

DART Withdrawal Election

January 13, 2026
City Council Work Session



ADDISON

Discussion Purpose

A blue circular logo with the word "ADDISON" in white, uppercase letters.

- Council Members Darren Gardner and Howard Freed requested a Work Session item regarding allowing Addison residents to vote on whether the Town should remain in or withdraw from DART.

- Addison has been a member city of Dallas Area Rapid Transit (DART) **since its creation in 1983 and contributes a one-cent sales and use tax** to DART.
 - From 1984 to 2025, Addison has contributed over \$400.5 million to DART.
 - Last year, in FY2025, Addison contributed \$17.6 million to DART.
- Five cities (Plano, Highland Park, University Park, Farmers Branch, and Irving) have called elections in May 2026 to consider leaving DART.
 - If those elections are successful, the remaining costs and certain service reductions would be borne by the remaining cities.
- On December 2, 2025 Council called a Special City Council Meeting to discuss withdrawing from DART. Council voted against calling the election.

- **Addison Transit Center:**
 - Served by 12 bus routes.
- **Commuter Rail:**
 - Silver Line
 - Opened October 2025.
 - 26-mile commuter rail line connecting multiple cities with access to DFW Airport.
- **Cotton Belt Trail:**
 - First Section to open - Addison Rd. to Spectrum, *April 2026*.
 - Second Section to open - Wheeler Bridge (from Surveyor to Addison Rd.), *March 2027*.
 - Third Section to open - Surveyor to Marsh, *Spring 2027*.
 - Entire trail to be open by *mid-2027*.

DART – Ongoing Conversations

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- **General Mobility Program (GMP)**

- The program would reallocate \$2.93 million to Addison this year.
- The proposed agreement requires reimbursement of any funds to DART if future legislation passes that results in the redirection or reduction of any portion of DART's voter approved one-cent sales tax.
 - Effectively, binding future Councils and any policy or advocacy actions indefinitely.
- **At a meeting on December 30th, DART stated they understood our concerns and would revise the ILA to alleviate them.**

- **Addison GoLink Zone:**

- On-demand service using a variety of vehicles and providers, offering curb-to-curb service within a designated zone.
 - Portions of Addison are in parts of surrounding Go Link Zones.
 - **Beginning April 2026 all of Addison will be part of a GoLink Zone.**
 - Only available within Addison city limits.
- No additional cost to the Town of Addison; funded in DART's FY2026 Budget.

- **Potential Circulator:**

- Fixed-route shuttle to serve the Quorum corridor between Keller Springs and Belt Line to Village on the Parkway.
- Funding for 50% of circulator costs in DART's FY2026 Budget.
- Annual cost of approx. \$1,675,000 (*based on information from 12-10-25 meeting with DART*):
 - \$837,000 – Addison
 - \$837,000 – DART
- The Town has not made a decision to move forward with this proposal.

DART – Ongoing Conversations

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- **Governance Changes**

- Following conversations with Mayors, City Managers, and DART organized by the North Texas Commission, and the North Central Texas Council of Governments, the below proposal was developed. DART has supported the proposal and presented it to the City of Dallas.
- A change will ultimately require State legislative action.

City	Population 2025	# of Seats	Vote Weight	% of Vote
Addison	17,837	1	1	4%
Carrollton	136,5437	1	1.5	6%
Cockrell Hill	3,855	1	1	4%
Dallas	1,385,989	5	10.5	40%
Farmers Branch	40,246	1	1	4%
Garland	251,932	2	2	8%
Glenn Heights	19,883	1	1	4%
Highland Park	8,793	1	1	4%
Irving	266,162	2	2	8%
Plano	299,262	2	2	8%
Richardson	122,745	1	1.5	6%
Rowlett	67,519	1	1	4%
University Park	25,574	1	1	4%
Total	2,646,340	20	26.5	104%

- **Transit 2.0**

- A comprehensive, multi-stakeholder effort to prepare North Central Texas for future growth by making transit more efficient, equitable, and regionally coordinated—positioning public transportation as a stronger competitor to personal vehicle use and a catalyst for sustainable development.
- Initiated in April 2024 by NCTCOG in collaboration with:
 - Dallas Area Rapid Transit (DART)
 - Trinity Metro
 - Denton County Transportation Authority (DCTA)
- Discussions being held by NTC / NCTCOG and DART with a working group of six cities.
- Five working group meetings were held.
 - Discussions covered governance, funding equity, defining regional service, and conducting a rate study for the cost of various services.

