



DART Update

**Joint DART Board/Dallas City Council
Transportation and Infrastructure (TRNI)
Committee**

December 2, 2025

Randall Bryant
DART Board Chair



AGENDA

- DART in Dallas Today
- Security Update
- FIFA Planning
- Withdrawal Elections

ACCOMPLISHMENTS

Catalyzed
\$18.1B
in economic
impact from projects
around DART rail
stations

Opened the
**26-mile
Silver Line**
regional rail
service

Worked with
service area cities
on customized
Area Plans

Provided
56M trips
In the last year

Advanced
\$110M
on security,
cleanliness, and
reliability projects

Raised our Net
Promoter Score
40 points
over the last
3 years

Launched
DART Transform,
a 10-year,
\$2.5B
System
modernization
program

Moved
**171,000
passengers**
every weekday

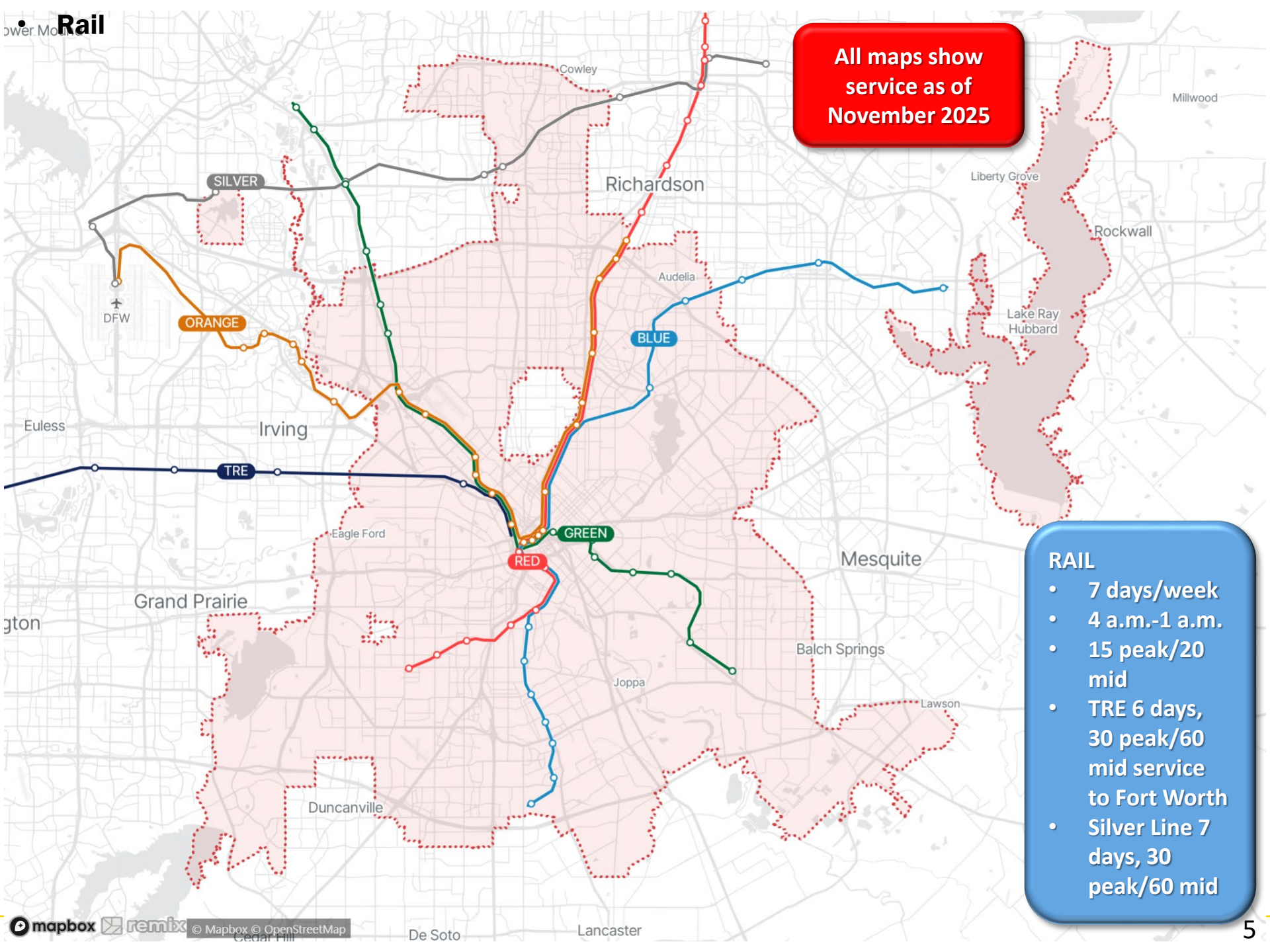


DART IN DALLAS TODAY

RIDERSHIP

- Ridership continues to show growth, although growth is slowing
- Weekend ridership continues to grow faster than weekdays
 - Reflects more significant weekend service improvements made with bus network redesign and increases in weekend light rail frequency
 - Common with other transit systems
- GoLink continues to grow but ridership is starting to level off

