



DART Update

**Dallas City Council Transportation and
Infrastructure (TRNI) Committee**

May 18, 2026

Randall Bryant, DART Board Chair

David Leininger, DART Interim President & CEO



Agenda

- Interim President & CEO Introduction
- Withdrawal Election Outcomes
- Ridership and Service Update
- Security Update
- Transit-Oriented Development
- Area Plan Update
- FIFA Planning

A yellow bus is parked on a city street, with several tall, modern buildings in the background. The scene is overlaid with a semi-transparent yellow filter. A yellow rectangular box is centered over the bus, containing the text "Withdrawal Election Outcomes" in a bold, dark blue font.

Withdrawal Election Outcomes

Election Outcomes and Implications

- May 2 withdrawal election outcomes:
 - Addison – 70% voted to remain in DART
 - University Park – 54% voted to remain in DART
 - Highland Park – 70% voted to leave DART
- Implications:
 - Highland Park services ceased on May 14 (bus stops, GoLink, paratransit)
 - Minor revisions to new governance framework
 - All three cities forfeited the ability to participate in the General Mobility Program (GMP)

Governance

- Cities agreed to framework during February 5 consensus meeting
- Provides a structure that also allows for growth of new service cities
- February 11, 2026 - Dallas City Council resolution in support
- Key principles of new governance framework:
 - No single city majority; Dallas vote share between 40-50%
 - Each city has a seat; Dallas has no less than seven seats
- February 24, 2026 - DART Board approved legislative priorities for the 90th Legislative Session to include support for this proposal
- Minor adjustments needed based on Highland Park withdrawal
- Governance change will require amendment to Texas Transportation Code Chapter 452

Strategic Funding Solution

Six-Year General Mobility Program (GMP)

- Fifth Reallocation Funding Agreement with DART cities that in total will have allocated nearly \$900M in sales taxes to cities over a 50-year period
- Guaranteed base allocation of funding supplemented by RTC Funds, based on city sales tax collections starting at 5% for FY26
- Allocation compounds by 1% each year to reach an equivalent of 10% of DART sales tax collections in the final year
- Cities can use for projects or services consistent with Chapter 452
- Shared responsibility between DART, NCTCOG, and service area cities to collaboratively pursue additional, and ultimately replacement, funding equivalent of up to 25% of DART sales tax receipts
- Both parties agree to abstain from legislative actions to amend Texas Transportation Code Chapter 452 to reduce or impair the one cent sales tax levy during the term of the agreement.

DART/RTC Sales Tax Contribution

	DART	RTC	Total	DART %	RTC %	Total
FY26	\$42,589,182	\$0	\$42,589,182	5.0%	0.0%	5.0%
FY27	49,520,638	4,501,876	54,022,514	5.5%	0.5%	6.0%
FY28	56,075,369	9,345,895	65,421,264	6.0%	1.0%	7.0%
FY29	63,056,753	14,551,558	77,608,311	6.5%	1.5%	8.0%
FY30	70,487,749	20,139,357	90,627,105	7.0%	2.0%	9.0%
FY31	78,392,446	26,130,815	104,523,261	7.5%	2.5%	10.0%
Total	\$360,122,136	\$74,669,501	\$434,791,638			

- FY26 allocation based on FY24 actual sales tax
- FY26 allocation fully budgeted
- FY27 allocation partially budgeted
- No budgeted allocations past FY27
- RTC dollars would be fixed

On February 12, 2026, the RTC authorized \$75M to supplement the DART allocation amounts for FY 2027 through FY 2031.

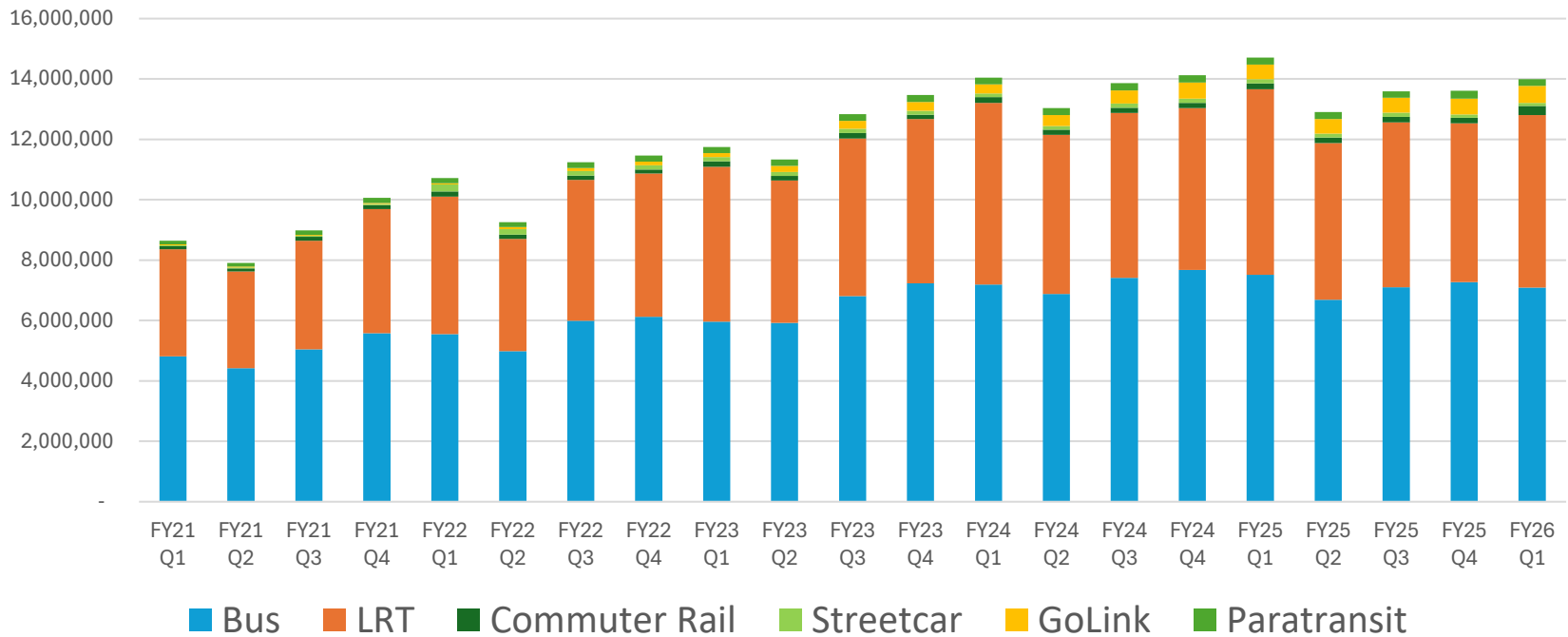


Amounts will be adjusted to account for non-participation from Addison, Highland Park, University Park



Ridership and Service

System Ridership Trends



Q1 Ridership

- Dallas makes up nearly 75% of system ridership
- FY26 Q1 ridership for bus and light rail decreased 5.6% and 7.1%, respectively, from FY25 Q1
- State Fair attendance also decreased, which is reflected in our light rail ridership
- Service changes reducing frequency also played a factor in bus ridership
- GoLink ridership saw growth of 14.5% but is starting to level off
- February 2026 service change effects **will** be reviewed in Q2 and beyond

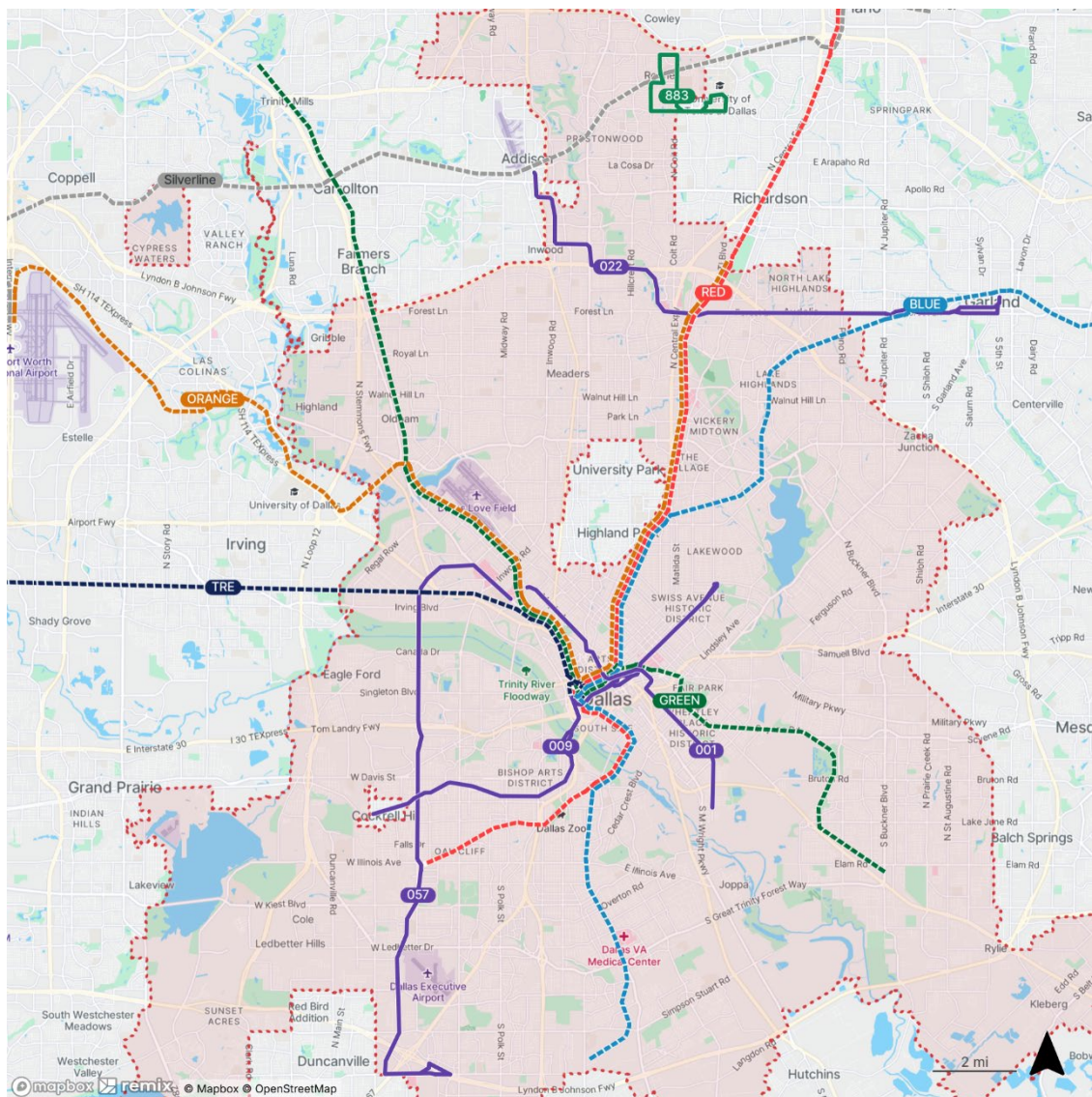


FY26 Q1 Top Ridership Bus Routes

Top 5* bus average weekday ridership and riders/hour

- 883 UTD Shuttle
 - 3,798 (38.5 riders/hour)
- 22 Forest Lane
 - 3,385 (18.0 riders/hour)
- 57 Westmoreland
 - 3,283 (18.7 riders/hour)
- 9 Jefferson/Gaston
 - 2,572 (15.5 riders/hour)
- 1 Malcom X/Maple
 - 2,568 (19.8 riders/hour)

*All 5 routes operate fully or largely in Dallas



FY26 Q1 Top Ridership Rail Stations

Top 5 light rail stations Average weekday boardings

- West End (All Lines)
 - 6,177
- Pearl (All Lines)
 - 4,369
- Akard (All Lines)
 - 4,148
- St. Paul (All Lines)
 - 2,882
- Parker Road (Red, Orange peak)
 - 2,334