Transit Usage in Addison

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- **Addison Transit Center**
 - Served by 12 bus routes.
 - 1,800 boardings each weekday.
 - 50,000+ boardings monthly.
 - **Boardings include bus transfers at the Transit Center.**
 - 300 parking spots for park and ride usage.
- **Silver Line**
 - 7,416 boardings at Addison Station*.
- **Paratransit**
 - 1,600 trip FY2025*

**Information from DART as of January 12, 2025.*

- If the potential election results in Addison's exit from DART, services would end immediately.
- If an election is called, staff will engage City Council and present options regarding alternative transit solutions, including paratransit.
- Prior to the December 2nd meeting, staff began conversations with the following providers and reengaged them following the request for this Work Session.
 - While not an exhaustive list, descriptions of potential providers are provided below for reference.

RideCo

- Technology and operations partner for on-demand microtransit.
- Supports microtransit, first/last-mile, and paratransit services.
- Cloud-based platform for **booking, scheduling, dispatching**.
- Passenger app, driver app, and operations dashboard.
- Supports **paratransit eligibility, reservations, and dispatch**.



Circuit:

- Electric microtransit provider that offers on-demand, shared rides for short trips and first/last-mile connections.
- Turnkey operations including vehicles, drivers, insurance, technology, and reporting
- ADA-accessible options.
- Uses performance data to evaluate cost, ridership, and effectiveness.
- **On-demand, shared microtransit service** using 100% electric vehicles.
- Connections to **regional transit hubs, employment centers, and activity nodes.**



Via

- On-demand, shared microtransit service using dynamically routed vehicles.
- Flexible service models.
- Turnkey operations including vehicles, drivers, insurance, technology, and reporting.
- ADA-accessible vehicles and paratransit integration options.
- Data-driven performance monitoring.
- Integration with regional transit hubs, rail stations, employment centers, and activity nodes.



DART Business Survey Methodology

Following the request for this work session, staff developed a survey for the business community regarding DART.

Collection Strategy

- **Direct outreach to existing contacts:** The survey was distributed via a mass email to the Economic Development BRE contact list, which includes businesses visited by ED staff within the past two years, as well as the top 50 businesses by employee count and square footage.
- **Sector-specific distribution:** Staff distributed the survey to hotels and restaurants to ensure coverage of hospitality and food service businesses.
- **On-the-ground and property-based outreach:** Staff provided the survey to property management at every major multi-tenant building for distribution to tenants and physically visited tenants at all major industrial buildings.

Question Design

- **Eligibility and business profile:** Initial questions confirmed the business is located in Addison, that the respondent is authorized to respond, and collected basic business characteristics including business name, business type, and employee count.
- **Transit usage metrics:** Businesses were asked the percentage of employees and customers that use DART services.
- **Impact assessment and feedback:** Survey asked respondents to rate the potential impact of a reduction, change, or replacement of DART service on their business using a 1–5 scale and were given an open-ended question to provide additional comments.
- **Preliminary results are shown in the following slides.**
- **The survey will remain open for multiple weeks after the meeting.**

Business Survey

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1. Company Name

2. Is your business located in Addison?

3. Are you authorized to provide input on behalf of this business?

4. Which category best describes your business

- Hotel or hospitality
- Restaurant or food service
- Office professional or corporate
- Financial services
- Retail
- Medical or healthcare
- Technology
- Industrial tenant (warehouse, distribution, manufacturing, etc)
- Other