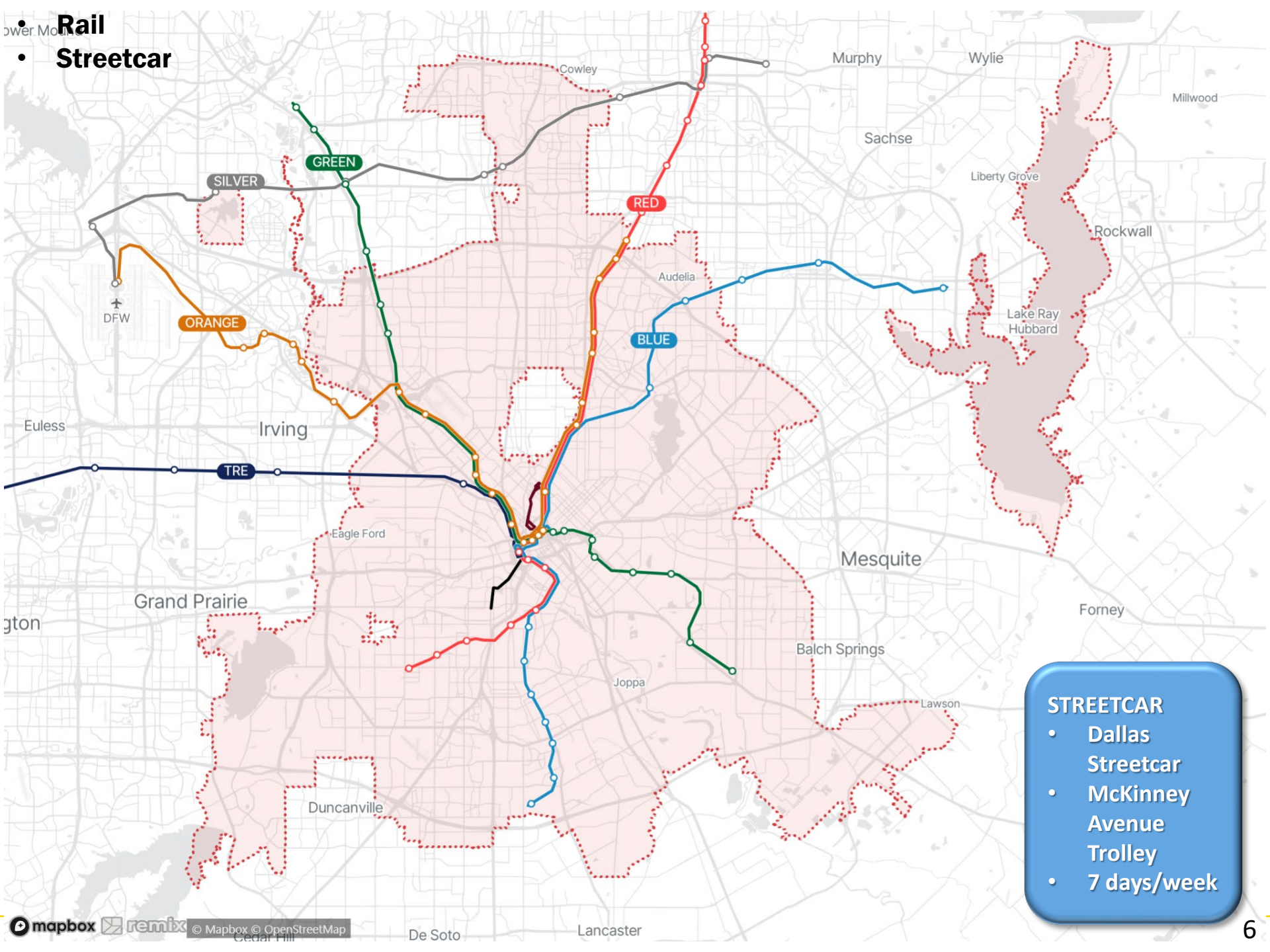




All maps show service as of November 2025

RAIL

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

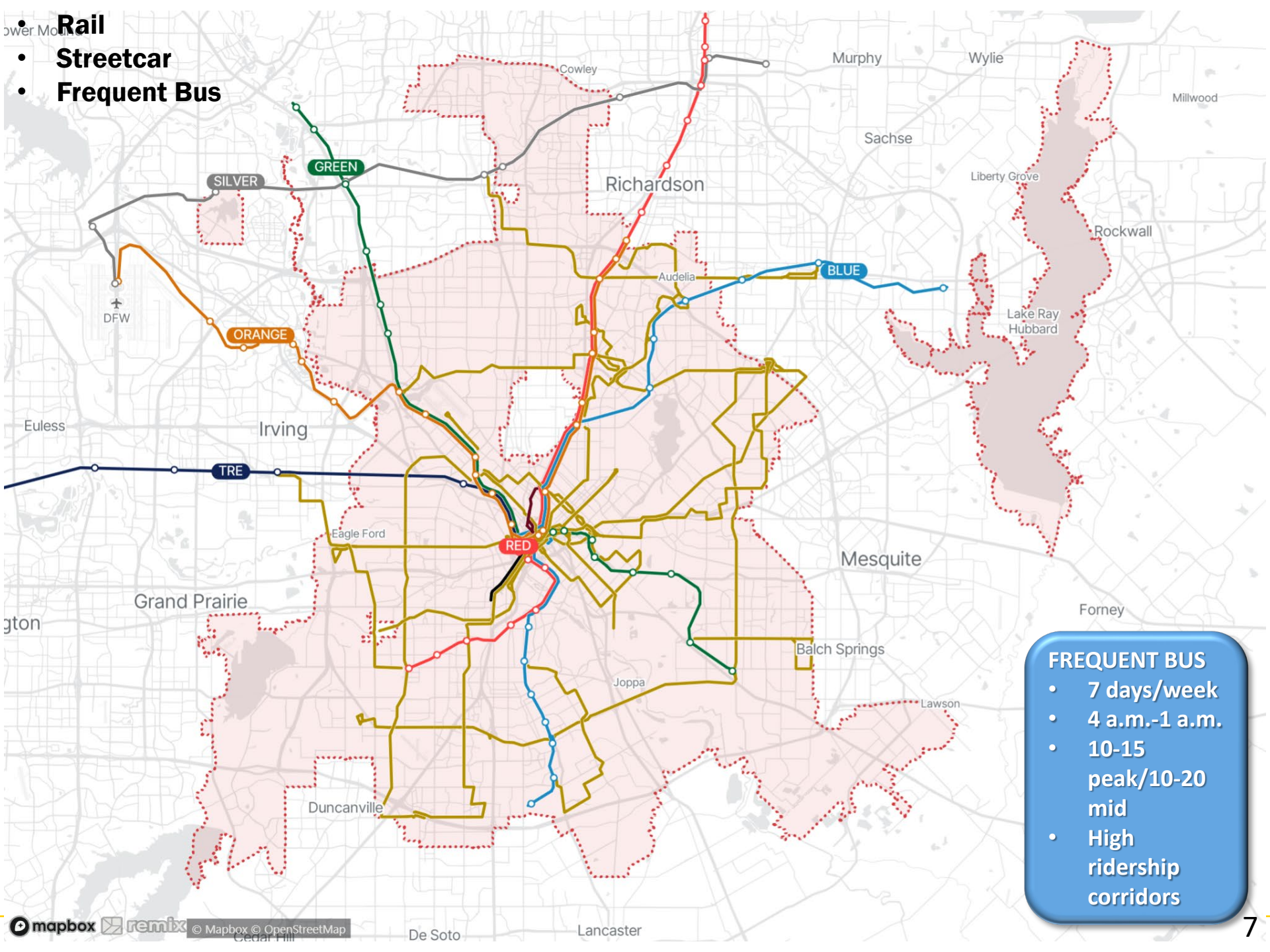


• Rail

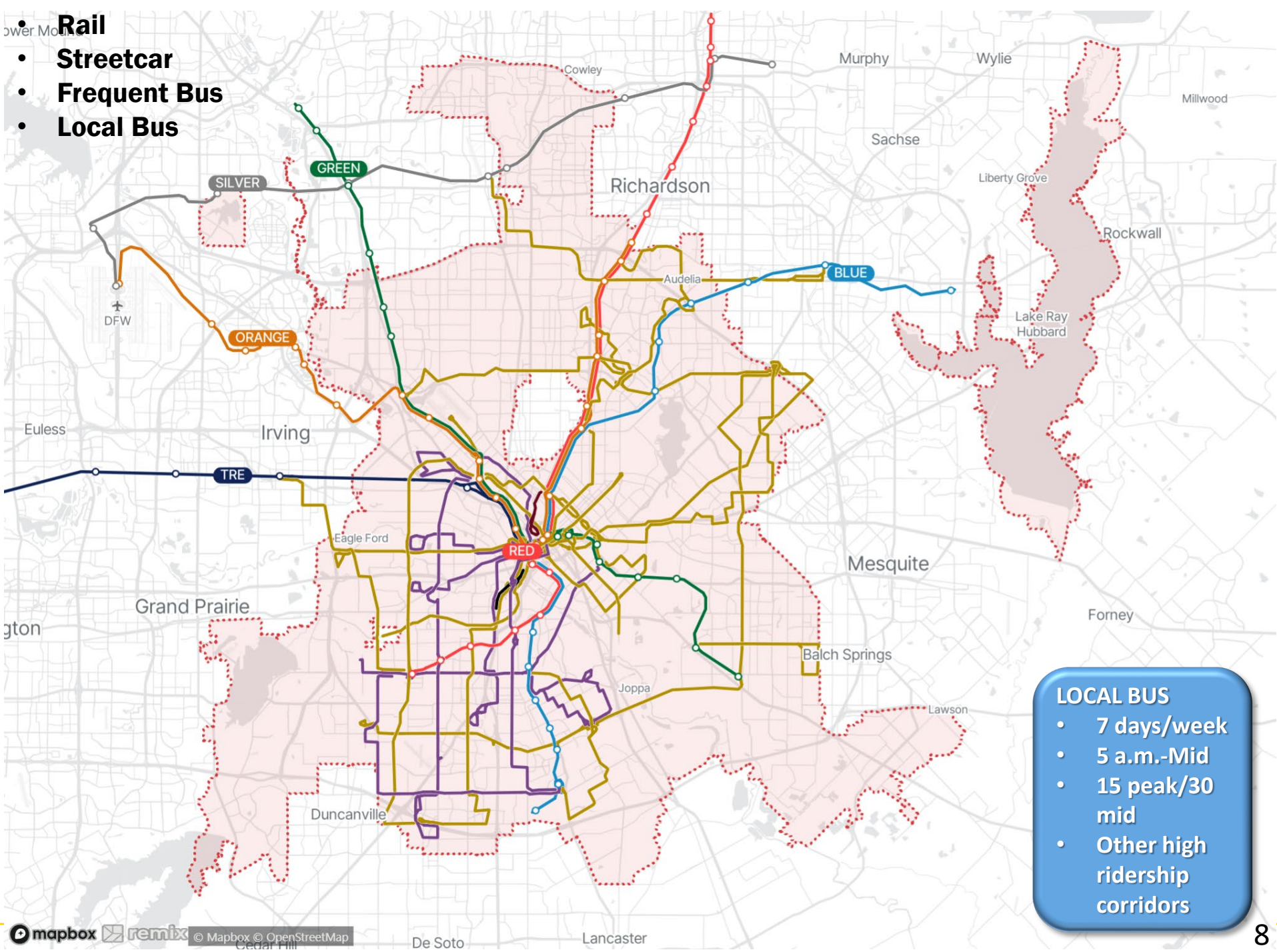
• Streetcar

STREETCAR

