

DART Withdrawal Special Election

January 27, 2026
City Council Meeting

The logo for the City of Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font centered within a white circle. This circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes a white circle and a grey triangle.

- 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 (FY 2025) 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.
- December 2, 2025 – Council called a Special City Council Meeting to discuss withdrawing from DART. Council voted against calling the election.
- January 13, 2026 – City Council had a Work Session to discuss withdrawing from DART and directed staff to bring back an Ordinance at the January 27, 2026 meeting to call an election.

DART – Ongoing Conversations

- **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

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.
- On January 20, 2026, the City of Dallas Transportation and Infrastructure Committee voted 4-3 **to accept to the governance proposal below with a condition that set parameters on Dallas' weighting range requirement between 40% and 50%.**
- 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%

City of Carrollton recommendations

- Council will consider a Resolution supporting the proposed Governance changes.
- Submitted proposed changes to the TIRZ ILA and GMP ILA that remove any language that would require payback if a withdraw election is called and binding future Councils from any policy or advocacy actions indefinitely.

City of Farmers Branch Letter (December 17, 2025) (Following the call for an election)

- Reaffirms support for regional transit but states continued DART participation must deliver equity, safety, fiscal accountability, and measurable local value.
- Demands controlled-access rail stations, enhanced security, full-time sworn officers, and higher cleanliness and safety standards—fully funded by DART.
- Requests **a phased return of sales tax revenue, starting at 25% in 2026 and increasing to 50% by 2031**, dedicated solely to local mobility investments.
- Proposes eliminating GoLink and fixed-route bus service in Farmers Branch while retaining rail and federally required paratransit.
- Calls for governance reform (One City, One Vote with weighting), member-city approval of new debt, quarterly reporting, and improved systemwide accountability.

City of Irving Letter (November 25, 2025)

- Emphasizes Irving's long-standing commitment to DART while highlighting declining ridership despite regional population growth.
- Offers to pause withdrawal efforts if DART agrees to a five-year interlocal agreement (ILA) with defined service and funding terms.
- Requests a **5% annual return of sales tax revenues, dedicated to microtransit and local mobility improvements, with incentives tied to ridership growth.**
- Seeks continued and expanded bus and rail investments, including deferred rail stations, station-area circulator funding, and fixed-route service to rail stations.
- Supports governance reform (One City, One Vote with population weighting), member approval of new debt, and coordinated marketing to boost ridership.

City of Plano Letter (November 13, 2025 and January 6, 2025)

- Plano supports continued participation in DART but asserts that the current governance and funding structure no longer aligns with ridership trends, service needs, or taxpayer equity.
- Plano proposes a rail- and express-bus–focused service model, discontinuing standard bus and other non-rail services by 2029 while maintaining rail stations, facilities, and federally required paratransit.
- The City seeks a **phased return of its one-cent sales tax through a General Mobility Program: 25% in 2026, increasing to 50% annually by 2029–2031**, dedicated to local transportation and mobility investments.
- In exchange, Plano agrees to pause withdrawal actions and legislative reform efforts, rescind any prior withdrawal election steps, and remain a DART member for the duration of the agreement.
- Plano supports governance reform discussions, including a One City, One Vote–style model with population weighting, and calls for annual performance reviews, mutual approval of amendments, and fiscal accountability.

DART Chairman Randall Bryant letter regarding debt issuance (January 21, 2026)

- DART acknowledges concerns about how outstanding debt, contracts, and liabilities would be allocated if one or more cities withdraw, as governed by Texas Transportation Code Chapter 452.
- In response, the DART Chairman has directed a pause on all new long-term debt issuance until after the November 2026 election outcomes are known.
- This pause is intended to prevent additional long-term obligations from accruing while withdrawal outcomes and revenue impacts remain uncertain.
- DART will reassess future debt needs after the elections, based on final withdrawal results and updated revenue projections, and invites continued dialogue with member cities.

Consider Ordinance to Call a Withdrawal Election

Do Not Call an Election



DART service continues without interruption.



Addison continues to work with DART on governance, funding and service delivery.



Addison collaborates with regional partners to advance better transit solutions

Call an Election



A withdrawal election is scheduled for May.



Staff to return to Council with potential transit options for consideration



Addison continues to work with DART on governance, funding and service delivery.



The election can be canceled up to 45 days before Election Day (March 18)

Election Outcome Possibilities

Withdrawal Election Fails



DART service continues without interruption.



Addison continues to work with DART on governance, funding and service delivery.



Addison collaborates with regional partners to advance better transit solutions.

Withdrawal Election Passes



DART Services stop after the election.



Addison implements a mobility plan based on Council direction.

Potential Providers:

RideCo

- Supports microtransit, first/last-mile, and paratransit services.
- Cloud-based platform for booking, scheduling, dispatching.



Circuit:

- On-demand, shared microtransit service using 100% electric vehicles.
- Supports paratransit



Via

- On-demand, shared microtransit service using dynamically routed vehicles.
- ADA-accessible vehicles and paratransit integration options.



