



Briefing on Status of City and Regional Discussions related to Governance, Funding, and Service

Committee-of-the-Whole

January 27, 2026

Randall Bryant, Board Chair

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Discussion Items

- Background
- Board Actions to Date
- City Withdrawal Elections
- Prior and New City Requests
- General Mobility Program (GMP) Interlocal Agreement (ILA) Feedback
- Regional Discussions
- Governance
- Next Steps

Background

- Questions around service and funding equity began before 2020 when Plano asked for an analysis of Plano services compared to sales tax collections.
- These equity questions have continued with some cities since that time.
- DART has completed several studies to address concerns and also funded the FY 2023 EY Cost Allocation study at the request of cities, completed October 2024.
- Governance was identified by some cities as an issue during discussions in late 2024 and early 2025.

Background

2021 – 87th Legislative Session

Legislation filed by
Shaheen HB 3867 to
disaggregate
expenditures by city.
Bill left pending.



2023 – 88th Legislative Session

Legislation filed by
Shaheen HB 3146 and
Paxton SB 1370
requiring DART to
disaggregate
expenditures by city
annually. Bill left
pending.



2025 – 89th Legislative Session

Legislation filed by
Shaheen HB 3187 and
Paxton SB 1557 to
require 25% of sales
tax be sent to cities for
general mobility.
Parker SB 2118 also
filed on governance.
Bill left pending.

- 2021 - DART produces technical memo for Plano
- 2022 - DART initiates broader Value of Transit study

- 2023 - DART completes Value of Transit study
- 2023 – DART prepares Cost Allocation Methodology and Results for review with cities
- 2023 – Plano non-concurrence; requests national consultant
- 2024 – DART approves contract with EY with EY study results delivered Oct 2024

- Late 2024/Early 2025 meetings with all cities on key priorities and requests
- March 2025 NCTCOG Mediation meetings
- Several DART Board resolutions and actions in response to requests during 2025

Board Actions to Date

DART Board Resolutions prior to 2025:

- October 25, 2022 - No. 220153 Approval of RTC Programming Funds for Public Transportation Improvement (PTI) Allocations
- October 25, 2022 - No. 220154 Approval to Allocate PTI Funds to Cities
- November 15, 2022 - No. 220180 Approval of ILA for PTI Funds
- March 21, 2023 - No. 230029 Service Standards amended to require supermajority vote to reduce service in one city

Board Actions to Date

DART Board Resolutions in 2025:

- January 28, 2025 - No. 250009: Service Standards amended to require supermajority vote to add service in one city
- March 25, 2025 - No. 250025: Local Commitment Resolution to Address City Funding Requests
- March 25, 2025 - No. 250027: Legislative Priorities on Governance
- May 27, 2025 - No. 250059: TIRZ ILA Framework
- June 24, 2025 - No. 250074: Policy III.07 DART Service Outside the Service Area amended
- September 9, 2025 - No. 250100: Service Changes approved including new city services in Plano and Addison
- September 30, 2025 - No. 250114: GMP ILA for seven eligible cities

City Withdrawal Elections

- Texas Transportation Code, Section 452.651-452.662 discusses withdrawal of a service area city from DART.
- Cities can hold withdrawal election every six years
- Five cities have approved holding election in May 2026
 - Plano, Irving, Farmers Branch, Highland Park, University Park
 - Addison Council vote did not pass but withdrawal election anticipated to be reconsidered January 27, 2026
- Deadlines for finalizing ballot language: February 23 (Collin, Denton) and February 27 (Dallas)
- Elections can be rescinded 45 days prior (by March 18)

Prior City Requests

- In late 2024/early 2025, the DART Board Chair along with DART leadership and city Board members, met with all cities to document key priorities and service requests and outline action plan.
- These requests were documented in a tracker and provided to the Board via memorandum on January 31, 2025.
- DART staff have worked over the last year to complete actions within DART's control. Board resolutions have also been in direct response to these requests.
- The status of actions for the cities that have ordered or are actively considering withdrawal elections is included on following slides along with new requests.

