



Addison Special City Council Meeting
December 2, 2025
Addison Town Hall
15600 Addison Road
Addison, Texas 75001

Email comments may be submitted using the Public Comment Form located on Addison's website by 3:00 PM on the meeting day. The meeting will be live-streamed at www.addisontx.gov.

SPECIAL CITY COUNCIL MEETING

The Addison City Council will convene for a Special City Council Meeting beginning at 5:30 PM in the Town Hall Council Chambers.

1. **Call Meeting to Order and Announce that a Quorum is Present.**
2. **Pledge of Allegiance.** United States and Texas Flags
3. **Public Comment.** The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.
4. **Items for Individual Consideration.**
 - a. Present, discuss, and consider action on an Ordinance ordering an election to be held in and throughout the Town of Addison, Texas, on May 2, 2026, to dissolve the Dallas Area Rapid Transit System (DART) in the Town of Addison, Texas, subject to the continued collection of sales taxes for the period required by law; providing for location of polling places to be designated at a later date; providing for early voting; and providing an effective date.
5. **Adjourn Meeting.**

NOTE: The City Council reserves the right to meet in a Closed Meeting at any time during this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551. Any decision held on such matters will be conducted in an Open Meeting following the conclusion of the Closed Meeting.

THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES. PLEASE CALL (972) 450-7017 AT LEAST 48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.

Posted by: Valencia Garcia, City Secretary
Date posted: November 24, 2025 Time posted: 4:18 PM
Date removed from bulletin board: _____
Removed by: _____

2025 City Council Special Meeting

4. a.

Meeting Date: 12/02/2025

Department: City Manager

Key Focus Areas: Mobility and Connectivity

AGENDA CAPTION:

Present, discuss, and consider action on an Ordinance ordering an election to be held in and throughout the Town of Addison, Texas, on May 2, 2026, to dissolve the Dallas Area Rapid Transit System (DART) in the Town of Addison, Texas, subject to the continued collection of sales taxes for the period required by law; providing for location of polling places to be designated at a later date; providing for early voting; and providing an effective date.

BACKGROUND:

This item is for City Council to consider calling a special election for May 2, 2026 for voters to determine if the Dallas Area Rapid Transit System (DART) should be continued in the Town of Addison.

Addison has been a member city of DART since its creation in 1983. From 1984 to 2025, Addison has contributed over \$400.5 million to DART through a one-cent sales and use tax. Last year, in FY2025, Addison contributed \$17.6 million to DART.

Four member cities of DART (Plano, Highland Park, Farmers Branch, and Irving) have called special elections in May 2026 to consider leaving DART. According to an EY report analyzing FY2023, these four (4) cities' sales tax contributions equal \$242.2M amounting to 29.1% of the total sales tax collected by DART. If those elections are successful, the remaining costs and certain service reductions would be borne by the remaining cities.

The attached presentation will provide information on DART; the Town's membership, services, and value; and the withdrawal election process.

FISCAL IMPACT

The Town of Addison contributes a one-cent sales and use tax to DART. Since 1984, the Town of Addison has contributed \$400.5 million to DART. An independent analysis by EY in 2023 showed that the Town contributed \$16.3 million to DART, while only \$9.5 million was spent by DART in the Town.

RECOMMENDATION

This item is presented for Council consideration.

Attachments

Presentation - DART Withdrawal Election

Ordinance - DART Withdrawal Election

Answers to Council Questions - December 2, 2025 Special Meeting

DART Membership

December 2, 2025
City Council Meeting

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font centered within a white circle. This circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes a white circle and a grey triangle.

Discussion Purpose

- Addison has been a member city of Dallas Area Rapid Transit (DART) **since its creation in 1983.**
- Addison **contributes a one-cent sales and use tax** to DART.
 - From 1984 to 2025, Addison has contributed over \$400.5 million to DART.
 - Last year, in FY2025, Addison contributed \$17.6 million to DART.
 - Town's contribution is greater than service value received.
- **Four cities (Plano, Highland Park, Farmers Branch, and Irving) have called elections in May 2026 to consider leaving DART.**
 - According to an EY report analyzing FY 2023, these four (4) cities' sales tax contributions equal \$242.4M amounting to 29.1% of the total sales tax collected by DART.
 - **If those elections are successful, the remaining costs and certain service reductions would be borne by the remaining cities.**

1. **DART Services in Addison**

- Transit Modes
- Independent Analysis and Service Value to Addison
- Timeline / Ongoing Discussions with DART

2. **Sales Tax**

- Sales Tax in Addison
- Local Option Sales Tax

3. **Withdrawal Election Process**

- Calling an Election
- After the Election and Withdrawal Obligation
- Goals for DART
- Next Steps

