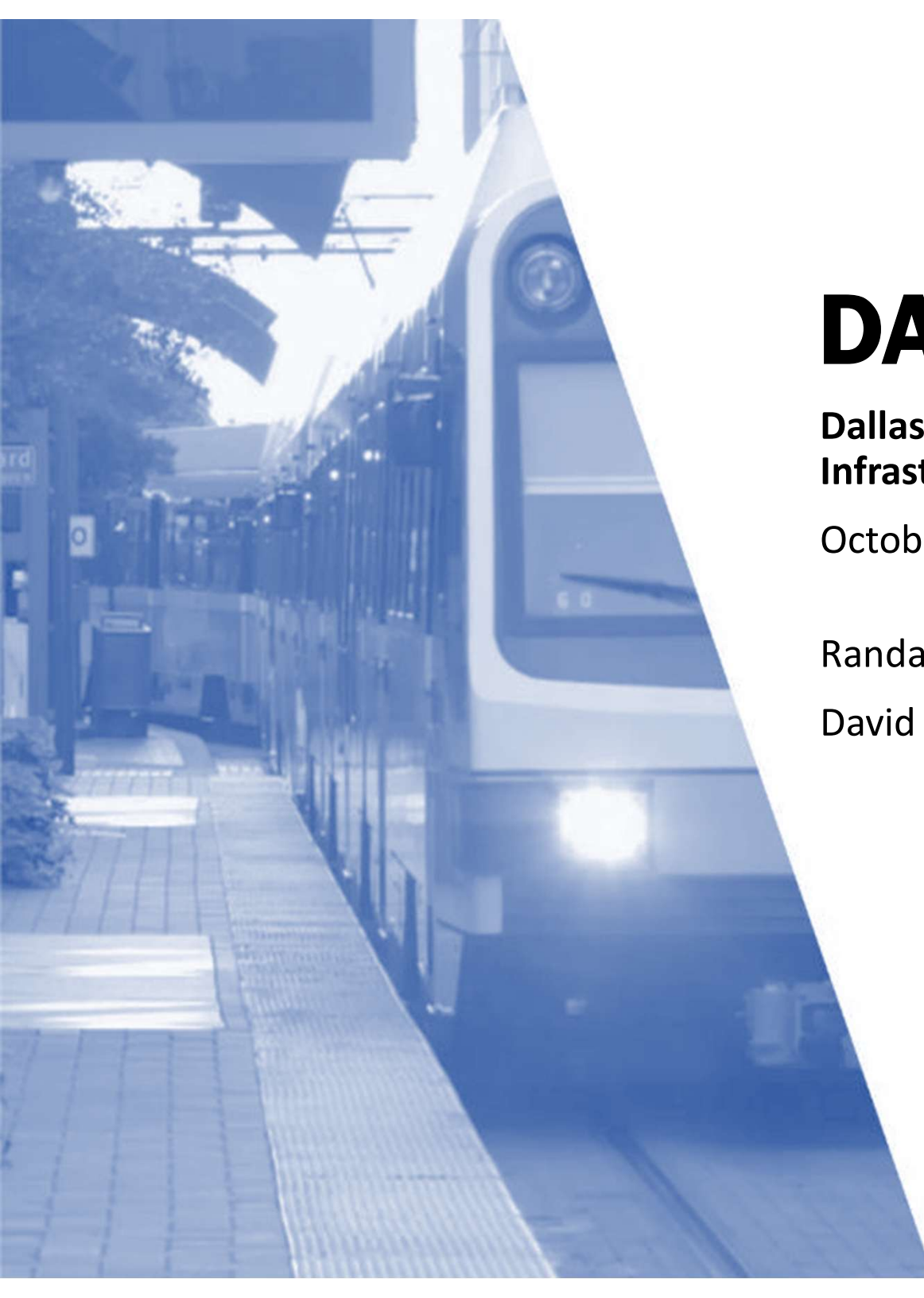




DART Update

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

October 19, 2026

Randall Bryant, DART Board Chair

David Leininger, DART Interim President & CEO



Agenda

- Funding and Governance Update
- DART Service and Ridership
- System Modernization
- Security Update and Initiatives
- Transit Oriented Development (TOD) / Planning Efforts
- Summary



Funding and Governance Update

DART Revenue-Sharing Programs

- DART Board has authorized several revenue-sharing programs consistent with Chapter 452 eligibility requirements since 1989
- For Dallas, that includes:
 - 1989-2004 Local Assistance Program: \$3.9M
 - 2023-2027 Public Transportation Improvements: \$80M
 - 2026-2031 General Mobility Program (GMP): \$211M (estimated)
 - First disbursement was made on October 1, 2026, \$21.2M
- The new Tax Increment Reinvestment Zone (TIRZ) ILA is also available to all cities to leverage sales tax increment (Irving has executed the ILA)
 - Dallas City Council approved TIRZ ILA on September 23

Strategic Funding Solution

Six-Year General Mobility Program (GMP)

- Guaranteed base allocation of funding supplemented by \$75M in Regional Transportation Council (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 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

(Excludes allocations to Addison, Highland Park, University Park)

	DART	RTC	Total	DART %	RTC %	Total
FY26	40,988,548	\$0	40,988,548	5.0%	0.0%	5.0%
FY27	47,699,881	4,501,876	52,201,757	5.5%	0.5%	6.0%
FY28	54,013,611	9,345,895	63,359,506	6.0%	1.0%	7.0%
FY29	60,738,306	14,551,558	75,289,864	6.5%	1.5%	8.0%
FY30	67,896,081	20,139,357	88,035,438	7.0%	2.0%	9.0%
FY31	75,510,142	26,130,815	101,640,957	7.5%	2.5%	10.0%
Total	\$346,846,570	\$74,669,501	\$421,516,071			

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

Dallas GMP Allocations

Fiscal Year	Annual Allocation
FY 2026 Actual	\$21,161,957
FY 2027 Actual	\$26,156,989
FY 2028 Estimate	\$31,676,114
FY 2029 Estimate	\$37,576,921
FY 2030 Estimate	\$43,880,450
FY 2031 Estimate	\$50,608,785
Total	\$211,061,217

Governance

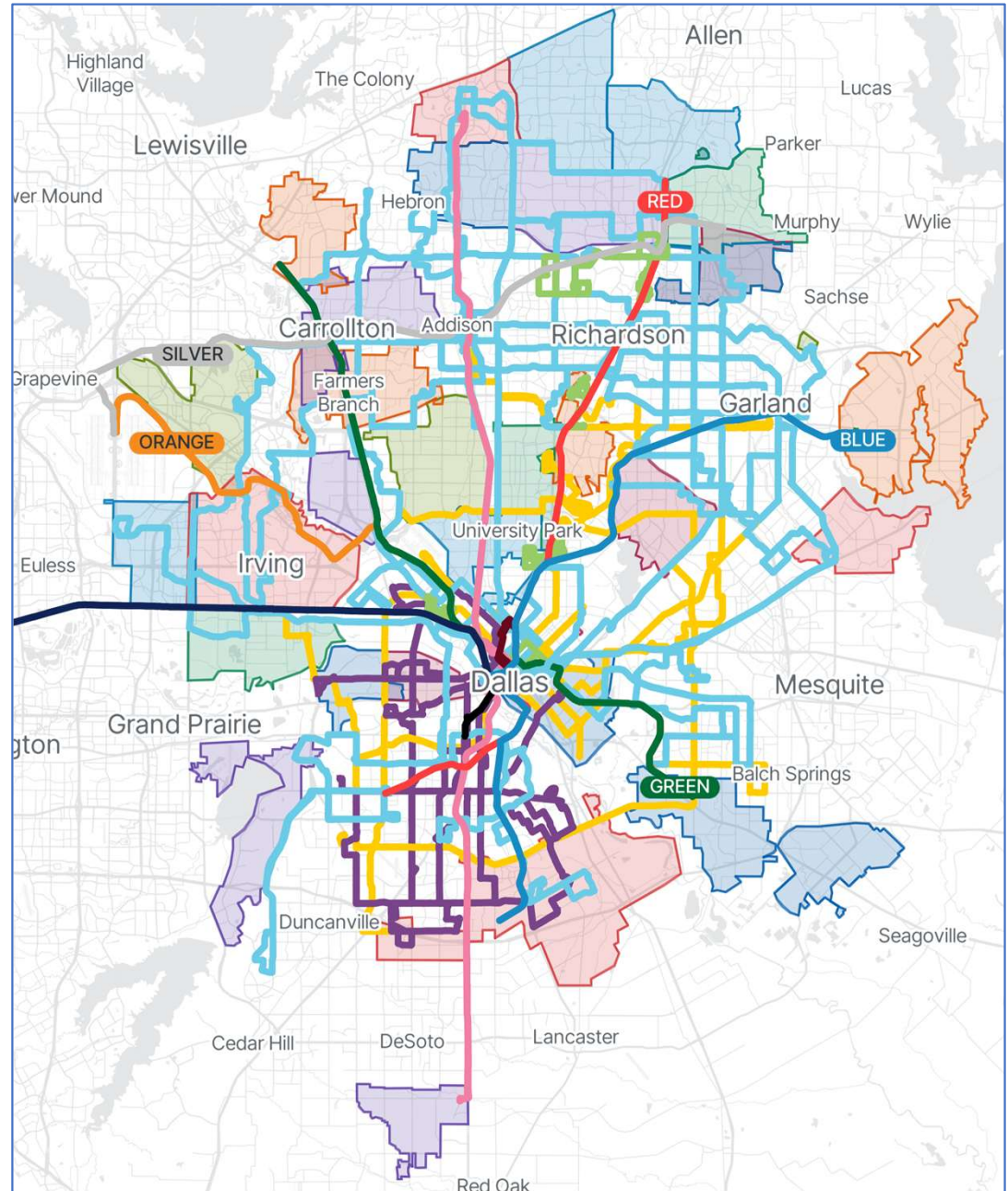
- Cities agreed to framework during February 2026 consensus meeting
- Key principles of new governance framework:
 - No single city majority; Dallas vote share between 40-50%
 - Each city has at least one seat; Dallas has no less than seven seats
- February 11, 2026 – Dallas City Council resolution in support
- February 24, 2026 – DART Board approved legislative priorities for the 90th Legislative Session to include support for this proposal
- Governance change will require amendment to Texas Transportation Code Chapter 452
- North Texas Commission (NTC) working group has developed language.
- NTC has requested cities incorporate support for this effort in their own legislative agenda.



Service and Ridership

DART System Overview

- 93-mile Light Rail system with 66 stations
- 2 Regional Rail lines
 - Silver Line
 - TRE jointly operated with Trinity Metro
- 80+ bus routes, 7,000 stops
- 29 on-demand Microtransit zones; 4 zone-to-zone areas
- Paratransit available across entire 700 square mile service area



DART System Was Leveraged to Successfully Serve FIFA World Cup

- Zero incidents
- Delivered **98.6%** of scheduled service

+35.8%

TRE total ridership vs.
2025 period

+27.2%

Green Line total
ridership

+16.2%

Orange Line total
ridership

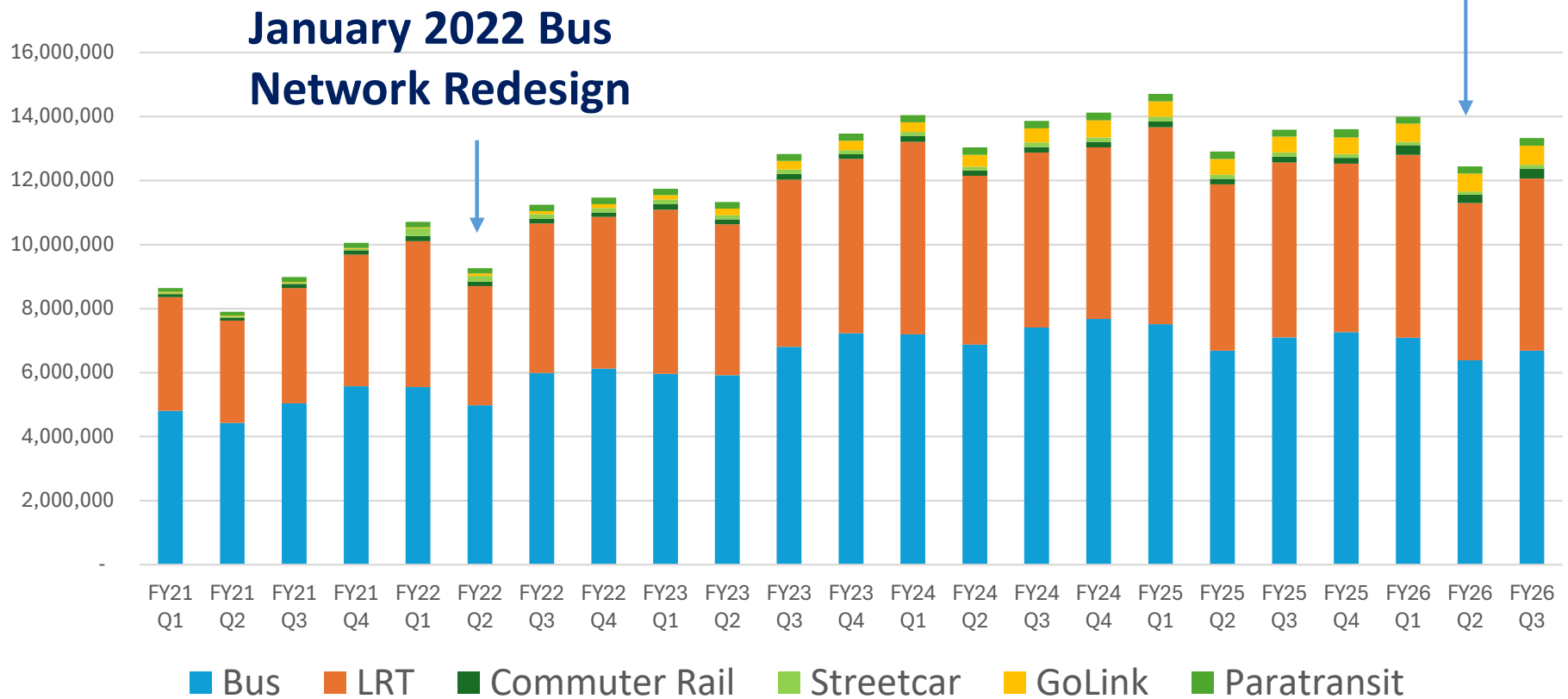
31,934

CentrePort alightings



System Ridership Trends

February 2026
Service Change



Q3 Ridership

- Dallas makes up nearly 74% of system ridership
- FY26 Q3 ridership for bus and light rail decreased 7.1% and 1.8%, respectively, from FY25 Q3
- Service changes reducing frequency also played a factor in bus ridership
- GoLink ridership saw growth of 7.6%