Transdev

- Currently provides Paratransit service for DART
- On-demand and fixed-route transit operator supporting cities with flexible, scalable mobility solutions.



Transit Solutions Next Steps

Council Conversations on:

- Continuity of service.
- What are areas of coverage around Addison?
- Do we want to provide services to Addison employees in addition to residents?
- Do we want to do a pilot program prior to the election?

Proposed Next Steps:

- **February 10, 2026** - Discuss transit options and scope.
- **February 24 - March 10, 2026** - Vendors present proposals based on Council direction including possible tours of transit options in other cities.
- **March 24, 2026** – Enter into an agreement for mobility services contingent on the outcome of a potential election.

- **Broad outreach:** More than 300 surveys were distributed using a multi-channel strategy to maximize business coverage across Addison. Two reminder messages were also sent to contacted businesses to encourage survey participation.
- **Qualified engagement:** Of those reached, 96 business contacts started the survey, ~30% of all recipients.
- **Complete responses:** A total of 71 completed surveys were received, representing verified Addison businesses and authorized respondents.

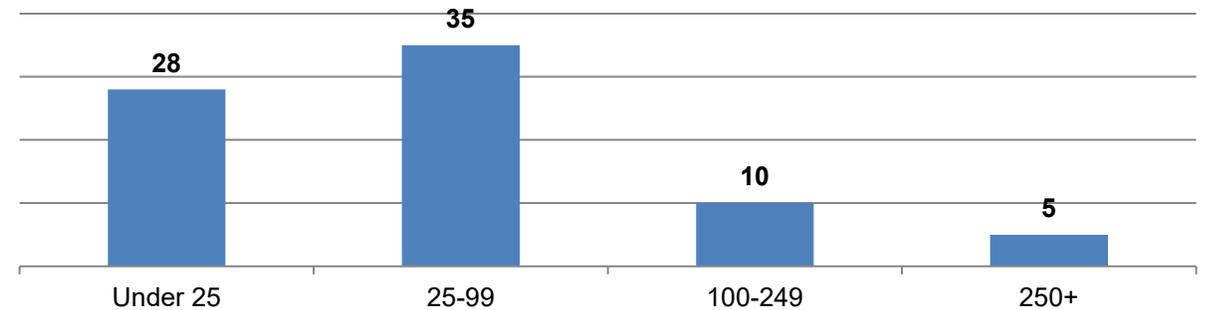
Survey Collection Rate



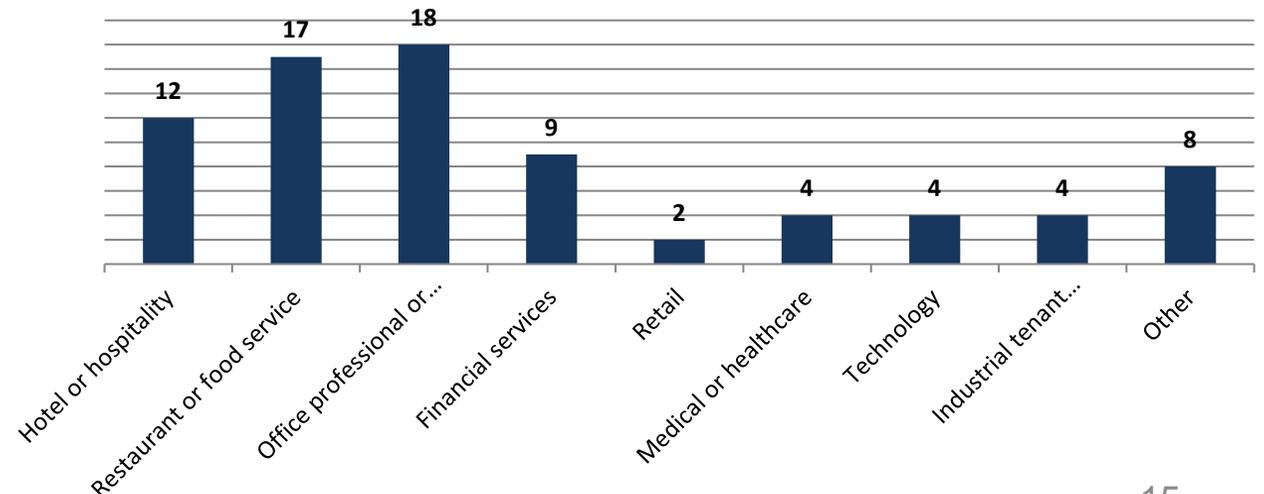
Respondents Profile

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

Approximately how many employees work at your Addison location



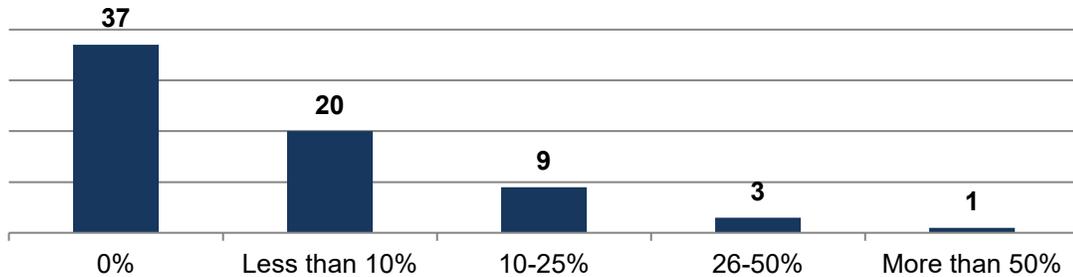
Which category best describes your business



