



Approval of DART Commitment to Local Resolution of City Requests

Committee-of-the-Whole

March 25, 2025

Kay Shelton, Chief of Staff



Board Action

- The Board will consider approval of a resolution to demonstrate DART Commitment to Local Resolution of City Requests.

Background

- On February 28, 2025, the Board conducted a workshop to review various items, one of which was Impacts of Proposed Legislation Amending Transportation Code §452, specifically HB 3187 (Shaheen) and SB 1557 (Paxton, Hagenbuch, Parker).
- The proposed legislation has the potential to redirect up to 25% of DART sales tax revenue back to all cities for general mobility purposes, as well as other changes that could impact DART and its ability to operate, maintain and grow the system.
- During the workshop, the Board discussed options to resolve issues locally, including the development of a new General Mobility Program to address equity concerns of certain cities and support local mobility objectives.

Background

- During the March 11, 2025, Committee-of-the-Whole meeting the Board reviewed and discussed a draft resolution language related to establishing a General Mobility Program.
- Several comments were provided.
- Approval of the resolution would demonstrate a commitment to address city issues by establishing a new General Mobility Program and other items important to cities, including direction to staff on how to advance actions necessary to implement the items.

Partnership Discussions/Mediation

- On March 13, 2025, the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) approved an item to initiate a local partnership discussion/mediation process to resolve the matter.
- RTC voted to not oppose the legislation affecting DART funding pending feedback from the mediation process.
- On March 14, 2025, the first meeting of the local mediation process was held. Additional meetings are scheduled for March 24 and 25.

Draft Resolution

Comments for Discussion

- Section 2: Updating the allocation methodology
- Section 3: Exhibit 1 for FY 2026 Allocations and TRIP funding
- Section 4: How to fund program and call for public hearing
- Section 5: Interlocal Agreements and Board approval of updated methodology
- Section 6: Term of program
- Section 7: What are the ILA conditions that would dictate leftover funds going to the MAIF?
- Section 9: TIRZ parameters for DART participation
- Section 10: City service requests; need to have Dallas requests before we consider
- Section 11: Review and amend policies
- Section 12: Transit 2.0 and partnership discussions
- General comments regarding budget and potential service reductions

Comments for Discussion

- Section 2: Updating the allocation methodology
 - DART (Finance and others) needs tool to create it or have a third party to prepare it
 - Who should update - staff/consultants or cities/consultants?
 - Agree Silver Line should be factored in for FY 2027 allocations
 - How is allocation baseline set year to year?
- Budget & Finance committee discussed allocation methodology at March 19 meeting

Comments for Discussion

- Section 3: Exhibit 1 for FY 2026 Allocations
 - Suggestion to add TRIP allocations to Exhibit 1 since not included in EY methodology and are funds we have allocated for equity purposes
 - *See Revised Exhibit 1 with potential TRIP allocation adjustment and resulting changes to FY 2026 allocations*
 - *Should adjustments be made for TRIP?*
 - Notes section - FIFA World Cup costs and reimbursement may affect FY 2026 cash flow
 - *This is a consideration for FY 2026 budget development and for discussion with NCTCOG*

Exhibit 1 with FY 2023 TRIP Adjustment for Four Cities (\$m)

City	Total Cost Allocation FY 2023 (EY)	FY 2023 Sales tax contribution (EY)	Over/ (Under) (EY)	FY2023 TRIP Allocation Adjustment	Revised Over/ (Under)	Revised Share of Total Over	Proportional Revenue Share	25% of FY 2024 sales tax (maximum amount)	Allocation for FY 2026
Addison	\$9.5	\$16.3	\$6.8		\$6.8	6.9%	\$2.93	\$4.18	\$2.93
Carrollton	\$37.3	\$48.3	\$11		\$11	11.1%	\$4.74	\$11.91	\$4.74
Cockrell Hill	\$2.8	\$0.6	\$(2.2)	\$(0.13)	\$(2.33)				
Dallas	\$690.5	\$407.8	\$(282.7)		\$(282.7)				
Farmers Branch	\$20.8	\$24.3	\$3.5		\$3.5	3.5%	\$1.51	\$5.88	\$1.51
Garland	\$62.7	\$45.2	\$(17.5)		\$(17.5)				
Glenn Heights	\$1.5	\$1.1	\$(0.4)	\$(0.23)	\$(0.63)				
Highland Park	\$1.9	\$6.3	\$4.4	\$(1.33)	\$3.07	3.1%	\$1.33	\$2.11	\$1.33
Irving	\$123.5	\$102.2	\$(21.3)		\$(21.3)				
Plano	\$44.6	\$109.6	\$65		\$65	65.8%	\$28.01	\$28.99	\$28.01
Richardson	\$50.7	\$56.9	\$6.2		\$6.2	6.3%	\$2.67	\$12.99	\$2.67
Rowlett	\$16.1	\$9.2	\$(6.9)		\$(6.9)				
University Park	\$1.8	\$6.4	\$4.6	\$(1.35)	\$3.25	3.3%	\$1.40	\$1.71	\$1.40
TOTAL	\$1,063.7	\$834.2							
		Total Over Contribution	\$101.5		\$98.82	General Mobility 5%	\$42.59		\$42.59
						FY 2024 sales tax	\$851.78		
						Amount to MAIF			\$0

Compared to original: Proportional share for UP and HP decrease; other five cities increase slightly.

