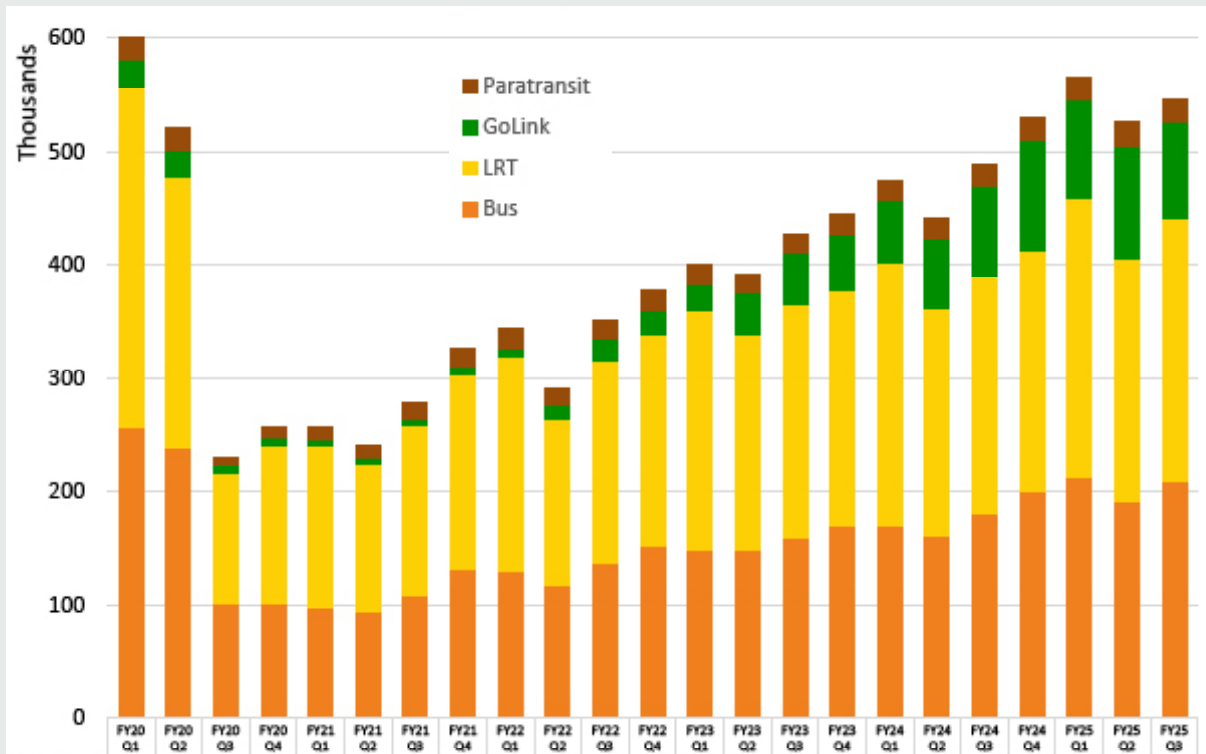




DALLAS AREA RAPID TRANSIT

Strengthening Our Region, Together

Plano Ridership by Mode



Plano is on track to exceed 2 million boardings annually with a good mix of rail, bus and GoLink microtransit and paratransit trips.

Plano has seen year-over-year growth of 15% or more the last three years, outpacing the system as a whole.

90% of Plano's transit trips are to/from other cities based on NCTCOG's 2023 survey:

- o A Plano only system will only address a small percentage of Plano residents and workforce needs
- o People will have to find other means or will not be able to make their trip.
- o Workforce opportunities for Plano's large employment base will go down.
- o Stress will be placed on transit connections at Plano's border.
- o More cars will be on already congested roads. Microtransit as a replacement for fixed route bus will increase surface street congestion.
- o Route 234 (Parker Rd. light rail station to Northwest Plano park & ride) alone carries an average of 417 riders a day on weekdays.

Plano had 2.9% (612,806) of all bus riders in FY 2025 Q1-3.

