Quorum = 8

Agenda

Dallas Area Rapid Transit
COMMITTEE-OF-THE-WHOLE
Tuesday, September 8, 2026, 1:30 P.M. – Board Room
1401 Pacific Ave., Dallas, Texas 75202

General Items:

1. Approval of Minutes: August 25, 2026
2. Items of Interest
3. Public Comments – Agenda Item Specific

Consent Items:

Administration:

4. Approval of Contract for IBM FileNet Suite Implementation Services (Presenters: Gary Slagel/Jamie Adelman)
5. Approval of Contract for IBM FileNet Suite Licenses (Presenters: Gary Slagel/Jamie Adelman)
6. Approval of Contract for Freight Transportation Services (Presenters: Gary Slagel/Jamie Adelman)

Development & Innovation:

7. Approval to Exercise the One-Year Option for Cloud-Based Transportation Planning Software (Presenters: Patrick J. Kennedy/Trenise Winters)
8. Approval of Contract Modification to Pay Tariff Charges for the DART Light Rail Vehicle Fleet Tire Kits Replacement (Presenters: Patrick J. Kennedy/Trenise Winters)
9. Approval of Contract for Operations Uniform Services (Presenters: Patrick J. Kennedy/Trenise Winters)

Individual Items:

Development & Innovation:

10. Approval of Contract for Dallas County Hospital District d/b/a Parkland Health to Provide Licensed Behavioral Health Services in Support of the DART Cares Multi-Disciplinary Response Team Program (Presenters: Patrick J. Kennedy/Charles Cato)
    [10 minutes – presentation; 10 minutes – Q&A]
11. Approval of an Amendment to the Interlocal Agreement between Dallas Area Rapid Transit and the City of Dallas for On-Demand Transportation Service for the Joppa Neighborhood (Presenters: Patrick J. Kennedy/Trenise Winters)
    [10 minutes – presentation; 5 minutes – Q&A]

Agenda

Administration:

12. Approval to Execute Amendments to the Interlocal Agreements between DART and the Cities of Cockrell Hill, Glenn Heights, and University Park for Implementation of the Transit Related Improvement Program
(Presenters: Gary Slagel/Kay Shelton)
[10 minutes – presentation; 10 minutes – Q&A]
13. Approval of Contract for Microsoft Enterprise Agreement
(Presenters: Gary Slagel/Jamie Adelman)
[5 minutes – presentation; 5 minutes – Q&A]
14. Approval of Contract for Microsoft Azure Cloud Services
(Presenters: Gary Slagel/Jamie Adelman)
[0 minutes – presentation; 5 minutes – Q&A]
15. Approval of Contract for Microsoft SQL Server Database License
(Presenters: Gary Slagel/Jamie Adelman)
[0 minutes – presentation; 5 minutes – Q&A]
16. Approval of Fiscal Year 2027 Annual Budget
(Presenters: Gary Slagel/Jamie Adelman)
[15 minutes – presentation; 45 minutes – Q&A]
17. Approval of Fiscal Year 2027 20-Year Financial Plan
(Presenters: Gary Slagel/Jamie Adelman)
[0 minutes – presentation; 5 minutes – Q&A]
18. Approval of DART Legislative Priorities for the 90th Session of the Texas Legislature (Presenters: Gary Slagel/Kay Shelton)
[10 minutes – presentation; 20 minutes – Q&A]

Development & Innovation:

19. *Briefing on Fiscal Year 2026 Third Quarter Ridership and Route Performance Update (Presenters: Patrick J. Kennedy/Trenise Winters)
[15 minutes – presentation; 20 minutes – Q&A]
20. *Briefing on Fiscal Year 2026 Third Quarter Police Operations Update
(Presenters: Patrick J. Kennedy/Charles Cato)
[15 minutes – presentation; 45 minutes – Q&A]
21. *Briefing on Potential Light Rail System Security Initiatives – Part 1
(Presenters: Patrick J. Kennedy/Charles Cato)
[20 minutes – presentation; 20 minutes – Q&A]

Quorum = 8

Agenda

Other Items:

22. Adjournment

**** indicates a Briefing Item Only***

The Dallas Area Rapid Transit Committee-of-the-Whole may go into Closed Session under the Texas Open Meetings Act, Section 551.071, Consultation with Attorney, for any legal issues, under Section 551.072, Deliberation Regarding Real Property for real estate issues, or under Section 551.074 for Personnel matters, or under Section 551.076 or 551.089 for Deliberation Regarding deployment or implementation of Security Personnel or devices arising or regarding any item listed on this Agenda. This facility is wheelchair accessible. For accommodations for the hearing impaired, sign interpretation is available. Please contact Community Engagement at 214-749-2721, 48 hours in advance.

MINUTES
DALLAS AREA RAPID TRANSIT
COMMITTEE-OF-THE-WHOLE
Tuesday, August 25, 2026

The Dallas Area Rapid Transit **Committee-of-the-Whole** meeting convened on **Tuesday, August 25, 2026, at 2:16 p.m.,** at DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, with Chair Bryant presiding.

These minutes provide a brief overview and are not a transcript. For complete details, please visit the following link: DART.org/about/public-access-information/board-meetings-information.