Comments for Discussion

- Section 5: Interlocal Agreements and Board approval of updated methodology
 - Who should approve updated methodology? If Board approves, is it a majority vote?
 - Will there be one common ILA that applies to all cities?
 - *Staff recommendation: Use common ILA like PTI ILA*
- Section 6: Term of program
 - Is there a commitment after two years?
 - Weak language for modification and/or renewal vs permanent change being pursued in statute

Comments for Discussion

- Section 7: What are the ILA conditions that would dictate leftover funds going to the MAIF?
 - *Staff recommendation: Remove reference to ILA as the direction is part of resolution.*
- Section 9: TIRZ good start but many cities are looking for DART participation in projects that don't connect with a transit facility.
 - *Staff recommendation: No change as this is a comment for future TIRZ policy and associated parameters*
- Section 10: In terms of timing for city service requests we need to have Dallas requests before we consider.
 - *Dallas requests are expected by March 25 after discussion at Dallas City Council TRNI Committee*

Comments for Discussion

- Section 11: Is this about amending policy to encourage cities to participate with DART?
 - Do not like the idea of letting cities in for less than a penny especially if they get additional grants/subsidy for services.
 - If trying to bring cities in that are outside DART, services need to be branded as DART and create mindset to support public transit.
- Section 12: Transit 2.0 and partnership discussions
 - The Board has taken no action on Transit 2.0, and it is not complete; support is premature.
 - What is DART getting out of or want out of Transit 2.0?

Comments for Discussion

- General comments regarding budget and potential service reductions:
 - Need to look at all the asks holistically as part of FY 2026 Budget process
 - Need to understand service reductions to accommodate a new program
 - What is timing on distribution of funds for FY 2026?
 - Ensure use of funds are transit-supportive and consistent with Chapter 452
 - *This is stated in Sections 1 and 5*

FY 2026 Budget Considerations

- Establishing a new General Mobility Program with the equivalent of 5% of FY 2024 sales tax (\$42.59 million) could be funded from a combination of the following:
 - External funds – To be determined
 - MAIF balance – \$25.1 million (FY 2025; one-time source)
 - Service reductions
 - Administrative reductions
- There are other budget considerations as well beyond a new program

Budget Funding Gap

Budget Area	Annual Cost
New Partnership/General Mobility Program	\$42.6m
City Service Requests*	\$18.5m+
Up to 4 months additional Silver Line Operations (one-time FY 2026 only)	\$9.2m
FY 2026 Unknowns (Estimate)	\$8m
TOTAL	\$78.3m+

*Unless directed otherwise, the current assumption is that city service requests would not be funded through a new program.

Cost Reduction Areas*

Area	Savings
Service Reductions (annual) <ul style="list-style-type: none">- Low Performing/Duplicate Services- Service Frequency Adjustments- Other Rail Service Adjustments- Paratransit Coverage Changes	\$60.3m+
Administrative Reductions (annual or one-time) <ul style="list-style-type: none">- Program eliminations- Contract cancellations- Reduction in force/compensation changes- Other	\$18m
TOTAL	\$78.3m+

*Reductions could be partially offset by MAIF (one-time funding) or external contributions (one or more years)

Service Reductions Background

- DART has gone through a series of service changes in the past in response to less sales tax revenue due to economic downturns and redesigned the network in 2022 with DARTzoom
 - 2003: FY 2004 Budget/Financial Plan reductions due to 3 years of lower than anticipated sales tax revenue.
 - 2009-10: FY 2011 Budget/Financial Plan reductions due to effects of 2008-2009 great recession.
 - Service cuts rolled out over two years and integrated into Green Line opening to eliminate duplicate services; modified light rail peak from 10-minute peak to 15-minute peak
 - 2022: DARTzoom restructure
- DARTzoom addressed weak parts of the bus network so there is less opportunity for low-impact reductions

Potential Service Reductions

- Staff has been developing options for reductions in the \$60m range assuming Board advances a 5% mobility program and new city services.
 - Low Performing/Duplicate Services
 - Service Frequency Adjustments
 - Commuter Rail Service Adjustments
 - Paratransit Coverage Changes

General Goals

- Maintain system coverage as much as possible
- Minimize ridership impacts
- Frequency adjustments target:
 - Peak periods where ridership remains well below pre-pandemic loads
 - Evening/weekend periods
 - Midday service only on local coverage routes
- Maintain current hours of operation on all services

Low Performing/Duplicate Services

- Some routes/services would be discontinued where:
 - They do not meet service performance standards, or
 - They have very high per passenger subsidies, or
 - GoLink and bus services overlap in the same area
- Discontinued services include:
 - 6 local coverage bus routes (200-series)
 - 3 express bus routes
 - 2 GoLink zones
 - 3 GoLink zone-to-zone pilots
- Potential savings \$14.6m/year
- Estimated ridership for these services 1.1m/year (about 2% of system ridership)