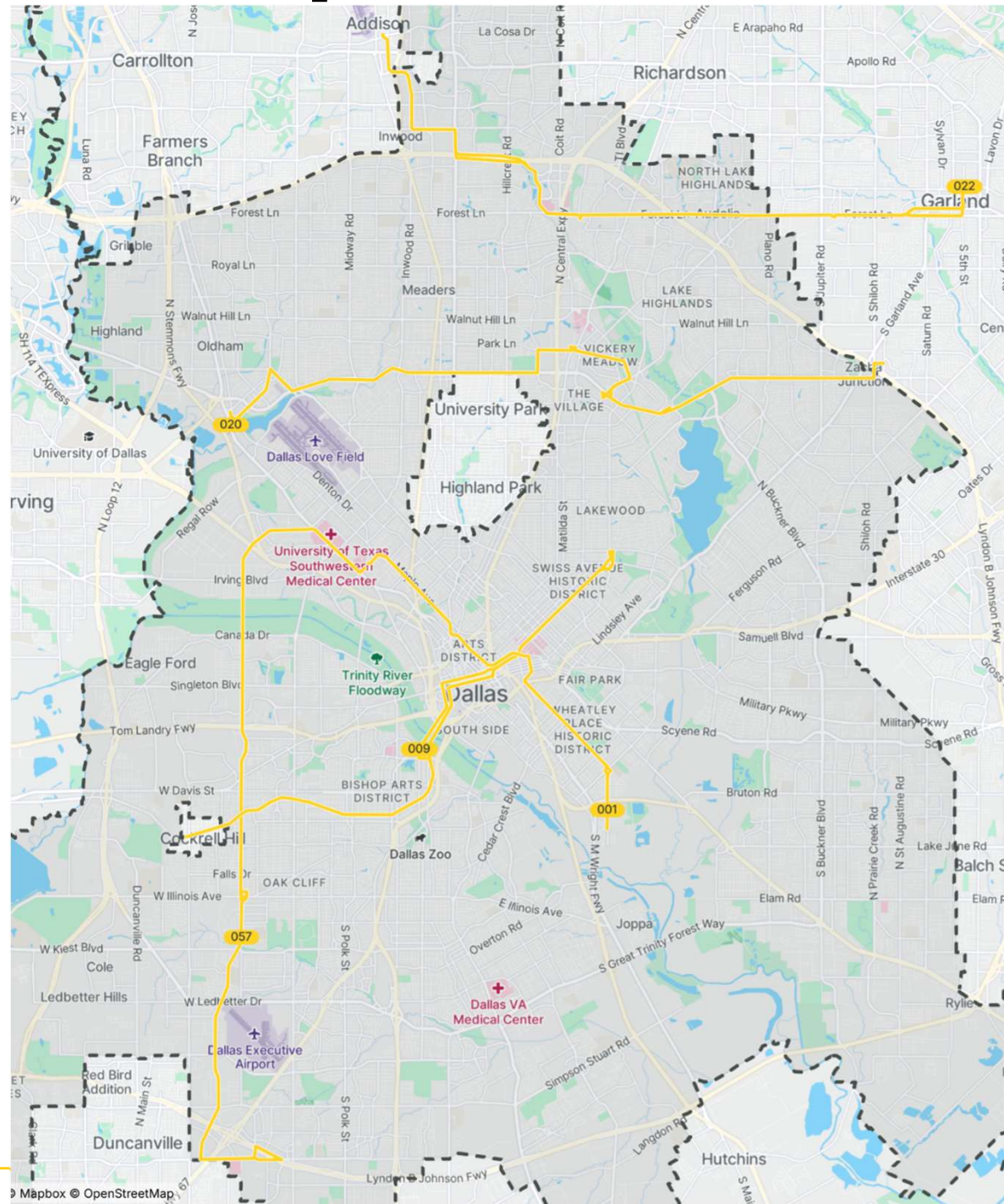


FY26 Q3 Top Ridership Bus Routes

Top 5* bus average weekday ridership and riders/hour

- 57 Westmoreland
 - 3,250 (19.40 riders/hour)
- 22 Forest Lane
 - 3,210 (20.83 riders/hour)
- 1 Malcolm X/Maple
 - 2,665 (20.55 riders/hour)
- 9 Jefferson/Gaston
 - 2,615 (15.75 riders/hour)
- 20 Northwest Highway
 - 2,584 (15.27 riders/hour)

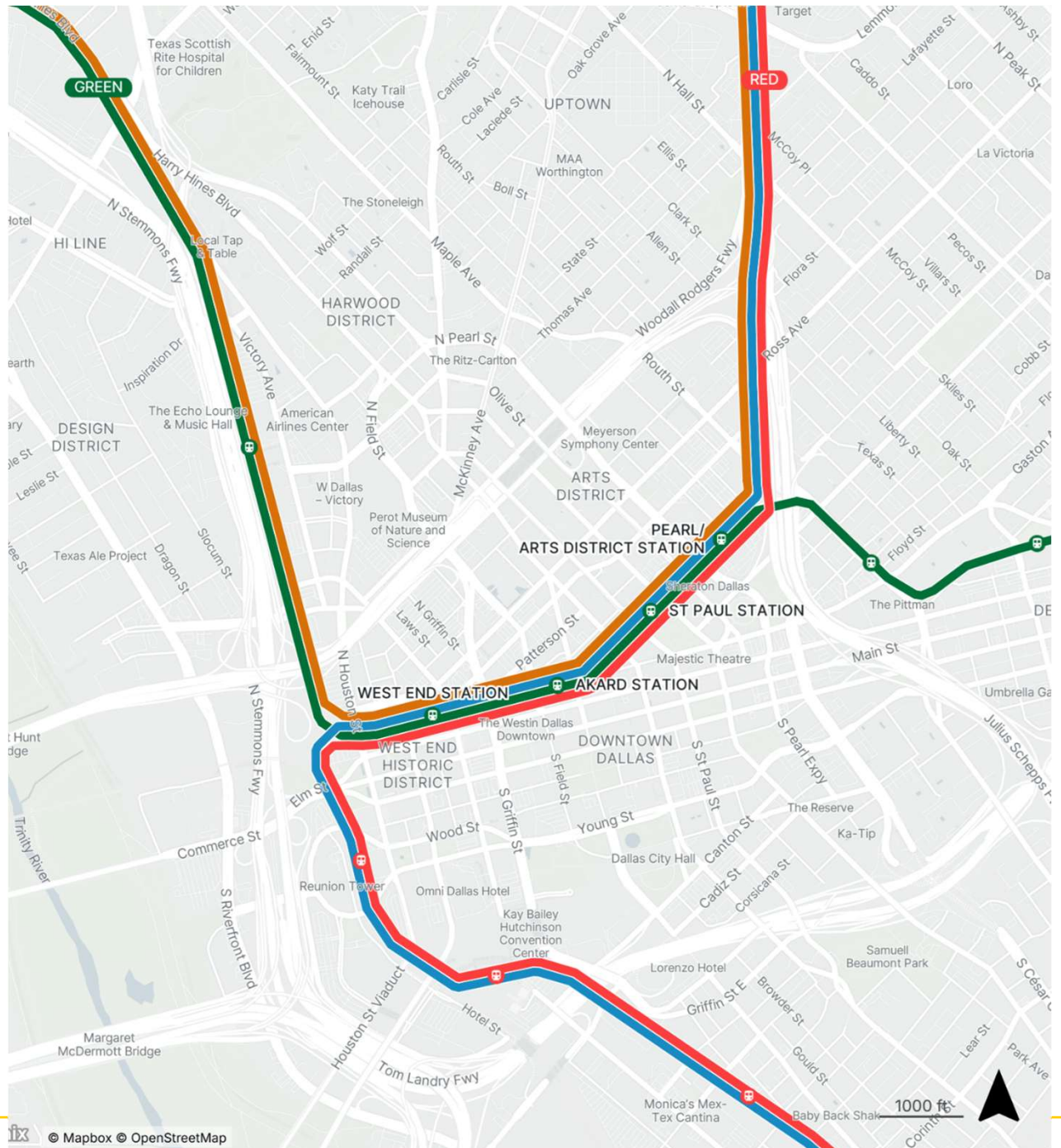
**All 5 routes operate fully or largely in Dallas*



FY26 Q3 Top Ridership Rail Stations

Top 5 light rail stations Average weekday boardings

- West End (All Lines)
 - 6,081
- Pearl (All Lines)
 - 4,235
- Akard (All Lines)
 - 4,085
- St. Paul (All Lines)
 - 2,735
- Parker Road (Red, Orange peak)
 - 2,264



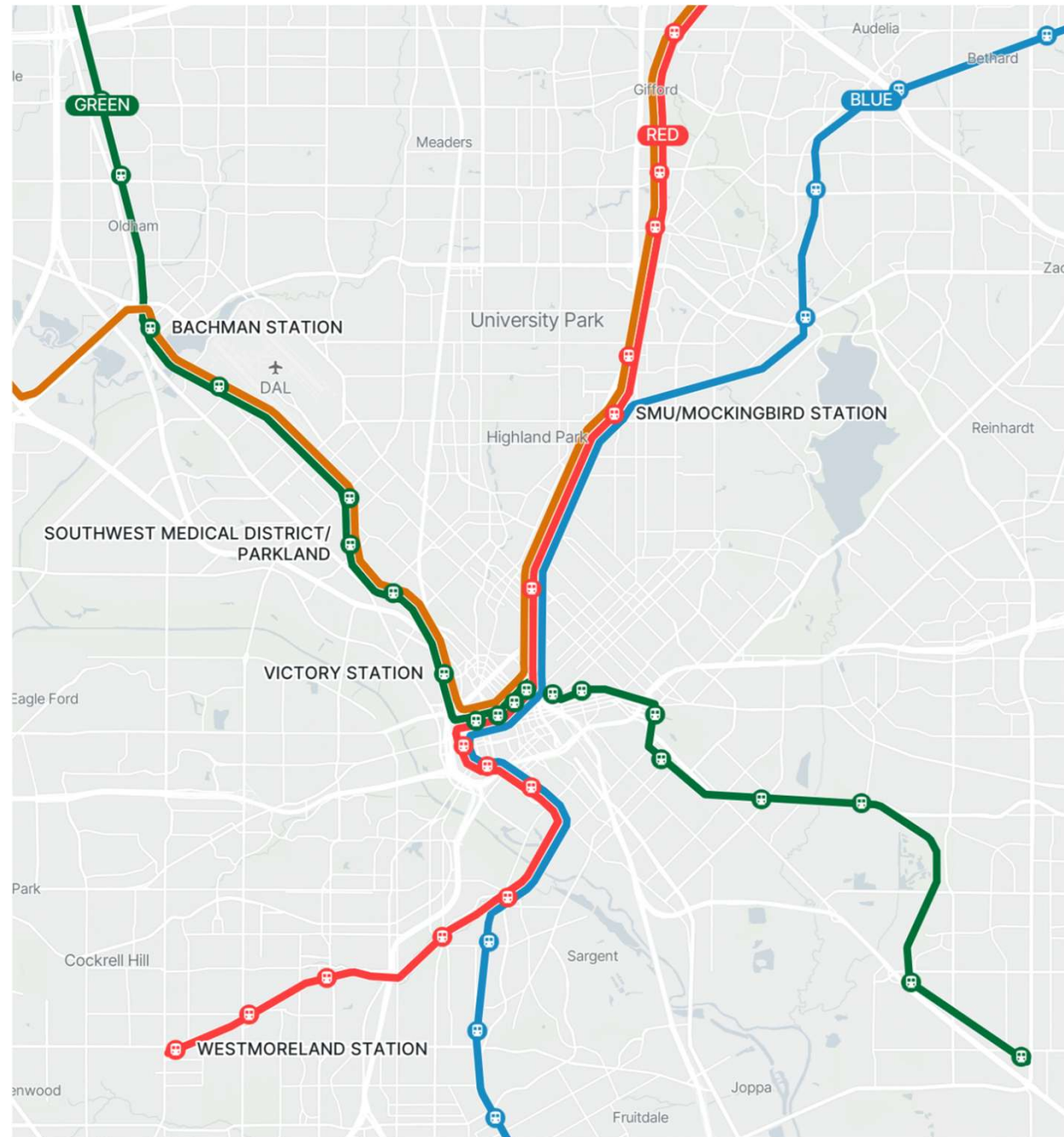
FY26 Q3 Top Dallas Rail Stations

Top 5 light rail stations*

Average weekday boardings

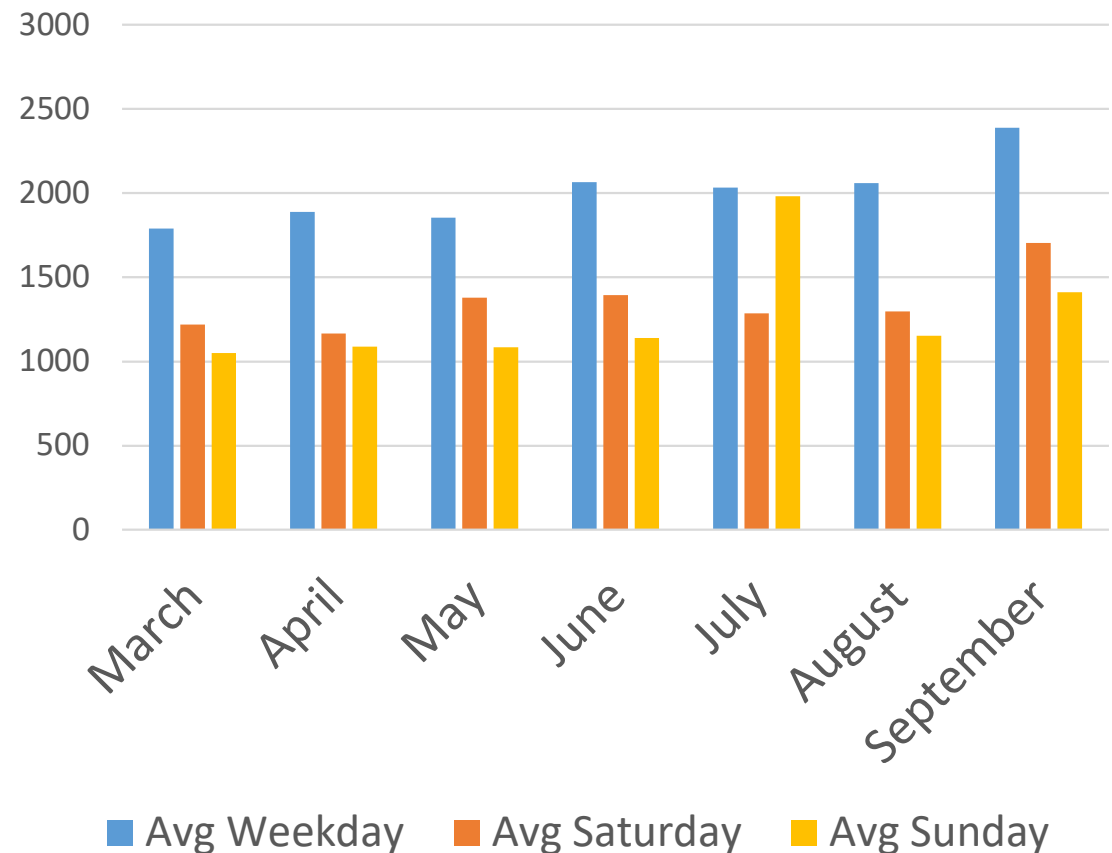
**Outside the CBD*

- SMD/Parkland (Green, Orange)
 - 1,945
- SMU/Mockingbird (Red, Blue, Orange)
 - 2,108
- Bachman (Green, Orange)
 - 1,985
- Victory (Green, Orange)
 - 1,724
- Westmoreland (Red)
 - 1,697



Silver Line Ridership

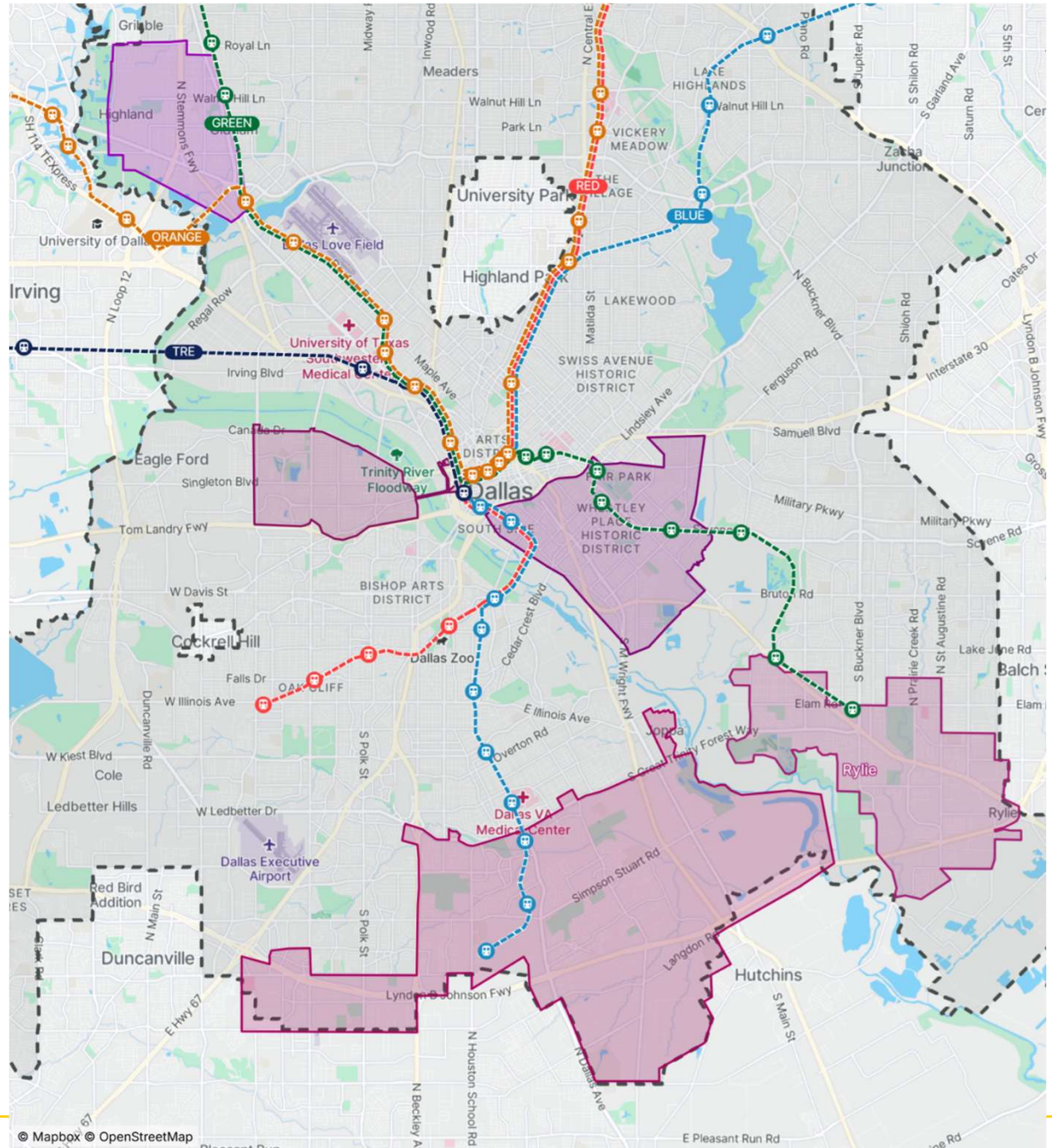
- Ridership boost seen for special events along the line including Carrollton Switchyard Festival, Addison Kaboom Town!
- Collaborating with DFW Airport to promote airport connection and employee use
- Future station area developments (such as Cypress Waters) will support ridership growth