City of Dallas

Randall B. Bryant– **Board Chair**

Carmen Garcia – **Secretary**

Patrick J. Kennedy

Roy C. Lopez

Maureen Milligan

Maurice A. West

Michele Wong Krause

City of Garland

Jeff Bass

City of Irving

Rick H. Stopfer

City of Plano

Anthony Ricciardelli

Cities of Carrollton and Irving

Doug S. Hrbacek

Cities of Cockrell Hill and Dallas

Enrique A. MacGregor

Cities of Farmers Branch and Plano

M. Nathan Barbera

Cities of Garland, Rowlett, and Glenn Heights

Mark C. Enoch – **Board Vice Chair**

Cities of Richardson and University Park; Towns of Addison and Highland Park

Gary A. Slagel

VACANT – **Assistant Secretary**

Maureen Milligan, Rick H. Stopfer, and Doug Hrbacek were absent.

General Items

1. **This item will be discussed at the Board of Directors' meeting only.**

2. **Approval of Minutes: August 11, 2026**

   Director MacGregor made a motion to adopt the August 11, 2026, Committee-of-the-Whole meeting Minutes as written.

   Secretary Garcia seconded, and the Minutes were adopted as written.

3. **Items of Interest**

   Items of Interest were provided.

4. **Public Comments – Agenda Item Specific**

Speaker Name	City, State, or Employee	Topic
Mercedes Hall	Dallas, TX	Item 15

5. **This item will be discussed at the Board of Directors' meeting only.**

6. **This item will be discussed at the Board of Directors' meeting only.**

Consent Items: 7 through 12 will be discussed at the Board of Directors' meeting only.

Individual Items:

Development & Innovation:

13. ***Briefing to Recap the FIFA World Cup 2026 Events**

    Trenise Winters, Chief Operating Officer, briefed the committee.

14. ***Briefing on 2026 Customer Satisfaction Survey**

    Jeamy Molina, Chief Communications Officer, introduced Anna Kurian, Vice President, Marketing, who briefed the committee.

Chair Bryant entered the meeting at 2:57 p.m. and assumed the presiding officer duties for the remainder of the meeting.

15. ***Briefing on GoLink 2.0 Task Force and Future Considerations**

    Tina Morch-Pierre, Vice President Mobility Strategy & Innovation, and Prema Vadali, Senior Manager Software Engineering Data Analytics, briefed the committee.

Administration:

16. **This item will be discussed at the Board of Directors' meeting only.**

17. **+Election of a Trial Board Hearing Official to Fill a Vacancy for an Unexpired Term ending September 30, 2028**

Jesse Salazar, Board Administrator, briefed the committee.

Director Wong Krause moved to approve this draft resolution to the Board of Directors, stating that:

Section 1: **The individual listed below is elected to serve as a Dallas Area Rapid Transit Trial Board Hearing Official and is authorized to conduct hearings and render binding decisions on employee grievance appeals to the Secretary of the Trial Board:**

Hon. Anne Ashby

Section 2: **The term of each Trial Board Hearing Official shall begin October 1, 2025, and expire on September 30, 2028. Trial Board Hearing Official shall comply with the rules and procedures of the Trial Board and those governing DART, including Chapter 452 of the Texas Transportation Code and all other applicable provisions of federal and state law, and the DART Hourly Employment Manual.**

Section 3: **The Trial Board Hearing Officials elected to serve under DART Board Resolution No. 250095 and not otherwise referenced in Section 1 may continue to serve in any matter assigned to or placed on the Trial Board docket prior to September 30, 2028, until the Hearing Official's jurisdiction over such matter has concluded.**

Section 4: **In the event the newly elected Hearing Official is unable or declines to accept all of the terms and applicable provisions set forth by the Hourly Employment Manual, the nominee receiving the next highest number of votes shall be offered the position. This process shall continue until the vacancy has been filled by a qualified and appointed Trial Board Hearing Official.**

Director MacGregor seconded, and the item was adopted unanimously.

18. **This item will be discussed at the Board of Directors' meeting only.**

19. **This item will be discussed at the Board of Directors' meeting only.**

20. ***Discussion of Fiscal Year 2027 Annual Budget and 20-Year Financial Plan**

Jamie Adelman, Chief Financial Officer, introduced Senanu Adadevoh, Assistant Vice President, Finance Planning and Analysis, who briefed the committee.

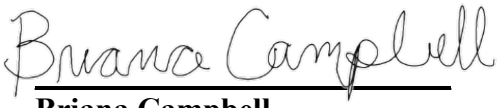
Other Items

21. **This item will be discussed at the Board of Directors' meeting only.**

22. **This item will be discussed at the Board of Directors' meeting only.**

23. Adjournment

There being no further business to discuss, the meeting adjourned at 4:18 p.m.



Briana Campbell,
Secretary of the Board

/bc

Agenda Report

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for IBM FileNet Suite Implementation Services

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a four-year contract to Cresco International, LLC, for IBM FileNet Suite Implementation Services [Contract No. C-2097339-01], for a total authorized amount not to exceed $4,081,605.

FINANCIAL CONSIDERATIONS

- This contract for IBM FileNet Suite Implementation Services is included in the Enterprise Document Management (EDM) project budget of the approved FY 2026 capital budget.
- Sufficient funding for this contract in the amount of $4,081,605 is included in both the EDM capital project budget and the Agency-Wide capital line item of the proposed FY 2027 20-Year Financial Plan.