New City Requests

- Board Chair sent a letter responding to each city that informed DART of election to acknowledge receipt and outline the following:
 - Termination of service upon successful election (Texas Transportation Code Section 452.656(b) and 452.657(a)(1).
 - Debt Obligations to be determined (Texas Transportation Code Section 452.659)
 - Status of funding and associated withdrawal language in DART/City Interlocal Agreements (TRIP, PTI)
 - General Mobility Program (GMP) status, if applicable
- The letter requested proposals in writing that would cause the City to rescind the election.

New City Requests

- Three cities have provided written feedback with new requests that would cause them to rescind the election (Plano, Farmers Branch, Irving).
 - Board Chair and DART staff had follow up meetings with each city to review and clarify proposals.
- No written feedback to-date from Highland Park or University Park.
- Plano, Carrollton, and Addison individually provided written comments on the GMP ILA.
- The following slides summarize prior and new requests.

Prior Farmers Branch Requests

	Farmers Branch	
1	Governance	Board Resolution No. 250027 in March 2025. Framework development underway by cities at NTC meeting. Cities reviewing now; requires legislative action.
2	Economic development support without strings attached	TIRZ ILA provided to city in November 2025
3	Interest in assembling land with DART for station area development.	Meetings held; city preparing RFP. TIRZ already in place.
4	Envision Dallas needs transportation for visually impaired employees and clients	Route changes completed to support access to Envision facility

New Farmers Branch Requests

Sent via letter December 17, 2025

1a	Controlled Access at Farmers Branch Station (single entrance/exit, fare paid access only, prevent loitering)
1b	Deploy full-time police officers on trains and at stations
1c	Ongoing standards for cleanliness, maintenance and passenger safety
2	Sales Tax Return/GMP of 25% in FY 2026 increasing to 50% by 2031
3	City will decline GoLink and bus services; remove all bus stops. Continue to provide rail and paratransit
4	\$1,000,000 per year to city for a dedicated FB police officer that will replace DART law enforcement at station
5	DART shall commit to governance reform
6	All future debt shall require approval by all member cities
7	DART shall provide quarterly ridership data to City (station and route level)
8a	Promote and advertise city-sponsored events
8b	Address station infrastructure needs (garage, cleanliness, security, maintenance)
9	DART and City staff/agents will refrain from disrespectful remarks or actions toward each other
10	DART shall review and correct procedural, operational, and policy deficiencies affecting the system and rider experience.

Prior Irving Requests

	Irving	
1	Governance	Board Resolution No. 250027 in March 2025. Framework development underway by cities at NTC meeting. Cities reviewing now; requires legislative action.
2	Economic development partnership using TIRZ approach to be partners in TIF with limits. DART as equity partner using sales tax increment.	TIRZ ILA provided to city in November 2025
3	Circulator opportunity in Las Colinas urban center	GoLink serves as a circulator now; meeting requested/pending with Irving staff to develop concept as part of Area Plan process.

New Irving Requests

Sent via letter November 25, 2025

1	DART will fund and maintain bus routes 225, 255, and all existing bus routes in the City of Irving, using appropriately sized vehicles.
2	DART will return 5% annually, for the five-year term of the ILA, to the City of Irving, from the one-cent sales tax collected within the City of Irving for DART. This 5% return of sales tax to the City of Irving is cumulative from the commencement of the ILA and will be used for micro-transit and/or other improvements supporting DART.
3	Beginning in the second year of the ILA, the 5% return of the one-cent sales tax to the City of Irving from DART will be suspended for any year in which DART increases ridership by 10% over the prior year for all existing and any new rail and bus service for stops within the City of Irving. Ridership data must be confirmed by a mutually agreed upon auditor, funded by DART, using 2026 data as the baseline. DART and the City of Irving will agree upon the methodology for calculating ridership data.
4	The City of Irving will decline Golink services to avoid duplication of services.
5	DART will continue to provide paratransit services.
6	DART will fully fund the design, engineering, and construction of the two deferred light rail stations (Stadium Site Station and the South Las Colinas Urban Center Station) and the TRE station adjacent to the South Las Colinas Urban Center Station.