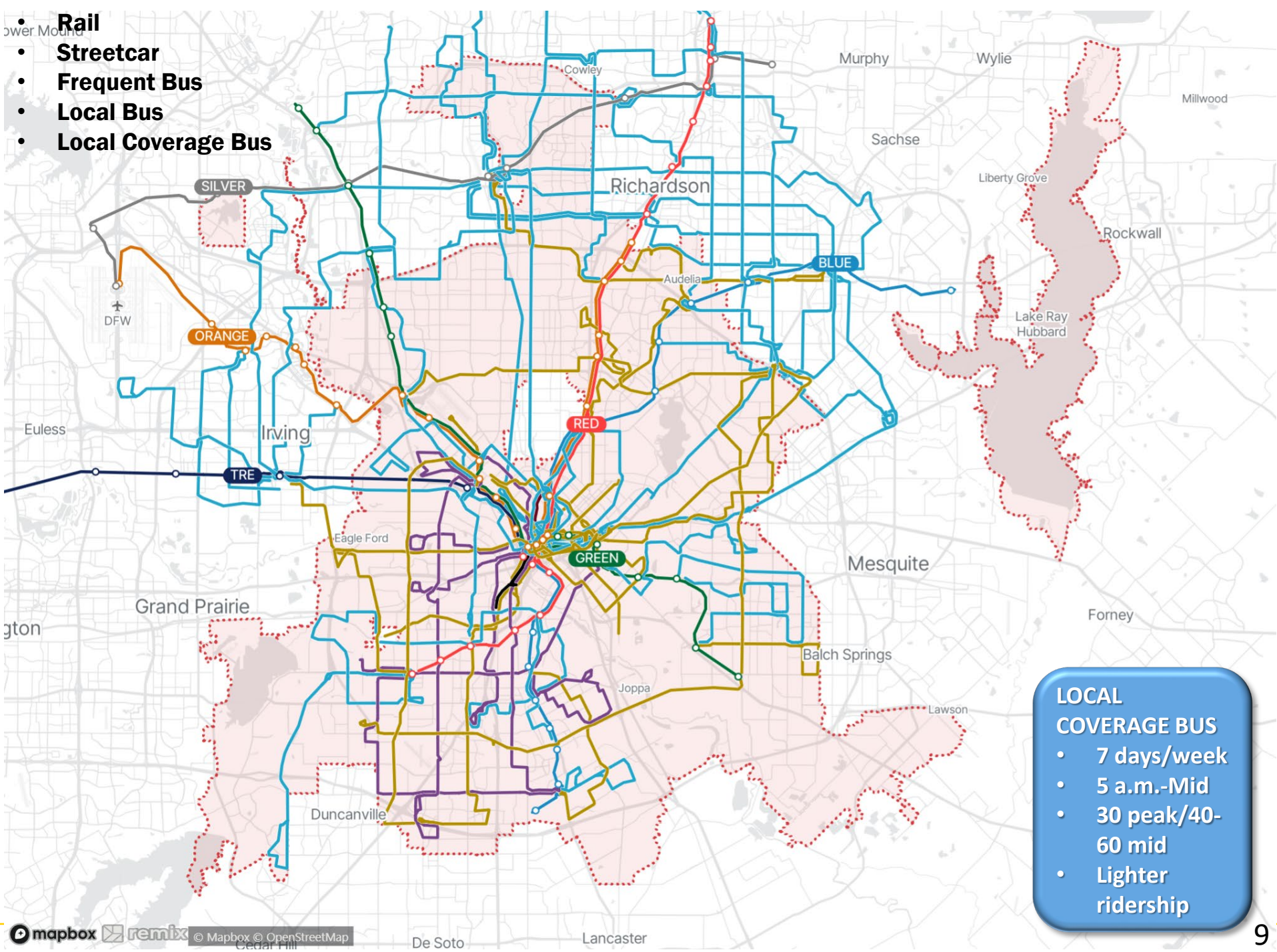
- Dallas Streetcar
- McKinney Avenue Trolley
- 7 days/week



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



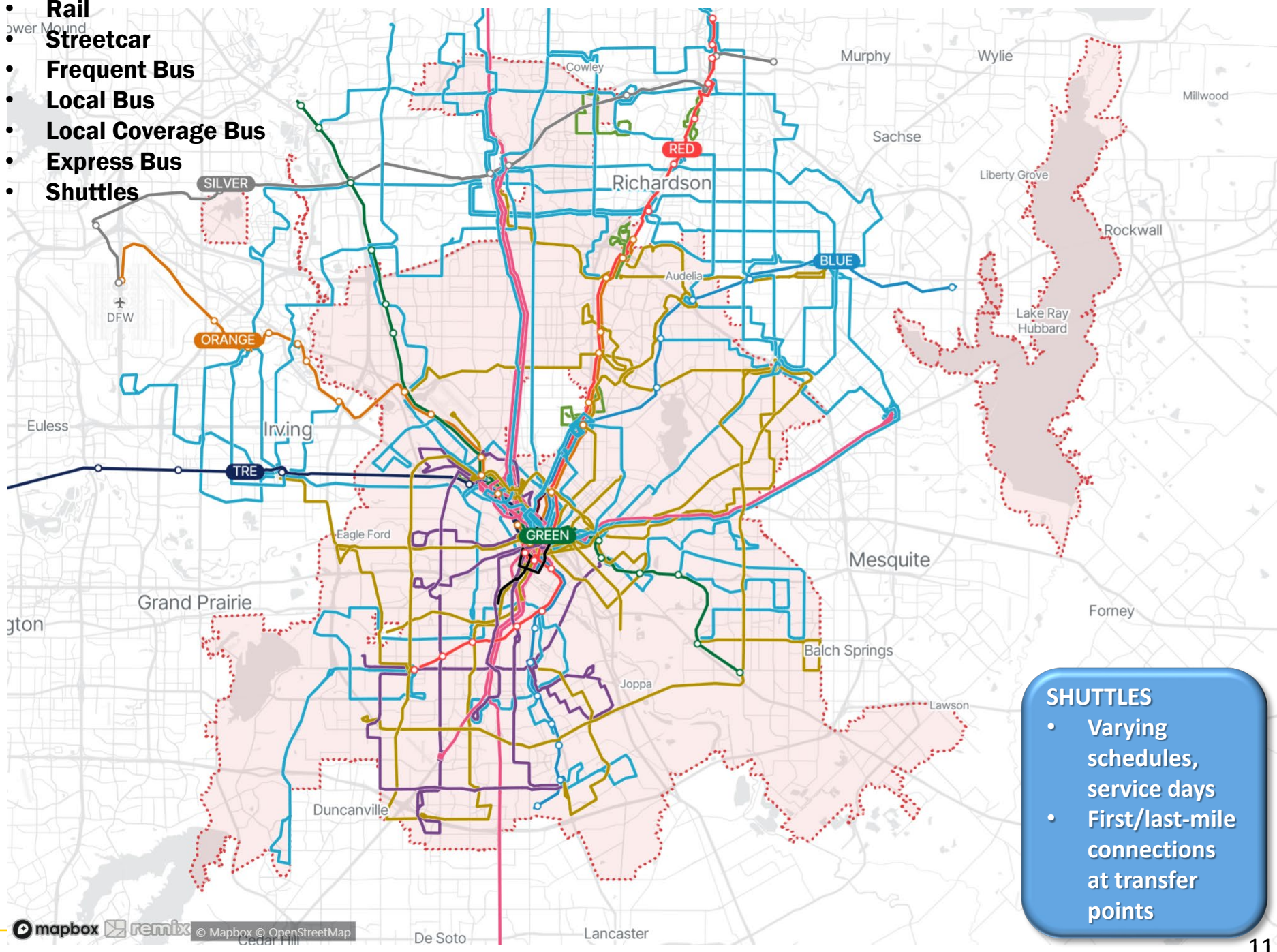
- **Rail**
- **Streetcar**
- **Frequent Bus**
- **Local Bus**
- **Local Coverage Bus**



