as shown in the screenshot below. Above Michael Morris' signature is an express acknowledgement clearly indicating that that "THIS AGREEMENT IS EXECUTED by . . . the North Central Texas Council of Governments as the MPO . . ."

THIS AGREEMENT IS EXECUTED by the Department, the North Central Texas Council of Governments as the MPO and Fiscal Agent and the Regional Transportation Council as the MPO Policy Committee in triplicate.	
REGIONAL TRANSPORTATION COUNCIL	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
<u>Michael Morris</u> Signature	<u>Mike Eastland</u> Signature
<u>Michael Morris P.E.</u> Director of Transportation	<u>Mike Eastland</u> Executive Director
<u>9/28/18</u> Date	<u>9/28/18</u> Date
TPP & MPO Agreement	Page 16 of 17
Revised 9/28/18	

On August 9, 2012, as shown in the slide on the next page, Dan Kessler, under the supervision of Michael Morris, advised the RTC regarding a proposed amendment to the MPO Agreement, and reiterated that the NCTCOG – and not the RTC – is the MPO. Mr. Kessler went even further to confirm that NCTCOG had the "[r]esponsibilit[y]" "as the MPO" to "[e]xercise sole responsibility to hire, supervise, evaluate and terminate the MPO Planning Director."

Ken Kirkpatrick
General Counsel
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<https://nctcog.new.swagit.com/videos/259389#6>

In the face of these repeated and unequivocal admissions spanning well over a decade, at the May 14, 2026 RTC meeting, Mr. Morris completely reversed to allege: “I think in 2014 it was pretty clear” that the term in the MPO Agreement agreeing that the NCTCOG (and not the RTC) is the MPO, was supposedly “out of compliance” with federal law.

*Of course, Mr. Morris did not explain why, if he actually thought for at least the last decade that the MPO Agreement was contrary to allegedly binding federal law, he continued to himself (1) sign multiple amendments to the MPO Agreement and (2) repeatedly represent to the RTC and the public (continuing today on his own “Director’s Corner” web page) that **the NCTCOG is the MPO.***

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;**
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General Counsel
June 1, 2026
Page 5

•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

TRAFFIC VOLUMES (2050)

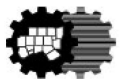
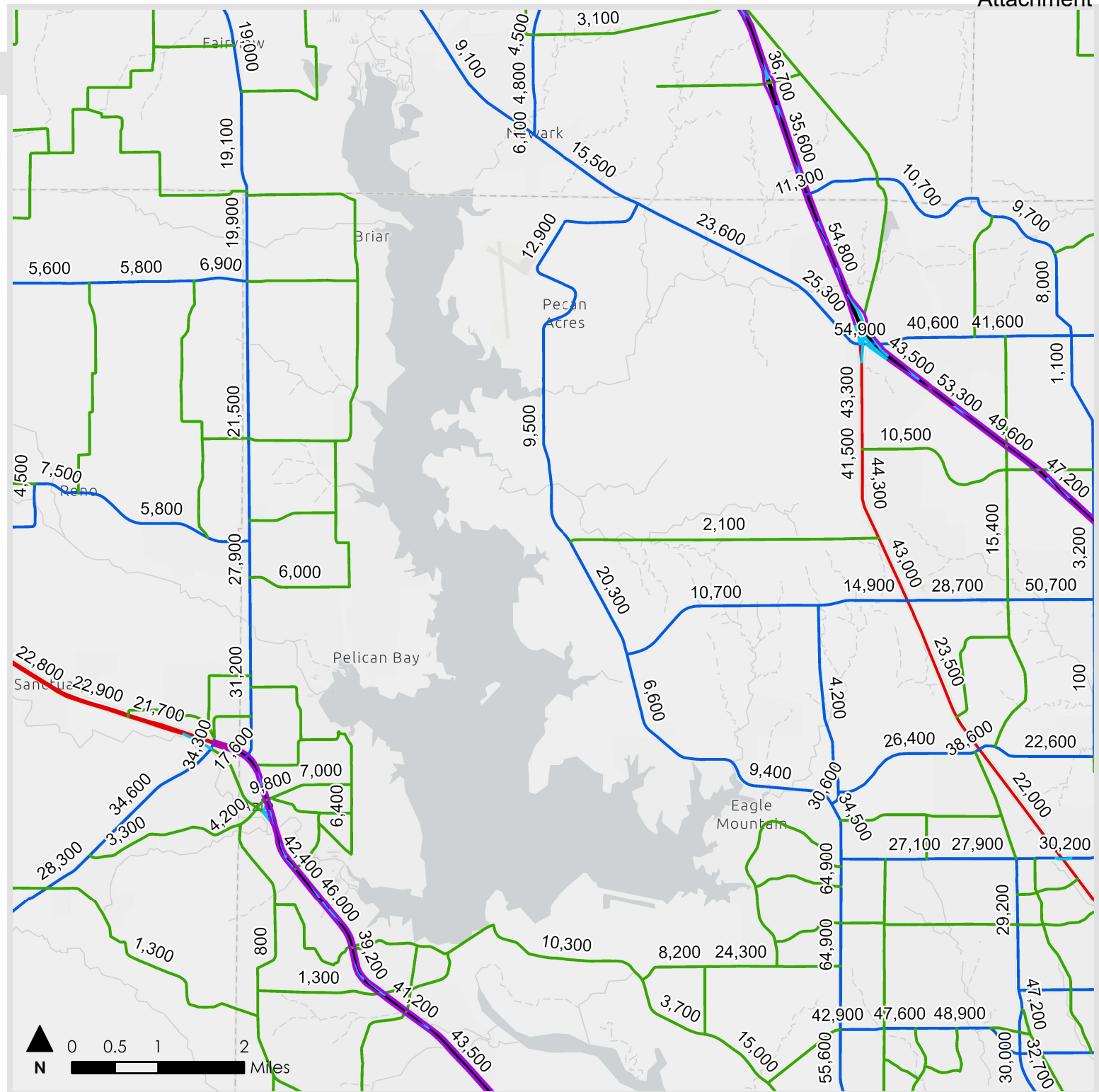
Eagle Mountain Lake Area

Roadways in the Eagle Mountain Lake area with 2050 forecasted traffic volumes.

Legend

Functional Classification

- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Ramp
- Frontage Road
- Managed Lane



North Central Texas
Council of Governments



TRAFFIC VOLUMES (2026)

Eagle Mountain Lake Area

Roadways in the Eagle Mountain Lake area with 2026 traffic volumes.

Legend

Functional Classification

- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Ramp
- Frontage Road
- Managed Lane