BUSINESS PURPOSE

- The Texas Administrative Code and Texas Local Government Code require DART to ensure its electronic records maintain and retain their reliability, usability, integrity, and authenticity throughout their lifecycle. DART Board Policy I.05, Records Management, requires DART to destroy records once the retention period is past, unless subject to a request under the Public Information Act or pertinent to a pending lawsuit. DART launched the Enterprise Document Management (EDM) project to ensure the agency complies with these records management requirements.
- DART's existing Electronic Records Management System (ERMS) is currently used to manage only specific employee records. A cross-functional team developed requirements to expand the ERMS capabilities to manage all DART electronic records agency-wide, in compliance with all necessary regulations and policies.
- Based on those requirements, the team evaluated the out-of-the-box record management capabilities of various internal and external applications to meet the agency's needs. IBM FileNet was selected as DART's central records repository and ERMS because of its scalability to handle high volume, advanced automation capabilities, and robust security framework.
- FileNet is DART's only system with full dispositioning (the final stage of a records lifecycle where it is permanently executed according to the required retention schedule), records classifications, retention policy management, and retention schedule application capabilities.

- To support DART's specific retention schedule, dispositioning rules, security classifications, user roles, and reporting, the system must be configured. This contract provides implementation services to configure and integrate the FileNet system and expand its use to all departments.
- Approval of this contract supports Agency Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees; and Strategic Goal 2: Culture of Contribution – Create a culture that aligns roles and responsibilities with the vision, deepens organization trust, and encourages growth.

PROCUREMENT CONSIDERATIONS

- On June 23, 2026, a sole source solicitation was sent to one firm.
- This will be an indefinite delivery/indefinite quantity contract with a four-year term.
- Cresco International, LLC, is the sole provider for IBM FileNet suite implementation services.
- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- Due to the intellectual rights and proprietary nature of this procurement, it is recognized as non-eligible for goal setting per the deviation to DART's Procurement Regulations regarding Software Licenses and Maintenance Agreements.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
(Sole Source)
Solicitation No. S-2097339

Contract Information

A. Description: IBM FileNet Suite Implementation Services

B. Contractor: Cresco International, LLC

C. Contract Number: C-2097339-01

D. Contract Amount: Not to exceed $4,081,605

E. Contract Type: Indefinite Delivery/Indefinite Quantity

F. Term of Contract: Four years

G. Options Available: None

H. Bond Requirement: N/A

I. Liquidated Damages: N/A

J. Funding Source: Local

Solicitation Information

A. Determination of Responsibility
Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Yes, upon award
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred /suspended list.

B. Negotiation Memorandum: Available for review in the contract file

C. Cost & Price Considerations: The price is fair and reasonable based on market research and the Independent Cost Estimate.

D. Protests Received: None

E. Determinations Required: Sole Source

Determination and Recommendation

Cresco International, LLC is a responsible contractor, has the capacity to perform this contract, and is recommended for award.

Approval of Contract for IBM FileNet Suite Implementation

SBE Considerations

Due to the intellectual rights and proprietary nature of this procurement, it is recognized as non-eligible for goal setting per the deviation to DART's Procurement Regulations regarding Software Licenses and Maintenance Agreements.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for IBM FileNet Suite Implementation Services

WHEREAS, the Texas Administrative Code and Texas Local Government Code require DART to ensure its electronic records maintain and retain their reliability, usability, integrity, and authenticity throughout their lifecycle; and

WHEREAS, DART Board Policy I.05, Records Management, requires DART to destroy records once the retention period is past, unless subject to a request under the Public Information Act or pertinent to a pending lawsuit; and

WHEREAS, DART launched the Enterprise Document Management (EDM) project to ensure the agency complies with these records management requirements; and

WHEREAS, DART's existing Electronic Records Management System (ERMS) is currently used to manage only specific employee records; and

WHEREAS, a cross-functional team developed requirements to expand the ERMS capabilities to manage all DART electronic records agency-wide, in compliance with all necessary records management regulations; and

WHEREAS, IBM FileNet was selected as DART's central records repository and ERMS because of its scalability to handle high volume, advanced automation capabilities, and robust security framework; and

WHEREAS, FileNet is DART's only system with full dispositioning, records classifications, retention policy management, and retention schedule application capabilities; and

WHEREAS, this contract provides implementation services to configure and integrate the FileNet system and expand its use to all departments; and

WHEREAS, a non-competitive procurement for a four-year contract with no options was conducted in accordance with the DART Procurement Regulations; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 budget and 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to award a four-year contract to Cresco International, LLC, for IBM FileNet Suite Implementation Services [Contract No. C-2097339-01], for a total authorized amount not to exceed $4,081,605.

Approval of Contract for IBM FileNet Suite Implementation Services

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for IBM FileNet Suite Licenses

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a three-year contract with two one-year options to Cresco International, LLC, for IBM FileNet Suite Licenses [Contract No. C-2097550-01], for a total authorized amount not to exceed $478,659.

FINANCIAL CONSIDERATIONS

- This contract for IBM FileNet Suite Licenses is included in the Technology Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract in the amount of $478,659 is included in the Technology Department's proposed FY 2027 operating budget and the total operating expense line item of the FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- The Texas Administrative Code and Texas Local Government Code require DART to ensure its electronic records maintain and retain their reliability, usability, integrity, and authenticity throughout their lifecycle. DART Board Policy I.05, Records Management, requires DART to destroy records once the retention period is past, unless subject to a request under the Public Information Act or pertinent to a pending lawsuit. DART launched the Enterprise Document Management (EDM) project to ensure the agency complies with these records management requirements.
- DART's existing Electronic Records Management System (ERMS) is currently used to manage only specific employee records. A cross-functional team developed requirements to expand the ERMS capabilities to manage all DART electronic records agency-wide, in compliance with all necessary regulations and policies.
- Based on those requirements, the team evaluated the out-of-the-box record management capabilities of various internal and external applications to meet the agency's needs. IBM FileNet was selected as DART's central records repository and ERMS because of its scalability to handle high volume, advanced automation capabilities, and robust security framework.