**LOCAL
COVERAGE BUS**

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

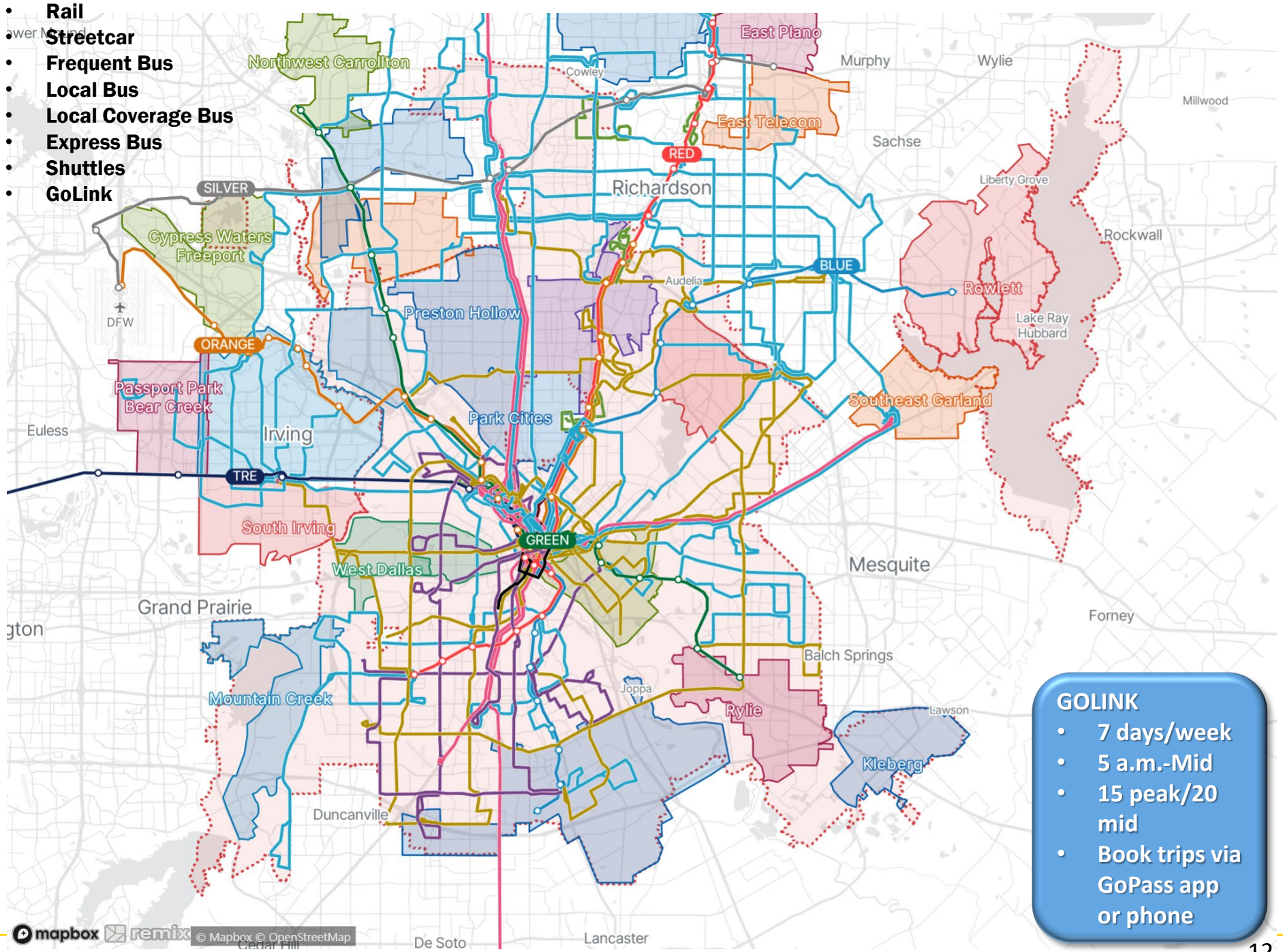
- Rail
- Streetcar
- Frequent Bus
- Local Bus
- Local Coverage Bus
- Express Bus
- Shuttles



