

**HOUSE OF REPRESENTATIVES
COMPILATION OF PUBLIC COMMENTS**

Submitted to the Committee on Transportation
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Note: Comments received by the committee reflect only the view of the individual(s) submitting the comment, who retain sole responsibility for the content of the comment. Neither the committee nor the Texas House of Representatives takes a position on the views expressed in any comment. The committee compiles the comments received for informational purposes only and does not exercise any editorial control over comments.

COMMENTS FOR HB 3187 by Shaheen | et al.

Cassandra Brown
Self
Dallas, TX

I value the DART and what it provides the DFW community. I take the DART train to work in the medical district frequently, saving me gas, stress and providing me reliable transportation. I am thankful to not have to drive on the dangerous highways and be stuck in traffic that doubles my commute. I see day to day the many people who rely on the DART to get to work. We should be building up this resource so that more people can use it. I know it is so valuable to go to sporting events like the Mavericks, FC Dallas and soon to be the Dallas wings. I for one do not want to drive and find parking for these events and would much rather take public transportation. It would be devastating for many residents to cut any spending from the DART. People may lose their jobs if they cut bus routes or jobs which cause delays in trains. Please, there is so much value to this that you don't understand unless you see it!

Danielle Brown
Carter BloodCare
Grapevine, TX

I am a proud car-addicted suburbanite and I support transit funding. I want more transit funding because it reduces traffic and allows me to drive fast to Walmart to take my car selfies for social media in their parking lot. Don't defund transit!

Dana Mildebrath, Mrs.
Self Retired
Dallas, TX

I respectfully OPPOSE this bill. As a Dallas resident who chooses not to own a car, any cut in funding to public to public transportation would negatively impact my daily life -- along with the lives of every person who relies on DART every day.

Roy Atwood
Self, Pastor
Dallas, TX

While HB 3187 may appear to offer municipalities greater flexibility over transportation funding, its provisions ultimately risk weakening the stability and effectiveness of regional transit authorities. This bill allows municipalities to redirect up to 25% of dedicated transit sales tax revenue toward general mobility projects — such as road maintenance, trails, and drainage — rather than transit itself. That shift undermines the purpose of the original tax and threatens long-term investments in public transportation.

Transit funding is not interchangeable. Sales taxes collected for regional transit were approved by voters for a specific, dedicated purpose: to build and maintain a reliable transit system. HB 3187 diverts those funds toward short-term local projects that, while worthwhile, should be funded through separate mechanisms. This bill creates an incentive for municipalities to prioritize immediate surface-level improvements over coordinated regional transportation planning — a move that risks fragmenting service and weakening transit for the entire subregion.

Moreover, reducing the portion of transit taxes that may be pledged to bonds — from 100% to 75% — weakens the authority's ability to finance long-term capital projects. It limits flexibility just when population growth and congestion are creating greater demand for reliable public transportation. Transit authorities depend on stable, predictable revenue streams to secure financing, plan infrastructure, and operate service. This bill introduces instability without solving any pressing governance problem.

HB 3187 may also unintentionally delay or discourage much-needed system expansions. By tying up a portion of transit funding for non-transit purposes, and making it harder for regional authorities to issue new obligations, the bill makes it more difficult to plan for future growth and reduces the efficiency of the very transportation networks Texans rely on.

HB 3187 threatens to dilute regional coordination, undermine dedicated transit funding, and shift resources away from long-term mobility solutions. It should not move forward in its current form.

Bridget Dayton
Self - registered nurse
Dallas, TX

As a constituent of district 114, I wanted to express my opposition to any legislation that would cap or cut DART's revenue. The full 1% sales tax contribution that member cities provide is critical to meeting DART's obligations to the DART system. Any push to cut sales tax funding would lead to service reductions, longer wait times, less security, less cleanliness, and bus route eliminations. The reduction in services will prevent people from getting to their jobs, accessing healthcare, and spending money on leisure activities.

The ultimatum given to the DART board to give the cities a 25% of the sales tax money back is unreasonable. This funding is absolutely critical for DART's current operations and future growth plans. Reducing DART's budget would severely hamper its ability to provide and expand the essential services our community relies on. The full sales tax allocation is necessary to maintain and improve public transportation in Plano and the wider Dallas area.

I am afraid that the push to cut DART funding is a shortsighted approach that does not consider the larger long term picture. Choosing to handicap DART now ensures that the Dallas area will never be able to grow out of the budget constraints our current development has lent itself towards. This legislation will make it much more expensive for DART to operate in the future. Any change to the DART sales tax structure will necessitate DART's future bonds to be issued at much higher interest rates with severely downgraded bond ratings. Therefore; decreasing the sales tax allocation to DART is reckless and irresponsible guardianship of taxpayer money. This is an issue that should be solved at the local level between DART and its member cities, and respect the will of the voters who agreed to fund the system.

Andrew Wood, Mr.
self, Software Engineer
Richardson, TX

Hi,

I am a visually impaired software engineer unable to drive, and I rely on public transit to get to and from my job. Without the trains and buses we have through DART, I would not be able to work the job I do, and so I'm forever grateful for the money that the DFW area has spent on it. Public transportation empowers disabled and impaired individuals to attain employment, pay taxes, and contribute to society at large. The funding that's given to DART now helps expand its coverage to help more people and keep transit affordable, and slashing that funding would not save me as a taxpayer any money because the loss in tax funding would be balanced out by a hike in transit pricing.

These forms of transportation don't only benefit those who use it. Those who drive their car every day would see less traffic on the road as more people take trains and buses, and they'd pay less in taxes for road maintenance with less cars tearing them up. To force public transit users to be the only ones paying for this is not only unfair, it's antithetical to the Republican agenda of fairness in taxation.

Ann Drumm
self - community volunteer
Dallas, TX

My name is Ann Drumm. I live in the Uptown neighborhood in Dallas and am a constituent of Chairman Morgan Meyer, HD108. I'm writing in opposition to HB3187, a bill affecting funding for Dallas Area Rapid Transit (DART).

I am fortunate to have transportation options. I own a car, and I live in the most walkable neighborhood in Dallas. My husband and I moved to Uptown from a low-density neighborhood eight years ago because we wanted to experience "walkable urbanism" in our empty nest years.

I ride DART by choice whenever I can. Sometimes I make short trips inside Dallas, and sometimes I use it to go further. I recently took the express bus to Plano, a comfortable and efficient ride up the Dallas North Tollway that allowed me to make a short car connection to Frisco. I like to ride DART to DFW Airport. When I go to Denton, I ride DART to connect to the A Train, and when I go to Fort Worth, I ride DART to connect to the Trinity Railway Express.

I love being able to get around without the stress of driving on freeways, which creates severe anxiety for me.

Riding DART by choice has made me very empathetic to the situation of those who are dependent on transit. I see students riding DART to and from class. Working people for whom car ownership is a financial hardship (an estimated \$12,000/year burden!) use it to get to and from work. DART gives disabled folks who can't drive a degree of independence they otherwise wouldn't have.

We have seen DART ridership increase dramatically when gas prices go up. Global political instability makes a sudden escalation of gas prices a very real threat. When that happens, people will look to DART as an economic alternative and will be badly disappointed if the service is not there in response.

DART is an important element of our efforts to address environmental stress in North Texas as the population grows, air quality suffers, and temperature extremes become more common.

DART is compatible with the growing preference for denser urban development. Transit options improve walkability, which promotes improved physical health and air quality.

To rural lawmakers: you do not need to take sides in a disagreement among stakeholders in the North Texas urban transit system. As the saying goes, you don't have a dog in this fight. Your message to DART and its member cities should be, work out your differences without our help.

To urban lawmakers outside of North Texas, beware: a successful bid to cut DART funding would mean that your systems are next.

DART has its share of challenges, but reducing its funding is not the way to address them! A regional transportation system is an asset to our regional economy, and we North Texans need to address those challenges and ensure that DART is a safe, efficient, affordable element of the infrastructure supporting a growing and evolving urban North Texas. Let us do this work as a community without legislative interference.

Thank you for considering my perspective.

Ann Drumm

Kirk Wood
Self
Tyler, TX

There are no examples of where building more car infrastructure makes radical improvements to people's lives. Mass transportation, has many improvements. Regional transportation systems allow many people to have a more relaxed commute. It also allows those who can't drive a huge increase in livability.

Meanwhile most regions in TX continue to have a majority of cars with a single occupant inside. Cutting funding from the one thing that actually reduces need for more roads some crazy. But... here we are.

Madison Harper-Alonzo
self
Garland, TX

As a disabled citizen I rely heavily on Dallas Area Rapid Transit (DART) to get to and from anywhere. Myself and multiple of my friends and family also use DART and rely on it solely for transportation. My family, friends and I are not the only people that will be impacted by this bill, but i'm sure thousands of others.

Irby Foster
Highway Safety Advocate
Austin, TX, TX

Regional transportation boards, like the Central Texas Regional Mobility Authority, should be required to have a citizen appointee. Further, TXDOT should have greater oversight of poor performance. The CTRMA has thousands of street lights and underpass lights out on its toll lanes in central Texas. These lights have been out for months and years. I have spoken before the board twice, however nearly 6 months later, nothing has been repaired. TXDOT should have the ability to impose fines or demands of the authorities to comply with federal AASHTO highway street lighting standards. However, its currently only a handshake relationship. This is resulting in higher nighttime accident rates, higher non vehicle (pedestrian) fatalities, and vehicle fatalities. TXDOT should be able to require, and enforce penalties to authorities that do not perform routine on going maintenance. Streetlights that are out into perpetuity is not a safe roadway

Paul Vladimírsky
Self
Dallas, TX

I take public transportation to downtown Dallas everyday and these cuts would force me to drive, add to the traffic congestion and spend more money on transportation expenses.

JACKIE MONTGOMERY, CHEF
SELF
Dallas, TX

THE CUTTING OF BUS 305 , WHICH IS A BUS THAT IS VITAL TO DOWNTOWN. THE 305 IS VERY CONVENIENT

Eric Drahman
2146006684
Dallas, TX

I do not want to see the 305 DART Bus line to have services cut by 25%. That line of service is my lifeline to my job. It has already been reduced it seems and to reduce it more would create tremendous strain on the riders, or customers, more accurately. Thank you.

Eric Sheppard
Self
Dallas, TX

I strongly oppose HB 3187.

Hello, my name is Eric Sheppard and my zip code is 75215.

I urge you to oppose HB 3187, as introduced which puts vital public transportation funding at risk. Thousands of Texas residents rely on transit service to survive and this bill threatens to completely cripple the transit agencies.

Please protect transit in Texas — vote NO on HB 3187. I want no caps and no cuts to DART!

This bill directly threatens public transit in Texas, especially DART.

Charley Mock
Self
Fort Worth, TX

I am writing in opposition to HB 3187. Important conversations are taking place regarding the future of transit funding in North Texas. I respectfully ask the Committee to remain involved in these conversations but not through the adoption of HB 3187, which would have an immediate and detrimental impact on the ability of DART to serve its customers, service its debt and address many of the issues highlighted by several of its member cities.

Thank you,

Charley Mock

Todd Plesko
Self
Rockwall, TX

If this bill is approved it will dramatically reduce services available for the residents of the 13 DART cities. Plano who supports the bill sought DART to build the Silverline, but it will operate only every 60 minutes. The 94 miles of light rail supported by all 13 Cities including Plano will be cut back to 30 minute frequency. Bus routes and on demand services will be cut back. This damages access to jobs, medical care, commercial business. The debt must be paid including the \$2 billion for the Silverline demanded by Plano. Over 40 % of DART services will be eliminated. Please reconsider approving the bill.

Njideka Orjiako
Self/ banking associate
Dallas, TX

Do not cut funding. Route 305 is critical for me and others who work in the city of Dallas.

Andrew Massey
Self
Rowlett, TX

I am AGAINST this bill. Public transportation is extremely important throughout the state. This bill is restricting cities ability to fund public transportation. DART has already made efforts to make the member cities happy, as evidenced by Rowlett revoking their support for this legislation. It is clear to me that nothing other than the destruction of DART is going to make Rep Shaheen happy. We need more state funding for transit, not less.

Trent Hodapp
Self/DART/DATA
Dallas, TX

As a daily rider of DART (Dallas Area Rapid Transit), I can personally attest to the vital role it plays not just in my life and my wife's, but in the broader fabric of Dallas. DART is far more than just a public transportation system—it is the backbone of mobility, accessibility, and opportunity for thousands of people who live and work in our region. Cutting its funding would be a direct blow to working families, economic growth, and Dallas's progress as a modern, inclusive city.

My wife and I rely on DART every single day. Whether it's commuting to our jobs, running errands, or attending events across the Metroplex, DART is our link to every corner of the city. It gets us to work on time, helps us avoid traffic stress and high gas prices, and provides us with a consistent, affordable alternative to driving. On weekends, we use DART to attend concerts in Deep Ellum, sporting events in Arlington, or to grab dinner with friends in Oak Cliff—without worrying about parking or sitting in gridlock on I-35.

Beyond convenience, DART gives us back valuable time—time we can spend reading, working remotely, or simply relaxing during our commute. It adds quality to our daily lives in a way that a car-centric lifestyle cannot. And we're not alone. Every day, thousands of fellow Dallas residents board trains and buses to get to their jobs, schools, medical appointments, grocery stores, and more. DART is an essential service, not a luxury.

Cutting DART's funding would disproportionately harm working-class residents, many of whom depend entirely on public transportation. For some, there is simply no backup plan. It would hurt small business employees, healthcare workers, students, and countless others who make this city function. We talk a lot about equity and inclusion in Dallas—DART is one of the few public systems that truly embodies that mission by serving everyone, regardless of income, background, or neighborhood.

On a broader scale, DART helps fight traffic congestion, reduce pollution, and move Dallas toward a more sustainable and future-ready urban environment. With our population booming and highways already stretched thin, now is not the time to pull back investment in public transit. In fact, we should be doing the opposite: expanding routes, increasing frequency, and improving infrastructure to make DART even more reliable and accessible for all.

To take funding away from DART would be shortsighted and harmful. It would strip opportunity from those who depend on it most and undercut efforts to make Dallas a vibrant, connected, and economically thriving city. My wife and I—and so many others—are living proof of what DART makes possible every day. It's more than just transportation; it's a lifeline, an economic driver, and a critical part of our city's identity.

Please don't cut funding for DART. Invest in it. Strengthen it. Make it even better—for us, for our neighbors, and for the future of Dallas.

Matt James
Fellowship of Fathers Foundation
Dallas, TX

I strongly oppose HB 3187.

Hello, my name is Matt and my zip code is 75214.

I'm a Texas resident commenting because of your role on the House Transportation Committee.

I urge you to oppose HB 3187, as introduced which puts vital public transportation funding at risk.

Please protect transit in Texas — vote NO on HB 3187. I want no caps and no cuts to DART!

This bill directly threatens public transit in Texas, especially DART.

On a more personal note, my wife and I are both unable to drive due to disability, and any funding cuts will severely impact us and disrupt our lives. We can't just pack up and move because we're poor. I only make \$40,000 per year and she is unable to work due to injury.

Do NOT cut transit funding!

Marcus Batson
self, engineer
Richardson, TX

Please do not pass this bill. It will increase traffic congestion and handicap the north Texas DART transit system.

Ashlyn James
self, housewife
Dallas, TX

Please do NOT defund public transit! It is vital for people like me who can't drive, cycle or walk long distances due to physical disability. My elderly relatives also rely on transit to receive medical care. Eliminating transit is immoral and unbiblical. Jesus taught humanity to take care of the poor, sick, disabled, elderly, and other vulnerable communities. Didn't you learn anything on Easter yesterday? If you take your faiths seriously, you should support helping the less fortunate in society instead of catering exclusively to rich suburbanites in SUVs. Even if you don't have religious leanings, you still have to admit that maintaining a proper public transit system is just basic common sense in any modern city.

"He who mocketh the poor mocketh God." - Proverbs 17:5

Tess Haverstick
Self, Architect
Dallas, TX

I OPPOSE HB 3187. Please do not cap or cut funding for public transportation. As a downtown Dallas resident of 8 years who does not own a car, I rely on DART every day to commute to work, as well as getting around the city on a day-to-day basis. This bill would greatly reduce service and adversely impact my life and the lives of everyone who uses DART, not to mention it would make traffic even worse for those who drive.

Emma Bluestein
Self- Higher Education Staff (SMU)
Dallas, TX

I oppose this bill, and encourage the Committee to oppose the bill as well. I personally have used DART for more than 7 years living in Dallas, with many of those years using DART as my sole means of transportation. Without DART, I would not be able to live or work in Dallas. I currently live in an apartment that I chose because it has proximity to a DART light rail station; the DART rail and bus system allows me to commute to work, visit local businesses, and participate in civic and cultural events in Dallas. I am submitting this comment as myself, but this bill would also hurt businesses and education in Dallas. Southern Methodist University is located by the DART SMU/Mockingbird rail station, and many students are able to attend classes by using the DART to commute. If the committee cares about the quality of life of constituents in Dallas and visitors to the city and maintaining the importance of Dallas as a hub of education and business, oppose this bill. Threats to DART funding and service are threats to the business, education, and daily lives of Dallas residents.

Joseph Soto
DART
Little Elm, TX

Do don't defund DART

Ray Hulla
Self
WYLIE, TX

Please do not cut any transportation. My brother is blind, he cannot drive, the DART bus let him commute to work and get around. My kids use DART as well. Transit cuts will hurt my family, please vote NO on HB 3187. This bill would be terrible for DFW

Steven Shnyder
Self
Dallas, TX

I am writing to oppose this bill and to express my support for continued funding of public transportation. With the way Dallas and the surrounding cities are continuing to grow the need for good, reliable, and affordable public transportation will continue to increase. Highways cannot be expanded endlessly. Moreover, highways are not safe, as demonstrated by the fact that many cities in Texas have among the highest fatality rates in the country. Car prices and insurance rates will likely continue to increase, outpacing inflation as they have for the past 5 years. People need access to affordable public transportation options to be able to get work work. On a personal note, my family and I enjoy taking public transportation from our home in Oak Cliff to downtown Dallas, where parking options are limited or expensive, and to northern cities like Plano and Mckinney.

Eric Prasalowicz
Self
Richardson, TX

As a rider of DART, having the power to get to where I need to go is invaluable and was a main consideration when choosing where to live. As DFW continues to grow, restricting DART will put more traffic on the roads and is a vital part of our infrastructure. If anything, we should be working with DART to get the access that citizens of the region deserve, and work to improve instead of tear down the system. Taking money away will only make things worse, not better. Public transit is not a luxury — it is a lifeline for many. It connects people to jobs, education, healthcare, and essential services. For many in our communities — especially low-income individuals, students, seniors, and people with disabilities — it is the only viable form of transportation. Not everyone has the luxury to afford a vehicle. And that fact that we are considering reducing this lifeline and treating it like a commercial business that must return a healthy profit to the community to be considered worthwhile, especially as the metroplex continues to add more individuals, is a slap in the face to those that rely on this service to go about their daily lives. I urge you to stand with transit riders and oppose any implementation of HB 3187. To think of what this means for your constituents, and for those that are not as fortunate as yourselves and the others elected to office that are able to drive and afford a vehicle, and also for those who simply want to have the choice not to drive to get to their destination. Considering that DFW has one of the highest vehicular death rates per capita in the nation, this is a matter of safety for those who do not want to risk their life on the roads - for their families, their friends, and their loved ones. As an American, I value my freedom as much as I'm sure you all do. Reducing funding to public transportation reduces that freedom and the freedom of others. Public transit should be a right, not a privilege. Let's ensure it remains a tool for connection, opportunity, and dignity for everyone in our region.

Dariel Solis
Self, Clinical Research Assistant
Plano, TX

I OPPOSE the passing of this House Bill due to its overemphasis on allocating funds for car-centric infrastructure rather than investing in public transit, which data has shown is a safer, cost-effective, and environmentally friendly alternative to daily car usage. Furthermore, as a daily user of the DART system in the DFW area, this bill would effectively remove taxpayer funds from public transit systems like DART, causing decreased frequency, less safe transit environments, and potential future divestments from public transit projects. This would be catastrophic for the development of our Texas cities as well as their citizens who rely on public transit in their daily lives.

Cinthia Rodriguez
Self
Dallas, TX

Dear Committee,

I am writing as a Dallas resident who was in a car crash in December - my car flipped upside down (yikes) . Since then I've dealt with intense driving anxiety & TBH it felt inevitable. Dallas is one of the worst cities to drive in (see FORBES for details).

What makes it worse is how few alternatives we have. DART is already underfunded and limited. Cutting it further would only make it harder for people to get around safely.

For many of us, transit isn't just a convenience -it's about having options. Please vote NO on any bill that reduces funding.

PS. World cup is coming up, how embarrassing that we won't have reliable public transportation.

Kenny Rosillo
Self
Dallas, TX

Hello,
I'm writing this comment to show my opposition on this bill and how it would not only harm me but the many people that rely on DART for their daily tasks. I heard that this bill would threaten to cut funding for DART, which would negatively affect a good portion of residents living in the DFW metroplex such as myself. I just turned 25 a few weeks ago, yet I have never owned a car in my life. As an alternate transport option, I use DART as means to travel around the metroplex for the past 7 years with no problems whenever I go to school, work, social events, medical appointments, etc. Without DART, it would be practically impossible for me to doing any of my daily tasks and it would badly affect anyone else that relies on DART such as me for much more serious situations. Once again, I'm asking for you to please take this bill so DART can keep operating as it is with no issues.

Michael Burnett
self
Dallas, TX

Stop trying to kill DART just because you hate poor people! DART makes Dallas one of the few cities in America you can actually get by without a car. You can reach most places in the city quickly and conveniently with the train and a bike. None of the alternatives suggested by Shaheen and his techbro buddies offer anything that takes cyclists into account. Of course!

Nikhil Labhsetwar
Self
Dallas, TX

Whole heartedly oppose this bill to help make Dallas a sustainable and beautiful city of the future.

Dylan Carter
self, Software Engineer
Richardson, TX

Hi, my name is Dylan Carter and I oppose HB 3187. This bill would cut DART's budget by at least 25%, and DART is important to me because they service my neighborhood in Richardson, TX, and fully funding it is critical for our transportation infrastructure. This bill significantly and negatively impact DART, lowering quality of service and increasing traffic congestion. Therefore, I oppose this legislation.

Brett Harris
self
Richardson, TX

Hi, my name is Brett Harris and I oppose HB 3187. This bill would cut DART's budget by at least 25%, and DART is important to me because they service my neighborhood in Richardson, TX, and fully funding it is critical for our transportation infrastructure. This bill would significantly and negatively impact DART, lowering quality of service and increasing traffic congestion. Therefore, I oppose this legislation.

Patric Morgan
self
Dallas, TX

DART is an essential mode of regional transportation in the DFW metroplex. This bill reallocates funds that voters dedicated to regional transportation, to local street and road maintenance. Our regions highway system is already fully built out, there is little space to create new regional highway capacity. We need more investment in alternative forms of transportation not less. The structure of public transportation in DFW absolutely needs to be addressed, but robbing DART as a piggy bank is not the solution. Don't uses DARTs voter approved sales tax to plug the holes that have formed in municipal budgets due to mismanagement.

Garrett Pennell
self
Dallas, TX

HB 3187 and its companion bill in the senate are a terrible idea. It is not possible for bigger cities to be economically solvent without having robust options for mass transit. Cutting DART's funding and redistributing it for non-transit purposes will worsen traffic and reduce my personal freedom to choose among mobility options. I drive to work every day but would prefer to take a train, and Shaheen's bill will steal that future from me and everyone else who doesn't want to waste their time sitting in traffic. It is important that DART's member cities get a good return on their investment into the transit agency, and defunding DART is directly counterproductive for that goal. Kill this toxic bill.

