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 Sunday, Sept. 20 through Monday, Oct. 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 37 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.

Alternative Fuels and Energy

LinkedIn –

1. We're still buzzing with excitement from the Dallas-Fort Worth National Drive Electric Month (DFW NDEM), which was held on September 12, 2026, at Electric Avenue. ⚡ This year, the past intersected with the future for the 2026 DFW NDEM event, with attendees being able to view classic cars at the main Arts and Auto show, and electric cars on Electric Avenue! This year, we welcomed over 1,400 visitors to Electric Avenue, who were able to:
- Check out various electric vehicle (EV) models,
- Connect with EV owners,
- Learn about EVs, charging, and sustainability from our 12 exhibitors,
- Take a ride in a Tesla Model Y,
- Learn about the benefits of driving electric!

Check the comments below for the attendee survey, event webpage, and ways to stay connected! A special thank you to our collaborators, exhibitors, and sponsors: Bill Utter Ford; City of Denton; Downtown Denton Foundation; EV Tech, Inc; Geovitics; Hexagon Purus; Hino Trucks; Honda of Denton; Industrial Power Truck & Equipment; Lone Star Rivian Club; North Texas Clean Energy Group (NTxCEG); North Texas Electric Auto Association (NTEAA); Tesla; and Texas Best Solar
- **Reposted by NCTCOG Transportation Department**



Thanks for having us! We enjoyed being part of Electric Avenue and the opportunity to showcase the latest in electric commercial truck technology. - **Industrial Power Truck & Equipment**

2. This year's National Drive Electric Month is a wrap! We had a great time celebrating in DFW at the Electric Avenue event at the Denton Arts and Auto Festival. We're so thankful to everyone who participated. If you missed it this year or just can't wait, be sure to check our website at the link below to learn more and follow us on social media to learn about future events. - **NCTCOG Transportation Department**



Count me in next year! - **Pamela B.**

<u>Bicycle/Pedestrian/Sustainable Development</u>

<u>Facebook –</u>

1. There are many great reasons to walk to school! Join us on Walk & Roll to School Day on October 7 and let's get moving! For details, see the link below. #WalkToSchoolDay #WalkAndRollToSchoolDay #SafeRoutesToSchool - **NCTCOG Transportation Department**



Why is it just for one day if it's so great? And why target the youngest of the young, why not promote walking and biking to high schoolers? And how about yourselves, NCTCOG Transportation Department, why not showcase sometime how you all lead by example? - **Rob Dentremont**

2. Walk & Roll to School Day is a great opportunity to fuel positive change, like fostering safer and more walkable routes to school. Join us this Wednesday, October 7, and make an impact on your community! Find out more at the link below! - **NCTCOG Transportation Department**

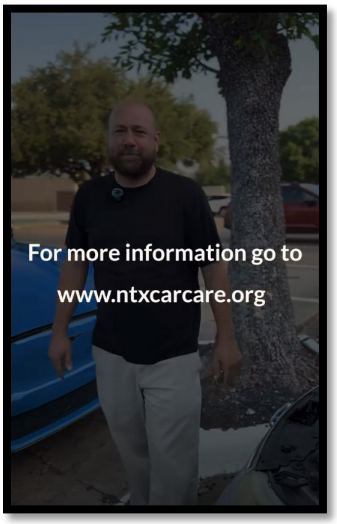


Wow. At high schools too, or just for elementary school children. Until they can drive just like all the grown-ups. How about Walk, Bike, Roll, DART or even Carpool to work, NCTCOG Transportation Department? Lead by example rather than by "Do As I Say, Not As I Do." - **Rob Dentremont**

Safety

Facebook –

1. October is car care month! This month we'll be sharing common myths, best practices, and preventive maintenance for taking care of your vehicle and making the roads safer for everyone. Learn more at the link below. - **NCTCOG Transportation Department**



It's also Week Without Driving Month. - **Rob Dentremont**

Transit

Facebook –

1. October's Topic of the Month takes you on a tour of the region via passenger rail. Throughout the month, we'll dive into the history of regional rail, how it has changed the way North Texans travel and why it continues to play a role in moving North Texas into the future. For more information, see the link in our comments below! - **NCTCOG Transportation Department**