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

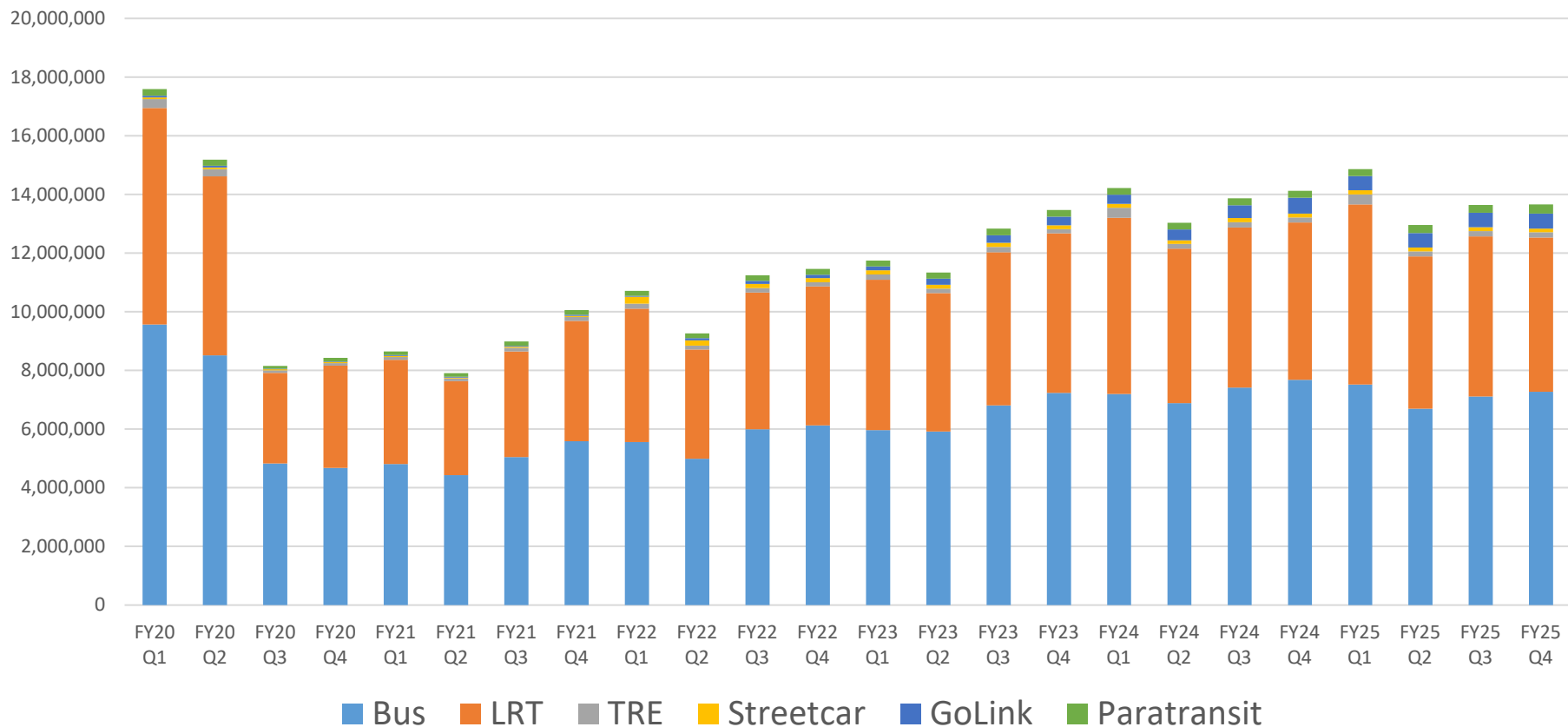


GOLINK

- 7 days/week
- 5 a.m.-Mid
- 15 peak/20 mid
- Book trips via GoPass app or phone

SYSTEM RIDERSHIP

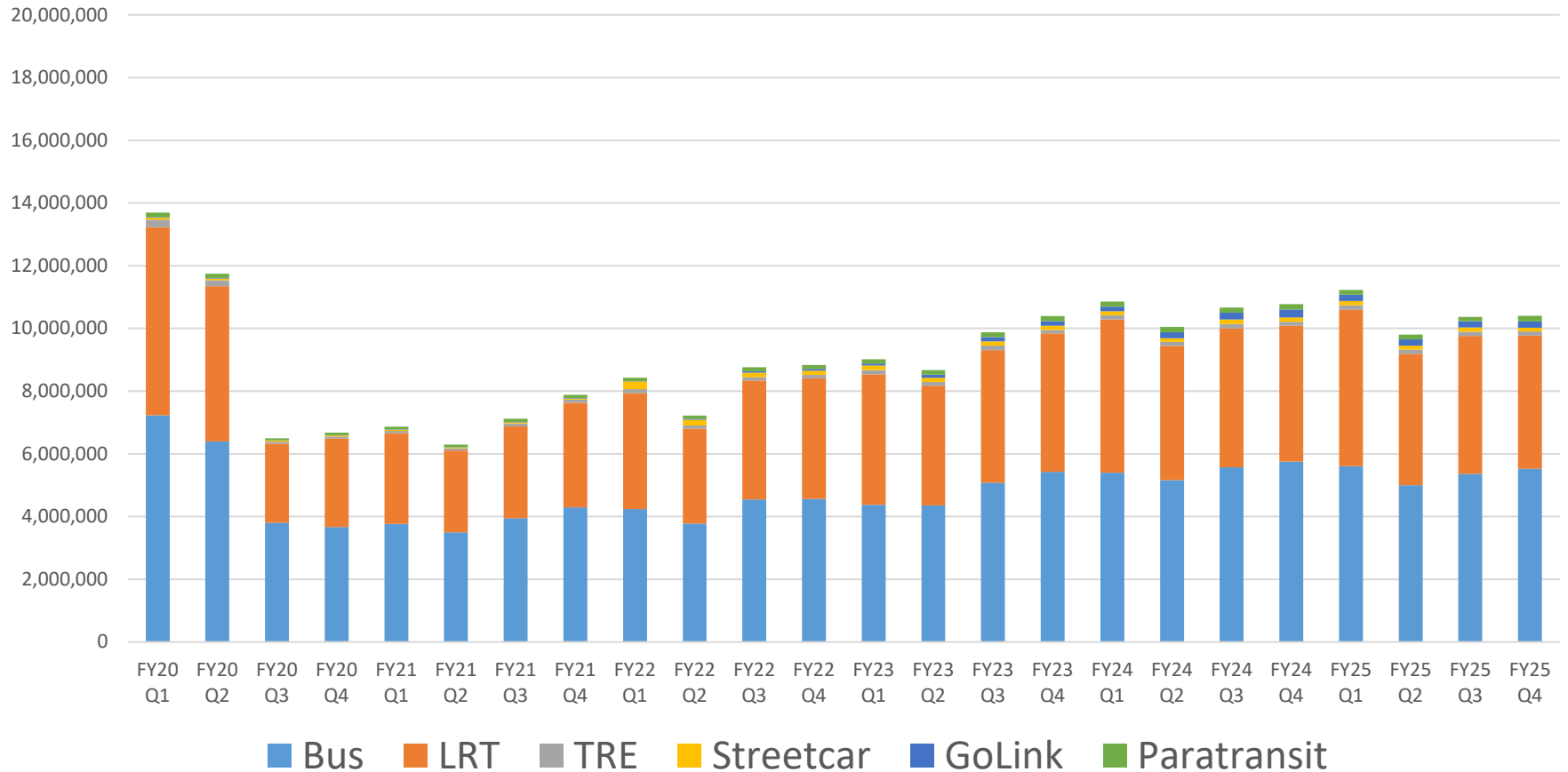
Passenger Trips



DALLAS RIDERSHIP

Passenger Trips

*represents 75.5% of total system ridership



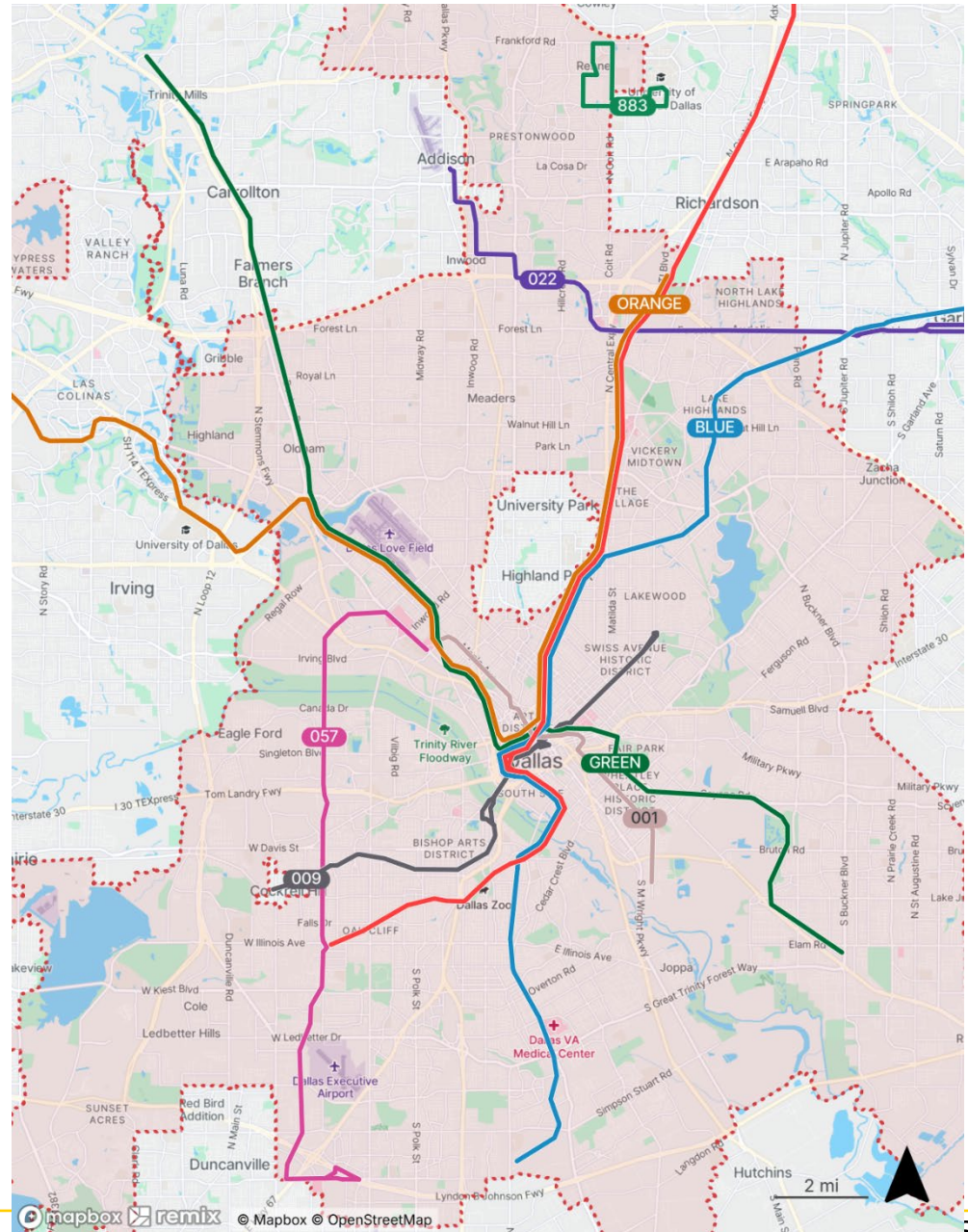
CITY CONNECTIVITY

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%

FY25 Q4 TOP RIDERSHIP BUS ROUTES

Top 5 bus average weekday ridership and riders/hour

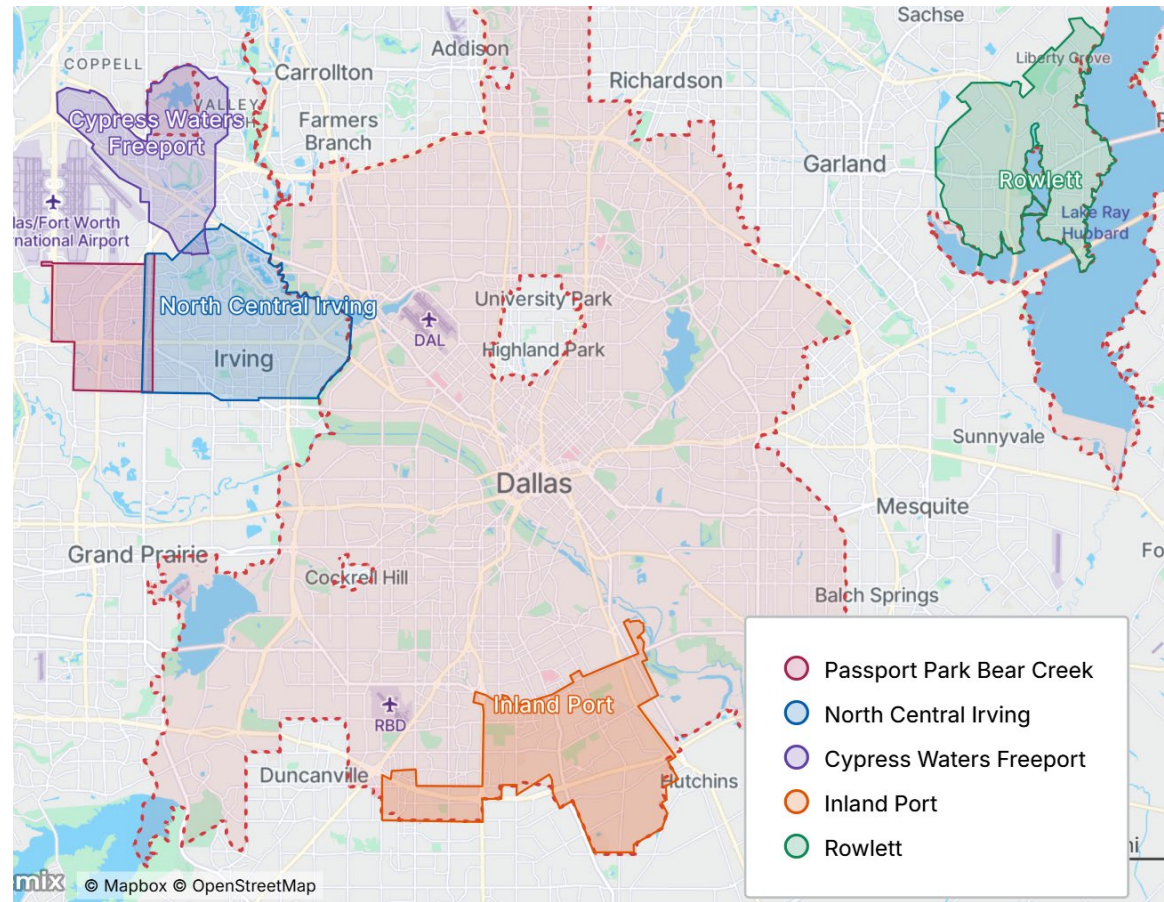
- 22 Forest Lane
 - 3,736 (18.2 riders/hour)
- 57 Westmoreland
 - 3,385 (19.6 riders/hour)
- 883 UTD Shuttle
 - 2,881 (29.6 riders/hour)
- 1 Malcom X/Maple
 - 2,844 (21.8 riders/hour)
- 9 Jefferson/Gaston
 - 2,620 (15.8 riders/hour)



FY25 Q4 TOP 5 GOLINK ZONES

Top 5 GoLink average weekday ridership and riders/hour

- Inland Port Expanded
 - 1,103 (4.9 riders/hour)
- North Central Irving
 - 600 (5.4 riders/hour)
- Rowlett
 - 557 (5.8 riders/hour)
- Cypress Waters
 - 368 (5.0 riders/hour)
- Passport Park
 - 342 (5.9 riders/hour)



Inland Port Expanded is Inland Port Connect and Inland Port zones combined; Inland Port Connect shifted to Inland Port TMA Local Government Corporation and Star Transit effective October 1, 2025.