DART Services in Addison

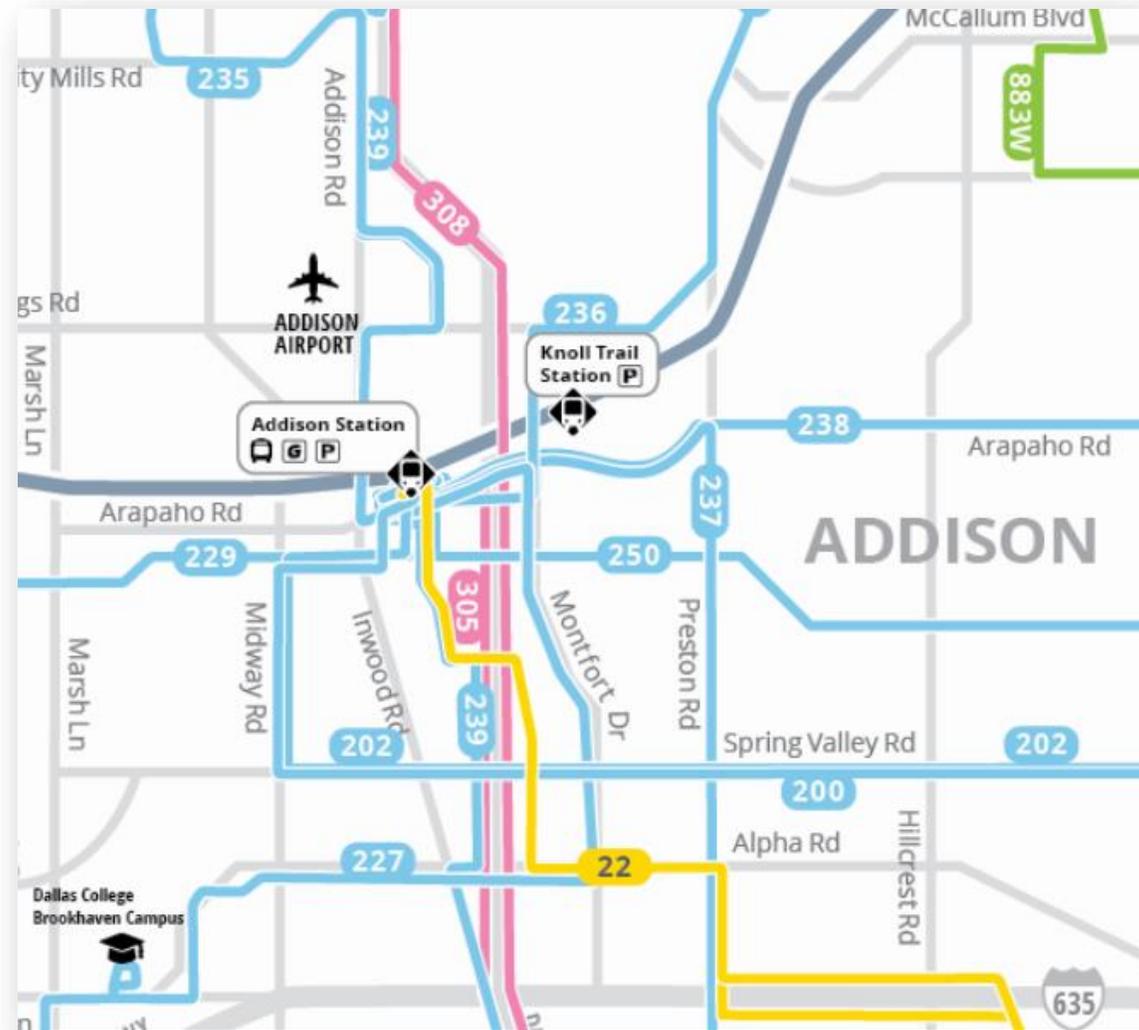


ADDISON

DART Services in Addison

ADDISON

- **Addison Transit Center**
 - Served by 12 bus routes and anchors one GoLink zone (Keller Springs)
 - 1,800 boardings each weekday
 - 50,000+ boardings monthly
 - Includes bus transfers at the Transit Center
- **Bus Routes including:**
 - Route 235
 - Route 239 (Dallas-Addison-Legacy)
 - Route 305 – Express Bus, Addison Transit Center to Downtown Dallas (*Will be discontinued January 2026*)



[DART System Map Link](#)

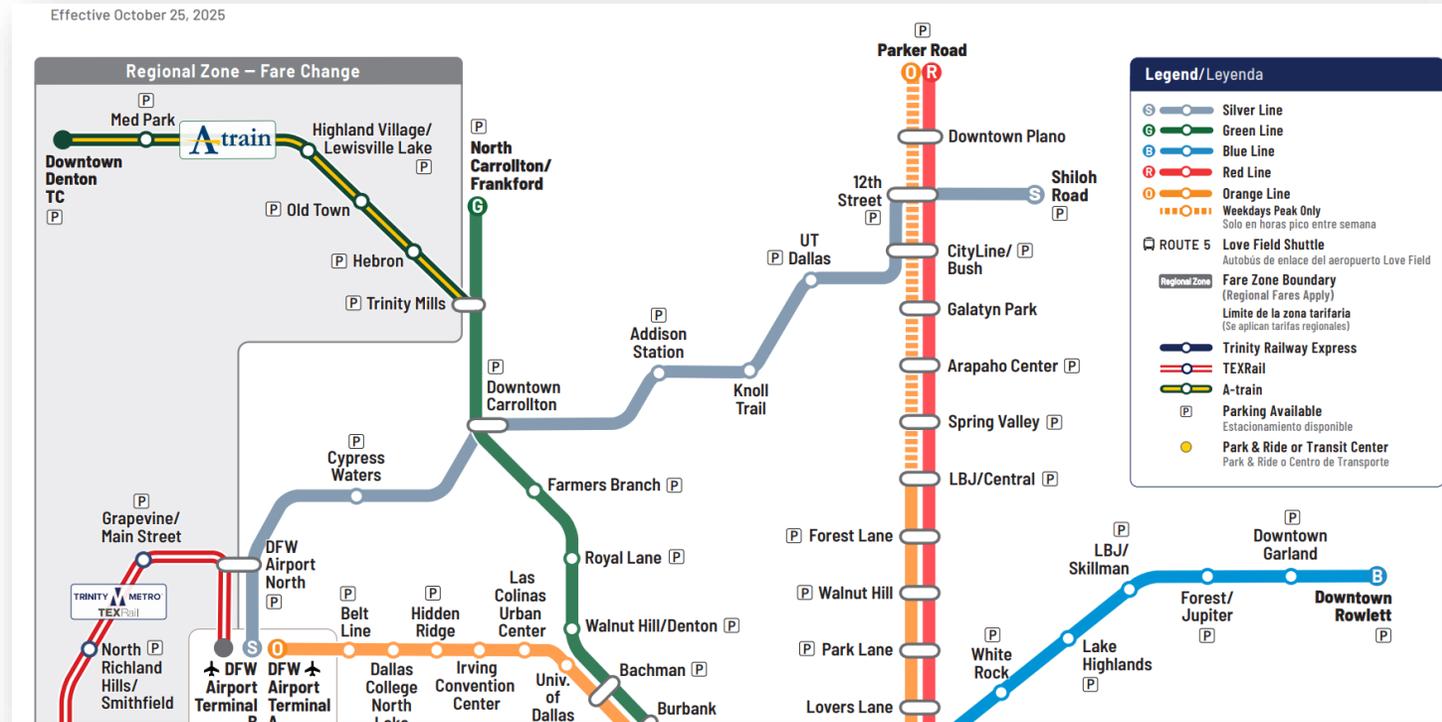
DART Services in Addison

• Rail

- Silver Line recently opened in October 2025 with a station in Addison

• GoLink / Circulator

- Currently, no GoLink zone serving all of Addison.
- In Nov. 2024, Town staff reached out to request additional services.
- In FY2026 Budget, DART approved funding for additional services for Addison.
 - Funding for an Addison GoLink zone was approved. Preliminary communication from DART that the zone should be operational April 2026. Provides for travel within Addison zone only.
 - Partial funding (50%) approved for a circulator concept, if Town funds other half.



[DART Rail System Map](#)

Service Value to Addison



- Member cities requested additional information regarding DART’s level of annual expenditures within each city (2022 / 2023)
- DART engaged EY to perform an independent cost allocation analysis which accounted for regional benefits of the system while identifying expenditures & revenues allocated to each city (2023 / 2024)
- **Addison identified as a “donor” city** contributing more than the Town’s investment

According to the report, in FY23, the Town contributed \$16.3 million, while only \$9.5 million was spent in Addison.
- Due to allocation methodology for bus service in the report, *the bus service value attributed to Addison is likely overstated.*

Table 1. Total FY 2023 expense allocation by city, \$m

City	Operating expenses	Capital depreciation expenses ³	Interest expenses ⁴	Total	Sales tax contribution
Addison	8.5	0.7	0.3	9.5	16.3
Carrollton	19.6	11.9	5.9	37.3	48.3
Cockrell Hill	2.4	0.3	0.1	2.8	0.6
Dallas	412.5	186.3	91.7	690.5	407.8
Farmers Branch	12.7	5.5	2.7	20.8	24.3
Garland	41.3	14.3	7.1	62.7	45.2
Glenn Heights	1.3	0.1	0.1	1.5	1.1
Highland Park	1.7	0.1	0.0	1.9	6.3
Irving	59.1	43.1	21.2	123.5	102.2
Plano	35.0	6.4	3.2	44.6	109.6
Richardson	34.9	10.6	5.2	50.7	56.9
Rowlett	7.1	6.0	3.0	16.1	9.2
University Park	1.7	0.1	0.0	1.8	6.4
TOTAL	638.0	285.3	140.5	1,063.7	834.4

Source: EY analysis. Sales tax contribution amounts provided by DART.