Hey, that's us! 👋 - **Denton County Transportation Authority (DCTA)**

2. Skip the traffic and let regional rail do the driving! Hop on TEXRail or DART's Silver or Orange Lines if you need to catch a flight out of DFW Airport. Need to get around Denton? Climb aboard the A-train. And the Trinity Railway Express will shuttle you from downtown Fort Worth to downtown Dallas, and back again. North Texas' interconnected rail network makes getting around

North Texas simpler than ever. Read October's #TopicOfTheMonth to learn about how regional transit agencies are working together to keep our fast-growing region moving at the link below! - **NCTCOG Transportation Department**



Love DART. Why do people choose to waste hours of their lives in cars? **- Nancy Corley**

How much is fee from Plano to DFW? **- Jm Contreras**

I'm in Cedar Hill. Where & how to connect without a car or money. **- Fan Medina**

To view more comments on this post, visit: (20+) Facebook

Instagram –

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Yes. Please complete the extension of the Denton A Train to Downtown Carrollton as quickly as is practical! - **matthew.banks.3762**

LinkedIn –

1. October's Topic of the Month takes you on a tour of the region via passenger rail. Throughout the month, we'll dive into the history of regional rail, how it has changed the way North Texans travel and why it continues to play a role in moving North Texas into the future. For more information, see the link in our comments below! - **NCTCOG Transportation Department**



I don't think it's just me but I've always loved trains…I love that being able to ride very often. Daily might be overkill but that's what we are doing now. - **David del Barrio**

Email –

1. Audrey Sendejo, BEI Advanced & RID NIC

To the Members of the Regional Transportation Council:

I am writing to formally propose that the North Central Texas Council of Governments (NCTCOG), in partnership with the Denton County Transportation Authority (DCTA) and Trinity Metro, evaluate the feasibility of a new passenger rail corridor connecting the City of Denton directly to Fort Worth along the Interstate 35W (I-35W) corridor for consideration in future iterations of the region's Mobility Plan.

As the North Central Texas region continues to experience significant population and economic growth, transportation needs between Denton and Tarrant Counties continue to increase. Currently, traveling between these two major population and employment centers by public transportation can require limited commuter service, multiple agencies, and multiple transfers. A direct passenger rail connection could significantly improve regional mobility and provide a more efficient transit option between Denton County and Fort Worth.

This need is particularly significant for the University of North Texas (UNT), one of the largest universities in the Dallas-Fort Worth region. UNT currently serves more than 42,000 students, and thousands of students commute to campus rather than live in university-owned housing.

UNT's transportation system sold more than 19,000 parking permits for the 2024–25 academic year, illustrating the significant transportation demand generated by the university community.

Improving Transportation Options for Students and Expanding Educational Access

As the American Sign Language (ASL) Interpreting Studies Coordinator at UNT, I see firsthand how transportation affects students' ability to participate in educational and professional opportunities outside of Denton.

Tarrant County College's (TCC) Trinity River Campus in Fort Worth also offers interpreter education and training, creating opportunities for ASL and interpreting students from both institutions to participate in events, collaborate, and learn from one another. These opportunities can also connect students with members of the Deaf community, interpreters, and other professionals working in the field.

Many UNT students do not have access to a personal vehicle, which can make traveling from Denton to Fort Worth difficult or, in some cases, impractical. A direct passenger rail connection would give students greater access to educational events, professional development, community activities, and experiences that can help them build their skills and professional networks. This would be particularly valuable for students preparing to enter interpreting and other professions where meaningful interaction with the Deaf community and working professionals is an important part of their education.

Improved rail connectivity would also give students another transportation option for traveling to Fort Worth's Stockyards, downtown entertainment district, and other destinations, particularly during evenings and weekends. Providing a reliable alternative to driving could reduce the need for students to make these longer trips by personal vehicle and provide a safer transportation option for students.