Shyam Ganeshram
Dallas Area Transit Alliance
Frisco, TX

Hello,

I am in opposition to HB 3187, as it would cause disastrous effects to commuters and people traveling in the DFW metroplex. The 25% reductions would result in longer wait times, some bus routes discontinued, and less security. As a result of this, over 100,000 people per weekday will struggle with taking transit.

Some arguments made was that DART fails to cooperate with member cities, but that has been proven wrong, as seen with Rowlett, a member city that initially supported the budget cuts. However, DART showed them statistics and showed they're benefiting, and worked with the city, which made Rowlett turn around and support full funding rather than the reduction.

I would also like to point out that this is a local issue. Cities like Houston, Austin, and Lubbock shouldn't have a say on Dallas' public transit, as our transit shouldn't be a concern to those cities.

Thank you!

Tommy Stewart, Mayor
City of University Park
University Park, TX

April 18, 2025

The Honorable Tom Craddick
Chair, Committee on Transportation
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768

Dear Chairman Craddick and Members of the Transportation Committee,

On behalf of the University Park City Council, I would like to express support for House Bill 3187. As a member city of Dallas Area Rapid Transit (DART), this important legislation reflects concerns shared by our city and other member cities regarding the need for greater financial transparency, responsible debt management, and more equitable service delivery.

A recent Value of Transit Study commissioned by DART and conducted by EY Associates revealed disparities in how taxpayer dollars are spent across member cities. This disparity results in an imbalance of transit services between member cities. This issue is further exacerbated by the fact that DART member cities fund an open system that grants residents of non-member cities the same level of access as those who contribute financially.

HB 3187 proposes thoughtful and necessary amendments to Section 452 of the Texas Transportation Code. The bill responsibly limits future debt issuances, empowers local voters with more frequent withdrawal opportunities, creates a local-option General Mobility Program, and ensures that bondholders remain protected. The General Mobility program would allow cities to access up to 25% of their sales tax contributions for eligible mobility projects—ensuring that taxpayer dollars are reinvested in ways that directly benefit our communities.

We support the adoption of HB 3187 to address the inequities present in the current funding model. Thank you for your leadership on this issue.

Sincerely,

Tommy Stewart
Mayor, City of University Park

CC: Texas House Transportation Committee
Rep. Morgan Meyer

Christopher Weeks
Self, Engineer
Richardson, TX

As a resident of the Dallas Area Rapid Transit service area, HB3187 would be extremely detrimental to myself and my community. If this bill passes, DART's budget would almost be cut in half, and service frequency, one of the most important metrics of a transportation system, would be devastated. The DFW metroplex could lose up to 5800 jobs and \$1 billion dollars of economic output. A significant portion of DART's 175,000 daily riders would be placed back on the metroplex's already over-congested highways. DART increases the prosperity of the metroplex, and it should not be crippled by funding cuts.

Additionally, voters have already approved the 1% sales tax rate to go towards public transportation. Forcing any portion of that to go towards other transportation projects such as roads would be directly against voter interest.

Please do not report favorably on this bill. Thank you.

Daniel Rodriguez
Self
Watagua, TX

I oppose the bill since this will effect transit 2.0, FIFA and also the growth of North Texas.

Alex Maldonado
Self
Dallas, TX

As a single parent, someone who utilizes DART daily for my commute to work and errands, and a transit advocate I am firmly against the passage of this bill that will fundamentally destroy public transit in DFW

Qui Le
self
Sachse, TX

I oppose HB3187, this bill will impact my livelihood of commuting to work and for fun.

Keun Lee
Self
Carrollton, TX

I am in opposition of HB 3187. I live in the DFW area and it will affect me both personally and professionally. This is all to appease a single member city that is slated to receive a lot more services from DART starting THIS YEAR. This bill is devastating for the region and needs to be killed!

Jeffery Luckey
Self
Dallas, TX

I am total opposed of this bill. This will cripple DART, cause lay offs, and effect people who don't have transportation.

Andrew Hoover
Self
Irving, TX

This would effect me as I use DART to get around as most times it is easier than driving.

Karly Stern
Self
Richardson, TX

As a constituent of district 24, I wanted to express my opposition to any legislation that would cap or cut DART's revenue. The full 1% sales tax contribution that member cities provide is critical to meeting DART's obligations to the DART system. Any move to restructure DART sales tax contributions would undermine DART's ability to provide services. Any push to cut sales tax funding would lead to service reductions, longer wait times, less security, less cleanliness, and bus route eliminations. The reduction in services will prevent people from getting to their jobs, accessing healthcare, and spending money on leisure activities.

The ultimatum given to the DART board to give the cities a 25% of the sales tax money back is unreasonable. This funding is absolutely critical for DART's current operations and future growth plans. Reducing DART's budget would severely hamper its ability to provide and expand the essential services our community relies on. The full sales tax allocation is necessary to maintain and improve public transportation in Plano and the wider Dallas area. Any reduction in funding would be a step backward for our city's mobility and economic development.

I am afraid that the push to cut DART funding is a shortsighted approach that does not consider the larger long term picture. Choosing to handicap DART now ensures that the Dallas area will never be able to grow out of the budget constraints our current development has lent itself towards. This legislation will make it much more expensive for DART to operate in the future, as a change to the DART sales tax structure for future debt will necessarily require DART's future bonds to be issued at much higher interest rates with severely downgraded bond ratings. Any move to decrease the sales tax allocation to DART is reckless and irresponsible guardianship of taxpayer money. This is an issue that should be solved at the local level between DART and its member cities, and respect the will of the voters who agreed to fund the system.

Diego Garcia
ATU 1338
Dallas, TX

I oppose bill HB 3187. I am a Dallas resident that utilizes dart for occasional trips to children's hospital in Plano for my special needs daughter that has several medical conditions. My wife and I utilize Dart to commute to downtown Dallas to avoid parking fees and congested traffic. This will also seriously affect employees at dart and will damage our economy.

Robert Sullivan
Self
Murchison, TX

I am opposed to this bill.

Hexel Colorado
Self
Dallas, TX

I am OPPOSED to HB 3187. I am a lifelong Dallas resident and do not own a car. DART is a vital part of my life.

Tony Williams
??selif
Richardson, TX

I Tony Williams do not support this bill asking you to kill this bill thanks.

Bernard Wade, ATU1338 EVP

Both

Dallas, TX

This will have a major impact on the transportation industries across Dallas, TX as well as other agencies across Texas. No Cuts, No layoffs

Tammy Greenberg

Myself

Dallas, TX

I oppose this bill. I take Dart 7 days a week. This will

I opposed this bill

I take DART every day. I take it to Synagogue at Walnut and Preston. I even shop at at Preston Hollow to Cedars. I use the bus system. This will hurt employees. This will hurt my community. This should be e a local issue not a star issue. Remember there is going to be World Cup. Traffic is going to be horrible. Bus and trains will condense the traffic

Wren Mallon, Ms.

Self Student

Denton, TX

I oppose HB 3187. I like that it allows citizens to get around without the use of many cars at once.

Ken Duble

Dallas Area Transit Alliance

Dallas, TX

I work in downtown Dallas. My wife and I built a house on a lot we specifically chose because of its proximity to a DART line. Passage of this bill would hurt us! We'd be forced to drive, and this would contribute to congestion. Please kill this bill!

Kevin Farmer

Self

Dallas, TX

The frequent and useful operation of DART buses and trains made it possible for me to move to Dallas and enjoy a reasonable quality of life without needing to drive a car and add to the congestion on Dallas roads. Any reduction in scope or frequency of the DART service would make transportation more difficult and affect my quality of life in North Texas. If this legislation passes, it will end the value provided by DART to all people living in the service area.

Harrison Evans

Self

Irving, TX

I am AGAINST this bill. It cuts vital transportation funding which is important to me since I use DART to get around my city of Irving, to the city of Dallas, and the county of Dallas as a whole. With these cuts it will make my life much harder. In addition, as a proponent of small government I'm confused why the state of Texas is acting like big government and deciding on a local issue that only effects the members of DART, of which we locally get to make our own vote on membership.

Donnie Jolly, Bus operators
ATU1338 union
Carrollton, TX

I not in favor the HB 3187 and SB 1557 due lay off and cut in service. The World Cup is coming in 2026 which means that transportation will play major roll for people from around the world to commute to restaurants and hotels not to mention the events. These would crush Dart as an agency with a major impact for the employees at dart cutting over half. This would make Dallas look small and fail as the 4th largest city in the US and the biggest Transist agency in Texas. This would a losing situation for concern. Plano should not have that much power to kill a transit agency and the public with no future.

David Yaqubian
Self
Grand Prairie, TX

I reside in Grand Prairie, which is not a DART member city, however I frequently use DART rail (driving to a nearby station in Oak Cliff) to commute to Dallas Richardson and Plano as needed. It helps me go to work, events, social occasions, etc. This allows me to save money on gas and parking, avoid traffic headaches, and have a safe and relaxed commute to wherever I need. I would like to see DART services directly in Grand Prairie. I will never see this if this bill passes. I am an alumnus of Collin College and UT Dallas. I know countless classmates who relied on DART services to get to class. This bill will negatively impact students immediately throughout our metroplex.

This bill will cause severe job loss, in the thousands. This bill will cause a disaster for the FIFA World Cup. This bill is the opposite of what we need as our metroplex continues to grow. At our rate of population growth, we need public transit expansion, not contraction. Given the job loss and loss of foot traffic, this bill will have a major negative economic impact on our region. There is no economic reason to support this bill. There's know good reason in general to support this bill.

Armando Escobedo
DART
Dallas, TX

I would like to register my opposition to HB 3187

Brian Green
Self
Cedar Hill, TX

I would like to register my opposition to HB 3187

Victoria Allen
ATU 1338
Denton, TX

I am in opposition of this bill.

Courtney Hunter
Self
Dallas, TX

My name is Courtney Hunter. I've lived in DFW my entire life, including studying architecture at UTA. I dream of Dallas being a beautiful, safe, thriving, and walkable city. Dallas is one of the deadliest places to drive so I decided to live downtown where I didn't need a car. I've been car-free for three years and I'd have to move out of my beloved city if we lost our current level of service. Due to chronic health issues, I shouldn't drive and rely heavily on this public service. I take the train to work everyday and often use transit to get to family and friends in the suburbs. I truly believe more people would take transit if it was more adequately funded. Younger generations have grown up seeing the pains of car dominance and like me, many have lost loved ones in car crashes. With our increasing population, we see an increase in traffic and traffic deaths. I believe this is unnecessary loss. When we look at other cities across the world, or even look to our past before car dominance, we can see adequate transportation choice leads to higher quality of life for all residents. I believe if you really look you will see that this bill is rooted in corruption and an attempt to usurp local power. Please vote AGAINST HB 3187 to protect the future of our cities

Mark Broadhurst
Self
LEWISVILLE, TX

I Mark Broadhurst strongly oppose this bill. As an employee of DART and a resident of North Texas. This bill would ultimately lead to cuts in service, loss of jobs and a devastating impact on the economy of North Texas. It would put more vehicles on our roadways leading to more traffic congestion as more people are moving to the region every day. With the World Cup coming to North Texas next year we need more service and more support, not less. This bill would negatively impact HUNDREDS of millions of North Texas residents.

Michael Wade
Self - local government administrator
Dallas, TX

I opposed this bill and any funding cuts to DART. Personally, I rely on DART exclusively to get to work. More broadly, this bill is in conflict with the values of responsible stewardship of the earth, quality provision of basic services for the public, and lessening traffic for those who NEED to drive. Achievement of these values cannot be measured in dollars - they amount to bedrocks of society, and in fact deserve additional funding allotted toward transit. DFW is growing like gangbusters, and we'll continue to build cities around the mass use of personal automobiles which has taken an inordinate toll on our physical and mental health as a community. Oppose this bill for the thousands of us that are satisfied with and rely on DART for our basic needs.

Josh Peterman
Self
Plano, TX

I am expressing my OPPOSITION to hb 3187. Nobody loves taxes. But if texas wants to continue to grow it needs more options than just cars. I rely on transit for my daily commute and DART needs all the revenue it can get. Transit is subsidized everywhere, I don't know why the expectation is any different in DFW.

Kellen Hogan, Mr.
Self
Richardson, TX

My name is Kellen Hogan and I oppose this bill to defund the DART. I am a tax paying resident of this county and I rely on the DART to make it to school every day. My wife relies on it to get to work every day. It is a functional system that helps thousands of people in the DFW area. DART has its limitations due to UNDERFUNDING!!! The argument that it brings undesirable people to places like Plano is an ignorant and bigoted one that shows that those who oppose DART do not know the first thing about proper urban development and probably think things like suburban sprawl is an optimal way to grow a city. Dallas needs the DART if we are ever going to reverse the urban sprawl of this city. It is not perfect, but it is definitely a breath of fresh air from the car dependent Hell hole of this metroplex

Anna Rivarola, Mrs.
Self/teacher
Richardson, TX

I strongly oppose this proposition as I take the dart to work every single day.

Tammy Greenberg Duble
Myself
Dallas, TX

I live in the Cedars in Dallas. I am 8 minute walk to the train. I am around the corner of a bus stop. I also use go link. I take transit 7 days a week. This bill is going to hurt me and my community. We used to have three different routes in my community and now we have one route. It is over crowded and if you cut this more it will hurt my community worse. My community use DART. I even take it North Dallas and this will hurt me going to Synagogue on the weekends. I chose not to drive there are to many people on the road and every day there is an accident somewhere in North Texas. This will even hurt the students who take DART to school. In my community some of them can't afford a car so they depend on Dart to go to the grocery store. Take the children to day care. One of bus starts at my location and go all the way to North Dallas. This should be local politics instead of a state politics. Remember who are going to have the World cup and this will also hurt North Texas. This going to effect financial income. I oppose this bill. I being taken Dart 18 years.

Andrew Currie
Self
Corinth, TX

We should NOT be defunding public transportation as many of our counties are hitting records in new growth. Without having some form of mass transit, growth will not continue to be sustainable for many large cities. My commute in 2021 took me 25 minutes to travel 15 miles and now it takes 50+ minutes due to the increase in traffic as I live in a fast growing county with lacking mass transit.

Mass transportation should be a priority for every major city in Texas as each county combats thousands of new citizens every month exacerbating the traffic issues throughout the state.

Alexander Scott
Self
Richardson, TX

I'm opposed to HB 3187, as a resident in Richardson DART is vital to not only my daily commute but all the trips I make Downtown. This bill will cut funding and make a lot of trips unfeasible to complete in any timely manner

Sarah Aldrich
Self employed
Fort Worth, TX

Working and living in DFW I rely on public transportation. My job is related to hospitality and visitors to North Texas will be able to see more and spend more if there is reliable public transportation for them.

Joshua Carter, Mr
None
Arlington, TX

Please do not trust this bill. I need Dart to go to work, school, grocery store, and home. This bill lies and destroys the community.

Neal Potts
Self, Senior Scholarship Administrator
Denton, TX

I oppose HB 3187. I am a North Texas resident that uses the DCTA and DART systems. This bill will reduce funding of DART that will lead to a reduction in DART services. This reduction will result in lower ridership and lower economic activity along DART routes and other organizations that utilize DART services. A lower ridership will also increase number of cars on the road and traffic for the entirety of DART's service area. Increased traffic will also come with increased maintenance costs on road infrastructure. As a US Citizen and a Texas and North Dallas Resident, I oppose HB 3187. I implore the committee to explore other options.

Cindy Hulla
Self
WYLIE, TX

I am writing this comment to oppose HB 3187. DART has been a great benefit for myself and my kids. Driving in Dallas is often slow and stressful, so DART helps me get to downtown, the State Fair, and even medical appointments.

The state should not involve itself in how local governments spend their money. Do NOT cut DART's funding, do NOT implement a general mobility program. It is already hard enough to get around the Dallas area, do not make it harder. Please vote NO on HB 3187.

Carolina Rittenhouse
self
Fort Worth, TX

I am writing to express my strong opposition to House Bill 3187 and Senate Bill 1557. As a resident of Fort Worth and a daily commuter on the Trinity Railway Express (TRE), I rely on public transportation to get to work efficiently and affordably.

The TRE provides a vital service for me and thousands of others who commute between Fort Worth and Dallas. Personally, taking the TRE saves me approximately \$600 per month in tolls alone, not to mention the additional costs of gas, vehicle maintenance, and the stress of driving in heavy traffic. Without this reliable public transit option, I and many others would face significant financial and logistical burdens.

Additionally, defunding DART would decrease its funding by 44%, severely impacting its ability to provide essential transit services. As a physician assistant, I see firsthand how important public transportation is to my patients. Many of my patients take the TRE to access care at UT Southwestern, and limiting their transportation options from the Fort Worth side of the Metroplex could lead to delayed or missed medical appointments, worsening health outcomes, and increased strain on our healthcare system.

Furthermore, I have patients who rely on DART Paratransit services to get to their medical appointments. These individuals, many of whom have disabilities or mobility challenges, depend on these services as their only means of transportation. Cuts to DART's funding would have devastating consequences, leaving some of the most vulnerable members of our community without a reliable way to access essential healthcare services.

Reliable, affordable, and accessible transit options benefit not only individual commuters but also the economy, the environment, and public health. I urge you to oppose these bills and advocate for policies that support and enhance public transportation in our region.

Thank you for your time and consideration. I appreciate your service and hope you will stand against any legislation that undermines critical public transportation services.

Sincerely,
Carolina Rittenhouse

Angelou del Angel
Self/IT Helpdesk Support
Dallas, TX

I strongly oppose HB 3187 and its Senate counterpart for several macro-level reasons:

1. Bringing these local issues to Austin is a petty, short-sighted waste of state legislators' time.
2. HB 3187 risks the withdrawal of millions in FIFA funding for the World Cup in 2026, at a time when tourism is already waning.
3. Even die-hard motorists who would never take public transit understand the need to support it, if only to help relieve traffic congestion. HB 3187 will make our region's commutes worse, and the vast majority of any legislator's constituents can understand that.
4. Any revenue gains from HB 3187 won't solve the underlying, long-term cause of suburban municipal revenue shortfalls. That's because low-density development doesn't provide enough of a tax base to maintain the miles of infrastructure that support it.
5. Suburbs will need public transit to help them redevelop and grow their way out of their budget woes while mitigating increased traffic...even if they're too short-sighted to realize that.\
6. Vehicle ownership costs are skyrocketing, which will result in more uninsured drivers and poorly maintained vehicles on the road, just as this bill seeks to make public transit a less viable alternative.
7. Car dependency is among America's several international embarrassments and hurts our tourism and convention businesses. Passing HB 3187 would show how backwards thinking we are not just as a nation, but at the regional and state levels, also.

Then there's my own, personal reasons:

8. Living without a car has freed up approximately \$1000 of my income monthly. Instead of sending that off to some bank, insurer, or far-off chain to for my note, insurance, maintenance, and gas, I can now save. I also spend spend some going out, supporting local businesses, and thus stimulating the local economy. Imagine if a greater percentage of your constituents could do that. Instead, this bill seeks to curtail that ability.
-

Byron Kelly
self
Argyle, TX

I am writing in opposition to HB 3187. DART has served Dallas, Collin and – through its co-ownership of the TRE – Tarrant County well for more than four decades. DART’s success story is a product of bi-partisan support in Austin and Washington, DC and the careful planning and stewardship of resources by its leadership. I agree with DART’s member cities who believe strongly that changes must be made to DART’s way of doing business. Certainly, some changes are necessary to prepare the agency for its next 40 years. I also believe, however, that these challenges must be addressed locally and not through the state legislature. DART’s board – which includes representation from these cities seeking change – and its executive leadership recognize the calls for change and have met the moment with significant changes that seek to address the funding challenges without jeopardizing the financial health of the agency. The Board and these member cities currently enjoy all of the authority and urgency they need to make these changes. HB 3187 would result in an enormous step in the wrong direction for transit services in North Texas, and I respectfully encourage the Committee to vote against the passage of HB 3187.

Thank you,

Travis Kelly

Dennis Vitery, Engineer
Temple Citizen
Dallas, TX

Sir, please stop using your titles for this mockery.
Use your academics for better pursuits.

KIMBERLY COOPER, Ms
Dallas Area Rapid Transit
Dallas, TX

Hello my name is Kimberly Cooper my zip code is 75232,I am a resident of Texas writing because of memmbership in the Transportation Committee. I would like to register my opposition to HB 3187

Sheree Crow
Self Landman
ROWLETT, TX

I am writing to voice strong opposition to HB 3187, which would allow municipalities to withdraw from regional transit funding and seek refunds on previously committed resources.

This bill threatens to destabilize essential public transit services at a time when Texans need them the most. With rising housing and transportation costs, expanding—not shrinking—access to reliable, affordable public transportation is crucial for the well-being of working families, students, seniors, and vulnerable residents across our state.

Public transit is a long-term investment. Systems like DART in Dallas have taken decades to build. Undoing these commitments due to political pressure from wealthier areas undermines the collective good and jeopardizes the future of sustainable, connected cities.

I urge you to oppose HB 3187 and instead support legislation that increases state-level investment in transit infrastructure. Let's commit to a future where every Texan—regardless of income or ZIP code—has access to efficient and affordable public transportation.

Let me know if you'd like help generating a batch of these addressed to specific legislators or formatted for a community petition.

Absolutely—here's a clean, copy-paste-ready version of the letter without the signature line:

Subject: Oppose HB 3187 – Protect and Expand Public Transportation

Dear [Representative/Senator Name],

I am writing to voice strong opposition to HB 3187, which would allow municipalities to withdraw from regional transit funding and seek refunds on previously committed resources.

This bill threatens to destabilize essential public transit services at a time when Texans need them the most. With rising housing and transportation costs, expanding—not shrinking—access to reliable, affordable public transportation is crucial for the well-being of working families, students, seniors, and vulnerable residents across our state.

Public transit is a long-term investment. Systems like DART in Dallas have taken decades to build. Undoing these commitments due to political pressure from wealthier areas undermines the collective good and jeopardizes the future of sustainable, connected cities.

I urge you to oppose HB 3187 and instead support legislation that increases state-level investment in transit infrastructure. Let's commit to a future where every Texan—regardless of income or location.

Taylor Torbak-Eastep
SELF
MESQUITE, TX

It would be a great travesty to restrict income into DART and the surrounding transportation agencies. The company provides mobility to a wide range of customers and travelers. From bust to light rail and to commuter rail. The benefits of public transit and getting people off the roads and highways is of great importance in our metroplex. The great influx of new residents coming from other places have stretched our highway infrastructure to its absolute limits. No highway is spared from traffic tailbacks that stretch for miles and add many minutes to hours in delays. Construction can not move fast enough for anything to be truly viable. Public transit is of great importance to our massive Metropolitan area. We need to boost the income to it. Not restrict funding. We need to build new rail lines, get new vehicles, refurbish older platforms and make sure the rails and bridges are up to safety standards. It would deal a massive blow to companies and individuals that are looking at DFW as a place to live if all we have is highways to get around. Our city is ripe for a transit revival and bringing us to be the new center of the south. Transit oriented development is always a boost along rail corridors. I hope you reconsider what damage this bill will do to the economy as a whole for the DFW metroplex. How destructive it will be to development and overall growth of our beautiful cities. We need transit to function. I take it for fun because driving is tough and paying for parking is expensive. DART is always the cheapest option when it's directly where I need to go.