New Irving Requests (cont.)

7	DART will provide \$1.5 million each year to the City of Irving Urban Center Circulator.
8	DART will provide and maintain fixed-route bus service to all train stations.
9	DART will extend the timeline for City of Irving to enter into a Tax Increment Reinvestment Zone (TIRZ) ILA to June 30, 2026.
10	The parties will meet annually in August to review General Mobility Program (GMP) activity. Amendments will require mutual approval of the parties.
11	DART commits to implementation of the proposed governance structure agreed to by the NCTCOG/NTC working group, establishing a "One City, One Vote" model with population-based weighting.
12	All new debt issued by DART must be approved by member cities.
13	DART will assist cities in advertising all city-sponsored community events occurring within TODs and near rail stops in order to encourage ridership.

Prior Plano Requests

Sent via letter December 13, 2024

	Plano	
1	Execute ILA to create Mobility Fund for Plano (25% of 2024 and 2025 sales tax amounts)	GMP ILA provided to city in October 2025 for FY24 sales tax (\$28.01M, which is 24.2% of their FY24 sales tax collections); 20-year Financial Plan includes funding for FY24 and FY25.
2	City-wide, single-zone GoLink service	GoLink zones to be added/expanded for full city coverage but one zone was cost-prohibitive at this time. New zones launch scheduled in April 2026. Zone-to-zone travel across northern three zones is permanent.
3	Circulator Service to connect Legacy business and commercial centers	Circulator developed with staff and planned for launch in April 2026. Site specific shuttle agreement needed per policy.
4	Ratify the EY methodology	No action to ratify. Board resolution includes updating methodology.

New Plano Requests

Sent via Email November 14, 2025

1	DART will provide rail and express bus services in Plano but will discontinue all standard bus, demand-response, and other non-rail services by January 1, 2029. DART will maintain rail stations and facilities. The City is open to discuss how best to provide paratransit services to maintain federal compliance.
2	Beginning in 2026, DART will return a phased portion of Plano's sales tax contribution back to the City through a General Mobility Program (GMP). The GMP will return 25% in 2026, 35% in 2027, 45% in 2028, and 50% annually from 2029 through 2031, with payments made quarterly. Plano will use these funds for transportation and mobility improvements and will provide annual expenditure summaries to DART.
3	In return, Plano agrees to cease any legislative efforts to alter DART's governance or financing and to stop pursuing withdrawal from DART during the 6-year agreement period. The City will rescind any prior withdrawal election actions within 72 hours of finalizing the agreement and will remain a participating DART member.
4	The parties will meet annually to review rail, express bus service and GMP activity. Amendments require mutual approval, and either party may terminate for substantial breach after a 60-day cure period. If Plano resumes withdrawal or legislative reform efforts, DART may suspend GMP payments.

New Plano Requests (cont.)

DART Rail-Only Revenue Return Proposal - Plano						
	2026	2027	2028	2029	2030	2031
Projected Sales Tax Revenue	\$959,989,001	\$998,388,561	\$1,038,324,103	\$1,079,857,067	\$1,123,051,350	\$1,167,973,404
Estimated Growth %	4%	4%	4%	4%	4%	4%
New Revenue \$	\$38,399,560	\$39,935,542	\$41,532,964	\$43,194,283	\$44,922,054	\$46,718,936
Plano One Cent Sales Tax	\$130,000,000	\$135,200,000	\$140,608,000	\$146,232,320	\$152,081,613	\$158,164,877
Revenue Return to Cities %	25%	35%	45%	50%	50%	50%
Revenue Return to Plano \$	\$32,500,000	\$47,320,000	\$63,273,600	\$73,116,160	\$76,040,806	\$79,082,439
DART Sales Tax Revenue Less Return	\$927,489,001	\$951,068,561	\$975,050,503	\$1,006,740,907	\$1,047,010,544	\$1,088,890,966

