

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, April 20 through Tuesday, May 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 16 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/Crowdsourcerer/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

World Cup

Facebook –

1. We're getting ready to welcome visitors to our region for the World Cup! Several roads will be closed near the stadium, downtown Dallas, and Fair Park for the Fan Festival. Help keep North Texas moving by planning ahead. Find road closure information on our website. See the link below for information. [City of Arlington, TX - City Hall FWC26Dallas AT&T Stadium](#) - NCTCOG Transportation Department



Will buses be running early enough to be on time for a volunteer shift that starts 5 hours before kickoff? I want to utilize the TRE Centerport bus option. - **Lauren Hufham**

Response by NCTCOG Transportation Staff

Game day shuttles from the TRE Centerport Station are scheduled to operate 5 hours before kick-off and 3 hours after the game. Please reach out to the Host Committee Volunteer Team who is coordinating transportation with scheduled volunteers.

Please update this post with dates. - **Sarah Tomes**

Response by NCTCOG Transportation Staff

Sarah Tomes, You can find all match dates and more travel information here: nctcog.org/gameplan

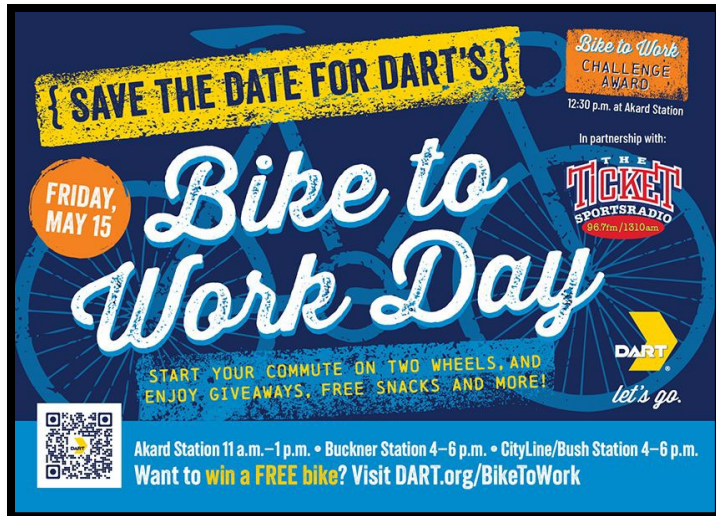
I know there might not be much flexibility on your end for this, but is it possible to create alternate versions that aren't Neon Green? It causes a lot of issues with readability. I'm a young person with perfect vision and I even have trouble with these colors you are using. - **Harley Jennette**

To view more comments on this post, visit:
<https://www.facebook.com/NCTCOGtrans/posts/pfbid0wUZejfw2AQzTFn8vTidWECzZpE9ma9Fc3eAfa9hGAVZL5WuqJqCF9AGQQukGLqTKI>.

Bicycle/Pedestrian/Sustainable Development

LinkedIn –

1. Bike to Work Day is next Friday! Take the DART (Dallas Area Rapid Transit) Bike to Work Challenge and you could win a custom bike! 🚲 You'll also make a positive impact on your health and the environment by combining your bicycle and DART on your commute to work. See details at the link in the comments below. #BikeMonth #BikeToWork – NCTCOG Transportation Department



Are NCTCOG transportation staff biking to work?! 🚲 - Susan Alvarez, PE, CFM

Safety

LinkedIn –

1. April 20–24 is National Work Zone Awareness Week! Roadside crews work just feet away from fast-moving traffic to improve our roads and keep us safe. Here's how you can help everyone stay safe in work zones: – Slow down and follow posted signs – Put your phone away – Don't tailgate Protect crew members by driving responsibly in work zones. #BeSafeDriveSmart #DriveLikeATexan – Texas Department of Transportation reposted by NCTCOG Transportation Department



If you need any off-duty officer to enhance your work zone safety. Please don't hesitate to reach out! Let's keep our workers safe! "Legis Elite Services" - Ruben Sanchez

Transit

Letters –

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

Roadways

Email –

James Gyurkovic, Director, Smart City Mobility TX

Dear NCTCOG Staff,

I am writing to formally propose a scope change (again) for the TX 180 reconstruction of Lancaster Blvd between I-35W and I-820 (CSJ 0008-05-029 and CSJ 0008-06-052) as part of the MPO process.

The Vision 34 Corridor is a regionally significant project and a comprehensive economic development strategy. Since 2000, Transit-Oriented Development (TOD) policies have generated \$20 billion in private development near DART and Trinity Metro stations. Our vision aligns with the Eastside transportation plan approved by the Fort Worth City Council in August 2025 and is a trimodal managed technology corridor between Dallas and Fort Worth. This plan incorporates ground-level Connected and Autonomous Vehicle (CAV) technology, an elevated high-capacity railway utilizing Stadler FLIRT 3 technology, and a green linear trail network reactivating the historic Bankhead Highway and Interurban right-of-way.