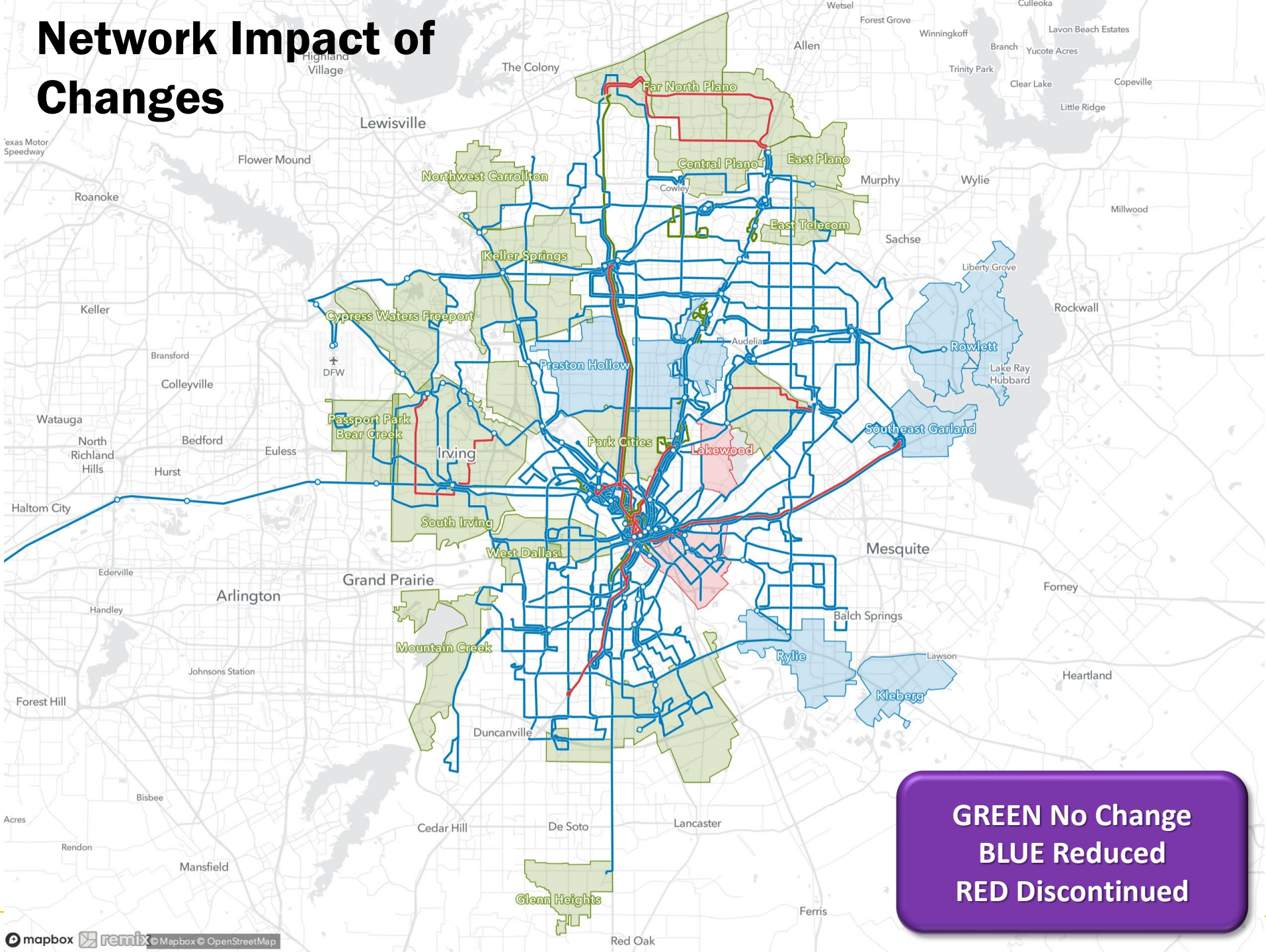
Service Frequency Adjustments

- Goals
 - Maintain midday service on frequent services
 - Maintain peak service on local coverage routes
- LRT/most Frequent bus to 20/20/30 (now 15/20/20-30)
 - Routes 28, 41, 47 to 20/30/30
- Local bus to 20/30/60 (now 15/30/30)
- Local coverage bus to 30/60/60 (now 30/40-60/40-60)
- Potential savings \$35.2m
- These changes would affect almost all bus and rail riders.