FY26 Q3 Top 5 Dallas GoLink Zones

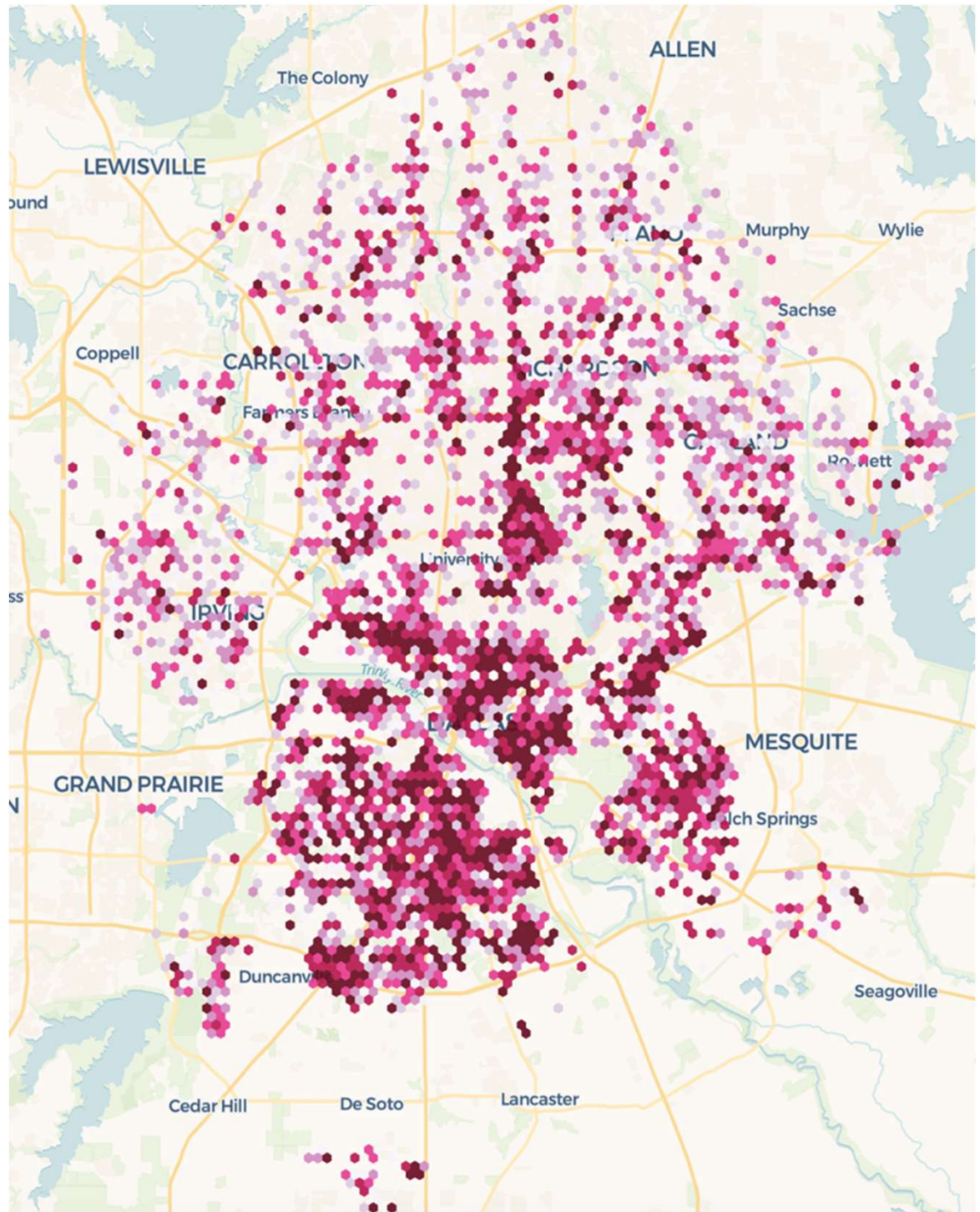
Top 5 GoLink average weekday ridership and riders/hour

- Inland Port
 - 675 (5.65 riders/hour)
- South Dallas
 - 329 (5.27 riders/hour)
- Northwest Dallas
 - 196 (6.40 riders/hour)
- Rylie
 - 179 (4.61 riders/hour)
- West Dallas Circuit
 - 148 (4.71 riders/hour)



Paratransit Drop-Offs

- FY 2025 Paratransit drop-offs originating in Dallas
- Darker areas have a higher number of trips
- Illustrates the reach of paratransit trips across entire area



2023 On-Board Transit Survey

City Connectivity

TO	FROM												
	Addison	Carrollton	Cockrell Hill	Dallas	Farmers Branch	Garland	Glenn Heights	Highland Park	Irving	Plano	Richardson	Rowlett	University Park
Addison	3%	1%		2%	2%	2%			1%	1%	1%		
Carrollton	3%	8%		4%	8%	2%			1%	1%	1%	0%	
Cockrell Hill			<1%	0%									
Dallas	68%	77%	100%	68%	71%	68%	83%	100%	63%	68%	53%	74%	100%
Farmers Branch	2%	4%		2%	1%	1%			2%	1%	1%	1%	
Garland	8%	4%		8%	3%	15%	17%		1%	3%	7%	18%	
Glenn Heights				0%		0%	<1%						
Highland Park				0%				<1%					
Irving	4%	3%		6%	6%	1%			29%	1%	2%	2%	
Plano	4%	1%		5%	3%	2%			1%	10%	10%	2%	
Richardson	7%	3%		6%	4%	7%			2%	15%	24%	3%	
Rowlett		0%		1%	1%	3%			0%	0%	0%	<1%	
University Park				0%									<1%

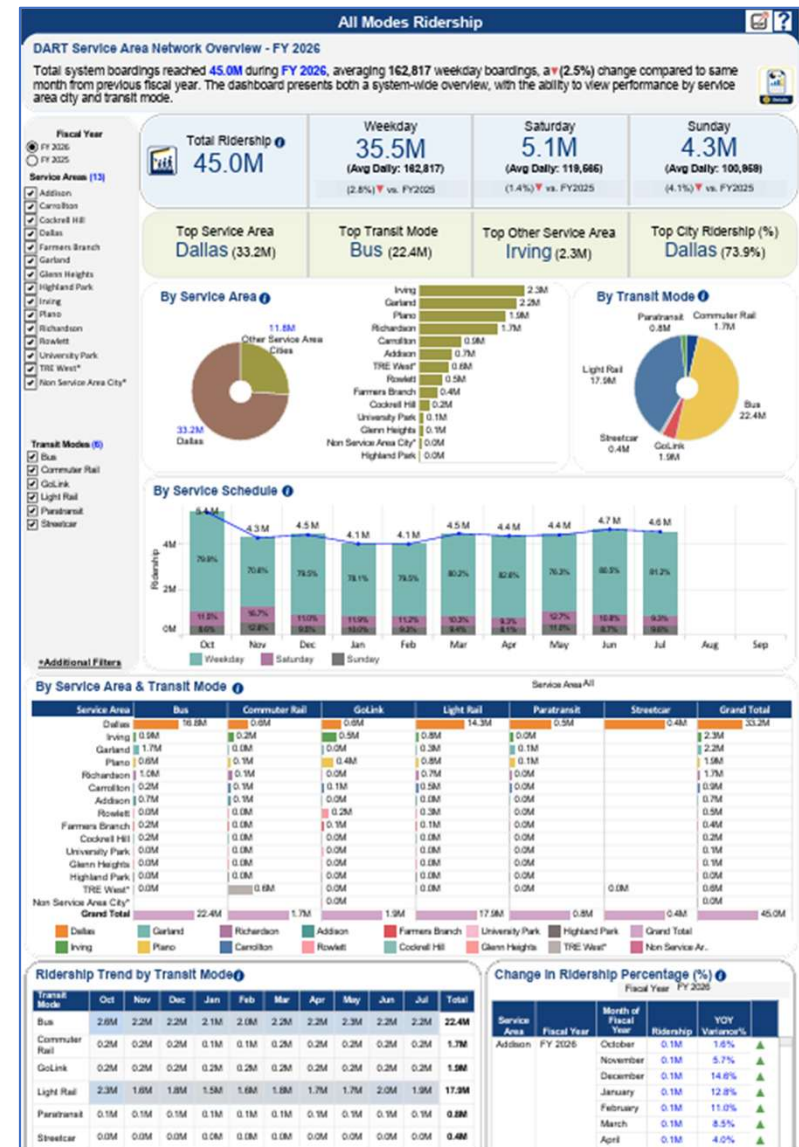
2023 On-Board Transit Survey

Riders who identified Dallas as home city

- 65% have a household income under \$50,000, and 13% \$50,000-75,000
- 56% are Black/African American, 23% Hispanic, and 20% White
- 50% are aged 25-44, 21% 18-24, 23% 45-64, and only about 3% over 65
- 64% employed full-time and 17% part-time
- 51% have no vehicle in the household and 32% have only one
- 66% use transit 5 days a week and 22% use it 2-4 times a week
- 51% use bus only, 29% rail only, and 20% a combination of both
- 71% don't transfer, 23% transfer once, and 6% transfer 2-3 times
- 6% use employer/school pass and 7% qualify for reduced fare
- 40% used cash to buy fare

Ridership Dashboards

- DART Scorecard on DART.org includes system level ridership data along with other key performance indicators (KPIs) related to Security, Safety, Service, Finance, and more.
- Ridership information was expanded on August 31 to include city-level ridership information.
- Future phases will further expand data transparency
- Cities with GoLink also have access to a city-specific dashboard with GoLink performance and trip data

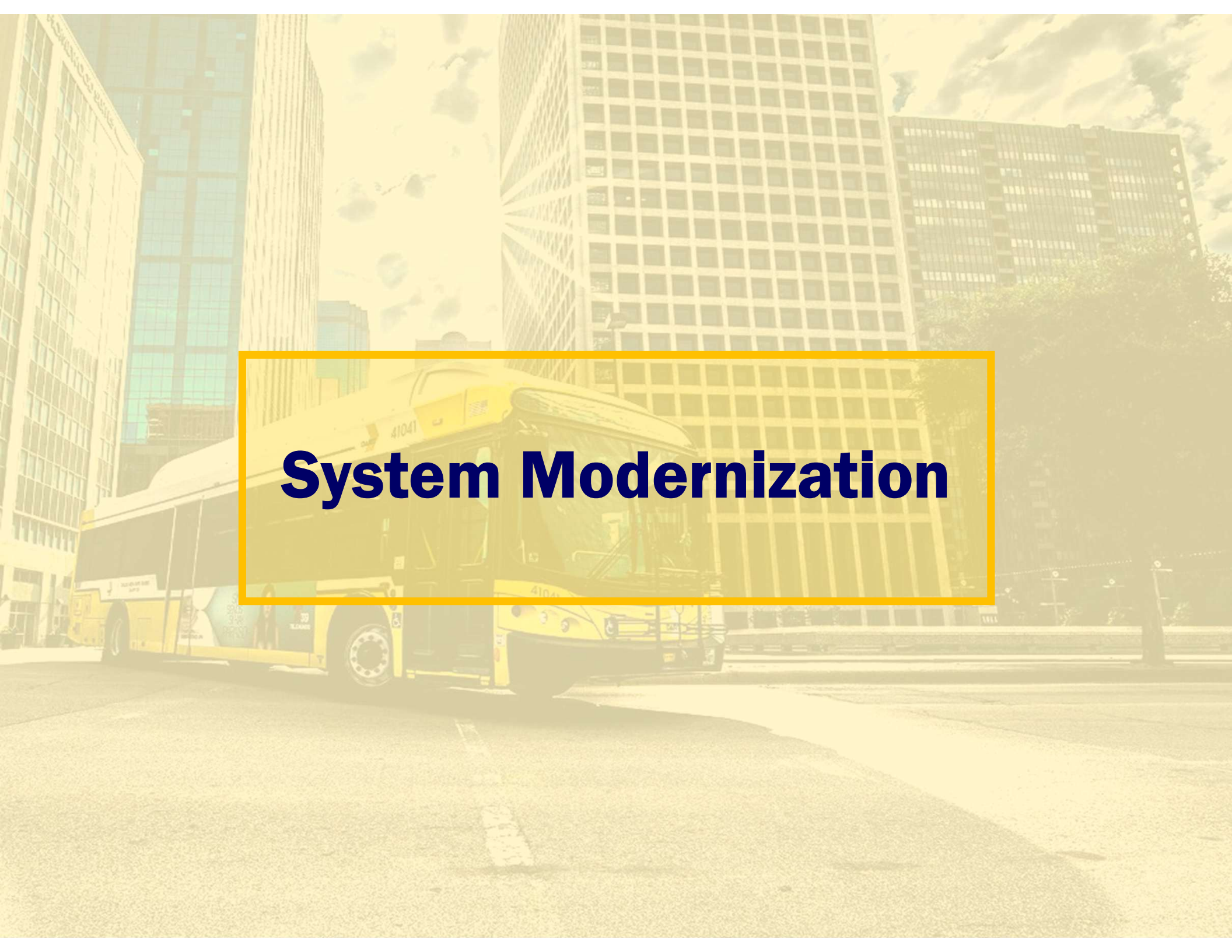


Dallas All Modes Ridership



Dallas Light Rail Ridership





System Modernization

DART Transform

10-Year System Modernization Program



VEHICLES

Replace up to 95 oldest LRVs and 476 Buses.



UNIFIED SIGNAL SYSTEM

Modernize signal systems on the oldest lines to maximize safety, communications, reliability, and network capacity.



RESILIENCY

Enhance resiliency of operations during extreme weather events.



STATIONS & PASSENGER FACILITIES

Raise platforms to support universal level boarding and improve other passenger facilities.



OPERATING FACILITIES

Modify operating facilities to support new vehicle maintenance activities.

