

# 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.

- Councilmembers 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.
  - Town's contribution is greater than service value received.
- 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.

- Addison Transit Center:
  - Served by 12 bus routes.
    - 1,800 boardings each weekday.
    - 50,000+ boardings monthly.
    - Includes bus transfers at the Transit Center.
    - 300 parking spots for park and ride usage.
- 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 30<sup>th</sup>, 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
  - No commitment from Addison has been made at this point. We can consider moving forward with this option or evaluating alternatives.

# 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.

# 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

# Questions