Service Value to Addison

According to the report, in FY 2023, DART's total operating costs were \$638M of which \$8.5M was spent in Addison

DART FY2023	Total Operating Cost	Spent in Addison
Bus Service	\$304.1M	\$7.3M
Paratransit	\$35.7M	\$100k
System Admin	\$58.6M	\$1.1M
Light Rail Service	\$189.4M	\$0
GoLink	\$14.9M	\$0
Commuter Rail / Streetcar	\$35.3M	\$0

Of \$7.3M of Bus Service, the allocation factors used are likely not reflective of value to Addison

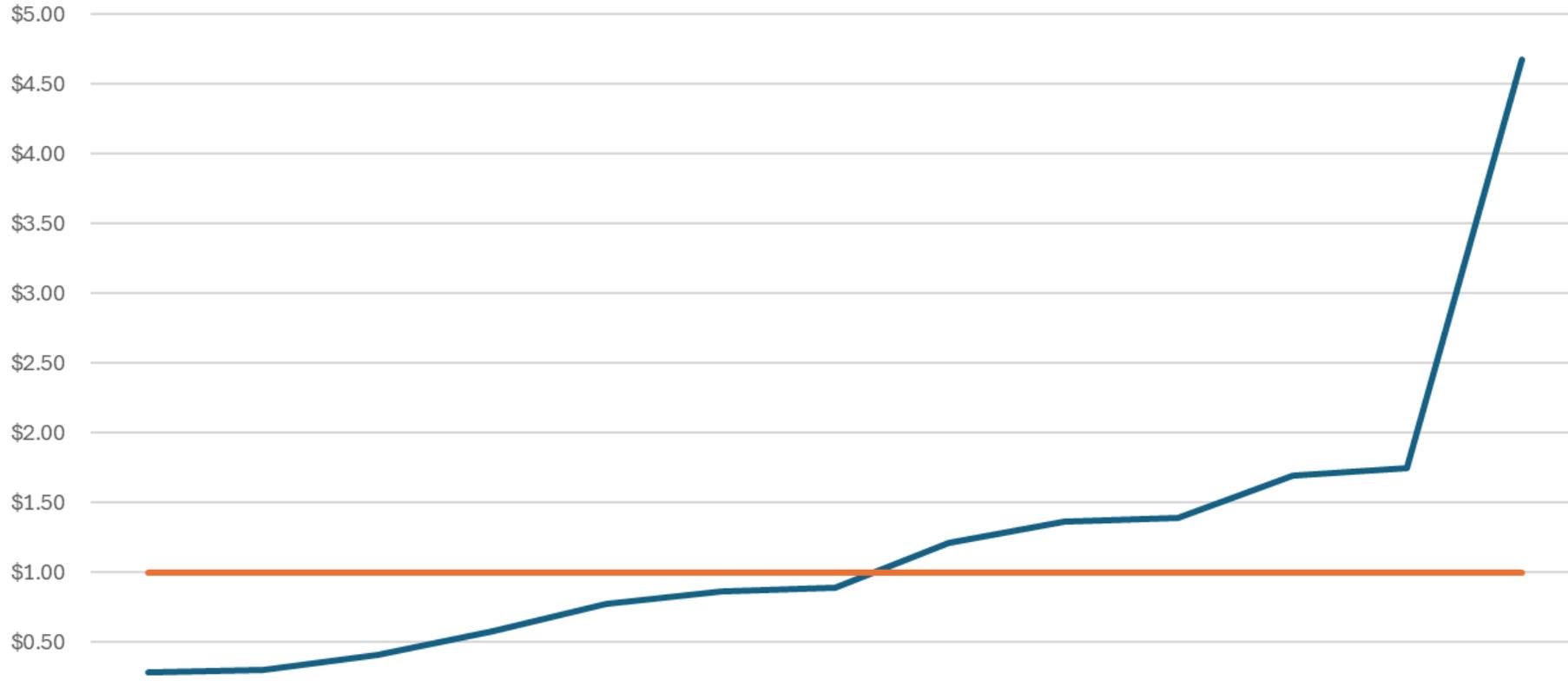
- Includes data from the Addison Transit Center
- Bus Boardings based on location of boarding (including transfers at Addison Transit Center) rather than destination

Table 11. Allocation factors by member city

Mode	Metric	City			
		Addison	Carrollton	Cockrell Hill	Dallas
 Bus	Bus Stop Count	1.15 %	2.18 %	0.36 %	67.89 %
	Bus Route Miles	1.90 %	1.90 %	0.40 %	67.72 %
	Bus Revenue Hours	1.47 %	1.53 %	0.50 %	74.29 %
	Bus Revenue Miles	1.59 %	1.62 %	0.49 %	72.61 %
	Bus Boardings	2.89 %	1.23 %	0.89 %	74.19 %
	Bus Vehicles during Peak	9.29 %	2.58 %	2.80 %	48.46 %
	Bus Modal Admin (Derivative Metric)	2.40 %	1.63 %	0.76 %	70.58 %

Service Value to Addison

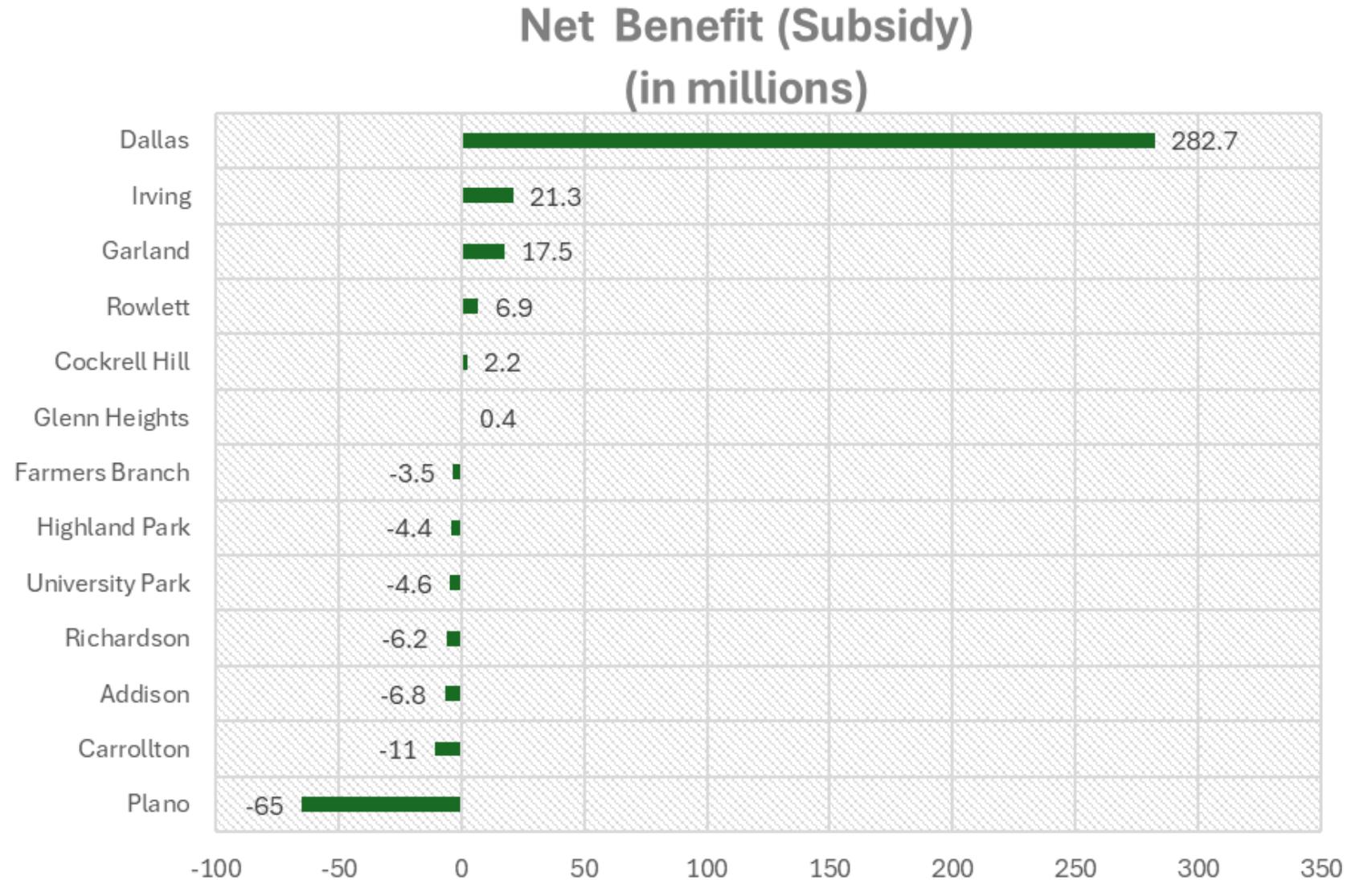
Return for Every \$1 in DART Contributions



