

6/25/25

The Honorable Greg Abbott  
Governor of Texas  
Office of the Governor  
P.O. Box 12428  
Austin, Texas 78711-2428

Dear Governor Abbott,

We respectfully urge you to include transit authority reform in the call for the upcoming special session.

Several member cities within the Dallas Area Rapid Transit (DART) service area have expressed growing concerns regarding the agency's governance, funding structure, and service delivery. As you prioritize transportation solutions for our state, we ask that you give serious consideration to these longstanding issues.

For more than four decades, participating cities have contributed a full one-cent local sales tax to DART with the expectation of receiving reliable, efficient, safe, and equitable public transit. To date, this has amounted to billions of taxpayer dollars—managed not by elected officials, but by appointed board members.

Despite this significant investment, DART's performance continues to fall short. Many routes run with low ridership, transit stations are underutilized, and service remains in limited demand. These outcomes have raised serious concerns about accountability and responsible use of taxpayer funds. We are interested in ensuring efficiency and eliminating government waste that often goes unnoticed in quasi-governmental agencies funded by our taxpayers.

Additionally, DART's current service model disproportionately benefits Dallas at the expense of outlying member cities, even though these communities contribute equally to the system's funding. There is increasing frustration over the lack of responsiveness to the needs of our residents. Recent reports of sexual assaults of passengers with disabilities by drivers further highlights the need for immediate intervention and change.

Questions of transparency and accountability further compound the issue, especially as many taxpayers see minimal return on their investment. EY Associates recently conducted a report that found gross inequities in how taxpayer funds are spent by the agency – one city was found to be subsidizing the other parts of the system by \$65 million in one year alone. Attempts to address the concerns of member cities have been continually met with empty promises.

DART was created by an act of the State of Texas and a vote of the citizens in 1983. Therefore, meaningful and lasting reform must also originate with the state. Without legislative action, we anticipate that some cities may reconsider their membership in 2026. Our goal is to pursue thoughtful reform—not dismantle the system.





FARMERS  
BRANCH



THE TOWN OF  
*Highland Park*  
TEXAS



IRVING  
TEXAS



Plano  
*City of Excellence*

We believe the proposals outlined in HB 3187 and SB 2118 from the 89th Texas Legislative Session offer a strong foundation for needed change. HB 3187 received bipartisan support from the Transportation Committee, by a vote of 9-2. We urge you to include transit authority reform in the special session call and support efforts to bring accountability and effectiveness back to our regional transit system.

Thank you for your consideration and continued leadership on behalf of Texas taxpayers.

Respectfully,

Mayor of Carrollton

Mayor of Farmers Branch

Mayor of Highland Park

Mayor of Irving

Mayor of Plano