Source: City of Plano

Latest Plano Proposal

Sent via GMP ILA Feedback January 13, 2026

- Modifies the GMP ILA to be up to 25% of sales tax to all 13 cities (similar to HB 3187)
- Six-year agreement with first year at 15% of sales tax, next five at 25% of sales tax and no reduction of services within any city.
- New “Most Favored Nation” clause (equal terms for all cities)
- Transmittal acknowledges the city has proposed two different solutions for achieving a general mobility program (GMP), with one GMP at 25% sales tax and one at 50% sales tax.
 - The latest ILA proposal is based on Plano’s initial solution at 25%
 - Provides a predictable, multi-year funding opportunity for city-controlled mobility investments, in exchange for firm commitments to remain in DART, comply with strict timelines, and align projects with regional transit objectives.

Latest Plano Proposal (cont.)

Sent via GMP ILA Feedback January 13, 2026

Summary of proposed ILA:

- Can use funds on legally permissible projects under Chapter 452
- Annual allocations based on prior-year sales tax collections disbursed by September 30 each year
- Annual submittal of projects by June 30; quarterly progress reporting
- City must be in good financial standing with DART.
- City must waive the right to withdraw from DART during the term.
- City agrees not to pursue legislative action that would reduce DART's sales tax authority.
- Terminates September 30, 2031

Prior Highland Park Requests

	Highland Park	
1	Governance	Board Resolution No. 250027 in March 2025. Framework development underway by cities at NTC meeting. Cities reviewing now; requires legislative action.
2	Continue TRIP Program beyond FY2025	TRIP program ended FY 2025. DART Board GMP proposal allocated \$1.33M based on FY24 sales tax collections. GMP ILA provided to City in October 2025.
3	Construction parking support for large residential projects and nearby Knox-Henderson projects	Both Inwood and SMU/Mockingbird offer free parking and GoLink connections. Challenge is construction crews needing trucks with tools, coolers, etc. on site.
4	Service and employee access and parking (Highland Park Village, Dallas Country Club, and Highland Park)	Route 237 and GoLink (from Inwood or SMU/Mockingbird) provides direct access to Dallas Country Club; GoLink provides direct access to Highland Park Village and throughout all of Highland Park.
5	Interested in GoLink service to Love Field or DFW Airport	Love Field added as destination to Park Cities GoLink zone in September 2025

Prior University Park Requests

	University Park	
1	Governance	Board Resolution No. 250027 in March 2025. Framework development underway by cities at NTC meeting. Cities reviewing now; requires legislative action.
2	Continue TRIP Program beyond FY2025	TRIP program ended FY 2025. DART Board GMP proposal allocated \$1.40M based on FY24 sales tax collections. GMP ILA provided to City in October 2025.
3	Economic development - Interested in TIF/TIRZ	TIRZ ILA provided to city in November 2025
4	Circulator/GoLink service to address SMU game day congestion, domestic worker access, and Snider Plaza employee parking needs	DART promoted on game days. GoLink (from Inwood or SMU/Mockingbird) provides direct access to Snider Plaza and throughout all of University Park. SMU Routes 442 and 440 can be accessed at SMU/Mockingbird and drop off within a 5-minute walk to Snider Plaza. Routes 20 and 237 also provide access to part of city.

Prior Addison Requests*

Addison			
Addison	1	Circulator/microtransit city-wide service	Approved September 9, 2025. Launch planned for April 2026. Site specific shuttle agreement needed for circulator per policy. City is evaluating their financial participation.
Addison	2	Economic development/TOD coordination	TOD ILA in process; TIRZ ILA provided to city in November 2025
Addison	3	Quorum bus operations	Changes completed Fall 2025