	University Park	Highland Park	Plano	Addison	Carrollton	Farmers Branch	Richardson	Irving	Glenn Heights	Garland	Dallas	Rowlett	Cockrell Hill
Return	\$0.28	\$0.30	\$0.41	\$0.58	\$0.77	\$0.86	\$0.89	\$1.21	\$1.36	\$1.39	\$1.69	\$1.75	\$4.67
Investment	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

Return Investment

Service Value to Addison



Timeline / Ongoing Discussions

- 2025 - Member Cities have **continued to engage DART on discussions regarding governance and alternatives** for contribution models.
- January 2025 - **Legislation introduced** in 89th State Legislative Session to address.
 - HB 3187 / SB 1557 – annual rebate of up to 25% of sales tax to each jurisdiction for use on eligible projects.
 - HB 5049 / SB 2118 – DART Board make-up change to allow one vote for each city, except City of Dallas is entitled to 3 votes.
- February 2025 - With introduced legislation, **DART asked cities to engage in collaborative discussions to resolve and to create a model to provide funding back to donor cities** rather than through state legislation.
 - Addison passed a resolution of support for continued full funding and **working collaboratively with DART, neighboring cities, and regional partners to advocate for sustainable, equitable, and accessible transit solutions** that benefit all residents of the North Texas region.

- March 2025 - DART **approved creation of a General Mobility Program (GMP)** “in response to demands by certain member cities and to avoid proposed state legislation.”
 - Program would **reallocate 5% of DART’s annual sales tax revenue to seven (7) donor cities** as identified in the EY Cost Allocation Study: Addison, Carrollton, Farmers Branch, Highland Park, Richardson, Plano, and University Park.
- July 2025 – DART notifies donor cities that to receive funds from the GMP, the City Council would need to pass a resolution and agreement committing to not seek further efforts or actions for legislation that would reduce or divert any portion of DART’s voter-approved one-cent sales tax.
 - Agreement would require reimbursement of any funds to DART if legislation passes that results in the redirection or reduction of any portion of DART’s voter approved one cent sales tax.
 - Effectively, binding future Councils and any policy or advocacy actions by a donor city indefinitely.
 - **Staff and Legal would not advise to approve the GMP as written and have made our concerns known to DART.**

Sales Tax

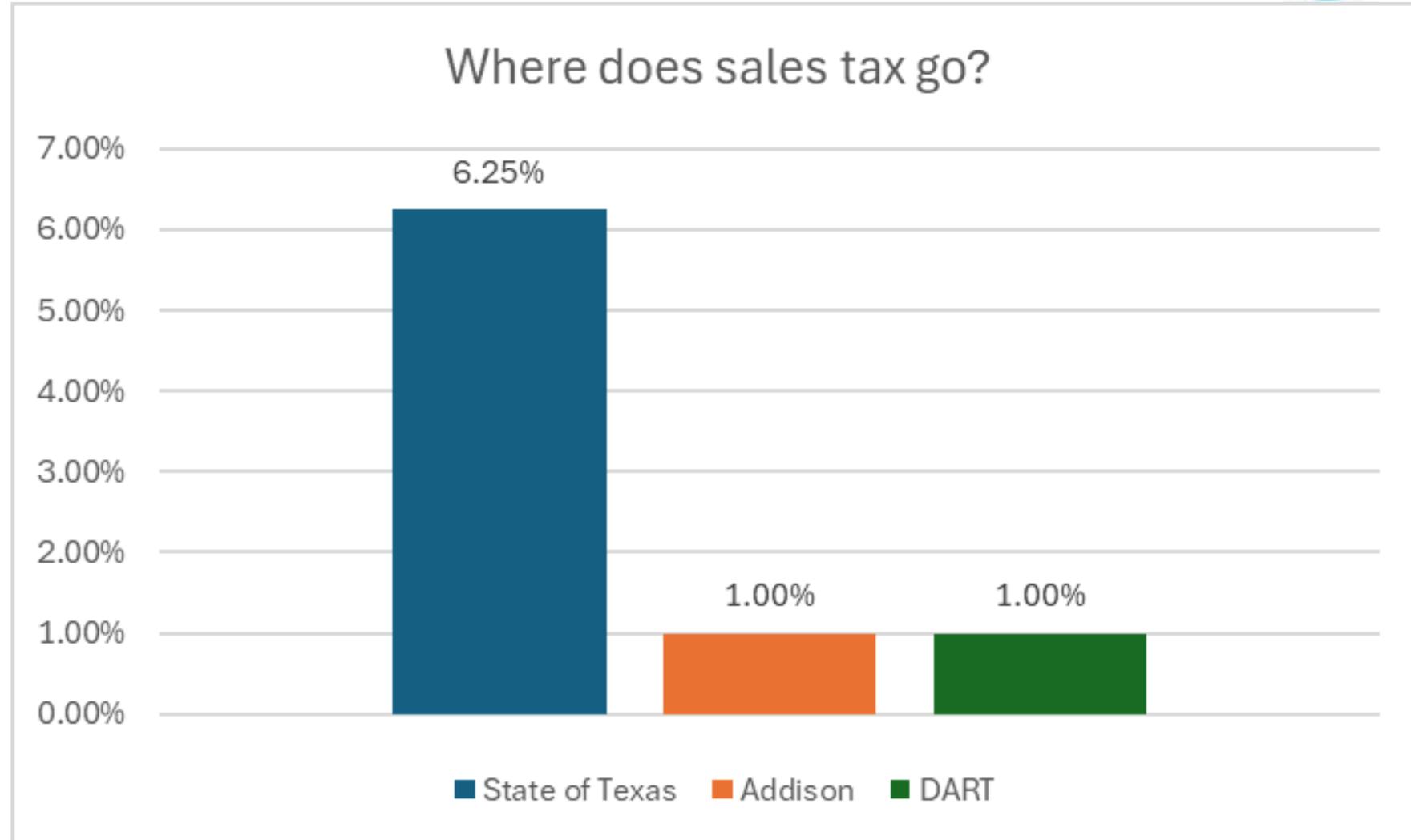
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ADDISON

