

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 Tuesday, Jan. 20 through Thursday, Feb. 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 14 new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting

<http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

LinkedIn -

1. NCTCOG is offering \$58.6 million for rebates through the North Texas Zero Emission Vehicles (NTxZEV) Call for Projects! If you are a fleet with these types of vehicle operations in or around the NCTCOG region looking to get into the zero-emission vehicle space, this Call for Projects is for you! This program will fund the replacement of existing diesel, gasoline, natural gas, and propane Class 6 & 7 vehicles with battery-electric or hydrogen fuel cell electric vehicles. This program is for “vocational vehicles” including box trucks, step vans, refuse haulers, street sweepers, utility trucks, transit buses, etc. The application deadline is Friday, February 13, 2026 at 5 PM CT. To learn more, see the link in our comments below - NCTCOG Transportation Department.



And if you have questions on the truck, the vocations it fits, charging. Feel free to reach out. International will guide you along the way. - Joe Jenkins, Alternative Fuel Vehicle Systems Expert

Public Involvement

Facebook -

1. Growth within the region brings both new opportunity and transportation challenges. This week, our #TopicOfTheMonth series explores how growth impacts congestion, commutes and transit access across North Texas. As the region continues to expand, regional planners work toward solutions to increase efficiency of transit infrastructure and overall quality of life. Read more about growth's impact on transportation at the link in our comments below. - NCTCOG Transportation Department



Build high speed rail in the Texas triangle and regional rail systems around all our major metros ☑ - Sebastian Lecourt

How about design road projects with enough fore thought to where the project is not out of date when the construction is finished. - Paul Brockett

2. Please see attachment 1 for comments submitted via comment form.

Public Input -

1. Melissa Nielson, Citizen

I would like to know if there were any plans in the works for a transportation resource that would transport residents from the Texoma area (and Wise and Montague counties) to Denton for life sustaining cancer treatments. The need is so great and, as the social worker at Texas Oncology in Denton, I have nothing to offer them. Is this a topic that has been discussed previously? Does anyone have any data that captures the number of people in those more rural counties that are unable to receive the care they need due to lack of transportation? Can the people with TAPS and the people with SPAN work something out? Thank you.

I have never attended one of these meetings before, so I am not experienced in the flow or protocol. I ask for grace as I stumble through this. I am not sure if the question I wrote in several weeks ago is visible to anyone in this hybrid meeting today. I also recognize that my question is not related to the specific projects being discussed today so I wonder if there is a better platform that I could be directed to?

Response by NCTCOG Transportation Staff

Melissa, thank you for your comment. We have received it and will forward it to appropriate NCTCOG staff who will reply directly. Thank you for your patience.

Safety

Instagram –

1. "Weather permitting, all lanes of east and westbound I-30 will be closed between the I-35E and I-45/US 75 interchanges from 10 p.m. Friday, Jan. 30 to 5 a.m. Monday, Feb. 2 as part of the ongoing I-30 Canyon corridor improvement project. • A signed detour will be in place to use the SH 366/Woodall Rodgers Freeway as an alternate east-west connection between I-35E and I-45/US 75 during this time. Other alternate routes may result in increased travel distance. • Significant delays can be expected; avoid unnecessary travel in the area if possible. Plan ahead for extra travel time and be alert to slower or stopped traffic. As a reminder, the following traffic impacts are in place as part of this project and are weather permitting: • All lanes of Cesar Chavez Boulevard are closed and detoured at I-30 through late 2028. • All lanes of Cadiz Street are closed and detoured at I-30. It will be rebuilt on a new alignment and reopen later in the project. • All lanes of Akard Street are closed and detoured at I-30 through summer 2028. • Good Latimer Expressway is narrowed to one lane in each direction at I-30 through early 2028. Signed detours to adjacent streets are in place for the closures at Cesar Chavez Blvd., Cadiz St. and Akard Street. Drivers should plan ahead for extra travel time. No pedestrian access is allowed inside the closed work zones. This is part of the \$888 million I-30 Canyon project between the I-35E and I-45 interchanges. Overall completion is expected in late 2030/early 2031, weather permitting. Future scheduled lane and ramp closures for this project will be posted in www.DriveTexas.org as information becomes available. For everyone's safety, TxDOT urges drivers to use caution in work zones by setting aside distractions, following posted speed limits and being alert to slower traffic and crews in the area. For media inquiries, contact TxDOT Public Information Officer Lead Worker Kenna Mitchell at Kenna.Mitchell@txdot.gov or (214) 320-4404." - dalldot 🚫 From @txdotdallas:



Can you include information impacting cyclists? These routes are used for daily commutes and other transportation needs. – dallasbicyclecoalition

@dallasbicyclecoalition Hi, if you're looking for traffic information impacting cyclists, check out 511DFW.org for help reaching your destination. - NCTCOG Transportation Department

@nctcogtrans 🗣️ – dallasbicyclecoalition

Roadway

Email -

Vy Dang, Citizen

1. Hello, our neighborhood, Parks of Deer Creek along McPherson Boulevard, currently has only one way in and out, directly off I-35W. With TxDOT moving forward on plans to widen and reconstruct I-35W, we residents are extremely concerned about losing safe and reliable access to our homes during construction.