I ask that NCTCOG, DCTA, and Trinity Metro consider conducting a formal feasibility study for this corridor based on the following strategic opportunities:

Congestion Relief on I-35W

The I-35W corridor experiences significant recurring congestion. A reliable passenger rail alternative could provide residents with another option for regional travel and potentially reduce the number of single-occupancy vehicle trips on the corridor.

Connecting Major Educational and Economic Centers

A direct connection would link downtown Denton and its major universities, including the UNT and TWU with major employment and activity centers in Tarrant County, including AllianceTexas, Texas Motor Speedway, and downtown Fort Worth. Improved transit connectivity could expand workforce, educational, and economic opportunities throughout the region.

Supporting Student Mobility and Workforce Development

UNT's large commuter population creates significant daily transportation demand in and around Denton. A direct Denton–Fort Worth rail connection would expand transportation options for

students traveling between Denton and Tarrant County for education, employment, professional development, community engagement, and other activities. It could also make it easier for students to access internships, employment opportunities, and professional networks throughout the region without requiring every student to own a vehicle.

Exploring Existing Transportation Corridors

To help control land acquisition costs and minimize environmental impacts, a feasibility study could evaluate the potential use of existing freight rail rights-of-way that parallel portions of the I-35W corridor, as well as other existing transportation infrastructure and available right-of-way.

Connecting Existing Regional Transit Networks

A direct Denton–Fort Worth connection could help bridge the current gap between the DCTA A-train system and Trinity Metro's regional rail services, including TEXRail and the Trinity Railway Express. The project could also be evaluated in the context of the region's broader effort to create a more connected and integrated public transportation network.

I recognize that a project of this scale would require substantial analysis, including ridership projections, engineering and right-of-way studies, environmental review, capital and operating costs, and coordination among multiple transportation agencies. For that reason, I believe a formal feasibility study is an appropriate first step.

I respectfully request that the proposed Denton–Fort Worth passenger rail corridor be considered for future regional transportation planning and feasibility study. I would welcome the opportunity to participate in future public comment periods and discussions regarding the transportation needs of the Denton–Fort Worth corridor.

Thank you for your time, dedication to regional infrastructure, and consideration of this proposal.
Best regards,

Response by NCTCOG Transportation Department Staff

Dear Ms. Sendejo,

Thank you for taking the time to provide your comments regarding transit between Denton and Fort Worth. We appreciate your thoughtful discussion of the mobility challenges faced by students, workers, and other travelers along the I-35W corridor.

NCTCOG recognizes the importance of improving access to educational institutions, employment centers, and community destinations throughout the region. As North Central Texas continues to grow, expanding multimodal transportation options remains a key regional planning objective.

Your comments regarding student mobility are particularly relevant to work NCTCOG has conducted through the Intermodal Transportation Hubs for Colleges and Universities Study, which included a mobility hub strategy developed specifically for the University of North Texas in Denton. The study examined transportation needs and travel patterns associated with college and university campuses and identified opportunities to improve

connections between transit services, bicycle and pedestrian networks, shared mobility services, campus circulation systems, and regional transportation networks.

The study recognized that many students, faculty, staff, and visitors rely on a combination of transportation modes, and that improving first- and last-mile connections can expand access to educational, employment, and recreational opportunities. The study's vision for mobility hubs is to create centralized locations where travelers can conveniently connect between transportation options, access travel information, and safely reach destinations both on and off campus. These mobility hub concepts are intended to strengthen regional connectivity and improve access for campus communities while supporting broader multimodal transportation goals.

With respect to the concept of a passenger rail connection between Denton and Fort Worth, the idea addresses a corridor that continues to experience growth in both population and travel demand. Improved connections between the two cities could provide additional mobility options for residents, students, and workers while supporting access to major employment and activity centers, including but not limited to the University of North Texas, Texas Woman's University, Alliance Texas, Texas Motor Speedway, and downtown Fort Worth. The presence of existing rail corridors between the two cities is one reason the concept continues to generate interest among members of the public and transportation stakeholders, as those corridors could potentially provide opportunities for future evaluation of passenger service alternatives.