Key Initiatives Modernization



Modern Bus Shelters with
Real Time Information



New ticket/tap card
vending machines



Updated Passenger
Information



New TRE locomotives



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.
- Increased presence with 100 additional uniformed, armed Transit Security Officers (TSO) to supplement DART Police, Fare Enforcement Officers (FEOs), and cleaning crews
 - Additional TSO funding in FY27 Budget
- DART Cares Multi-Disciplinary Response Team (MDRT) to address vulnerable populations on system – pairs DART Police officer with licensed clinical social worker
 - Pilot moving to a multi-year agreement in FY27



Security Update

- Upgrade of camera surveillance system on vehicles and at facilities is in process, including advanced analytics capabilities.
- Data-driven deployment of law enforcement resources
- New Consolidated Dispatch and Command Center (CDCC)
- Exploring design and technology options to close the system to enhance security and control access
 - September 8 briefing on police demonstration “Operation Access”
 - October 13 briefing on comprehensive evaluation to new Special Safety & Security Committee



Positive Customer Outcomes

2026 Customer Satisfaction Survey

Overall Satisfaction*

74.9%

▲ 4.7pts vs. FY2025

Net Promoter Score

33.7

▲ 10.8pts a record high

Likelihood to Continue*

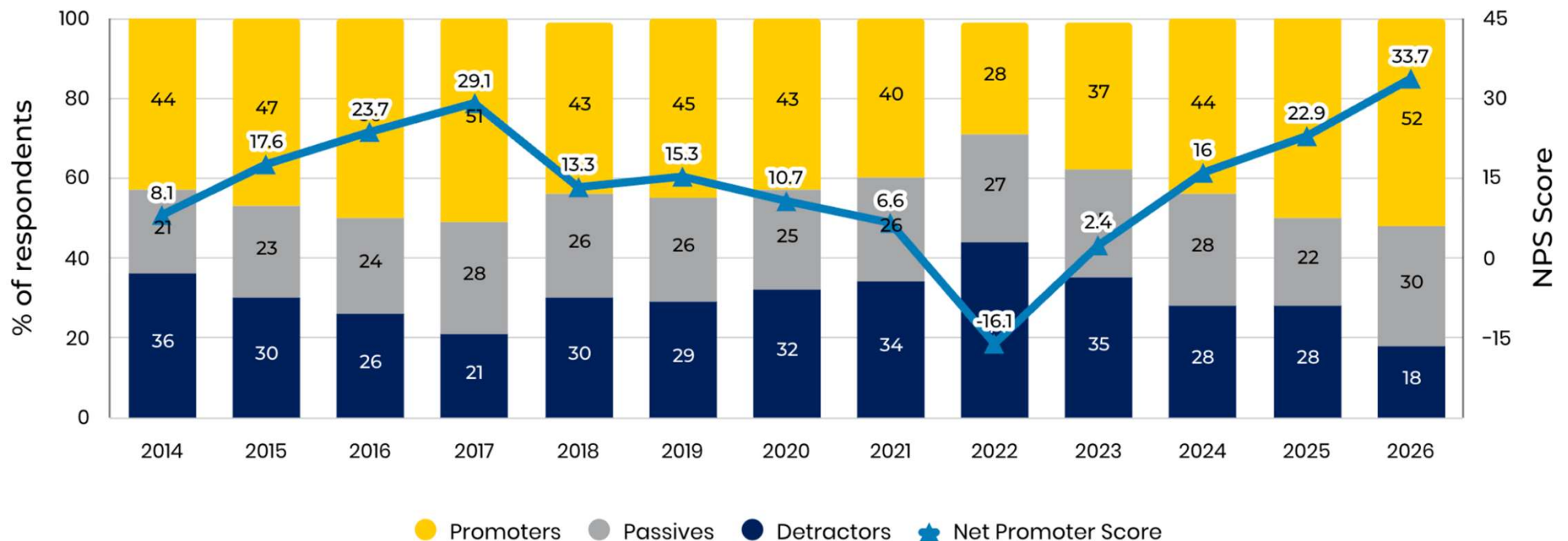
89.6%

▲ 6 pts vs FY2025

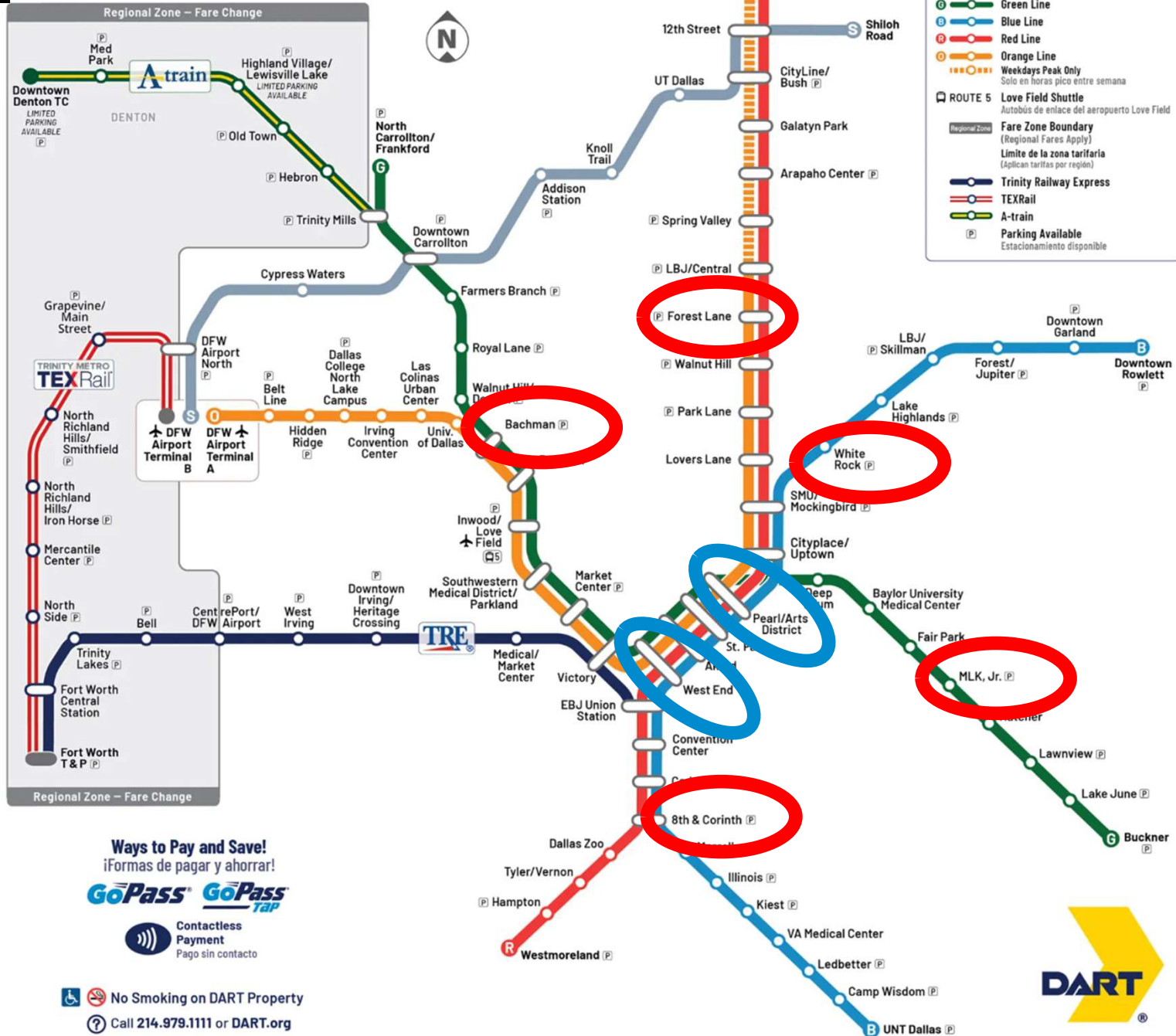
Silver Line Satisfaction*

81.9%

First Year Success Metric

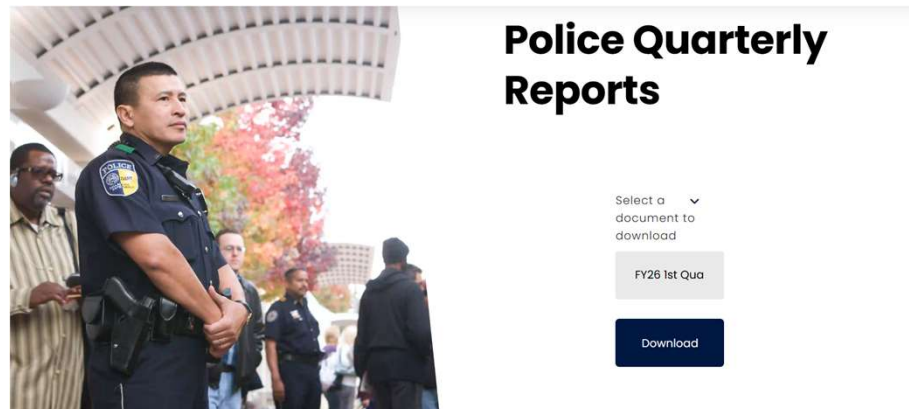


Operation Access



Positive Security Outcomes

- Crimes against persons is **down 20%** from last year
- Crimes against property (theft) is **down 14.3%**
- 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
- Quarterly reports are on our website for increased transparency



A photograph of a city street scene. In the foreground, a yellow bus is parked or moving slowly. The bus has the number '4104' on its front. The background features several tall, modern skyscrapers with glass facades. The sky is blue with some clouds. The entire image has a yellow tint. A semi-transparent yellow rectangle with a dark blue border is overlaid in the center, containing the text 'Transit-Oriented Development (TOD)' in bold, dark blue font.

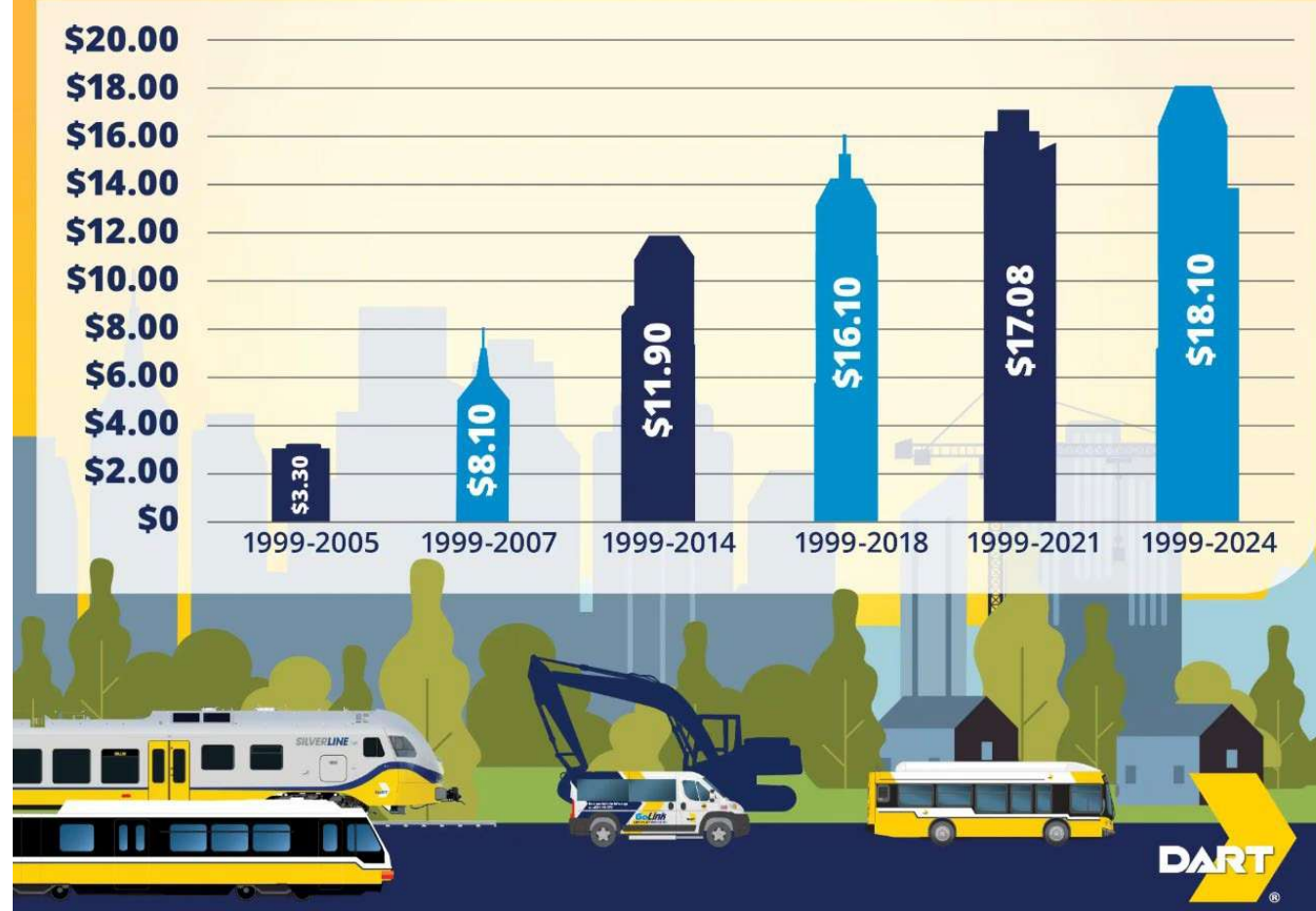
Transit-Oriented Development (TOD)

UNT Study (1999-2024)

\$18.1 BILLION IN DIRECT ECONOMIC IMPACT

Transit offers quality-of-life benefits that translate into sustained investment in transit-oriented development that continues long after rail stations are built.

CUMULATIVE ECONOMIC IMPACT OF DART LIGHT RAIL STATIONS (\$ BILLIONS)



UNT Study (2022-2024)