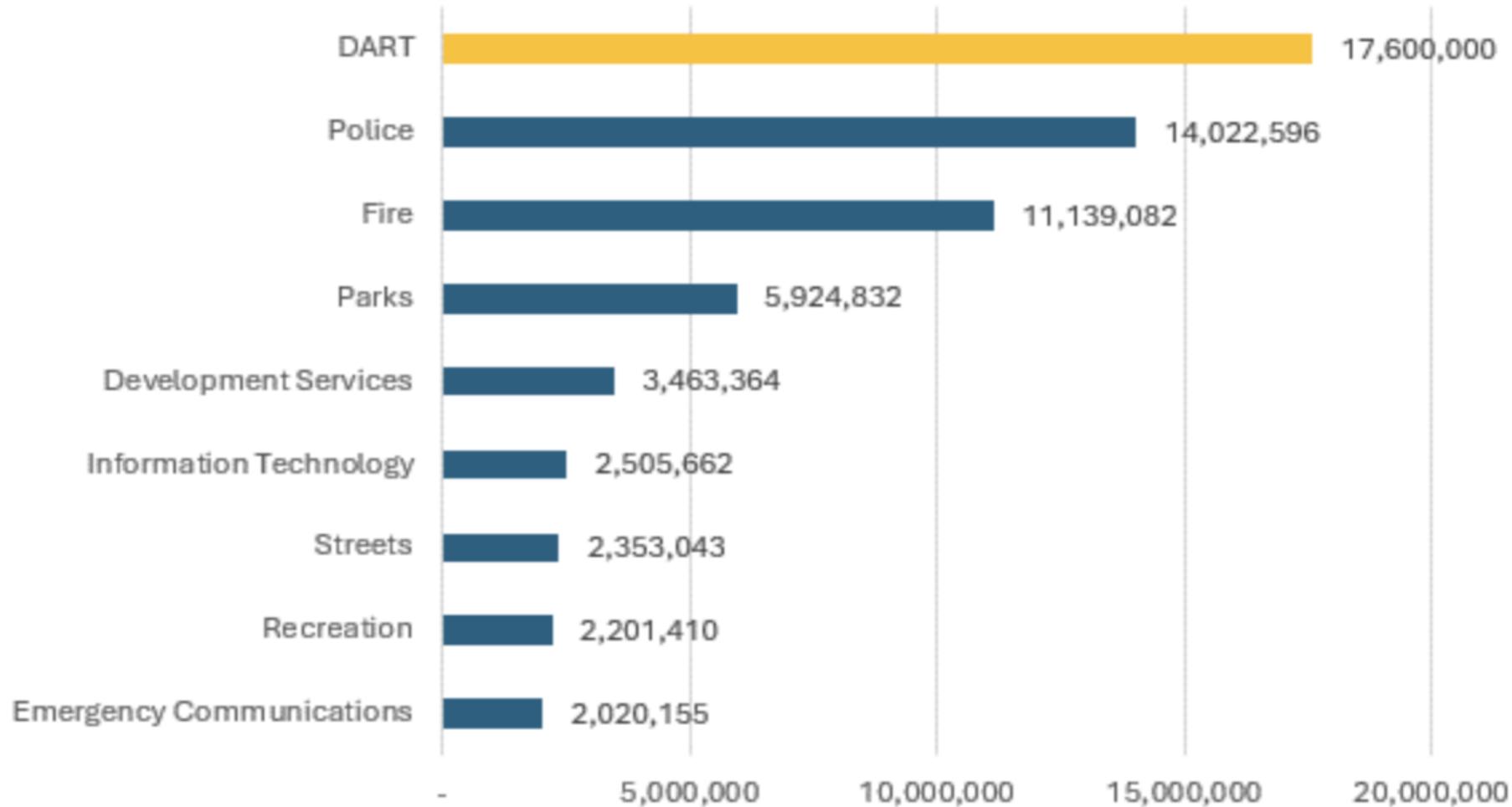
Sales Tax in Addison

Last year, in FY2025, Addison's one-cent contribution to DART totaled **\$17.6 million**.

From 1984 to 2025, Addison has contributed over \$400.5 million to DART.



General Fund Expenses by Type



This chart shows the annual operating expenses in the Town's General Fund by department.

The Town's annual contribution to DART represents more than any department, including the Addison Police Department.

Local Option Sales Tax

A city that is not a member city with DART, or withdraws from DART, is eligible to utilize the 1% sales tax as a local option sales tax.

Below are some examples of what local options sales taxes can fund:

- Economic Development (4A and/or 4B Corporation)
- Alternative Transportation Solutions
- Police and Fire (Crime Control District/Fire Control District)
- Parks/Recreation/Trail Uses (4B Corporation)
- Street Maintenance
- Property Tax Relief

For Addison, uses other than transportation would provide some type property tax relief as they replace property tax funding for services currently funded by the General Fund.

- In 2025, Addison collected over \$17 million in sales taxes.
- **\$17 million is approximately 25 cents on the property tax rate.**

Withdrawal Election Process

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font centered within a white circle. This circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes diagonal grey and white sections.

Calling an Election to Withdraw

- Per State law (Chapter 452-Subchapter Q of the Texas Transportation Code), a **Member City has the right to withdraw from DART, but only once every six years.**
 - 2026 is an eligible “out” year for DART member cities.
- Member cities may consider adding the question of DART withdrawal to the voters in 2026.
 - For the May 2026 election, a city must pass an ordinance calling for a withdrawal election by February 13, 2026.
 - Once a city passes the ordinance, the Secretary of State, Comptroller, and DART must be immediately notified (certified mail sent the next day).
 - A city that has passed an ordinance to call a withdrawal election may choose to rescind it any time before 45 days before the election.

- If a withdrawal election is successful, all DART service stops the day after.
- The DART Board calculates the amount owed by the city at the time of the election.
 - The calculation is found in Chapter 452 of the Texas Transportation Code
 - DART projected this calculation for each city in 2024 – see *next slide with Addison's repayment estimated to be 3 years.*
- The city's sales tax is committed to DART until the amount owed is satisfied.
 - Once the outstanding obligation is paid, the city can take the full one cent to a vote of the citizens for any use allowable by law (streets, economic development, property tax relief, public safety, etc.).
- Withdrawal does not affect DART's right to travel through a withdrawing member city.

Withdrawal Obligation

Here is the prior information provided by DART for all Member Cities for FY2024.