Plano had 4.1% (692,731) of all light rail riders in FY 2025 Q1-3.

Plano had 18.7% (270,990) of all GoLink riders in FY 2025 Q1-3.

Plano had 9.1% (62,015) of all paratransit riders in FY 2025 Q1-3.

- o 66% of Plano paratransit trips started or ended in a different city.



RIDERSHIP & SERVICE



December 2024 Letter Requests

In a letter from Mayor Muns dated December 13, 2024, Plano requested several items:

An Interlocal Agreement by February 28th, 2025 providing for payments of sales tax contributions in 2025 and 2026, described below.

- o Development of an ILA was approved by the Board in March 2025 after three mediation meetings with NCTCOG, RTC and Plano that same month.
- o The ILA was approved by the Board on September 30, 2025 and transmitted to the city on October 16, 2025.

On March 3, 2025, deposit 25% of Plano's 2024 sales tax contributions in a Mobility Fund for Plano only, for purposes consistent with Chapter 452. o The GMP ILA provided to the City on October 16, 2025 is for \$28.01 million, just shy of the \$28.99 million FY 2024 sales tax collections.

On October 1, 2026, deposit 25% of Plano's 2025 sales tax contributions in a Mobility Fund for Plano only, for purposes consistent with Chapter 452.

The GMP ILA provided to the City on October 16, 2025 is for \$28.01 million, based on FY 2024 collections. Plano's FY 2025 sales tax collections are not yet final and will be included in the second year GMP ILA. As part of the Interlocal Agreement, Plano will cease pursuing legislation related to Chapter 452 in the 89th Texas Legislative Session.

- o Plano continued to pursue legislation despite the Board approving the GMP in March 2025 as a local solution.

A city-wide, single-zone GoLink service.

- o The Board approved service changes on September 9, 2025, that include new/expanded zones to cover 100% of Plano. Zone-to-zone travel is permitted in the northern three GoLink zones. One single zone for the entire city could not be accommodated in the budget but can be considered in future budgets.

A circulator service connecting commercial and business centers at Legacy.

- o The Board approved service changes on September 9, 2025, that include a Legacy circulator service as envisioned by Plano.

Delay the upcoming bus replacement purchase until a signed agreement can be reached between the DART Board and its member cities.

- o DART did not delay this as we have a fiduciary responsibility to maintain our fleet assets and ensure a safe and reliable system for our riders across the service area. We also took advantage of a procurement option with another agency to ensure a competitive price for new buses.

Provide more a-la-carte options for service within Plano

- o The voter approved sales tax collected in Plano supports a comprehensive set of services that work together to support both local and regional access and connectivity.





ECONOMIC DEVELOPMENT



The latest UNT Economic Research Group study reveals the significant economic benefits of development projects near DART light rail stations.

In the 25 years since UNT first began its studies, development within a quarter mile of DART's light rail stations has resulted in a \$18.1 billion direct impact.

In 2022-2024, there were 37 development projects within one-quarter mile of DART light rail stations. These projects result in:

- o A \$1.0 billion direct impact and \$1.9 billion total economic impact.
- o Creation of 5,295 jobs, and total employment creation of 9,422 jobs, adding up to \$724.2 million in labor income for workers in the region.
- o 10% and 12.6% rent premiums for residential and commercial properties, respectively.

These projects created \$51.5 million in construction-related state and local sales tax revenue, not including revenue to DART, and resulted in ongoing property tax and sales tax revenue to benefit local communities.

The DART TIRZ ILA provides all cities with another tool to leverage future sales tax increment to support economic development. This program was developed at the request of and in cooperation with service area cities, and ILAs have been provided to the service area cities for execution.

Existing TOD in Plano:

- o Downtown Plano was revitalized with the light rail station and is now a regional destination. Development since the station opened in 2002 totals approximately \$240 million in City taxable value.
- o In anticipation of the 12th Street station, Toll Brothers completed Ferro Apartments in 2022, with a taxable value of nearly \$80 million.
- o Additional development near DART facilities adds another \$100 million to Plano's tax rolls.