5. Approximately how many employees work at your Addison location

- Under 25
- 25-99
- 100-249
- 250+

6. What percentage of the employees at your company use DART to commute to or from work at least occasionally.

- 0%
- Less than 10%
- 10-25%
- 26-50%
- More than 50%

7. To what extent does access to DART influence your ability your ability to recruit and retain employees?

1. Not important
2. Slightly important
3. Moderately important
4. Very important
5. Extremely important

8. To what extent, if at all, does DART affect customers, clients, or visitors reaching your business?

1. Not important
2. Slightly important
3. Moderately important
4. Very important
5. Extremely important

9. Is there anything else you would like to share?

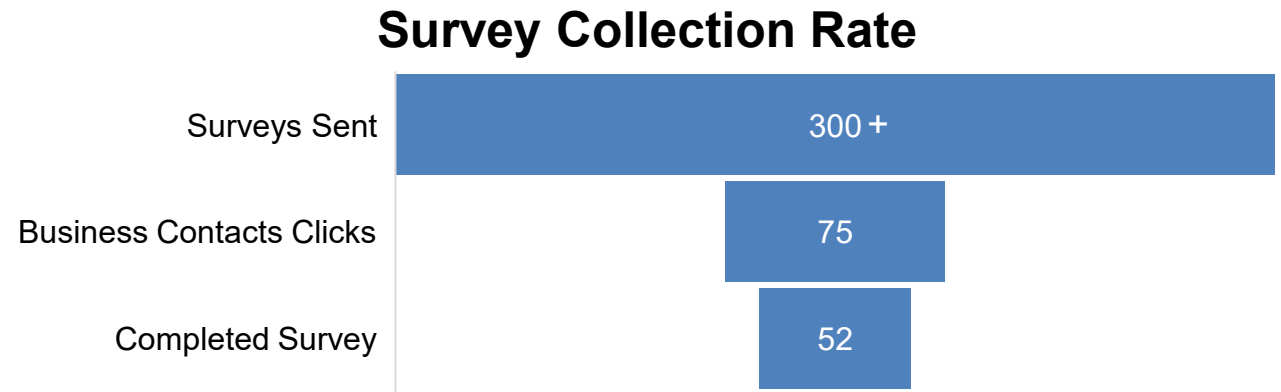
10. If DART service were changed, reduced or replaced, how might that affect your business

1. No impact
2. Minor impact
3. Moderate impact
4. Significant impact
5. Severe impact

Response Collection Effectiveness

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- **Broad outreach:** More than 300 surveys were distributed using a multi-channel strategy to maximize business coverage across Addison.
- **Qualified engagement:** Of those reached, 75 business contacts started the survey, 25% of all recipients.
- **Complete responses:** A total of 52 completed surveys were received, representing verified Addison businesses and authorized respondents.

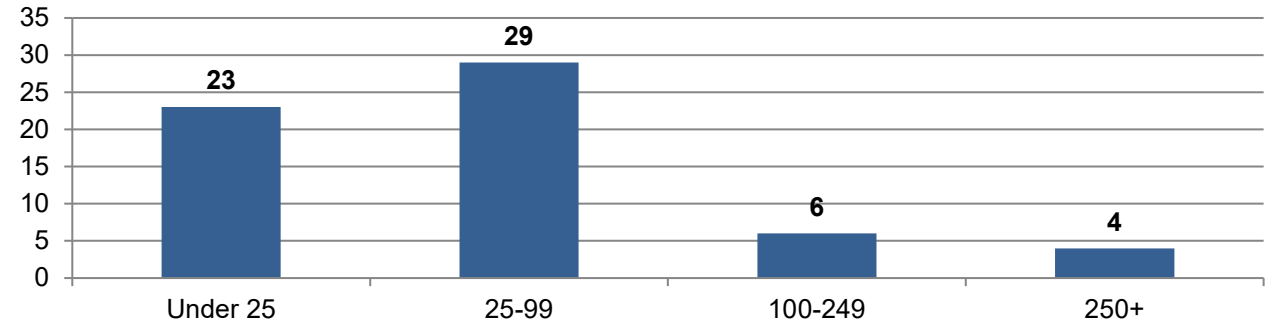


Respondents Profile

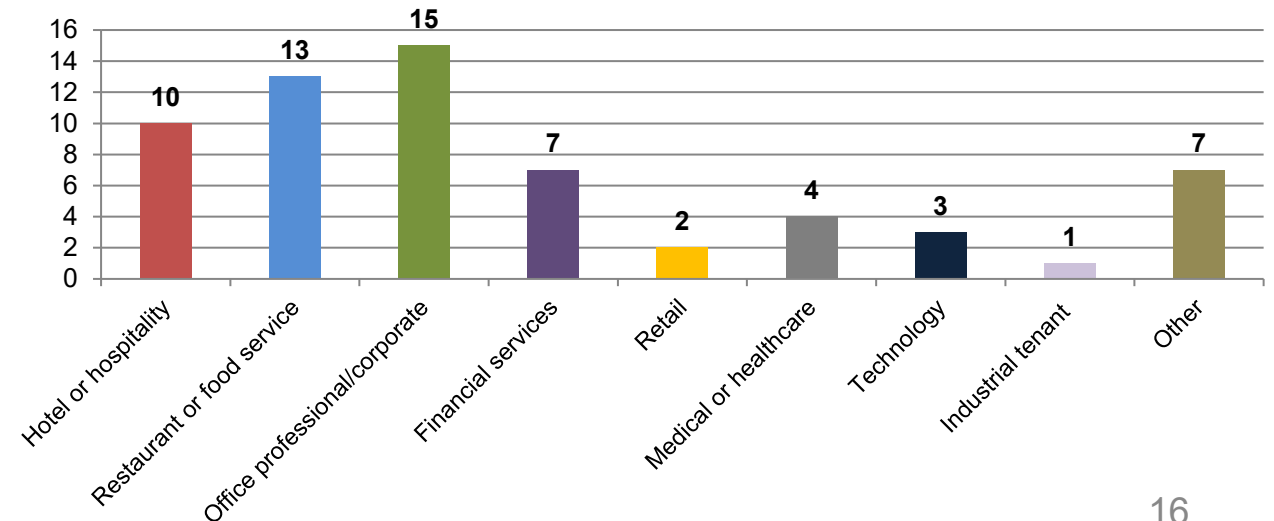
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- Survey responses reflect a mix of business sizes and industry types across Addison.