- FileNet is DART's only system with full dispositioning (the final stage of a records lifecycle where it is permanently executed according to the required retention schedule), records classifications, retention policy management, and retention schedule application capabilities.
- This contract provides licenses and support to expand the use of FileNet to all departments.
- Approval of this contract supports Agency Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees; and Strategic Goal 2: Culture of Contribution – Create a culture that aligns roles and responsibilities with the vision, deepens organization trust, and encourages growth.

PROCUREMENT CONSIDERATIONS

- On July 20, 2026, a sole source solicitation was sent to one firm.
- This will be a indefinite delivery/indefinite quantity contract with a three-year term and two one-year options.
- Cresco International, LLC, is the sole provider for IBM FileNet Suite Licenses.
- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- Due to the intellectual rights and proprietary nature of this procurement, it is recognized as non-eligible for goal setting per the deviation to DART's Procurement Regulations regarding Software Licenses and Maintenance Agreements.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
(Sole Source)
Solicitation No. S-2097550

Contract Information

A. Description: IBM FileNet Suite Licenses

B. Contractor: Cresco International, LLC

C. Contract Number: C-2097550-01

D. Contract Amount: Not to exceed $478,659

E. Contract Type: Indefinite Delivery/Indefinite Quantity

F. Term of Contract: Three years

G. Options Available: Two, one-year options

H. Bond Requirement: N/A

I. Liquidated Damages: N/A

J. Funding Source: Local

Solicitation Information

A. Determination of Responsibility
Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Yes, upon award
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred /suspended list.

B. Negotiation Memorandum: Available for review in the contract file

C. Cost & Price Considerations: The price is fair and reasonable based on market research and the Independent Cost Estimate.

D. Protests Received: None

E. Determinations Required: Sole source

Determination and Recommendation

Cresco International, LLC, is a responsible contractor, has the capacity to perform this contract, and is recommended for award.

Attachment 2

Approval of Contract for IBM FileNet Suite Licenses

SBE Considerations

Due to the intellectual rights and proprietary nature of this procurement, it is recognized as non-eligible for goal setting per the deviation to DART's Procurement Regulations regarding Software Licenses and Maintenance Agreements.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for IBM FileNet Suite Licenses

WHEREAS, the Texas Administrative Code and Texas Local Government Code require DART to ensure its electronic records maintain and retain their reliability, usability, integrity, and authenticity throughout their lifecycle; and

WHEREAS, DART Board Policy I.05, Records Management, requires DART to destroy records once the retention period is past, unless subject to a request under the Public Information Act or pertinent to a pending lawsuit; and

WHEREAS, DART launched the Enterprise Document Management (EDM) project to ensure the agency complies with these records management requirements; and

WHEREAS, DART's existing Electronic Records Management System (ERMS) is currently used to manage only specific employee records; and

WHEREAS, a cross-functional team developed requirements to expand the ERMS capabilities to manage all DART electronic records agency-wide, in compliance with all necessary records management regulations; and

WHEREAS, IBM FileNet was selected as DART's central records repository and ERMS because of its scalability to handle high volume, advanced automation capabilities, and robust security framework; and

WHEREAS, IBM FileNet is DART's only system with full dispositioning, records classifications, retention policy management, and retention schedule application capabilities; and

WHEREAS, this contract provides licenses and support to expand the use of FileNet to all departments; and

WHEREAS, a non-competitive procurement for a three-year contract with two one-year options was conducted in accordance with the DART Procurement Regulations; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to award a three-year contract with two one-year options to Cresco International, LLC, for IBM FileNet Suite Licenses [Contract No. C-2097550-01], for a total authorized amount not to exceed $478,659.

Approval of Contract for IBM FileNet Suite Licenses

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Committee-of-the-Whole ☒

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for Freight Transportation Services

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a three-year contract to Veterans Standard America, Inc., for Freight Transportation Services [Contract No. C-2092494-01], for a total authorized amount not to exceed $517,500.

FINANCIAL CONSIDERATIONS

- This contract for Freight Transportation Services is included in the Materials Management Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract in the amount of $517,500 is included in both the Materials Management Department's proposed FY 2027 Operating budget and the Total Operating Expense line item of the FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- DART relies on freight transportation to move materials, equipment, and components needed to support its bus, rail, and facilities operations. Many shipments involve components sent to vendors for repair and rebuilding, providing a cost-effective alternative to purchasing new parts.
- Reliable shipping is essential to avoid delays that could impact inventory, maintenance schedules, and overall system operations.
- Approval of this contract supports Agency Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees; and Strategic Goal 3: Quality Service – Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.

PROCUREMENT CONSIDERATIONS

- On June 10, 2026, an Invitation for Bids (IFB) notification was sent to firms for Freight Transportation Services.
- This will be an indefinite delivery/indefinite quantity contract for a three-year term with no options.

- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- This project was identified to be set-aside for the participation of only certified small businesses under DART's Small Business Enterprise Program in January 2026.
- Veterans Standard America, Inc., the prime contractor, is a certified SBE firm and, therefore, complies with the small business requirement.
- The SBE analysis and Equal Employment Opportunity (EEO-1) information are included in Attachment 2. The prime contractor's actual EEO-1 report is available upon request.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
(Invitation for Bids)
IFB NO. B-2092494

Contract Information

A. Description: Freight Transportation Services

B. Contractor: Veterans Standard America, Inc.

C. Contract Number: C-2092494-01

D. Contract Amount: Not to exceed $517,500

E. Contract Type: Indefinite Delivery/Indefinite Quantity

F. Performance Period/Term of Contract: Three years

G. Options Available: None

H. Bond Requirement: N/A

I. Liquidated Damages: N/A

J. Funding Source: Local

Solicitation Information

A. Issue Date: June 10, 2026

B. Notifications Sent to Registered Suppliers: Yes

C. Date and Time for Bid Receipt: July 15, 2026

D. Bids Received:

Firm Name	Base Price	Rank
Veterans Standard America, Inc.	$517,500	1st
Ballard Gold Group, LLC	$587,335	2nd

E. Discussion of Nonresponsive Bids: N/A

F. Bid Evaluation: Veterans Standard America, Inc., submitted a responsive bid meeting the requirements of the solicitation.

G. Price Considerations: The price is fair and reasonable based on competition and a comparison to DART's Independent Cost Estimate.

H. Determination of Responsibility:

Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Yes.
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Bid: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the Debarred/Suspended list

I. Protests received: None

J. Determinations Required: N/A

Determination and Recommendation

Veterans Standard America, Inc., is a responsive and responsible offeror that submitted the lowest price in full and open competition for Freight Transportation Services. They have the capacity to perform this contract and are recommended for award.

Approval of Contract for Freight Transportation Services

SBE Considerations

This project was identified to be set-aside for the participation of only certified small businesses under DART's Small Business Enterprise Program in January 2026. Veterans Standard America, Inc., the prime contractor, is a certified SBE firm; therefore, complies with the small business requirement.

Summary of EEO-1 Report

Veterans Standard America, Inc. is located in DeSoto, TX and employs 5 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM	WHITE	TOTAL	PERCENT
MALES	0	1	0	0	0	1	20.00%
FEMALES	0	4	0	0	0	4	80.00%
TOTAL	0	5	0	0	0	5	**100%**
PERCENTAGE	**0.00%**	**100.00%**	**0.00%**	**0.00%**	**0.00%**	**100%**	

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for Freight Transportation Services

WHEREAS, DART relies on freight transportation to move materials, equipment, and components needed to support its bus, rail, and facilities operations; and

WHEREAS, many shipments involve components sent to vendors for repair and rebuilding, providing a cost-effective alternative to purchasing new parts; and

WHEREAS, reliable shipping is essential to avoid delays that could impact inventory, maintenance schedules, and overall system operations; and

WHEREAS, a competitive sealed bid procurement for a three-year contract with no options was conducted in accordance with the DART Procurement Regulations; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President and Chief Executive Officer or his designee is authorized to award a three-year contract for freight transportation services to Veterans Standard America, Inc. [Contract No. C-2092494-01], for a total authorized amount not to exceed $517,500.

Approval of Contract for Freight Transportation Services

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Procurement Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval to Exercise the One-Year Option for Cloud-Based Transportation Planning Software

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to execute a contract modification for Cloud-Based Transportation Planning Software with Remix Technologies, LLC [Contract No. C-2078588-01], to: 1) exercise a one-year option; and 2) increase the not-to-exceed amount by $215,250, for a new total authorized amount not to exceed $825,300.

FINANCIAL CONSIDERATIONS

- This contract for the One-Year Option for Cloud-Based Transportation Planning Software is included in the Service Planning & Scheduling Department's proposed FY 2027 operating budget.
- Sufficient funding for an increase to the contract in the amount of $215,250 is included in both the Service Planning & Scheduling Department's proposed FY 2027 Operating budget and the Total Operating Expense line item of the approved FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- This action will assist DART in achieving Agency Strategic Goal 1: Empowered Agency - Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.
- This action will assist DART in supporting safety, cleanliness, and reliability of service by improving pre-implementation service analysis and enhancing customer and stakeholder outreach.
- In FY 2022, DART completed a major redesign of its bus network to improve job access, reduce travel time, and increase ridership. The service redesign relied heavily on cloud-based transportation planning software to exhibit compliance with Federal Transit Administration (FTA) Title VI best practices equity analysis regulations, estimate cost, assign vehicles, test alternative scheduling options, and assess operational concerns.
- Since 2015, DART has used a cloud-based software package provided by Remix Technologies LLC, which is wholly owned by Via, Inc. The current package provides the capability for quick bus route design and analysis through an internet browser interface, including map-based route and stop planning, basic transit scheduling functionality, stop-based demographic analysis,

operating cost calculations based on both frequencies and timetables, and customizable accessibility visualizations and analytics.

- On October 31, 2023 (Resolution No. 230138), the Board approved a three-year contract with one one-year option for Cloud-Based Transportation Planning Software to Remix Technologies, LLC, for a total authorized amount not to exceed $610,050.
- DART seeks to continue this relationship by exercising the one-year option in the current agreement.
- The existing transit planning software works within DART's existing transit planning processes, including the ability to import routes through existing sources such as General Transit Feed Specification (GTFS) and automatic passenger count shapefiles, and to export data for use in existing transit tools. DART also requires a software service which is accessible to an unlimited number of users under one organizational license; including an unlimited number of custom data layer uploads, exports, and technical customer support; and is ready for immediate deployment.
- The current agreement expires December 31, 2026.
- The one-year option would extend the current agreement to December 31, 2027.
- Staff will begin a new procurement process to select a future similar tool during the course of the option year.