NCTCOG has previously examined transportation options in this corridor, and while the concept demonstrated potential regional interest, no passenger rail project connecting Denton and Fort Worth is currently included in the region's adopted Metropolitan Transportation Plan (MTP). Earlier versions of the MTP included a rail concept in the corridor, although the concept was primarily intended to serve travel associated with Texas Motor Speedway events. NCTCOG also conducted preliminary evaluations of potential alignments and found a modest level of interest in passenger rail service between Denton and Fort Worth.

However, there are several challenges associated with implementing a new passenger rail service. New rail projects require substantial capital investment as well as extensive planning, environmental review, engineering, design, right-of-way acquisition, and construction. In addition, potential rail corridors between Denton and Fort Worth, including existing Union Pacific (UP) and BNSF Railway corridors, are currently used for freight operations, creating operational and right-of-way considerations that would need to be addressed before passenger service could be implemented. A potential alignment within or adjacent to the I-35W corridor could also be evaluated; however, right-of-way availability varies throughout the corridor and would require additional analysis. Any future consideration of such a project would require additional study, coordination among transportation providers and freight railroads, identification of funding sources, and evaluation of anticipated benefits and costs. Recent passenger rail investments elsewhere in the region have demonstrated the substantial financial commitment associated with developing new rail infrastructure. For example, DART's Silver Line required an investment exceeding $1.1 billion for the 26-mile regional rail corridor, illustrating the scale of resources necessary to implement major passenger rail projects.

In the near term, transit connections between Denton and Fort Worth are provided through existing services operated by Denton County Transportation Authority (DCTA) and Trinity Metro. These connections currently require transfers between services and operate on limited schedules, but they provide an existing transit option between the two cities. While service levels and operating priorities are determined by those agencies, continued coordination among transportation providers remains important to improving regional mobility and connectivity.

We appreciate your interest in strengthening transportation connections between Denton and Fort Worth and your engagement in the regional planning process. Your comments will be documented and shared with the appropriate planning staff as NCTCOG continues to evaluate long-term mobility needs and future transportation opportunities throughout the region.

Thank you again for your thoughtful input.

2. Jm Contreras, Citizen

What is the fee from plano TX to DFW?

Response by NCTCOG Transportation Department Staff

Hello Mr. Contreras,

Could you please provide more details regarding your inquiry? This will help me better assist you.

Letter –

1. Yangli EstherPeny, Citizen

Please see Attachment 1 for comment submitted via letter.

2. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 2 for comment submitted via letter.

High Speed Rail

Letter –

1. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 3 for comment submitted via letter.

2. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 4 for comment submitted via letter.

3. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 5 for comment submitted via letter.

Aviation

Instagram –

1. A few weeks ago, our team co-hosted the North Texas Drone Demo Day at the Henry B. Tippie National Aviation Education Center. A huge thanks to all those who attended, can't wait for the next one! Special shout out to our vendors and partners who participated: @dji, @cherokeefederal, @fusionflight, @airspacelink, @portalaircraftcompany, Amazon Air, @flytrex, @txdroneco , @tcbdrones, @wing, @ziplinedfw, @cityofarlington, @dallascityhall, @cityofdesoto, @texas_dps, @eulesspolice , @texasgamewardens, @d_fend_solutions , @dronetag_rid, @skysafe, Guardian RF, Brinc, @skydiohq, @ideaforge_tech, @paladindrones, @dallascollegetx, @pitscoed, @smudallas, @utarlington , @auvsilonestar , @lift_off_academy, @dfw.fpv, @faa, @nctcogep, @wai_ntx, @jobyaviation , AVR Competition, ARISE Competition, @illuminatestem, @drincdrones - **NCTCOG Transportation Department (@nctcogtrans)**



> We had a great time watching the kids learn and love our drone simulators! We love NCTCOG!! **– theliftoffacademy**