The current Transportation Improvement Program (TIP) defines this as a road maintenance project. This classification misses a critical opportunity to research the technology advancement and deployment for ground-level CAVs outlined in the NCTCOG's Transit 2.0 report. We aim to advance this study with the NCTCOG alongside our research partners at the University of Texas at Arlington (UTA), TTI, and True North Technologies.

This corridor reconnects Dallas and Fort Worth via the Arlington Entertainment District and the UTA campus. It links major assets, including DFW International Airport, the Texas A&M Innovation District, and the \$10 billion KBH downtown Dallas redevelopment. By deploying autonomous technologies along this historic commercial corridor, we anticipate \$30 billion in redevelopment over the next 20 years.

Furthermore, this corridor was designated as the regional intercity commuter rail link in Mobility 2020 and 2025 and reached 5% design completion as "Route 31" in the 2021 High-Speed Transportation CES study. Addressing this infrastructure is also a matter of public health; NCTCOG studies indicate the 76104-zip code has the lowest life expectancy in the state, and it is currently the subject of a \$225,000 grant to improve transportation for the East Fort Worth community.

We request to modify the TIP scope to include autonomous technologies as an enhancement to the Project. This is not a new project or a new corridor . It has been here since July 19, 1876, and founded the metroplex.

3 major transportation systems are represented in this corridor and V34 is the natural evolution of these.

Please add this to the public comments section for the RTC staff.

We cannot understate the importance of the reactivation of this corridor to the metroplex and it's development in the next 20 years.

Vision 34 Corridor

The FUTURE has been found in the past.

Response by NCTCOG Transportation Staff

Mr. Gyurkovic:

We received your request and your comments were included in our public comments listing that is available online and in the RTC packet. The current TIP scope for this project (Reconstruct roadway 6 to 6 lanes with pedestrian improvements, new signals, and turn lanes) matches prior planning studies and public involvement performed on the E. Lancaster corridor. As discussed in the recent meeting between your team and NCTCOG staff (on February 20, 2026), if your firm/agency wishes to implement an advanced technology within the Dallas-Fort Worth region, please submit that technology for review through the CERTT Program (see details online: CERTT Program). If the technology is certified through the CERTT Program, our agency will coordinate with local partners to see if an application exists for that technology in the region.

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May 4, 2026

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

Re: "Brutal" 60 Minutes episode regarding failed "state of high-speed rail in the U.S."

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 provide you, as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), actual notice of the recent episode of CBS News' "60 Minutes," which has been described as showcasing a "brutal" assessment of the "[t]he state of high-speed rail in the U.S." The link to the episode for your personal viewing can be conveniently found at: https://www.youtube.com/watch?v=9Hm0_bOB4Y.

The nationally televised episode remarked that "high-speed rail remains a mirage, a ghost train." It was noted that it makes no private commercial economic sense given that the "stratospheric cost of building and running a [high-speed] rail line vastly outstrip[s] revenues."

60 Minutes used the California high-speed rail project as an example of this failed transportation mode in the United States, including references to it as "so off the rails," a "nightmare," and a "quintessential example of government waste and mismanagement." It was noted that the current estimate to build it is \$126 billion (\$126,000,000,000.00) – four times the \$33 billion (\$33,000,000,000.00) that was represented to taxpayers.

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

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May 11, 2026

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

Re: Oklahoma Legislature moving to cut funding to Amtrak for Heartland Flyer

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 inform you of recent media reports that *the Oklahoma Legislature is moving to cut funding for the Heartland Flyer*.
<https://www.kosu.org/oklahoma-cuts-heartland-flyer-funding>.

As we have previously reported to you, the Texas Legislature already determined to completely defund the Heartland Flyer.

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Ken Kirkpatrick
General Counsel
May 11, 2026
Page 2

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May 18, 2026

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

Re: Media outlets report discontinuation of Heartland Flyer Oklahoma City service notwithstanding wasted \$3.5 million RTC subsidy using North Texas regional taxpayer subsidies

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 provide notice – including convenient weblinks – of examples of recent media articles reporting that the Heartland Flyer Amtrak route to Oklahoma City will be discontinued.

"Amtrak will discontinue Texas-Oklahoma route this summer"

<https://www.keranews.org/transportation/2026-05-01/discontinuation-heartland-flyer-rail-service-announced-txdot>.

"TXDOT to discontinue Heartland Flyer route"

<https://www.wfaa.com/article/news/community/transportation/heartland-flyer-discontinued-funding-amtrak-route-fort-worth-oklahoma-city/287-04ce7eec-d423-470f-9a3f-c4d98b4394af>.

These and prior reports of defunding by *both* the State of Texas and the State of Oklahoma shine even more bright lights on the ill-conceived and monumental waste of \$3.5 million in North Texas regional subsidies (*as advocated by Michael Morris*) in a failed attempt to prop up one of the least used routes on the Amtrak system.

That the NCTCOG Transportation Department, with Mr. Morris at the wheel, exacerbated this gross waste by using public resources meant for the 16-county North Texas region to promote Oklahoma City tourism and business (as we previously uncovered), only magnifies this unfortunate diversion of massive North Texas taxpayer funds.

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Eric Gambrell