PROCUREMENT CONSIDERATIONS

- The base term of the contract is three years from the effective date of January 1, 2024, and the contract provides for one one-year option.
- The pricing for the exercise of the option year is fair and reasonable.
- Contractor performance is satisfactory.
- The procurement analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- Due to the intellectual rights and proprietary nature of this procurement, it is recognized as non-eligible for goal setting per the deviation to DART's Procurement Regulations regarding Software Licenses and Maintenance Agreements.
- The SBE analysis and Equal Employment Opportunity (EEO-1) information are included in Attachment 2. The prime contractor's actual EEO-1 report is available upon request.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.
- Section 452.056(a) of the Texas Transportation Code authorizes DART to construct, develop, plan and operate a public transportation system within the DART Service Area.

Dallas Area Rapid Transit Authority
PROCUREMENT ANALYSIS
Increase Funding/Exercise Option
Modification No. 1

Contract Information

A. Contract Description: Cloud-Based Transportation Planning Software

B. Contractor: Remix Technologies, LLC

C. Contract Number: C-2078588-01

D. Contractual Action: Increase Funding/Exercise Option

E. Current Contract Amount: Not to exceed $610,050

F. Contract Modification Amount: $215,250

G. New Contract Amount: Not to exceed $825,300

H. Contract Type: Definite Delivery/Definite Quantity

I. Current Term of Contract/Performance Period: 01/01/24-12/31/26

J. Remaining Options Available: None

K. Price Considerations: The initial contract award was determined fair and reasonable based on historical pricing and DART's internal cost estimate.

L. Negotiation Memorandum: N/A

M. Determinations Required: N/A

N. Funding: Local

O. Determination of Responsibility:
Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: N/A
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred /suspended list.

Determination and Recommendation

Remix Technologies, LLC, is a responsible contractor for the modification described above. Therefore, execution of the contract modification is recommended.

Approval to Exercise the One-Year Option for Cloud-Based Transportation Planning Software

SBE Considerations

Due to the intellectual rights and proprietary nature of this procurement, it is recognized as non-eligible for goal setting per the deviation to DART's Procurement Regulations regarding Software Licenses and Maintenance Agreements.

Summary of EEO-1 Report

Remix Technologies, LLC. is located in New York, NY and employs 36 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM.	WHITE	TOTAL	PERCENTAGE
MALES	7	2	3	0	8	20	**55.56%**
FEMALES	8	0	1	0	7	16	**44.44%**
TOTAL	15	2	4	0	15	36	**100.00%**
PERCENTAGE	**41.67%**	**5.55%**	**11.11%**	**0.00%**	**41.67%**	**100%**	

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval to Exercise the One-Year Option for Cloud-Based Transportation Planning Software

WHEREAS, on October 31, 2023 (Resolution No. 230138), the Board approved a three-year contract with one one-year option for Cloud-Based Transportation Planning Software to Remix Technologies, LLC, for a total authorized amount not to exceed $610,050; and

WHEREAS, the proposed exercise of the one-year option will extend services from January 1, 2027, through December 31, 2027; and

WHEREAS, the planning software has been effective in developing and evaluating the new bus network redesign and Title VI equity evaluation, as well as other ongoing service planning and analysis activities; and

WHEREAS, the vendor's newly developed on-demand transit service planning tool will support the ongoing development, maintenance, evaluation, and adjustment of DART's extensive GoLink program; and

WHEREAS, the proposed pricing is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 operating budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to execute a contract modification for Cloud-Based Transportation Planning Software with Remix Technologies LLC [Contract No. C-2078588-01], to:

Section 1: Exercise a one-year option.
Section 2: Increase the not-to-exceed amount by $215,250, for a new total authorized amount not to exceed $825,300.

Approval to Exercise the One-Year Option for Cloud-Based Transportation Planning Software

Prepared by: /s/ Trenise Winters
Trenise Winters
Executive Vice President/
Chief Operations Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Procurement Analysis 2. M/WBE Details	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract Modification to Pay Tariff Charges for the DART Light Rail Vehicle Fleet Tire Kits Replacement

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to execute a contract modification with Penn Machine Company, LLC [Contract No. C-2079318-01], to increase the not-to-exceed amount by $100,000 for tariff charges related to the purchase of Light Rail Vehicle (LRV) Installation Tire Kits, for a total authorized amount not to exceed $3,084,400.

FINANCIAL CONSIDERATIONS

- This contract modification to pay tariff charges for the DART Light Rail Vehicle Fleet Tire Kits Replacement is included in the Vehicle Maintenance Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract modification in the amount of $100,000 is included in both the Vehicle Maintenance Department's proposed FY 2027 Operating budget and the Total Operating Expense line item of the FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- Approval of this contract supports Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
- On September 24, 2024 (Resolution No. 240109), the Board awarded a two-year contract to Penn Machine Company, LLC, for the purchase of tire kits for DART's LRV fleet, for a total authorized amount not to exceed $2,984,400.
- Tire kits, which consist of steel wheels, associated hardware, and rubber block inserts, must be replaced periodically over the LRV's 30-year life span because of normal wear and excessive braking caused by adverse weather conditions or main-line intrusions like vehicles or pedestrians in the right of way.
- Tariff costs were instituted by the U.S. federal government, which mandates import duties on foreign parts entering the country. The forged rolled rings are imported from Germany, and tariffs are required for them to be shipped from Germany to the United States. The final assembly of the kits are completed by Penn Machine in Blairsville, Pennsylvania, USA.