Jonathan Braddick
Self
Dallas, TX

This bill will detrimentally affect all North Texans not just those living in DART's service area. North Texas transit is a regional system. If one agency falls all are deeply affected thus any resident using transit to travel regionally will see major delays. Transportation is the key to our social determinants of health. Remove it and our health can decline rapidly and drastically. DART has mostly successfully recovered from the affects of the COVID pandemic with steady ridership gains stemming from its bus redesign, focus on improving the customer experience with a clean team, safety officers, an industry leading mobile app experience, upgrades to station platforms and access, new bus stop shelters, new ticket vending machines, and the Silverline. Instead of robbing funds from a successful state agency, reform property tax assessment or introduce other progressive forms of collecting taxes like increasing the gas tax and making our cities denser so transit as a fighting chance in suburban cities as a viable transportation option

Catherine Cuellar, Project & Engagement Administrator - Tourism, Conventions & Events at Dallas Convention & Event
Self
Dallas, TX

Thanks for your service. As a lifelong native of DART member cities and regular DART rider for 17 years — including from my home in southern Dallas to a job in Plano — I respectfully urge you to vote down this bill. DART provides residents of its member cities many long-term benefits that this bill fails to consider. DART connects communities not only to mobility options but also transit-oriented economic development like the CityLine mixed-use Plano development which will soon add Silver Line connectivity directly to DFW airport — which all member cities pay for even though Plano benefits most. DART is essential to get its riders to school, doctor's appointments, and employment. DART has many advantages over other mobility options for our fast-growing region because it alleviates congestion — improving air quality, conserving water, and reducing reliance on fuels that contribute to climate change. A place is not world class based on how many of its residents own cars, but rather by how many have access to public transit, and access requires reliability. An “a la carte” approach to public transit does the most harm to the Texans most in need of mobility options to access opportunities and gain life skills. As Texas is about to welcome global visitors to FIFA World Cup in 2026, this bill jeopardizes their visitor experience and puts our reputation as a global leader at risk. Please keep don't let short-term thinking cost Texans safe and reliable mobility options for generations to come. When thinking about the balancing growth and the healthy future of Texas, dismantling DART costs far more than it saves.
Respectfully submitted.

Russell Cobb
Dallas Area Rapid Transit
Arlington, TX

The economic impacts of this bill passing will be catastrophically devastating.

Don Aimer
Self
Irving, TX

This bill should not see the light of day. Our public transit systems are a necessity and the voters who created our transit districts had no intent for the state to come along and destroy them with poor legislation. I stand with DART and other Texas transit systems who should retain their full funding as prescribed by the voter approved legislation that created these organizations.

Nathan Stewart
Self/ research associate
Dallas, TX

Please do not reduce funding for public transportation. If anything public transportation funding should be expanded. A good caring government puts as much funding into public transit as it does roads. Public transportation is a great way to reduce traffic, automobile accidents, and cost of road maintenance. If there is robust public infrastructure less cars will be on the road. You might not take the bus but people who otherwise have to drive would. Good reliable public transportation is a hallmark of any world class city. It will be a necessity for hosting the World Cup. So please fund and expand public transportation infrastructure all throughout the state.

Logan Farmer
Self, Aerospace Innovation and Flight Research
Dallas, TX

I am a daily transit-user living in Victory Park, Dallas, TX. I commute each weekday from Victory Station to Bell Station via Trinity Railway Express. I use DART Orange and Green lines from Victory Station on a near-daily basis to access necessities like grocery, dentist, orthodontist, doctors' appointments and leisure. Whether it's meeting friends in West Village (Cityplace Station), grabbing a bite in downtown with my elderly grandmother (Akaard, West End and Pearl/Arts Stations), or going to my orthodontist appointments as an Invisalign patient.

Any cut to DART funding would have immediate repercussions to daily transit users like myself and thousands of others in DFW. Elderly Dallasites like my grandmother rely on public transit to get around safely without needing to operate a vehicle. Young professionals like myself flock to Dallas for the opportunity to live in a great city in a great state where they can get where they need to go, on time, every time. Dallas is a bustling city and cutting DART would absolutely cripple many neighborhoods effective immediately. Please consider downvoting any motion to cut or threaten funding to DART, as these cuts would cause devastating effects to Dallas.

David Perry
Self MEP Mechanical Engineer
Farmers Branch, TX

This bill a major detriment to those who need to use public transportation because they are not cut out to operate a motor vehicle, have a disability to hinders their ability to drive a car, or has bad luck with auto accidents. Cutting down public transportation funding will also negatively impact outdoor air quality, pedestrian safety, and cyclist safety. There are people who actually want to forgo their car in order to save money, afford to take care of their family, or save their sanity from all the antics on highway, and providing adequate funding is necessary. The DART silver line will prove Plano city officials wrong and shows them that people will actually use public transportation. There is no such thing as a free lunch when it comes to infrastructure and it costs money. Excessively wide streets known colloquially as stroads are cheap in the short term but all the resurfacing and repaving costs will add up and the city will be left no choice to pick their poison or even having to pick both poisons. Great public transportation will greatly improve outdoor air quality, local economies, and local hospitality giving everyone a reason who lives their to frequent nearby places from their homes without driving a car, truck, or SUV. Stuff takes time and it won't happen overtime. A 22 mile rail takes a minimum of 3 years to build and debut operation with inexperienced workers and a minimum of a year with experienced workers. If this bill gets to the floor there needs to an amendment to allow cities that use dart the most to raise the sales tax percentage to balance out the cuts and help improve service in the most used areas so less cars crowd up the streets.

Justin Keller
justin keller
FORT WORTH, TX

Hi. We love the DART when visiting from Fort Worth. Great for getting around the city and my family loves it. Truly a great bonding experience riding the DART together.

Terry Tallent
Myself
Dallas, TX

Vote NO. As a daily writer of dart transportation, we need enhancements not reductions. The city is too big not to have a much more robust public transportation system. Our highways and roads are maxed out and we need viable options to help reduce this. It can also enhance public safety and reduce overall costs.

Trevor Bazis
Self
McKinney, TX

Keep funding local transit agencies, and increase their funding!! Texas is growing way too fast to limit the funding of Public Transit, passing this bill will not help anything and will only create more traffic and congestion.

Kirk Maisenbacher
Self
Hurst, TX

At a time when Texas is experiencing unprecedented growth, the state should be promoting more public transit, not less. This bill will gut the funding for North Texas transit agencies. The same cities that advocate for better service and security on DART are also wanting to severely impact the funding necessary to accomplish the agency goals.

Jonathan Wise

Self

Wylie, TX

I more regularly use the dart for trips downtown back and forth from Wylie/Plano to the downtown, oak cliff, and pleasant hill areas to avoid the traffic I would have to sit through on busy highways and I run for exercise and the trails usually connect to a dart station giving me a safe well lit area between stretches. The common complaint isn't the delays or time but usually safety at the stations which I hear stories of but haven't seen with my own eyes yet. I enjoy seeing the diversity of the city from the variety of people on the trains and the art around the details in the stations themselves. The dart is what makes the DFW a connected web instead of distinct neighborhoods.

Nicholas Alvizo

Self

Carrollton, TX

Leave DART alone. They're the primary function of public transportation around Dallas, & without them there will more cars on the road & more traffic jams. If you really care about residents, then keep your dirty hands off of DART.

Grace Campbell

Self/Social Worker

Midlothian, TX

This bill will cut DARTS funding by 25%, but what about the funding to workers who use DART every day to get to work? Their livelihood is at stake if DART ends up having to close down lines because they cannot afford to run them or pay the drivers/train operators. DART needs more funding, not less so that public transportation can be used by more people throughout the metroplex. We need less cars on the road, not more. If I had the ability to use DART to go into Dallas or Fort Worth from where I live, I would. The current funding was approved by local voters. The people who live in the metroplex and utilize DART should be the ones who determine funding. I've personally used DART on nights out. It's a safe and responsible choice. DART also has a new line opening toward the end of this year. Significant cuts such as this will damage DART's ability to run this new line efficiently, if at all. There is also the World Cup next year. DART will play a huge role in this event. Now is the time to put more funding into DART, not take it away.

Chris Walker
Self
Irving, Texas, TX

This is in regard to the possible House Bill 3187 and Senate Bill 1557 reducing member city contribution to DART by 25%.

In my opinion, the one-cent sales and use tax from its 13 member cities are more than fair to maintain a viable system which is growing and serves the region as one.

I use DART for work, doctor's appointments and visiting family and friends. Many people use the system for work, attending sporting events, concerts and transportation to the area airports.

DART is ever upgrading and improving trains, buses and transit stations. Platforms improvement includes track crossing restrictions, arrival time info and emergency call buttons.

Recently buses and trains were refitted with new seats, signage and message boards. Clean teams ride the trains to keep seats, floors and windows clean.

More transit police have been hired to patrol station as well as provide a presence on trains and buses.

As the region grows, we need more - not less - transit options for regional movement.

Many companies have relocated or consolidated offices here knowing us not only have a great airport, but the largest light rail system in the country.

With less funding, DART will go from a model transit system to one scoffed nationwide.

This system was formed to handle transit needs now and in the future with North Texas. We are the 4th largest metro area in the US and are projected to pass Chicago as the 3rd largest metro area behind New York and Los Angeles.

We cannot have a metropolitan area growing while our transit options shrink. We are proud to be known for our quality of life with many entertainment options, job growth, sports teams and museums.

We cannot have visitors, tourists, convention attendees and meeting coordinators find we have a lot going for us except transportation.

Please consider the importance to keep funding DART with the new Silver line from Plano to D/FW airport coming, more transit oriented development, a new Dallas convention center and a new McKinney airport which is new DART member cities.

Sincere thanks,
Chris Walker

Paul Correia
Self
Colleyville, TX

I urge lawmakers to oppose House Bill 3187, a measure that threatens the future of public transit in our state. This bill would significantly limit the ability of local transit authorities to expand or improve services, restrict critical funding mechanisms, and undermine regional decision-making. At a time when we should be investing in accessible, sustainable, and equitable transportation, HB 3187 does the opposite.

By weakening local control and imposing rigid limitations on how transit projects are funded and operated, HB 3187 strips communities of the flexibility they need to build effective transportation networks. This top-down approach ignores the expertise of local leaders and the voices of the people who rely on transit every day.

Transit should be a priority, not a political target. I strongly oppose HB 3187 and urge legislators to reject it in favor of policies that support safe, efficient, and accessible transportation for all.

Lydia Dubose
Self, nonprofit
Richardson, TX

I live in an inner ring suburb of Dallas and love having access to the DART. Transportation access was a huge part of deciding to buy a house where I did, because I use DART multiple times a week. Bus and rail transportation is so important to north Texans especially as more people move into the area and the metroplex experiences more population growth. DART provides an easy, safe, and affordable way to get around the Dallas area.

Nicholas Johnson
Self
Denton, TX

I oppose HB3187. Public transportation services like DART are essential for countless Texans who rely on them to access work, education, healthcare, and other daily necessities. Reducing funding for these services—even by a single dollar—is irresponsible, especially during a time when the cost of living is high and many cannot afford their own vehicles. I urge the Texas House and Senate to carefully consider this issue from the perspective of someone without a car, struggling to make ends meet, and dependent on buses or trains to reach their job and basic needs.

Bryan Fallier
Self - Software Engineer
Dallas, TX

I am strongly against this bill. I am strongly against any defunding of DART or other transportation authorities. North Texas is at a time where we need MORE public transit, not less, especially with the upcoming world cup and the general growth of our region. I understand Plano and other cities desire to get more value, but this bill would all but destroy DART as we know it. A resolution to this problem must be solved at the local level, between DART and the cities, NOT in the Texas legislature. The studies referenced about the ROI for Plano and other cities also doesn't include the fact that AN ENTIRE NEW TRAIN LINE WAS BUILT TO GO TO PLANO which is slated to open soon. Please please please reject this bill. It's not worth the damage it will cause.

Dallas May
self, engineer
Dallas, TX

Please do not move this bill forward. Many people rely on public transit to get to work and if this bill is passed out will greatly disrupt their lives.

And if you must pass this bill, please include a provision that any entity wishing to leave a regional transportation system that they are a part of remains in full liability for their proportion of the agency's debt that they agreed to take on.

Andrew Flanagan
Self
Rowlett, TX

I am writing this comment in complete opposition to the bill. Shaheens bill was written in an act of malice towards DART and was written on a lie. This bill will destroy DART as is. First by leading to massive service cuts which will make staying in DART less appealing. Member cities will likely want to pull out because they aren't getting good enough service (Because PLANO ruined the system). The ultimate end result is a metroplex without trains or busses, which will worsen congestion and make driving that much more dangerous.

The reason Plano made this bill was because their government is horrible with city financing, and is looking for a way to bail themselves out at the expense of their citizens as well as the metroplex. The bill itself is literally written on the lie that Plano has not been getting enough investment out of DART, citing a study that fails to include the construction of the silver line which was made deliberately to appease those concerns. The silver line alone is a massive return on investment and Plano conveniently ignores it because it ruins the narrative.

I completely oppose this bill as the bill in its current form is an act of malice towards transit in the metroplex, and I request that the committee vote no on passing this bill, otherwise the metroplex will enter a recession.

Leasha Ali
Self / teacher
Dallas, TX

I support DART services in Dallas. I rely on it as a teacher working with a disability. Well funded Public Transportation in essential to a well functioning city.

Noah Bragg, Mr.
self, HRIS Analyst
Dallas, TX

I am strongly opposed to HB 3187. This bill is built upon short-sighted decisions that will negatively impact Dallas and its surrounding cities now and for years to come.

Gina Daly
Self/Retired
Lantana, TX

Please vote no to cuts on funding for DART!

Matthew Banks, Mr.
Self
Garland, TX

This Bill is a transparent attempt to cripple public transportation in Texas. It must be opposed by anyone who enjoys bringing investment to their communities, clearing congestion (you should realize that the more people ride the buses and trains, the fewer cars there are clogging the roads and highways), and providing a means to travel around DFW or Austin without HAVING to have a car and the expenses associated with it.

frances gooding
self - architect
Plano, TX

I'm writing today to ask you to please oppose HB 3187 to cut DART funding. I am a Plano resident and moved there because I could take public transportation to my work in Downtown Dallas as I do not drive. Plano made a commitment to DART and public transportation. They are now asking the state for help to reduce funding. They're skipping the legal process they signed up for when making this commitment without concern for the citizens that are entirely dependent on it. Make them honor their promise to the citizens, don't let them shirk their responsibility.

Tony Tang
self, software engineer
Eules, TX

Hello, my name is Tony Tang, and I'm a resident of Eules. I'm writing to express my strong opposition to House Bill 3187, which would reduce funding for DART.

Many people rely on DART to get around the Metroplex, and cutting its funding would be harmful to those who depend on it. Instead of reducing support, we should be investing more into DART. One of the main reasons people don't use public transit is because it isn't funded at the same level as highways.

With better funding, DART could address the main concerns around frequency and security. That would make it a more viable option for more people. Increased ridership would also reduce traffic congestion and help lower the number of traffic-related accidents.

I urge you to reject HB 3187 and support stronger, more equitable transit for our region.

Timothy Cope
self
Carrollton, TX

I strongly oppose HB 3187, which would undermine DART funding and restrict a vital transportation service for many. In a community where long-distance travel is common, it is essential to make public transportation accessible to those who cannot afford the dependency on car ownership. As surrounding communities and cities continue to grow, this will create more challenges for the transportation system and degrade its reliability. It is also crucial to consider the service rail and bus transit provides as a whole rather than focusing on transportation system profit, especially since roadway infrastructure and car dependency is not treated on a "for profit" basis.

Brenna Hinshaw
self
Dallas, TX

Hi, I am writing as a Dallas resident and a user of public transportation.

HB3187 would have a greatly negative effect on DART, which is a valuable service for so many DFW area residents. In order for DART to maintain the levels of service that are vital to the livelihoods of these Texans, I ask that the committee vote NO on this bill. I strongly oppose HB3187 and the possibility of any funding cuts to our public transit systems.

Jedidiah Ullrich, Mr.

Self

Dallas, TX

I am against this bill as someone who relies on DART for work and getting around town. I believe everyone in the State of Texas should enjoy some form of mass transit. This will cause car insurance prices to go up, congestion to worsen, and therefore increased pollution leading to poor air quality and carcinogens in the air. I hate paying for parking when going out so I take the light rail. People who choose to drink shouldn't be reliant on overpriced rideshares as it may urge them to drive.

Carnell Brame

Self

Dallas, TX

I oppose HB 3187 and urge you to vote no. North Texas is growing leaps and bounds. More people, more jobs, but also more congestion, more pollution, and greater difficulty getting around. As our region grows, transit must be part of our transportation options. Removing funding from transit does not move us forward, and it impacts everyone. Texans deserve the best and to do that, DART needs full funding. Please vote no on this bill. Thank you.

Andon Epp

Self / Student

Richardson, TX

The funding cuts mandated by this bill would devastate DART's services, leading to slower and less reliable rail and bus networks and exacerbating car dependence in the Dallas-Fort Worth region. Some residents and communities either don't want to drive everywhere or simply cannot afford a car, and HB3187 would make meeting their transportation needs much harder. I therefore oppose this bill and support keeping DART funding at current levels.

Jeff Tullis

self / musician and nonprofit manager

Dallas, TX

I strongly oppose this and believe that SUPPORT not CUTS for DART and other public transit options, especially light and regional rail, and buses are essential to a connected and bright future in DFW and across Texas

Derek Matherne

self

Richardson, TX

My peers and I are opposed to HB 3187, and implore the committee to vote no on it. I and many others rely on transit, and allowing it to be cut without the input of citizens would be an injustice.

Clara Stevenson

Self, Non-profit Virtual Coordinator

Farmers Branch, TX

Public transportation is a vital resource for Texan commuters who are not capable of driving or choose to avoid it for the sake of minimizing pollution. Regional transportation authorities must be allowed adequate funding and power to ensure the best service is provided to all Texans that have it available. I oppose HB3187 and urge the committee to vote NO on suppressing the necessary funding of transportation authorities.

Michael Kochumuttom
self
Lewisville, TX

I strongly oppose HB 3187.

Hello, my name is Michael Kochumuttom and my zip code is 75056.

I urge you to oppose HB 3187, as introduced which puts vital public transportation funding at risk.

Please protect transit in Texas — vote NO on HB 3187. I want no caps and no cuts to DART!

This bill directly threatens public transit in Texas, especially DART.

Charles Hoekenga
Self, Civil Engineer
Dallas, TX

I OPPOSE this legislation. I am a somewhat frequent DART rider myself. This is a local issue that should be solved locally, not in state legislature. The report that this legislation's filing was based on from Ernst and Young, though it did find that Plano was underserved for its contribution, said in its methodology that it did not take into account the upcoming opening of the Silver Line. This new rail service feeds directly into Plano from multiple other northern suburbs, DFW airport, and local service from UT Dallas, providing the opportunity for personally inexpensive mobility for residents, tourists, and UTD students alike. The requested alternative for cutting fixed-route service was GoLink, which is a subsidized rideshare service. The issue with using this service is that it does nothing to ease already poor traffic conditions and has a higher subsidy per rider than fixed-route service does. In addition, Paul Wageman, one of Plano's representatives on the board of DART at the time this legislation was filed, is a paid lobbyist for Uber, presenting a clear conflict of interest. While he did recuse himself from voting on the matter, his mere presence on the board and ability to discuss this with members of the DART board is still not right. Outside of Plano, if this legislation passes, numerous other cities will be affected that do not wish to have their service cut. DART has published proposed cuts that would be necessary if the requested 25% reduction for a "mobility program," and the effects are devastating, including massive reductions in paratransit services, which affect the people that most need this service. If Plano would like to leave DART or contribute less money, the city has the opportunity to put the matter up for public election in 2026. The proposed 25% reduction for what amounts to road construction would have devastating consequences for millions of people outside of cities which are pushing this legislation. Please do not allow a regional dispute that was NOT allowed to be put before the public to be settled in state legislature.

Jillian Rathman
self - Assistant Transportation Engineer (EIT)
Dallas, TX

I OPPOSE this legislation. At a time when DFW is the fastest-growing metroplex in the United States, we should be investing in public transit more than ever. Every day, approx. 500 people move here, adding more strain to already-congested roadways. Besides, this is a local / regional matter and should not be settled in state legislature. I'm personally a DART user and have encouraged friends to use it as well as it is a great resource, even for those of us who can afford to own and maintain a car.

Evan Cheung
Self, civil engineer
Dallas, TX

I oppose HB 3187. Any reduction of funding to DART is detrimental to the society. We need a safer, viable alternative to driving if we ever want a chance to mitigate traffic congestion and to achieve vision zero. Investing solely on highway is unsustainable to maintain our population growth so I kindly ask that you vote no to the bill.

Christa Ochoa
Self / Data analyst
Mesquite, TX

Given the number of traffic accidents and fatalities that happen on our roads each day, with Dallas having the worst traffic fatality rate of any large U.S. city, I am opposed to this bill and opposed to any funding cuts for DART/ public transit in DFW. As a Texas transplant myself, I've seen since 2018 first-hand how attractive our metroplex is to so many people who have moved here and those who are planning to move here. With DFW's rate of growth, it is simply irresponsible to cut public transit funding as our roads simply cannot handle the sheer number of drivers as it is. Think of how many working hours people lose sitting in traffic on our already congested roads.

I stand for greater investment in public transit infrastructure, not only to reduce traffic fatalities, but also to improve our county's hard working people's quality of life. Driving on congested roads is not only dangerous, but the stress involved takes a mental and physical toll as well. Please do not take funds away from DART or any public transit system that can not only save lives, but also improve productivity and quality of life for so many people, not to mention bring economic opportunities to businesses that are near rail or bus stations. If anything, we should be investing more in DART/rail to make it more efficient and attractive to people who can already stand to benefit but who may not be informed about how to use public transit. Thank you for your time and consideration.

Phuc Truong
Self
Arlington, TX

I strongly oppose this bill and support public transit for the state of Texas and the DFW metroplex. A 25% cut to DART's funding would be catastrophic, Plano needs to settle this on a local level not by using cookie cutter legislation.

Maurice Fulton
Self
Lewisville, TX

I oppose HB3187 and ask the committee to vote no.

Michael Neubauer
Self, Engineer
Dallas, TX

I am a Dallas resident and I oppose HB 3187 because of the effects it would have on the Dallas Area Rapid Transit (DART) system. DART is important to me personally from both a personal usage standpoint, and a general policy standpoint. I personally use DART to go to places such as the American Airlines Center (AAC) for sporting events, or to entertainment/business hubs along the train routes. I also believe that having a robust transit system in place helps both users of the system, as well as drivers who don't use the system, by easing congestion on roadways from DART trips that would otherwise be taken by car. I oppose anything that potentially diverts funding away from DART.

Jeremiah Kerr
Self
Dallas, TX

As a Dallas resident I oppose this bill. Please do not reduce funding for the vital services offered by DART. Texas is a large state and many of us rely on public transit and we would all benefit from an expansion of services, not a reduction. Please do not move forward with this proposal.

Anthony Mobley
Self dental assistant
Grand Prairie, TX

Please do not cut DART funding. Many of us rely on their service and cuts would be detrimental.

Effie Vineyard, Mrs.
Self
Dallas, TX

Funding of Dallas Area Rapid Transit!

This is very critical to help reduce car traffic, road congestion and air pollution as our area continues to grow. We need DART, our public transportation, to make this possible. They need the funds to continue to make this happen. The funds are necessary to keep updating the buses and light rail. Plus all the employees that are needed to keep the buses and trains in operation. This bill HB 3187 will hurt our public transportation provider, Dallas Area Rapid Transit.

Ben Weinel
Self
Dallas, TX

I use dart everyday to get to work, this bill will reduce light rail frequency and make it harder for me to commute

Rachel Chin
Self
Addison, TX

I oppose 3187, I ride DART and the massive funding cuts would make it difficult to get around

June askew
Self
Dallas, TX

Let DART keep its funding and services. DART is a fundamental part of the DFW transportation sector.

