



Light Rail System Immediate Action Security Initiative

Development & Innovation Committee

September 8, 2026

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Objectives of the New Safety & Security Initiative

- **Re-establish a culture of compliance on the DART Light Rail System**
 - Sharply reduce fare evasion
 - Enforce compliance with Code of Conduct
 - Prioritize entry point stations with highest incidence of non-compliance
- **Test the impact and challenges associated with the introduction of access-controlled platforms**

Discussion Approach

Two Initial Briefings

- **Briefing Part One – Police Demonstration Project September 8**
- **Briefing Part Two – Comprehensive Evaluation October 13**
 1. Gating the entire set of rail platforms
 2. Opportunity for dedicated uniform staffing on first car of every train
 3. Modification of Fare Policy and consideration of premium fares
 4. Modification of Code of Conduct policies

Briefing Part One Discussion Items

Police Demonstration Project

- Approach
- Timeframe
- Anticipated Outcomes
- Next Steps

Proposed Immediate Action Initiative

- DART Police Department Patrol
Deployment Strategy
Operation Access
– *90-day Demonstration Project*

Strategic Approach



Plan Overview



**Strategy –
Controlled
Access Review**



**Process –
Location
Diagram**



**Evaluation &
Outcomes**

Plan – Operation Access

Operation Access is designed to control access to trains at CBD (Central Business District) and other high-incident stations.

Enforcement teams and barriers will manage passenger flow and train access.

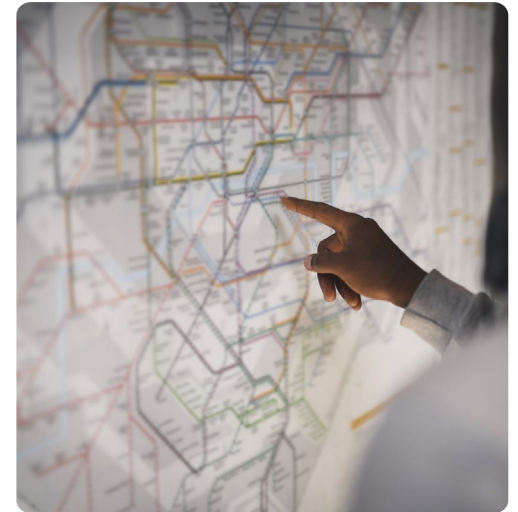
Boarding teams will conduct fare inspections and Code of Conduct enforcement to and from CBD and the designated locations.

The operation will be conducted during peak hours, followed by crime-driven rail assignments.

Proposed Approach for Operation Access 90-day Demonstration

Goal: Multiple enforcement contacts on every train during peak periods.

- Control access to the trains using a combination of personnel and barriers.
- Five three-person teams will provide fare and Code of Conduct enforcement outside CBD at control points.
- Additional personnel will ride trains between the CBD and designated stations.
- The Safety and Security Committee will evaluate the processes, resources and technology to reduce long-term staffing needs.