PROCUREMENT CONSIDERATIONS

- The base term of the contract is two years from the award date of September 30, 2024.
- The modification reflects documented tariff costs incurred by the contractor and verified by DART staff.
- Contractor performance is satisfactory.
- The procurement analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- The goals for this contract were established in 2004 by the DART Board of Directors at 25% MBE and 5% WBE participation.
- Penn Machine Company, LLC, the prime contractor, has committed to achieve some participation.
- The M/WBE analysis and Equal Employment Opportunity (EEO-1) information are included in Attachment 2. The prime contractor's actual EEO-1 report is available upon request.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
PROCUREMENT ANALYSIS
Increase Funding
Modification No. 1

Contract Information

A. Contract Description: Light Rail Vehicle Fleet Tire Kit Replacement

B. Contractor: Penn Machine Company, LLC

C. Contract Number: C-2079318-01

D. Contractual Action: Increase funding

E. Current Contract Amount: Not to exceed $2,984,400

F. Contract Modification Amount: Not to exceed $100,000

G. New Contract Amount: Not to exceed $3,084,400

H. Contract Type: Requirements

I. Current Term of Contract: Two years

J. Remaining Options Available: N/A

K. Price Considerations: Based on the invoice received and paid by Penn Machine Company, LLC, which has been verified.

L. Negotiation Memorandum: Available for review in the contract file.

M. Determinations Required: N/A

N. Funding: Local

O. Determination of Responsibility:
Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Yes
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred /suspended list.

Determination and Recommendation

Penn Machine Company, LLC, is a responsible contractor for the modification described above. Therefore, execution of the contract modification is recommended.

Approval of Contract Modification to Pay Tariff Charges for DART Light Rail Vehicle Fleet Tire Kits Replacement

M/WBE Considerations

The goals for this contract were established in 2004 by DART's Board of Directors at 25% MBE and 5% WBE participation. Penn Machine Company, LLC, the prime contractor, has committed to achieve some participation through the utilization of the following certified firm:

WBE PARTICIPATION

VENDOR	LOCATION	SERVICE	AMOUNT	PERCENTAGE
Davis Freight Management, Inc.	Alden, NY	Arrange Freight Transportation	$154,220	5.00%

TOTAL WBE PARTICIPATION: $154,220 5.00%*

NOTE: The goals are based on the not to exceed amount of $3,084,400. If there are any changes to this amount, the original goal shall still apply.

*The percentage and dollar amounts may remain level, increase or decrease depending on the circumstances.

Summary of EEO-1 Report

Penn Machine Company, LCC is located in Johnstown, PA and employs 125 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM.	WHITE	TOTAL	PERCENTAGE
MALES	1	0	0	2	115	118	**94.40%**
FEMALES	1	0	0	0	6	7	**5.60%**
TOTAL	2	0	0	2	121	125	**100%**
PERCENTAGE	**1.60%**	**0.00%**	**0.00%**	**1.60%**	**96.80%**	**100%**	

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract Modification to Pay Tariff Charges for DART Light Rail Vehicle Fleet Tire Kits Replacement

WHEREAS, DART ensures service reliability and passenger safety by maintaining 163 Light Rail Vehicles (LRVs) in a state of good repair; and

WHEREAS, on September 24, 2024 (Resolution No. 240109), the Board approved a two-year contract to Penn Machine Company, LLC, for the purchase of tire kits for DART's LRV fleet, for a total authorized amount not to exceed $2,984,400; and

WHEREAS, tariffs are required by the U.S. federal government, which mandates import duties on vehicles entering the country; and

WHEREAS, DART Rail Operations provides regular preventive maintenance inspections to each LRV every 10,000 miles, which includes inspection and repair of the LRV fleet tires; and

WHEREAS, funding for this contract modification is within proposed FY 2027 operating budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to execute a contact modification with Penn Machine Company, LLC [Contract No. C-2079318-01], to increase the not-to-exceed amount by $100,000 for tariff charges related to the purchase of Light Rail Vehicle (LRV) Installation Tire Kits, for a total authorized amount not to exceed $3,084,400.

Approval of Contract Modification to Pay Tariff Charges for DART Light Rail Vehicle Fleet Tire Kits Replacement

Prepared by: /s/ Trenise Winters
Trenise Winters
Executive Vice President/
Chief Operations Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for Operations Uniform Services

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a five-year contract with two one-year options to Promotional Designs, Inc., for Operations Uniform Services [Contract No. C-2093112-01], for a total authorized amount not to exceed $8,100,873, including the initial term and execution of options upon determination of satisfactory performance by Promotional Designs, Inc., and at the discretion of the Interim President & Chief Executive Officer or his designee.