Jesus Valadez
Self - Engineer
Dallas, TX

I am writing as a North Texas resident to ask you to oppose HB 3187.

DART is an important part of our community. It helps people get to work, school, healthcare, and other daily needs. It gives seniors, workers, and families a safe and affordable option for getting around. Weakening DART would hurt the people who depend on it most.

Public transportation also helps with traffic. Every person who rides a bus or train is one less car clogging our highways. If DART is weakened, more people will be forced to drive, making traffic worse for everyone. Commutes will get longer, pollution will increase, and road maintenance costs will rise.

DART also helps grow our economy. Businesses locate near transit stops because they know it brings workers and customers. New stores, restaurants, and homes have been built around DART stations. If we take away support for DART, we are putting local businesses and jobs at risk.

Supporters of HB 3187 claim it would save taxpayers money, but that is not the full story. Without strong public transit, cities will have to spend even more on expanding highways and fixing traffic problems. Drivers will pay more for gas, repairs, and lost time in traffic. In the end, taxpayers will pay more, not less.

DART makes our region stronger, and it benefits everyone, whether they ride it or not. It keeps traffic moving, supports businesses, and helps people stay connected to their communities.

I ask you to vote no on HB 3187 and continue supporting public transportation in North Texas.

Benjamin Davis
Self / Banking
Denton, TX

I want to comment here that I oppose HB 3187.

I regularly use DART to access events in DFW. I own and drive a car, but the convenience and affordability of DART beats driving to many areas in DFW. Please don't pass HB 3187. Thank you.

Anderson Price
I stand for the DART commuters
McKinney, TX

Let's save DART!

C L
Self
Richardson, TX

I OPPOSE HB3187 and ask the committee to vote no on the bill.

Peyton Sampley
Self / bartender
Dallas, TX

Oppose

Erika Helton
Self
Dallas, TX

The Dallas–Fort Worth metroplex has grown by nearly 500,000 residents since 2020, according to U.S. Census data. If even 2 out of 5 of those new residents brought cars, that’s over 200,000 additional vehicles now clogging Dallas roads. Traffic is already noticeably worse, and this is just the beginning.

We can not be proposing to cut funding to DART at the exact moment when we need to be expanding public transportation—not dismantling it. This move is shortsighted and economically damaging.

Without effective transit, congestion will only continue to rise. Commutes will get longer, businesses will suffer from logistical delays, and productivity will decline as employees spend more time stuck in traffic. Cities like Los Angeles and Austin are clear examples of what happens when transit infrastructure fails to keep up with population growth: gridlock becomes the norm—and once you’re there, it’s incredibly hard and expensive to reverse.

Dallas is positioning itself as a national hub for business and innovation. But that growth depends on efficient, reliable infrastructure—including public transportation. If we want to remain competitive, attract top talent, and keep our economy moving, we need to invest in transit, not abandon it.

Cutting public transportation will slow Dallas down—literally and economically. We can’t afford to become another traffic-choked city whose growth outpaced its infrastructure.

Nadia Barrera
self
Austin, TX

Last year, DART (Dallas Area Rapid Transit) provided 56 million trips and ridership continue to grow. DART creates economic opportunity for customers and communities alike. It changes lives and opens doors.

Haley Coates-Huseman
Dallas Area Habitat for Humanity and Self
Dallas, TX

I do NOT support any bill that would negatively impact funding of DART (Dallas Area Rapid Transit). DART is an important institution across North Texas and provides low-cost, public transportation for daily riders but also to citizens and visitors trying to take advantage of Dallas's wide variety of arts and entertainment. It connects the suburbs to Downtown and the new Silver line is slated to connect the northern suburbs to one another. This provides much needed connectivity in a world where we are becoming more and more isolated and spread out. I used the DART to follow my husband on his first marathon run and I've used it to visit the Dallas Museum of Art as well as plenty of Mavericks and Stars games. I also used it recently myself to get to the Turkey Trot downtown, as well as up to Downtown Carrollton to visit my in-laws. Decreasing funding for DART would be a huge mistake. As transit-oriented developments become a key staple of our future built environment, we need to be rethinking and investing more in our transit centers and not leaving them behind.

John Prude Jr., Mr
self
Dallas, TX

To whome this may concern,

I'm a daily DART Rider and I cherish its consistant clean and safe service daily. While I understand some cities desire to recoup the percentage of their contribution for other uses, I believe that this is the time to do just the opposite and double down on DART. If the service quality is unsatisfactory, DART should be held accountable to improve their service until all residents feel it is satisfactory.

North Texas is growing, and our roads are becoming more congested and our air more heavily polluted. Improving and growing public transit is imperative for North Texas to continue to grow and deliver a quality of life that draws young talent and new employers.

Thank You, and God Bless Texas.

John Schneider, Hon
Self. Administrative Patent Judge
Plano, TX

Having been required to return to my office in downtown Dallas, I rely on DART for my daily commute from Plano. Any reduction in service by DART will negatively affect my commute requiring me to drive costing me more in both time and money.

Max Sherard, Dr.
self
Dallas, TX

I oppose house bill 3187. I am a transit dependently citizen in Dallas. On a daily basis, I use the 45 bus (which comes at a frequency of every 30 minutes in the morning), the green line, and the DCTA A-train. I am completely dependent on DART for getting to and from work, visiting the doctor, and shopping for household needs. Without DART, I would not be able to do any of these activities. Furthermore, I meet many people on the DART busses and trains that follow a similar commuting pathway as I do. If this bill is passed, and DART funds are directed away from the transit network and to individual municipalities, the transit system myself and others depend upon will be threatened.

Please invest in the future of Dallas and the partner cities. Our city cannot afford to force residents to travel by car. We need to invest in public transportation to ensure healthy air quality and a right to move through the city.

Daniel Dickerson
self software engineer
Farmersville, TX

This bill will greatly harm public transit in DFW at a time when we are rapidly growing. This bill will increase vehicle traffic when our roads are already maxed out as is. There comes a point that you can't just keep building roads and we're already there. We need more efficient means of transportation and DART provides that. We need increased funding for public transit not less. Vote no to HB 3187!

Jessica Bruton
Self
Dallas, TX

I do not support any transit funding cuts. Our state needs more public transit infrastructure.

Cassie Doucet
self Senior Manager of Credit Policy
Dallas, TX

I oppose HB 3187. Access to public transportation is critical for myself and those in my community. Not only does this help lower the cost of transportation, but also provides a safer means of transportation for citizens of Dallas, which has one of the highest vehicular fatality rates in the country. Funding and access to lower interest rates on bonds for transit should not be reduced as this will put strain on a system that is already spread thin. I support the continued upkeep and repair of all DART vehicles and stations. I also support continued addition of buses and trains that will allow even more access for our citizens to all cities of DFW. DART is a wonderful service that would benefit greatly from a higher level of funding to provide safer and more accessible transit that all families and citizens of the Greater DFW area can have access to. I STRONGLY OPPOSE HB 3187.

Anthony Tantillo
Self
Richardson, TX

I oppose HB 3187. A modern city's lifeblood is their transit system. Hobbled DART would only make DFW worse. We should be increasing the funding, not decreasing it.

Ernesto Carranza, Mr
self
Irving, TX

When I was a college student I took dart every single day for class, I didn't have a car nor money to pay for uber, without dart I wouldn't have the education I have. My mother has anxiety and she is not able to drive on the freeways so she takes dart for work every single day, cutting funds would prevent so many people from going to their jobs, less drivers so that means less busses, longer waiting times, and the remaining busses would start to reach it's capacity. THERE IS NOT ANY UPSIDE IN THIS WE ALL LOSE. THIS WILL HURT THE CITIZENS IN A AWFUL WAY!!!!

Gabriel Grinffiel
self, software dev
Garland, TX

Don't defund DART! I oppose this bill and beseech you to vote NO, as many of my friends and relatives rely on DART transportation daily!

Christopher Wyatt
Self
Dallas, TX

Please vote no HB 3187. As a resident of Far North Dallas, I am very opposed to HB 3187. I bought my house so I can take transit to and from work and use it for running other errands. It is very bad for the whole DFW region and will have a detrimental effect on mobility throughout one of the fastest growing regions in the country. Transportation leaders in the MPO have stated that there is no more money nor land available to expand our highways, so it is time to start thinking about other options to get around our cities and State. This bill is a 25% funding cut to basic transit services and would see massive cuts to bus routes, light rail frequencies, as well as have a negative affect on safety and security. The voters of each DART member city have approved a full 1% sales tax for transit service. This would be a slap in the face to what voters have chosen over and over again. The transit issues in cities should be maintained at the local level. The state of Texas should not be involved in local disputes over transit. Please vote no on HB3187.

Luke Harrison
Self
Wylie, TX

Why are we cutting funding for public transport, that impacts MANY lives and is a great resource for those in the DFW area that rely on the public transport in order to get to/from work, to/from school, to/from family? We do not need to cut the funding for DART; if anything, we should be finding other places we can cut from to pour MORE into DART, as many rely on public transportation to get to and from places.

Steven Marks
Self
Grand Prairie, TX

Please, do not refund the Dallas Area Rapid Transit (DART) system. It will affect many people in the Dallas area! Many rely on public transportation because we have no transport of our own. Some of us are veterans who use DART to travel to Dallas VA hospital for appointments! Using Lyft or Uber would be counter productive and more expensive for such veterans that have service connected disabilities that need to be seen by VA care providers! Please reconsider the impact of Dallas residents.

Thank you.

Armando Tiscareno
Stacy Witbeck
Dallas, TX

I am opposed to HB 3187. Leave control at the local level, allow the regional transit authorities to work out issues at the local level. The passing of HB 3187 would severely impact service to all passengers and would result in job cuts at the agency. Jobs outside of the agency would also be impacted as riders of the system may not have the necessary level of service to get them to places of employment.

Liam Nichols, Mr.
self
McKinney, TX

I strongly oppose this bill. It is up to local communities what they would like their transportation to look like, and this bill runs completely contrary to self-governance.

Raul Marquez
Self
Houston, TX

I oppose this bill as it will simply do damage and not fix any issues. I have utilized the dart system and it is a great system that should be considered more by the people in the Dallas area. Removing funding would only reduce dart's capacities and cause more people to either be on the roads increasing traffic or be forced to have no methods of transportation at all. With further support, TOD, and outreach dart will continue to be one of the largest and most recognized systems in the southern United States. Thank you

Christina DeFreitas
Myself
Fort Worth, TX

I am a citizen that depends on public transportation including DART & trinity Metro TEXRail as I commute from Fort Worth to Coppell, TX for work and I do not drive nor can I afford to Uber daily on weekdays. Please consider me & others like myself who depend on these services to survive in day to day life. Thank you for your time!

Kieran Farrell
Self/Sales Associate
Plano, TX

Please don't pass this bill! There's still people who rely on public transport to get to where they need to go. With the service cuts, they'll have even fewer options and transit in general will become less reliable. Uber is already very expensive as it is. There needs to be an option to get low income residents to and from their destinations.

Katy Atkiss
Texas Streets Coalition
Houston, TX

All people must have access to schools, jobs, medical care, groceries, and other resources. That means that a variety of transportation options must be available. Redirecting funding from DART is overreach by the state government. Transportation agencies must be able to make the best decisions to meet local challenges, based on the need, environment, and public input. Transportation solutions require nuanced decisions, not blanket prohibitions.

Christina DeFreitas
Self
Fort Worth, TX

Hi, I previously left a comment but forgot to specify even though clear, that I oppose HB 3187. Thank you again

Alexis Pratt
Self - Paralegal
Carrrollton, TX

I strongly oppose HB 3187 and the negative impact it will have on DART, a desperately needed public transportation service. As someone that lives in an area with limited DART bus routes, it makes it extremely difficult to travel to work and even obtain groceries.

Chelsea Hulla
Self- sales
Wylie, TX

I oppose HB 3187, many with health issues like myself rely on public transport. I have chronic joint pain and my car is 18 years old and driving almost weekly to Dallas for appointments puts strain on my car. I used DART to get to my MRI appointment, that I would have had to cancel without access to public transportation. Access to public transportation can also mean access to Healthcare. Having a chronic illness puts many barriers on getting to work, and medical appointments. Let's not add lack of transportation to that long list of barriers chronically ill and disabled people have to overcome to simply survive. Thank you for your consideration. Please vote no on HB 3187.

William Nary
Self
Frisco, TX

I oppose this bill. DART is an important distinction within DFW compared to other metros in the state. Embrace public transportation, don't limit it.

Jadon Henderson
Self, RR Engineer
North Richland Hills, TX

I oppose the passing of HB 3187, please vote no against it. DART is a vital resource to Dallas and DFW. Traffic is getting unbearable and having public transit makes it to where you can easily get around stress free. The passing of this bill will be detrimental to Dallas and the surrounding areas

Stephanie Spradlin
Self
DALLAS, TX

Dear Texas State Representatives and Senators,

My name is Stephanie Spradlin, and I'm writing as a deeply concerned Texan who cares about the future of public transportation in our state—especially for citizens who have no personal vehicle and rely on transit every day.

I respectfully urge you to oppose HB 3187 and SB 1557.

While these bills may appear minor—simply allowing private vendors to sell embossed specialty license plates—they reflect a troubling shift in legislative focus. At a time when traffic congestion, air pollution, and population growth are all increasing at once, our efforts and resources should be going toward expanding and improving public transit, not expanding vanity license plate options.

Public transportation is not a luxury. It is a lifeline for thousands of Texans—seniors, students, workers, and people with disabilities—who do not have the option of driving. I personally know how vital systems like DART are to everyday life. When transit is underfunded or deprioritized, those without cars suffer first and worst. They are late to jobs, unable to get groceries, or miss important appointments—not by choice, but because we've failed to provide the support they need.

Bills like HB 3187 and SB 1557 don't address those urgent needs. In fact, they risk drawing attention and potential funding away from them. What we need instead is robust investment in safe, reliable, and accessible transit, not policies that treat transportation as a branding opportunity.

I'm asking you, as someone who cares deeply about equity, sustainability, and mobility for all Texans: Please vote NO on HB 3187 and SB 1557. Help us build a transportation future that puts people before plates.

Sincerely,
Stephanie Spradlin
A concerned citizen and advocate for public transit access

Samar Tajuddin
Self - Student
Richardson, TX

I oppose this bill — as a student, I use DART every day to get to my classes, doctor's appointments, and other necessary activities. Well-funded public transit is vital to my wellbeing and participation in society.

Jon Horn
self, paralegal
Arlington, TX

As someone who frequently uses public transit, I strongly oppose this bill. Any money we "save" now on public transit will cost us much more in the long term, as shown in numerous studies by groups such as APTA. Please vote NO on HB 3187

Ziah Alayon
The University of Texas at Dallas
Mesquite, TX

I fully oppose the passage of this bill. We need a flourishing public transit system in Texas, especially metropolitan areas like DFW more than any other kind of infrastructure. Thousands of people depend on services like DART to make their daily commute to work or school, and as is, this method of transportation is not as efficient as it should be. Additionally, many transit employees can lose their jobs if this bill goes through.

Steven Marks
Self
Grand Prairie, TX

I currently made a comment. "Please, do not refund the Dallas Area Rapid Transit (DART) system. It will affect many people in the Dallas area! Many rely on public transportation because we have no transport of our own. Some of us are veterans who use DART to travel to Dallas VA hospital for appointments! Using Lyft or Uber would be counter productive and more expensive for such veterans that have service connected disabilities that need to be seen by VA care providers! Please reconsider the impact of Dallas residents.

Thank you."

I meant to say, "Please, do not Defund DART," instead, I used the word, "Refund," my apologies! Autocorrect changed the word and I didn't catch it at first.

Thank you again!

Jeff Sameshima
Self
Plano, TX

I strongly oppose HB 3187 and its purpose of defunding DART in order to fund other car infrastructure projects. Plano already has huge bond measures on the ballot to fund road projects and diverting additional funds away from transit into streets is not the answer. I utilize DART multiple times a week to commute between Plano and Uptown Dallas and it is an excellent service that deserves the funding. If local municipalities do not feel they are getting adequate value from it then they need to constructively engage with DART and work to get additional value from it. As Texas continues to grow it is paramount that growth is accompanied by investment in transit to limit traffic impacts of growth and to modernize our urban and suburban areas. Defunding is not the answer and I respectfully ask that you vote "NO" on HB 3187.

ernest alba, dr.
self - small business owner in the education sector
dallas, TX

The new DART Silver Line is over 80% complete and will be a boon to the area in which I reside and work. I have witnessed firsthand the impressive growth of the Las Colinas area of Irving after the completion of the Orange Line of the DART that effectively connected the network to the airport. The Silver Line connects directly to UT Dallas, a place where thousands of students from all over the world go to push the boundaries of scientific innovation, here in the northern outskirts of Dallas. Connecting these students to the airport will continue to make Dallas a more desirable place to live and create economic growth for the services that support their studies and lives. Protect funding for the Silver Line.

Colin Wong
self, Student
Plano, TX

This bill would destroy the Dallas Area Rapid Transit as we know it and would set a precedent for other transportation authorities in Texas that they are not welcome here. Please vote no, as someone who owns a car but finds public transit very convenient to get around quickly.

Austin Holt
Self
Dallas, TX

I oppose funding cuts for public transportation. DART service area's voters have approved the current funding levels this bill seeks to reduce. Without a properly funded DART, Dallas and the metroplex would suffer even worse traffic, cut off opportunities for disadvantaged citizens to access quality employment, and reduce the economic output of North Texas. Please vote against HB3187.

James Lindsey
self, student
Dallas, TX

Hello members of the committee,

I am writing this in opposition to HB 3187 and in support of the various residents of Dallas who rely on DART for essential transportation services. Bill HB 3187 would cut funding to DART and other public transit services in our great state of Texas, by effectively cutting 25% of DART's sales tax revenue! Cutting public transit funding would only end up hurting the people of Texas, whom it is your duty to represent! Without basic services like transportation, a society and its people are worse off economically, as people are left fundamentally less free to move where they wish! In my city of Dallas, this bill has been estimated to, if passed, cost us 5,800 jobs and \$1 billion in economic growth! This is, ultimately, an issue of freedom! Our people should have the means, provided by DART, to travel wherever they seek, and participate in our local economy! Yes, I understand how many of the programs listed in this bill seem like they would help our communities, but this must not come at the expense of an essential service! The empowerment of municipalities must be done in service of the people who live there, and cutting transit funding would not serve them well! So, I ask that you please vote against HB 3187 and any future General Mobility Programs that may reduce funding for the essential public services our society relies on.

For more information about how this bill could negatively impact my city, please see this attached pdf please:
<https://files.constantcontact.com/72843304701/d1d32e6c-c621-4cbf-8851-da470f36023c.pdf>

Thank you for your time and for serving the people of our State of Texas,
James Lindsey

Kevin O'Brien
Self
Richardson, TX

This bill will fundamentally kill DART and the public transit network in the DFW metroplex as a whole. I am a hardworking Texan, and I utilize our amazing public transit every day. I see hundreds of other hardworking Texans taking advantage of it every day. I take the bus to the train station, and then I take the train downtown. At the end of the day, I take the train to the station near my home, and then the bus drops me off at my stop. I have been taking the train since 2022, and I will never look back. Traffic in DFW is terrible. Everyone seems to think that the solution is more lanes and more highways. I think expanding public transit options should be explored. Is DART perfect? Of course not. But it takes me about an hour to get to my place of work taking the train. On a good day, I can drive to my office in 40 minutes. So I am saving 20 minutes, if I am lucky. But on the train, I can nap, read, look at my phone, or just zone out. I cannot do that while driving. Secondly, I don't even own my own car. My wife and I share one. Having 2 is an unnecessary expense. A new car costs somewhere around \$40,000. That doesn't include regular routine maintenance, gas, and insurance. Even if I didn't use it to get to work, you can get to different parts of the metroplex, the airport, museums, parks, restaurants, concerts, community events, etc. without having to worry about driving and parking. I am asking for myself and on behalf of the hundreds--if not thousands, if not tens of thousands--of other hardworking, tax-paying Texans that utilize this irreplaceable public service, please defeat these bills. Stand for the people and not the car manufacturers, rideshare lobbyists, and fossil fuel industry.

Everardo Amaya
self
Dallas, TX

Limiting the ability of cities to regulate and fund their public transport will only make traffic worse by inducing more car demand on our streets. As a DART user, I hope to see the state promote more public transport to support our growing cities and to have options that do not require you to purchase a car or rely on expensive ride share companies. A great future for Texas would be cities with low-cost or free public transport, with high-speed rail between the big economic centers in the state.

Eliseo Ruiz
Self
Dallas, TX

Oppose. This bill is not good policy. Regional transportation supports economic development, growth and business. We should be finding more ways to more easily get people to work and to business. Jammed highways are no longer the answer. This bill goes in the opposite direction and will hurt the economies of affected areas. The State of Texas should be pro business and worker friendly. This bill goes in the ring direction.

Waseef Kabir
self, Student
Richardson, TX

I Oppose HB 3187 and urge the committee to vote NO on this bill, because many people like me heavily rely on public transportation. We would easily benefit from more funds going to trains and busses, and would easily suffer from any funds lost from trains and busses.

Michael Gallops, President/CEO
Metrocrest Chamber of Commerce
Farmers Branch, TX

As President & CEO of the Metrocrest Chamber of Commerce, representing businesses in Addison, Carrollton, and Farmers Branch, I urge lawmakers to oppose HB 3187.

While it is reasonable for cities to expect transparency and fiscal responsibility from regional transit systems, HB 3187 goes far beyond accountability. It proposes to divert up to 25% of DART's voter-approved sales tax revenue away from public transportation and caps funding levels critical to debt repayment and system operations. This would severely disrupt essential services and economic momentum across North Texas.

If passed, HB 3187 would force DART to:

Eliminate 18 bus routes and funding for rail and streetcar systems.

Reduce light rail frequency to 30 minutes or more.

End more than 17% of current paratransit trips, especially impacting low-income, senior, and disabled residents.

Cut nearly a third of all DART service and jeopardize access for 125,000 people.

Lay off nearly 1,000 employees and halt needed capital improvements?

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Our region's rapid growth demands more—not less—connectivity. In cities like Addison, public transit has spurred economic development, increased property values, and made our workforce more mobile and competitive. In Carrollton and Farmers Branch, residents and employers still rely on DART to get to jobs, schools, healthcare, and commerce, even as those cities seek reforms.

HB 3187 risks dismantling a critical infrastructure system instead of fixing it. The economic ripple effects would be severe: nearly 6,000 jobs lost, \$1 billion in reduced annual economic output, and diminished ability to leverage federal funding for future investments?

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Let's address DART's challenges with strategic oversight, not fiscal sabotage. HB 3187 threatens long-term regional prosperity for short-term local relief. I urge lawmakers to reject this bill and instead work with transit agencies, cities, and chambers of commerce to ensure a more efficient, transparent, and fully functional public transportation system.

Please vote no on HB 3187.

Josh Huddleston
Self
McKinney, TX

I oppose HB 3187 and am asking the committee to act in the public interest and vote "no"

Lazayvion Hammick
University of North Texas System
Denton, TX

I strongly oppose HB 3187. Defunding DART hurts DFW's economy, worsens traffic, and harms working families who rely on public transit. DART connects people to jobs, reduces pollution, and supports regional growth. Weakening it weakens all of North Texas.

Vote NO on HB 3187.