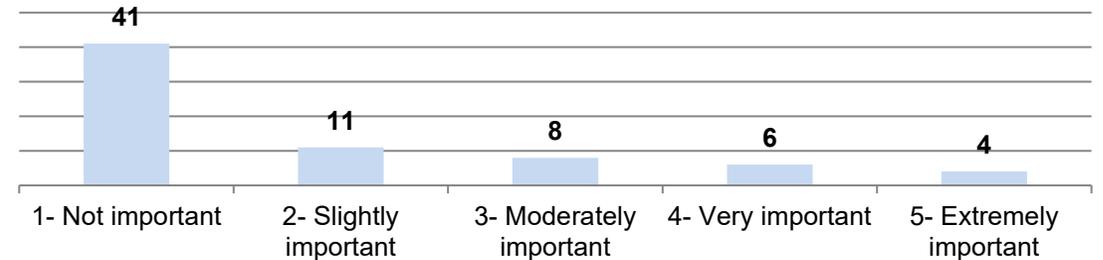
We will continue to collect responses until EOB on Monday, January 26, 2026 and will update before the meeting.

Survey Results

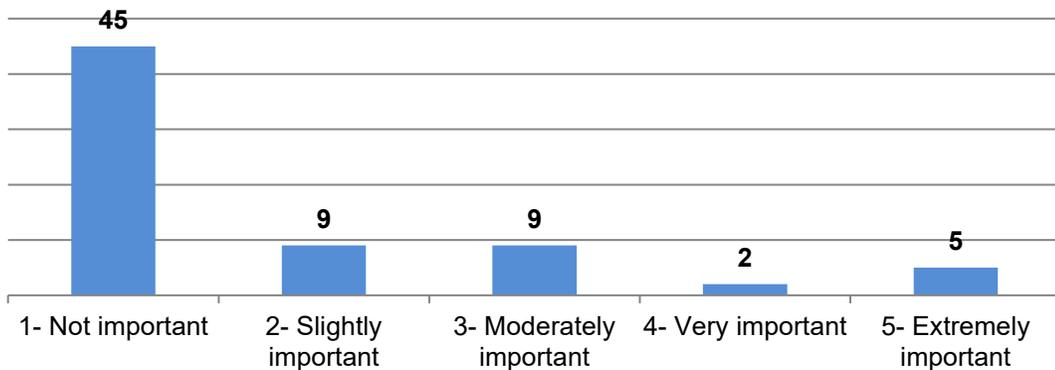
What percentage of the employees at your company use DART to commute to or from work at least occasionally



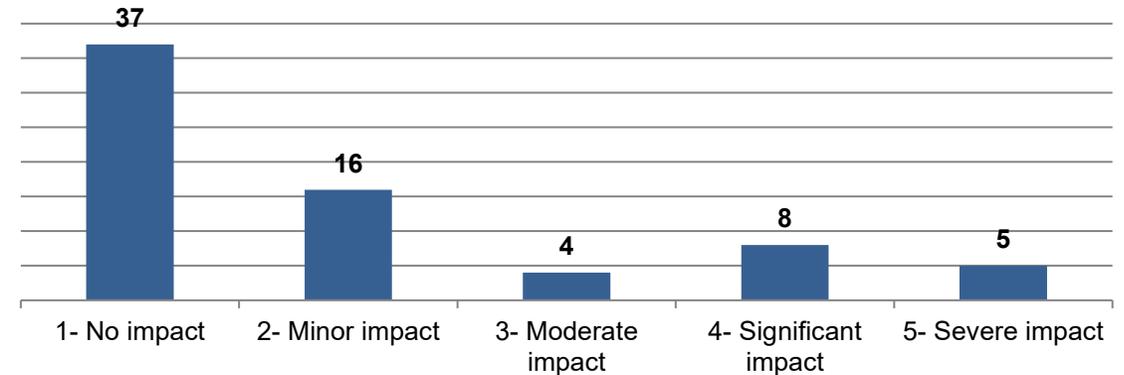
To what extent does access to DART influence your ability your ability to recruit and retain employees?



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



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



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 (March 18, 2026) before the election.
 - Dallas County Elections would need a cancelation notice by February 27, 2026 to remove the wording from their ballot.
 - If a withdrawal election is successful, all DART service stops the day after.

Questions