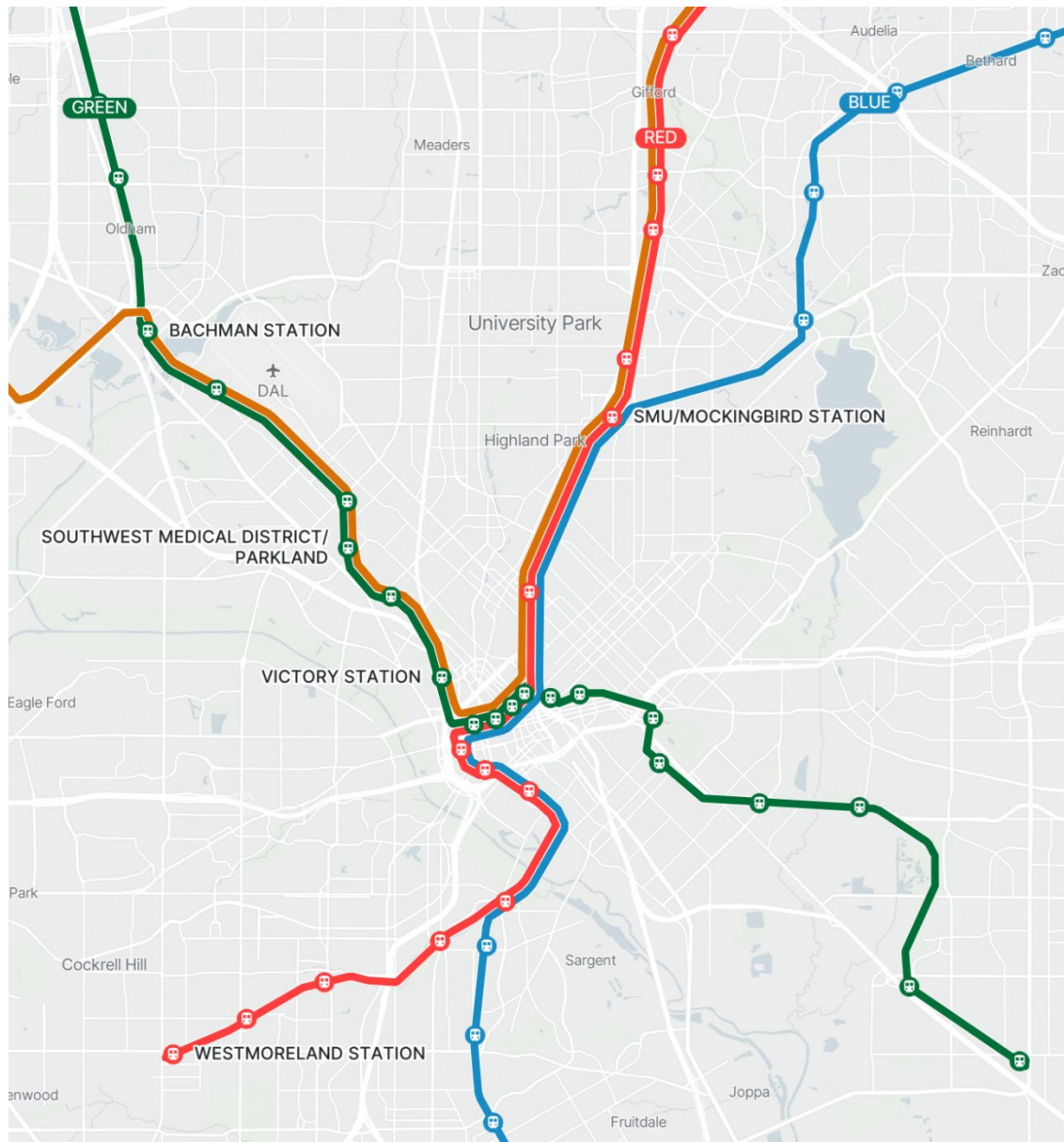
FY26 Q1 Top Dallas Rail Stations

Top 5 light rail stations*

Average weekday boardings

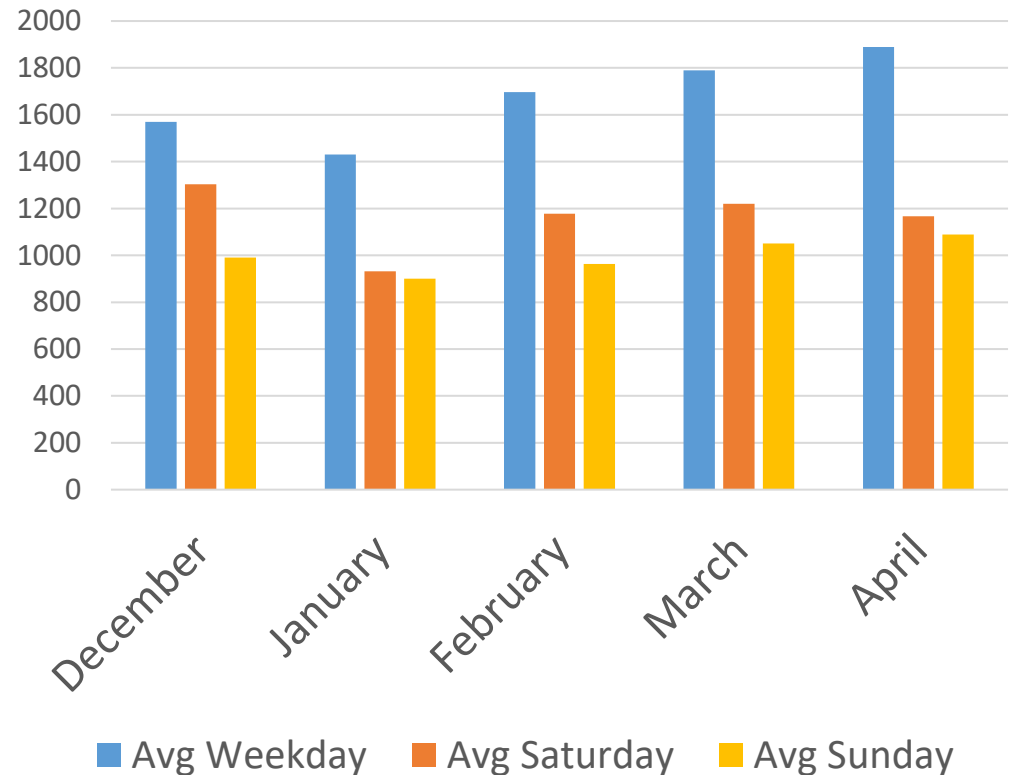
**Outside the CBD*

- SMD/Parkland (Green, Orange)
 - 2,129
- SMU/Mockingbird (Red, Blue, Orange)
 - 2,121
- Bachman (Green, Orange)
 - 2,121
- Victory (Green, Orange)
 - 1,691
- Westmoreland (Red)
 - 1,658



Silver Line Ridership

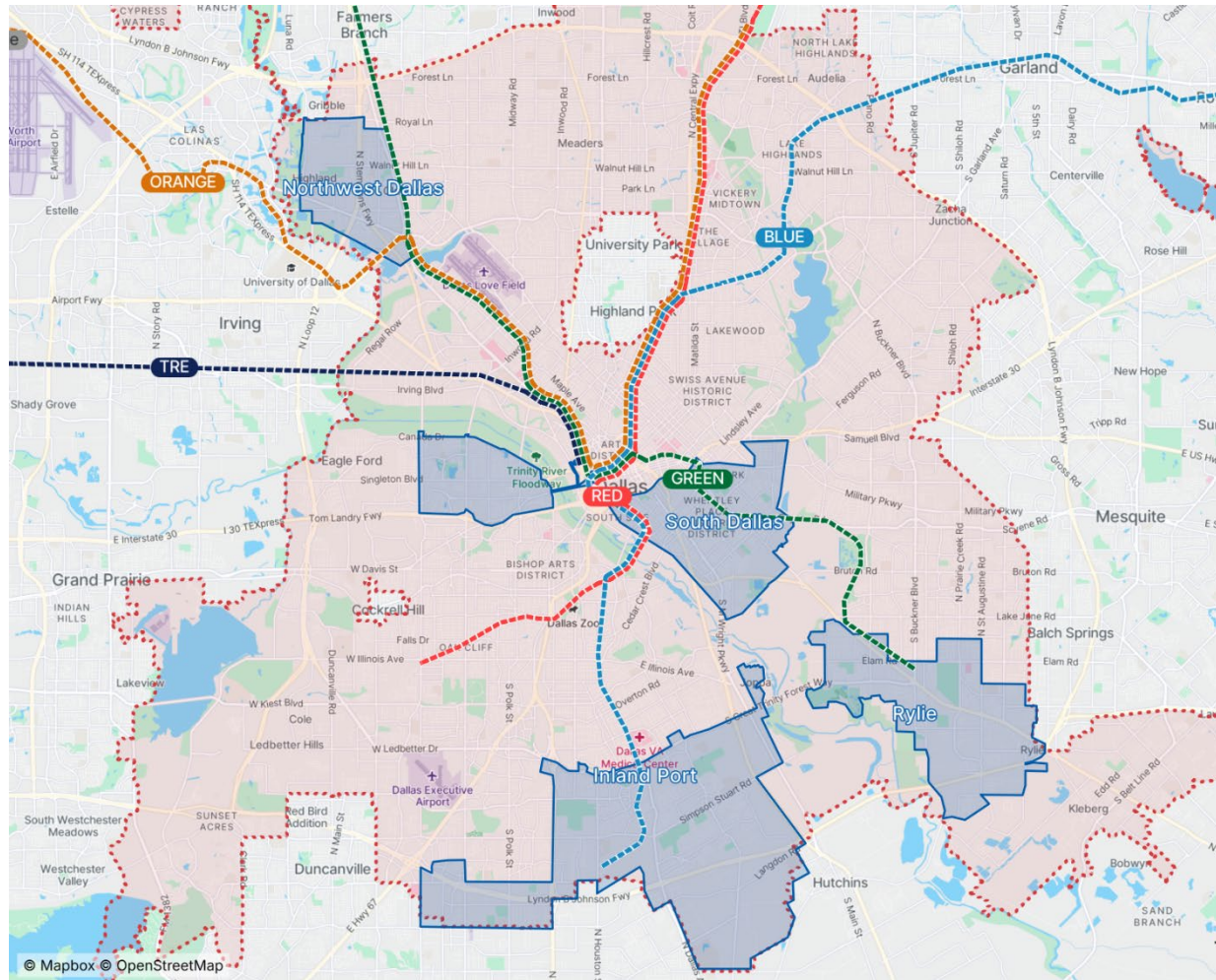
- Silver Line opened with two weeks of fare free service through November 8, 2025 – over 15,000 trips opening weekend
- Ridership boost seen for special events along the line
- Collaborating with DFW Airport to promote airport connection
- Future station area developments (such as Cypress Waters) will support ridership growth



FY26 Q1 Top 5 Dallas GoLink Zones

Top 5 GoLink average weekday ridership and riders/hour

- Inland Port
 - 713 (5.6 riders/hour)
- South Dallas
 - 321 (5.6 riders/hour)
- West Dallas Circuit
 - 202 (5.1 riders/hour)
- Rylie
 - 192 (4.6 riders/hour)
- Northwest Dallas
 - 186 (6.2 riders/hour)



Key Initiatives Modernization



Modern Bus Shelters with Real Time Information



New ticket/tap card vending machines



Passenger Information



New Bus Fleet delivery in process



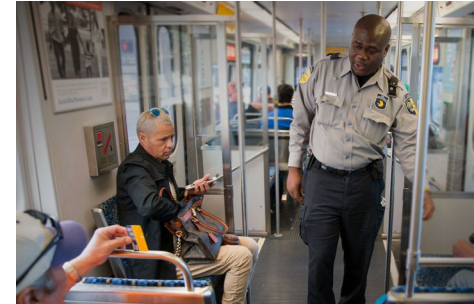
Procurement underway for low-floor light rail vehicles



Security Update

Security Update

- Multi-faceted security strategy with a range of tools and resources to deliver peace of mind for all when interacting with DART.
- Increased presence with 100 additional uniformed, armed Transit Security Officers (TSO) to supplement DART Police, Fare Enforcement Officers (FEOs), and cleaning crews
- DART Cares Multi-Disciplinary Response Team (MDRT) to address vulnerable populations on system – pairs DART Police officer with licensed clinical social worker



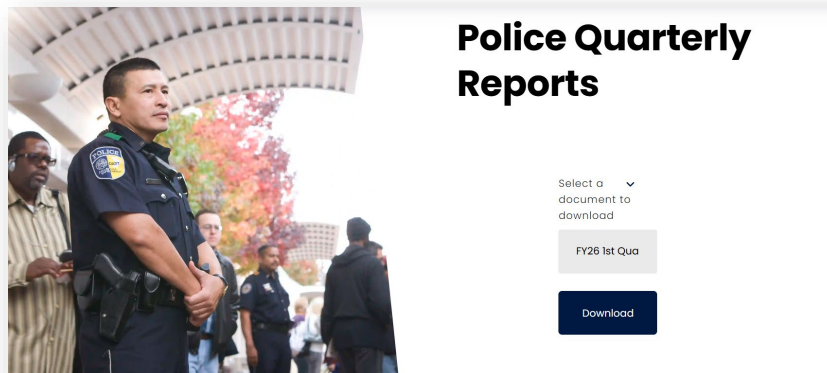
Security Update

- Upgrade of DART's camera surveillance system on vehicles and at facilities, including advanced analytics capabilities to improve response times
- Use of Data Driven Accountability for Crime and Traffic Safety (DDACTS) to support efficient deployment of law enforcement resources
- New Consolidated Dispatch and Command Center (CDCC) for enhanced communication and response
- Exploring design and technology options to close the system to enhance security and control access



Positive Security Outcomes

- Crimes against persons is down **17.24%** from last year
- Crimes against property (theft) is down **28.75%**
- DART Police have increased efforts on drug-related offenses which is the only arrest category that has increased
- DART Police have increased arrests for criminal trespass (loitering) and citations for fare evasion
- DART has revamped how we report crime information on our website for increased transparency



FY23-FY26 Q2

Group A Offense Trends

Group A Offenses	FY26	% Diff	FY25	% Diff	FY24	% Diff	FY23
Arson	2	0%	2	100%	1	-83%	6
Assault Offenses	120	-17%	145	-15%	171	16%	147
Burglary/Breaking & Entering	0	0%	0	-100%	1	100%	0
Destruction/Damage/ Vandalism	1	-89%	9	-40%	15	-75%	59
Drug/Narcotic Offenses	349	48%	236	-13%	271	545%	42
Fraud Offenses	5	0%	5	25%	4	300%	1
Homicide Offenses	0	-100%	1	0%	1	100%	0
Human Trafficking	0	0%	0	0%	0	0%	0
Kidnapping/Abduction	0	0%	0	0%	0	-100%	2
Larceny/Theft Offenses	68	-14%	79	-31%	115	46%	79
Motor Vehicle Theft	4	-50%	8	60%	5	-29%	7
Pornography/Obscene Material	2	100%	0	0%	0	0%	0
Robbery	27	29%	21	-34%	32	-30%	46
Sex Offenses	3	50%	2	100%	1	-50%	2
Weapon Law Violations	7	-22%	9	200%	3	-50%	6
Total	588	14%	517	-17%	620	56%	397



A yellow bus is driving on a city street, with tall buildings in the background. The scene is overlaid with a semi-transparent yellow box containing the text "Transit-Oriented Development (TOD)".

Transit-Oriented Development (TOD)

Palladium at Buckner Station

- December 2021 - MOU between DART and City of Dallas signed
- 2022-2023 - City-led RFP process with DART's involvement
- November 2024 - New zoning approved
- January 28, 2025 - DHFC allocated bonds
- July 17, 2025 - Closing



Palladium at Buckner Station

First units expected to be delivered Spring 2027

- ✓ 391 surplus parking spaces converted into 304 units
- ✓ 244 Units (80%) at 60% Area Median Income (AMI)
- ✓ 60 Units (20%) at market rate