Angelo Diaz
Self
GARLAND, TX

I stand in opposition to this bill. This bill was crafted with a desire for sabotage, to call upon a higher power to undermine the authority and agreements made to the stewards who are revolutionizing transport. America is known to disregard public transport, the impatience of the peers in business and those who disregard progress always being loud to say how its a waste. Yet every other country is getting ahead of us in that regard. Texas especially is blessed to have one of the largest public transit networks in America, Dallas Area Rapid Transit. Since that is my transit network, I'm referring to them whenever I speak about using trains and buses. This bills limits their power to serve its riders, the people. To cripple it is practically self sabotage. We should be proudful that we have a growing network, we should foster it and help expand it, prove to all that only in Texas, we can achieve these feats. Especially with all the buisness moving into Texas, transit is exactly what we need. You must believe, these investements pay back in time. Transit is as good as you invest in it and the larger it grows, it requires more, but the benefits it fosters are irrefutable. The people who are complaining don't even ride the rail. The Representative of Plano, who has been vocal about this and author of this bill; I can guarantee they never stepped foot on a bus or train and given it a ride for a week. The same can be said to the co-sponsors. These people often see problems and blame mismanagement of funds rather than "Oh, this is underfunded. If we funded it more, we could fix this!" DART only ever asked for a penny, can no one see the greed where now we are trying to cut a penny smaller to save costs for no profuctive reason. They haven't interacted with the lives that are intertwined with transit, nor do they care. The Board of Plano especially doesn't care and would rather stain its legacy by crippling that which helped its city thrive. Plano grew thanks to the rails and now, years later into the future they would hurt that which helped them long ago. The sole existence of this bill is shameful, a total slap in the face to every rider, to the people of Dallas County and to the pride of Texas. Oppose this bill, preserve our pride, defend it from those who never commuted on a train or bus in recent time than those of the growing number of people who actually use transit daily.

Anne Crews, Chair
Transit Coalition of North Texas
Bartonville, TX

The Transit Coalition of North Texas (www.transitnorthtexas.org) strongly opposes HB 3187, which would severely limit the authority of regional transportation agencies. Currently under consideration by the House Transportation Committee, this bill threatens to undermine North Texas's ability to deliver coordinated, effective mobility solutions during a time of historic growth.

According to the Dallas Business Journal (March 28, 2025), the Dallas-Fort Worth Metroplex is adding an average of 487 new residents per day, making it one of the fastest-growing regions in the country. Meeting this demand requires expanding—not restricting—our transportation toolkit.

Many of these new Texans may not have the financial means to purchase, maintain, and fuel personal vehicles, especially in larger households. Access to reliable, affordable public transit is critical to ensuring they can reach schools, jobs, healthcare, and other essential services.

Public transportation doesn't just move people—it moves the economy. A study conducted by the University of North Texas found that since 1999, investment within the 700-mile DART service area has generated \$17.1 billion in economic impact. Between 2019 and 2021 alone, DART station-area development contributed \$144.7 million in federal tax revenue and \$49.6 million in state and local tax revenue.

While it's natural for regional partners to have differing views, and essential that we continually assess return on investment to ensure taxpayer dollars are used wisely, the collaborative investments we've made in transit have yielded undeniable results. From generating long-term economic growth and creating jobs to strengthening our regional tax base, these benefits extend well beyond transit users—positively impacting all North Texans.

We respectfully urge you to vote no on HB 3187 and protect the future of regional mobility. Let's keep taxpayer dollars focused on impactful transportation projects that serve the entire region and preserve the progress North Texas has made through smart, collaborative investment.

Tanner Bristol
self
Carrollton, TX

I oppose HB 3187. I request that the committee say NO to HB 3187. Passing this bill would have a detrimental impact on DFW's transportation system in a time when we need it most as we continue to densify. The cities within the DART system that have issues with the current tax structure should be negotiating individual solutions with DART rather than looking disrupt the entire funding structure.

Ian Gallegos
self
Carrollton, TX

I oppose this bill and any general mobility program relating to it. If this bill passes, it will not only take away most of DART's services, but it will also eliminate jobs and vital connections in the DFW area. There is also no valid reason for any of the 5 involved cities to be stating any claim regarding cutting funds, because the way that Plano (the original city involved in this) has a claim that be counteracted with several statements, and the other 4 cities have basically built their claim on top of Plano, meaning that not one claim is at all valid. This is especially true when looking at how DART is improving and/or expanding, where they have added new bus routes and increased frequency, on top of building the Silver Line. Any general mobility program may also have the ability to affect DART's funds too, and the idea of such program at all does not make sense because using this money for the already congested roads & construction when it could be used for maintaining and improving DART's system as a whole does not seem practical. Please vote no and oppose this bill.

Rich Strong
Self (professor)
Rowlett, TX

I oppose this; we need to accept and support mass transit and not simply piecemeal our expressways into even worse shape. Other than the populace's inability to grow up, I see no reason to shortchange what's becoming the only dependable transportation in Dallas.

Allen Beene, PE
Self
Dallas, TX

The projections that another 4 million people will come to the DFW Metroplex in the next 25 years should make anyone stop and ponder the impact on the region's infrastructure. Hamstringing transit seems counterproductive to the region. The impacts on the local economy are significant. In the first year, HB 3187 reduces 5800 jobs and nearly \$1 billion in annual economic output. Defunding DART would upend services that people rely upon. This would harm our underserved communities, put more cars and stress on our highways and streets, and pump more greenhouse gas emissions into our air. We encourage all parties to work through their concerns and find some common ground for solutions that recognize current and long-term benefits of DART systems.

In 2023, DART provided rides to nearly 50 million passengers, including commuters going to work, mobility-impaired residents, college students heading to campus, sports fans traveling to the American Airlines Center, visitors heading to and from our airports, and guests traveling to the great State Fair of Texas. The agency is a key part of the region's pitch to businesses and helps attract major events and employers to our region. With businesses such as Goldman Sachs moving in, a new downtown Dallas convention center development underway, and events such as the 2026 World Cup match coming to the region, reducing our mobility options should be a non-starter. Transit will be critical during major events like the World Cup, and it will give us a chance to see what transit ridership could be in the future.

The conversation surrounding DART can and should be on how to ensure its vision can fully align with development and demographic shifts in our region's rapidly changing communities. Now is the time for bold leadership, real solutions, visionary planning, and strong support. We should be building DART up to make it better, stronger, and even more future-focused.

My request is for the Committee leave HB 3187 without any action taken and strongly encourage the DART Board work closely with member cities to find solutions at the local level to improve service.

Peter LeCody
Texas Rail Advocates
Dallas, TX

Our organization opposes HB 3187, which is counterproductive to achieving a balanced transportation network. In our growing state, and especially in the urban/suburban areas, good public transportation options are a necessity for a segment of our population. This bill is extremely shortsighted and, if enacted, would negate several decades of work in building a public transportation network of rail and bus service to serve those who need mobility options.

Legislators should instead be crafting a bill that would allow TxDOT to work with local and regional transportation agencies to craft a state-wide public transportation network to serve a broader portion of our population. Shrinking the current system is not a good option.

Simon Pruett
Self
Arlington, TX

Strongly opposed as this reduces funding for public transit even though it is written in a way that seeks to obscure that fact.

Daniel Bartel
self
Dallas, TX

I oppose HB 3187

Lawrence Cai
self
Allen, TX

I oppose this bill for it would hurt my local transit agency, Dallas Area Rapid Transit, an agency that I rely heavily on for mobility at my university, The University of Texas at Dallas. I do not wish for my agency to suffer debilitating cuts in funding, which would hurt both the agency and my ability to move around without the need of an automobile.

Samuel Ibanez
Self
Dallas, TX

We need public transportation in Dallas. Traffic is a nightmare and will only get worse if we have no other options for transportation around Dallas.

Maurice West, Mr.
Self
Dallas, TX

I think that local authorities provide true value to the transportation systems and their importance as the needs vary and representation allow the needs to be addressed by those who are impacted by it and the decisions made. Dallas Area Rapid Transit has done a great job of ensuring quality of service and meeting the needs for residents and businesses across the region and the leaders speak about the importance and value for residents.

Jessica Powers
self / Chief Operating Officer
Lewisville, TX

Passing this bill will hurt the DFW area. DART is one of the leading transit agencies in this area, and if this bill passes, it will reduce DART's funds. This bill will affect not only DART but also the surrounding Transit Agencies. DART and Trinity Metro are co-owners of Trinity Railway Express, the commuter rail that connects west to east for DFW. TRE is the legacy commuter railroad for this region. If this bill passes and tax dollars are reduced for DART, it will start a chain reaction of decreasing public transportation services (bus, light rail, and TRE). The Texas population is growing daily. Decreasing tax dollars into transit is not the answer. If anything, we need to add tax dollars to DART and Trinity Metro's public transit services. The public will ride transit if the service is accessible, reliable, and safe.

Pooja Krishna
self
Plano, TX

OPPOSE this bill

Bryan Tony
Dallas Housing Coalition
Dallas, TX

The Dallas Housing Coalition and its 300+ members oppose this bill.

Monica Scott
Logotology
Richardson, TX

As a member of the DFW business community, I strongly oppose HB 3187 / SB 1557, which would cut funding to Dallas Area Rapid Transit. These cuts would harm the transit infrastructure that supports our region's economy, job growth, and workforce mobility — key drivers of the Texas Miracle. Please allow local and regional efforts to address service equity to continue without legislative interference.

Charles Balkcom
Self
Dallas, TX

To Whom It May Concern,

My name is Charles Balkcom, I am a resident of Dallas, TX, and I am writing to express my opposition to Texas Senate Bill 1557. As one of the thousands of metroplex residents who rely on DART to commute to work, attend doctors appointments, and to get around Dallas on a daily basis, any funding cuts that would occur as a result of this bill would undoubtedly impact our quality of life in a negative manner.

Charles Balkcom

Connor Lind
self
Addison, TX

The opportunities of Dallas are abundant. However, the city and surrounding suburbs require transportation via motor vehicles to access these opportunities. DART provides this much needed transportation in the form of its buses and trains to those unable to drive their own vehicle. The cutting of funding to DART would move this vital (and already underfunded) public service in the wrong direction. Withdrawing critical resources due to not receiving a perceived "return on investment" from DART is short sighted and disrespectful.

DART already does not have the funding to provide basic covered bus stops and even benches. This bill disrespects our citizens even more, essentially stating that things such as benches are luxuries and thus not worthy of funding. In a landscape that all but necessitates the ownership of a motor vehicle, DART provides critical access to the less fortunate. By insisting on withdrawing funding from DART, the writer of this bill and all who approve it are effectively stating that the lives of these less-fortunate people are not worth the extra effort of funding and maintaining a functioning public transit system. Without DART, these people may be forced to walk further across a metroplex that is infamously unfriendly to pedestrians. This endangers their lives and may disrupt traffic as they attempt to cross busy streets.

Instead of attempting any sort of creative solution, this bill simply wants to cut funding. An uninspiring, lazy, and unproductive move that will ultimately do nothing to improve the lives of us in the Dallas area. Before making a broad, ignorant change to a system that needs funding now more than ever, consider your neighbor. Consider how this change (which is so elegantly self-righteous) may affect those who have fallen on rough times and depend on DART as a lifeline. Consider how any prospective DART user may not ever have their needs met because a critical bus route or service time has been removed due to the lack of funding. Consider the jobs lost because this bill demands an extra fraction of a percent back into the city's coffers. Consider those without a voice that may not notice the introduction of this bill, but will notice that their bus no longer frequents their stop. As a born and raised Texan, I expect better of my politicians. I expect them to provide opportunities to the least of us, not take away their transportation. I implore all those that review this bill (and especially the author) to go a day without a motor vehicle and communicate to their fellow citizens how exactly cutting the budget for DART will improve that experience.

Pascal Cheslow
Self
Carrollton, TX

I am a resident of Carrollton and in complete opposition of this bill that will result in reduced revenue for DART, thereby negatively affecting the frequency, reliability, and availability of its public transit network. As a regular DART user, it has allowed me to not only commute but to get around the DFW metroplex, including downtown Dallas and Fort Worth, without adding to the ever-increasing highway congestion. A transit agency's success related to ridership numbers is not just measured by those who have no other choice but to use it, but how many people like me who have a choice but choose not to drive.

I am sympathetic to the plight of cities who may be struggling financially, but the recuperation of those dollars should not come from DART. DART member cities should prioritize the valuable land around transit stations and bus routes, and encourage developments within a half mile to mile radius to be human scale and transit focused. Even the most frequent, fastest, reliable public transit network will suffer if the land use outside of the network is poor; no one wants to get off the bus to walk across a six-lane road of cars traveling over 45MPH with a missing or poorly maintained sidewalk, and then continue to walk through a parking lot the size of three Wal-marts just to get to their destination. Every unpleasant experience adds to the barrier of public transit and reinforces public opinion that driving is a better option since cities have been built around the car for the past few decades. Effective public transit is a partnership between the transit agency and the member city, and it cannot work if only one side is putting in the effort.

DART is not perfect; no public transit agency is. However, they have done what they can with the cards they are dealt and the environment they are in. Every time I have friends and family come visit me in Carrollton we use DART when we can, which means we are not adding to the cars and congestion on the road. My mother is in her late 70s and she is able to get to downtown Dallas without the use of a car when she is in town, a true freedom of mobility that does not require the use of a motor vehicle license or purchasing/financing, insuring, fueling, and maintaining a 4000lb mass of aluminum and steel. I am thankful DART is able to provide a pleasant experience for me in today's world, and I hope they can continue to improve and provide an even better experience for me and the rest of us in DFW for tomorrow's world. That vision won't ever come to realization with this bill, and I again state my opposition to HB 3187.

Robert Cheney
Self, Business Owner
Plano, TX

I oppose HB3187, and ask the committee to vote NO on this bill.

I use Dart regularly as a citizen of Plano. It's an economically friendly way for my family and I to travel around the DFW metroplex, as well as a great way to save time and reduce traffic congestion on our highways. I am against this bill which would hurt DART's funding.

Ashley Brundage
Dallas Area Habitat for Humanity
Dallas, TX

Dallas Area Habitat for Humanity opposes this bill.

Austin James
Self - Project Manager
Fort Worth, TX

The Trinity Railway Express (TRE) is an essential transit link connecting Fort Worth to critical destinations throughout North Texas. It serves as a daily lifeline for thousands of residents, providing access to major employment hubs, healthcare facilities, and cultural venues.

TRE connects Fort Worth residents directly to many of the region's premier economic engines, including Downtown Fort Worth, Bell Helicopter's headquarters, American Airlines' headquarters, and Downtown Dallas—ensuring that workers can reach their jobs efficiently and affordably. This is especially vital for those without access to a car or who rely on public transportation as their primary mode of travel.

TRE also links riders to the Near Southside Fort Worth Medical District—home to major hospitals such as JPS Health Network, Cook Children's, Baylor All Saints, and Texas Health Harris Methodist—and to the Dallas Medical District, including Parkland Hospital, UT Southwestern Medical Center, and Children's Health. These institutions are not only top-tier medical providers but also major employers. Reliable transit access is critical for both patients and healthcare professionals. Numerous studies confirm that access to healthcare and employment are among the most significant factors influencing overall quality of life. An example of the critical role transit plays came during the freezes of 2020, when roads were impassable, countless doctors and nurses were still able to get their jobs and perform life-saving work.

Additionally, TRE offers a convenient, safe way for residents across the metroplex to attend major events at the American Airlines Center, helping to reduce traffic congestion, lower emissions, and support the region's vibrant entertainment and tourism economy.

HB 3187 threatens to undermine TRE's ability to serve these vital destinations. Reducing support for this indispensable service would have profoundly negative consequences for job access, healthcare equity, and regional connectivity.

Severing the link between two of the nation's ten largest cities—just 32 miles apart—in one of the fastest-growing regions in the country is not only shortsighted, it is fundamentally backward. I urge strong opposition to HB 3187 to protect the future of public transportation in North Texas.

Steven Guo
self / Student
DALLAS, TX

I'm a current student at UT Dallas and I rely on DART to travel around Dallas and Richardson, and I strongly oppose this bill.

Cheryl Clark
Citizens' Climate Lobby Volunteer
Oak Point, TX

Thank you for accepting these written comments.

I am asking this committee not to pass HB 3187, which would allow transit funds to be used on projects other than public transportation. I support public transit and would like to see more of it in the Dallas Ft. Worth Metroplex.

I have traveled to cities around the world that have invested in robust public transit, which makes it much easier to travel and get to destinations without the stress of fighting traffic, finding a parking place, and driving itself. I would like to see more public transit in this state, not less. Our area feels like it is behind the times and even archaic in comparison to cities like London and Washington DC.

According to the Texas Department of Transportation, 4,283 people were killed in car accidents in this state alone in 2023. Compare that to 330 killed in transit accidents throughout the United States in 2023, according to the Bureau of Labor Statistics. That means more than 12 times the number of people were killed in auto accidents in Texas than were killed by public transit in the entire country during the same time period. The evidence is clear: public transit is far safer than our highway system.

Please take the cost of human life into consideration and vote against HB 3187.

Thank you!

Jonathan Hoover
Self
Irving, TX

Hello, my name is Jonathan Hoover and I live in Irving.

I would like to make this comment to this bill as a very daily DART user. As mentioned before, I use DART to get from where I live to where I work and back in the afternoons.

Hearing that this bill has been filed makes me sick to my stomach. If dart gets cut, I will probably lose access to my one route I have and will then have to find alternatives to get to work. I cannot afford a car and using rideshare services every day.

The two asks I have is to vote NO and then kill this bill.

This bill would simply devastate my life and would result in me moving to somewhere else.

Pam Floyd
Self. Contract Administrative Manager
Irving, TX

Please ensure DART continues with 100% funding. The disabled shouldn't be further limited because you don't see the importance of your contribution to services for which you get 100% value. This 30-year Irving resident stands with DART.

Madeline Blommel
self
Richardson, TX

Please don't cut DART funding, I really need that in order to get around places, like work and groceries. It's a quality system and I want it to keep flourishing, and cutting funding will be extremely harmful. Please don't

Zackary Smutzer
self
Addison, TX

Hi, my name is Zack Smutzer, and I am a Texas citizen who opposes HB 3187. This bill would cut DART's budget by 25% (44% after fare reductions are considered), but DART is extremely important to me. I moved to Addison in 2024 partly because of DART's robust transportation service at the Addison Transit Center. I am also extremely excited about the upcoming DART Silver Line connecting me to DFW airport. I travel for work, and the DART Silver Line connection will save me a ton of money traveling to and from the airport. I am also a fan of DART since it cuts down on car emissions and gas usage. This bill would be an environmental disaster. This bill would create more car traffic and cause more cars to be on the road. It will lead to my commute taking longer. It will also put at risk \$500 million in funding provided by FIFA. This is not a state issue, it is a local issue. I want big government out of my local politics. I ask that you please vote NO on HB 3187.

Kevin Davila
Self
Richardson, TX

Dart has impacted my life so much! My livelihood is based off dart. Without it I would have no means to get to work. I also take dart to runs my grocery's runs and visit my mother. Please reconsider as this well affect my life as well as others.

Miguel Garcia Ortiz
Self, Tax Auditor
Grand Prairie, TX

I oppose HB 3187, as this bill intends to undermine the will of the taxpayers who elected to fund regional transportation across North Texas and beyond. Numerous times the citizens of Plano, Shaheen's representing city, refused to withdraw from DART, one of the transportation authorities in concern. This bill would most certainly redirect tax revenue back to the cities, at the expense of having a robust, functioning transportation system. Citizens across North Texas depend on DART every day for their commutes. Passing this bill will ensure that DART riders will struggle more in getting the adequate transportation that they need. If tax revenue allocation is a genuine concern, it should be decided on by taxpayer referendum. For those reasons, I oppose HB 3187 and would encourage the city of Plano and other representing cities of DART to let the taxpayers decide on how MTA dollars should be allocated.

Alexis Brandt
Self / Landscape Architect
Dallas, TX

Hello,

I'm a Dallas resident who primarily uses DART service for leisure, which I find incredibly unfortunate. I would prefer to use DART for daily commuting, but the time required for that makes it too difficult. Reducing DART funding will only make people who need it for daily commutes have even longer travel times than they already do. Dallas and the surrounding cities should want to INCREASE funding for public transportation so north Texans can commute through these cities with ease. DART is a necessity.

-Alexis Brandt

Rose Dunshea
Self
Dallas, TX

This bill would hurt many Dallas residents, particularly our elders in the community. So many of us rely on dart and need the service that it has grown to be over the years. Depleting it to bare bones will harm so many and only make the solo transportation issues worse.

Bekah Kornblum
Self
Dallas, TX

I oppose this bill. Investing in transit returns money to our region. We need more money for dart, not less.

Stefan Hirsch
Self
Plano, TX

Please do NOT defund Dart. Defunding DART would have widespread negative consequences, especially for low-income communities, the environment, and urban mobility. Public transportation provides an essential service for DFW residents who rely on it to access jobs, education, healthcare, and other vital resources. I myself use the Dart trains from Plano to Dallas for my daily commute. Cutting funding would reduce service quality and coverage, disproportionately impacting those without other means of transportation. Additionally, well-funded public transit systems help reduce traffic congestion and carbon emissions by offering a sustainable alternative to private cars. Investing in public transportation is not just a matter of convenience—it's a critical step toward equitable access and a cleaner, more connected future. We only have one planet and we need to protect it. Thanks.

Debra White
self; retired
Plano, TX

I am a totally blind senior citizen. i purchased a house in Plano two years ago, primarily because of DART being provided in Plano. I live alone independently and do not have friends or relatives nearby, so DART Paratransit is essential to my independence. I ride it for Doctor's appointments, to go vote, to the grocery store, blind group meetings and everything else. DART drops you off and picks you up door to door and the staff is very helpful to those of us with disabilities. Without DART, i could not maintain my independence, and would not be able to maintain my home. DART provides excellent service tailored to its clients needs; the staff are patient and kind. The staff's backgrounds are checked, so i feel safe; they are on time and dependable and reasonably priced. I understand the frustration with getting DART to meet and discuss the funding, but i feel that cutting the funding without agreement from DART will only lead to DART cutting services. So, i oppose the bill and recommend to continue communications with DART and possibly some of the new leadership coming to Dallas to come to an agreement that both parties (Plano and DART) can agree on. Thank you for your consideration.

Shaquelle Jacobs
Self
Dallas, TX

Oppose HB 3187 and SB 1557, as robust funding and other support for DART is absolutely critical to help reduce car traffic, road congestion, and air pollution as our region continues to grow rapidly!

Karlo Murillo
Self
Plano, TX

I oppose HB 3187

Emily Nicoletta, Mrs.
Self
Carrollton, TX

I am asking you to vote No on HB 3187. Dallas' DART system is an integral part of our city, heavily utilized by the community. In our car dependent sprawl, the freedom, accessibility, and peace of mind DART provides allows us to explore and frequent areas otherwise inconvenient or difficult to reach via car due to traffic and parking concerns. The convenience and accessibility DART provides stimulates Dallas' local economy and widens opportunities within the city. Our community needs and deserves reliable public transportation- it's safer, empowering for those who are unable to drive, and ultimately, what a well developed, modern city like Dallas deserves. We should be investing more in our public transportation systems, not threatening its existence.

Tyler Russell
Self
Dallas, TX

I oppose this bill. My wife uses DART to get to her job and this bill would make transportation very difficult for us. We are a hard working family and do not support reducing DART funding.

Christopher Reagin
self, Registered Nurse
Dallas, TX

I oppose HB 3187. I use DART to get to work almost everyday, along with thousands of other Texans. DART gives me a safe and convenient option to get around Dallas, and any negative impact to DART would impact not only me but all other commuters who would face increased traffic and decreased productivity due to more cars on the road. Dallas and the greater DFW area are rapidly growing, and DART should be supported as a way to help people work and live more productive lives.