Commuter Rail Frequency Adjustments

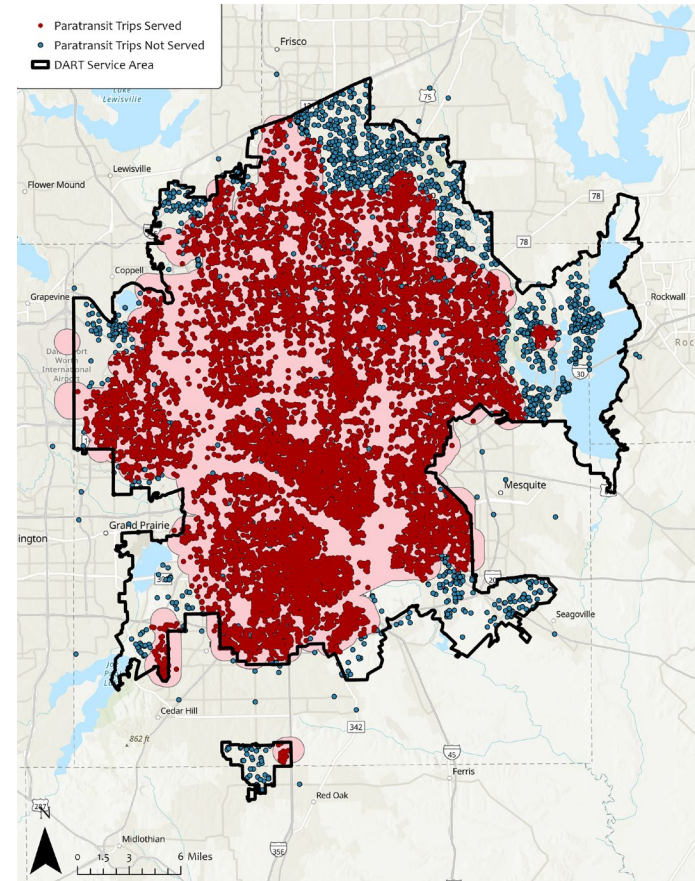
- Further analysis on potential savings associated with service adjustments to Silver Line and TRE are needed
- Potential considerations include frequency adjustments, service days and hours of operation
- Potential savings to be determined

Network Impact of Changes



Paratransit Coverage Changes

- DART currently offers ADA Paratransit service throughout the entire Service Area
- ADA regulations only require service within $\frac{3}{4}$ -mile of fixed-route service
- Most transit agencies use the ADA guidelines
- Such a change would be expected to impact up to 17% of current Paratransit trips
- Potential savings \$10m



Potential Annual Savings

Component	Annualized Savings	
Low Performing/Duplicate Services	\$14.6m	\$49.8m SUBTOTAL
Service Frequency Adjustments	\$35.2m	
Commuter Rail Service Adjustments	TBD	
Paratransit Coverage Changes	\$10.0m	
TOTAL	\$59.8m	

Service Change Timing

Date(s)	Step
May 13/27	Call for Public Hearing
June, early July	Public Meetings
July 8	Public Hearing
August 12/26	Approval of Changes
January 19, 2026	Implementation

Timing on Distribution of Funds

- Assume a \$42.37m distribution in FY 2026 to eligible cities
- Timing of funding availability:
 - MAIF FY 2025 balance available (\$25.1m)
 - Service reduction savings would not be available until after public hearing process; assume savings available after Q1 FY 2026
 - Availability of administrative savings would vary depending on the type of reductions made
 - External funds to be determined and would require approval by others such as RTC
 - External funds could be sought for more than one year

Board Action

- The Board will consider approval of a resolution to demonstrate DART Commitment to Local Resolution of City Requests.



let's go.



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City Service Requests Annualized Cost Estimates

City Service Requests

Annualized Cost Estimates

City	Program	Annual Cost*
Addison	Circulator + GoLink	\$1.8m
Carrollton	GoLink changes	\$84k
Highland Park	GoLink changes	\$28k
Irving	Urban center circulator	\$868k
Plano	Legacy circulator	\$1.8m
Plano	Citywide GoLink	\$11.0m-\$13.1m**
Rowlett	GoLink changes	\$22k
University Park/Highland Park	Parking shuttle	\$0-\$840k
Total		\$15.7m-\$18.5m

*Based on existing contracts; costs will likely increase if contracts change

**Net impact; includes \$5.1M in bus service reductions



Local and Connecting Services Information

Rail Service

Standard Frequency, Operating Hours

Service	Hours	Days	Peak Frequency	Midday Frequency	Evening/ Weekend Frequency
Light Rail	4am-1am	All	15	20	20-30
TRE	Varies	Mon-Sat	30	60	60
Silver Line	4am-1am	All	30	60	60

Bus, GoLink Service

Standard Frequency, Operating Hours

Service (Route Numbers)	Hours	Days	Peak Frequency	Midday Frequency	Evening/ Weekend Frequency
Frequent Bus (1-99)	4am-1am	All	15	20	20-30
Local Bus (100's)	5am-Mid	All	15	30	30
Local Coverage Bus (200's)	5am-Mid	All	30	40-60	40-60
Express Bus (300's)	Varies	Mon-Fri	Varies	-	-
Shuttles (400's)	Varies	Varies	Varies	Varies	Varies
GoLink	5am-Mid	All	-	-	-