We are asking that the segment from I-35W to North Crowley Road be funded and constructed on an accelerated schedule and coordinated with TxDOT's I-35W project so that Parks of Deer Creek is not left with only a single, construction-impacted access point.

This is a matter of public safety, emergency response, and neighborhood security for hundreds of families.

Thank you for your consideration.

Response by NCTCOG Transportation Staff

Good afternoon,

Thank you for contacting the North Central Texas Council of Governments. We have received your comments.

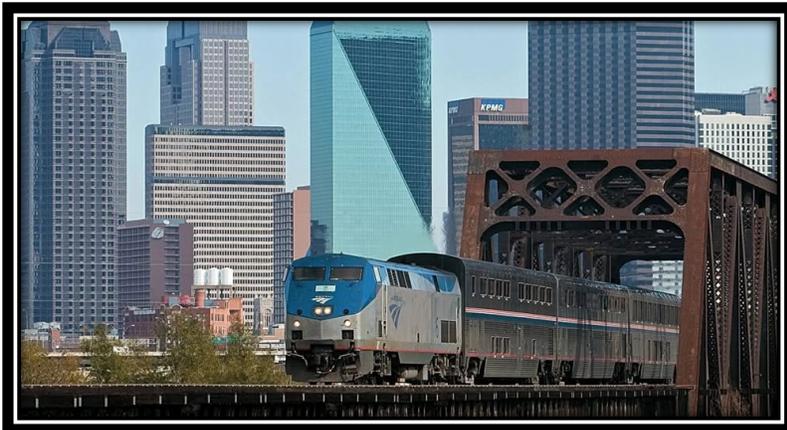
For questions related to local TxDOT projects, Mohammad Alhweil with the TxDOT district office would be a good point of contact. He can be reached at mohammad.alhweil@txdot.gov or by phone at 817-370-6710.

Please let us know if you have any additional questions or if we can be of further assistance.

Transit

Facebook –

1. Intercity rail extends beyond North Texas. As we continue February's #TopicOfTheMonth, this week we're spotlighting Amtrak's Texas Eagle. This service connects Texas and the Midwest, operating between Chicago and San Antonio. This long-distance rail takes passengers across the country, providing connections to jobs, schools and medical care, while opening the door to discovering new places and communities. Read more about the Texas Eagle route at our link in our comments below. - NCTCOG Transportation Department



Would y'all support an extension of the Flyer to Galveston? - Aléjandro Alegría

What about the continuation of the Heartland Flyer? - Don Rios

Why is so hard to link 🚶 the Rio Grand Valley, Corpus Christi, Victoria, San Antonio, Houston, Ft Worth, and Dallas with intercity passenger rail?? This is a no brainer for our state. 30 million Texans are forced to spend 4 to 6 hours between metros, for better jobs, better healthcare options, tourist attractions, school functions, etc. It's quite ridiculous Texas politicians have wasted 40 years of never executing the building out of an intercity passenger rail grid system that ties into the existing light rail system in the state. 99.9 percent of OUR transportation gas 🛢 tax goes to highways- Who is going to step up and help pass legislation to start funding intercity passenger rail in our state? It's ridiculous we are left to only two modes of transportation in Texas. We need to be a multimodal transportation state by incorporating intercity passenger rail linking the above-mentioned metros. We will never be the "Greatest State" until we do. - Bobby Fisher

This places priority out of order. DFW is the major US metropolis with the lowest per-capita transit ridership, with the danger of sliding backwards. People don't use long-distance transit when they need a car at their destination. - P.M. Zuang

To view more comments on this post, visit: <https://www.facebook.com/share/p/1Frhw1PyfQ/>.

2. This week, our February #TopicOfTheMonth series highlights Amtrak's Heartland Flyer, a route that has provided safe, reliable transportation between Fort Worth and Oklahoma City for over 25 years. Last summer, NCTCOG's Regional Transportation Council approved \$3.5 million to help bridge a funding gap for the Heartland Flyer after losing state support. Continued and increased ridership is vital to ensuring the long-term success of this important service.