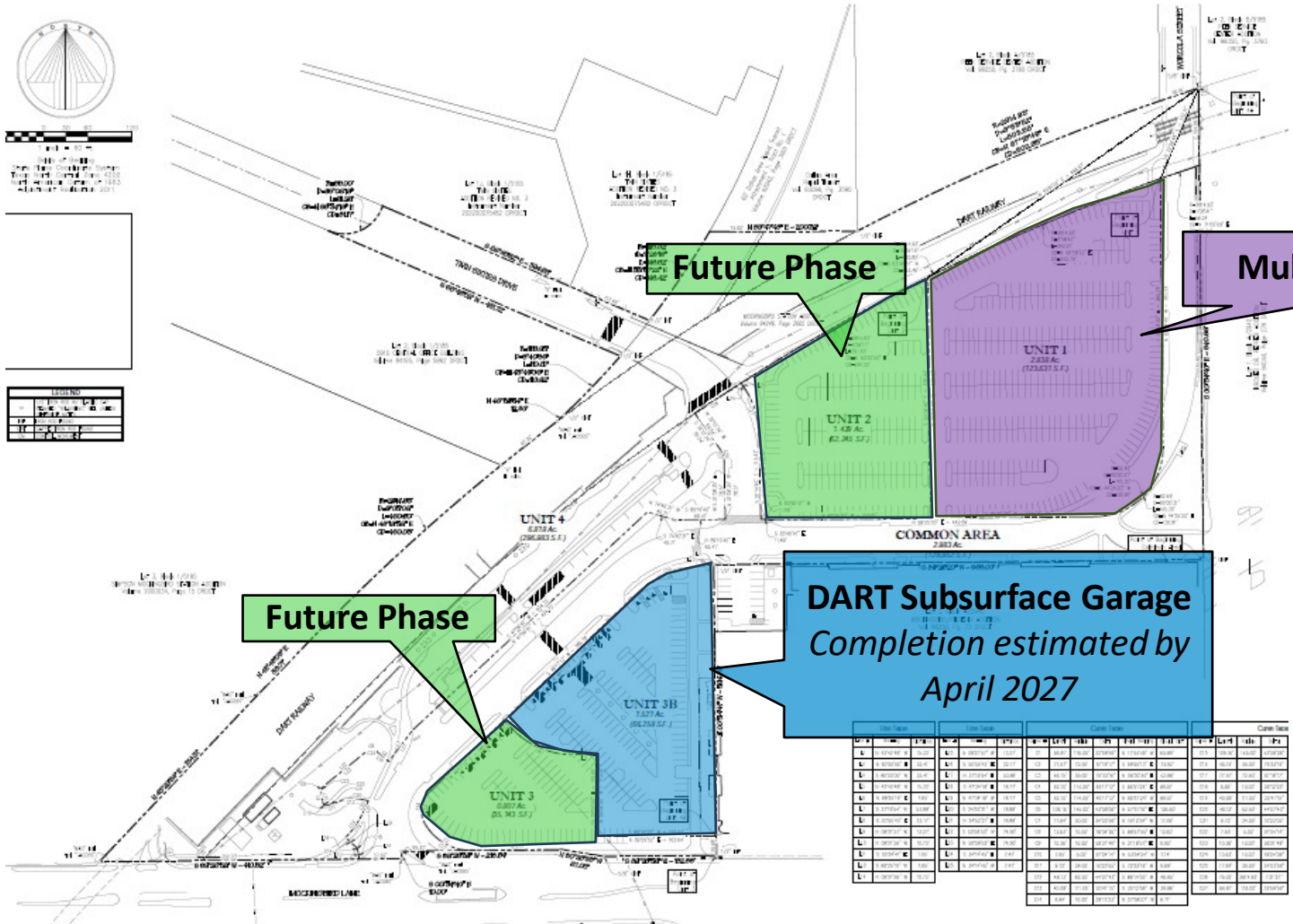


Mockingbird Station TOD

16 acres / 712 parking spaces / 29% usage



Mockingbird Station TOD



Mockingbird Station TOD

PROUD TO BE A
D
CEO
AWARD 20
FINALIST 26



March 3, 2026 26

Short-term Future TOD Opportunities

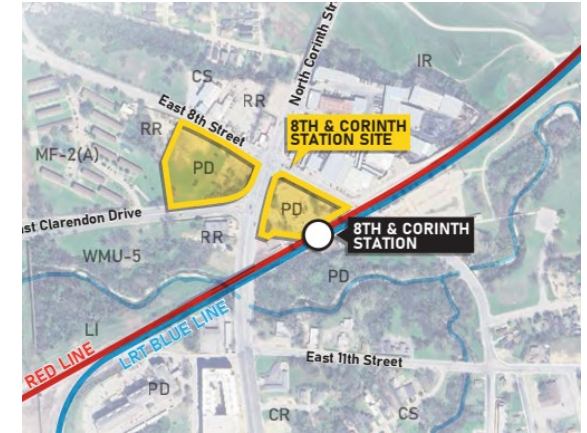
Westmoreland Station



MLK Jr, Station



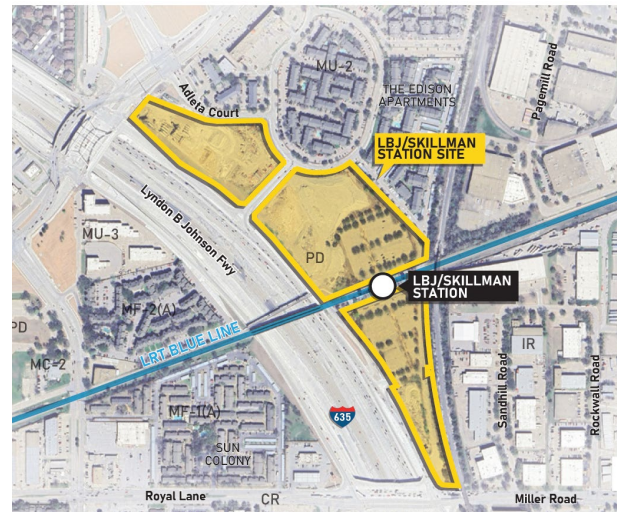
8th & Corinth Station



***Park Lane Station**



LBJ/Skillman Station



Inwood/Love Field Station



*SS4A federal grant opportunity for pedestrian improvements



Area Plan Update

Area Plan Purpose

- The DART Area Plan initiative is a significant strategic collaboration effort which supports advancing the mobility within city boundaries.
- The goals are to:



Enhance collaboration



Identify potential projects, programs, or service enhancements



Prioritize mutual goals



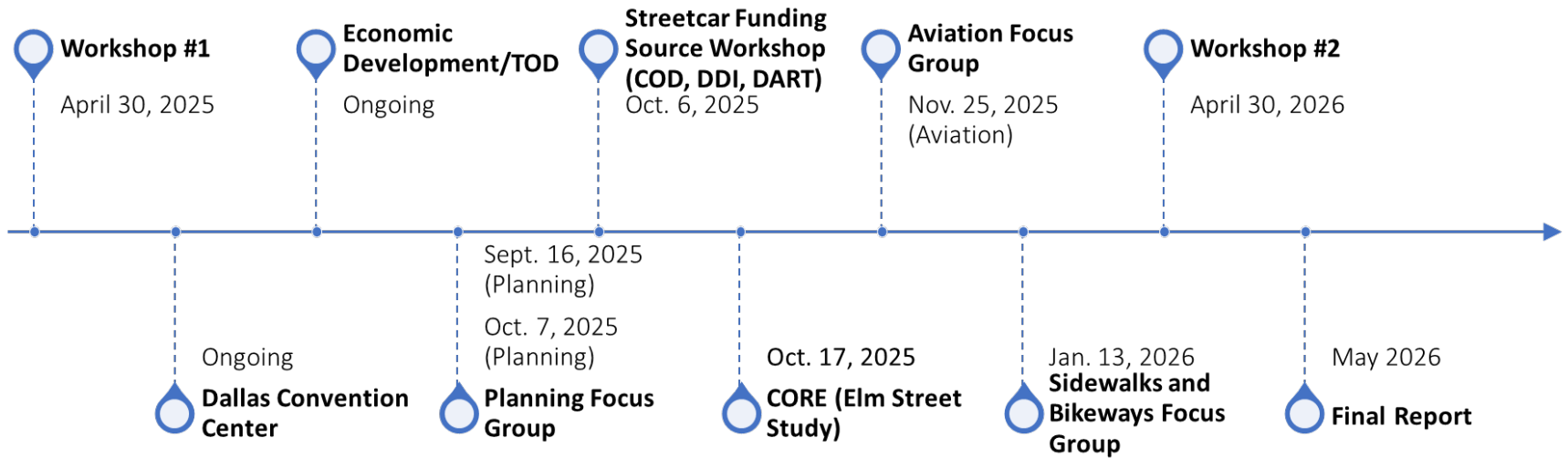
Develop Funding & Implementation Strategy

Area Plan Opportunity Types

- **Service Enhancements** – bus/rail headways, bus routes and/or GoLink enhancements.
- **Multi-Modal Connectivity Improvements** – opportunities to improve pedestrian, bicycle, and/or other micro-mobility access within ½ mile of transit stops or facilities.
- **DART Passenger Facility Enhancements** – opportunities to add/relocate, modernize, redevelop or right-size facilities to better enhance mobility and service surrounding neighborhoods or activity centers.
- **Bus Corridor/Street Investments** – opportunities to enhance speed, reliability, safety and access within key bus corridors. Align and coordinate city improvement to enhance transit travel and access in key corridors.
- **Land Use/TOD Coordination** – opportunities to maximize development and transit-supportive uses around bus corridors and transit facilities.



Area Plans Phase 2 Schedule – City of Dallas



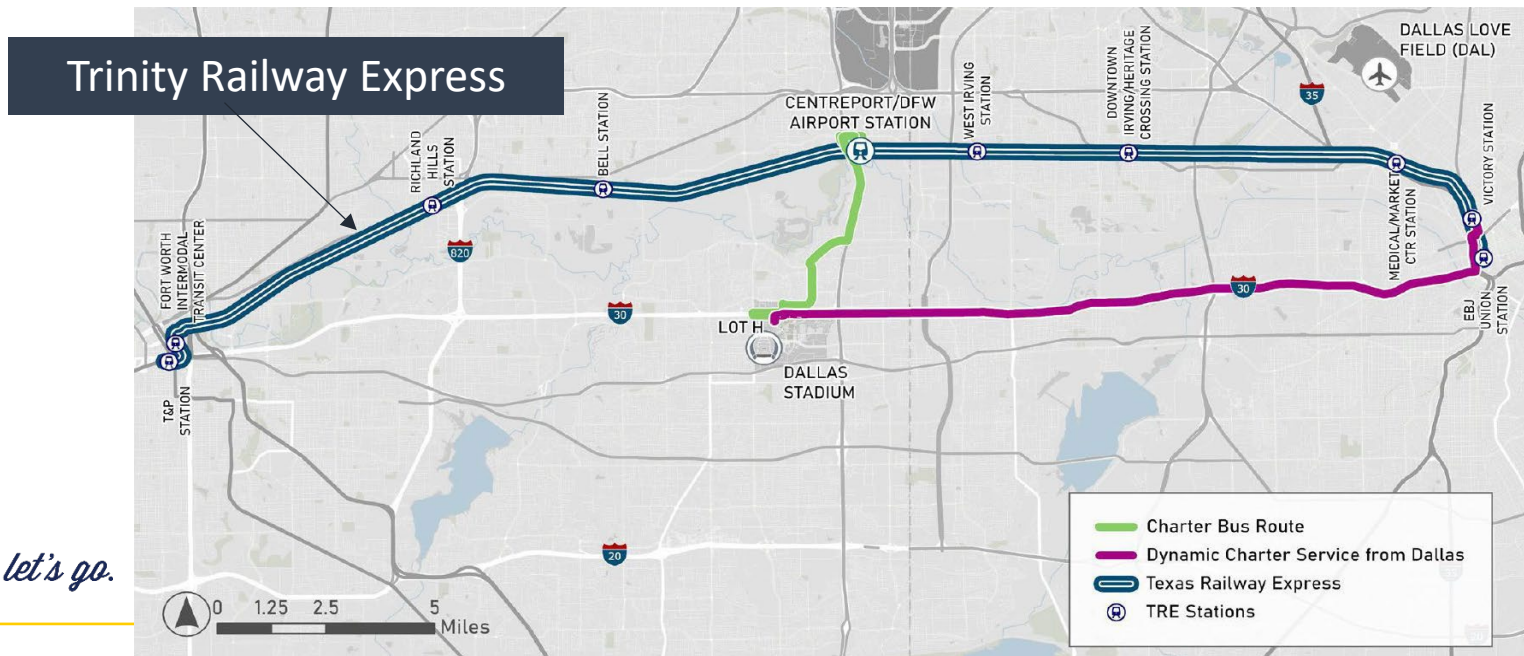


FIFA Planning

TRE

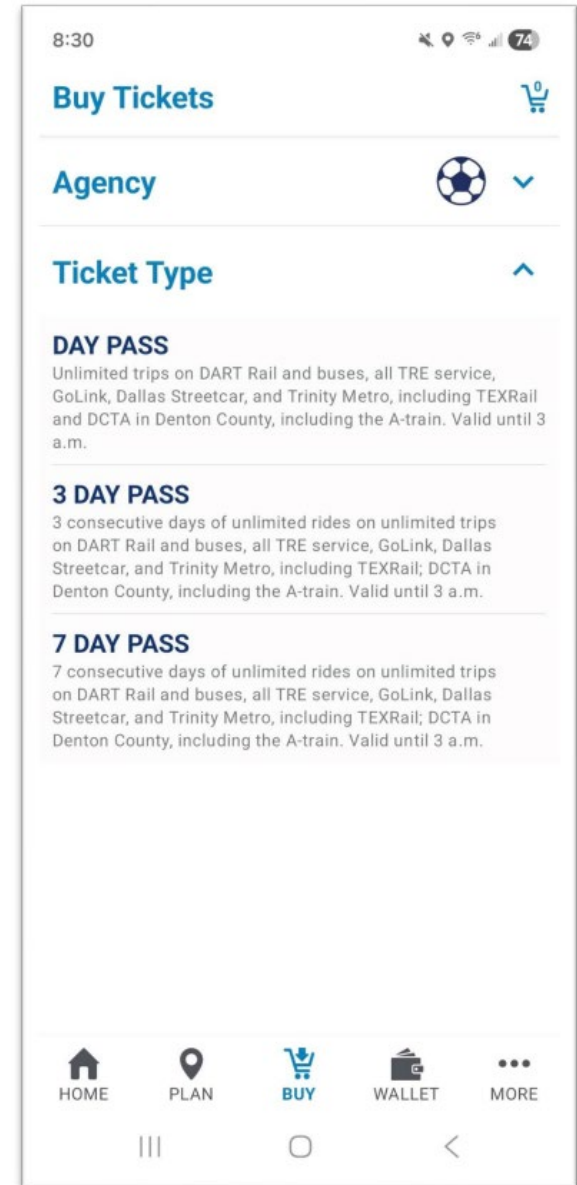


- Access to Dallas Stadium via Centerport Station and charter bus shuttle
- 30-minute enhanced frequency for 9 Game days
- 4-car trains consistently for all 39 FIFA days
- Sunday service added



Additional Efforts

- Significant coordination related to security and emergency operations
- Enhanced signage, customer information, and ambassadors to support regular riders and visitors
- Integrated FIFA as its own "agency" into the GoPass app with one-day, 3-day or 7-day regional passes available to support seamless access across region
 - DART's GoPass app puts real-time trip planning, service alerts, and contactless payment all in one place.



Thank You



let's go.

DART.org



Appendix



FY26 Q2 Police Update

(Presented 5-12-2026 DART COTW)



DART Police Quarterly Update

**Committee of the Whole
Development & Innovation Subcommittee**

May 12, 2026

**Charles M. Cato
Chief of Police and
Emergency Management**



Overview

- **This Briefing will include:**
 - **Security Measures Update**
 - **Department Statistics**
 - **Hiring and Recruiting**

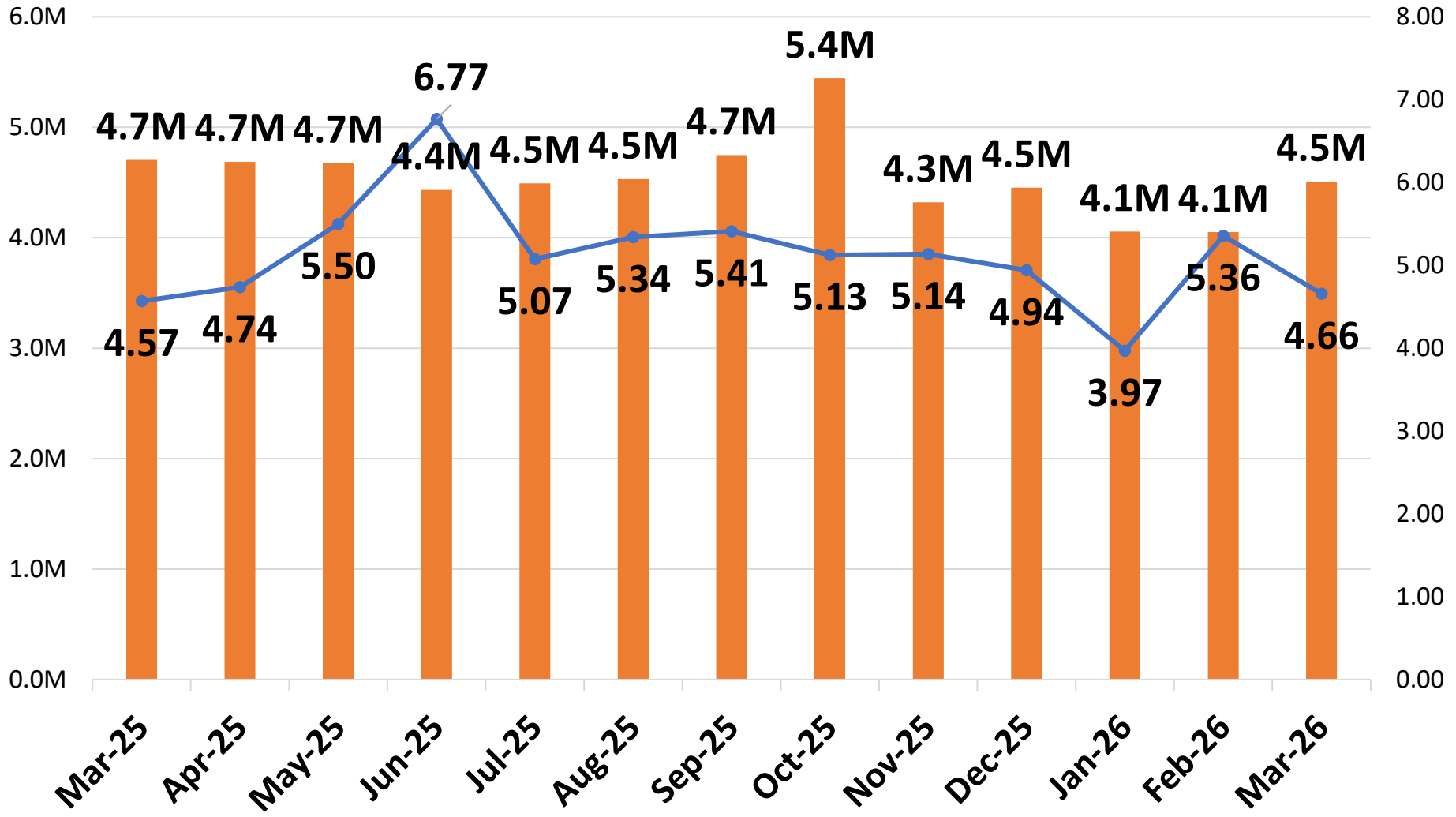
Security Measures Update

- **Transit Security Officers (TSO)**
- **Multi-Disciplinary Response Team (MDRT)**
- **Field Operations Initiatives**



