



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163  
214-749-3278

July 17, 2025

## DART Service Area Mayors and City Managers

Dear Mayors and City Managers:

In March 2025, the DART Board approved a resolution creating a General Mobility Program (GMP) in response to demands by certain member cities and direction from Texas Legislators to resolve legislative issues locally. This action was taken to avoid proposed legislation. Despite that effort, HB 3187 and SB 2118 were filed during the 89th legislative session and, if successful, would have rendered DART unable to continue as a viable regional transit provider. The bills, supported by 5 of the 13 service area cities, sought to redirect 25% of DART's voter-approved sales tax revenue to member cities. A 25% reallocation of sales tax revenues would devastate the system, undermine DART's financial obligations, and destroy billions of dollars of existing capital infrastructure investment currently serving thousands of regional citizens daily.

Notably, at no point did the cities supporting the bills bring any solutions to the DART Board to resolve the issue locally. As mentioned above, the DART Board, acting in response to the demands, approved the GMP, which reallocates 5% of DART's annual sales tax revenue to seven donor cities, as identified in the EY Cost Allocation Study: Addison, Carrollton, Farmers Branch, Highland Park, Richardson, Plano, and University Park. For example, in FY 2026 this amounts to approximately \$42.59 million, based on FY 2024 sales tax collections. Even at just 5%, these reductions severely impact DART's most vulnerable riders. DART is investigating all options to mitigate the effects of this GMP allocation.

However, DART committed to the GMP in response to this existential legislative threat and repeated direction from state lawmakers to resolve the issue locally. Now, we ask each of the seven donor cities, whether they supported the legislation or not, to formally adopt a city council resolution no later than August 31, 2025, requesting the GMP funds and committing to cease further efforts or actions for legislation that would reduce or divert any portion of DART's voter-approved one-cent sales tax. In June, five cities asked Governor Abbott to revisit HB 3187 and SB 2118 in a special session while some of the same cities have simultaneously requested the funds from the Board-authorized GMP. Due to these conflicting actions, we ask you to clarify your position on receiving the GMP by committing not to pursue any further legislation against DART.

As a Plano Board member pointed out in a recent meeting, the cuts necessary to make this compromise have profound impacts on DART users. There is little, if any, support within DART for the proposed cuts. The Board is only acting to avoid an existential, legislative threat. It would not be appropriate to proceed if the GMP does not resolve the cycle of taking local issues to the Texas Legislature in contravention of the resolution strongly adopted by the DART Board.

DART Service Area Mayors and City Managers

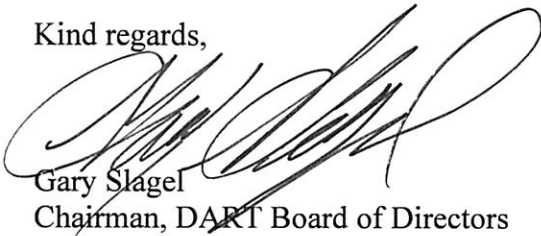
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The council resolutions, along with DART's GMP, will affirm our collective commitment to collaboration, transparency, and resolving our issues locally. Together, utilizing what was learned from Transit 2.0, we can continue building an equitable, regional transit network that serves all North Texans.

Thank you for your partnership and support.

Kind regards,

A handwritten signature in black ink, appearing to read 'Gary Slagel', is written over the printed name and title.

Gary Slagel

Chairman, DART Board of Directors

- c: Michael Morris, Director of Transportation, North Central Texas Council of Governments  
DART Board
- Nadine S. Lee, DART, President & Chief Executive Officer
- Jeamy Molina, DART, Executive Vice President/Chief Communications Officer