Local, Connecting Services

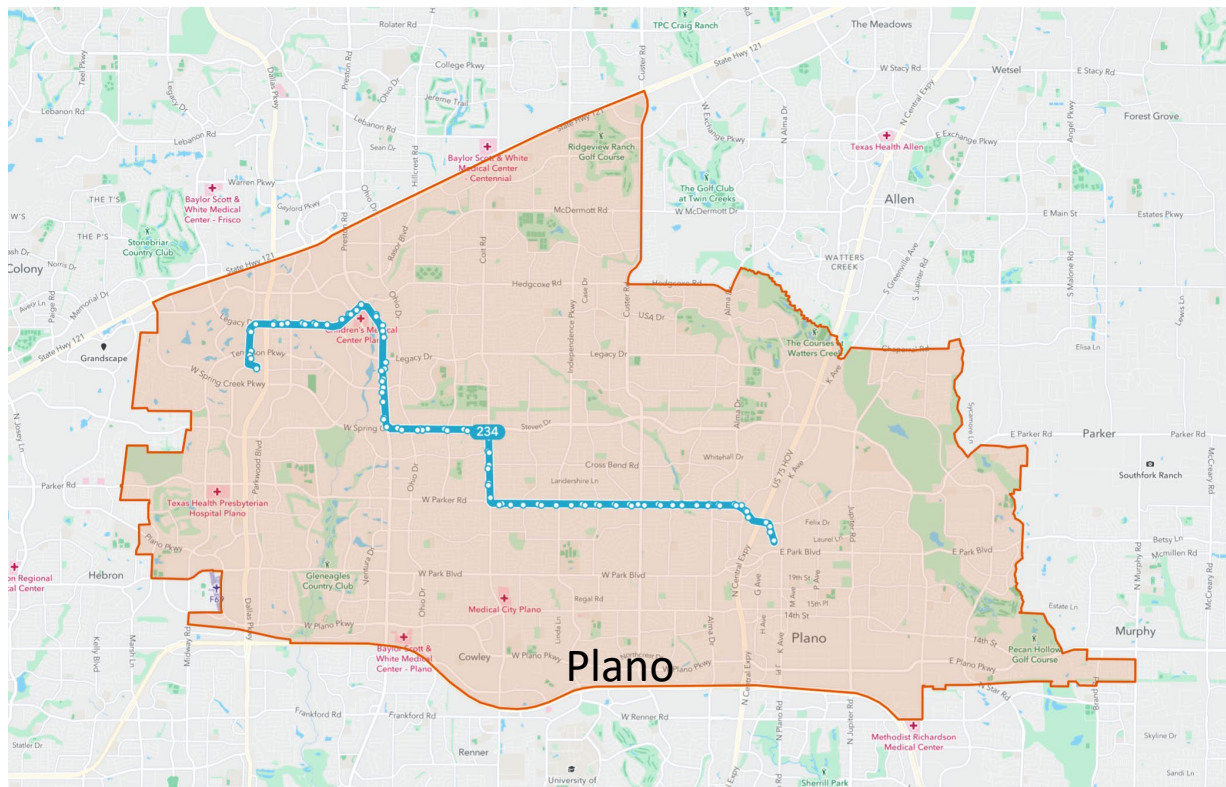
In the DART Network

- DART operates rail, bus, and GoLink services in a network covering the 13 cities
- Some of these services are local and stay within a single city
- Most of the remaining services provide connections between DART cities, but may also provide local service within the cities they serve
- The following slides look at this issue