Learn more about the Heartland Flyer at the link in our comments below! - NCTCOG Transportation Department



My wife and I traveled to and from San Antonio to OKC. It was an enjoyable and relaxing trip due to the Heartland Flyer. During our stop in Fort Worth, many of the shopkeepers expressed their support for this route. The line infuses revenue into Texas. - Don Rios

I enjoyed the Heartland Flyer on trips originating in Gainesville to Fort Worth (and return trip) several times last year. I could have traveled by car but chose Amtrak. On the trips, I witnessed numerous elderly and disabled passengers use the Heartland Flyer to connect with loved ones across Oklahoma and North Texas. Shout out to NCTCOG for stepping up after the Texas Legislature failed to think about senior citizens and the disabled. - Kat F Lathen

I have taken several trips on the Heartland Flyer in 2025 from OKC to Fort Worth and to San Antonio. Please save the train. - Northern Flyer Alliance

Instagram -

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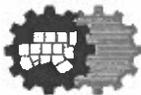
Learn more about the Heartland Flyer at the link in our comments below! - NCTCOG Transportation Department



I want to ride so bad, but I need round trip service from Fort Worth not just OKC 🙏 day trips would be so fun - greatvalue.exe

Letters -

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



North Central Texas
Council of Governments

Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Sydney Claridge

Organization _____

Date 02/08/2026

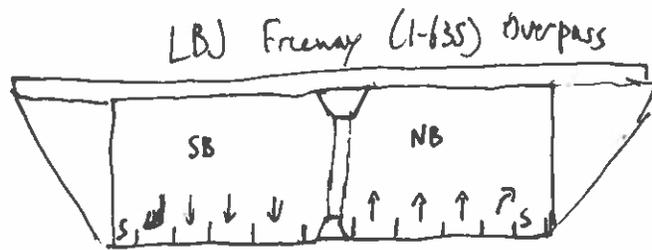
Meeting Location NCTCOG office

Please provide written comments below:

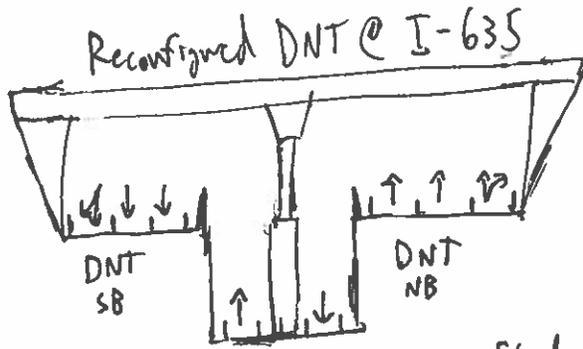
Exploring alternatives to eliminate weaving at the I-635/DNT cloverleaf interchange - I have invented a potential solution to potentially fix this outdated cloverleaf interchange at minimal cost and potentially with minimal infrastructure relocations. My innovative design could require as few as two new bridge structures, as one potential alternative to explore.

(I have included an additional document alongside this comment that includes an illustration of one embodiment of my invention.)

To submit comments or questions by mail, fax, or e-mail, 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: transinfo@nctcog.org Website: <http://www.nctcog.org/trans>

