

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 Thursday, Feb. 20 through Wednesday, March 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 **10** new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting

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

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. As our #TopicOfTheMonth series on sustainable development continues, we're highlighting projects that have transformed communities, like Fort Worth's South Main Urban Village Project. Supported through the NCTCOG Sustainable Development Program, this corridor revitalization added pedestrian amenities and streetscape improvements that helped transform the area into a more walkable, mixed-use destination.

Read more about Fort Worth's South Main Urban Village Project at the link in our comments below! - NCTCOG Transportation Department



It would be stellar if the Heartland Flyer got one more year of support, and some assistance rendered to Denton County Transit and D.A.R.T to extend the A Train to Downtown Carrollton quickly and efficiently - Matthew Banks

Transit

Facebook –

1. As we wrap up February's #TopicOfTheMonth, we're looking ahead at the future of intercity rail. Planning efforts for the high-speed rail network and I-20 Corridor could expand long-distance passenger rail options, addressing the region's growing transportation needs and improving mobility across North Texas.

Learn more about the future of intercity rail at the link in our comments below! - NCTCOG Transportation Department



From the outfit that chooses to office in a city, Arlington, with no public transit, so it's easy to say; "Do as we say, not as we do." - Rob Dentremont

No more highway lanes, more trains! - Curtis Garrison

2. Another sneak peek at our upcoming video of our staff taking the Amtrak Heartland Flyer to Oklahoma City! Full video drops next week! - NCTCOG Transportation Department



Can't wait! - Amtrak

Instagram –

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Learn more about the future of intercity rail at the link in our comments below! - NCTCOG Transportation Department



Yes please! – Anzadeh

Letters -

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

Roadways

Email -

Jesse Payten and Deborah Franklin Payten, Citizens

1. 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, I am extremely concerned about losing safe and reliable access to my home during construction.

My household consists of senior citizens and caregivers for a 93-year-old family member, and we also have grandchildren who visit from time to time. Because of this, reliable and timely access in and out of the neighborhood is essential. In the event of a medical emergency, emergency responders must be able to reach our home quickly, and we must be able to exit the neighborhood without delay to access urgent medical care. A single access point that is heavily impacted by construction-related traffic, delays, or closures creates a serious safety risk for my household.

Additionally, our neighborhood has limited travel paths and no direct access to metro or city public transportation. Family members, caregivers, and medical providers must be able to reach our home without navigating excessive congestion or unsafe conditions. The lack of alternate routes already makes access challenging and will be significantly worsened during the I-35W construction project.

I am requesting 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 residents are not left with only one construction-impacted access point for an extended period of time.

This is a matter of public safety, emergency access, and household security, and I respectfully request serious and immediate consideration of this issue to ensure continued, safe access to our homes throughout the duration of construction.

Response by NCTCOG Transportation Staff

Ms. Payten,

Thank you for your patience while we coordinated internally on the best point of contact for your concerns.

Mohammad Alhweil (mohammad.alhweil@txdot.gov) and Micheal Haithcock (michael.haithcock@txdot.gov) at TxDOT should have more information on construction timing and potential closures. Reaching out to them will help bring this issue to their attention.

Additionally, it may be helpful to copy Kelly Porter with the City of Fort Worth on the email (Kelly.porter@fortworthtexas.gov), regarding the extension of McPherson Road.

The McPherson Extension is included in our Mobility 2050 plan after the year 2040 and exists from IH 35W over to McCart Avenue.

Good morning, Ms. Payten

I wanted to provide a bit of clarification on my response email yesterday. McPherson Road doesn't currently extend to McCart Avenue, but this extension is planned for the future, as it's included in our long-range transportation plan, Mobility 2050.

Apologies for any confusion.

Mike Holland, Citizen

2. Hello, My Town has received a rezoning request for development of a shopping center. We are a small town of 3100 residents and we have limited resources. The Development company is using a NCTCOG model for traffic analysis. I have attached some of the information that has been presented to us. I would like to understand the information and am hoping that someone at NCTCOG can assist me. Thank you (Please see Attachment 2)

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

February 2, 2026

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

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

As a courtesy, I inform you that on January 22, 2026, the United States House of Representatives overwhelmingly passed H.R. 7148, the "Consolidated Appropriations Act, 2026," to, *inter alia*, permanently rescind and defund \$982 million (\$982,000,000.00) in federal funds regarding high-speed rail.