Approximately how many employees work at your Addison location



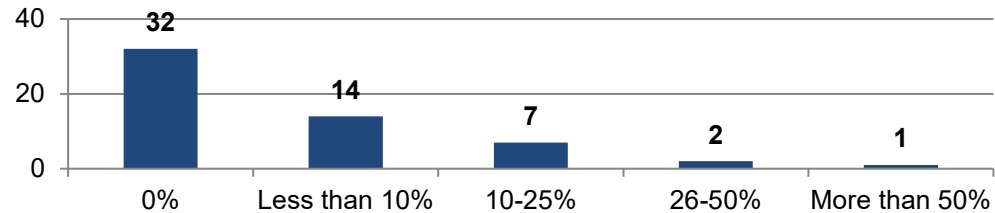
Which category best describes your business



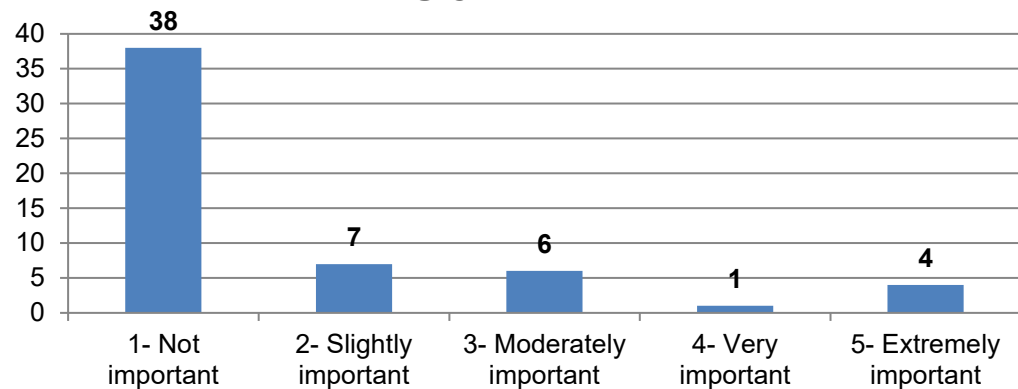
Survey Results

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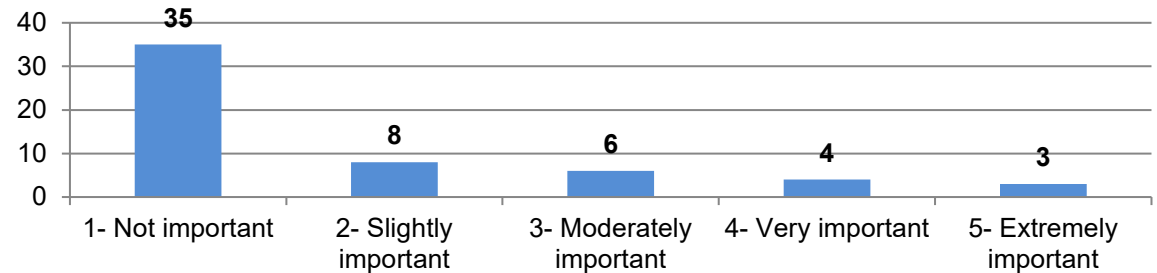
What percentage of the employees at your company use DART to commute to or from work at least occasionally