Local Service

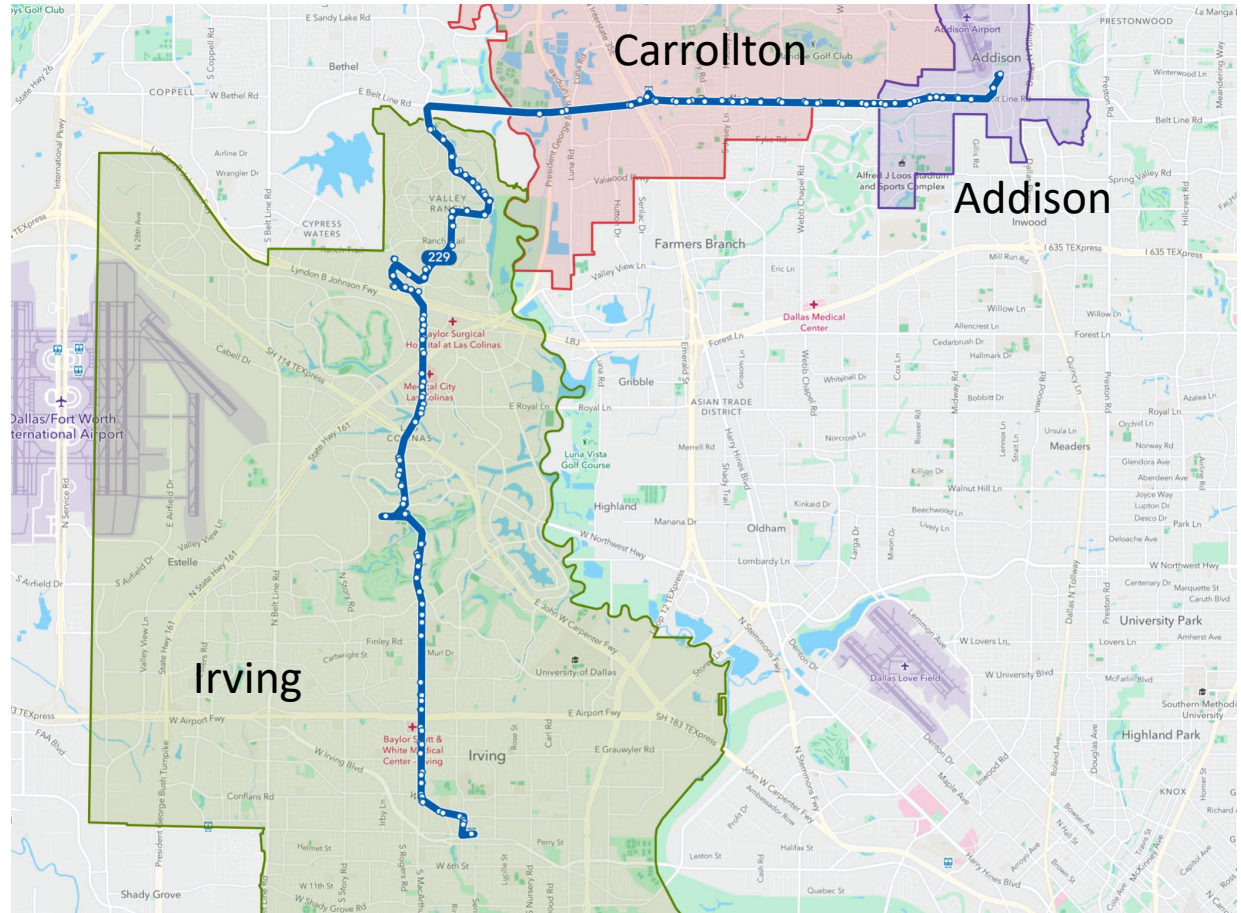
Example

- Route 234 is a local service that operates entirely in Plano
- Provides E/W movement from Parker Road Station to NW Plano P&R



Connecting Service *Example*

- Route 229 is a connecting service that operates in Irving, Carrollton, and Addison
- Connects to other buses, TRE, Orange Line, Green Line, and soon Silver Line



Addison, Carrollton

Local/Connecting Service

ADDISON

Entirely within City	Connects Cities	New Local Service Request
None	Rail: Silver Line	Circulator/Citywide GoLink – \$1.8m
	Bus Routes: 22, 200, 202, 227, 229, 235, 236, 237, 238, 239, 250, 305	

CARROLLTON

Entirely within City	Connects Cities	New Local Service Request
GoLink: Northwest Carrollton	Rail: Green Line, Silver Line	GoLink Changes - \$84,000
	Bus Routes: 229, 232, 233, 235	
	GoLink: Keller Springs, Farmers Branch	

Cockrell Hill, Farmers Branch

Local/Connecting Service

COCKRELL HILL

Entirely within City	Connects Cities	New Local Service Request
None	Bus Routes: 9, 25, 221, 226	None

FARMERS BRANCH

Entirely within City	Connects Cities	New Local Service Request
None	Rail: Green Line	None
	Bus Routes: 227, 229, 233	
	GoLink: Farmers Branch, Keller Springs	

Dallas

Local/Connecting Service

Entirely within City	Connects Cities	New Local Service Request
Bus Routes: 1, 3, 5, 13, 17, 23, 27, 28, 30, 38, 41, 45, 47, 57, 101, 102, 103, 104, 105, 106, 108, 109, 114, 122, 209, 213, 215, 216, 217, 218, 219, 220, 223, 228, 249, 378, 402, 413, 417, 419, 422, 423	Rail: Red Line, Blue Line, Green Line, Orange Line, Silver Line	TBD
GoLink: Preston Hollow, Northwest Dallas, North Central Dallas, Lake Highlands, Lakewood, Rylie, Kleberg, West Dallas, West Dallas Shuttle, Mountain Creek, South Dallas, North Dallas zone-to-zone pilot	Bus Routes: 9, 15, 16, 18, 20, 22, 25, 200, 202, 204, 207, 212, 214, 221, 224, 226, 227, 230, 232, 233, 235, 236, 237, 238, 239, 241, 242, 243, 247, 250, 305, 306, 308, 383, 440, 442, 883	
Streetcar: Dallas Streetcar, McKinney Avenue Trolley	GoLink: North Dallas, Park Cities, Inland Port, Cypress Waters	

Garland, Glenn Heights

Local/Connecting Service

GARLAND

Entirely within City	Connects Cities	New Local Service Request
Bus Routes: 203, 251	Rail: Blue Line	None
GoLink: Southeast Garland	Bus Routes: 16, 18, 20, 22, 200, 202, 204, 212, 214, 224, 238, 242, 243, 245, 247, 250	
	GoLink: East Telecom, Eastern zone-to-zone pilot	

GLENN HEIGHTS

Entirely within City	Connects Cities	New Local Service Request
	Bus Routes: 308	None
	GoLink: Glenn Heights	

Highland Park, Irving

Local/Connecting Service

HIGHLAND PARK

Entirely within City	Connects Cities	New Local Service Request
	Bus Routes: 207, 236, 442	GoLink Changes - \$28,000
	GoLink: Park Cities	

IRVING

Entirely within City	Connects Cities	New Local Service Request
Bus Routes: 225, 231, 255	Rail: Orange Line, TRE	Urban Center circulator - \$870,000
GoLink: North Central Irving, South Irving, Passport Park/Bear Creek	Bus Routes: 25, 227, 229, 230	
	GoLink: Cypress Waters	

Plano, Richardson

Local/Connecting Service

PLANO

Entirely within City	Connects Cities	New Local Service Request
Bus Routes: 234, 254	Rail: Red Line, Orange Line, Silver Line	Legacy Circulator - \$1.8m
GoLink: Legacy, Far North Plano, North Central Plano, East Plano, South Central Plano, Plano zone-to-zone pilot	Bus Routes: 236, 239, 241, 247, 308	Citywide GoLink (city suggestion to replace 234, 254 and existing GoLink) – net up to \$13.1m
	GoLink: East Telecom	