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
 - Parkland Health agreement extended through Spring 2026
 - Request for Proposal for permanent program in process



SECURITY UPDATE

- Technology Advancements – New Video Management System (VMS) complete and contract awarded to replace to upgrade DART's surveillance camera system on trains, buses, platforms, bus stops and facilities
 - Includes advanced analytics capabilities improving response times
- DART Police use Data Driven Accountability for Crime and Traffic Safety (DDACTS) to support efficient deployment of law enforcement resources
- New Consolidated Dispatch and Command Center (CDCC) opened in August 2025 as a state-of-the-art facility that consolidates DART's bus dispatch, train control, and police dispatch teams into a single command center to support faster service and emergency response

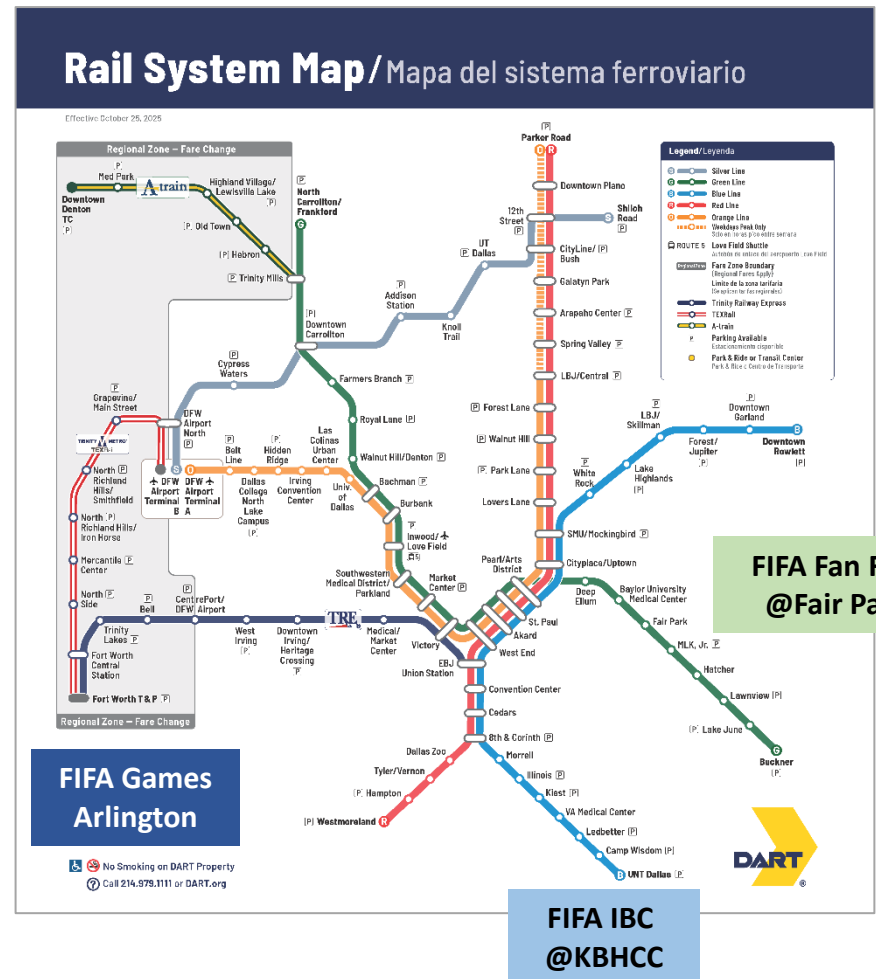
POSITIVE SECURITY OUTCOMES

- Crimes against persons is down 16% from last year
- Crimes against property (theft) is down 26%
- 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 is also revamping how we report crime information on our website for increased transparency