For your additional convenience, the full text of this House-passed legislation, to reject and eviscerate nearly one billion dollars in high-speed rail subsidies and assistance, can be readily accessed at:

<https://www.congress.gov/119/bills/hr7148/BILLS-119hr7148ih.pdf>

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or
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Ken Kirkpatrick
General Counsel
February 2, 2026
Page 2

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

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

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

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F +1 214.969.4343
akingump.com

Akin

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214.969.2799/214.969.4343
egambrell@akingump.com

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



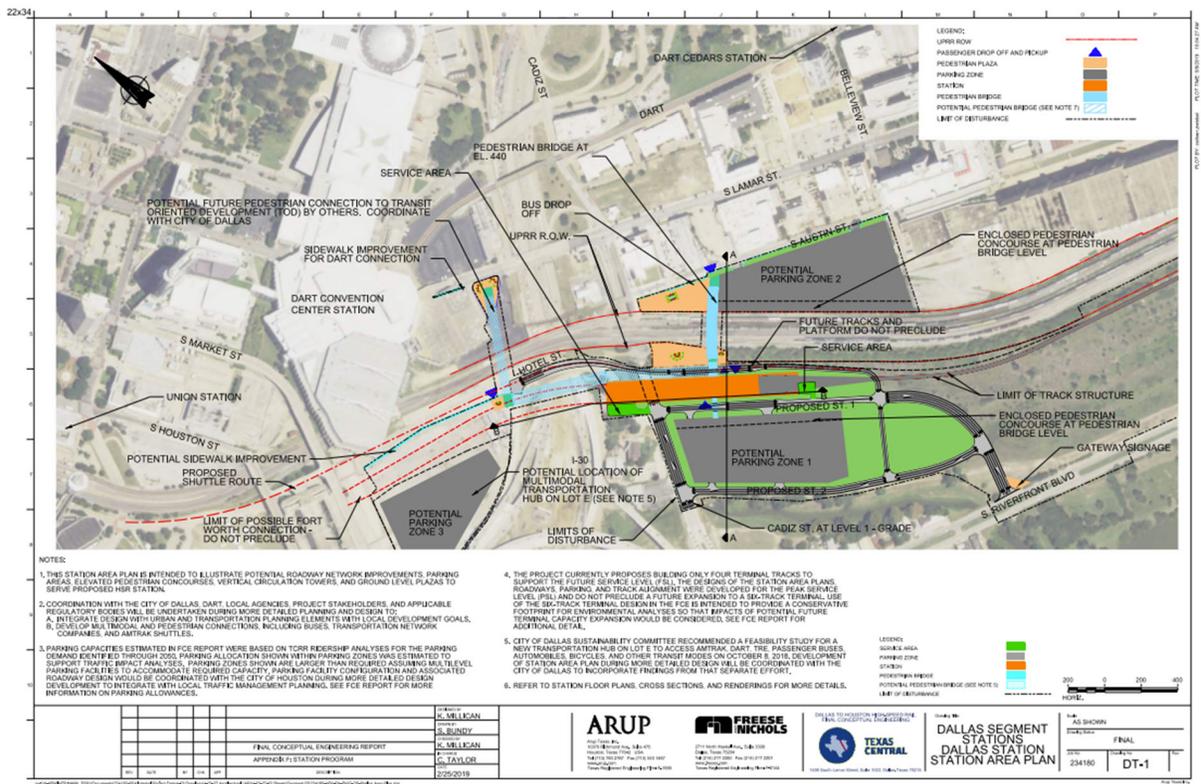
As is readily apparent, the KBHCC Overall Site Map illustrates a footprint for the KBHCC that expands onto and engulfs the area commonly known as "Lot E." This includes, as examples, plans for multiple buildings and other major and necessary infrastructure, including without limitation

Ken Kirkpatrick
 General Counsel
 February 9, 2026
 Page 2

the Loading Dock and Fire Station, to cover and envelope Lot E as critical components of the KBHCC.