Impact of TOD within ¼ mile of stations



TRANSIT-ORIENTED DEVELOPMENT

37

PROJECTS

\$1.02B

DIRECT ECONOMIC IMPACT

\$1.93B

TOTAL ECONOMIC IMPACT



JOBS & WAGES

9,422

NEW JOBS

\$724.2M

WAGES GENERATED



RENT PREMIUMS

10%

RESIDENTIAL

12.6%

COMMERCIAL



TAX REVENUES

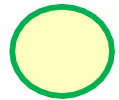
\$51.5M

STATE & LOCAL TAXES

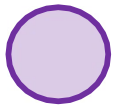
\$199.5M

TAX REVENUE

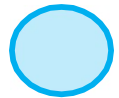
Current TOD Projects



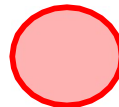
Under Construction



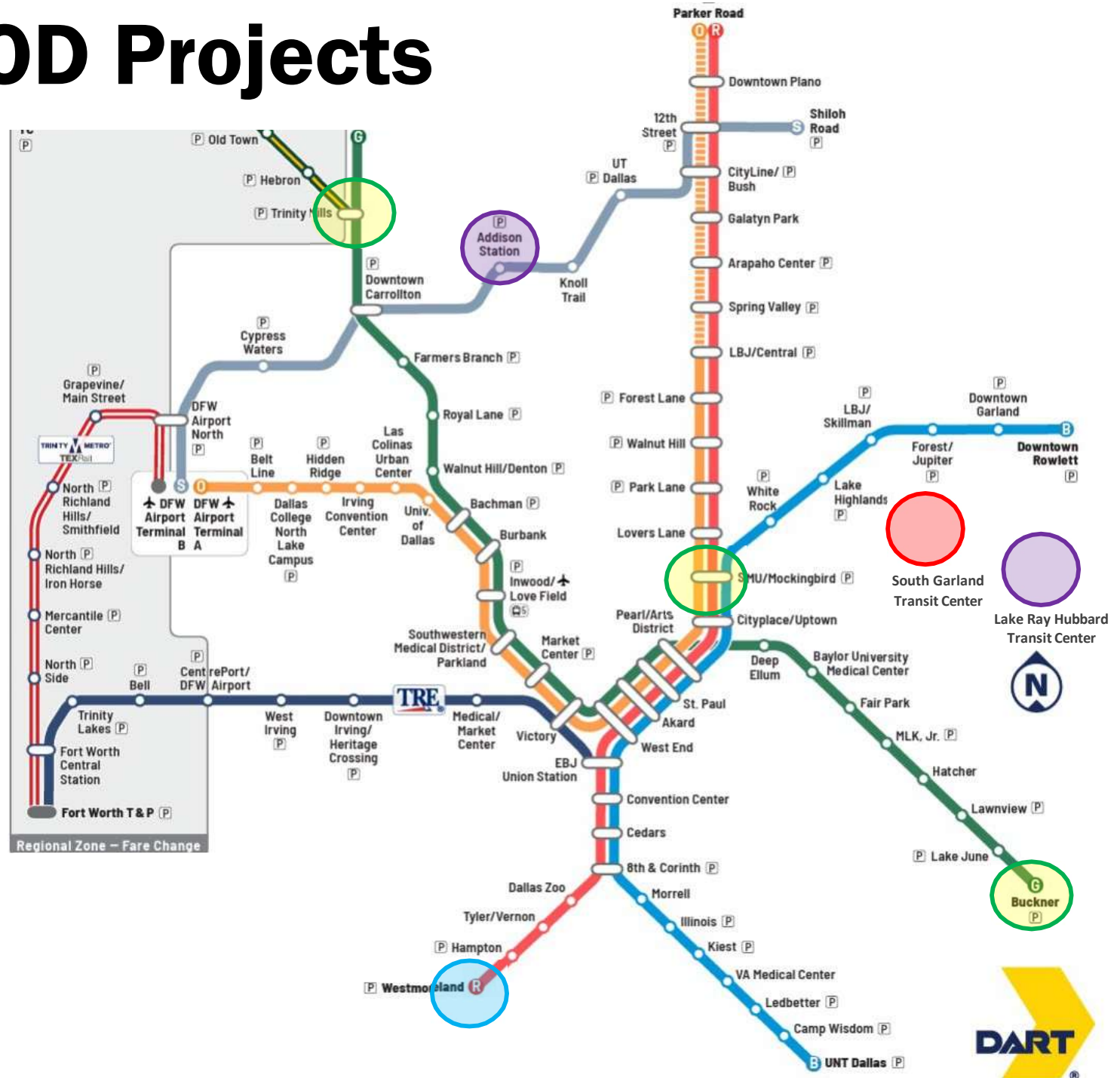
Developer selected



RFQ/RFP Process



Under City Agreement



Palladium at Buckner Station



September 2025

6-Acre TOD
\$107.1M Project

**391 surplus parking spaces
converted into 304 units**

- 244 Units at 60% Area Median Income (AMI)
- 60 Units at market rate



September 2026

Palladium at Buckner Station



Leasing begins
Fall 2026



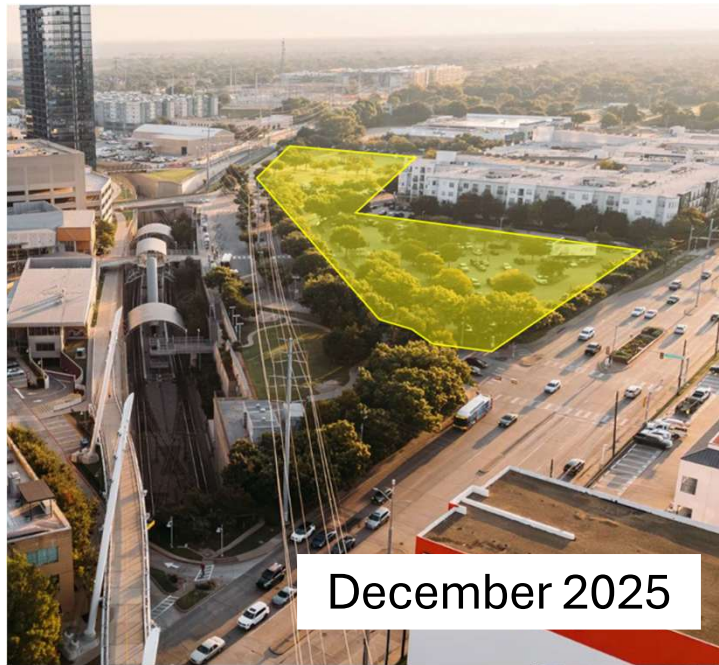
First units delivered
February 2027



Completed
November 2027

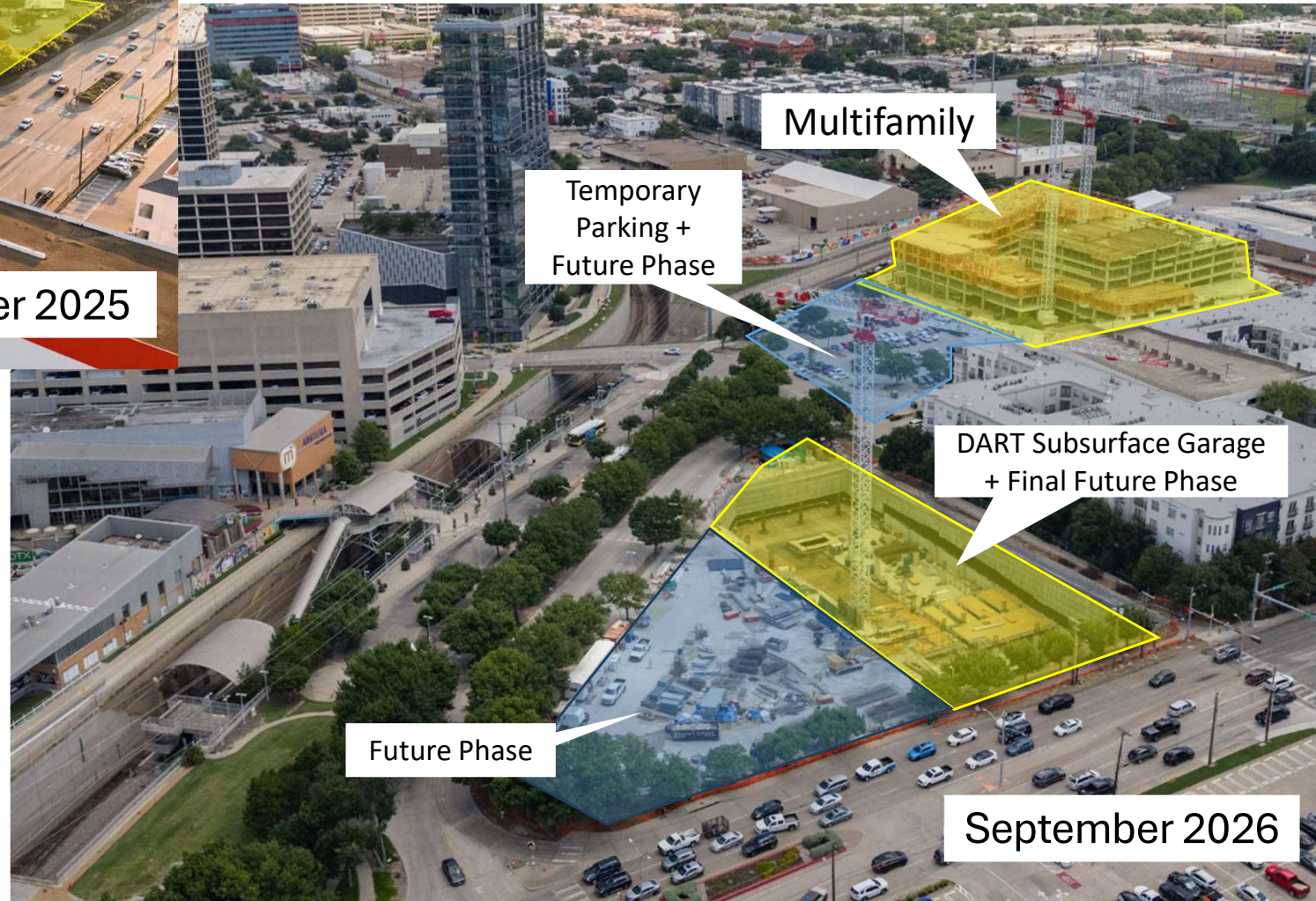


Mockingbird Station TOD



16-Acre TOD
712 Parking Spaces

December 2025



September 2026

Mockingbird Station TOD



Fall 2026

Continue utility construction on Mockingbird, Worcola, and Twin Sixties



Spring 2027

DART Garage opens; Begin leasing multifamily, utility construction completed



Fall 2027

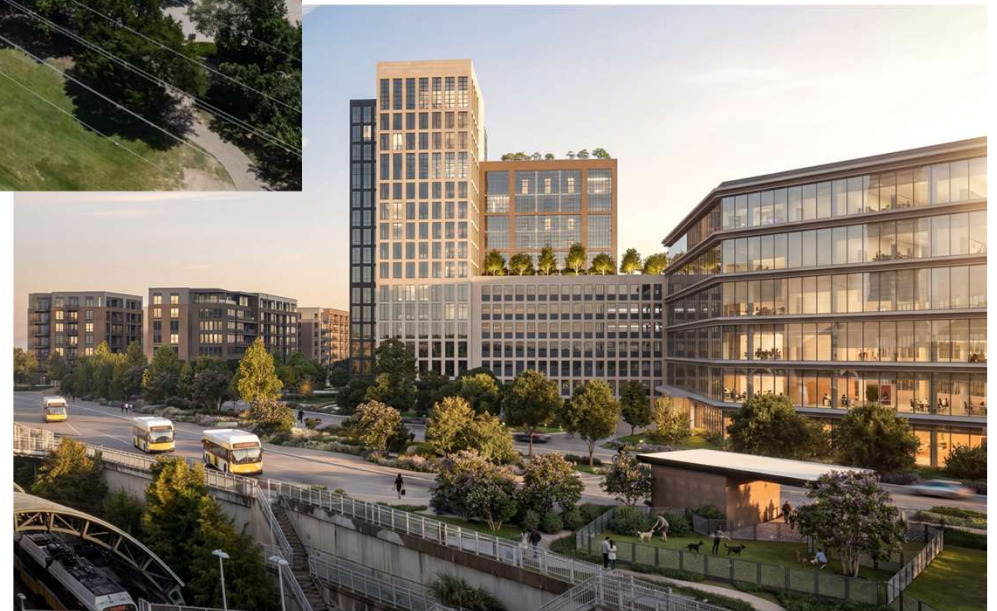
Multifamily completed



Next Phase Begins



WINNER
of D Magazine's 2026
Best Multifamily
Development (Urban)



Westmoreland Station

18-Acre TOD
672 Parking Spaces



Authorized
Hearing Area

Requests for Qualifications & Concepts

Issued October 5, 2026

Available at www.dart.org/TOD



Area Plan Update

DART/City 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 and Dallas Key Opportunities

- Service Enhancements
- Multi-Modal Connectivity Improvements
- DART Passenger Facility Enhancements
- Bus Corridor/Street Investments
- Land Use/TOD Coordination



DART & City Shared Objectives and Opportunities

Near Term

- Develop TOD Action Plans for key locations in the City of Dallas.
- Continue coordination on the design of the Convention Center Station.
- Coordinate marketing of DART services in Dallas.
- Continue coordination of the transit and mobility strategy regarding the upcoming FIFA World Cup 2026.
- Leverage the City of Dallas Public Art Program to incorporate additional art into DART transit facilities.
- Enhance safety and accessibility at DART Red and Blue Line stations.
- Coordinate citywide traffic signal improvements to enable transit signal priority.
- Continue coordination on Safe Streets for All (SS4A) grants to create Pedestrian Safety Zones.
- Coordinate on the Dallas LEAP.

Medium Term

- Evaluate seamless transit connections from Dallas Love Field Airport to key destinations and transit facilities.
- Evaluate transit service to and within the Southwestern Medical District.
- Identify sidewalk gaps and improve pedestrian access to transit facilities.
- Continue ongoing communications surrounding future TOD projects in the City of Dallas.

Long Term

- Consider "one-seat ride" connections between Kay Bailey Hutchinson Convention Center (KBHCCD) and the Dallas-Fort Worth International Airport.

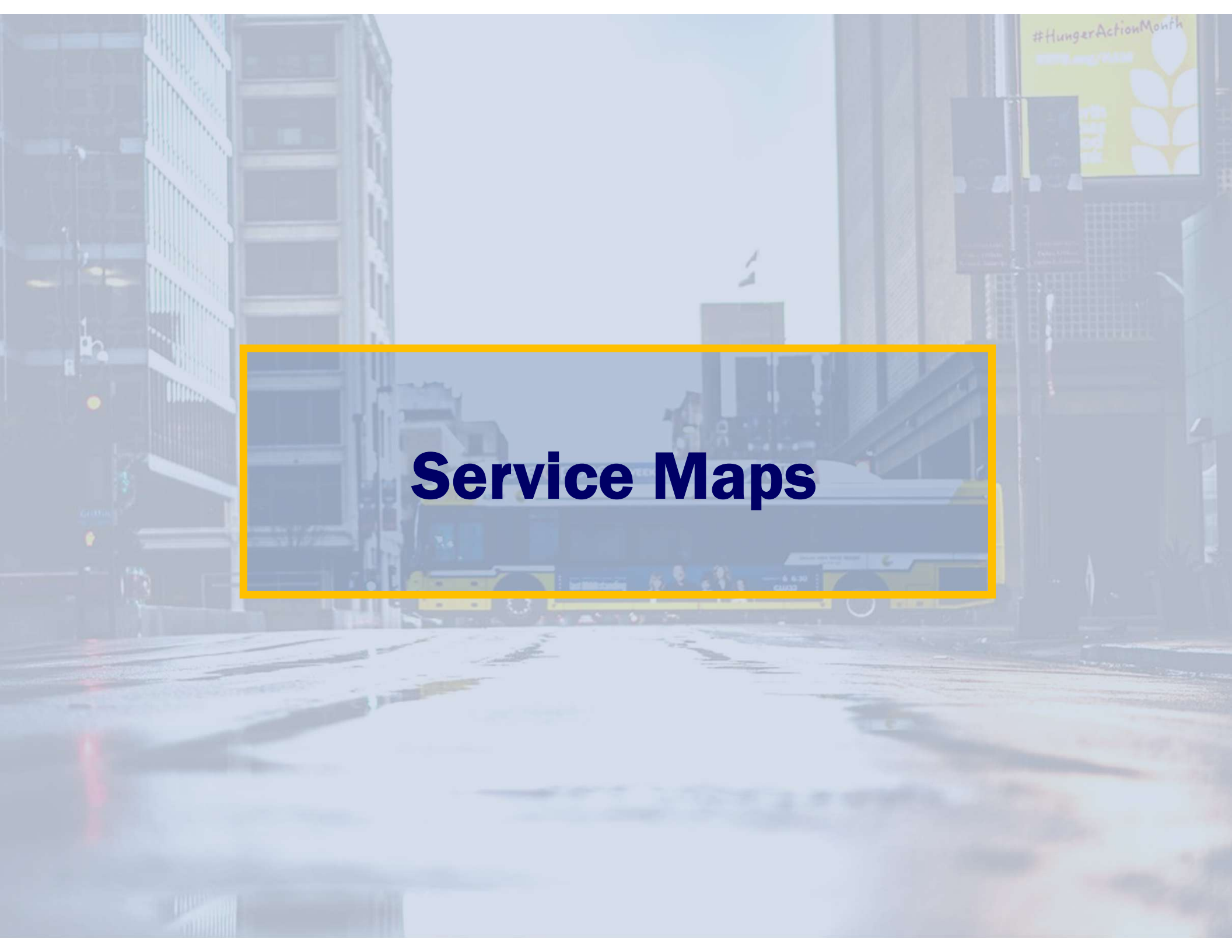
Summary

- Advance the governance bill in 90th session
- FY 2026 GMP allocation distributed October 1, 2026
 - Continue collaboration to leverage GMP funds to enhance mobility and transit needs across Dallas
- Implement 90-day police demonstration “Operation Access”
- Evaluate and advance security initiatives through new committee
- Ridership dashboard live August 31; additional enhancements planned
 - GoLink dashboard is in development for Dallas
- Continue regular coordination on Area Plan priorities and TOD initiatives
- Transit agencies are supporting the RTC Transit Vision subcommittee with research on governance and new funding opportunities

Thank You

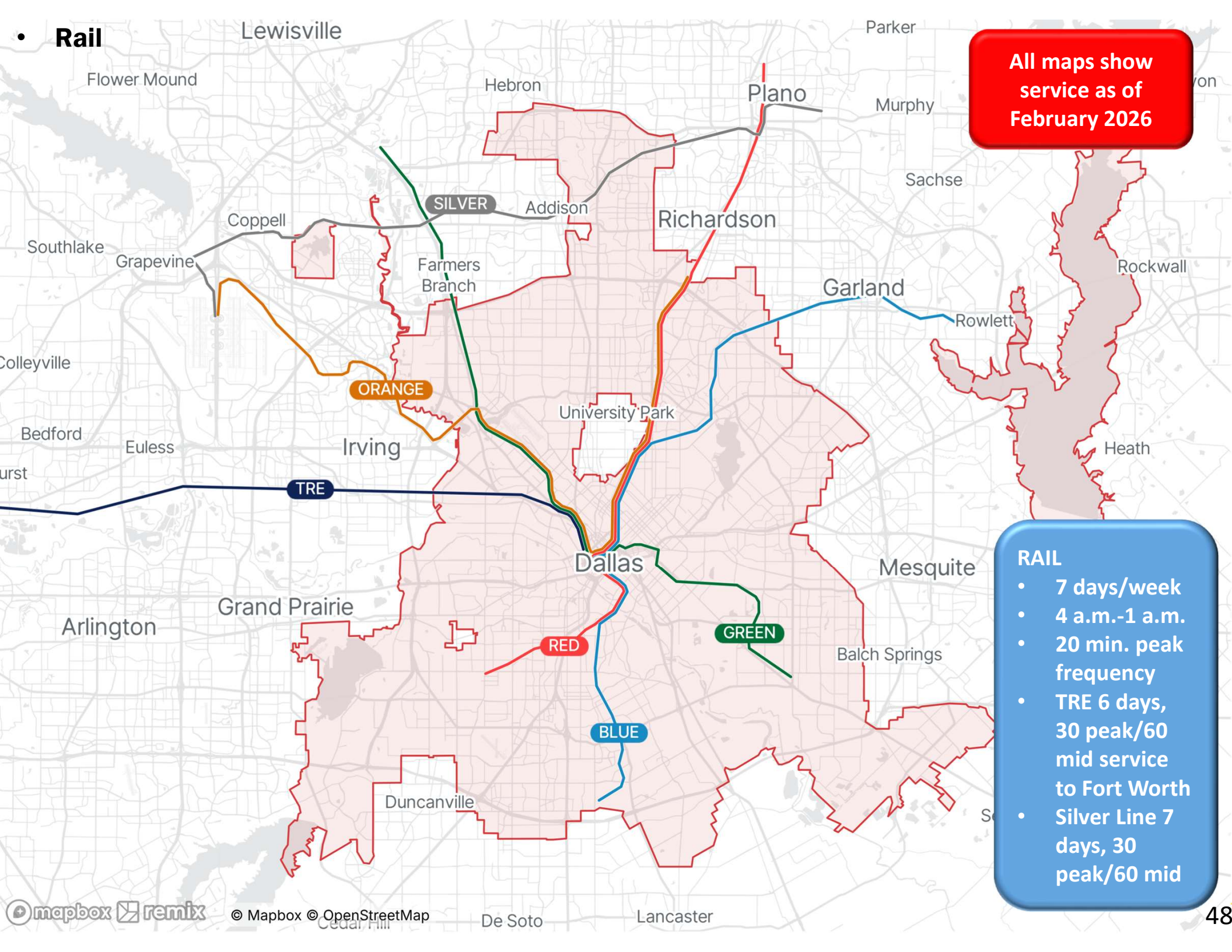


DART.org

A photograph of a city street with a blue and yellow bus in the center. The bus has a sign that says '6 & 30' and 'CAUTION'. Above the bus, there is a yellow rectangular box containing the text 'Service Maps'. In the background, there are tall buildings and a traffic light. A yellow sign on the right side of the image says '#HungerActionMonth' and 'www.org/2020'.