About NCTCOG

Facebook –

1. No transportation system is built by one organization. For 60 years, NCTCOG has worked alongside cities, counties, transit agencies and transportation partners across North Texas to plan for how our region moves. From our first long-range transportation plan, approved in 1974 and calling for $3 billion in transportation investments through 1990, to today's multimodal network – progress has always been a shared effort. It takes a region working together to keep a region moving. Today, we're spotlighting the partners who help make that possible – and the power of collaboration to shape the future of North Texas. Follow along throughout October as we celebrate 60 Years. One Region. #PartnerSpotlight #60YearsOneRegion #NCTCOG60 **- North Central Texas Council of Governments and NCTCOG Transportation Department**



Less highways, more trains - **Oscar D. Vega**

Is there a way to see a larger version of the 1990 transportation plan? - **Eddie Sigala**

Why hasn't the TRE idea expanded to other metro? Here in Texas we are disconnected from other metros and the rural areas in between by miles and miles of freeways- Train technology has advanced so much - And here's Texas refusing to double track the freight line right of ways , building new train stations, or revamping the existing ones for new passenger rail travelers. Trains could easily be doing 125 mph out on the open lines between all of major metros in the eastern side of the state (I-35 corridor, down to the Rio Grand Valley) . TXDOT did a feasibility study for the Oklahoma City to Monterey, MX 850 mile long intercity passenger rail system back in 2017 - 10 years now , and nothing - Mexico built Tren Maya in Yucatan Peninsula, a 950 mile passenger rail system in 4 years - We have to pass legislation that takes a percentage of our gas tax and funds intercity passenger rail projects in Texas and makes us eligible for the 80 percent federal funding to see the project through - It's sad that my whole life I have not been able to travel to all my places by train - We literally have the best topography for fast and safe train travel but it looks like we will never have it! **- Say what you want**

To view more comments on this post, visit: (20+) Facebook

LinkedIn –

1. No transportation system is built by one organization. For 60 years, NCTCOG has worked alongside cities, counties, transit agencies and transportation partners across North Texas to plan for how our region moves. From our first long-range transportation plan, approved in 1974 and calling for $3 billion in transportation investments through 1990, to today's multimodal network – progress has always been a shared effort. It takes a region working together to keep a region moving. Today, we're spotlighting the partners who help make that possible – and the power of collaboration to shape the future of North Texas. Follow along throughout October as we celebrate 60 Years. One Region. #PartnerSpotlight #60YearsOneRegion #NCTCOG60 NCTCOG Transportation | Texas Department of Transportation | DART (Dallas Area Rapid Transit) | Trinity Metro | Denton County Transportation Authority | North Texas Tollway Authority **- North Central Texas Council of Governments, reposted by NCTCOG Transportation**



I wonder if today compared to the 70s has an easier or more difficult political climate for expanding multi-modal transportation. There's increased political division sure, but younger generations from what I've experienced are quite open to transit and walkability because of sustainability concerns **- Aaron Peterson**

This collaborative cross-municipality planning is truly why the Metroplex works! Great job 👏👏 **- Anthony Jump**

I love seeing the 1990 Total Transportation Plan. The significance of this plan cannot be overstated. **- Floyd (Terry) Watson**

2. DID YOU KNOW? NCTCOG was the first Council of Governments in Texas. The agency was officially formed on January 20, 1966, during a meeting at the Inn of Six Flags in Arlington – a new idea for a growing region. In October of that year, Executive Director Bill Pitstick became NCTCOG's first employee. He soon grew the team to four people. Six decades later, NCTCOG has 423 employees serving 238 member governments and nearly 9 million residents across 16 counties. As North Central Texas has grown, so has the scope of that work. Today, NCTCOG staff help plan how North Texans get around, connect job seekers and employers, support 9-1-1 and emergency preparedness, serve older adults and caregivers, strengthen criminal justice and public safety, protect air and water quality, manage solid waste, advance economic development and regional data, and much more. Behind each of these efforts is the same idea that brought local leaders together in 1966: we can accomplish more when we work together. From a staff of four to a team serving one of the nation's largest and fastest-growing regions, NCTCOG's story is ultimately one of 60 years of regional collaboration. In honor of the agency's 60th anniversary, we're spending October looking back at the people, partnerships and milestones that have helped shape North Central Texas. Follow along as we celebrate 60 Years. One Region. #DidYouKnow #60YearsOneRegion #NCTCOG60 Environment And Development at North Central Texas | NCTCOG Transportation | NCTCOG Public Works Council | North Central Texas Council of Governments Regional Police Academy | North Central Texas Emergency Communications District | NCT9-1-1 | Workforce Solutions for North Central Texas | North Central Texas Area Agency on Aging | North Central Texas Economic Development District (NCTEDD) | TXShare **- North Central Texas Council of Governments, reposted by NCTCOG Transportation**