The long since legally stale, expired and outdated six-year-old environmental impact statement relating to possible future Dallas-to-Houston high-speed rail (the "EIS") was approved in 2020 based on plans and specifications that would preclude the construction of the KBHCC as proposed. The KBHCC plans are in direct and discordant conflict with the EIS.

For example, as shown in the below map taken from the EIS, the EIS was approved based on Lot E being used as a necessary parking lot for a possible future Dallas high-speed rail station.

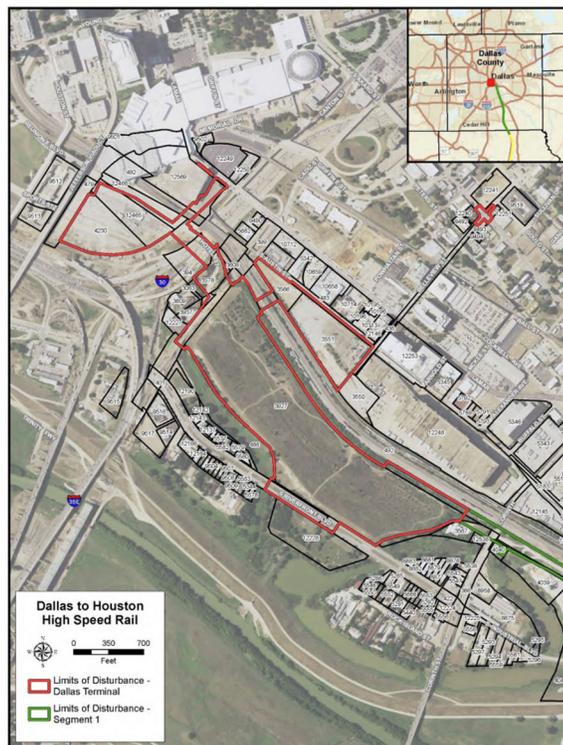


Ken Kirkpatrick
 General Counsel
 February 9, 2026
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As detrimentally disqualifying to the EIS (even leaving aside for the moment its other numerous legal and procedural deficiencies, including those we have previously reported to you), it specifically 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.

Dallas to Houston HSR EIS – Chapter 2.0

Figure 2-21: Dallas Terminal



Source: AECOM 2019

Final Environmental Impact Statement

2-32

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.

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General Counsel
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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.

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Akin

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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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General Counsel
February 17, 2026
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February 23, 2026

Ken Kirkpatrick
General Counsel
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Arlington, Texas 76011

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").

A recent letter sent by the City of Arlington's City Manager Trey Yelverton to, among others, North Central Texas Council of Government's ("NCTCOG") Transportation Director Michael Morris affirmatively represents, *inter alia*:

"Arlington strongly supports the development of high-speed transportation between Fort Worth, Arlington, and Dallas"

"To that end, the City of Arlington reaffirms its intent to participate financially in this project once state and federal clearances are secured and a viable, approved business plan is in place."

"The City of Arlington respectfully proposes initiating exploratory discussions around the creation of a technology-based transit agency under the leadership of the Regional Transportation Council (RTC) and the Transit 2.0 Subcommittee."

See January 22, 2026 Letter from Arlington City Manager Trey Yelverton (the "Yelverton Letter"), attached as Electronic Item 4.1 to Regional Transportation Council February 12, 2026 Agenda Packet.

As a courtesy, I provide you the below information that, among other evidence, calls into immediate question the express representations made in the Yelverton Letter, including the "support" and "intent" of Arlington as alleged.

Any review of recorded public meetings of the Arlington City Council reveals that there was no vote, much less any consideration, by the Arlington City Council regarding its position on the proclamations in the Yelverton Letter, much less the authority to send the Yelverton Letter. As disturbing proof, a member of the Arlington City Council actually stated on the record during an Arlington City Council meeting that she first heard about the Yelverton Letter from a media story weeks after the letter had been delivered to Mr. Morris.

Ken Kirkpatrick
General Counsel
February 23, 2026
Page 2

Bluntly, the *alleged* “intent, “support,” and/or “proposal” of the City of Arlington purported in the Yelverton Letter did not emanate from the Arlington City Council, the actual governing body of that municipality. Beyond the fact that the Yelverton Letter was not an authorized statement of the Arlington City Council, it cannot be ignored that at least one member of the Arlington City Council recently made unequivocally clear his negative position that “Arlington is never going to participate in Trinity Metro or DART at a cent *or* half-cent level.” *See* November 25, 2025 City of Arlington City Council Meeting.