Projected Financial Obligations of DART Service Area Cities

Estimated Values as of September 30, 2024

Service Area City	Allocation Percentage (1)		General Obligations	Specific Obligations*	Less: Assets	Net Obligation**	FY 2024 Sales Tax Receipts (2)	Repayment (In Years) (3)
	General Obligation	Assets						
Addison	0.66%	1.53%	\$64,715,448	\$1,381,452	(\$11,409,237)	\$54,687,663	\$16,721,354	3.0
Carrollton	5.31%	5.33%	518,290,683	1,295,361	(39,799,613)	479,786,431	\$47,657,474	8.3
Cockrell Hill	0.15%	0.10%	14,818,404	0	(754,082)	14,064,323	\$602,656	16.4
Dallas	51.88%	52.03%	5,066,530,893	529,991,030	(388,792,843)	5,207,729,080	\$423,239,148	9.9
Farmers Branch	1.43%	2.22%	139,797,952	13,240,533	(16,613,695)	136,424,791	\$23,509,256	5.1
Garland	9.78%	7.33%	955,594,806	8,631,002	(54,757,828)	909,467,979	\$42,983,299	15.2
Glenn Heights	0.63%	0.35%	61,444,911	306,108	(2,630,029)	59,120,991	\$1,230,179	27.0
Highland Park	0.35%	0.48%	34,429,970	0	(3,612,103)	30,817,867	\$8,440,615	3.3
Irving	10.21%	10.63%	997,024,190	157,698,390	(79,431,290)	1,075,291,290	\$103,130,123	8.6
Plano	11.35%	12.04%	1,108,929,361	30,084,308	(90,011,742)	1,049,001,927	\$115,971,060	7.6
Richardson	4.75%	5.37%	464,047,167	37,518,717	(40,113,327)	461,452,557	\$51,970,249	7.5
Rowlett	2.49%	1.73%	242,901,419	0	(12,917,853)	229,983,566	\$9,477,525	16.9
University Park	1.01%	0.87%	98,186,009	0	(6,464,359)	91,721,650	\$6,850,695	10.6
TOTAL	100.00%	100.00%	\$9,766,711,212	\$780,146,901	(\$747,308,000)	\$9,799,550,114	\$851,783,633	N/A

Withdrawal Obligation

- Town staff used the latest financial information provided by DART's 06/30/2025 interim financial reports to replicate DART's calculation provided in the previous slide for FY2024.
- **Based on this calculation from DART and latest financial information, staff preliminarily estimates that Addison would repay its portion and withdrawal obligation in 2.88 years.**

Member City	Allocation %	General Obligation	Specific Obligation	Less: Assets	Net Obligation	FY 2025 Sales Tax Receipts	Repayment (In Years)
Addison	0.67%	58,645,878	5,989,440	(13,871,959)	50,763,359	17,634,389	2.88

- **Create a financial model** to support the growing and evolving region.
 - Make it financially attractive for other cities to join to have a true regional system.
 - Cost borne by member cities should be lower to allow them to be financially competitive with non-member cities in the area.
- **Create an adaptable, scalable model.**
 - Developing a model for cities to select, choose, and pay for service based upon transit mode would help to achieve these goals.
- **Reimagine the governance model** created in 1983 (42+ years old).
 - Each member city would have a member on the DART Board entitled to a weighted vote.
- **Find innovative solutions to mobility needs.**
 - Leverage technology and private-partnership solutions.
 - Enhance data and performance metrics to monitor and adapt services.

- A withdrawal election may be called once every 6 years by member cities of DART. 2026 is an eligible year.
- For the May 2026 election, a city must pass an ordinance calling for a withdrawal election by February 13, 2026.
- If a withdrawal election is called,
 - Town would continue to work with DART on potential solutions that advance the goals.
 - Should a withdrawal election be successful, the Town is prepared to have alternate transit solutions in place.
 - Staff has begun to have initial discussions with providers and could explore these options further, as well as partnering with DART or other transit agencies for specific transit modes.

Questions

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, ORDERING AN ELECTION TO BE HELD IN AND THROUGHOUT THE TOWN OF ADDISON, TEXAS, ON MAY 2, 2026, TO DISSOLVE THE DALLAS AREA RAPID TRANSIT SYSTEM (DART) IN THE TOWN OF ADDISON, TEXAS, SUBJECT TO THE CONTINUED COLLECTION OF SALES TAXES FOR THE PERIOD REQUIRED BY LAW; PROVIDING FOR LOCATION OF POLLING PLACES TO BE DESIGNATED AT A LATER DATE; PROVIDING FOR EARLY VOTING; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Addison (the “Town”) has partnered with Dallas Area Rapid Transit (“DART”) for decades, contributing \$400.5 million since 1984. Over the years, the Town has made repeated requests for updated transit service and has formally asked for data demonstrating the return on its investment; and

WHEREAS, from inception to 2025, the Town has contributed over \$400 million to DART, with independent analysis showing that in 2023, the Town contributed \$16.3 million to DART, while only \$9.5 million was spent by DART in the Town; and

WHEREAS, the City Council has determined that it is in the best interest of the Town to call an election and submit the issue of continued participation in DART to the citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, THAT:

SECTION 1. The City Council hereby calls a special election to be held on Saturday, May 2, 2026, at which special election the following proposition shall be submitted to the qualified voters of the Town of Addison:

Shall the Dallas Area Rapid Transit System be continued in the Town of Addison?

Yes _____
No _____

SECTION 2. The Polling Places and county election precincts whose qualified voters shall cast ballots at such locations in the above-mentioned election shall be the regular polling places and regular precincts for elections conducted in the Town of Addison and will be designated at a later date; and will be published in a Notice of Election, as required by law.

SECTION 3. The polling places, county vote centers, and the county election precincts whose qualified voters shall cast ballots at such locations in the Town of Addison for the 2026 Special Election will be designated by the Dallas County Election Administrators. A full list of voting locations will be provided in a subsequent Election Notice.

SECTION 4. Early voting by personal appearance for the above-designated election shall be conducted at the polling places, county vote centers, and the county election precincts whose qualified voters shall cast ballots at such locations in the Town of Addison for the 2026 Special

Election will be designated by the Dallas County Election Administrators. A full list of voting locations and hours will be provided in a subsequent Election Notice.

Town of Addison Main Early Voting Location

Addison Town Hall
15600 Addison Rd.
Addison, TX 75001

Applications for ballots by mail shall be mailed to the county address below and must be received no later than the close of business on Monday, April 20, 2026:

Dallas County Elections

Paul Adams
Elections Administrator
Dallas County Elections Administration
1520 Round Table Drive
Dallas, TX 75247

SECTION 5. The City Secretary is hereby authorized and directed to publish and/or post, in the time and manner prescribed by law, all notices required to be so published and/or posted in connection with the conduct of this election.

SECTION 6. The governing body will give notice of the election pursuant to Texas Transportation Code Section 452.655(c) to the executive committee of the authority, the Texas Department of Transportation, and the comptroller immediately on calling the election.

SECTION 7. This ordinance shall become effective immediately upon its passage.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this 2nd day December 2025.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

APPROVED AS TO FORM:

Valencia Garcia, City Secretary

Whitt Wyatt, City Attorney



December 2, 2025 Special City Council Meeting Questions

Question 1: How many Addison residents are DART Monthly Active Users, (MAU's)?