My father, Jerry Pikulinski, was recruited by Bill Pitstick in 1972 and moved his young family of seven from Detroit metro to Arlington, TX. Dad worked through the 70's with NCTCOG. I was a 2nd generation employee with the regional 9-1-1 program 1990-1998. Thank you NCTCOG for all the memories and good work. **- Chris Pikulinski**

Looking forward to the look back as we also forward with great leadership from your current team lead by Richardson's own the Honorable Jennifer Justice. **- Mark Solomon**

Yes **- Jared Cornell**

To view more comments on this post, visit:
https://www.linkedin.com/feed/update/urn:li:activity:7513982207565144064.

9/26/2026

Members of the Regional Transportation Council
North Central Texas Council of Governments

Re: Frisco Needs Meaningful Regional Public Transportation

Dear Members of the Regional Transportation Council,

I am a 22-year old resident who recently moved to Frisco, and I am writing because I am increasingly frustrated by how difficult it is to get from Frisco to the rest of DFW region without driving.

I am aware that Frisco currently has GoZone service through DCTA, and I appreciate that the City and DCTA have invested in providing it. However, I want to be clear that I'm not asking if Frisco has any public transit at all. I'm asking if we have meaningful regional transportation. GoZone is useful for some trips, but it is fundamentally different from having a convenient regional transit connection within Frisco itself. A resident still has to first get to Plano before accessing the regional rail network.

I know this because I recently tried to use public transportation to get to a concert in downtown Dallas. I planned on drinking, so I made the responsible decision to not drive home after. I also did not want to spend an enormous amount of money on a rideshare simply to get to and from the venue.

So I tried to use public transportation.
The result was absurd.
A friend had to drive me roughly 30 minutes from Frisco to Rd DART station because there was no convenient way for me to isco to the rail system. I then had to take DART into Dallas. e everything was accounted for, the trip took roughly 2 hours, ame because it takes me that long to drive halfway to

I also looked at transit routes from Frisco itself. Depending on I would have had to pay for rideshare or walk 36 minutes op, spend an hour on the bus to reach a rail connection, then er hour on the train. That is not a realistic alternative to anyone. This also wasn't some obscure location - I was trying - Frisco to downtown Dallas.
This experience made something very clear to me: If I want to go r a concert, dinner, a night out, or anything else, I'm expected s becomes problematic when people shouldn't drive, because they drinking, because they can't drive, because they don't have car, or simply because they don't want to. In these cases, ntly offers very few practical alternatives (or none)
I understand a rail is expensive and transit tech is changing. ing RTC to decide today that Frisco must get a rail line. I un damental question: Why is a city as large and rapidly expanding as o poorly connected to the regional public transit network, and what is transportation system going to do about it?
I ask RTC to make Frisco's regional connectivity an explicit part

to the broader DFW transit network, including rail, express bus, bus rapid transit, improved connection to DART and other transportation technologies.

I also ask RTC to consider if existing transit model is actually giving us residents meaningful choices. A transportation system shouldn't merely provide a technically possible route, it should provide a reasonably practical way for residents to reach other major parts of their own metropolitan area.

Frisco's growing - people and businesses are moving here, young professionals are moving here. If regional transportation is not planned alongside this growth, we are only worsening the reality in which we are dependent on cars for everything and fostering an increasingly isolated and miserable population. Frisco's regional transit connectivity problem deserves a concrete regional planning response.

I would appreciate a written response explaining how Frisco's regional transit needs are currently being considered. This is a cry for help and call to action (mainly a cry for help).