The allegation in the Yelverton Letter that “Arlington” “supports” joining a “transit agency” also cannot reasonably or credibly be attributed to the people who actually live in Arlington. As you are acutely aware, Arlington voters have consistently – no less than three (3) straight times – affirmatively voted that down at the ballot box.

It also cannot be left aside that it is *Michael Morris* who has admitted that Arlington’s *lack* of support and refusal to “join[] one of the existing transit agencies” prohibits any “stop” in the Arlington Entertainment District relating to possible future Dallas-to-Fort Worth higher-speed rail. Morris has even equated Arlington’s longtime status a “non-subscriber” (by thrice voting down participation in a transit agency as noted above) as not being a “partner with the rest of the [transportation] system” in North Texas.

Even if the Yelverton Letter had been sent with any authority of (or even consideration by) the Arlington City Council and even if there was the required “support” by the citizenry of Arlington to vote in a required election to join a transit agency after all these decades firmly opposing it, the representation of purported “support” carries a lengthy list of conditions that are legally, commercially, and practically impossible and will never occur.

For example, the Yelverton Letter sent by Arlington’s City Manager to Mr. Morris concedes Arlington has no “intent” to provide any financial support to a transit agency relating to “high-speed transportation” *unless and until* “state and federal clearances are secured and a viable, approved business plan is in place.” Of course, as we have made irrefutably plain in prior correspondence to you, the so-called alignment “2(b)” for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is, on myriad bases, legally precluded and impossible and cannot and will not ever be lawfully approved. Even beyond that, there can be no rationally economically viable private business plan or model for this bureaucratically bungled and economically nonsensical route, which *both* the federal government and the State of Texas have repeatedly made clear that it will not be publicly subsidized by the taxpayers.

Perhaps most disconcerting and disappointing, public statements at the February 10, 2026 meeting of the Arlington City Council accuse Michael Morris as being a prodding instigator of the Yelverton Letter. More specifically, a member of the Arlington City Council specifically stated in a video-transcribed statement that the Yelverton Letter was “the letter [Michael Morris] asked for” – even adding that Michael Morris “kept asking when’s that letter coming.” This, of course, connotes that the source of the supposed but illusory Arlington “support” and “intent” emanated or was at least urged on by Michael Morris.

Ken Kirkpatrick
General Counsel
February 23, 2026
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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.

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Akin

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March 2, 2026

Ken Kirkpatrick
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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 have previously provided you a quote from Michael Morris, as Transportation Director of the North Central Council of Governments ("NCTCOG") regarding the threatening pressure on the Texas electric grid that would result from, *inter alia*, the so-called alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. More specifically, Mr. Morris has publicly warned: "I am probably hurting the electric grid by advocating high-speed rail." See Michael Morris, Digital Roundtable (September 18, 2024)

As an update on this issue critical to the daily life and safety of Texans, we point your attention to an example of the refrain of recent media reports warning of the harmful burden and drain on the electric grid caused by high-speed rail. <https://www.ctvnews.ca/canada/article/high-speed-rail-line-would-demand-big-slice-of-energy-grids-already-under-pressure/>. It is reported that *each* of the necessary electrical substations would require enough electricity to power an entire town. *Id.* Perspectively, the legally stale six (6) year-old environmental impact statement relating to possible future Dallas-to-Houston high-speed rail (the "EIS") states that fourteen (14) substations would be required for that route – and thus would siphon away from Texas' electric grid the energy necessary to power 14 Texas towns.

That same EIS further disqualifies itself as outdated and not useful by relying on aged information and reports, including a 2014 study to estimate future energy use by Texans. See https://railroads.dot.gov/sites/fra.dot.gov/files/2020-05/01%20DHHSR%20FEIS%20Main%20Text_Set%201%20of%202.pdf. Like other data, analyses, and studies in the old and unusable EIS (including as we have already pointed out to you), relying on 12-year old energy use data is obviously completely unhelpful and irrelevant in the wake of the dynamic Texas economy.