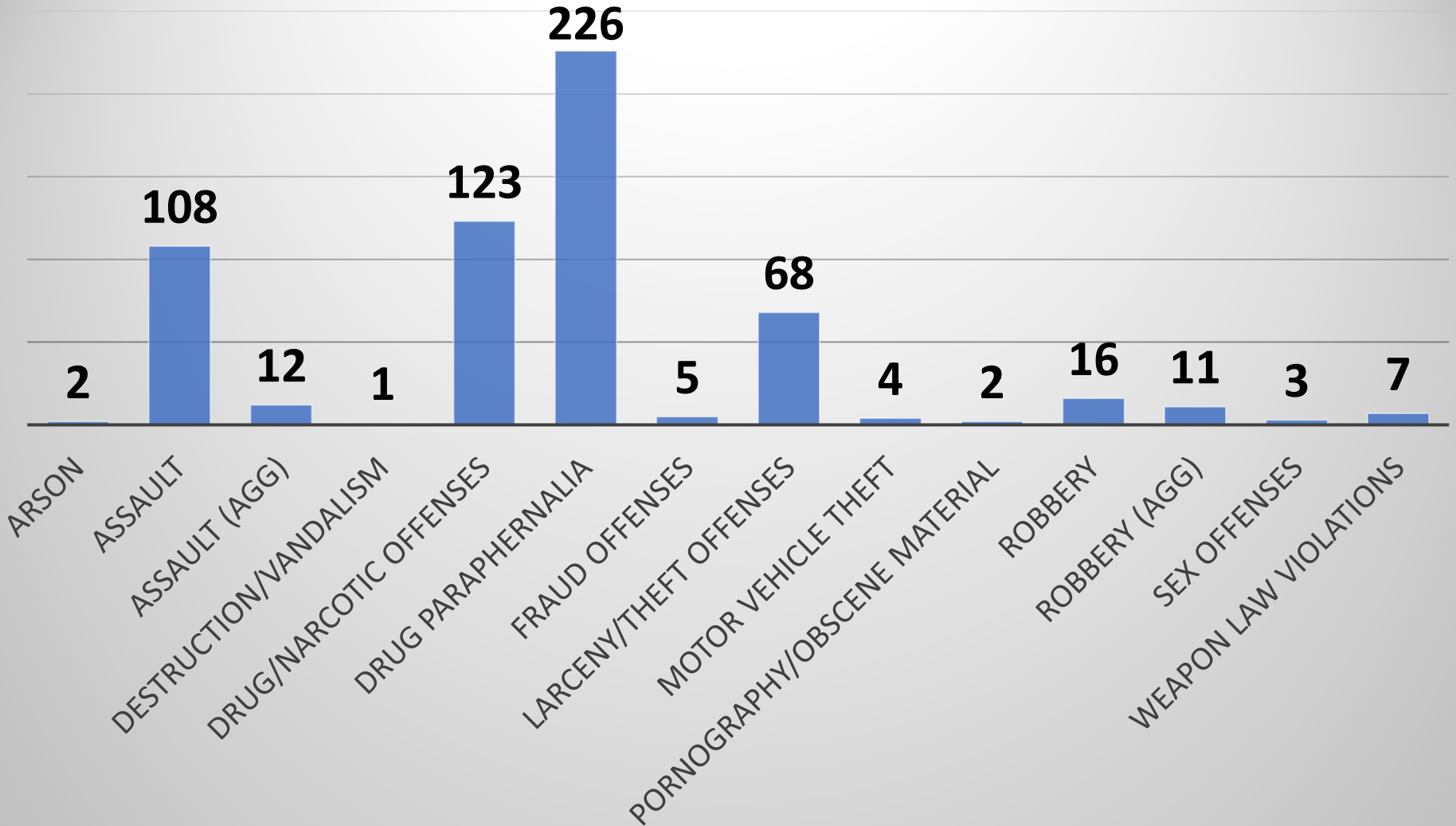
Department Statistics

Group A Offenses Per 100,000 Riders

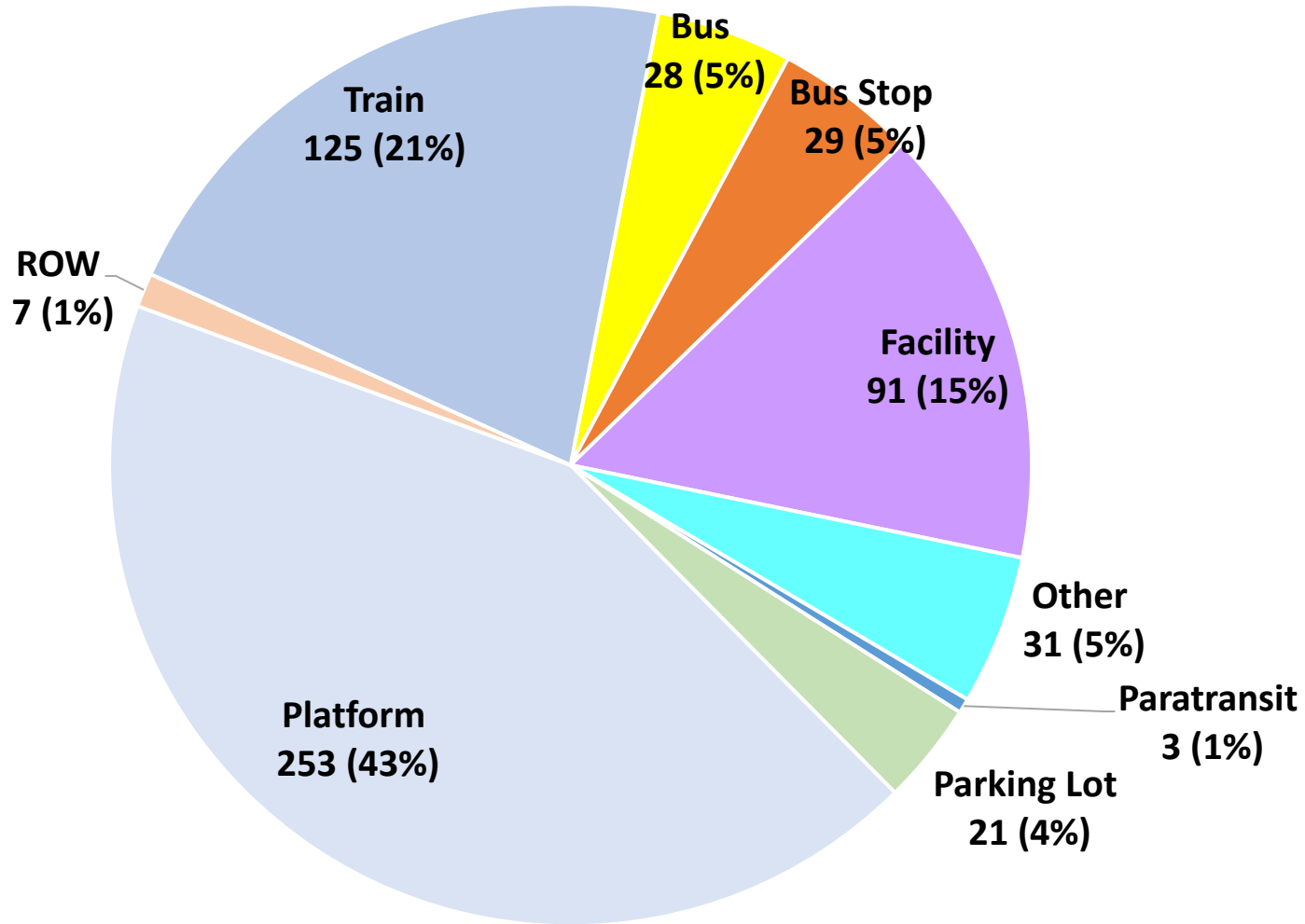


■ Total Ridership

Breakdown of Group A Offenses 2nd Qtr FY26



Location Type for Group A Offenses 2nd Qtr FY26



FY23-FY26 Group A Offense Comparison

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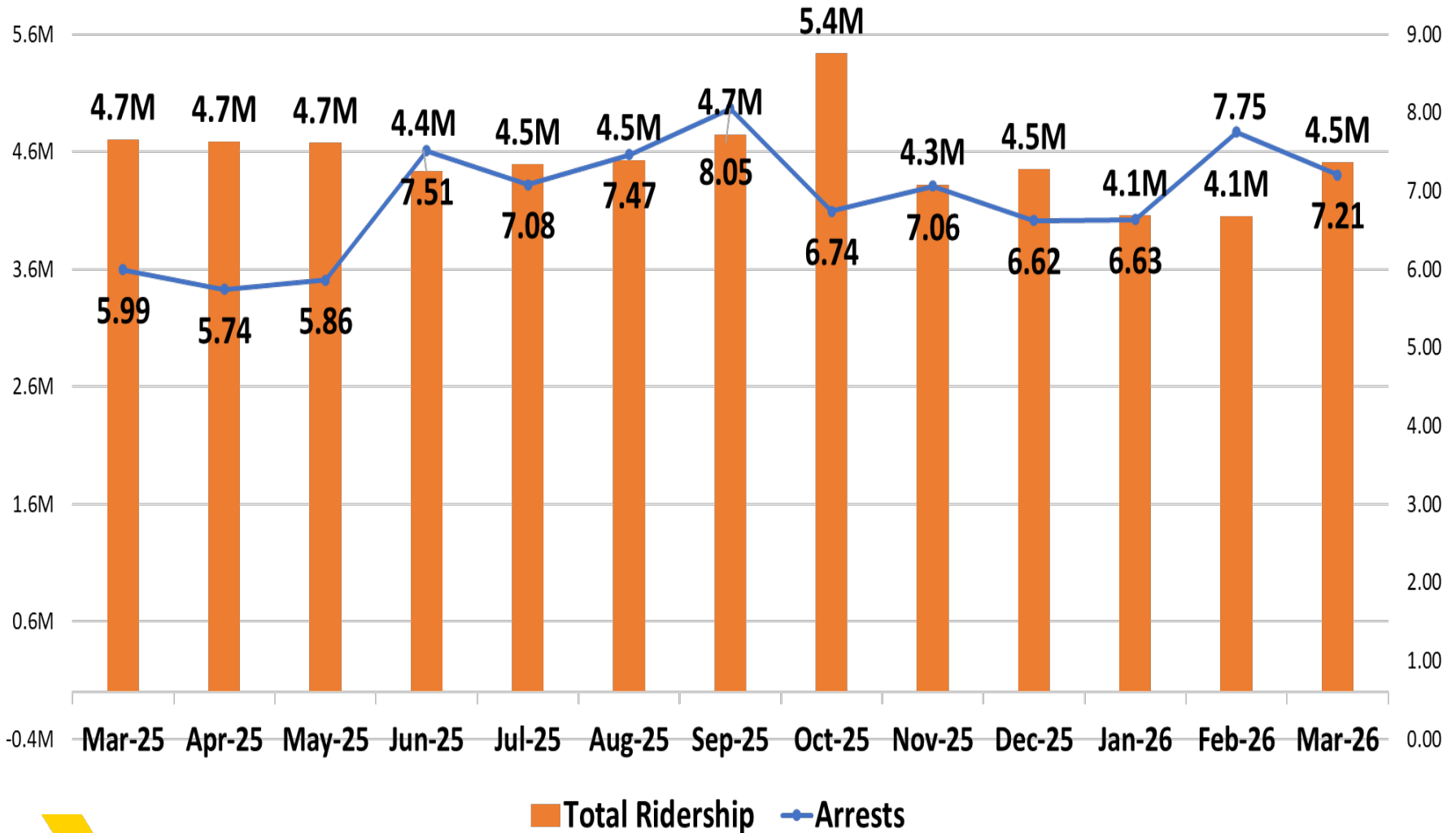
Group A Offenses 2nd Qtr FY26

Group A Offenses	FY26	% Diff	FY25
TOTAL	588	14%	517
Group A Offenses (w/o Drugs)	FY26	% Diff	FY25
TOTAL	239	-15%	281

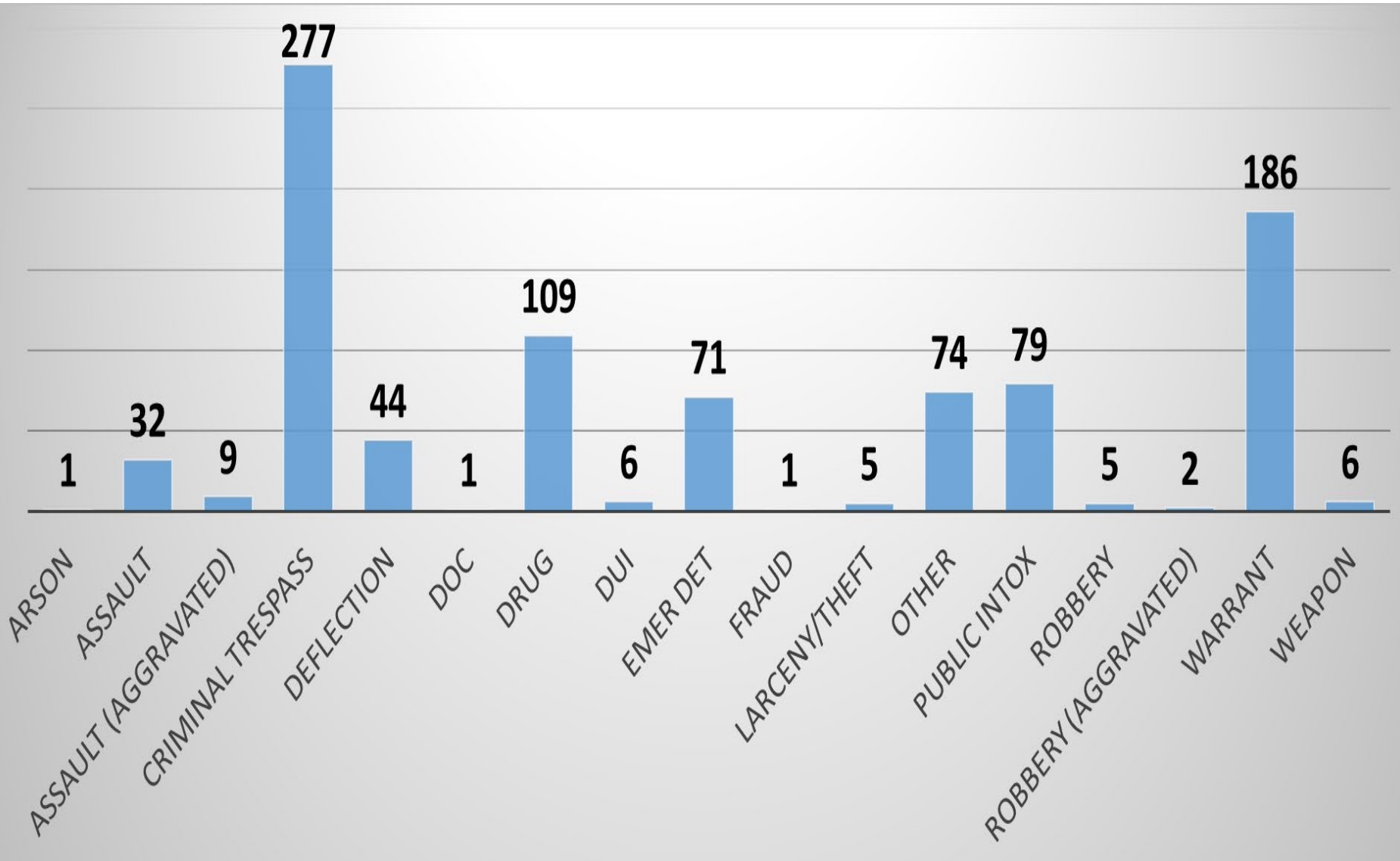
Employee Assaults by Occupation CYTD

Occupation	Assault	Assault (Aggravated)	Grand Total
Bus Operator	12	1	13
TSO/Security	5	1	6
Officer	2	1	3
FEO	3		3
Cleaning Crew	2		2
Station Concierge	1		1
Conductor	1		1
Grand Total	26	3	29