FIFA PLANNING

NORTH TEXAS FIFA 2026



DART x FIFA

- We are planning for the World Cup like it is rush hour for 39 days. DART plans to lean heavily on rail and fixed route so that our roadways aren't overwhelmed with 100,000 visitors in cars.
- Trinity Railway Express (TRE) will be running every 30 minutes and will be supplemented by charter busses to get fans to AT&T Stadium.
- The Green Line will be the primary line to transport fans to Dallas Fair Park for Fan Fest (both Fair Park and MLK, Jr. Stations)
- DART has budgeted \$20.4M for FIFA world Cup related expenses related to security, equipment upgrades and leased rail cars to account for the projected increase in demand.
 - RTC has committed \$10.7M for TRE upgrades and equipment lease
 - Additional funding is being discussed for fares, security, etc. both regionally and nationally

DART x FIFA

- DART is investing in wayfinding upgrades, marketing and public awareness campaigns and maps to guide those who have never been to North Texas/Dallas before.
- DART is coordinating with transit agencies across north Texas to create a seamless journey for fans. A full transportation plan will be available to the public in the coming months.
- We're strongly encouraging visitors and residents to use DART's GoPass app. It puts real-time trip planning, service alerts, and contactless payment all in one place.

A yellow and white bus is parked on a city street. In the background, there are several tall, modern buildings with glass facades. The sky is blue with some clouds. The entire image has a yellow overlay.

WITHDRAWAL ELECTIONS

WITHDRAWAL ELECTIONS

Texas Transportation Code, Section 452.651-452-662 discuss withdrawal of a service area city from DART.

- Cities can hold withdrawal election every six years
- Four cities have approved holding election in May 2026
- Elections can be rescinded 45 days prior (by March 18)
- If voters choose to withdraw from DART:
 - All services cease within that city after results canvassed
 - Sales tax continues to be collected under financial obligation fulfilled
- Public hearing on service changes will be held prior to elections to prepare for potential changes
- Effects on other city services depends on election outcomes

Thank You



let's go.

DART.org





APPENDIX

SUMMARY OF FEB 2026 SERVICE CHANGES

Service	Recommendation	Weekday Frequencies	Weekend Frequencies
Light Rail	<ul style="list-style-type: none"> Weekday peak frequency to 20 minutes all lines, no other changes 	20/20/20/30	30/20/20/30
Commuter Rail	<ul style="list-style-type: none"> No changes 	30/60/60/60	
Very Frequent Bus (1-9)	<ul style="list-style-type: none"> No changes 	15/15/15/30	30/15/30/30
Frequent Bus (10-99)	<ul style="list-style-type: none"> Weekday peak frequency to 20 minutes all routes, no other changes 	20/20/20/30	30/20/30/30
Routes 28/41/47	<ul style="list-style-type: none"> Become local bus routes due to route performance per Service Standards 	20/30/30/30	30/30/30/30
Local Bus (100's)	<ul style="list-style-type: none"> Weekday peak frequency to 20 minutes all routes, no other changes 	20/30/30/30	30/30/30/30
Local Coverage Bus (200's)	<ul style="list-style-type: none"> 4 routes discontinued (209, 225, 254, 255), no other changes 	30/40-60/40-60/60	60/40-60/60/60
Express Bus (300's)	<ul style="list-style-type: none"> 3 routes discontinued (305, 378, 383) Weekday peak frequency to 20 minutes for 306 Retain current service for 308 due to strong growth 	20/-/-/-	No Service
GoLink	<ul style="list-style-type: none"> Retain current service for all zones and zone-to-zone groups Plano and Addison zones added 		
Shuttles	<ul style="list-style-type: none"> Plano, Addison shuttles added with 50% share 	Varies	Varies
Paratransit	<ul style="list-style-type: none"> No changes to current service area 		

Weekday frequencies: peak/midday/evening/night, Weekend frequencies: morning/midday/evening/night

Changes highlighted in **YELLOW**

STRATEGIC GOALS



EMPOWERED AGENCY

Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.



CULTURE OF CONTRIBUTION

Create a culture that aligns roles and responsibilities with the vision, deepens organizational trust, and encourages growth.



QUALITY SERVICE

Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.



SEAMLESS MOBILITY

Integrate mobility options to create a seamless travel experience defined by frequency and reliability to position DART as first in mind.



FANTASTIC SPACES

Create fantastic spaces that add value to our communities, enhance the rider experience, and foster a sustainable and thriving region.



STRATEGIC RELATIONSHIPS

Position DART as a collaborative leader and recognized regional economic and mobility asset.



DART TRANSFORM



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.



10-year System Modernization Program



FLEET REPLACEMENT



**476 buses under contract
with delivery starting in 2026**



**Replacing the oldest
Light Rail vehicles;
Request for Proposal
(RFP) in 2025**





SEAMLESS MOBILITY

Bus Corridor Investments

- CORE program will develop and advance bus corridor improvements in collaboration with cities
- Best Practices Toolbox created



**Enhance Speed
& Reliability**

Improve Safety

**Improve Access
& Connectivity**



TOOLS TO DELIVER CORE



Transit Signal Priority (TSP) tools modify traffic signal timing or phasing when transit vehicles are present, and can work on through, left-, and right turning movements.



Transit Queue Jump add speed and reliability at congested intersections by adding a bus signal and phase that allows the bus to bypass general traffic.



New Signals and Signal Modifications with shorter signal cycles reduce net delays to transit vehicles, especially at near-side stop locations, or across freeway corridors where frontage roads exist.



Parking Removal / Alternations necessary to implement transit measures such as bus lanes.



Bus Stop Location Optimization includes relocation or consolidation of bus stops to optimize placement and minimize delay while considering pedestrian accessibility.



Bus Stop Access Improvement includes constructing new and extended bus stop landing pads and filling sidewalk gaps.



Pedestrian Crossing Improvements and Sidewalk needs such as z-crossings, crosswalk striping, new or extension of existing sidewalks to enhance mobility.



KEY ELEMENTS OF CORE

The Four Buckets



Nodal Improvements



Emerging Corridors



BRT/High-Capacity Corridors



Downtown



SEAMLESS MOBILITY

Amenities

- Three types of next-generation shelter prototypes in testing (slim, standard, and mini)
- Enhanced lighting, seating, visibility, and real-time information (for large shelters)