Service Maps

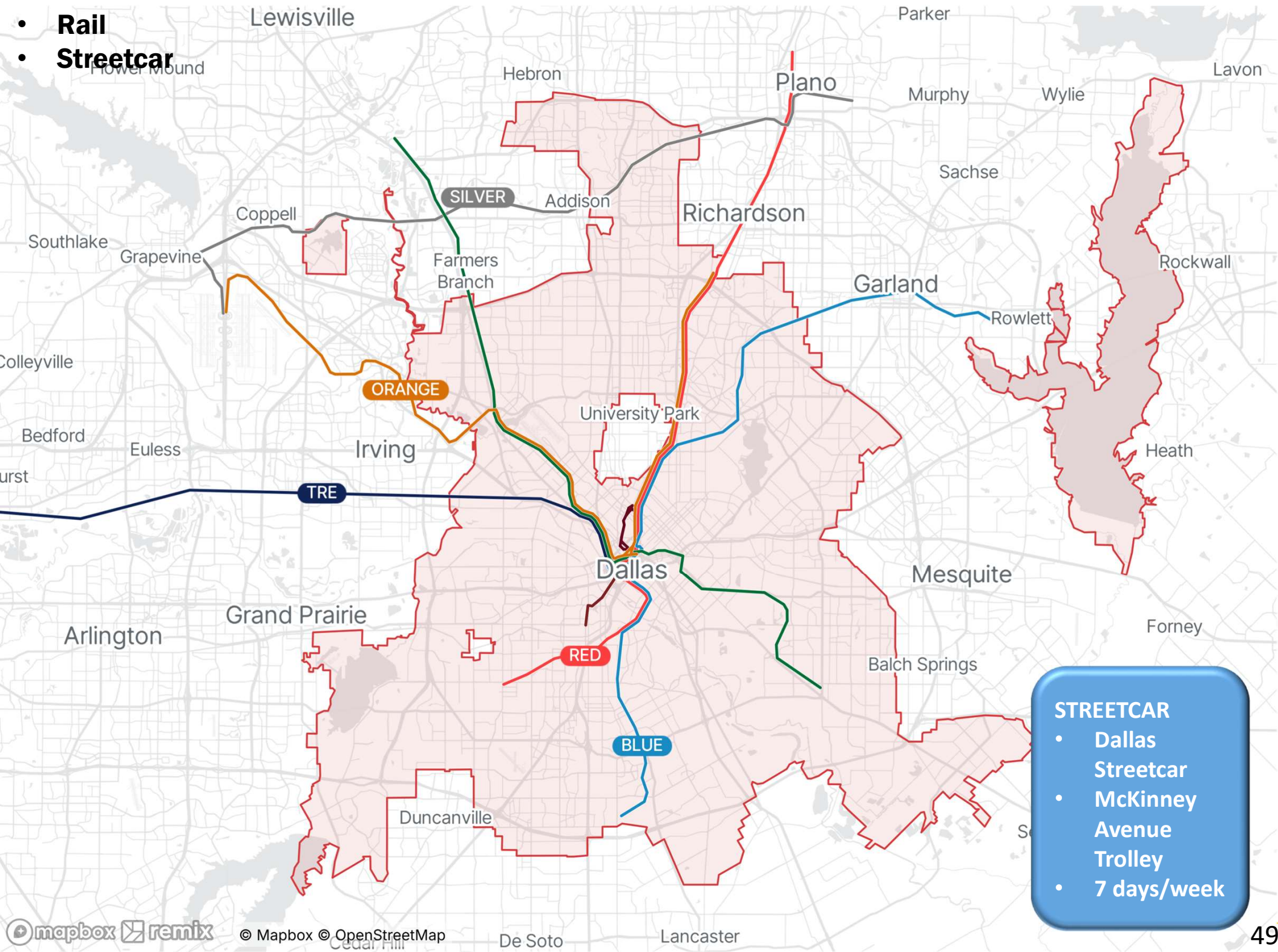
• **Rail**



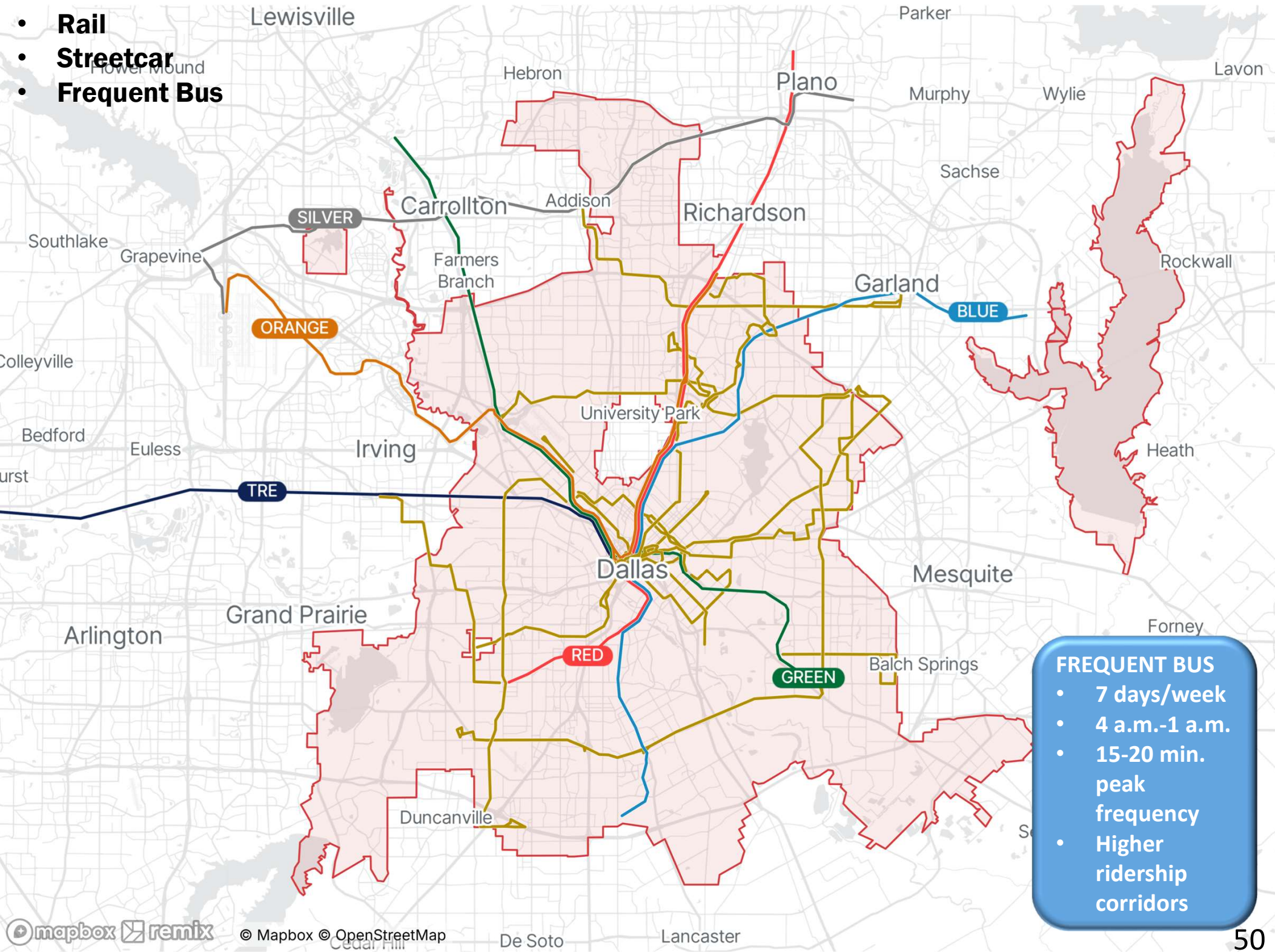
All maps show
service as of
February 2026

- 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

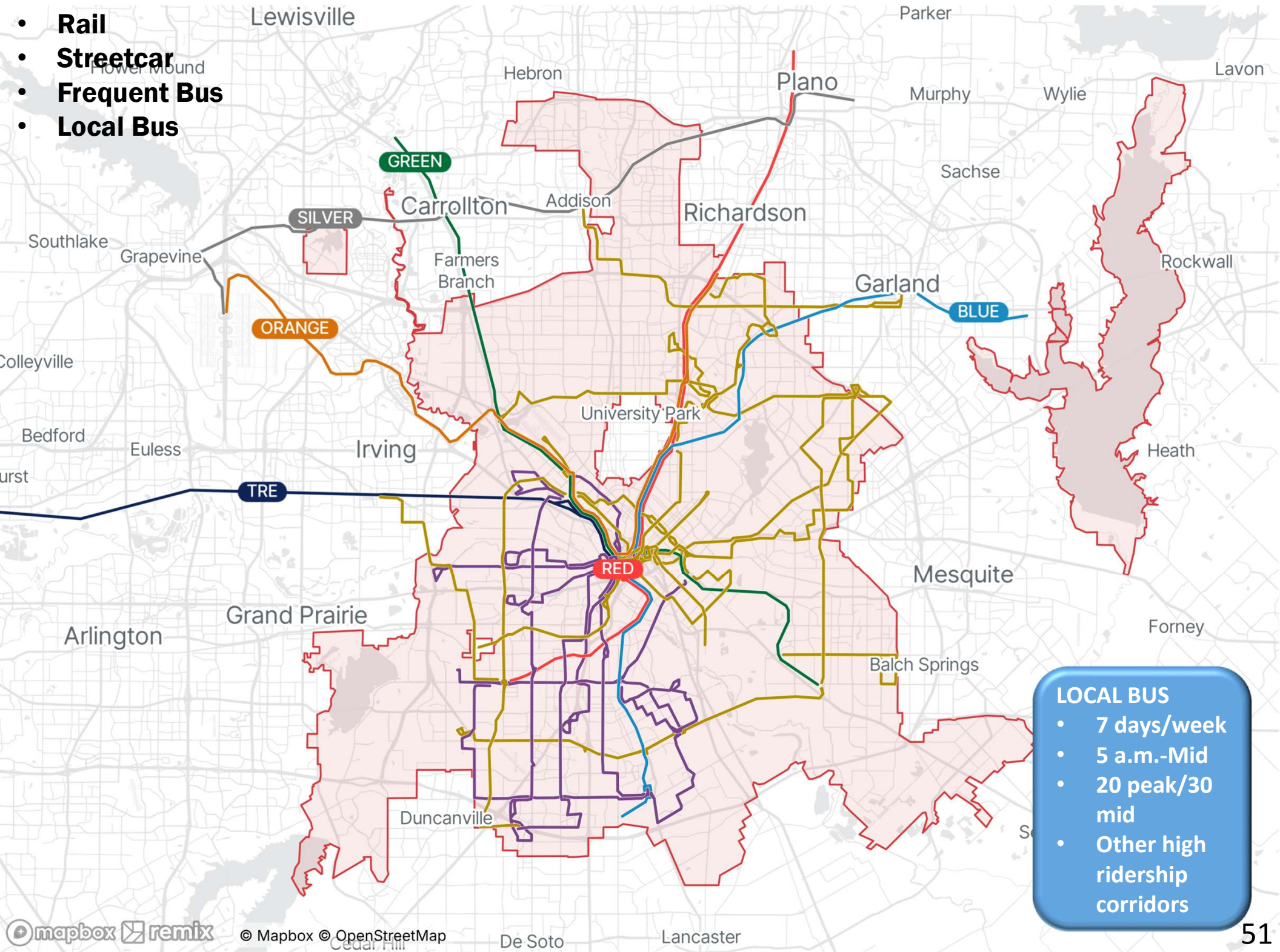
- **Rail**
- **Streetcar**



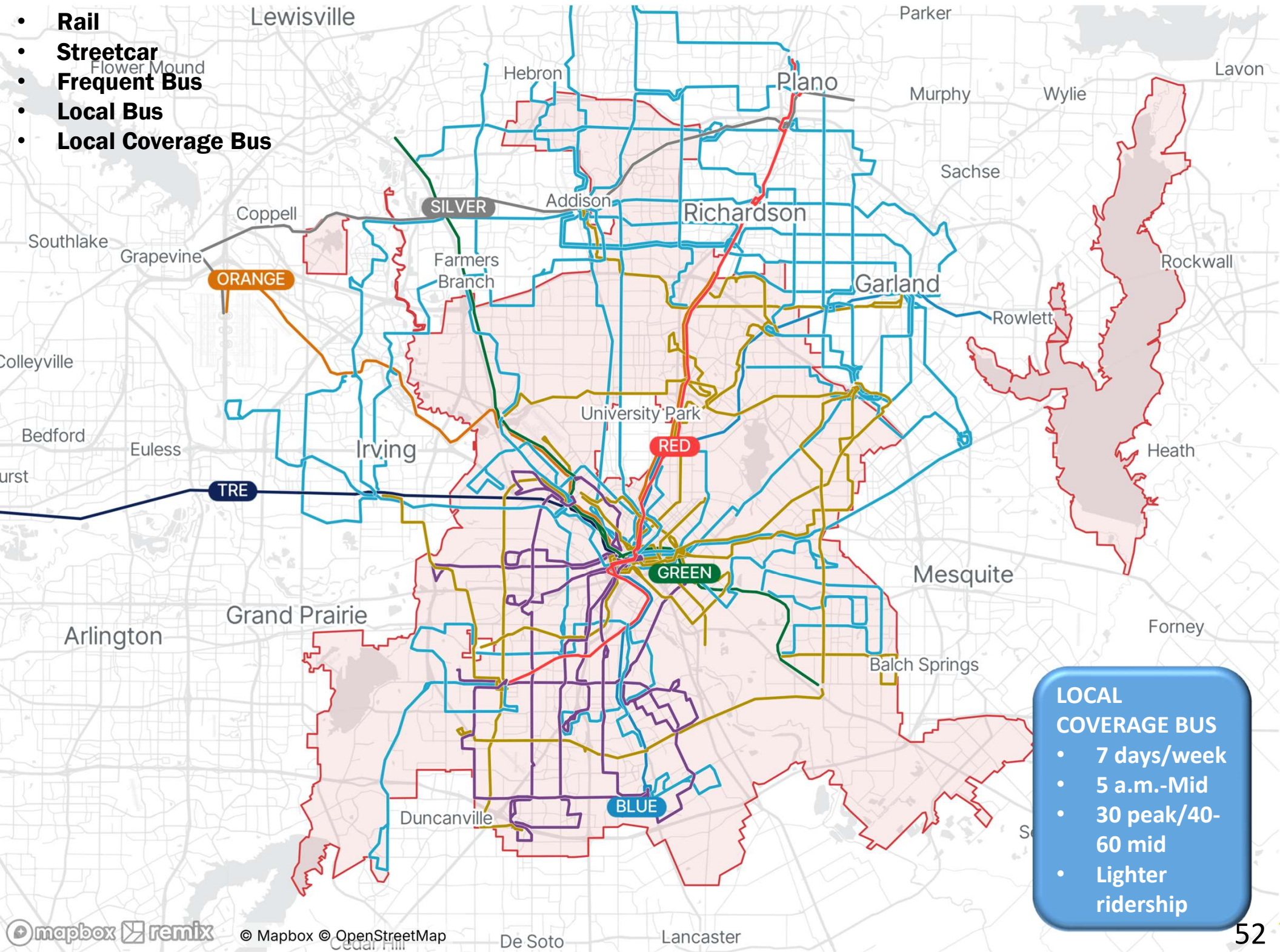
- **Rail**
- **Streetcar**
- **Frequent Bus**