Arrests Per 100,000 Riders



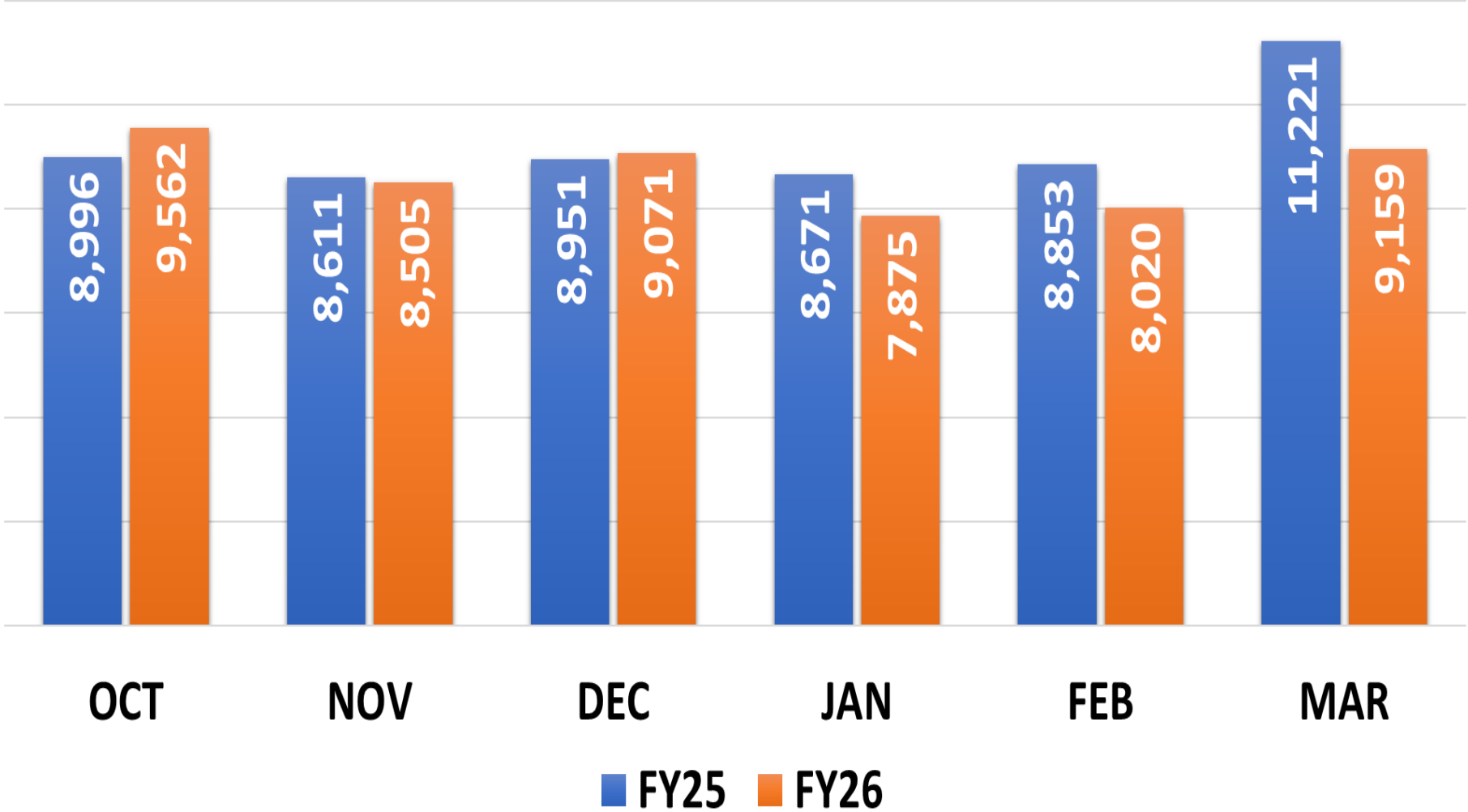
Breakdown of Arrests by Offense 2nd Qtr FY26



Response Times- Priority 1 Calls

Average System-Wide Priority 1 Response Time	FY 25 Total Calls	FY 26 Total Calls	Call Difference	FY 25 Average Time	FY 26 Average Time	Time Difference
1 st Quarter (Oct - Dec 2025)	414	45	-369 	5:44 m:ss	3:33 m:ss	-2:11 m:ss 
2 nd Quarter (Jan – Mar 2026)	165	56	-109 	5:23 m:ss	6:02 m:ss	0:39 m:ss 
3 rd Quarter (Apr – Jun 2026)				m:ss	m:ss	m:ss
4 th Quarter (Jul – Sep 2026)				m:ss	m:ss	m:ss

TOTAL CALLS FOR SERVICE YTD FY25 VS. FY26

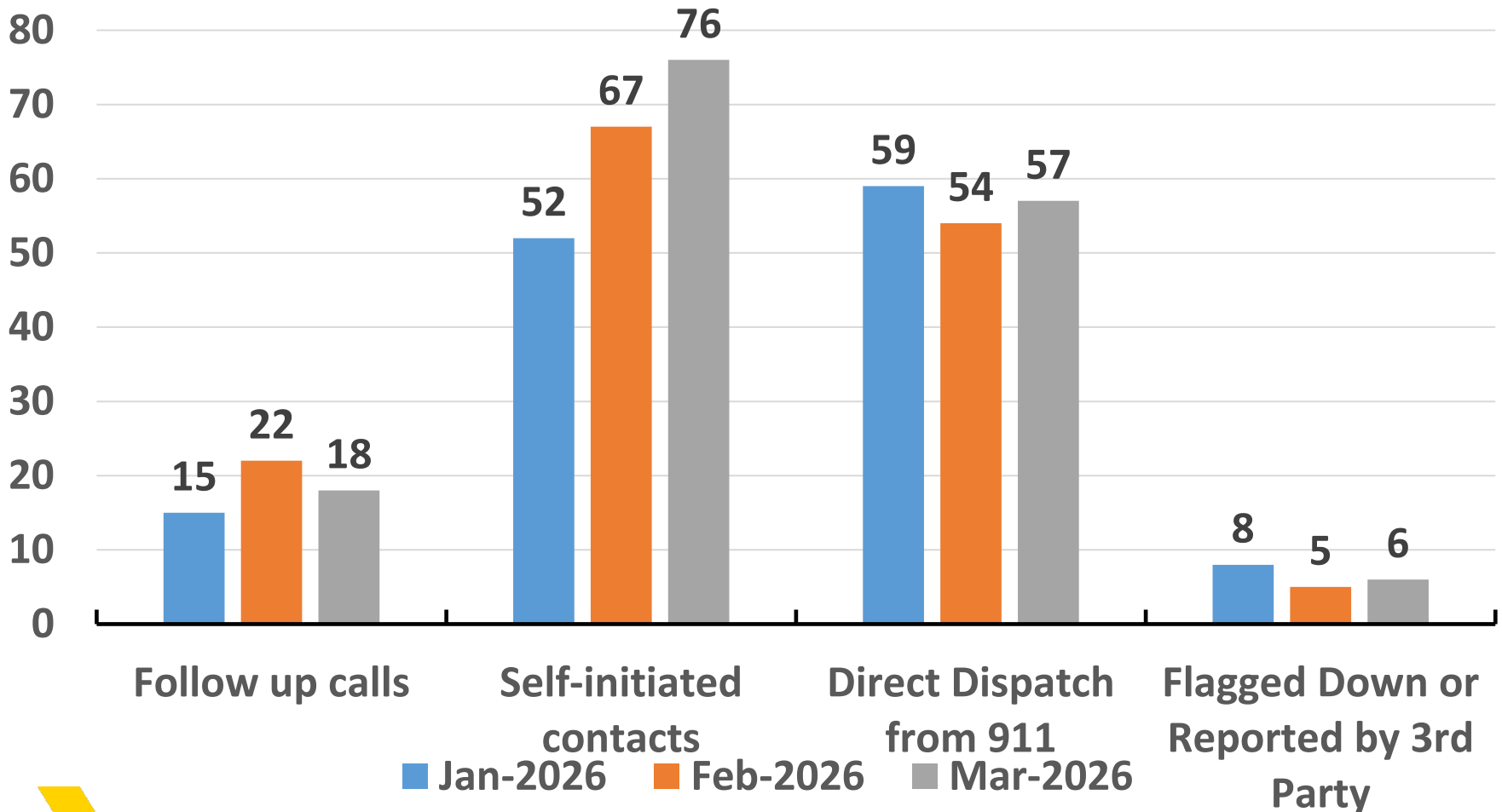


Removals

DATE:	October – December 2025		
Removals	Train	Bus	Platform
No Fare	6,525	58	0
Invalid Fare	782	25	0
DART Code of Conduct	3,596	1,595	6,988
Total	10,903	1,678	6,988
Grand Total	19,569		
DATE:	January – March 2026 Totals		
Removals	Train	Bus	Platform
No Fare	6,435	44	0
Invalid Fare	803	20	0
DART Code of Conduct	3,968	1,363	5,379
Total	11,206	1,427	5,379
Grand Total	18,012		