Town Response: While the number of bus boardings in Addison is available, staff does not know the number of Addison residents using DART services monthly.

Question 2: Please share a list of cities that have joined DART after 1983.

Town Response: No cities have been added since 1983.

Question 3: Please share a list of cities near the DART service territory that are not DART Member cities.

Town Response: Below is a list of all cities in Dallas County and Collin County. The highlighted 13 cities are members of DART.

Dallas County Cities	Collin County Cities
Addison	Allen
Balch Springs	Anna
Carrollton	Blue Ridge
Cedar Hill	Carrollton
Cockrell Hill	Celina
Combine	Copeville
Coppell	Dallas
Dallas	Fairview
DeSoto	Farmersville
Duncanville	Frisco
Farmers Branch	Garland
Ferris	Josephine
Garland	Lavon
Glenn Heights	Lowry Crossing
Grand Prairie	Lucas
Grapevine	McKinney
Highland Park	Melissa
Hutchins	Murphy
Irving	Nevada
Lancaster	New Hope
Lewisville	Parker
Mesquite	Plano
Ovilla	Princeton
Richardson	Prosper
Rowlett	Richardson
Sachse	Royse City
Seagoville	Sachse



December 2, 2025 Special City Council Meeting Questions

Sunnyvale University Park Wilmer Wylie	Saint Paul Van Alstyne Weston Wylie
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Question 4: Has DART made any progress in recruitment with cities such as Frisco, McKinney, and Allen? What service arrangements does the agency have with other cities in North Texas?

Town Response: Staff are not aware of any progress or efforts in the recruitment of those cities to DART membership.

DART Response: Discussions on opportunities are underway with some cities.

1. All cities mentioned are at the state sales tax cap and they do not have the capacity to ask voters to join any authority at this time. Given this constraint and based on Transit 2.0 policy recommendations, DART amended Policy III.07 *DART Service Outside the DART Service Area* in June 2025 to remove the requirement of having a plan for membership.
2. NCTCOG and the RTC are currently discussing structural changes for regional transit and new revenue sources as part of the Transit 2.0 Vision Subcommittee, which could ultimately affect DART cities or provide alternative funding sources for other cities to participate in DART.
3. NCTCOG completed a Collin County Transit Study in 2023 that outlined near, mid, and long-term actions to advance transit.
4. **McKinney:** Through its Local Government Corporation (LGC), DART contracts with McKinney to provide service to the McKinney Urban Transit District (MUTD).
 - a. Service is an eligibility-based program for residents of McKinney, Celina, Lowry Crossing, Melissa, Princeton, and Prosper who qualify as a senior (65+), rider with a disability, or low-income rider.
 - b. Riders must apply and provide documentation.
 - c. Service is 6 am – 8 pm seven days a week with no holiday service.
 - d. Fares are distance-based. All trips up to 7 miles are \$5 per person per trip. Any trip greater than 7 miles will cost an additional \$0.75 per mile and will be capped at \$17 per person per trip for trips greater than 23 miles.
5. **Frisco:** Frisco contracts with Denton County Transportation Authority (DCTA) for micro-transit service.
 - a. Service is eligibility-based like McKinney’s with reservations made 24 hours in advance.
 - b. Service is 6 am – 6 pm Monday through Friday with no service on weekends



December 2, 2025 Special City Council Meeting Questions

or holidays

c. A one way trip is \$3 or \$5 cash only (to north Plano)

6. **Allen:** DART ended contracts with Allen, Wylie, and Fairview in January 2024 after multiple extensions while NCTCOG completed the Collin County Transit Plan. DART Policy III.07 at that time required a plan for membership which none of the cities did, given the sales tax cap constraint.

Question 5: Do we know if DART is currently engaged in meaningful negotiations with the City of Plano?

Town Response: The City of Plano has offered a proposal to DART to enter into a six-year agreement. If accepted, Plano would cancel their May 2026 withdrawal election. The City's proposal ([linked copy found here](#)) would have DART continue providing rail service and express buses in Plano but discontinue all standard bus, demand-response, and other non-rail transit services within the city by January 1, 2029. Beginning in 2026, DART would return a phased portion of Plano's sales tax contribution back to the City.

DART Response: DART provided a response letter to Plano on November 21, 2025. DART's response focused on recent actions taken in response to the City's original December 2024 requests, for which DART took several actions during 2025, including: 1) the General Mobility Program (GMP) for which Plano has an ILA pending their execution, 2) Legacy shuttle and 3) 100% citywide GoLink coverage with new / expanded zones.

Question 6: Are we aware of any discussions by Coppell or other cities being interested in joining DART at \$.005?

Town Response: Staff is not aware of any progress or efforts in the recruitment of Coppell or other cities. This question has been submitted to DART for confirmation.

Question 7: Have we reviewed [DART's Projected 20-Year Financial Plan](#)? If so, what does it share about additional revenue funding projections by adding more cities to the DART member cities?

Town Response: Staff has reviewed DART's 20-year Financial Plan. The plan does not project adding new member cities.

The plan makes the following statement under the section titled "External Service Relationships".

*"Expansion of public transportation beyond the DART service area continues to be discussed to meet community mobility needs and support sustainable growth patterns. Key issues are the **lack of sales tax capacity in non-DART cities to commit to DART**"*



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and existing mobility options such as micro-transit that can serve some jurisdictions' short-term needs."

Question 8: Can you please share the dollar amounts per year that DART has received from Addison-related sales taxes?

Town Response: The State Comptroller no longer lists sales tax collections for years prior to fiscal year 2003. The amounts included for years prior to 2003 were compiled at various points in time since Addison's membership in DART began, with sales tax collections totaling \$108.2 million from 1984-2002.

Fiscal Year	Total Sales Tax
2003	9,037,166
2004	9,241,482
2005	9,663,892
2006	9,941,386
2007	10,508,257
2008	10,649,989
2009	9,584,496
2010	9,155,849
2011	9,632,640
2012	11,089,866
2013	12,217,439
2014	13,440,838
2015	13,038,912
2016	12,831,723
2017	14,032,616
2018	16,449,993
2019	15,017,082
2020	14,302,624
2021	14,881,277
2022	15,997,283
2023	16,661,868
2024	17,298,041
2025	17,634,389

Question 9: Please provide the population and 2025-2026 budget for each of the 13 DART member cities.



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Response: Please see the chart below.

City	Population	FY2026 General Fund Budget
Dallas	1,385,989	1,963,072,642
Plano	299,262	422,692,785
Irving	266,162	322,870,722
Garland	251,932	233,657,483
Carrollton	136,543	144,982,100
Richardson	122,745	181,551,620
Rowlett	67,519	70,391,497
Farmers Branch	40,246	91,771,200
University Park	25,574	44,038,125
Glenn Heights	19,883	14,454,970
Addison	17,837	52,347,290
Highland Park	8,793	28,634,020
Cockrell Hill	3,855	5,437,689

Question 10: Please provide the ridership numbers from DART for each member city.

Town Response: The numbers below represent bus boardings.