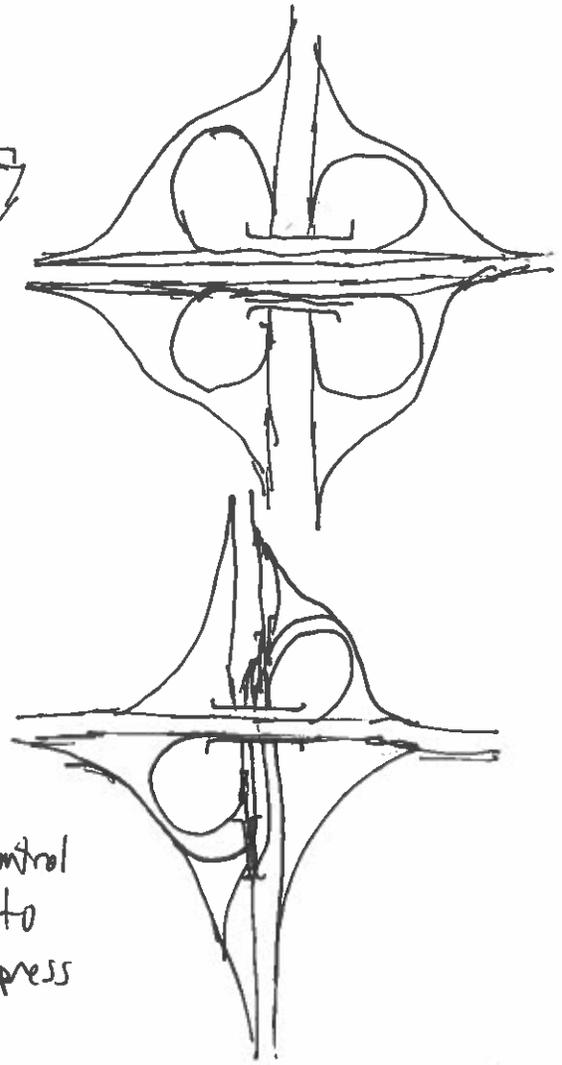


Existing Configuration
of DNT



Contracross
ramps
in trench
(due to
space constraints
w/ frontage road
overpasses)

Flood control
tied into
LBJ Express



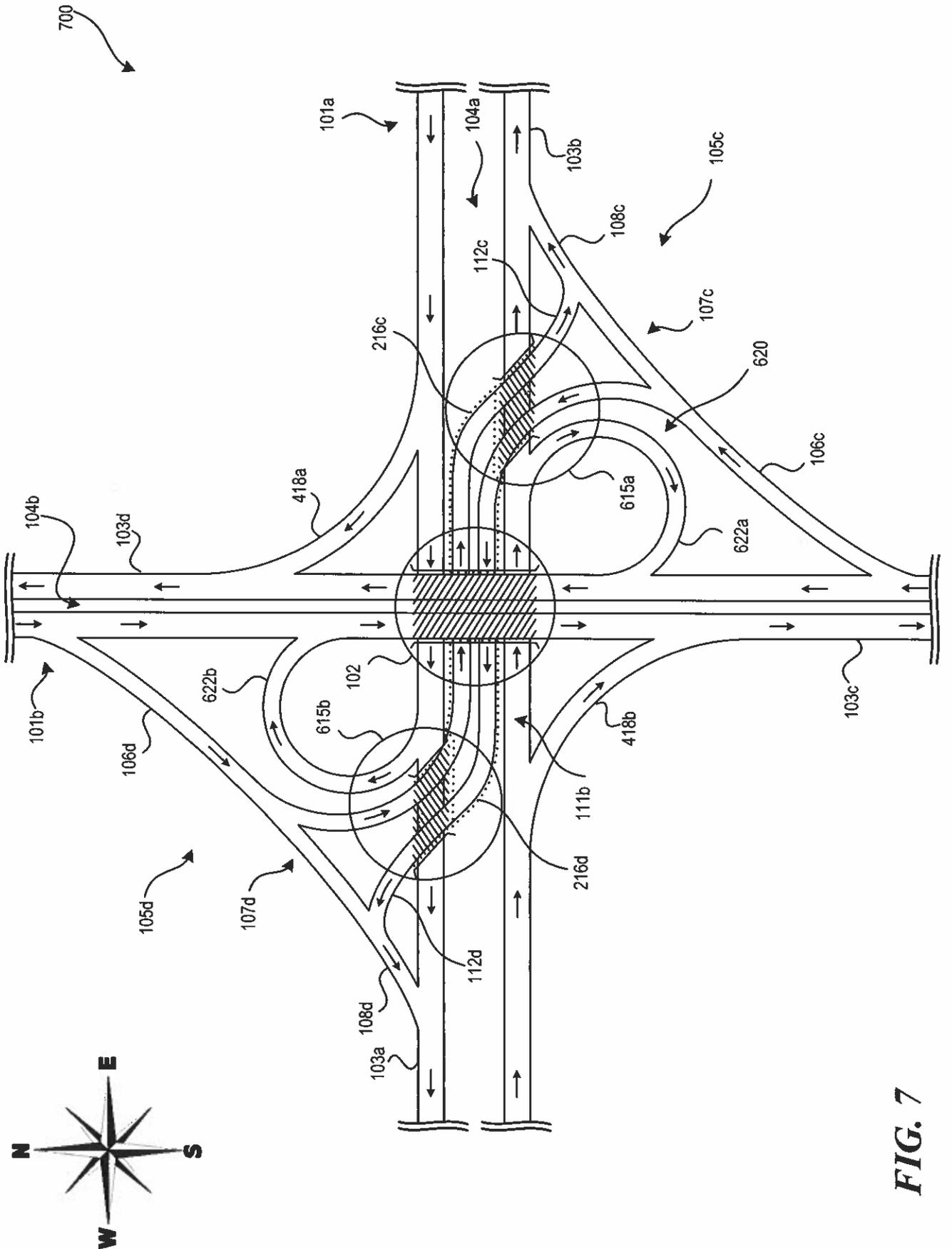


FIG. 7

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Dallas, TX 75201

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February 9, 2026

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

Re: The otherwise stale environmental impact statement regarding possible future Dallas-to-Houston high-speed rail is completely incompatible with and would preclude construction of the planned Kay Bailey Hutchison Convention Center

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").