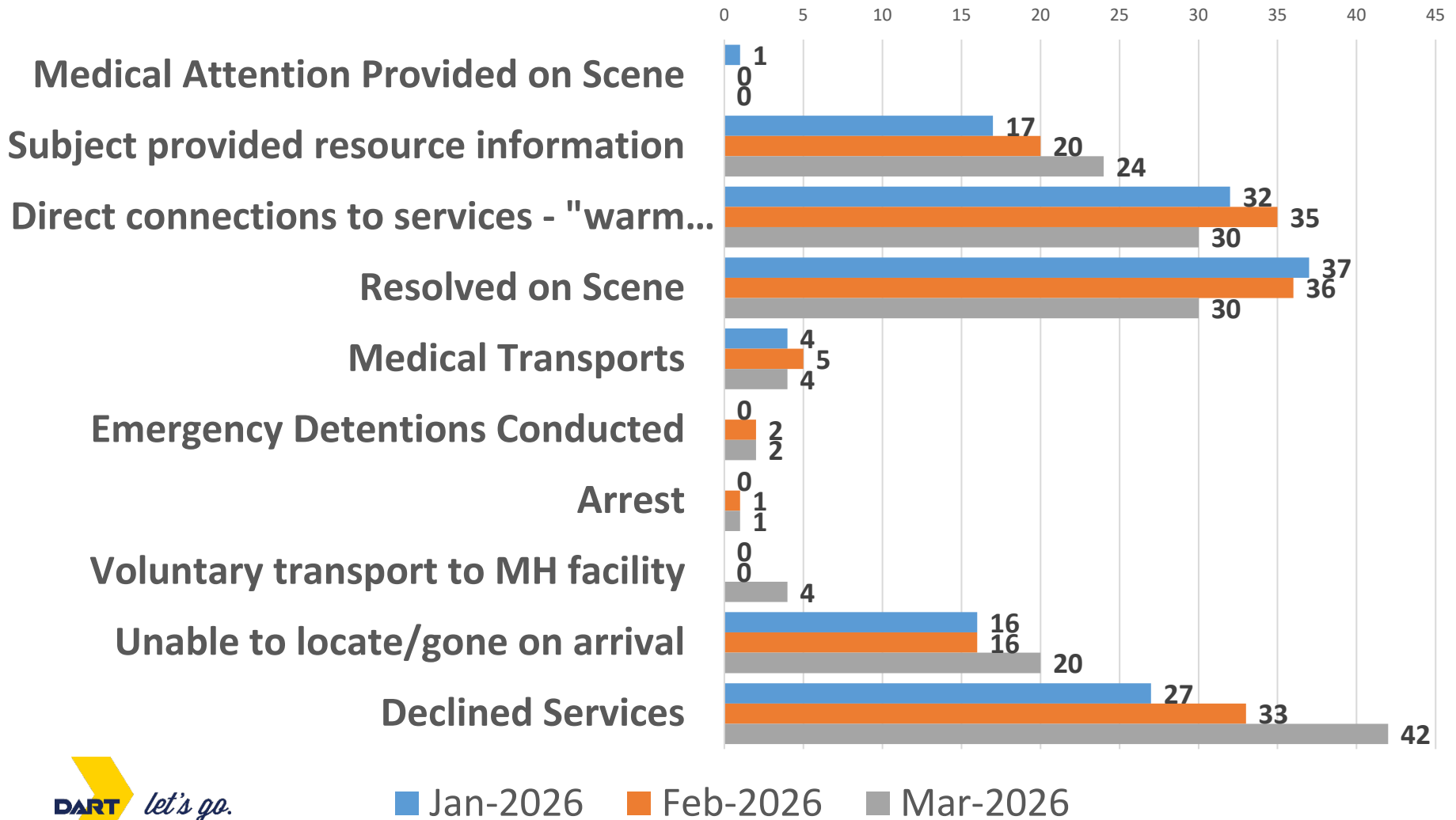
2nd Qtr FY 2026 - MDRT Contacts - 439

January - March 2026

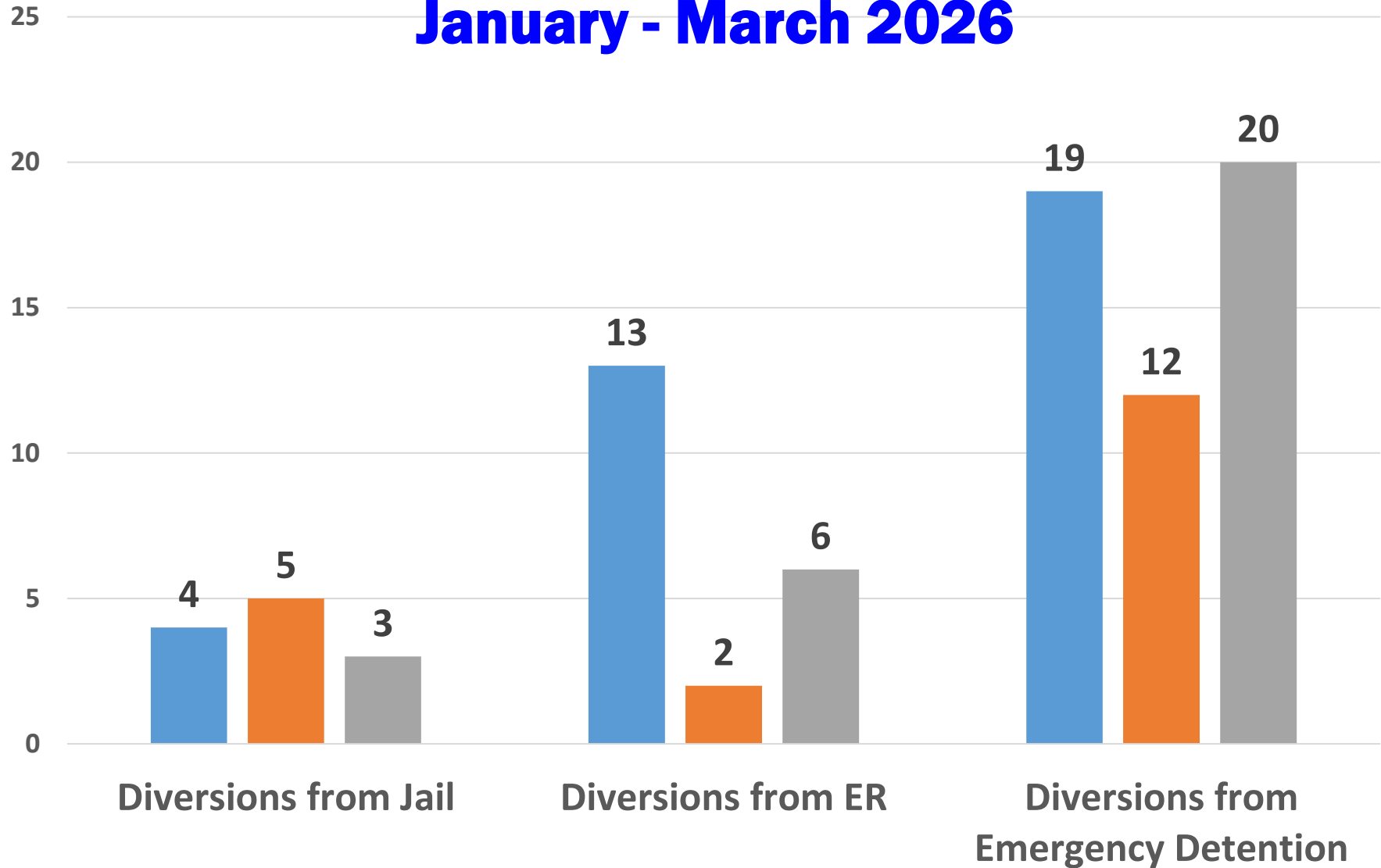


2nd Qtr FY 2025 - MDRT Outcomes - 439

January - March 2026



2nd Qtr FY 2026 - MDRT Diversions January - March 2026



let's go.

■ Jan-2026

■ Feb-2026

■ Mar-2026

TOTAL REPEAT CLIENT CONTACTS

January – March 2026

50

- Of the **439** total client contacts, **50 (11%)** were contacted more than once.
- ❖ *The number of total repeat client contacts may be higher. Some clients refused to provide their names or provided a fictitious name.*

SUBJECTS IDENTIFIED AS LIVING UNSHELTERED

January – March 2026

309

- Of the **439** total client contacts, **309 (70%)** were identified as unsheltered.

CONTACT TIMES

January – March 2026

Total time spent on **439** contacts

✓ **405 hours 42 minutes**

Average time on **439** contacts

✓ **0:55 minutes**

Average number of contacts per day

✓ **7**

A photograph of a city street with a yellow tram. The tram is moving towards the camera and has "LEDGETTER" and the number "171" on its front. The street is paved with cobblestones and has tram tracks. In the background, there are several tall buildings, including one with a large red sign that says "1505". A yellow text box is overlaid on the center of the image, containing the text "Hiring and Recruiting".

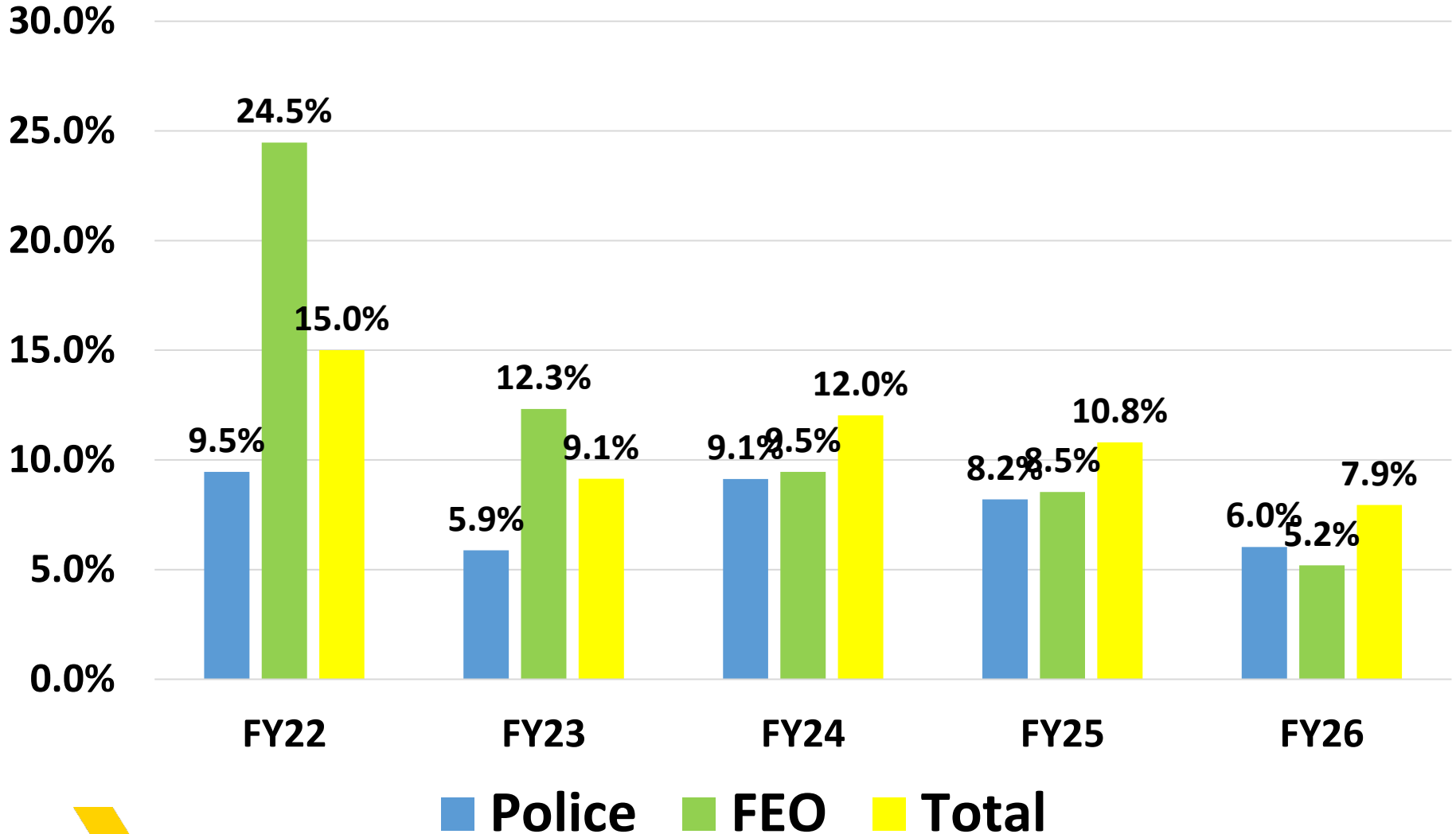
Hiring and Recruiting

FY 2026 Hiring Update

Position	# Vacancies	# Hired FY26
Police Officers	1 - Lieutenant 1 - Sergeant 11 - Officers (pending hires: 2 on 4/27 & 1 on 5/11)	11
Fare Enforcement Officers	6 - FEOs (1 pending hire on 4/27)	4
Telecommunicators	4 - Telecommunicators	2
Other Civilians	2 - Police Managers 1 - Emergency Management Specialist 1 - Camera Monitor 1 - Police Specialist - Case Filer 1 - Lead Police Coordinator 3 - Police Coordinators	1
TOTAL	32	18

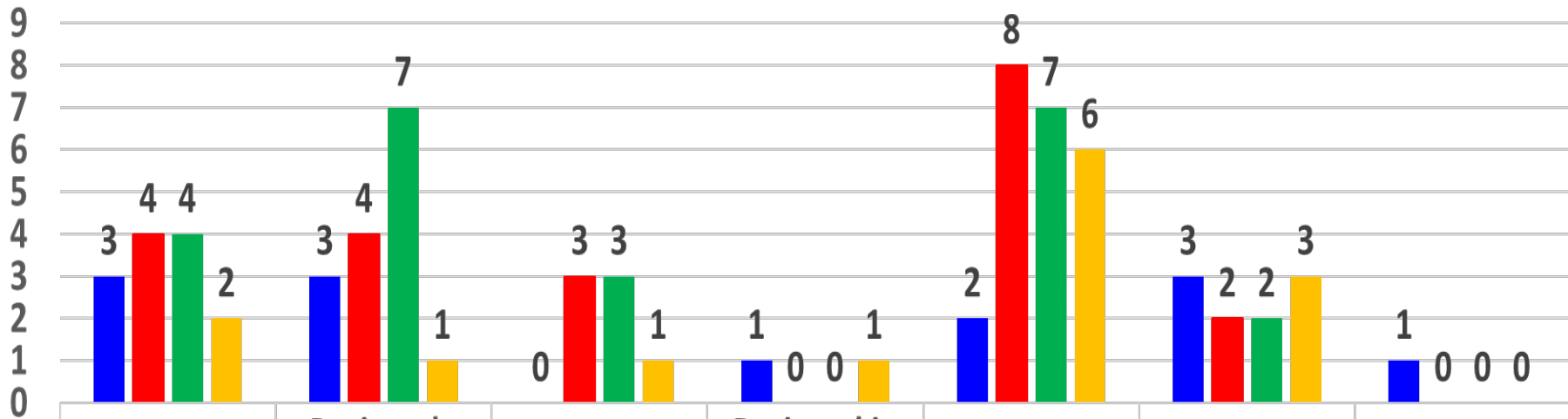


Turnover Rate



Departures by Reason by FY

FY23-FY26



	Resigned - Other PD	Resigned - Left Law Enforcement	Resigned - Relocated	Resigned in lieu of termination	Terminated	Retired	Deceased
FY23	3	3	0	1	2	3	1
FY24	4	4	3	0	8	2	0
FY25	4	7	3	0	7	2	0
FY26	2	1	1	1	6	3	0



■ FY23
 ■ FY24
 ■ FY25
 ■ FY26

Current Vacancies by Duration as of 3/31/2026

POSITION	0-3 months	4-6 months	7-12 months	13-18 months	19+ months	TOTAL
Officer	10	1				11
Sergeant			1			1
Lieutenant			1			1
Fare Enforcement Officer	1	5				6
Telecommunicator	1	2	1			4
Camera Monitor		1				1
Police Specialist – Case Filer			1			1
Police Coordinator			3			3
Police Lead Coordinator	1					1
Emerg Mgmt Spec	1					1
Police Manager	2					2
TOTAL	16	9	7	0	0	32

Police Officer Hiring Status

Applicant progression through hiring process steps	FY26
# applications received	750
# applicants who registered for the entrance exam	374
# applicants who attended the entrance exam	170
# applicants who passed the entrance exam	52
# applicants who were hired	11

FY	# Hired
2022	17
2023	21
2024	22
2025	35
2026	11



Financial Information

Financial Highlights

- Passed all recent audits with flying colors (no findings)
 - FY 2025 Annual Comprehensive Financial Review
 - FY 2025 Defined Benefit Plan Audit
 - FY 2024 Quadrennial Performance Audit
- Successful FY 2025 FTA Triennial Review
 - One finding, down from nine previously
 - Will be resolved with new ERP implementation
- Received Certificate of Achievement for Excellence in Financial Reporting from GFOA for the 14th year in a row

FY 2025 Budget to Actual (\$M)

	FY 2025 Budget	FY 2025 Actual	% Spent
Operating	\$721	\$715	99%
Capital & Non-Operating	821	617	75%
Debt Service	222	208	94%
Total Expenses	\$1,765	\$1,544	87%
Total Revenues	\$1,301	\$1,217	94%

- Details available in FY 2025 Year-End Financial Report on [Financial Transparency](#) page at DART.org

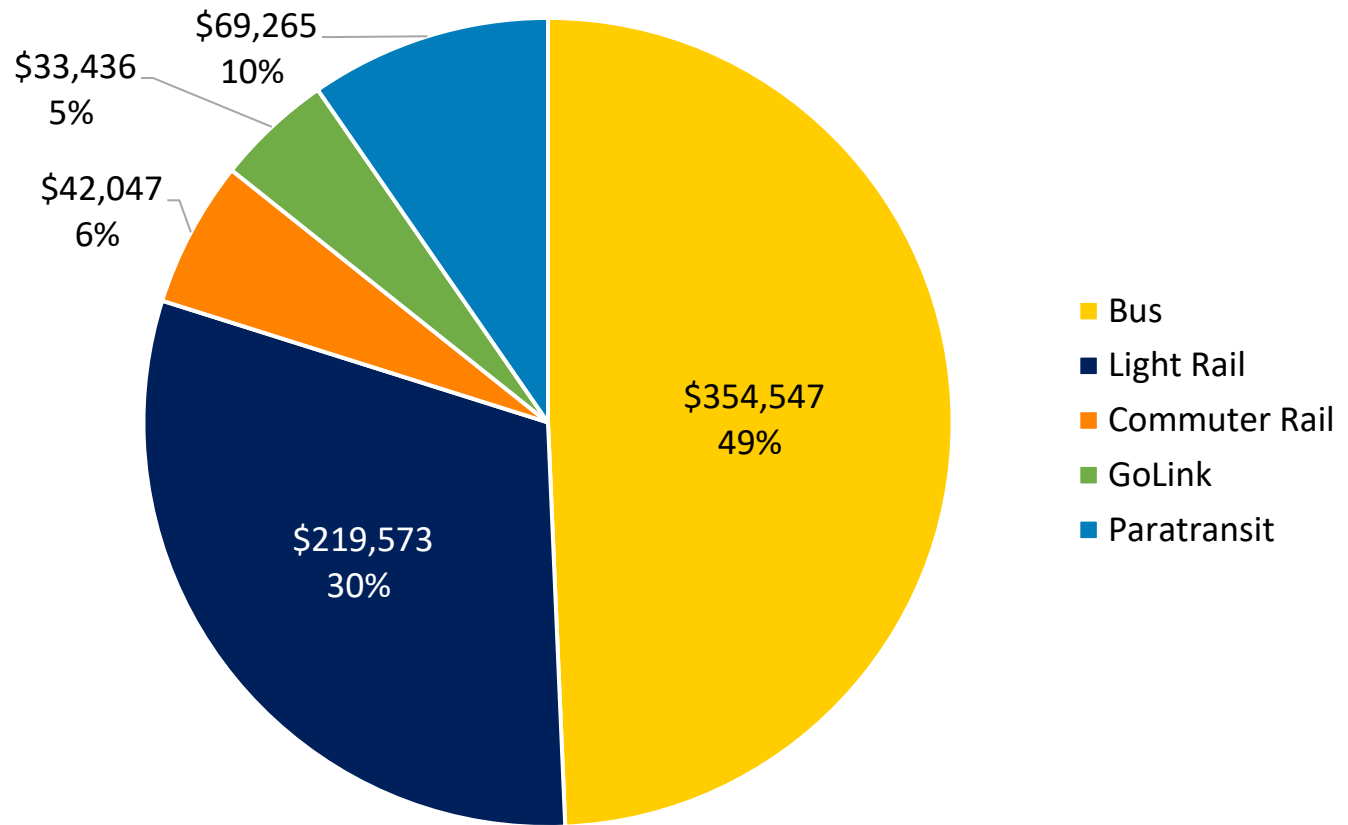
Year-End Revenues (\$000)