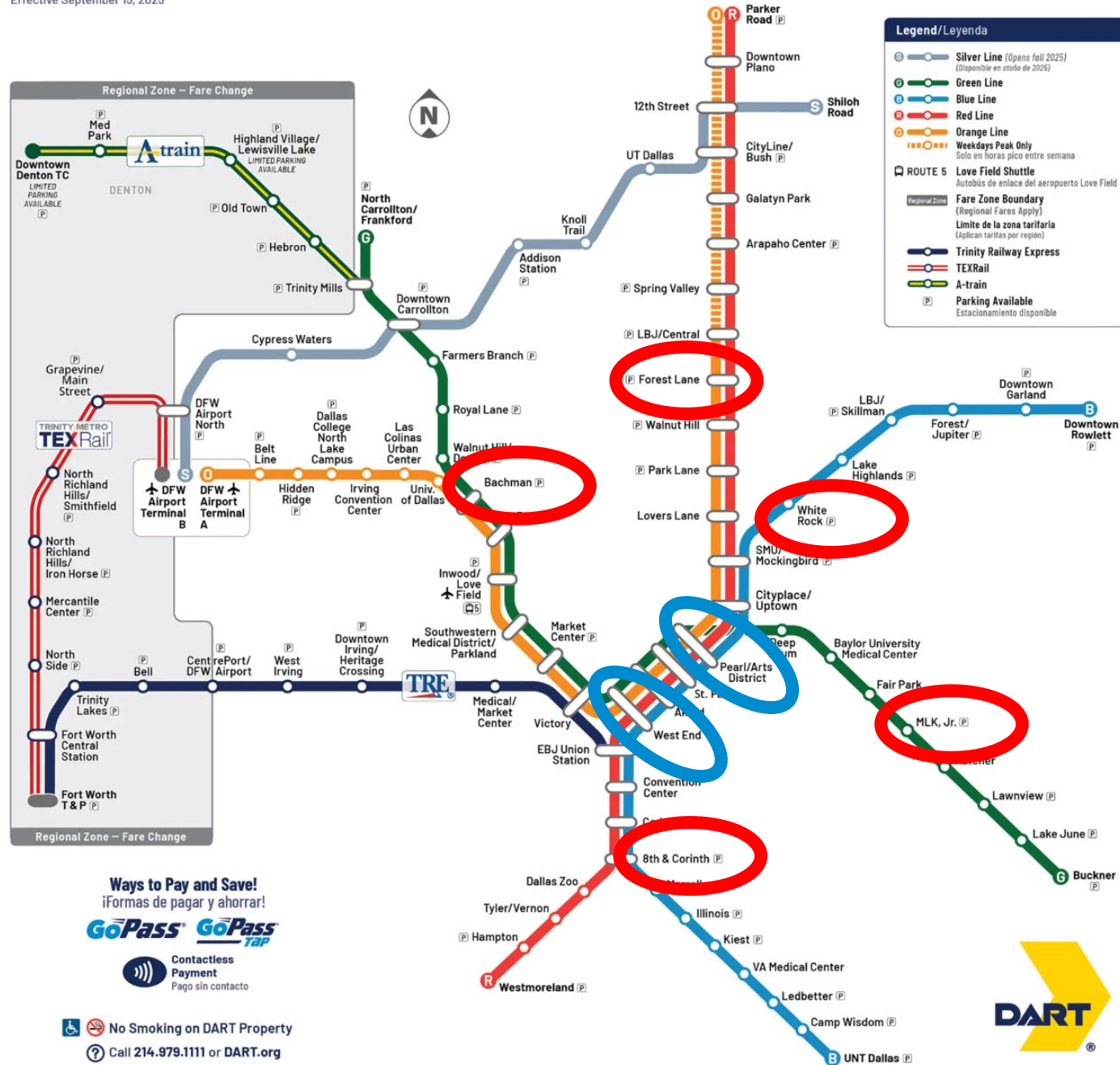


Control Points

The designated control points will be staffed by three-person teams consisting of a Police Officer, Fare Enforcement Officer (FEO), and Transit Security Officer (TSO). These teams will board each train to conduct fare inspections. At least one police patrol unit will be assigned to each control-point station to provide additional support.

Control points were selected based on incident data, with priority given to locations consistently identified as high-incident areas. Geographic accessibility was also considered, ensuring coverage of every rail line entering and exiting the CBD.

- Bachman Station – Green & Orange North
- MLK Station – Green South
- Forest Station – Red & Orange North
- 8th & Corinth – Red & Blue South
- White Rock – Blue North