Of course, and as you would readily accede, the proximate result of a strained grid breaching capacity resulting from high-speed rail would be power shortages and blackouts endured by the voting citizens of the State of Texas.

Ken Kirkpatrick
General Counsel
March 2, 2026
Page 2

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Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Traffic

1. FM 407 (Justin Road) – Total: 29,653 vehicles per day;
 - a) Eastbound Direction: 14,863 vehicles per day
 - b) Westbound Direction: 14,790 vehicles per day

2. Simmons Road – Total: 2,937 vehicles per day;
 - a) Northbound Direction: 1,528 vehicles per day
 - b) Southbound Direction: 1,409 vehicles per day

Development Calculated Trip Generation Summary

ITE CODE	LAND USE	UNITS	(WEEKDAY)	AM PEAK HOUR			PM PEAK HOUR		
				TOTAL	IN	OUT	TOTAL	IN	OUT
130	Commercial Flex*	42,000 SF	113	9	7	2	10	3	7
822	Strip Retail Plaza (<40k)	31,000 SF	1,688	122	67	55	195	98	97
850	Supermarket	50,000 SF	4,615	148	87	61	440	220	220
911	Walk-in Bank	2,500 SF	—	—	—	—	30	13	17
934	Fast-Food w/ Drive-Thru	6,000 SF	2,689	199	101	98	190	99	91
938	Coffee w/ Drive Thru, No Seating	750 SF	134	30	15	15	11	6	5
944	Gas/Service Station	12 Positions	2,064	136	68	68	171	86	85
Subtotal			11,169	644	345	299	1,047	525	522
Internal Trip Capture			0	84	42	42	144	72	72
Pass-By Trips			3,330*	212	107	105	318	162	156
NET TOTAL			7,839	348	196	152	585	291	294

*Commercial Flex is not a land use provided within the ITE Code. Warehousing (ITE ILC 130) was determined to be the closest use and therefore was utilized for the calculations of this memorandum.

**ITE does not calculate pass-by trips for daily trips. In this study, an average of the AM and PM %'s were applied where applicable. With the circumstances of the locations of the development, it is assumed that traffic traveling Simmons Road will primarily be pass-by traffic.

Roadway Capacity Analysis

As requested by the City, a roadway capacity analysis was performed for each roadway within the scope. The general roadway capacity analysis methodology in this study utilizes The North Central Texas Council of Governments (NCTCOG) methodology which outlines the hourly service volume capacities as shown in the table below.

NCTCOG Roadway Link Hourly Service Volumes By Function

Area Type	Principal Arterial		Minor Arterial		Collector & Local Street	
	Median Divided or One-Way	Undivided, Two-Way	Median Divided or One-Way	Undivided, Two-Way	Median Divided or One-Way	Undivided, Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Suburban Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

Level of Service (LOS) for each roadway link is determined by evaluating the volume:capacity (V/C) ratio and comparing to each Level of Service letter grade as shown in the table below. The V/C for a roadway segment is determined by using the calculated traffic volumes for each analysis scenario and dividing by the theoretical capacity, as shown above. Typically, when LOS exceeds "LOS D" (or 80%), the Approving Agency will require that the roadway be recommended for upgrade. The results of the Roadway Link Analysis are summarized in the table below.

Calculated Impact to Existing Traffic Volumes Summary

(WEEKDAY)	DIRECTION	EXISTING TRAFFIC VOLUME	DAILY SITE TRAFFIC	% OF SITE TRAFFIC	RESULTING SITE TRAFFIC	SITE/EXISTING (%)
FM 407	EASTBOUND	14,790 vpd	3,920 (7,839/2)	95%	3,724 vpd	25%
	WESTBOUND	14,863 vpd			3,724 vpd	25%
Simmons Road	NORTHBOUND	1,409 vpd		5%	196 vpd	14%
	SOUTHBOUND	1,528 vpd			196 vpd	13%

Volume to Capacity Analysis Results Summary

BACK-SITE TRAFFIC	CAPACITY	V/C	LOS
18,514 vpd	34,000 vpd	0.544	C
18,587 vpd	34,000 vpd	0.547	C
1,605 vpd	10,500 vpd	0.153	A
1,724 vpd	10,500 vpd	0.164	A