Revenue	FY 2025 Budget	FY 2025 Actual	Actual vs. Budget
Sales Tax	\$910,233	\$900,375	\$(9,858)
Operating Revenue	60,829	59,237	(1,592)
Interest Income	27,448	28,331	883
Federal Funding	261,349	203,724	(57,625)
Other Revenue	41,138	25,262	(15,876)
Total Revenues	\$1,300,997	\$1,216,929	\$(84,068)

Year-End Op. Expenses (\$000)

Operating Expense	FY 2025 Budget	FY 2025 Actual	Actual vs. Budget
Salaries & Wages	\$325,159	\$325,245	\$86
Benefits	125,849	120,591	(5,258)
Services	88,462	77,290	(11,172)
Materials & Supplies	51,232	56,407	5,175
Utilities	20,629	21,204	575
Claims & Insurance	10,583	12,425	1,842
Purchased Transportation	113,206	114,188	982
Lease, Rentals, Taxes, & Other	8,221	5,319	(2,902)
Capital & Reserves	(22,240)	(17,515)	4,724
Total Operating Expenses	\$721,101	\$715,154	\$(5,947)

Op. Expenses by Mode (\$000)



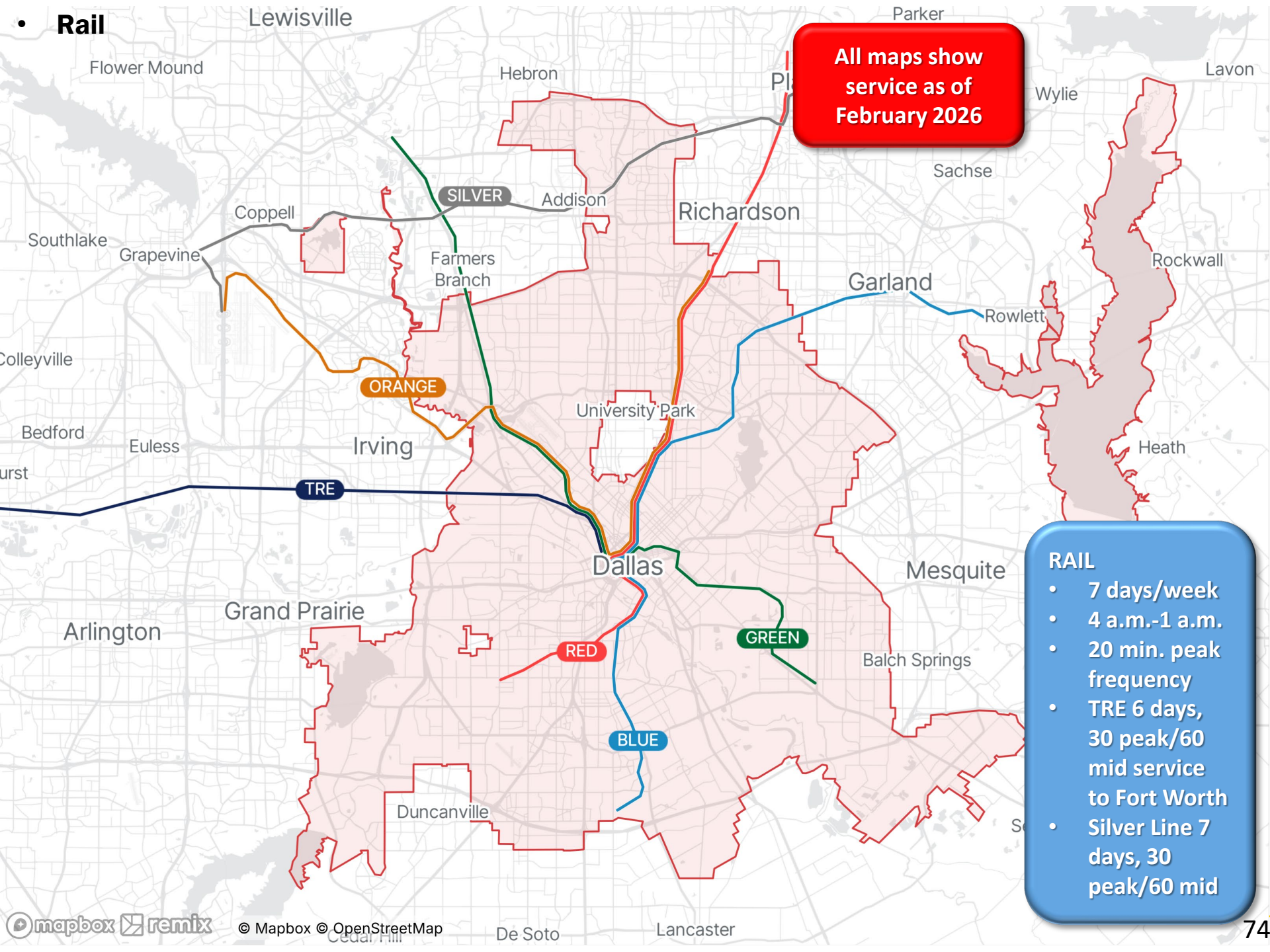
Year-End Capital & Non-Op. Expenses (\$000)

Mode	FY 2025 Budget	FY 2025 Actual	Remainder
Agency-Wide	\$83,977	\$35,205	\$48,772
Bus	84,106	113,875	(29,769)
Light Rail Transit	156,205	86,520	69,684
Streetcar	0	0	0
Commuter Rail/Railroad Management	378,275	282,798	95,476
Paratransit	27	0	27
Capital Planning & Development/Start-Up	28,997	17,515	11,481
Total Capital Expenses	\$731,586	\$535,914	\$195,672
Non-Operating	89,667	80,855	8,812
Total Capital & Non-Operating Expenses	\$821,253	\$616,769	\$204,484

A photograph of a city street with a bus in the center. A yellow rectangular box is overlaid on the image, containing the text 'Service Maps'. The background shows tall buildings, a traffic light, and a sign for '#HungerActionMonth'.

Service Maps

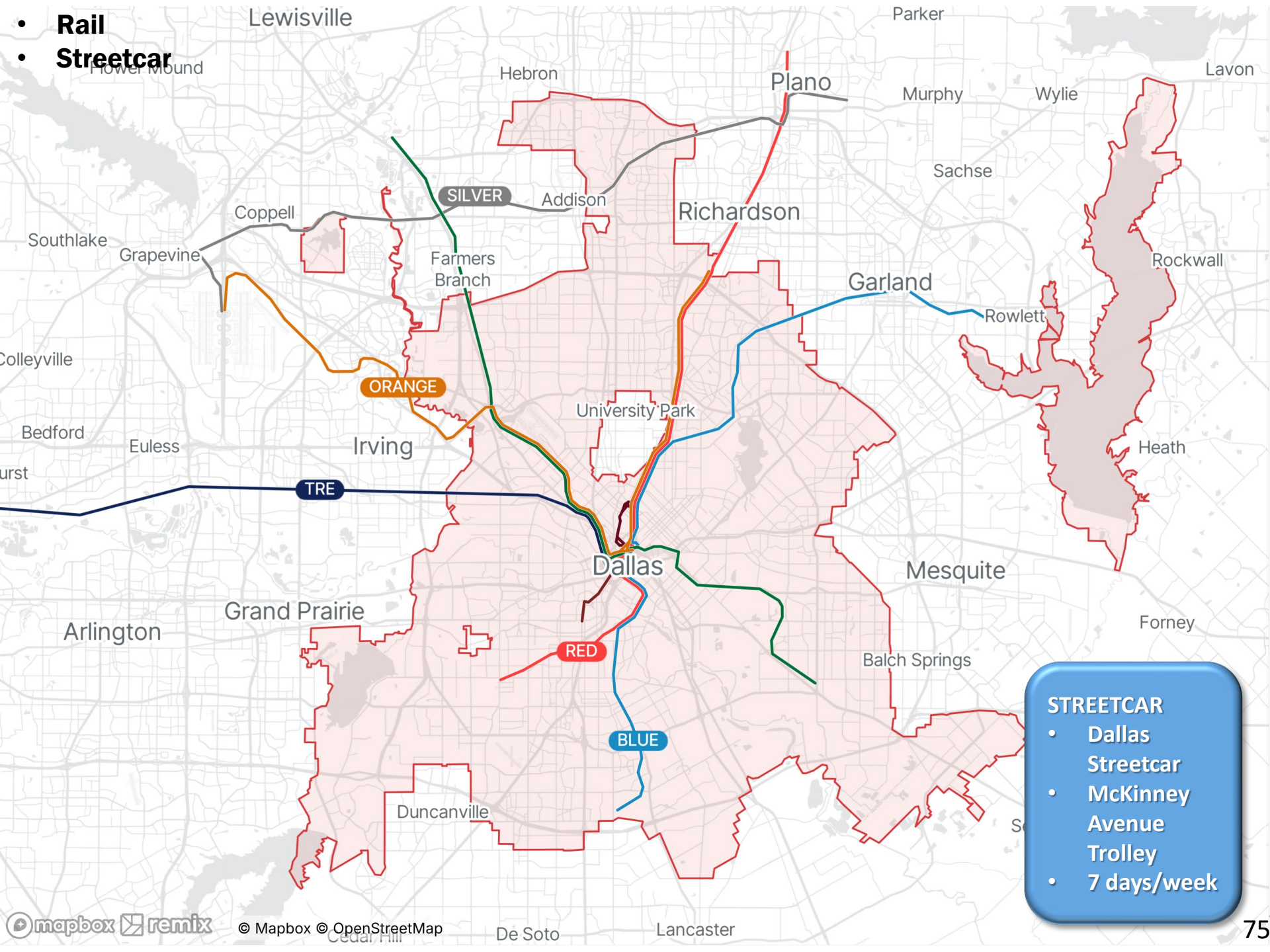
• **Rail**



All maps show service as of February 2026

- RAIL**
- 7 days/week
 - 4 a.m.-1 a.m.
 - 20 min. peak frequency
 - TRE 6 days, 30 peak/60 mid service to Fort Worth
 - Silver Line 7 days, 30 peak/60 mid