Matthew Neill
Self; attorney
Richardson, TX

I will not vote for anyone who supports this bill. Defunding DART will be harmful to everyone; even those who do not use it. Please do not support this bill.

Tia Watson
Self - Fitness Instructor
Dallas, TX

Heavily disapprove. We should be putting MORE funding into public transpo. Plano is too big for its britches and needs to remember that nobody would know where the heck it was if it wasn't a suburb of Dallas.

George Wishart
Self
Plano, TX

I oppose HB 3187

Jessica Jones
Self
Flower Mound, TX

Moving forward with this bill would be detrimental to DART, our communities, and visitors. The region will not be able to support the current trajectory of growth without public transportation.

Jessica Boerner
Self
Dallas, TX

I strongly oppose this bill and urge all representatives to vote against it. We need robust, fully funded mass transit options in North Texas and the entire state. Everyone benefits by reducing traffic, and DART and other transit agencies will become even more integral as our state grows its population and economy.

Kelsey Lecane
Self/Accountant
Dallas, TX

I oppose HB 3187. The existence of public transportation in Dallas relies on funding from the state. As someone who relies on this service, I don't want it to be taken away.

Renat Wells
Self - Marketing
Dallas, TX

Vote NO on this silly bill and save DART! We need DART to keep moving people in Dallas County and beyond. Developers are pushing for density, building and cramming people everywhere, saying that if there is density people won't need cars because people will use and rely in public transportation. How exactly is that going to happen if there is no public transportation?! Plus traffic in DFW is already awful - kill DART and now you have even more people on the roads. I live in Dallas and work in Arlington AND would kill to be able to hop onto transportation and read a book on my way to work. Don't kill DART - expand it please! We need more access to public transportation, NOT less.

David Romness
Myself
Richardson, TX

Opposed! We need to fund public transportation

Micah Nishigaki, MD
Self, Family Medicine Physician
Dallas, TX

Please vote NO on HB 3187. This would dramatically make cuts to DART, which we should work on improving to provide clean, safe, and reliable transport for the sprawled out area of DFW. I oppose HN 3187 for several reasons:

- As a physician, I know many patients I have worked with depend on public transportation or don't have their own transport to get to their appointments or other areas they need access to, and have to rely other people or services for transportation. We should work to improve this so they can improve their access to basic needs such as exercise (to go to parks or safe areas), nutrition (stores), or health care.
- Improved public transportation means more people who can use reliable public transportation, which can lead to reduced cars on the roads, which improves our environment and health. Traffic is a heavy reason for worsening air pollution which contributes to climate change, which affects ALL of us in detrimental ways. Who doesn't have a loved one affected by heart problems, high blood pressures, obesity, diabetes, or asthma? These are all influenced by climate change. We need to enact legislation that would benefit public transportation, which can lead to benefits for our health of our loved ones and the planet. HB3187 is not one of those pieces of legislation, and would do more harm than good.
- Additionally, increased public transit means decreased time on the road. Driving all the time sitting in cars means decreased physical activity, which also contributes to a lot of the health problems I have already mentioned. Improved and reliable public transportation means more walking to and from bus stops, leading to increased physical activity, which can improve health outcomes. Decreased car burden on the road also means less accidents on roads, too.
- Finally, we are hosting the World Cup next year. I anticipate that many, many people will be coming into Dallas. Not everyone will feel comfortable driving. Encouraging shuttles or people obtaining rental cars or rides are services will already worsen the terrible traffic we face in the city. I shudder to imagine it becoming even more congested, and therefore worsening our air quality and environment (see my second point above).

Again, I urge you vote NO on this legislation. As a physician who cares about the health of everyone in the DFW community, I oppose HB3187. This would be a devastating blow to DART funding when improved and reliable public transportation is something we should strive to work on for all.

Matthew Peyton
Richardson Bicycle Coalition
Richardson, TX

On behalf of Richardson Bicycle Coalition, I oppose HB 3187. DART is a vital part of Richardson's multi-modal transportation model and provides essential transportation to citizens of Richardson, including the cycling community. I and many members of Richardson Bicycle Coalition and our sister organization, Bike Friendly Richardson, commute by both bike and public transit. We often cycle to the station and take the light rail to Dallas or Plano. HB 3187 would defund an already underfunded organization. We should be investing more in people-centric infrastructure and modes of transportation like bikes and transit, and spending less on costly car infrastructure. DFW is way behind in the transit space compared to other cities and this bill seeks to set it back further.

Jason Grant
self, IT
Dallas, TX

I live in the DFW area and oppose this bill. I use DART every day to get to work and other activities. Driving in DFW has become rather miserable, and compared to other transit systems in this part of the country DART is actually pretty good. Plano shouldn't be allowed to screw up transportation for the whole region just because they haven't been fiscally prudent, won't cooperate with DART's efforts to appease them, and instead go crying to the State Legislature to help them fix their budget problems. No doubt the proposed "General Mobility Fund" would be used nearly exclusively to fund the maintenance backlog on their streets, in a futile effort to keep up with the newer, shinier suburbs to the north. I get the impression the authors of this bill haven't properly considered a bunch of secondary negative effects for the whole DFW region, which goes beyond simply the other DART member cities. Really Plano needs to fix its problems locally, because fundamentally they're local problems.

Jesus Solis-Rocha, Sr
Self
Arlington, TX

Dear Members of the House Transportation Committee,

I urge you to oppose House Bill 3187, which would divert up to 25% of DART's dedicated sales tax revenue to municipal general mobility projects. This reallocation threatens to significantly reduce funding for DART, potentially leading to service cuts, delayed infrastructure projects like the Silver Line, and diminished maintenance of existing transit systems.

DART is a vital component of our region's infrastructure, providing reliable and affordable transportation to thousands of residents daily. It connects individuals to employment opportunities, educational institutions, healthcare facilities, and other essential services. Reducing its funding could have far-reaching negative impacts on our community's mobility and economic vitality.

As North Texas continues to experience rapid population growth, the demand for efficient and sustainable transportation options will only increase. Investing in public transit is not only environmentally responsible but also essential for reducing traffic congestion and supporting economic development. Please vote against HB 3187 to protect the future of public transportation in our region.

Karina Valadez
Self - Registered Dietitian
Dallas, TX

As a born and raised resident of Dallas, DART has always played a role in my life. As a toddler riding the bus with my mom, in high school taking it across town to my magnet school, in college getting to downtown to catch the charter bus to Denton/TWU, and today riding it to my job as a healthcare provider.

In recent years, I considered leaving my job due to lack of parking and increased traffic. The commute added more stress to a predictable forthcoming stressful day. Luckily, my employer is able to provide discounted DART passes, which I decided to utilize. My current commute on DART has helped me better utilize my time and reduce my stress.

Regardless of my stage in life, DART has played a valuable role. Yes, it has been a physical form of transportation, but it has also been a key agent in the development of my education and career. By reducing access to DART you will be reducing the opportunity for other residents in the DFW area from opportunities they may not be able to easily attain.

Justin Dumlao
Self
Wylie, TX

I write to oppose HB 3187.

This bill would harm regional transportation projects and service in North Texas. DART was a key part of what attracted me to live in the Dallas area, and is a key part of my transportation needs. To allow this bill to continue would take away necessary funds for expansion and improvement, and I urge the committee to vote NO on this bill.

Marina Mason, HR Coordinator
Self
Sachse, TX

I oppose HB 3187. Me and countless others rely on DART. I have been taking DART since I was a kid and now I take it to get to the office for about 6 years now. My dad took DART to work for over 20 years to get to work and he works in oil and gas, and he even loves the DART and supports public transit.

Dallas is projected to surpass Chicago in in terms of population in 5 years! We need more modes of transportation. More options of transportation is more freedom! Matt Shaheen, why do you hate Texans and those who don't want to drive?

Elliot Outland
Dallas New Liberals
Dallas, TX

I urge you to oppose HB 3187. This bill significantly reduces funding and flexibility for regional transit authorities like Dallas Area Rapid Transit (DART), impairing their ability to effectively operate, enhance services and, broadly, adapt to Texas' rapidly growing population.

Reliable public transit attracts businesses, creates jobs, and fosters innovation by efficiently connecting workers to jobs. Numerous studies confirm that transit-oriented developments significantly benefit local economies. Developments around DART stations, for instance, have generated billions in economic activity and created tens of thousands of jobs. Reducing support for transit is tantamount to turning off an economic engine.

Funding cuts would stall crucial infrastructure projects and discourage future investment. Businesses, conferences, and major events—including international events such as the World Cup—seek vibrant cities with accessible transit systems. Texas already experienced this when FIFA chose the transit-accessible MetLife Stadium over transit-starved Arlington for the World Cup final. Weakening our transit infrastructure further risks our state's national and global competitiveness. Additionally, transit cuts will put more cars on Texas's already-congested highways, increase commute times, reduce productivity, and diminish quality of life.

Texas' rapid population growth underscores our state's economic appeal. However, growth also brings the responsibility to strengthen infrastructure, especially transit systems, to effectively manage rising demands. Limiting transit agencies now is shortsighted and jeopardizes long-term economic stability.

Please vote "no" on HB 3187 to protect Texas' economic strength and quality of life.

Thank you.

Alexander De Jesus
Self, student
Frisco, TX

Fundamentally this is a bad bill that would harm students. As a student at ut Dallas, I've used dart to travel in plano and Richardson, where it wouldn't be possible without a car. Many of our students commute and use DART. Cutting 25% funds and adding clauses to prevent bond raising would disrupt students traveling, and stability of the service critical for many. If Plano has so many issues, they can leave the dart rather than try to hurt it for everyone else, especially when more people are in favor for it as it is. The state should not feel a need to overextend for one city in an unfair bargaining. Let this bill die please, both for students and to prepare the city for the future sports tournaments coming to the dfw area.

Blaise Schneider, Mr.
Self - Technical Product Owner
Dallas, TX

At a time when we need more public transit, not less. At a time when urban populations in Texas and subsequent traffic are increasing, we need to support the funding of our transit authorities. Many people, both able-bodied and those with disabilities, rely on transit for their daily lives. Another lane on the highway may will not solve our traffic problem, and changing the funding model of our public transit authorities threatens to make our traffic problem even more dubious. I urge you to vote against HB 3187. Its passage threatens not just our transit authorities, but the economies that public transit supports.

Somayeh Moazzeni
DART
Dallas, TX

I oppose this bill because it will hurt lots of people including those who rely on transit

Caroline Welch
Self
Dallas, TX

This is horrible for the city and will negatively affect everyone, especially underprivileged communities.

Jonathan Beauford
Self/Driver
Dallas, TX

I do not support this bill. This bill will destroy any progress and positive changes needed for the Dallas-Fort Worth Region. People who can't afford personal vehicles or want the option to use public transportation should not be forced to pay high costs of vehicle maintenance and/or ride share services. Public transportation is considered an utility and everyone in the region should not be subjected to unnecessary life changes due to a group of people who has opposing views on DART or any other transit agencies.

Michael Carleton
Self
Dallas, TX

I am writing in strong opposition to HB 3187. DART provides critical transportation services to my stepson commute from his apartment to his full-time job with Bank of America. My stepson is autistic and does not own a car. He lives with two other adults who are autistic, and those men also rely solely on DART for getting them to their jobs and transportation needs. Two of these individuals were previously in state-operated group homes. DART has provided them the flexibility to live in an apartment with minimal supervision. Without DART, their access to affordable transportation to their jobs would be impacted. It is important that DART be fully funded to be able to provide reliable transportation services for individuals who cannot either operate or afford car transportation. A 25% reduction in fees to DART would cripple its ability to provide a fully integrated level of service that residents of the Dallas metroplex rely upon. Without access, their ability to hold a job would be considerably more difficult. Without a job, they would then likely become wards of the state costing the state budget. The continued growth of the Dallas and Fort Worth metroplex will significantly increase demand on an already stressed transportation system. DART must have the resources to effectively develop capital intensive alternatives to highways. The funds that would be lost due to passage of HB 3187 would result in lost opportunities that will only cost the state more highway dollars in the future. Please vote against this bill and provide all DFW residents with transportation options - especially those who rely 100% on DART for their mobility needs.

Janelle Navales

Self

Dallas, TX

I am writing to voice my opposition to HB 3187. While I do believe that more resources need to be dedicated to improving various parts of our infrastructure, which this bill attempts to address to my knowledge, it should not have to come at the expense of reducing funds for public transportation. As a DFW resident, I have found the DART system and public transit to be quite useful when it comes to navigating parts of Dallas alongside my usual routine of driving. Furthermore, I've come to know coworkers and former classmates who very much rely on public transportation as their only source of mobility. For them, it is a necessity - it must be maintained. Of course, our current public transit system is not without issues and can very much be improved. However, decreasing funding will not help - in fact, I believe it exacerbate current problems. I strongly encourage the committee to rethink this bill and consider the implications it has on Texans, particularly our most vulnerable residents.

Mary Cahoon

self

Addison, TX

This bill would make everything stink for everyone and get rid of the FIFA grant. Plano just needs to get its own act together and not drag down DART or state reps with it.

Jeremy Black

self / software development

garland, TX

Keep DART fully funded, more public transportation is needed, not less

Trinity Ek

Self, nonprofit director

Dallas, TX

DART is a critical component of our region from a mobility and economic development perspective. Losing funding for any transit agency means losing jobs, development opportunities and economic benefits for communities. I do not support this bill.

John Tapia

Self, Financial Services

Irving, TX

I urge all members to swiftly reject this bill. The effects of the bill will undeniably hurt local municipalities and transportation authorities. This bill also increases the scope of big government and bureaucracy, which is not beneficial for the development of our great state. Furthermore, it will hurt hardworking residents whom pay their taxes, use mass transit to get to their work or place of leisure. As a proud resident of Texas and the city of Irving, I am proud to have DART provide mobility to the area. I strategically chose to live near a DART light rail station so I can best utilize the service. The impact is incredible. From using this service, I have been able to shuttle to venues such as Dallas' American Airlines Center for a hockey game and concerts. I have been able to quickly access DFW Airport and Dallas Love Field, helping to relieve congestion on the roads for other travelers. I've been able to easily meet friends at the State Fair of Texas and not worry about drinking and driving. This bill will greatly devastate current riders such as myself, and prevent future riders from being able to explore our beloved DFW Metroplex. This bill will reduce funding that services like DART, desperately needs. Instead, the bill will allow taxpayer's money to be redirected to corrupt municipalities, siphoned by corporate interests who lobby these corrupt officials. There will be zero accountability for taxpayers money if this bill gets passed. Instead, this bill will enable corrupt local officials to award contracts to corporations that do not have Texas' best interests in mind. We can prevent this misuse of tax payer's money, corruption, and greed if this bill is quickly rejected, denied, and killed.

Hayden Bernstein
Self, marketing
Dallas, TX

Please maintain the powers of our local transit authorities. These provide essential services for so many people and make for stronger cities and stronger economies. I support the authority of DART to plan and tax as needed to run their transportation system.

Geoffrey Swisher
Self
Dallas, TX

Please keep the DART as it currently is. DFW would not be able to get around town or to work without DART. DART is the main transportation I do to work, church, events etc.

Risa Weinberger
self
Dallas, TX

My adult son is disabled and shares an apartment with two other adult men who are also disabled. None of them drives. However, due to the breadth and frequency of current DART service, all three of them work. This enables them to live independently. In fact, two of them were able to move out of State licensed group homes because of their access to gainful employment. My son works in a unit of Bank of America which is entirely made up of people with various disabilities. Many of his co-workers rely on DART to travel to and from work every day. I urge you to oppose HB 3187. An extensive DART system with frequent service provides the only means that my son, and so many others who do not drive, are able to work, support themselves, and live independently.

Sam Myers
self / legal administrative professional
Richardson, TX

As someone who rides public transit (DART) six days a week (five for work, one for volunteering), I implore you to vote no on this bill. Public transit is a critical component of every city, of every size and type. Not everyone can or should travel by car. Decades of building suburbs centered on automotive transport have made it more difficult to implement transit effectively in places, but this must be rectified by increasing funding, not removing it. Providing good service to cities like Plano is possible, it just takes the effort to do so; for proof of this, look to the Toronto suburb of Brampton. They committed to improving their bus system into a network of frequent and expansive routes, and ridership grew with it, to levels that put many American cities to shame. Just like how you can't judge how many people will use a bridge by counting the number of people who swim across the river, you can't gauge how many people would ride an effective transit system based on how many people ride an infrequent and isolated bus route.

Municipalities in urban areas, despite having city limits and making some of their own decisions on some issues, are inescapably part of a larger whole. Transit, like any type of infrastructure, is a regional concern, requiring the cooperation of everyone present. The problems of air pollution and traffic aren't solved by opting out of transit agencies, and those communities that do so only (unfairly) add to the burden of the cities that do agree to help. This bill would only worsen matters.

I don't know how transit has become such a political topic in this day and age; it used to be that everyone could agree that some things are more important than partisan bickering. It shouldn't be a daring statement to say that "buses and trains are good". I again ask you all to vote no on HB 3187. Thank you for your time.

Robert Tantiado, Mr.
self- student employee
Richardson, TX

Dear Representatives

I'm writing to you today to express my opposition to this bill, which not only will kneecap Texas' transit authorities ability to serve your constituents, but it is also bad public policy. DART and its fellow transit authorities across the state help hundreds of thousands of Texans get to work, school, and across their communities. This bill will inhibit DART and other transit providers ability to do their jobs, and redirect taxpayer money that has been dedicated for public transit into a slush fund that unelected city managers can use as they see fit. Taxpayers in DART and other transit providers service area should be able to determine how their money is being spent. If they feel that it is not being put to good use, they should be able to withdraw from a transit agencies service and tax collection area as they see fit, not representatives from the other side of the state who have stake on if DART can utilize taxpayer money effectively do its job. I urge you to vote against the bill on the grounds of upholding local governance, and preserving taxpayer control over the services they pay for.

As a taxpayer for this service with my sales tax dollars, and a proud to user on a regular basis get to professional opportunities, and experience DFW's cultural prowess. Money sent to DART isn't a liability it's a investment in the regions' future.

Katelyn Absalom
Self / Graduate Student
Dallas, TX

I strongly oppose this bill. The DART system is important to thousands of people including myself. Slashing funding will only harm those people that rely on DART to get around. Not everyone has or can drive a car. DART enables the freedom to get around. We need to be investing in our public transportation, not defunding it.

Miguel Outsey
Nonesslf
Garland, TX

I used to go to El Centro Community College. DART helped me go to class when I didn't have money to spend on parking. In my friend's neighborhood the DART station is very convenient, takes us pretty much anywhere we need or want to go. I've used DART to go to the state fair. I save so much time on finding a parking spot and I save money on parking. DART is great for places that take longer to get to by car. I oppose this bill because I lose something that's been helpful to me and my friends.

Yesenia Rivera
Self
Garland, TX

I strongly oppose HB 3187 and ask that committee members vote NO on the bill. Public transportation has been an integral part of my life growing up in Dallas. As a young adult, I use it often to get to university and work, as do many of my peers. I have many family members who rely on public transportation, especially older family members who have no other way of getting around. I have been taking public transport in this city all of my life and have had nothing but positive experiences with DART.

Kevin Butler
Self, data analyst
Dallas, TX

I oppose HB 3187 and urge the committee to vote no.

Marie-Claire Salha
Self
Richardson, TX

DART is how I was able to get to UTD so that I could take my classes and finish getting my degree. I don't have a car, so I rely on public transportation. Please vote "no" on HB 3187.

Ryan Hulla, Dr.
Self
ARLINGTON, TX

I am tired of risking my life driving in rush hour traffic to work on freeways. Keep the DART funded and affordable to reduce traffic, reduce injuries from car wrecks, and save time for Texas residents. If anything, the DART needs more funding to expand.

Jonathan Garza
Self
Garland, TX

I am against this legislation

Connor Hulla
Dallas Area Transit Alliance
RICHARDSON, TX

I strongly oppose HB 3187, as it will cut DART services, but I use DART for every trip I make. I use DART to go to work, for medical appointments, and even for entertainment. The system works well, you can transfer from buses to trains with relative ease. Trains can be used to go long distances quickly, and buses can help with connections.

HB 3187 will ruin this dynamic and render the DART system near useless. This bill really scares me, I worry about what this does to my travel times and commutes. I worry about how this will impact people with disabilities who cannot drive. I worry about all the people who will lose access to their jobs.

Richardson, Dallas, Garland, Addison, Rowlett, Cockrell Hill, and Glenn Heights are all DART member cities who are opposed to this legislation. These cities have over 70% of the DART service area population. It would be crazy for the state to go in and go against the will of the majority of DART member cities (and the largest ones) and dictate how local sales tax dollars should be spent.

DART sales tax was voter approved, which is another reason why to oppose HB 3187 and any general mobility program. The voters voted to let DART collect that sales tax revenue, not the member cities. It would be inappropriate for the state to redistribute voter approved money away from its intended use. Respectfully, this issue does not belong at the state level. Representatives outside the DART service area should not be weighing in on how DART's sales tax revenue gets distributed, this issue is a matter of local control.

I urge the committee to please vote NO on HB 3187.

Clarissa Flores
Self
Garland, TX

I oppose HB 3187, passage of this bill is antithetical to local authority and resolution of disputes, wedging superseding state control into what should be a regional and local issue. Additionally, this bill pits cities against one another as Garland, the city where I reside, opposes measures to inject state control into this matter whereas Plano supports it. Again, this is a matter that should be resolved locally/regionally and not strong-armed from above. HB 3187 should NOT become law.

William Cunningham
self
Dallas, TX

I oppose this bill as public transportation grows ever more important in wake of skyrocketing car prices and appalling traffic congestion.

Ulises Valencia
University of North Texas Public Transport Association
LEWISVILLE, TX

Public Transportation should not be killed, it should be empowered by local governments and state governments. Public transportation makes local economies grow and providing jobs for more people. We should not be passing to this bill as a form to make some form of amend as this bill would kill the local economy, make hundreds of people lose their jobs, and would cause more traffic on the local roads. Please suggest a bill that would actually make public transportation greater and treated more as a necessity and not as a luxury as public transportation is used by people who have jobs, have school, etc.

Instead of having this bill passed, we should have a bill that launches the creation of more public transit lines, hence getting people of the roads and reducing traffic for the people who need to use cars, increasing the local economy, mental and physical health benefits, etc.

Angel Medrano, Jr
Self, Forklift Merchandiser
RICHARDSON, TX

I oppose HB3187. My family benefits from DART services as it provides an additional transportation option and allows independence for my special needs siblings. DART's current bus and train schedule provides flexibility for them to arrive to work on time, as well as granting them the opportunity to travel solo without the need of a caretaker/designated driver present. It lessens the burden on me as we have alternate schedules and work at different points of the city.

Cutting funding to agencies like DART will ultimately burden everyone, especially the less fortunate, with worsening services that will compound overtime towards a state of no return. DART is at a crucial point in time where the Metroplex is expanding rapidly, and more people need more options to get around city to city outside of a personal vehicle. As my siblings grow older and weary, access to solid and reliable public transportation is a major priority to accomodate for their needs, whether for leisure or professional.

DART funding mustn't be slashed. Instead, its member cities should invest and embrace further into promoting its public transportation services.

Melanie Gunchick
Self
Dallas, TX

Please keep the funding for DART!

Mauro Montoya
Self
Dallas, TX

I oppose bill 3187, please vote no. I commute to the office using DART and enjoy it. Would prefer they get more funding not less.

Elizabeth Yow
Texas Streets Coalition
Houston, TX

I strongly oppose HB 3187 because it would be detrimental to the daily lives of Dallas Fort Worth metro area residents who rely on DART for transportation. Firstly, HB 3187 reduces DART's total impact on the local economy by 5,800 jobs and nearly \$1 billion in annual economic output.