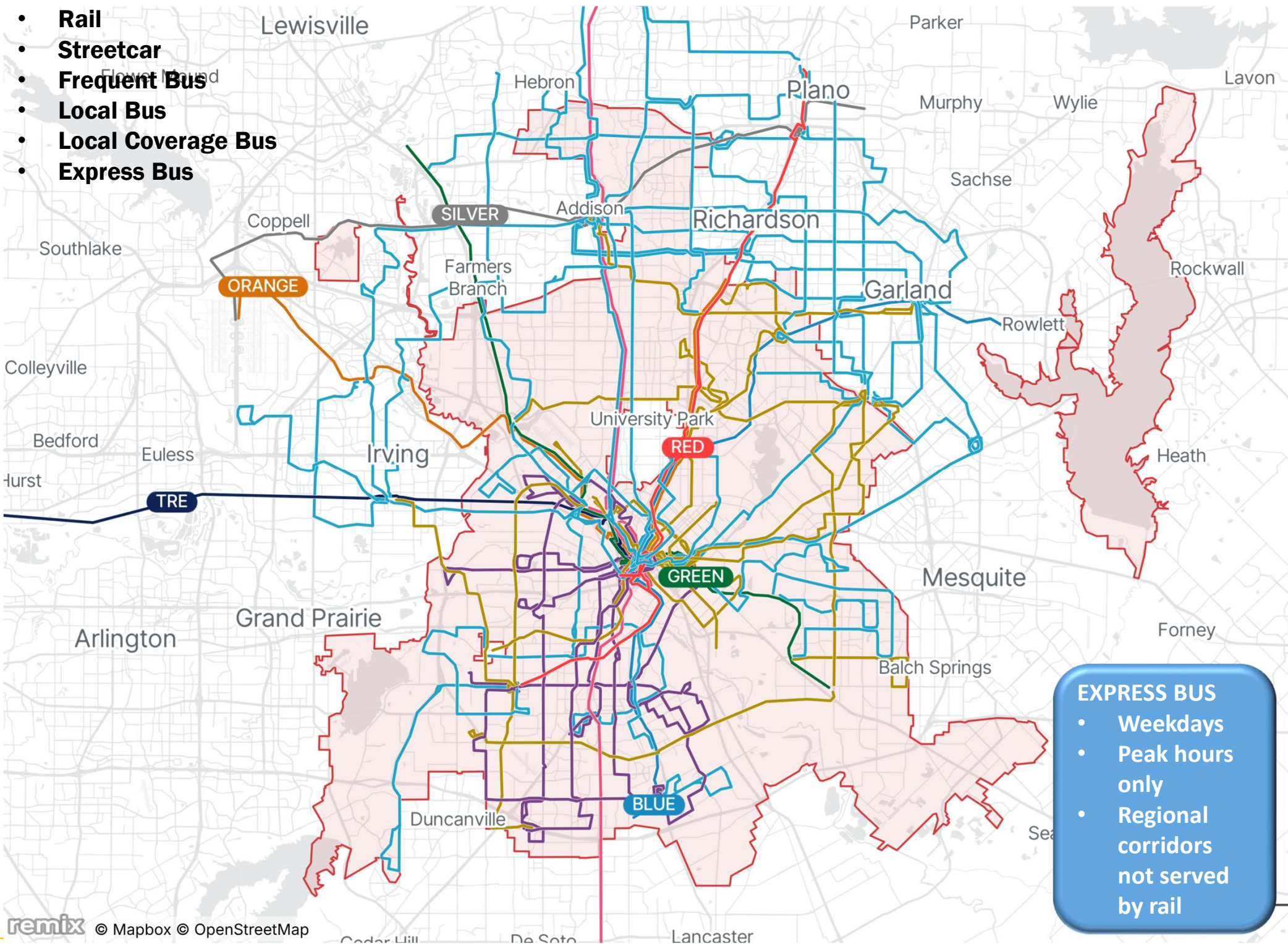
- **Rail**
- **Streetcar**
- **Frequent Bus**
- **Local Bus**



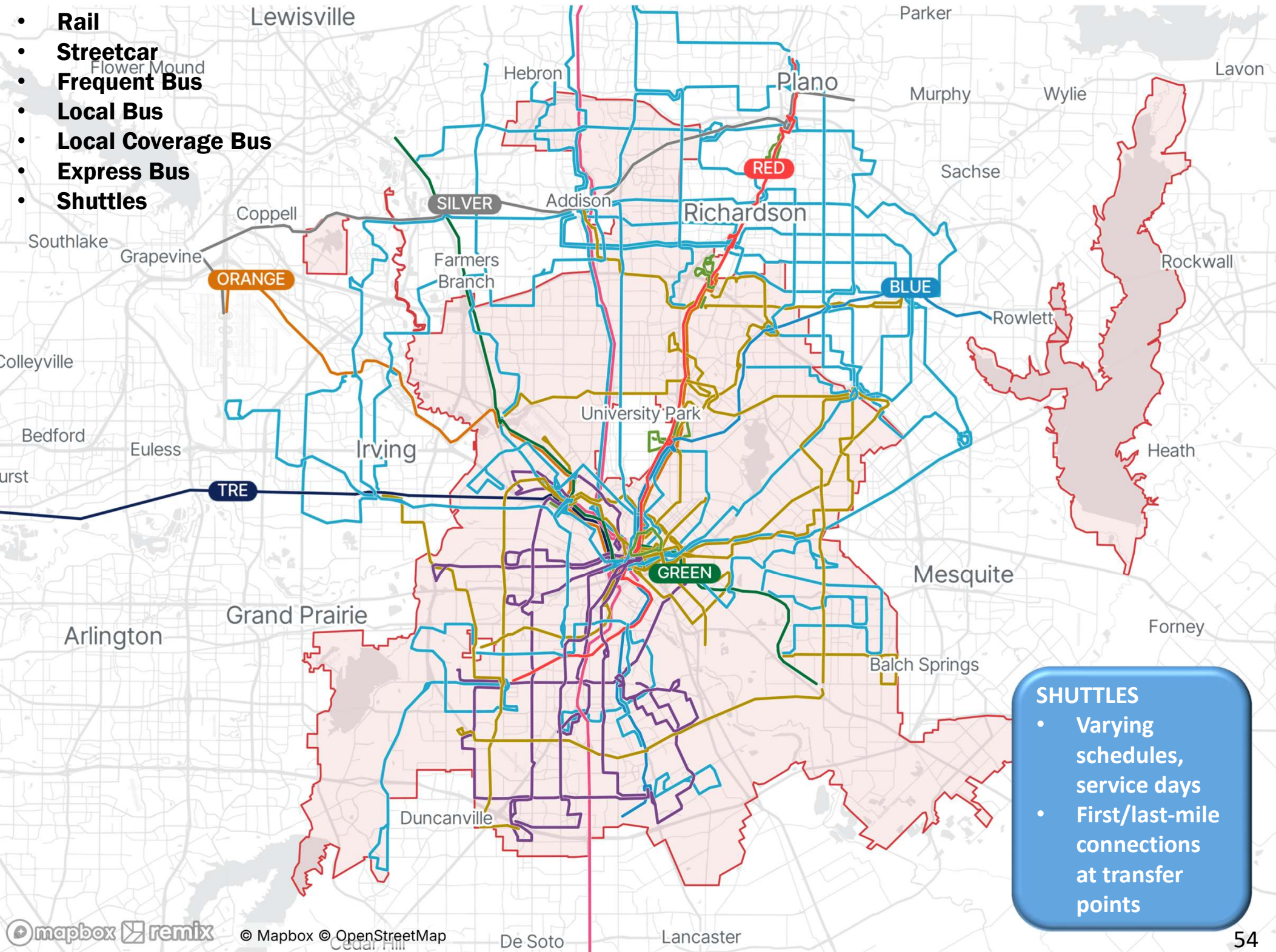
- **Rail**
- **Streetcar**
- **Frequent Bus**
- **Local Bus**
- **Local Coverage Bus**



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

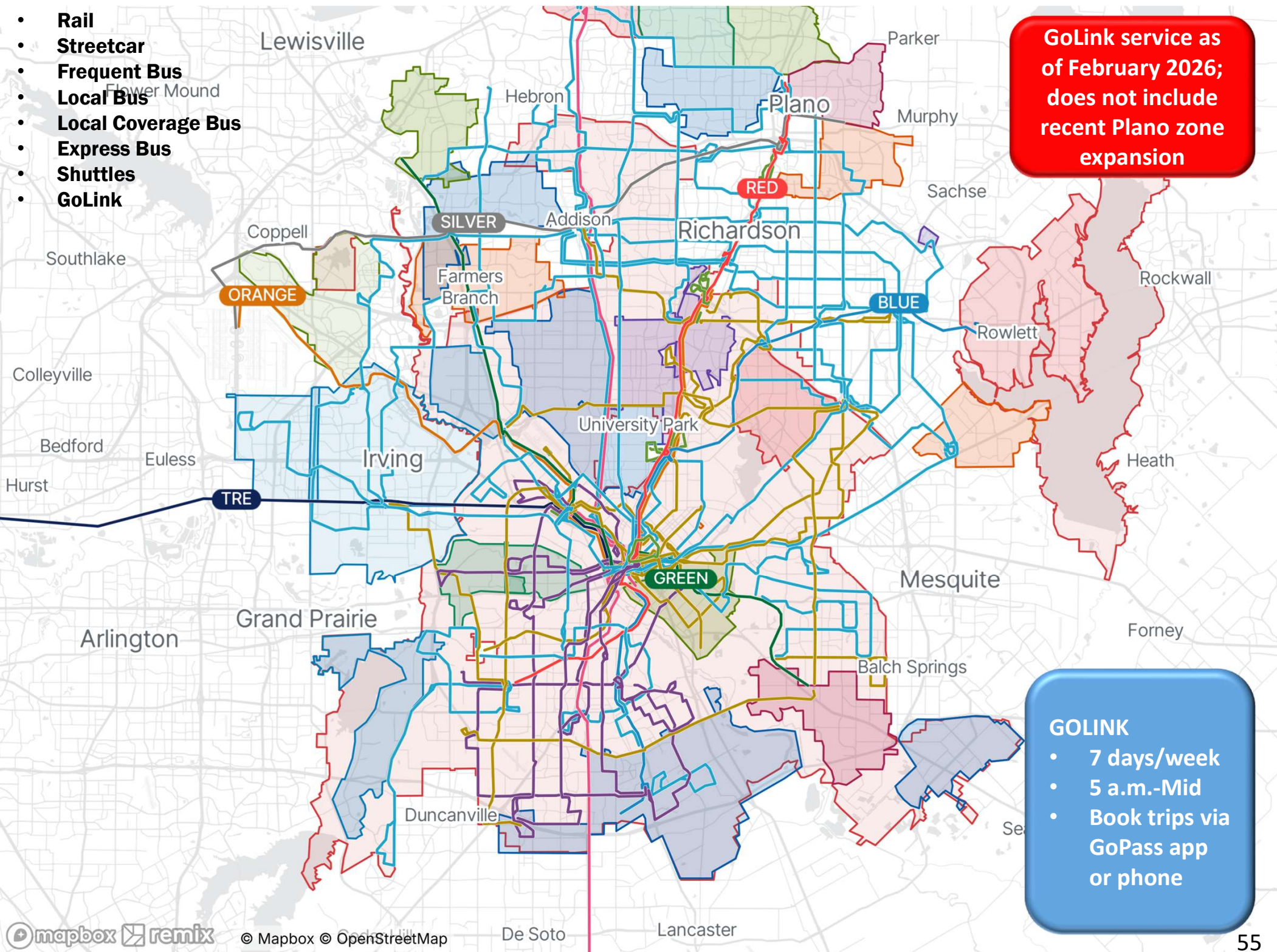


- **Rail**
- **Streetcar**
- **Frequent Bus**
- **Local Bus**
- **Local Coverage Bus**
- **Express Bus**
- **Shuttles**



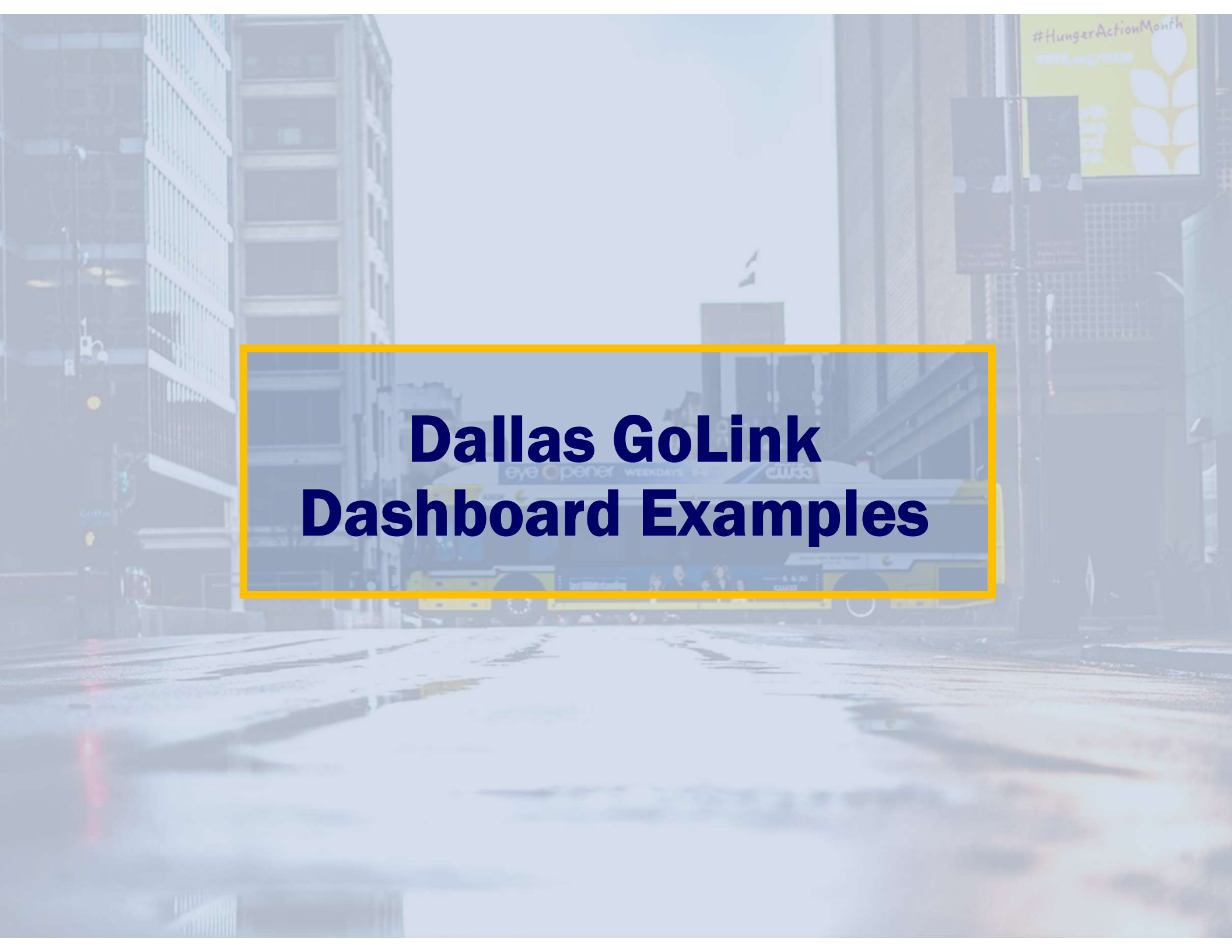
- Rail
- Streetcar
- Frequent Bus
- Local Bus
- Local Coverage Bus
- Express Bus
- Shuttles
- GoLink

GoLink service as of February 2026; does not include recent Plano zone expansion



GOLINK

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

The background image is a blurred city street scene. In the center, a yellow and blue bus is visible, with advertisements for "eye opener WEEKDAYS 6-8" and "CW33" on its side. To the right, a traffic light pole has a yellow sign for "#HungerActionMonth" with a logo and the website "www.org/10.10.10". The street is wet, reflecting the surrounding buildings and sky. A semi-transparent orange rectangle is centered over the image, containing the title text.