SEAMLESS MOBILITY

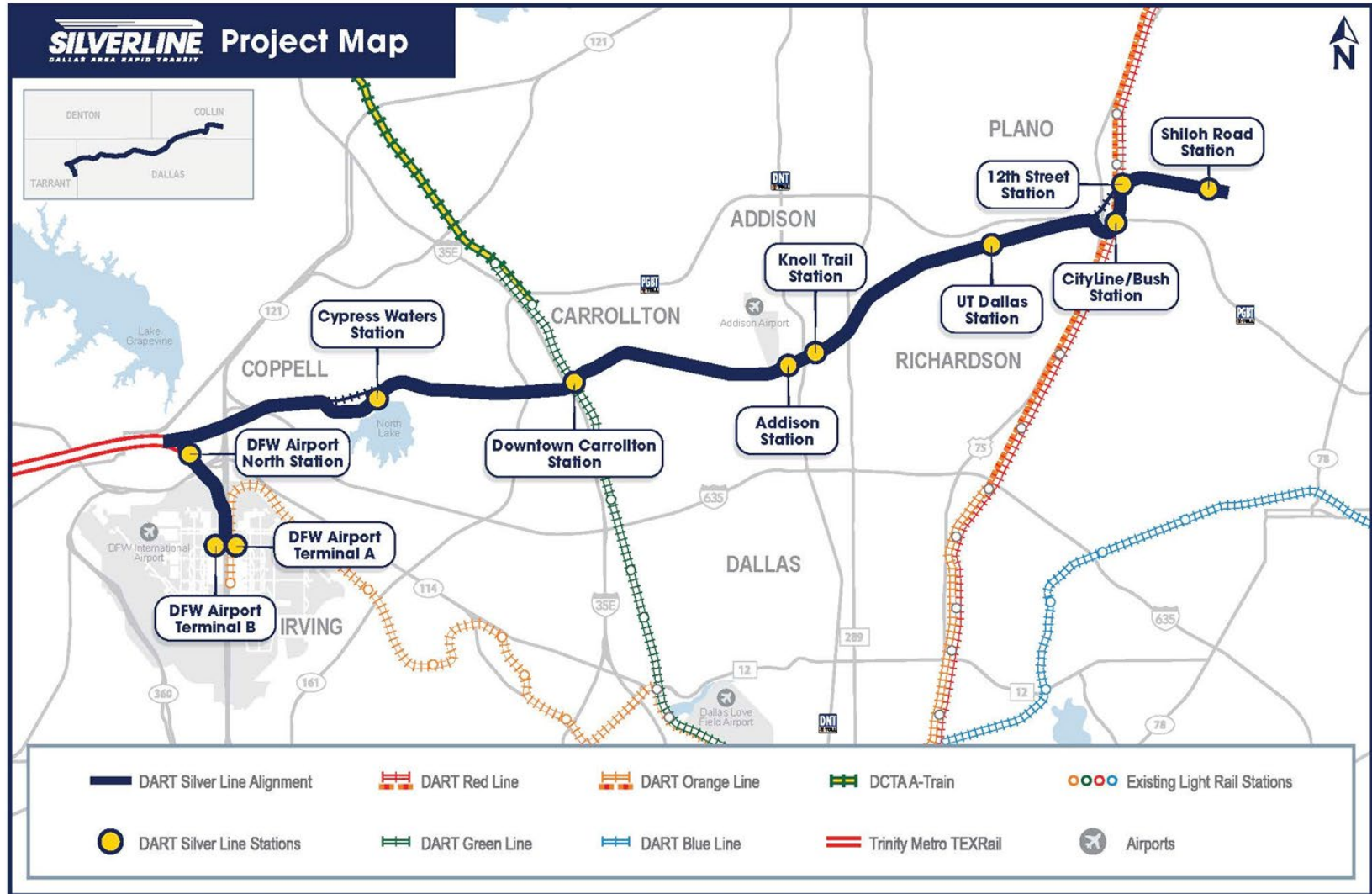
New Ticket Vending Machines (TVMs)

- DART is installing 228 new TVMs
 - 31 TVMs with Silver Line opening
 - Rest of system to be completed by summer 2026
- Key features:
 - Purchase passes with Cash and Credit, including contactless payments (Credit/Debit, Smart watch, Smart phone)
 - Purchase and reload GoPass Tap cards, which are currently only available via DARTMart and retail outlets
 - 21.5-inch touch screen and 15-inch secondary screen
 - Dispense tappable Limited Use Media (LUM)





SILVER LINE





FANTASTIC SPACES

- Reimagining DART facilities and property and to integrate them into the community and add value
 - Activation of underutilized spaces through events and programming
 - Transit Oriented Development (TOD)
- Opportunities defined in collaboration with cities





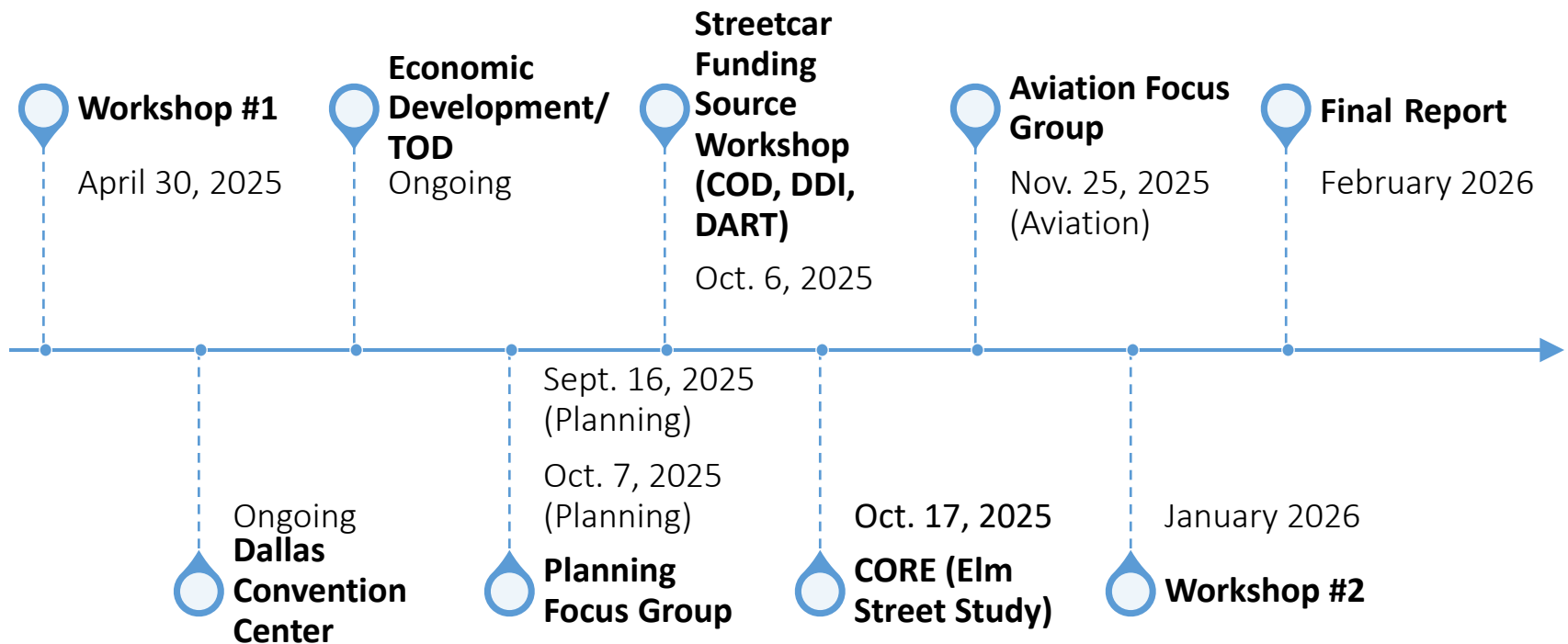
ECONOMIC DEVELOPMENT

TIRZ INTERLOCAL AGREEMENT (ILA)

- March 2025 Board Resolution directed staff to bring an ILA framework for Tax Increment Reinvestment Zone (TIRZ) participation with sales tax increment by May 2025
- City Manager working group met several times since February to draft and review deal points
- DART Board approved ILA framework May 27
- ILA's have been provided to cities for execution this year to be effective January 1, 2026, for initial 5-year term
- This initiative will help us support cities to advance economic priorities and create fantastic spaces

AREA PLANS PHASE 2 SCHEDULE

CITY OF DALLAS





STREETCAR COORDINATION

- DART/City of Dallas Master Streetcar Interlocal Agreement outlines responsibilities and governs funding and operation of Dallas Streetcar
- DART provides funding for original starter line to ensure baseline operations and maintenance under Federal grant
- City of Dallas is responsible for all capital and operating funds
- Question about D2 funding availability for streetcar:
 - D2 funding was from potential Federal grant and long-term debt; there was no specific D2 project funding set aside.
 - DART has used long-term debt capacity for other system modernization needs including Red/Blue line signal system upgrades, new light rail vehicles, station upgrades and more.