Secondly, reduction in DART rail services has negative impacts for commuters who rely on DART. For example, my friend from college commutes to her job at the Dallas Zoo via DART rail. Our other friend regularly rides DART buses in downtown Fort Worth.

HB 3187's proposed cuts to the DART paratransit would stop serving more than 17% of existing paratransit trips, primarily in Plano, Irving, south Dallas, and Rowlett.

Please oppose HB 3187 to keep this vital service in place. If these routes were cut, it would negatively affect those with disabilities connectivity to the rest of the Dallas Fort Worth area. Multiple of my friends' family members utilize the south Dallas and Plano paratransit routes.

Bus and rail frequency is vital for people's quality of life, reliability, accessibility, and sustains the local economy. Please oppose HB 3187.

Thank you for your time and consideration.

Andrew Miller
Self
Dallas, TX

Please do not cut funding for dart as I take do use the rail and bus service to get to work and back home every week.

Fred Shannon
Lyft
Austin, TX

Dear Chairman Tom Craddick and Members of the House Transportation Committee:

I am writing to you today on behalf of Lyft to express our opposition to House Bill (HB) 3187.

As a technology company, we deeply understand economies of scale, and how investments in automation and digital tooling allow us to serve more people in more communities.

DART's innovative GoLink program is an example of this innovative dynamic at work: Combining technology and public-private partnerships, DART's innovative GoLink program has shown that it can deliver fast, frequent transit service in suburban areas at a fraction of the cost. HB 3187 will dilute the value of DART's investments in this program by limiting their ability to expand the program—at scale—to more communities, especially those outside the urban core that would benefit most. While local cities and agencies could each replicate this program for their own local communities, doing so would lead to duplicative technology investments, duplicative staffing, and bureaucratic bloat.

Over the last decade, DART has been leading the industry in the development of technology-driven partnerships with companies like Lyft to improve the cost-effectiveness of transit, especially in suburban communities outside the urban core. This pioneering work on the GoLink program has resulted in a new model for transit in suburban communities that blend agency-operated vehicles with ridehailing fleets, such as those available through Lyft. Through this innovative public-private partnership, a "right-sized" fleet of agency vehicles provides core, high-capacity service for passengers throughout the day, while third-party TNC fleets (e.g. Lyft) are dispatched in real-time to address peaks and valleys in demand, and for one-off trips where it would be inefficient to send a high-capacity bus to serve one or two riders. This enables a more reliable and convenient passenger experience in suburban areas at a lower cost per trip.

Through their GoLink program, DART has harnessed the power of technology and public-private partnerships to drive efficiency and be good stewards of public tax dollars. We strongly urge the House Transportation Committee to reject HB 3187, and instead celebrate DART as an example of the myriad ways in which Texas has and continues to be an engine of innovation for the nation.

Sincerely,

Megan Sirjane-Samples
Director, Public Policy
Lyft, Inc.
meganss@lyft.com

Sebastian Lecourt
Self (teacher)
Houston, TX

Please do not siphon funds away from the DART system. One of the key ingredients of a pleasant, livable city is the ability to travel between core areas via a comfortable, regular rail system instead of just sitting in traffic. It is remarkable that Dallas has been able to build the light-rail network it has. When I visit from Houston, I can focus my time and money on enjoying the city instead of on renting a car and learning the traffic patterns of another big metro area. If we want to keep attracting businesses and people to our cities in Texas, we need more of this sort of infrastructure rather than less.

Kimberly Endo
Self
Garland, TX

I oppose the cut in funding for public transportation. Reduced funding will hurt not only my quality of life but all who rely or enjoy public transportation to get to and from jobs, secure essential care and rights to accessible housing and food, and the ability to enjoy the city with contributions in commerce. This bill opposes the people and further pushes the agenda of a non-safe, environmentally toxic, and over crowded cities.

Emily Molina
self
Dallas, TX

I am against any cuts to the DART system. We need more accessible transportation available. It is a great way to grow and gets cities closer together. Less traffic and pollution. Overall it's a better choice for the environment and all of us.

Chad Ballentine
Spare
Austin, TX

Good morning Chair Craddick & members of the Committee. I'm Chad Ballentine, a transit executive at Spare. We're a transit technology partner with DART and I am here today to strongly oppose HB 3187 and urge your support for DART. DART is a vital, innovative asset for North Texas – a national leader providing essential mobility. Our partnership on the GoLink service, North America's largest on-demand transit system, demonstrates their commitment to cost-effective, modern solutions. HB 3187 proposes a devastating 25% cut to DART's voter-approved, dedicated funding. This would cripple DART's financial stability, force drastic service cuts impacting thousands of riders, eliminate an estimated 5,800 jobs, and severely damage the regional economy. This bill also ignores the opposition from most of DART's own member cities and undermines crucial regional collaboration efforts already underway. Weakening DART through HB 3187 is a major step backward for one of America's fastest-growing regions. It harms residents, businesses, and the economy. We strongly urge you to oppose HB 3187 and protect DART's ability to serve you and innovate for North Texas. Thank you

Alma Rubio
Self
Dallas, TX

We need to keep public transportation. It is very useful for our community and daily transportation to and from the city.

karina yonekawa-blest
Fonde Civic Club
Houston, TX

Thank you for the opportunity to speak. My name is Karina Yonekawa-Blest, and I represent a community in Houston directly impacted by the expansion of Spur 5 and I-45 South — a project that has dramatically increased noise, traffic, and air pollution in our neighborhood. Today, I urge you to vote NO on HB 3187, a bill that would further restrict how TXDOT allocates transportation funding — with potentially life-threatening consequences.

This is not just about traffic flow or roadways — it's about people's health, safety, and quality of life.

Our neighborhood, like many others in Houston, is suffering from the unchecked expansion of highways. The new Spur 5 project connects I-45 South to 610 via an 8- to 10-lane highway — just two miles from an already larger existing connector. This redundant development not only increases emissions and heat but also fails to consider the daily needs of pedestrians, cyclists, and public transit users.

Bill HB 3187 continues a dangerous trend of underfunding life-saving infrastructure. It ties TXDOT's hands, preventing investments in modern, multimodal, community-first solutions. Decades of research — including Rice University's Kinder Institute survey — show that Houstonians overwhelmingly want better sidewalks, safer crossings, and real transportation choices like protected bike lanes and public transit options. Why? Because we are trapped. Trapped in cars, trapped in traffic, trapped in sedentary lifestyles that are degrading our health and shortening our lives.

We must stop pretending that wider highways are the answer. Every 700 feet without a safe crossing is a gamble with someone's life. People will cross. People will die. And we will have failed them.

If we truly care about the well-being of Texans, we must invest in complete streets: sidewalks that don't end in ditches, boulevards shaded by trees that lower urban heat, bus routes that actually connect to where people live and work, and protected bike lanes that make it possible to ride safely. These are not luxuries — they are necessities for a functioning, healthy, equitable city.

The great cities of the world are not expanding highways. They are building rail lines, expanding bike infrastructure, and reclaiming public spaces for people, not cars. Why should Houston settle for less?

People are our greatest asset. They pay taxes. They deserve to live in a city that supports their health and mobility — not one that pollutes their lungs and limits their movement.

So I ask you, not just as a representative of a community, but as a fellow Texan:

Vote NO on HB 3187.

Take a stand for public health, environmental sustainability, economic mobility, and the right of all Texans to move safely through their communities.

Tammy Greenberg Duble
Myself
Dallas, TX

Please don't pass this bill. I am taking the bus right now to work and even took the train. This bill is going to hurt my neighborhood. People will lose their job if this bill passes. DART will cut the buses and have longer time to wait

It even takes me to walk from my house to work a hour in half. This will also hurt my weekends route also This needs to stay in local and not in the state hands.

Robert Fisher
Self
Dallas, TX

I am against this bill, because I rely on public transportation to get to and from work every day. A cut in funding would reduce how often the busses and trains would be able to run, causing massive scheduling problems for me and several coworkers.

Cameron Paul
self
Pflugerville, TX

I OPPOSE HB 3187 and ask the committee to vote NO on the bill. This will negatively impact transit services that I personally rely on.

Kellie Meyers
Self, copywriter
Wylie, TX

I strongly urge the committee to vote NO on HB 3187. The negative impact this bill would have on the quality of DART service is clear. As someone who has benefitted from DART services when navigating the Dallas area, I strongly oppose any bill that reduces or redirects DART funding, which would hinder the ability of DART to deliver timely and consistent transportation around the Dallas area.

Linda Hanratty, Ms
LWV Tarrant County Texas
Fort Worth, TX

I oppose HB 3187 because it would jeopardize the Trinity Railway Express railroad service between Dallas and Fort Worth. My husband and I are elderly and the Trinity Railway express is an easy affordable way for us to get to Dallas for meetings or cultural events. Traffic is busy between Dallas and Fort Worth and every car taken off the road is important.

Giana Williams
Self, outreach specialist
Lancaster, TX

I oppose HB 3187. I take DART because it's convenient, but I don't need it. But there are countless people who need DART to get around DFW. Whatever the reason to take DART, we all still deserve access to affordable transportation. Please do not pass this bill!

Aaron Graham
Plano Police Association
Plano, TX

On behalf of the 430 members of the Plano Police Association, I am writing to express our strong support for House Bill 3187—or any similar legislative efforts—that would allow the City of Plano to recapture a portion of its local sales tax revenue currently allocated to DART (Dallas Area Rapid Transit).

To be clear, this is not an attempt to defund DART or withdraw Plano from the regional system. Rather, it is a reasonable effort to ensure Plano receives a more equitable return on its significant local investment—an investment that has long outpaced the benefit received.

This concern has deep roots. In June 1988, voters in all DART member cities, including Dallas, rejected the use of ones for DART funding. At the time, former Plano Mayor Jack Harvard said, “I’m going to recommend we withdraw (from DART)... People are tired of seeing empty buses driving around, and this vote indicates they’re very upset with DART.” That frustration still resonates today.

Since at least 2014, DART has collected more in annual sales tax revenue from Plano than the entire operating budget of the Plano Police Department—our city’s largest and most essential service. From FY 2021 to 2023, DART collected \$108–114 million each year from Plano, while the Plano PD budget ranged from \$78–82 million. That’s a funding gap exceeding up to \$26 million—dollars annually that could support public safety, roads, emergency response, and community programs here in Plano.

Further compounding the issue: in 2022, DART raised its top officer salary to \$108,592—surpassing Plano PD’s top salary at the time. Plano officers won’t reach that figure until late 2024, despite Plano’s commitment to competitive pay. While DART officers benefit from higher wages funded in part by Plano taxpayers, Plano officers are the ones responding to calls at DART bus stops, train platforms, and adjacent neighborhoods—often without any support from DART Police, who are routinely absent.

One example: City officials worked for months to address short-term rental nuisances, but Plano officers consistently report more frequent calls for service originating from DART properties and riders. This has become a recurring strain on our already limited public safety resources.

Now, in a year when the City of Plano has implemented a Budget Contingency Plan just to balance revenues and expenditures, we believe it is more important than ever to revisit how our local dollars are allocated to regional services with marginal local impact.

We respectfully urge your leadership in supporting HB 3187 and related legislation to create a path for cities like Plano to more effectively reinvest local funds in services that directly serve our residents.

Thank you for your time and consideration. Please don’t hesitate to contact me should you need additional information or historical context on this matter.

Sincerely,
Aaron Graham
President, Plano Police Association

Carlos Soto Flores
self
Dallas, TX

I disapprove of this bill because of my frequent use and dependency on public transportation to reach my needs. We should be investing in better public transportation instead of voting to cut the vital services for people that simply cannot afford a car or an uber.

Matthew Banks, Mr.

Self

Garland, TX

Please do not cut D.A.R.T's funding. The service transports millions of people across the metroplex and is the only real way to release traffic congestion. The Heartland Flyer must be funded as well please. We want people from Oklahoma spending money in Texas

Alejandra Gomez

Self

Rowlett, TX

Please do not pass this bill. Dallas needs more public transportation, not less. This will negatively affect a lot of people who rely on DART to get to work or school. Thousands of people will lose their jobs at a moment of increased prices this would be devastating. This would also disproportionately affect marginalized communities.

Emma Santos

Self

Dallas, TX

As a frequent rider of DART I disapprove of this bill because it would not only increase my commute time but leave me with no other affordable option to reach my destination

Kiyaan Aly

Self

Carrollton, TX

I oppose this bill. As a college student whose family cannot afford another car, I need DART. Do not defund a necessary public service, please.

Danielle Nasser

Self - Public Transport Advocate

San Antonio, TX

I deeply oppose this bill. This would devastate the operations of DART and in the future, negatively impact VIA's operations as well. I am a San Antonio resident, but I am a public transportation advocate. I cannot sit by and watch this happen to our neighboring city, Dallas. So many people rely on their services. We need MORE funding for public transport, for our citizens and for our planet. I oppose this bill.

Yuri Johnson

Self

Dallas, TX

I caution that all politicians think long and hard about the impacts to the local economy that HB 3187 will disrupt. Public transportation benefits everyone. Not just the riders, the non riders, the DART, Trinity Metro, DCTA employees, local businesses for advertising, popup food markets, community events at various train stations, etc. The most important tactic for any Public transit network is frequency. With these funding cuts, Trains and buses will see 30 minute headways minimum. This will ruin what is left of North Texas Transit.

North Texas is growing incredibly fast. North Dallas (Plano, Frisco, McKinney, Prosper) is even faster. Recent and on going Investments for new rail stations via Gold and Silver line will be for nothing if HB 3187 is passed.

Let us also remember that the World Cup is coming to DFW. We can't depend on one source of transportation (highways) as commutes change frequently. Most of our highways are under constant construction and will only further slow the crowds of employees, first time responders, fans, daily commuters of which over journey they choose.

DART needs investment not defunding. I challenge this bill for an inverse effect. Let's invest more in our Public Transportation. Design Transit Oriented Development neighborhoods. Provide an abundant amount of transportation options to North Texans that no other city has seen. DFW should be the model of freedom. Freedom of choice to choose any source of transportation not limited to a car and crowded, out dated, unsafe roads.

Brian Ordonez
Self - Commercial Real Estate Professional
Plano, TX

To the Members of the Texas House Transportation Committee,

I am writing in strong opposition to HB 3187. This bill threatens to destabilize Dallas Area Rapid Transit (DART) by diverting up to 25% of its dedicated sales tax funding back to member cities. While it's understandable that cities want to see a return on their investment, cutting funding to the region's primary transit system is a short-sighted move that will have long-term consequences.

DART is critical infrastructure. It supports regional mobility, economic growth, and equitable access to jobs, especially for working families and transit-dependent communities. Reducing its funding will force service cuts, delay needed upgrades, and potentially collapse ongoing and future capital projects. It will also hurt small businesses and neighborhoods that rely on consistent, reliable transit access.

If member cities feel underrepresented in DART's benefits, the solution is not to dismantle the system—it's to strengthen the ecosystem around it. The Legislature should be incentivizing cities to invest in transit-oriented development (TOD) that brings housing, retail, and job centers closer to DART stations. This approach would not only increase ridership but also drive long-term tax revenue and improve return on investment for member cities.

Here's what should be prioritized instead:

Encourage TOD through grants or zoning incentives.

Provide matching infrastructure funds to cities that enhance DART accessibility (bike lanes, sidewalks, station amenities).

Support operational audits to drive efficiency without gutting funding.

Back regional economic strategies that leverage transit as a competitive advantage.

DART isn't just a transit system—it's a foundation for growth in one of the fastest-growing regions in the country. Weakening it would be a step backward just when North Texas needs bold, forward-thinking infrastructure solutions. HB 3187 may offer short-term political wins for certain cities—but it compromises the long-term mobility, equity, and competitiveness of our region.

Please vote NO on HB 3187.

Thank you,

Brian Ordoñez
Real Estate Manager, PDS Health

Maries Laurel
Self
Richardson, TX

Please DO NOT PASS THIS!! I commute daily on the DART everyday to work. The traffic on 75 is horrible. I also have utilized the dart going to Dallas maverick games and other events downtown to avoid traffic and parking issues. Passing this would only cause more congestion and delays and limit access for transportation

Philip Goss
Self
Dallas, TX

This bill represents state meddling in local issues, the antithesis of local control. There are already mechanisms in place that allow the parties involved to solve this issue. Please table this legislation and let it be dealt with on the local level.

Ashley Quintana
Self
Benbrook, TX

The Trinity Railway Express (TRE) is extremely important to the people of the Dallas-Fort Worth metroplex. Please ensure that this bill will not harm the TRE and that it will be able to continue serving the metroplex as it is now.

Lindsay Harrell
Dallas Area Rapid Transit
Plano, TX

I utilize the train daily for work. If this bill is passed, this will affect myself and a lot of people who commute by train. Dallas population is steady growing and cutting the service should not be the answer. Please consider keeping our services running for a better future.

Matthew Gross
Berry Appleman & Leiden LLP
Dallas, TX

As a member of the DFW business community, I strongly oppose HB 3187 / SB 1557, which would cut funding to Dallas Area Rapid Transit. These cuts would harm the transit infrastructure that supports our region's economy, job growth, and workforce mobility—key drivers of the Texas Miracle.

Please allow local and regional efforts to address service equity to continue without legislative interference.

Matthew Gross
Partner
Berry Appleman & Leiden LLP

Deysy Calix
Self
Richardson, TX

Please recognize the importance and need for efficient public transportation. Show the residents and community that you actually care about us. DART has always been there to help students, working community members, elderly and families to get to destinations for work school and activities. If you reduce the already minuscule funding of DART you will be showing that you only care for community members that drive vehicles daily. This will harm employment, education and safety amount your community if you decide to reduce funding.

Benjamin Floyd
DART/ Self
Irving, TX

We need this bill not to pass for the sake of all the people who depend on DART. Not only does it effect the public but it also effects the employees who work work for DART, and the regional transportation. I have lots of the people who ride DART state that they love the way the public transportation is very crucial to them getting to work, medical appointments, getting groceries.

Mayzie Alton
Self
Dallas, TX

Save public transportation

Diana Leyva
Self
Denton, TX

Make transportation more effective through better planned routes and availability of services through all areas at multiple times at all times.

Nate Hemby
Self - Real Estate Agent
Dallas, TX

I strongly oppose this bill. Reducing funding to DART will have catastrophic effects on the DFW metro. We should be increasing funding to our public transit, not reducing it. NTCOG said that we're out of space for more roads - we should be funding alternatives unless we want the entire region to be in perpetual gridlock.

Akie Kasai
self
Plano, TX

Please do not pass HB 3187. I use the DART light rail and buses to commute to work and any less funding for public transportation would put an economic burden on poor families like me

Breanna Cooke
Self
Dallas, TX

I oppose HB 3187 and ask the committee to vote NO on this bill. Cutting funding to DART is a step backwards for Dallas. All the big, thriving metroplexes have a robust public transit system. If Dallas wants to keep attracting businesses and growing, it needs to keep investing in public transit.

Tim Slaughter
Caddo Office Reimagined
Richardson, TX

As a business and civic leader in Richardson, I oppose HB 3187. This bill would reduce critical funding for DART, impacting services like the new Silver Line and local transit routes. These cuts would harm workforce mobility and economic growth. Please allow local efforts already underway to continue without legislative disruption.

Joseph Patchen
self
Garland, TX

To the Texas House, I urge you to consider the vital importance of maintaining robust funding for DART services as you deliberate on HB 3187. A strong public transportation system is indispensable for the economic vitality of the DFW region, facilitating workforce mobility, providing access to essential services, and supporting local businesses. Investing in DART reduces traffic congestion, improves air quality, and ensures equitable access for all residents, including those without personal vehicles. While HB 3187 proposes changes to funding allocation, it's crucial that these adjustments do not compromise DART's ability to deliver reliable and comprehensive services, which are a cornerstone of our community's well-being and future growth.

Dakari Davis, Secretary
Fraternal Order of Police Lodge 80 (DART Police Union)
Dallas, TX

We respectfully oppose Senate Bill House Bill 3187. We understand the position recently expressed by the Plano Police Association, we feel it is important to clarify key facts and correct the narrative regarding DART's value and the role of DART Police—in Plano and across North Texas. DART Police operate with an authorized strength of 251 sworn officers, responsible for protecting over 700 square miles of service area across multiple cities and counties. This is a stark contrast to the City of Plano's 71 square miles, served by an authorized 414 sworn officers. In 2024, DART Police responded to 98,332 calls for service, with only 1,394 of those in the City of Plano—just over 1% of our annual service calls. Meanwhile, Plano PD responded to 113,264 calls during the same period. These numbers reflect DART's efficient allocation of public safety resources, targeting higher-needed areas while still maintaining a presence and commitment to cities like Plano. In fact, DART Police created an initiative where we assign a dedicated officer to work hand-in-hand with a Plano neighborhood officer, building positive relationships, enhancing coordination, and ensuring the safety of DART assets and the surrounding community within Plano's borders. Regarding officer compensation: in 2022, DART raised its top officer salary to ensure we remained competitive and could continue recruiting and retaining quality officers for the wide-ranging duties we perform. Notably, this very move helped spark momentum for the Plano Police Association to successfully advocate for a salary increase for its own officers. This ripple effect benefited not only DART Police but also neighboring departments—proof that competitive wages lift the entire law enforcement profession, especially in today's challenging hiring landscape. We must also address the devastating consequences these bills would bring to working Texans and the regional economy. Reallocating sales tax revenue away from DART would force the agency to lay off approximately 900 employees—many of whom are residents of the communities they serve and your constituents. According to recent economic assessments, DART unilaterally adds \$1.8 billion in total economic impact to the regional economy. These bills will cause the Dallas-Fort Worth area to lose over \$1 billion annually due to reduced economic activity, job losses, and increased traffic congestion as a result of scaled-back transit operations. These proposals would ultimately harm the very communities they seek to help, jeopardizing essential jobs, eliminating public safety resources, and reducing access to opportunity and mobility for tens of thousands of people. We urge you to reject these measures and instead continue fostering productive partnerships between cities, transit agencies, and law enforcement. Plano and DART have proven that collaboration works—we should be building on that success, not dismantling it. Thank you for your leadership/dedication to public safety.

Corey Reinaker
Self, Architect
Plano, TX

To the honorable members of the Transportation Committee:

My name is Corey Reinaker. I am a 15-year resident of Downtown Plano. DART light rail, and the easy access it provides to jobs and entertainment in our region, was a major factor in my decision to settle in this area. I am AGAINST this bill.

Passage of HB 3187 would be disastrous for transit in North Texas. According to agency projections, the reduction in funding would result in significant staff layoffs, reduction in frequency of service, and eliminated services. The bill undermines the considerable improvements to safety and cleanliness that have been achieved in the wake of the pandemic. These funding cuts may imperil the agency's ability to service existing debt obligations. All of this will lead to a downward spiral of decreasing ridership, declining revenue, and deterioration in service.

Less transit ridership means more vehicles on our roads, increasing congestion and air pollution. Residents without access to personal vehicles will be stranded. This bill jeopardizes federal funding and commitments related to the upcoming World Cup.

There is certainly room to critique the current system. Relying on sales tax, which has very little relation to ridership levels or service needs, makes little sense. The current membership model allows some cities to benefit from transit while not sharing the costs. These benefits are direct, such as when residents of non-member cities utilize the system, and indirect, as in the diffuse benefit of reduced road congestion and the availability of federal funds tied to transit.

North Texas has grown substantially since these systems were conceived forty years ago. It is time to re-envision regional transit for the coming decades. A reconceived system should spread costs and benefits equitably across the region. It must provide valuable services that offer residents superior alternatives to driving alone in a car.