*Addison City Council is considering election during January 27, 2026, meeting

GMP ILA Feedback

- The GMP ILA in the amount of \$42.59M was approved by the Board on September 30, 2025
- The Board resolution stated that the General Mobility Program Interlocal Agreement for FY 2026 will be provided to the eligible cities in October 2025 for execution by December 31, 2025.
- To date, no cities have returned an executed ILA.
- Most cities stated issues with language in Section VII. Legislative Activities
- Two cities provided vastly different red-line versions of the GMP ILA to DART for consideration:
 - Plano – See slides 18-19
 - Carrollton and Addison – Administrative and process changes
 - All modify the Legislative Activities language

Regional Discussions

NCTCOG Transit 2.0 RTC Subcommittee

- Summer 2025 – RTC acknowledges Transit 2.0 study and creates Transit 2.0 subcommittee to outline next steps, including potential governance and funding options.
- DART Board member participation

North Texas Commission (NTC)/NCTCOG Working Group

- On September 4, 2025, NTC and NCTCOG convened DART city mayors, city managers and DART to discuss concerns.
- Working group with DART and six city managers established to explore governance, service, and funding options.
- Eight meetings to date

Transit 2.0 Subcommittee

- Seven meetings to date; RTC progress briefing on January 8, 2026
- Mix of RTC members from transit and non-transit cities
- Key topics to date:

Future Transit Institutional Structure (NOT current DART challenges)	Data Analysis and Mapping (Boundary Consideration and Financial Resources)
Transit 2.0 Report and Key Takeaways	Candidate Regional Transit Boundary
Existing Transit in Region	Service Levels and Financial Resources
Priorities and Defining Success	Transit Funding in DFW
Vision Statement	Policy Bundles and Transit Impact

- Next steps include draft policies/recommendations in July 2026
 - RTC update planned for April/May 2026

NTC/NCTCOG Working Group

- Key purpose is to identify actionable solutions to strengthen regional cooperation, restore city confidence, and ensure DART's long-term sustainability
- Eight meetings to date – key focus areas:

Focus Area	Working Group Agreements	Remaining Work
Governance	One City, One Vote baseline; population-weighted model; flexible, scalable structure.	Member city leadership approvals, and potential policy and legislative updates.
Funding	General support for rate study. Continued discussion regarding proportionality, and regional network.	Conduct rate study (in progress by DART). Define equity/fairness framework.
Service	Consensus on shared goals: connectivity, innovation, safety.	Refine through Area Plans and performance metrics.
Collaboration	Commitment to ongoing communication between DART and cities.	Implement transparent engagement process.
Area Plans	Confirmed as foundation for collaboration.	Validate city input and link to budget decisions.

Governance

NTC Working Group					Dallas - CM Ridley		
City	Population 2025	# Seats	Vote Weight	% of Vote	# Seats	Vote Weight	% of Vote
Addison	17,837	1	1	4%	1	0.25	1.25%
Carrollton	136,543	1	1.5	6%	1	1	5.00%
Cockrell Hill	3,855	1	1	4%	1	0.25	1.25%
Dallas	1,385,989	5	10.5	40%	5	10	50.00%
Farmers Branch	40,246	1	1	4%	1	0.25	1.25%
Garland	251,932	2	2	8%	2	2	10.00%
Glenn Heights	19,883	1	1	4%	1	0.25	1.25%
Highland Park	8,793	1	1	4%	1	0.25	1.25%
Irving	266,162	2	2	8%	2	2	10.00%
Plano	299,262	2	2	8%	2	2	10.00%
Richardson	122,745	1	1.5	6%	1	1	5.00%
Rowlett	67,519	1	1	4%	1	0.5	2.50%
University Park	25,574	1	1	4%	1	0.25	1.25%
	2,646,340	20	26.5	104.00%	20	20	100.00%

NTC % of vote doesn't add to 100% due to rounding

Next Steps

- January 27 – Board feedback and staff direction
- January 29 – NTC/NCTCOG continuation of discussion to advise and develop long-term governance and funding solution for cities
- February 10 – Discussion of city requests and possible action; Board consideration of new services launch of services in cities holding withdrawal elections
- February 24 – Final action to address city requests

Discussion



let's go.



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