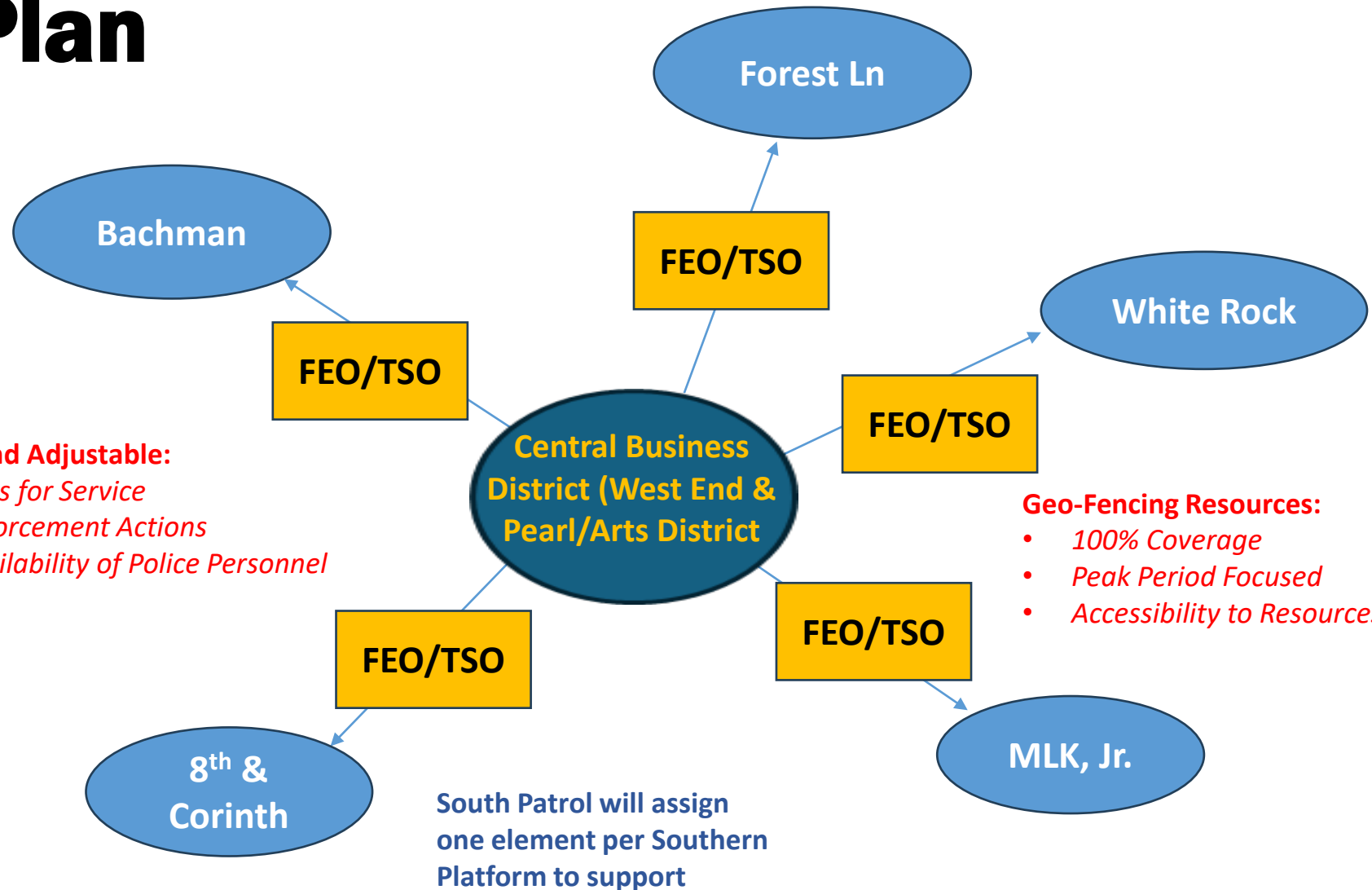
Plan

Fluid and Adjustable:

- *Calls for Service*
- *Enforcement Actions*
- *Availability of Police Personnel*

Geo-Fencing Resources:

- *100% Coverage*
- *Peak Period Focused*
- *Accessibility to Resources*



Next Steps

- Coordinate interdepartmental review to design the combination and placement of staffing and/or barriers at the downtown stations to ensure passenger flow and ADA access
- Develop plan to monitor performance and data, including end-of-line activity outside of Dallas, in order to make adjustments as needed
- Review final plan with incoming President & CEO and key stakeholders
- Develop strategic messaging strategy for riders, stakeholders, and the general public
- Finalize schedule to launch pilot post State Fair of Texas
- Document lessons learned to inform future security initiatives and longer-term investments