RICHARDSON

Entirely within City	Connects Cities	New Local Service Request
Bus Routes: 244, 408	Rail: Red Line, Orange Line, Silver Line	None
	Bus Routes 200, 202, 232, 238, 241, 243, 245, 247, 250, 883	
	GoLink: East Telecom	

Rowlett, University Park

Local/Connecting Service

ROWLETT

Entirely within City	Connects Cities	New Local Service Request
GoLink: Rowlett	Rail: Blue Line GoLink: Eastern zone-to-zone pilot	GoLink Changes - \$22,000

UNIVERSITY PARK

Entirely within City	Connects Cities	New Local Service Request
	GoLink: Park Cities, North Dallas	GoLink changes – up to \$840,000 (shared with HP)
	Bus Routes: 20, 236, 440, 442	

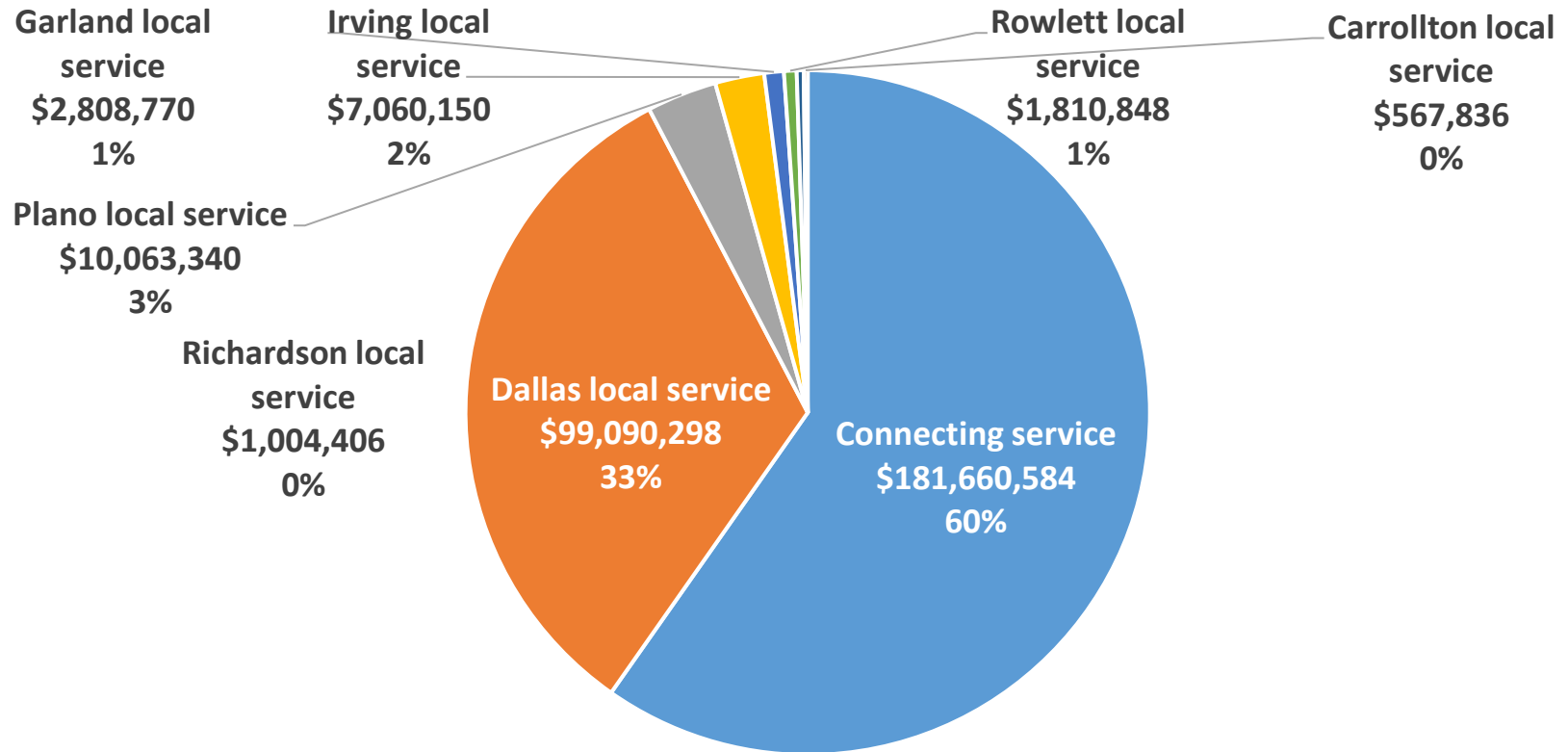
Local vs. Connecting Service

Key Observations

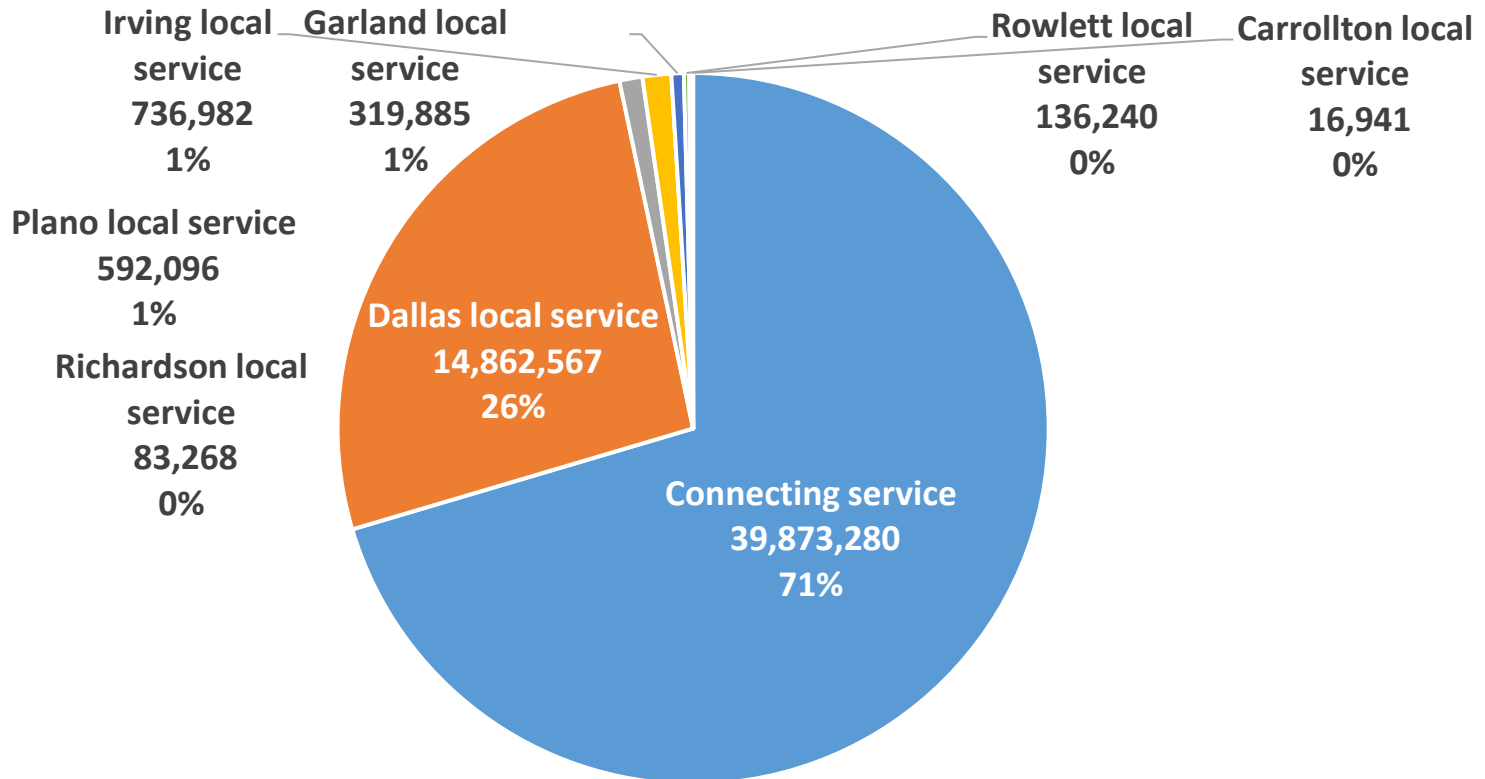
- A large majority of DART services are connecting services
- Most of DART ridership and service investments are associated with connecting services
- Most local services operate in Dallas due to its size
- A number of cities do not have any local services that operate exclusively in their city, including Addison, Cockrell Hill, Farmers Branch, Glenn Heights, Highland Park, and University Park
- The next two slides allocate services by incremental cost and ridership


Financial Allocation

Using Incremental Operating Costs



Ridership Allocation of Services