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Ridership by City

Service Area City	FY25 Ridership
Addison	810,469
Carrollton	1,057,911
Cockrell Hill	254,057
Dallas	41,809,893
Farmers Branch	454,767
Garland	2,718,809
Glenn Heights	68,431
Highland Park	15,355
Irving	2,851,352
Plano	2,181,575
Richardson	1,978,060
Rowlett	552,004
University Park	46,359



Question 11: What does a draft plan of alternative transit for Addison look like?

- What is the rough cost?
- What are the alternate providers? Via, Rideco, etc.

Town Response: Staff has had preliminary discussions with groups like RideCo and Via. If the election moves forward, staff will work on plans and options to bring forward for City Council discussion in February 2026.

Question 12: What meetings and efforts are taking place with NTC/NCTCOG/DART, etc on the near-term plans for mediation, negotiation, etc.?

Town Response: NCTCOG and NTC have hosted two meetings with Mayors and City Managers. The meetings have been productive, but no definitive resolution has been reached.

DART Response:

1. Discussions being held by NTC / NCTCOG and DART with a working group of six cities continue. During September and October, four working group meetings were held, a report out to all cities was held November 13, 2025. Additional meetings are scheduled for December 2025 and January 2026.
 - a. These meetings focus on discussions of governance, funding equity and



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service, with recent direction to define regional service, and conduct a rate study for the cost of various services.

Question 13: Do we have numbers on DART actual pickup and drop-offs within Addison? and destinations outside of Addison? Rather than boardings at the bus terminal.

Town Response: The ridership numbers provided by DART reflect bus boardings of all sorts. A related response from DART is at the end of this document.

Question 14: What is the latest date to put a November election on the ballot?

Town Response: The deadline to call an election for November 2026 is August 17, 2026.

Question 15: Why is the EY study with 2023 data being used? Can more recent data with the Silver Line included be used?

Town Response: The EY study was developed in 2024 with the final report delivered in 2025. This analysis was at a point-in-time study. No additional studies or analysis allocating value to cities have been conducted by DART or a third-party at this time.

Question 16: What are the additional Addison expenses that DART would incur in 2026 now that the Silver Line is open?

Town Response: DART's total projected budget for Silver Line Operations in 2026 is \$29.8 million. Using the same methodology EY used to allocate costs (track miles), Addison's portion would be approximately \$2.05 million.

DART Response: DART staff briefed the Board on October 14, 2025, informing them of the upcoming contract with EY to update the cost allocation study. Included in the scope of work is a cost allocation of operating, capital, and debt service costs associated with the Silver Line. This work is in response to the local solution resolution passed by the DART Board in March 2025. The resolution requires that the updated cost allocation study be completed by December 2026.

Question 17: DART will fully depreciate \$674MM in assets in 2027. What would Addison's portion be?

DART Response: Per DART staff review of the October 2024 EY report, there were no track and systems capital expenses allocated to the Town of Addison. It appears that no portion of the referenced \$674 million would be allocated to the Town. However, DART staff would need to investigate the cost allocation methodology further to provide a definitive answer, as staff were not included in the analysis or consulted on allocation methodologies.



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Question 18: Have we talked to the business community to see how they would feel if we dropped out of DART?

Town Response: Staff have not conducted any outreach at this point. Staff will proceed based on Council direction.

Question 19: We were told that our costs, if we remain in DART could go up, but if the legislature set the 1% sales tax rate, how could we pay more than that 1%?

Town Response: The statutory limit on sales tax is 1%. However, the Town's financial obligation to exit DART would increase should other member cities exit before the Town.

Question 20: Is the GMP rebate annual? How much did Addison see in 2024?

Town Response: There are no commitments for the GMP in future years. As discussed with Council, the GMP to the Town of Addison in 2025 would have been \$2.9M; however, as shared previously, it is not advised to approve the GMP agreement as written and our concerns have been made known to DART.

Question 21: Our community needs to vote to exit DART. Do they vote annually on what to do with the additional 1% sales tax if the vote passes? Does this go back to the General Fund?

Town Response: It would be a one-time vote to elect how to utilize the local option sales tax. There are several options available, including having the funding go directly to the General Fund. All options available would directly offset some costs currently funded in the General Fund.

Question 22: Using the data from the EY study to determine the "value" to Addison does not include the impact of the Silver Line to Addison or the region. Can we determine some sort of estimate of value that this new line brings to us, as well as the positive impact it brings to the nearby businesses?

Town Response: DART or a third-party have not allocated or projected value to cities at this point.

Question 23: What is the projected value of the DART-approved funding for a GoLink Zone? Same question for the 50% cost share for a circulator concept?

Town Response: DART reported at one point that a circulator and GoLink would be \$1.8M together. We believe the majority of this cost is the circulator, which would require a Town match of 50%.



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Question 24: If the Council votes to hold this election, what are the consequences of having it in the November election instead of May, which would allow us to see what the other member cities had decided to do?

Town Response: Council could certainly wait until the November election. The challenge is the number of unknowns in that scenario. If other cities leave in May, conditions could change significantly before November. Exit obligations are based on population, so Addison's cost to leave DART would rise if other cities exit first.

For example, if Plano, Irving, Farmers Branch, and Highland Park leave in May, Addison's share of the total DART member-city population would increase from 0.67% to 0.88% (based on NCTCOG's 2025 estimates). That change would raise Addison's exit obligations by about \$13.5 million. It would also extend the repayment period by roughly 0.77 years compared to current estimates.

Staff cannot say whether this scenario will occur. It is simply one example of the many uncertainties involved in this unique situation.

In addition to the questions above, DART provided the following information this afternoon.

Staff has not been able to further review or verify this information.

Response from DART:

Several insights from existing data are discussed below.

2. There are approximately 800,000 annual transit trips in Addison (FY25)
 - a. Based on 2023 NCTCOG On-Board Survey, which was a sample of riders across the region, 3% of transit trips stay within the town of Addison while 97% are to/from other DART cities. This demonstrates strong regional connections.
3. The 2023 NCTCOG On Board Survey also found that nearly 2,700 daily transit trips started or ended in Addison. (Note that ridership has increased systemwide by 11% since that time). The trip purpose is wide ranging, demonstrating the various mobility needs in Addison for work and entertainment:
 - 33% used DART to home



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- 21% used DART to work
 - 11% used DART to hotel/lodging
 - 10% used DART to eat/dine out
 - 8% used DART to social visit
 - 6% used DART to shopping
 - 5% used DART to personal errands
 - 6% used DART to other types of destinations
4. In FY2025, there were approximately 2,000 active GoPass App users with an Addison zip code, demonstrating that about 10% of Addison's resident use this method for trip planning and/or ticket purchases. This doesn't include other forms of payment such as TapCard, cash, tap-to-pay, or ticket vending machines.
 5. At Silver Line Addison Station ticket vending machines there were 450 transactions from November 9-30. These are likely new users starting their trips in Addison.
 6. There are currently over 1,200 registered paratransit riders residing in Addison
 - a. 99.6% of paratransit trip involving Addison start or end in a different DART city, demonstrating the regional nature of this service.
 7. Transit access is important for residents and employers
 - a. DART's Value of Transit study (2023) showed Addison as a net importer of jobs (99% from outside the town).
 - b. The study also showed 61% of residents commuted to other DART cities, and about half of these go to jobs in Dallas.