Thank you for considering my perspective as a Frisco resident.

Sincerely,

Yangli Esther Peng

Frisco, TX

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Akin

ERIC GAMBRELL

October 19, 2026

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

Re: RTC-Subsidized Amtrak Heartland Flyer Lags in Last Place

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 an update regarding my prior reports on the continuing low ridership of the Amtrak Heartland Flyer route between Fort Worth and Oklahoma City. You recall our reporting that Michael Morris aggressively pushed for the diversion of $3.5 million in North Texas taxpayer dollars to prop up the federally operated rail line that supports economic development in *Oklahoma*.

Please be advised (and thoughtfully consider) that, according to the "National Railroad Passenger Corporation (Amtrak) YTD March FY 2026 MONTHLY PERFORMANCE REPORT," **the Heartland Flyer came in dead last out of all of Amtrak's routes across the country in both (1) ridership and (2) gross ticket revenue**. *See* https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2026/Amtrak-Monthly-Performance-Report-March-2026.pdf.

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

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

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**
- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**

- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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ERIC GAMBRELL

September 21, 2026

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

Re: Brightline, operator of Miami-to-Orlando higher-speed rail, reportedly preparing for bankruptcy filing

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 notice of media reports that Brightline, the private passenger higher-speed rail operator whose Florida routes include Miami to Orlando, "is preparing to file for Chapter 11 bankruptcy protection." *See, e.g.,* https://www.briefs.co/news/assured-guaranty-backs-brightline-s-chapter-11-restructuring/. These press articles have more specifically reported that Brightline has, in what has been characterized as a "precursor to Chapter 11 bankruptcy," "entered into a restructuring support agreement," to provide Brightline "debtor-in-possession financing" following a bankruptcy filing. *Id.; see also* https://www.insurancejournal.com/news/southeast/2026/08/31/883398.htm.

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

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Akin

ERIC GAMBRELL

October 5, 2026

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

Re: Brightline higher-speed passenger railroad is bankrupt

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 an update regarding my prior notification of the reported escalating financial distress of Brightline, the country's largest private passenger higher-speed railroad operating roughly 235 miles between Miami and Orlando.

Please be advised that Brightline has filed for bankruptcy. *See* https://www.wsj.com/pro/bankruptcy/florida-railroad-brightline-files-for-bankruptcy-to-cut-heavy-debt-burden-3f7e1c42. Media reports have pointed to a failure in ridership growth to sustain its heavy debt burden. *Id*.

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

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

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

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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Akin

ERIC GAMBRELL

October 12, 2026

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

Re: Houston NBC-TV Investigative Report 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").

The limited purpose of this correspondence is to inform you of recent public statements made by Michael Morris to Houston media, in his capacity as Transportation Director of the North Central Texas Council of Governments. More specifically, in a recently aired investigative report by KPRC-TV (the Houston NBC television network affiliate) regarding possible future Dallas-to-Houston higher-speed rail, the following exchange occurred:

> **Morris**: "does this [federal] administration wish to do something in Texas between Dallas and Houston [regarding possible future Dallas-to-Houston high-speed rail]."
>
> **Reporter**: "But we already got that answer and it was a no."

See https://gmg-kprc-prod.cdn.arcpublishing.com/news/local/2026/09/18/texas-high-speed-rail-still-stalled-after-two-decades-of-promises/?ref=%2Fbusiness%2F2024%2F08%2F23%2Fjustice-department-accuses-realpage-of-violating-antitrust-laws-through-scheme-to-hike-rents%2F.

Of course, the reporter was exactly right. As we have previously made you aware in written correspondence, the United States Department of Transportation pulled federal funding from possible future Dallas-to-Houston high-speed rail, finding that subsidizing "this project is a waste of taxpayer funds" and would not be supported on the backs of the "American taxpayer." *See* https://railroads.dot.gov/about-fra/communications/newsroom/press-releases/us-transportation-secretary-sean-p-duffy-0.

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

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Sincerely,

/s/ Eric Gambrell

Eric Gambrell