Proposed TOD in Plano:

- o Plano is extending its downtown toward the new Silver Line 12th Street station through its Downtown Plano Vision and Strategy Update. (Link here.) From the report, page 7: "No place outside of Downtown Dallas is better served by transit."
- o DART is exploring development of its surplus parking at Parker Road station and the opportunity to partner with adjacent property ownership.
- o Discussions are underway to right-size Jack Hatchell TC, opening additional land for city or development uses.
- o The Northwest Plano P&R also provides a TOD opportunity .

A 2022 study from AECOM, which assessed economic development opportunities around the new Silver Line stations, found that multifamily properties within a ½-mile of a DART station supported rent premiums of almost 18% above comparable properties.

- o Parcels identified for "high potential redevelopment" could create up to \$1.2 billion in increased assessed values and 3,300 new housing units within walking distance to the two transit lines and the Downtown Plano core.

FROM THE DOWNTOWN PLANO VISION AND STRATEGY

UPDATE IN 2019: *Since 2015, new construction and renovation in the Neighborhood Empowerment Zone, an area encompassing all of Downtown, has resulted in construction valued at more than \$520 million. Property values in Tax Increment Finance District (TIF) 2, which includes downtown as well as a larger area, increased by over \$380 million since 1999, and added more than \$52 million in TIF 2 revenue. Downtown has many advantages that contribute to its success and continue to attract investors – this includes a reference to DART light rail and at the time the future Silver Line, connecting Plano to the rest of the region and DFW Airport.*





Since 1989, DART has provided financial contributions to all service area cities via multiple programs. For Plano:

- o 1989-2004 - LAP and LAP/CMS: \$40,081,675
- o 2023 and 2024 total PTI Funds: \$28,437,000
- o **TOTAL: \$68,518,675**

On October 16, 2025, DART transmitted a Board-approved Interlocal Agreement (ILA) to Plano which would disburse \$28.01 million to the City on September 30, 2026, for use on mobility projects consistent with Chapter 452

- o \$28.01 is nearly 25% of the Plano's FY24 sales tax (actual was \$28.99 million)
- o **If accepted, this will bring Plano's total financial receipts from DART to \$96,528,675**

Per the Board resolution, disbursement of funds for Plano's FY25 sales tax will follow the same methodology. The GMP is in perpetuity; the methodology will be reviewed for the FY26 sales tax distribution.

If Plano executes the ILA, this will be another step in satisfying the December 2024 requests as outlined in Mayor Muns' letter.

PLANNED CAPITAL & SERVICE INVESTMENTS



DART provides light rail, regional rail, paratransit, bus and GoLink across Plano.

Our services have evolved over time to better serve the city.

A major network redesign in 2022 was developed in collaboration with Plano and focused on expanding GoLink microtransit service in Plano to complement bus service changes that refocused service to major corridors and major employment destinations.

As of October 2025, DART operates:

Red and Orange Line light rail with 3 light rail stations, including the new 12th Street light rail station requested by Plano as part of the Silver Line project.

- o Silver Line regional rail service with 2 stations in Plano, connecting the city directly to DFW airport and other major centers like UT Dallas.
- o 7 bus routes and three bus hubs (NW Plano P&R, Parker Road TC, Jack Hatchell TC) connecting the rest of the region to Legacy employers, and major medical centers like Baylor, Scott & White, Children's and Medical City who draw employees and patients from around the region. Route 254 will be eliminated in February 2026 based on city feedback.
- o 6 GoLink microtransit zones covering approximately 70% of the city, contracted to Transdev, Uber and Lyft.
- o City-wide and region-wide Paratransit service for the intellectually- or mobility-impaired, connecting users across city boundaries to resources.