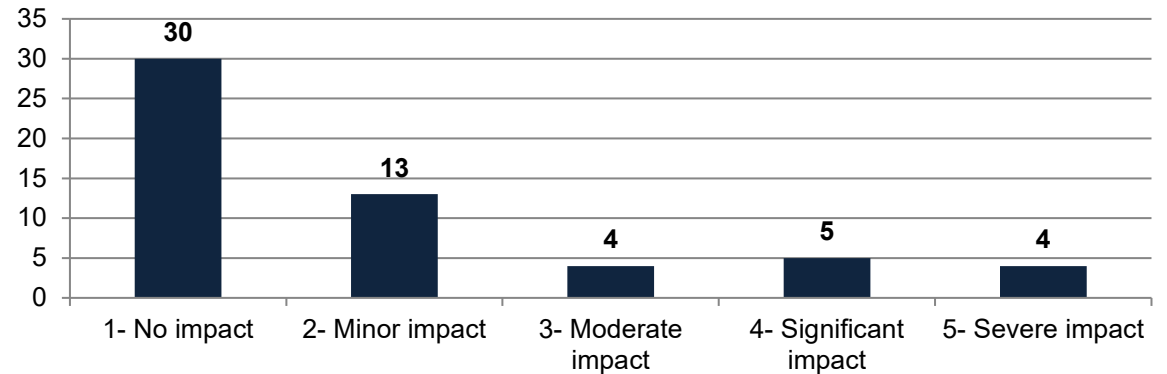
To what extent, if at all, does DART affect customers, clients, or visitors reaching your business?



To what extent does access to DART influence your ability your ability to recruit and retain employees?



If DART service were changed, reduced or replaced, how might that affect your business



- Was the Silver Line included in DART's EY Cost allocation study?
 - DART hired EY to conduct a cost allocation study, allocating costs to each member city. The study was completed in 2024 and included FY2023 actual expenses. The study showed Addison as one of seven member cities with revenues exceeding allocated costs.
 - Given the time frame, the Silver Line was not included in the allocation. An updated study with the Silver Line has not been completed, though DART has indicated one will be completed in the future.
- If the Town exits DART, do residents vote annually on what to do with the additional 1% sales tax if the vote passes? Does this go back to the General Fund?
 - It would be a one-time vote to elect how to utilize the local option sales tax. There are several options available, including having the funding go directly to the General Fund. All options available would directly offset some costs currently funded in the General Fund.
- Can the Town call an election in November?
 - Yes, the election could occur in May or November 2026.
- Would the exit obligation remain the same following a May or November election?
 - DART has confirmed the obligation will be calculated in November if there were a November election.

Withdrawal Obligation

- Prior withdrawal information provided by DART for all Member Cities for FY2024.

Projected Financial Obligations of DART Service Area Cities

Estimated Values as of September 30, 2024

Service Area City	Allocation Percentage (1)		General Obligations	Specific Obligations*	Less: Assets	Net Obligation**	FY 2024 Sales Tax Receipts (2)	Repayment (In Years) (3)
	General Obligation	Assets						
Addison	0.66%	1.53%	\$64,715,448	\$1,381,452	(\$11,409,237)	\$54,687,663	\$16,721,354	3.0

- Town staff used the latest financial information provided by DART's 06/30/2025 interim financial reports to replicate DART's calculation provided in the previous slide for FY2024.
- Based on this calculation from DART and latest financial information, staff preliminarily estimates that Addison would repay its portion and withdrawal obligation in 2.88 years.**

Member City	Allocation %	General Obligation	Specific Obligation	Less: Assets	Net Obligation	FY 2025 Sales Tax Receipts	Repayment (In Years)
Addison	0.67%	58,645,878	5,989,440	(13,871,959)	50,763,359	17,634,389	2.88

Council Goals and Communication to DART

What does Council want staff to communicate to DART?

- Examples could be:
 - Reduce the current contribution to DART
 - Develop a model for cities to select, choose, and pay for service based upon transit mode.
 - Create a financial model to support the growing and evolving region.
 - Current funding relies heavily on local sales tax, which limits expansion and creates inequities among cities.
- Many of the above changes would likely require State legislative action.

Calling an Election to Withdraw

- Per State law (Chapter 452-Subchapter Q of the Texas Transportation Code), **a Member City has the right to withdraw from DART, but only once every six years.**
 - 2026 is an eligible “out” year for DART member cities.
- Member cities may consider adding the question of DART withdrawal to the voters in 2026.
 - For the May 2026 election, a city must pass an ordinance calling for a withdrawal election by February 13, 2026.
 - Once a city passes the ordinance, the Secretary of State, Comptroller, and DART must be immediately notified (certified mail sent the next day).
 - A city that has passed an ordinance to call a withdrawal election may choose to rescind it any time before 45 days before the election.
 - If a withdrawal election is successful, all DART service stops the day after.

Questions