For your information, on January 21, 2026, the Dallas City Council was provided a briefing and update regarding the planned Kay Bailey Hutchison Convention Center (the "KBHCC"). Included in the presentation materials was the "Overall Site Map," provided below, which depicts the currently planned geographic footprint and layout of the KBHCC.

Component 1 - Overall Site Map



5

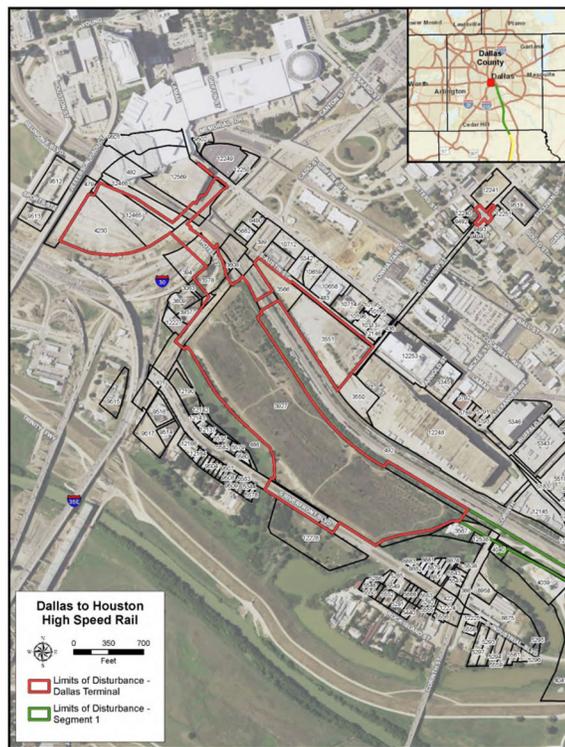


As is readily apparent, the KBHCC Overall Site Map illustrates a footprint for the KBHCC that expands onto and engulfs the area commonly known as "Lot E." This includes, as examples, plans for multiple buildings and other major and necessary infrastructure, including without limitation

Ken Kirkpatrick
General Counsel
February 9, 2026
Page 3

As detrimentally disqualifying to the EIS (even leaving aside for the moment its other numerous legal and procedural deficiencies, including those we have previously reported to you), it specifically finds and concedes that the preliminary location for a Dallas high-speed rail station would create an irreconcilable area of “Disturbance” for the entirety of Lot E. This admitted Disturbance, as shown in the below map taken from the EIS, would not only interfere with, but preclude and render impossible, the construction and operation of the KBHCC as planned by the City of Dallas.

Figure 2-21: Dallas Terminal



Source: AECON 2019

Succinctly, the already legally and procedurally infirm EIS is completely, structurally and facially incompatible with and an open attack upon the plans, designs and operations of the KBHCC.

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

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with 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 Hauer & Feld LLP
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Suite 1800
Dallas, TX 75201

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F +1 214.969.4343
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February 17, 2026

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

Re: New ticket prices on the TRE between Dallas and Fort Worth are a small fraction of what the price would be for possible future Dallas-to-Arlington Entertainment District higher-speed rail (in addition to the TRE being as competitively fast following drastically cheaper upgrades, saving many billions of dollars)

Dear Mr. Kirkpatrick:

The limited purpose of this correspondence is to courteously inform you that the price for an individual to travel from Dallas to Fort Worth on the Trinity Railway Express (the “TRE”) will *decrease* on March 1, 2026 to **\$4.50** (with a \$9.00 regional unlimited day pass).

<https://fortworthreport.org/2026/01/24/trinity-railway-express-fare-changes-begin-march-1/#:~:text=p%3E%20Although%20regional,standard%20used%20nationwide.%E2%80%9D%3C/>

Of course, this is a tiny fraction of what any ticket would cost for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

We have previously notified you that the Boston Consulting Group, in its report that has been both cited and offensively relied upon by NCTCOG Transportation Director Michael Morris, finally concluded that the TRE could be upgraded to have a competitive travel time with any possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (and at a small fraction of the expense reported to be required for the so-called alignment “2(b)").

<https://cityofdallas.legistar.com/View.ashx?M=F&ID=14256993&GUID=3EE3C465-3157-4938-9BB0-FAFF9976B879>

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Sincerely,

/s/ Eric Gambrell

Eric Gambrell