HB 3187 will do real harm in the short term and fails to address our region's immediate and long-term mobility needs.

Margo Posey
Dallas Fort Worth Minority Supplier Development Council
Dallas, TX

- I am Margo Posey, CEO and President of the Dallas/Fort Worth Minority Supplier Development Council (DFW MSDC), represents over a thousand certified minority-owned businesses in the region and is addressing the committee to oppose House Bill 3187 and the proposed 25% reduction in Dallas Area Rapid Transit (DART) funding.
 - DFW MSDC's mission is to drive economic growth by connecting minority-owned businesses with corporate partners and integrating them into supply chains. Many of these businesses have long-standing, impactful partnerships with DART that are vital for their stability and growth.
 - The proposed 25% funding cut to DART, as set forth in HB 3187, would directly threaten these partnerships and the wider minority business ecosystem. Expected consequences include:
 - Fewer procurement opportunities and contract reductions for minority-owned businesses.
 - Delays or cancellations of projects, disrupting revenue streams and jeopardizing business operations and jobs.
 - Potential delays in vendor payments, worsening cash flow issues for small businesses with limited reserves.
 - Increased risk of business closures and job losses, undermining regional economic inclusivity and progress⁴⁶¹⁰.
 - DART has a proven track record of supporting supplier diversity, consistently engaging minority and women-owned businesses. In 2023, over half of DART's contract awardees were minority- or women-owned businesses. DART invests in developing these vendors through targeted programs and collaborations, including with DFW MSDC⁷¹⁵.
 - Cutting DART's funding would undermine these efforts and signal a retreat from the region's commitment to equity, inclusion, and economic development.
 - Minority-owned businesses are crucial to the Dallas-Fort Worth economy, generating jobs, revenue, and community vitality. DART supports these businesses both through procurement and by providing essential transportation services that connect them with customers, employees, and opportunities.
 - A well-funded public transportation system is foundational for economic opportunity and mobility, especially for underserved communities where many minority-owned businesses and their employees reside. Funding cuts would disproportionately harm these communities, restricting access to jobs, education, and commerce, and impeding economic mobility⁶¹⁰¹⁴.
 - Posey urges the committee to reject any reduction in DART's funding, highlighting the severe, far-reaching negative consequences for minority-owned businesses and the regional economy. Instead, she advocates for continued investment in DART as a critical engine of growth and opportunity for all Dallas-Fort Worth residents.
-

Denver Watkins
Self
Garland, TX

Dart is an essential part of the DFW area. North Texas is growing and so should the transit infrastructure!

Zachary McHale
Self (Student)
Richardson, TX

With all due respect, I ask that you reconsider implementing HB 3187. It will have a significant impact on Public Transportation Systems in the state of Texas. Notably, Dallas Area Rapid Transit (DART) and Trinity Metro which serve the Dallas/Fort Worth Metroplex. As a student, utilizing public transportation has greatly affected my life for the better, being able to commute via public transportation has allowed me connect with people and support businesses without having to drive everywhere which gives me peace of mind knowing I'm doing my part to help the planet. On top of that, there are many more people that utilize public transportation for different purposes, including getting to and from their jobs, if services have to be reduced or eliminated in some cases, they will have to find another way to commute or another job, with the state of the economy right now, it would be detrimental to those individuals who depend on public transportation and will potentially worsen living insecurities such as homelessness or reliance on EBT/SNAP/Food Stamp programs, which can only be supported for so long before that system is overwhelmed. Public Transportation should also be allowed to grow and reach people who either barely use it or don't use it at all, whether through service enhancements (I.e. frequency of service, new routes, etc) or consistent promotions that incentivize benefits like reducing wear on a personal vehicle/time spent in traffic, being able to get things done while commuting to a destination, or the general impacts that it has on the area(s) serviced. My closing thoughts to you are, if there was a decision to invest in public transportation for the betterment of people and communities back then, what constitutes the need to take that away now, and for what?

Kathryn Ringer, CEO
self
Dallas, TX

I am strongly AGAINST HB 3187. I live in Dallas and my daughter uses paratransit. Let DART negotiate with the cities directly, so each city gets what their residents need. Further please continue to fund public transportation - DFW and the major cities in Texas need to foster modern, effective public transportation to offer better job opportunities, better experience for tourism and better resources to attract new businesses.

John Burruss, MD, CEO
Metrocare
Dallas, TX

Dear Members of the Texas House Transportation Committee,

We strongly oppose House Bill 3187, which proposes devastating changes to the funding structure of regional transportation authorities, including Dallas Area Rapid Transit (DART). As a Dallas County entity, Metrocare is deeply concerned about the negative impacts this bill would have on our community, particularly regarding access to critical services.

While the intention to improve local infrastructure is understandable, reducing DART's funding would unintentionally restrict essential services, including access to mental health clinics, paratransit services, and transportation for vulnerable communities.

Metrocare serves 50,000 people annually for mental health and disability services. Most of our clients depend on DART to reach all areas of the county, including the cities affected by this bill. We support suburban cities getting what they paid for, but not unilaterally and not at the expense of other critical services.

Specifically, if this bill were adopted, the Go-link service from the Buckner station would likely be removed and would significantly impact Metrocare's new Elam Family Mental Health clinic that opened only this year. This location was specifically chosen because the area had no major mental health services and because DART Go-link access was available. Metrocare has made a significant investment in this community.

Furthermore, DART should be empowered to negotiate directly with member cities to use each of their funds in a way that best serves that community's needs. This collaborative approach would allow for more tailored solutions that address specific local priorities without compromising the overall integrity and reliability of the regional transportation system. DART has already proposed solutions that a majority of the cities impacted by this bill are in favor of.

We urge you to consider the far-reaching implications of HB 3187 and to prioritize the needs of our communities by maintaining adequate funding for DART. The ability to access mental health services, paratransit, and other critical transportation options is essential for the well-being and independence of many Texans.

Please vote against HB 3187 and support a more flexible, market-driven and sustainable approach to funding regional transportation authorities.

Thank you for your attention to this important matter.

Ricardo Rivera
Self
Austin, TX

I object to any limiting of the powers of regional transportation authorities given that without these regional authorities transit planning and execution would simply not happen. The state of Texas and TXDoT are not interested in providing public transportation, so regional transportation authorities must be allowed to fill this gap.

Juan Cantu
Self
Richardson, TX

I strongly oppose this bill as it would have detrimental funding cuts to DART. DART is a service that is used and needed by many people throughout the Dallas greater area including myself. If this bill were to be passed, funding cuts to DART would result in reduced services such as cutting staff, cutting bus routes, and reducing frequencies. DART is working hard to make itself better for the greater area and in my 6 years of living in Dallas I have seen the Improvement. This bill would set DART progress back years and hinder many people of Dallas.

Shane Saum
City of Lago Vista City Council Place 1
Lago Vista, TX

Thank you Chairman Craddick and Rep. Shaheen,

While I recognize that this bill pertains to Chapter 452 of the Transportation Code — which governs regional transportation authorities like DART — I want to respectfully highlight how it closely parallels issues we've encountered under Chapter 451, which governs Metropolitan Rapid Transit Authorities and directly impacts my community in Lago Vista. Although these are separate chapters of statute, they both outline a process for a municipality to withdraw from a transit authority, and in doing so, they both hinge on how that city's financial obligation is defined. In this bill, the term is "total financial obligation." In our bill, HB 3643 by Rep. Troxclair, we use the term "net financial obligation." But the concepts are nearly identical — and we should strive for consistency in the language, standards, and equity applied across both chapters. It would be ideal if the Legislature could apply the improved clarity and fairness of our bill's language to both CapMetro and DART-type authorities. But even if the provisions of HB 3643 can't be fully inserted into this bill, our experience is still highly relevant to what other suburban and rural communities face in larger regional systems. Here is the exact language from HB 3643 that we believe should be mirrored across transit authority statutes statewide: "The net financial obligation of a withdrawn unit of election to which this subsection applies is the fair market value of the authority's property that will remain in the unit after the unit's withdrawal. (e) An authority shall annually make a good faith estimate of each unit of election's net financial obligation and shall report that estimate to the unit of election not later than July 1 of each year."

The reason we proposed this in Lago Vista is simple: our taxpayers shouldn't be forced to keep funding infrastructure in another city — in our case, downtown Austin — long after we've chosen to leave. Especially when the tangible benefits left behind are a handful of bus signs and benches that could easily be removed. I'd imagine that the same concerns are shared by communities in the DART region, where distant cities may find their tax dollars redirected to high-density rail projects in downtown Dallas that offer little to no value for their own residents. At the very least, if the Legislature intends to modernize the exit process, let's make sure that definitions like "total financial obligation" and "net financial obligation" mean the same thing and are applied with transparency, fairness, and consistency across the board. My request of Representative Shaheen and the committee is to create a uniform definition for total financial obligation / net financial obligation across both sections 451 and 452, and add the fair market value language above. Thank you for your time and consideration.
Council Member Shane R. Saum
City of Lago Vista, Texas

Kristin Reinaker
Self, Designer
Plano, TX

To the Honorable Members of the Transportation Committee,

My name is Kristin Reinaker, and I have been a resident of Downtown Plano for 15 years. Access to DART light rail was a key factor in my decision to settle here. I am writing to express my strong OPPOSITION to HB 3187.

The proposed bill could have significant consequences for public transit in North Texas, including possible DART staff layoffs, reduced service frequency, and the elimination of routes. It threatens some of the recent gains in safety and cleanliness. This will lead to a harmful cycle of declining ridership and diminished service.

Reduced transit access means more traffic congestion, increased wear and tear on the roads, increased air pollution, and fewer options for residents without personal vehicles.

HB 3187 poses immediate and lasting harm to our region's mobility and quality of life.

Shane Cavett
Richardson Residents
Richardson, TX

If they built the station like every other city in the world they'd actually receive revenue from the commuters, cut down on freeloading homeless transiting throughout the city and that might actually drive more people to see the train as a safe option

Geoffrey Swisher
Self
Dallas, TX

Please keep DART in place as it has been. DART is my main transportation I do to get to work, events etc. If this changes, people will have a hard time getting to work and other events to be at. Keep DART the way as it's been to help people get to where they gotta go without delays. I've been on DART 18 and 1/2 years throughout the county.

Eric Peltier
Prosperity Bank
Plano, TX

As a member of the DFW business community, I strongly oppose HB 3187 / SB 1557, which would cut funding to Dallas Area Rapid Transit. These cuts would harm the transit infrastructure that supports our region's economy, job growth, and workforce mobility—key drivers of the Texas Miracle.

Please allow local and regional efforts to address service equity to continue without legislative interference.

Jerry Walker
Self - Realtor
Richardson, TX

It may be too late for this, but, my opinion is that the state needs to stay out of this discussion. Let DART and the member cities resolve the issues, otherwise cities are going to spend lots of money in lawsuits, which in the end only wastes money and time.

Paul Cristina
Denton County Transportation Authority
Flower Mound, TX

Dear Chairman Craddick and Members of the House Transportation Committee:

I am writing on behalf of the Denton County Transportation Authority (DCTA) to express opposition to House Bill 3187. Reduction of DART funding could have a detrimental impact on DCTA riders who will have fewer mobility options if DART is forced to reduce service to the Green Line or the Silver Line.

DCTA operates the A-train, a commuter railroad stretching approximately 21 miles along the I-35E corridor between the Cities of Denton and Carrollton. The A-train serves commuters on the corridor who are moving through Denton County to downtown Dallas via north Carrollton. Today, A-train riders can connect to the DART Green Line light rail in Carrollton to continue their journey across the metroplex. This provides vital service to our community, evidenced by its strong ridership growth in the last several years.

In a continuation of its commitment to the success of the A-train, DCTA's Board of Directors has cast ambitious vision to extend the A-train two miles south into downtown Carrollton, enabling connection with the future DART Silver Line commuter train. This will allow A-train riders to reach DFW Airport entirely by rail with a single transfer. In addition, DCTA is working to increase train speed and enable 15-minute peak frequency for better connectivity to the DART system.

Public Transportation is a network-based, regional endeavor. A reduction of DART services will increase traffic congestion, reduce mobility options for Denton County residents, and hinder the Region's progress in developing a cohesive, forward-looking transportation system.

Thank you for considering this opposition to HB 3187.

Sincerely,

Paul A. Cristina
Chief Executive Officer - Denton County Transportation Authority

Stan Bradshaw, Mr
Corsair Ventures LLC
Richardson, TX

As a member of the DFW business community, I strongly oppose HB 3187 / SB 1557, which would cut funding to Dallas Area Rapid Transit. These cuts would harm the transit infrastructure that supports our region's economy, job growth, and workforce mobility—key drivers of the Texas Miracle.

Please allow local and regional efforts to address service equity to continue without legislative interference

Raja Rhodes
Dallas Area Rapid Transit
Dallas, TX

Good day. I am a rail operator for Dallas Area Rapid Transit. I understand the devastating impacts that the passing of this bill may cause to the agency itself, our passengers, and we, the employees. We do currently have an increase in ridership. I see the new "Transform" program that DART has initiated beginning to take place. I see more security on the trains, I see a reduction in crime. We are also currently under new leadership, who of which has everyone's best interests in mind. I'm hearing of the process of reverting DART back to how it used to be, plus improvements with modernization of the system. We NEED new trains, they've never even had an overhaul. We NEED these improvements that DART has underway, it would also increase our ridership and boost the agency's rating. The passing of this bill would seriously take us back a step, even back further than where we are that led this bill to even being proposed in the first place. Last but not least, we, the employees. We have families, bills, livelihoods. I've seen people come to DART with almost nothing and within a year they're living a great life and being able to provide for themselves and families. Please don't take that away from us. Instead, help us improve. Help us help the cities. Let's help with improving this system. It's a shame that we finally are starting to modernize the system and now it's all in jeopardy. Let's hold higher leadership at DART accountable too though. Too many bad decisions that affect the riders, the employees, and ultimately everyone affiliated. But passing this bill punishes everyone, and that isn't fair. Let's work to improve the system, let's hope our leadership has learned from this and place a best effort forth at not letting this ever happen again, and overall creating a better transit system. We were once one of, if not the top transit system in the nation. Let's get back to that. We did that! Right here in Texas, a car dependent state, had the best transit agency. Let's get back to that! Don't gut public transportation please. Let's enhance it, and watch everything turn around. We'll have happier member cities, happier passengers, and happier employees. The quality of life would improve at work, the turn over rate would decrease again, the call in rate would decrease, please don't make it worse by passing this bill. Plus, people deserve to have a chance at a good paying job to support themselves and family. Please don't take that away from them. Thank you.

Mark Gomez
self
Dallas, TX

Please do not cut funding for DART. I have seen ridership and service improve recently and it would be devastating to stop the progress. In my neighborhood alone, I've seen DART serve a variety of people in my neighborhood: students, senior citizens, office workers, tourists, etc. This is because of reliable service, better frequencies, and cleaner buses. Lack of funding will decrease all of these things. Every major city in the world has proper public transportation. DART is an asset to the city. Having DART fully funded, and supported, will help improve its services to the area.

Chad Stinnett
Courtney Hunter
Dallas, TX

Dallas and Dart are already struggling to provide reliable mass transit compared to other major cities. Many people I know say they would use the DART system if it were more accessible. However, reducing funding for DART would have a huge negative impact on an already underfunded transit service. For many residents, DART is the only way to get to work, school, or even the grocery store for basic necessities. Without it, countless people would be unable to meet their daily needs. Instead of cutting funding, we should be increasing it—so DART can operate at the level expected of major metropolitan areas, offering residents a convenient and dependable public transit option.

Jacob San Antonio
Self
Lewisville, TX

Public transportation is important now more than ever, and anything that would jeopardize its funding would be a disaster for the state. You still need vehicles in Texas, but having alternatives to driving everywhere makes the highways safer and reduces the likelihood of dangerous and reckless driving. The future should consider using public transportation as a complimentary tool to highways and roadways.

Rishik Yechuri
self
Richardson, TX

This bill should be opposed since it cuts funding for public transit.

Patrick Cannon
Self
Dallas, TX

I'm absolutely against this bill. This bill will stifle the growth of public transportation as a whole in the state and in the dallas fort worth region I reside in. The state of Texas is on an upward trajectory and the reduction of public transportation funds will hinder this growth. This bill will make our state less attractive to potential investors and anyone hoping for a better life that is considering relocation to our great state. Local issues should absolutely be handle in a local manner. I implore you to vote against this and similar bills. Thank you.

Ed Francis
Self
Dallas, TX

Fully funding DART is absolutely critical! Without it, DART cannot be the spur for economic development that we want and need. Plus DART helps reduce car traffic, road congestion, and air pollution as our region continues to grow rapidly.

Tatum Owens, Ms
Self
Bryan, TX

HB 3187 would take transit funding in Dallas and give it back to suburban cities as a slush fund for roads, further subsidizing sprawl and further pushing our radical transit austerity measures.
This would jeopardize mobility and operations for 692 buses that serve more than 220,000 passengers PER DAY.

Please oppose HB 3187

Richard Morawski
Self, Pilot
Denton, TX

This bill represents a step backwards in providing effective public transportation in Texas communities. Public transportation can only thrive when allowed to expand, not the other way around. Many people who could benefit from improved public transit options are forced to spend what little money they have on a car or other means of transport. They aren't able to rely on public transit because people who can easily afford to have their own means of transit don't see it as a worthy investment for the betterment of our society.

I am fortunate that I have my own means of transportation, but even I can enjoy the benefits of public transit. Avoiding complex traffic and parking in downtown areas, a quicker commute, and contributing to a cleaner environment are all reasons I support public transportation when and where I can.

I think it's important that the government work closely with regional transit authorities to allow them to maintain a safe and effective operation that operates frequently and widely enough to serve our communities.

Public transit is extremely effective in other cities and the potential in Texas is no different. We've already invested significantly into the infrastructure we already have. It would be an incredible shame to see it's demise at the hands of the government nickel and diming our local transit agencies.

Geoffrey Swisher
Self
Dallas, TX

Keep DART how it currently is. From any major changes, people will not be able to get to work and events easily and have to go on highways through heavy traffic and wrecks. DART will prevent that making it safe. With longer wait time and cutting routes, it will be harder for that to happen and people could lose jobs.

Gabriel Hasser
Self - Account Manager
Austin, TX

I strongly oppose HB 3187 and support Dallas Area Rapid Transit. Mass transit is a huge boon to Texas communities and is vital to economic growth in Texas.

DART is funded through a voter-approved 1% sales tax, and HB 3187 seeks to override the will of the voters to divert 25% of this funding away from DART. This will lead to increased costs, reduced services, stifle innovation and damage the regional economy. Existing processes are already in place that would allow for all of DART's member cities to come to a consensus. Rather than rely on existing agreements, HB 3187 seeks to circumvent current agreements to prevent a compromise from being reached among all parties. In addition, this bill could have a chilling effect statewide, jeopardizing funding for transit across Texas.

Kashmira Kuloor
Self- Student
Irving, TX

HB 3187 would have disastrous impacts on the economic and long-term vitality of the North Texas region and must be stopped. Limiting DART funding would hurt the hard-working Americans who use it daily. The bill fails to account for the thousands who rely on public transit to get to their jobs. Reduced funding translates to service cuts, longer wait times, and potentially, route eliminations- all of which severely impact the workers and residents of North Texas. How are these citizens expected to get to work? Will they lose their jobs as they can't commute? This leads into a terrible spiral that could have our hard-working citizens losing their homes and businesses. It's clear that passing this bill would abandon our citizens and would increase job loss and decrease our economic stability. Additionally, this will exacerbate traffic congestion for the citizens who use cars, making their commutes even more difficult.

DART's role extends beyond mere transportation; it's a vital component of our region's infrastructure, supporting workforce mobility and connecting communities. Undermining its financial stability will have cascading negative effects on our economy and quality of life. HB 3187 disregards the long-term benefits of a robust public transportation system, prioritizing short-sighted budget cuts over long term financial benefits for citizens and stability. The detrimental affects this bill would have are countless, and I stand with many others in my community as I call for this bill to be stopped.

Ege Inanc
Self, Supply Chain Buyer
Spring, TX

I oppose this bill and strongly urge all Representatives, whether in the relevant committee or on the general House floor, to vote against it. Forcing DART to give a quarter of its funding to incidental infrastructure projects or operations would result in a disproportional 1/3 cut to service offered by DART. It is best to let DART spend their funds in a way that they have determined has maximum impact on the DFW metroplex, rather than officials in Austin intervening.

Josh Vandenburg
Self
Dallas, TX

Please oppose this bill. We need proper public transportation and the funding behind it

Mya Cardona
Self
Dallas, TX

Hello my name is Mya Cardona and I as frequent rider of Dart I disapprove of cutting some of Darts funding as it is an important service to many who use it to survive and to continue their everyday life's. I ride Dart to see my grandma who lives in front Tyler Vernon station and if an affordable route to her house could not be offered I'd have no way to reach her house . I hope they're can be a change in mind to actually improve service for riders and to expand service beyond its current limits.

Seychelle Engelhard
Self
Dallas, TX

Our daughter goes to school in Downtown Dallas and as the schools are actively seeking to expand downtown, our train system will need to be robust enough for our students to get there. Also, the convention center and increasing jobs coming to downtown will need access for our commuters to use the growing train system. Please do not take this funding away.

diego garcia
Amalgamated Transit Union
Dallas, TX

I oppose bill HB 3187. This bill will drastically impact the operation of DART, the economy in DART member cities, and the citizens of the member cities that DART services. DART has already projected that if this bill passes, that approximately 1,000 employees will be laid off. Service will be cut, resulting in citizens who utilize DART to get to work to jeopardize or lose their jobs. This will impact the economy in Dallas and its member cities. These service cuts will add approximately 125,000 vehicles to our already congested roads and highways. The World Cup is coming to Dallas soon and Transit is the solution for moving the thousands, if not millions of people who will be in our area to experience the World Cup. This is merely 1% of the sales tax for each member city to pay. If the cities need funds for projects in their cities, they need to utilize the other 99% of their sales tax. The DART rail stations boost the equity and value of the areas in which they are built in. These cities could also utilize the increasing property taxes to fund their projects. The study that Plano refers to, in which they received less than half of expenditures from Dart as what they put in, is from one year, 2023. This study does not include the expenditures from the newly built Silver Line that will take passengers from Plano to DFW air port. Which was a large expenditure from DART to Plano. Please oppose this bill as this is not in the best interest for the DFW area.

Christopher Murphy
self, accountant
Dallas, TX

I beg the legislature to not pass this bill. DART enables me to stay connected with friends and family, go to doctors appointments, get groceries, and to travel for work. I do not drive, and if this bill were to pass and force across the board cuts to service my quality of life would be devastated and make it harder to do those things that make life worth living.

Outside of traveling within Dallas, I also use DART to travel to Irving, Carrollton, and Plano for medical appointments and to visit family. If DART funding is cut by 25% I know some of the routes I ride are likely to be cut or so reduced in frequency as to essentially double travel times.

I can't say enough how devastating these cuts would be. This bill is akin to using a cudgel to deal with a headache. Please, please, please do not pass this

Devonne Adams
Self- Administrative Assistant
Austin, TX

Hello,

This bill that is being considered by this House is deemed to cause catastrophic effects for the transportation system in Dallas, TX (DART.) Millions of people could be affected with the passing of this bill with service cuts to majority of people in the DFW Metroplex.

Many people rely on DART to provide services to the city of Dallas and many other places of business within its service area. This bill will result of people losing access to jobs, education, critical doctor appointments, and years of transportation progression that DART is striving to provide to its riders.

Please, people do not deserve to have less transportation options. They deserve to have a great transportation system to take them To where they need to go. A city as big as Dallas would stop moving if this bill were to pass.