The background is a blurred photograph of a city street. A yellow and blue bus is visible in the middle ground, with "eye opener WEEKDAYS 5-9" and "duke" written on its side. Tall buildings line the street, and a yellow sign with a leaf logo and "#HungerActionMonth" is visible on the right. The overall image has a light blue overlay.

March 11 Comment Summary

Summary of Comments on Draft Resolution

- General comments:
 - What is timing on distribution of funds for FY 2026?
 - Need to understand service reductions to accommodate this program.
 - Need to look at all the asks holistically as part of FY 2026 Budget process
 - Ensure use of funds are transit-supportive and consistent with Chapter 452
- Section 2: Updating the allocation methodology
 - Finance needs tool to create it or have a third party to prepare it
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- Section 11: Is this about amending policy to encourage cities to participate with DART?
 - If we are going to let cities in for less than a penny what's in it for us?
 - Price service at equivalent to the penny so we don't negatively impact the cities that are part of DART.
 - If trying to bring cities in that are outside DART, services need to be branded as DART and create mindset to support public transit.
 - Does not like the idea of letting cities in for less than a penny especially if they get additional grants/subsidy for services.
- Section 12: Transit 2.0 and partnership discussions
 - The board has taken no action on Transit 2.0, and it is not complete; support is premature.
 - Not sure what DART gets out of it