Area Plan completed with Plano staff in June 2025 to outline key opportunities for service improvements and capital investments to benefit transit riders

Based on Plano requests, the following new services were approved for implementation in 2026:

- o In February, GoLink will be expanded to 7 zones covering 100% of the city.
- o In April, Legacy West circulator service will be added, under the DART Site Specific Shuttle Policy, operating 7 days/week.
- o The expanded GoLink service is an incremental step towards the city desire of one citywide GoLink zone per Mayor Muns' December 2024 letter.

Capital investments in process:

- o Silver Line Equipment Maintenance Facility
- o Cotton Belt Hike and Bike Trail
- o New bus fleet in production
- o New LRV procurement to replace oldest vehicles
- o Light rail platforms being raised for level boarding on all vehicles
- o New ticket vending machines and passenger information at all stations
- o New bus shelters in production
- o Signal improvements to the red line

Future service improvements planned under Phase 2, Tier 2 of the Bus Network Redesign include:

- o 15-minute service most of the day on the Red Line
- o 15-minute service most of the day on bus Route 239, 241
- o 30-minute service all day on all other Plano bus routes



SECURITY & CRIME



DART has a comprehensive security strategy, including Crime Prevention Through Environmental Design (CPTED) assessments of all facilities, crime prevention messaging, and visible uniformed presence.

DART provides the following staff resources to support safety and security:

- 225 police officers
- 76 fare enforcement officers on the rail system
- 100 contracted, armed transit security officers on the rail system
- 4 police/Parkland social worker teams on the system to address vulnerable populations and connect them to service
- Clean teams on trains and at end of line stations

Overall violent crime (Assault, Homicide, Robbery, and Sex Crimes) is down 18% as of October 15, 2025, which is the last full reporting period.

- A new Video Management System (VMS) and upcoming capital project will replace 7,700 cameras across fleet and facilities to be monitored through the new consolidated dispatch and command center (CDCC)
- Through October 15 this year, the DART Police Department has executed over 800 enforcement initiatives, working in conjunction with member cities. These combined efforts have resulted in:
 - 18% reduction in violent crime (Assault, Homicide, Robbery, and Sex Crimes),
 - 61% increase in arrests and citations for criminal trespass (loitering),
 - 20% increase in fare evasion citations and arrests,
 - 26% reduction in property crime.

Plano's crime report from 1/1/25-10/15/25:

- 36 NIBRS Group A offenses and 43 arrests reported (stations, bus stops, vehicles) by DART PD
- During the same reporting period, Plano PD reported 7,597 NIBRS Group A offenses.
- DART Group A offenses occurring in the Plano service area are 0.47% compared to Plano's Group A offenses.



PLANO/DART MEETINGS



Since 2023, the following meetings have occurred with Plano leadership:

Quarterly meetings between Plano City Manager, staff, and Board member(s) and DART staff to discuss Silver Line progress, services in Plano, and area plans.

4 meetings - Nov 2023-Jan 2025 with Mayor, City Manager and Board member to collect input on DART's vision for the future, to discuss how DART can address Plano's future growth by working together to advance transit and development.

1 City Council briefing - Dec 2024; early 2025 Council briefing requested but not scheduled to update council on DART Board efforts to address governance and service.

6 city manager group meetings - Sept 2024-July 2025

3 NCTCOG RTC Mediation meetings with Plano representative - March 2025

3 NTC/NCTCOG mediation meetings with Plano city manager - October 2025

TOTAL: 17 meetings - Nov 23 to current

During this time:

- o Special Board Meetings - Dec 2024-March 2025 to discuss governance, service, funding issues.
- o Board resolution on Governance - March 2025
- o Board approval of GMP - March 2025
- o Board approval of TIRZ ILA - May 2025
- o Area Plan completed with City staff - June 2025
- o Transmittal of GMP ILA to city - October 2025
- o Transmittal of TIRZ ILA to city - forthcoming

DART has met with every member city leadership team repeatedly since 2022 to understand their priorities, challenges, and opportunities. Between July 2022 and June 2025, DART met formally with city managers, mayors, and councils more than 130 times.