Dallas GoLink Dashboard Examples

Date Range: Previous 7 days

Total Boarded Passengers



Completed Trips



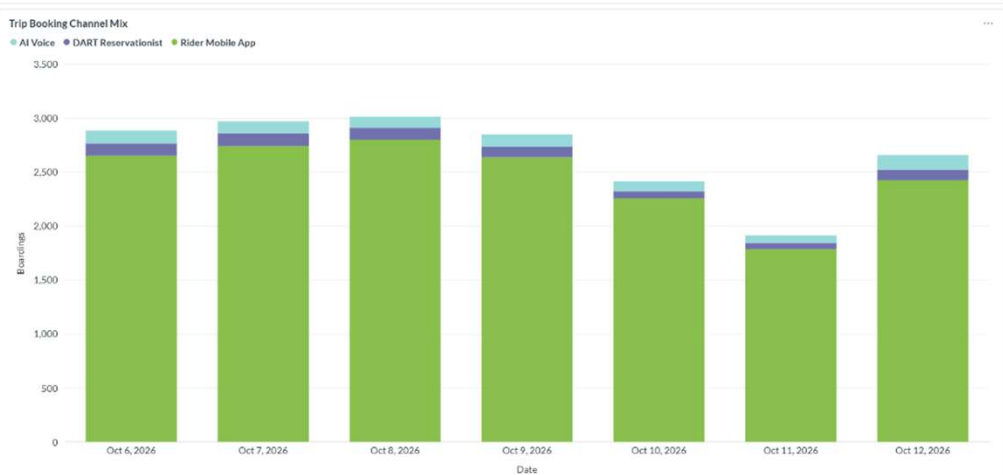
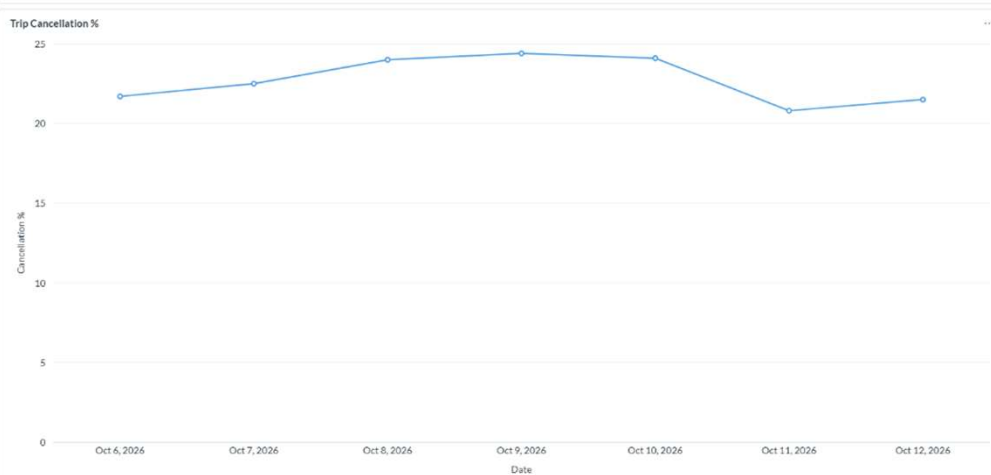
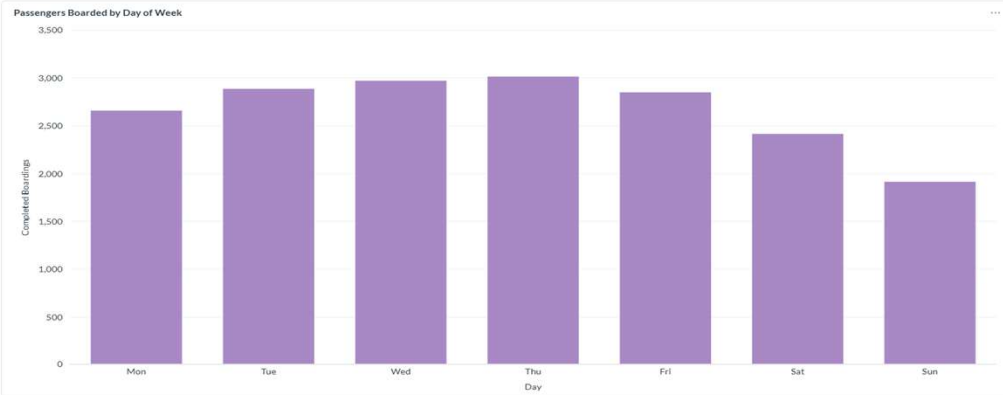
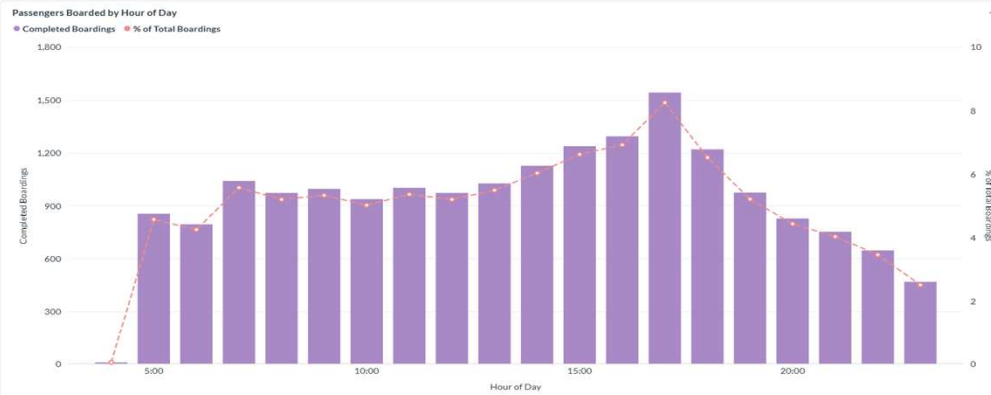
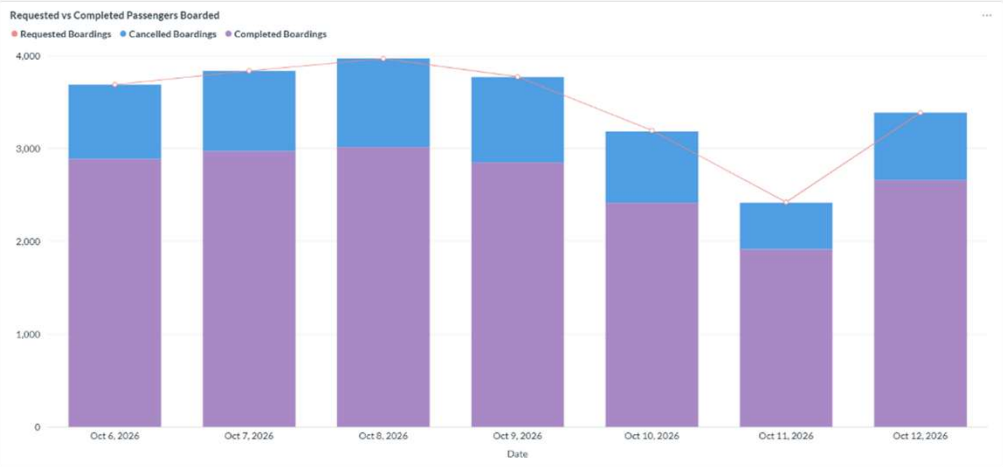
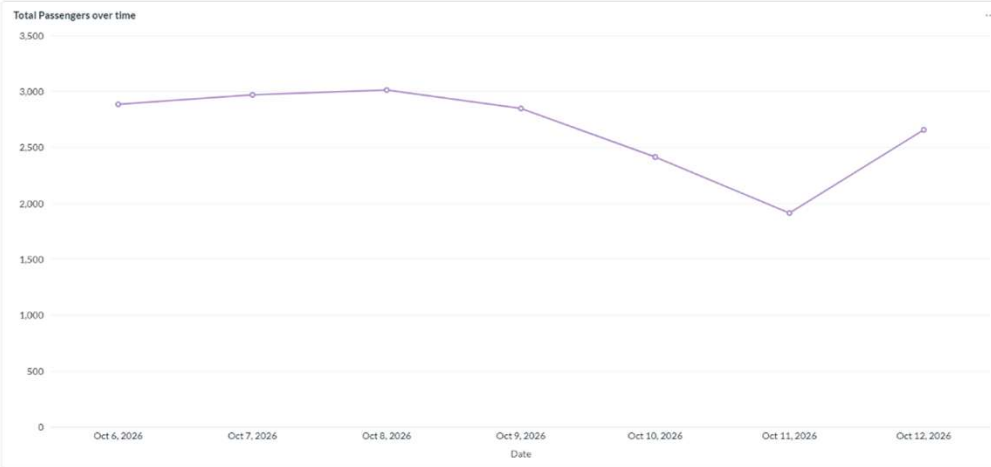
Average Review (out of 5)



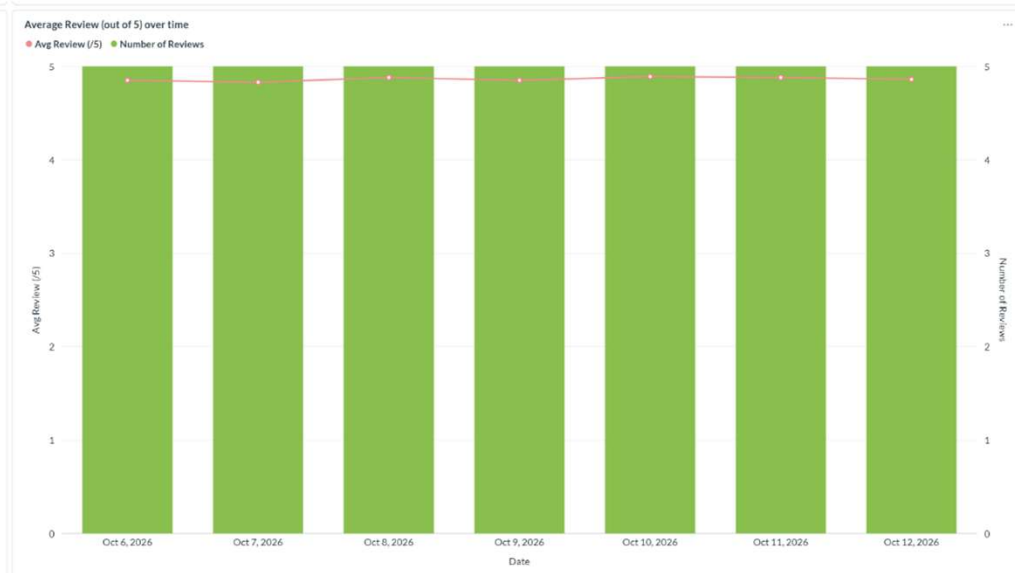
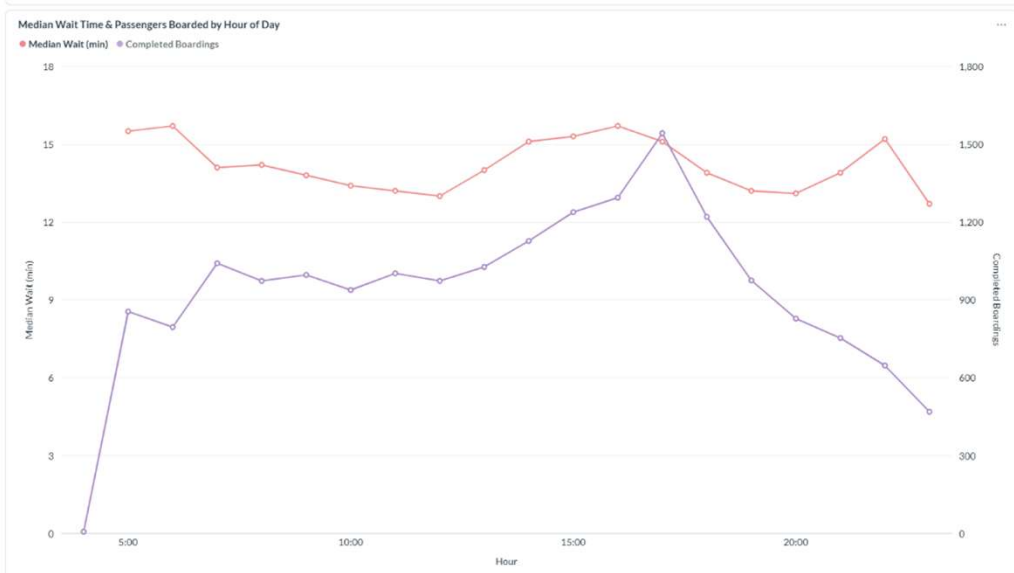
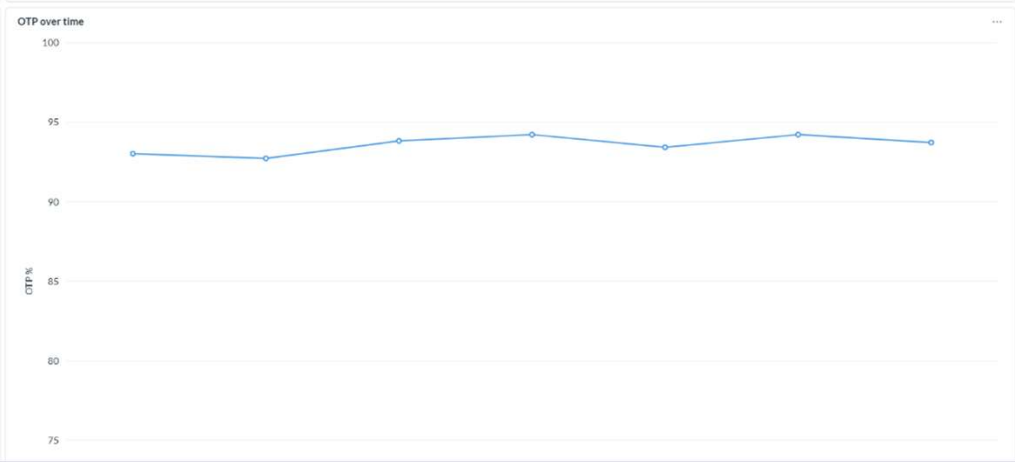
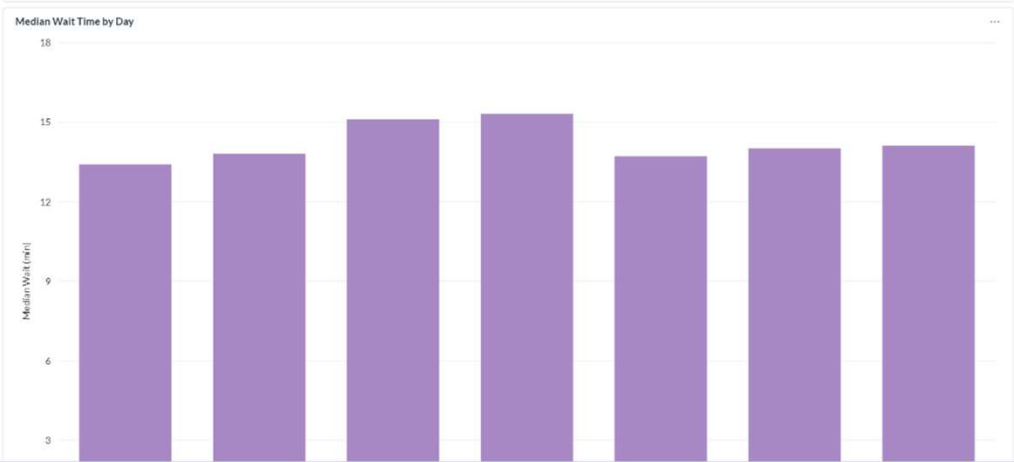
On-Time Performance



Date Range: Previous 7 days



Date Range: Previous 7 days



Date Range: [Previous 7 days](#)

New Riders (first trip on service)	Number of Riders in selected time range	Number of riders all-time
265	3,619	52,501



Date Range: Previous 7 days