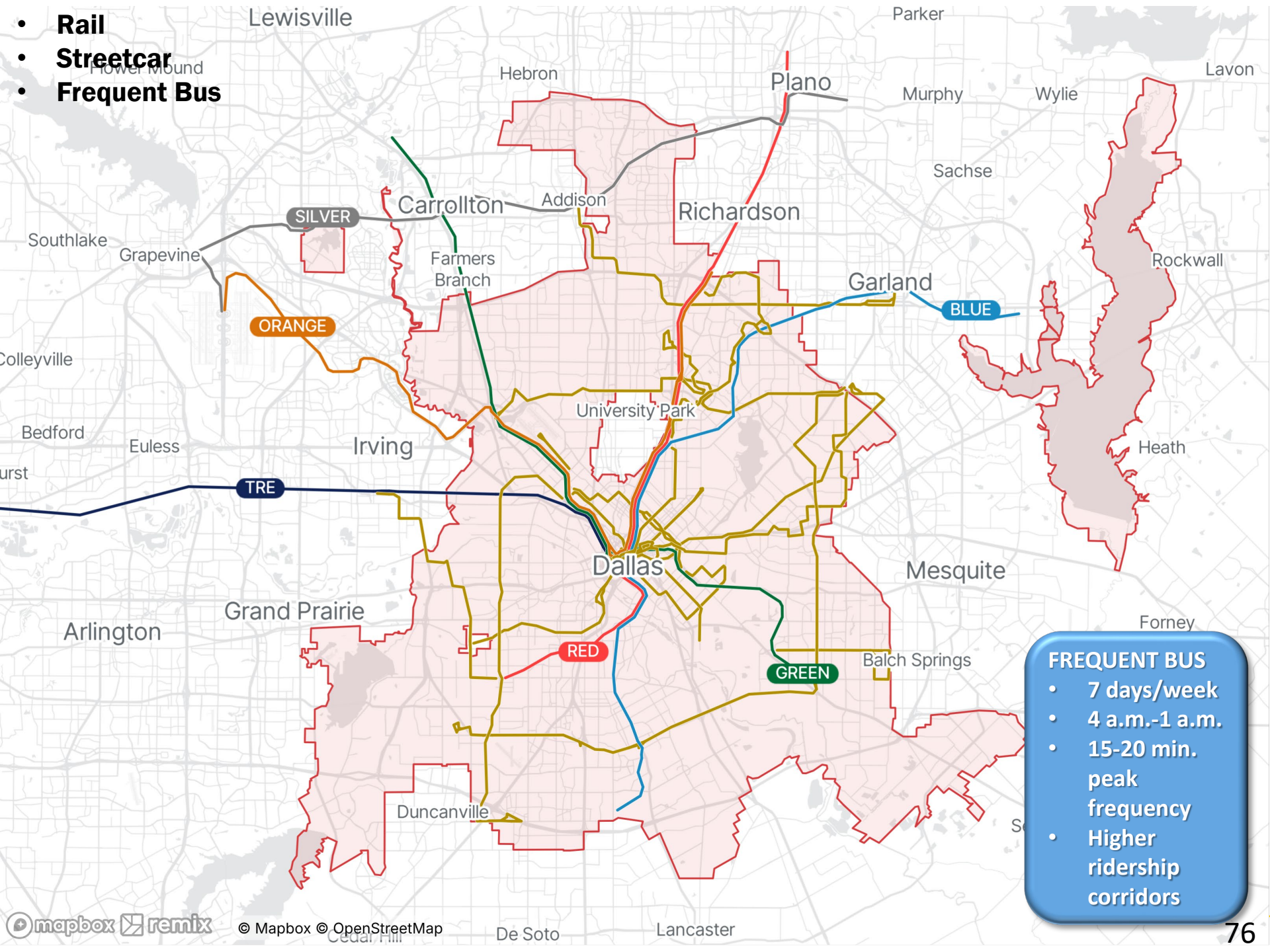
- Rail
- Streetcar



STREETCAR

- Dallas Streetcar
- McKinney Avenue Trolley
- 7 days/week

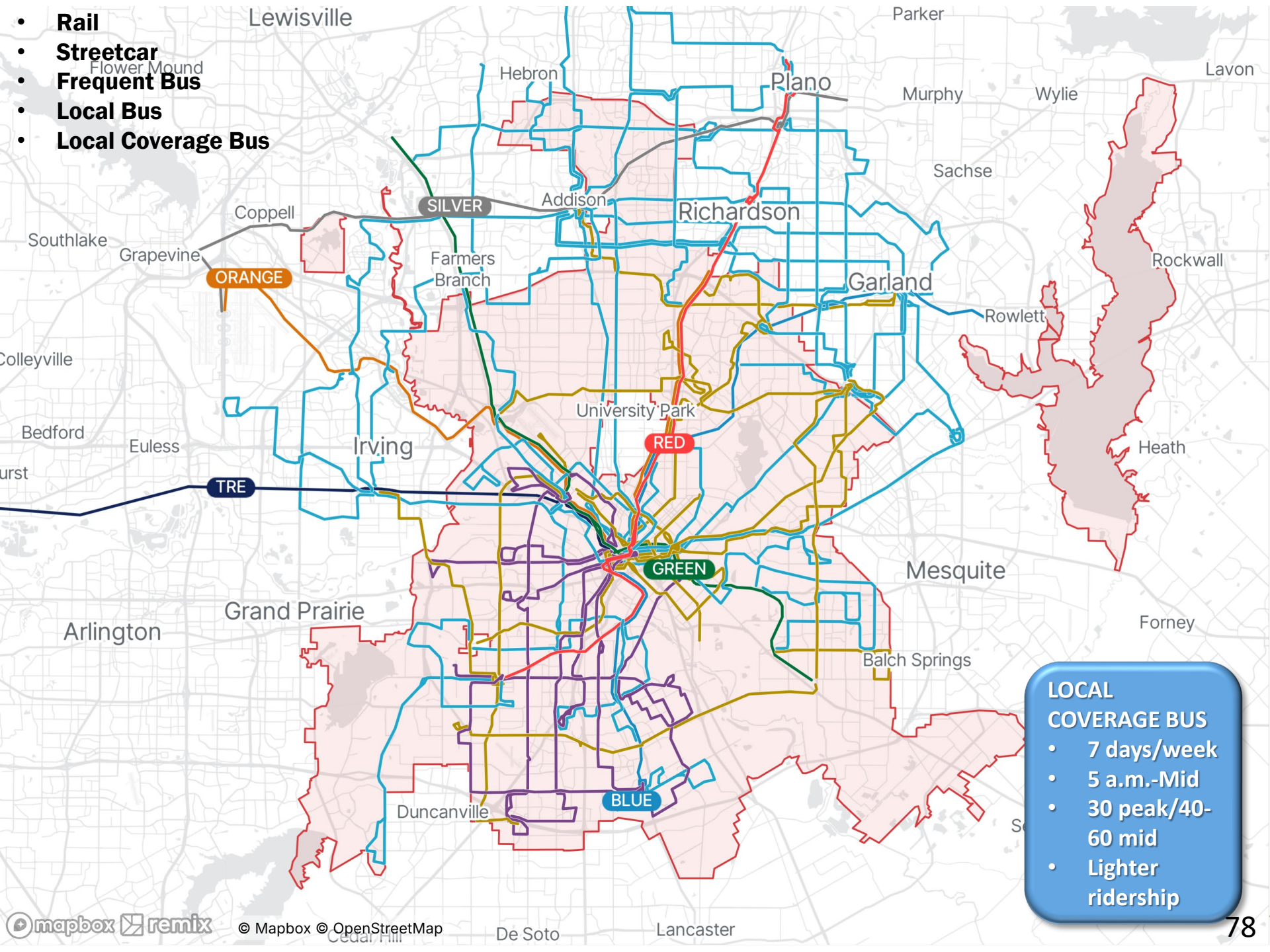
- Rail
- Streetcar
- Frequent Bus



FREQUENT BUS

- 7 days/week
- 4 a.m.-1 a.m.
- 15-20 min. peak frequency
- Higher ridership corridors

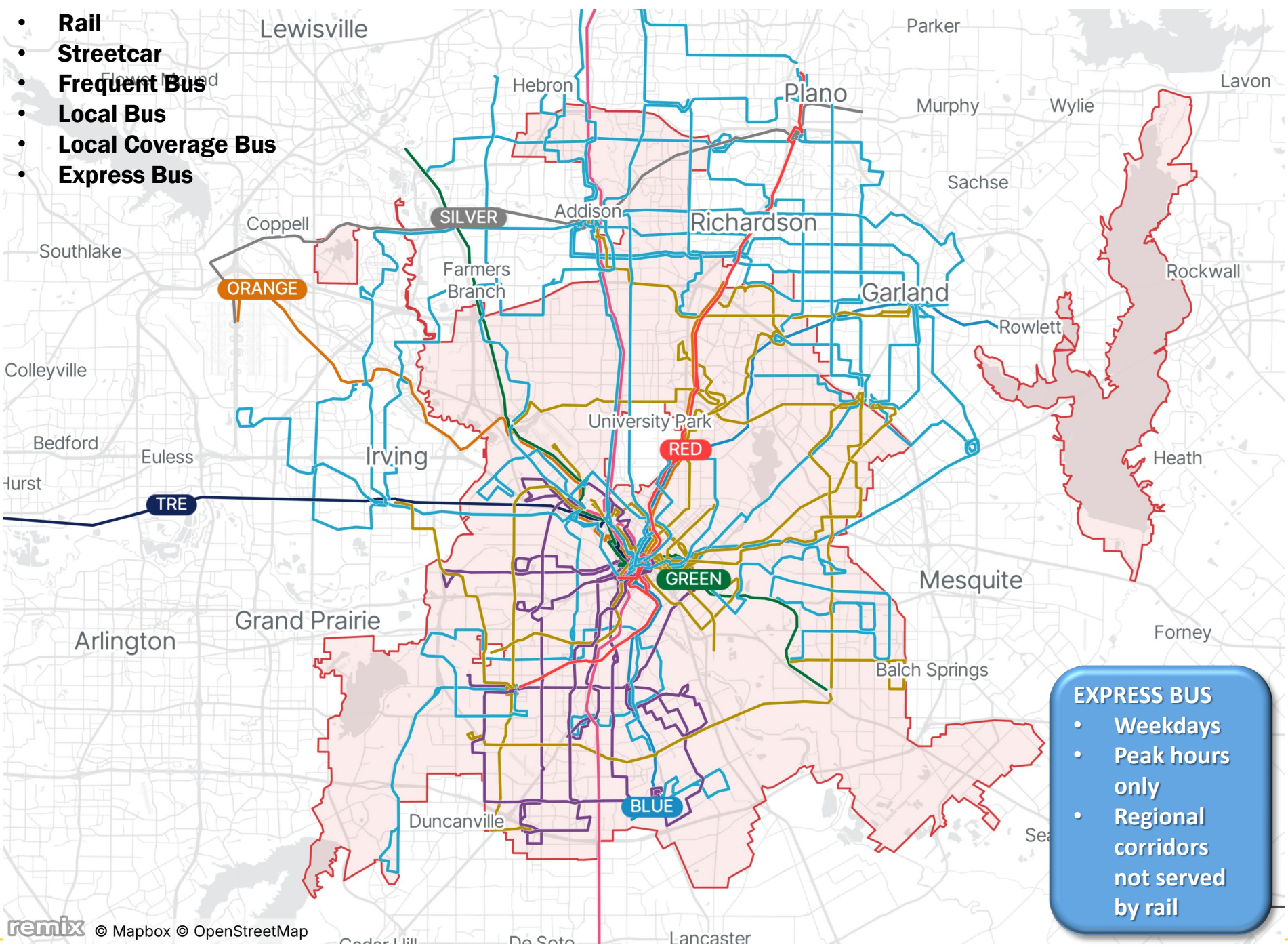
- Rail
- Streetcar
- Frequent Bus
- Local Bus
- Local Coverage Bus



**LOCAL
COVERAGE BUS**

- 7 days/week
- 5 a.m.-Mid
- 30 peak/40-60 mid
- Lighter ridership

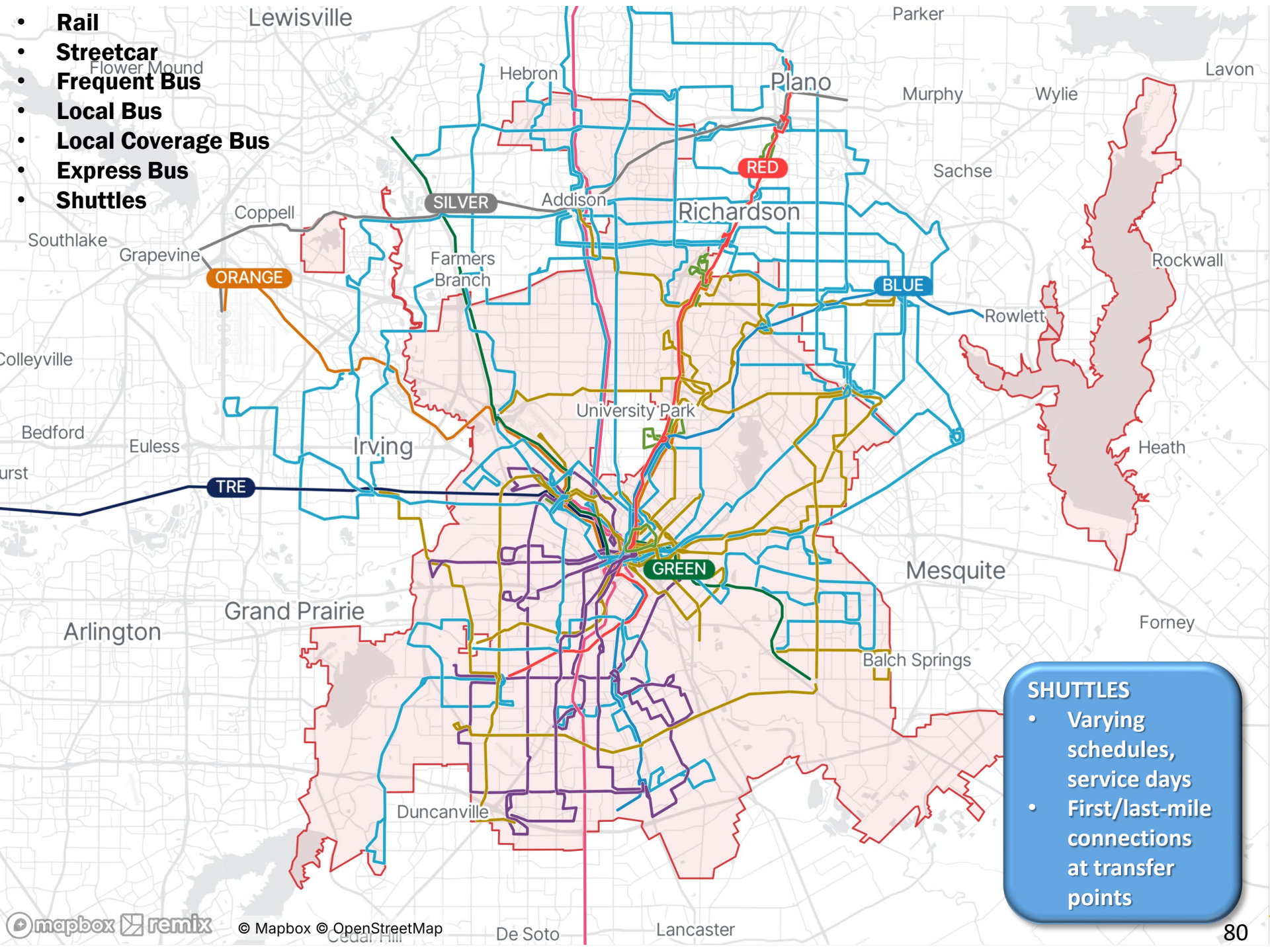
- Rail
- Streetcar
- Frequent Bus
- Local Bus
- Local Coverage Bus
- Express Bus



EXPRESS BUS

- Weekdays
- Peak hours only
- Regional corridors not served by rail

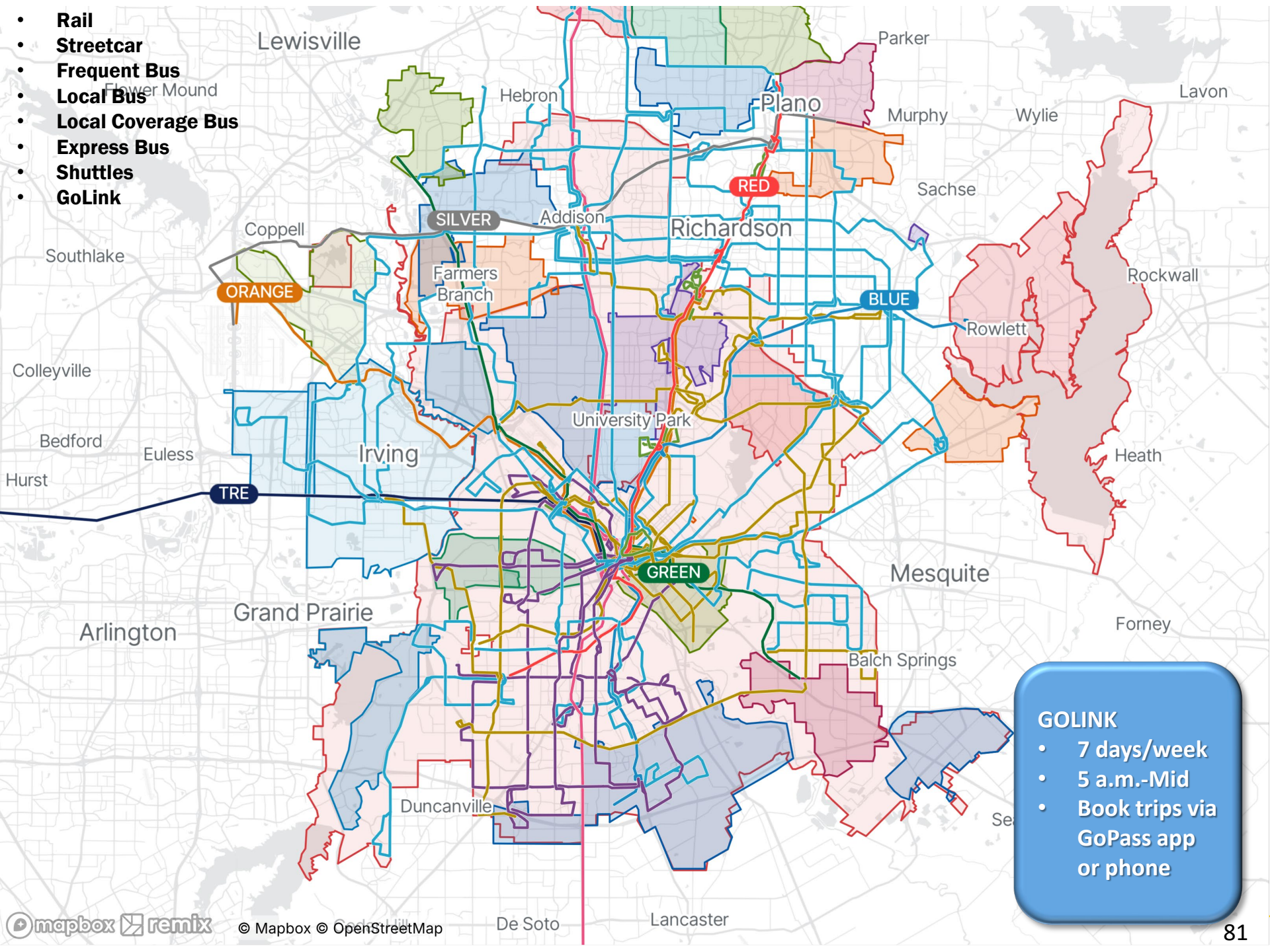
- Rail
- Streetcar
- Frequent Bus
- Local Bus
- Local Coverage Bus
- Express Bus
- Shuttles



SHUTTLES

- Varying schedules, service days
- First/last-mile connections at transfer points

- Rail
- Streetcar
- Frequent Bus
- Local Bus
- Local Coverage Bus
- Express Bus
- Shuttles
- GoLink



GOLINK

- 7 days/week
- 5 a.m.-Mid
- Book trips via GoPass app or phone



DART

let's go.



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