FINANCIAL CONSIDERATIONS

- This contract for Operations Uniform Services is included in the Bus Operations Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract in the amount of $8,100,873 is included in both the Bus Operations Department’s proposed FY 2027 operating budget and the total operating expense line item of the approved FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- Approval of this contract will support Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
- Uniformed DART employees are required to wear DART-approved uniforms and maintain a neat, clean, and professional appearance. Adherence to these standards is essential to projecting a positive and professional image to customers and the public.
- This contract provides uniform and alteration services for uniformed employees within Operations, including Bus and Rail Operators, Bus and Rail Supervisors, Station Concierges, and Mobility Management Services personnel.
- This contract provides high-quality uniform apparel, including dress shirts, shorts, trousers, blazers, ties, sweaters, and other essential uniform items needed to properly equip Operations employees, while also enhancing employee convenience through an online ordering platform.
-

PROCUREMENT CONSIDERATIONS

- On March 16, 2026, a Request for Proposals (RFP) notification was sent to firms for Operations Uniform Services.
- This will be a Indefinite Delivery/Indefinity Quantity (ID/IQ) contract for a term of five years with two one-year options
- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- The goal for this contract was established in March 2026 at 10% SBE participation.
- Promotional Designs, Inc., the prime contractor, is a certified SBE firm, therefore, the goal is met.
- The SBE analysis and Equal Employment Opportunity (EEO-1) information are included in Attachment 2. The prime contractor's actual EEO-1 report is available upon request.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
(Request for Proposals)
RFP NO. P-2093112

Contract Information

A. Description: Operations Uniforms Services

B. Contractor: Promotional Designs, Inc.

C. Contract Number: C-2093112-01

D. Contract Amount: Not to exceed $8,100,873

E. Contract Type: Indefinite Delivery/Indefinity Quantity (ID/IQ)

F. Performance Period/Term of Contract: Five years from the Notice to Proceed

G. Options Available: Two, one-year options

H. Bond Requirement: N/A

I. Liquidated Damages: N/A

J. Funding Source: Local

Solicitation Information

A. Issue Date: March 16, 2026

B. Notifications Sent to Registered Suppliers: Yes

C. Date and Time for Proposal Receipt: April 8, 2026 @ 2:00 P.M. (Central Time)

D. Proposals Received: Two

E. Discussion of Proposal Evaluation Process: The proposals were evaluated against following criteria by a Source Evaluation Committee (SEC) appointed to conduct proposals evaluations:

Qualifications of the Firm or Past Performance	100 Maximum Points
Qualifications of Staff or Project Personnel	60 Maximum Points
Work Plan or Project Approach	540 Maximum Points
Price	300 Maximum Points
TOTAL	**1,000 Maximum Points**

F. Discussion of Unacceptable Proposals: None

G. Proposal Scoring:

Firm Name	Base Price	Option 1	Option 2	Base + Option Pricing	Price Points (Max Points 300)	Technical Points (Max Points 700)	Total Points 1,000	Rank
Promotional Designs, Inc.	**$6,241,198**	**$929,837**	**$929,838**	**$8,100,873**	**268**	**557**	**825**	**1**
CFJ Manufacturing	$5,614,445	$825,139	$818,440	$7,258,024	300	431	731	2

H. Negotiation Memorandum: Available for review in the contract file.

I. Cost & Price Analysis: Price is fair and reasonable based on historical pricing, and comparison to the independent cost estimate (ICE).

J. Determination of Responsibility:
Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Yes
On-Site Inspection: Yes
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred /suspended list.

K. Protests Received: None

L. Determinations Required: None

Determination and Recommendation

Promotional Designs, Inc is a responsible offeror that achieved the highest score considering technical and price factors. They have the capacity to perform this contract and are recommended for award.

Approval of Contract for Operations Uniform Services

SBE Considerations

The goal for this contract was established in March 2026 at 10% SBE participation. Promotional Designs, Inc., the prime contractor, is a certified SBE firm, therefore, the goal is met.

Summary of EEO-1 Report

Promotional Designs, Inc. is located in Green Bay, WI and employs 47 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM	WHITE	TOTAL	PERCENT
MALES	1	0	0	0	10	11	23.40%
FEMALES	2	5	2	6	21	36	76.60%
TOTAL	3	5	2	6	31	47	**100%**
PERCENTAGE	**6.38%**	**10.64%**	**4.26%**	**12.77%**	**65.95%**	**100%**	

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for Operations Uniform Services

WHEREAS, this contract provides uniform and alteration services for uniformed employees within Operations, including Bus and Rail Operators, Bus and Rail Supervisors, Station Concierges, and Mobility Management Services personnel; and

WHEREAS, a competitive sealed proposal procurement for a five-year contract with two one-year options was conducted in accordance with the DART Procurement Regulations; and

WHEREAS, the price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to award a five-year contract with two one-year options to Promotional Designs, Inc., for Operations Uniform Services [Contract No. C-2093112-01], for a total authorized amount not to exceed $8,100,873, including the initial term and execution of options upon determination of satisfactory performance by Promotional Designs, Inc., and at the discretion of the Interim President & Chief Executive Officer or his designee.

Approval of Contract for Operations Uniform Services

Prepared by: /s/ Trenise Winters
Trenise Winters
Executive Vice President/
Chief Operations Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for Dallas County Hospital District d/b/a Parkland Health to Provide Licensed Behavioral Health Services in Support of the DART Cares Multi-Disciplinary Response Team Program

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a two-year contract with two one-year options to Dallas County Hospital District d/b/a Parkland Health [C-2097307-01], to provide licensed behavioral health services in support of the DART Cares Multi-Disciplinary Response Team (MDRT) Program, for a total authorized amount not to exceed $3,062,719, including the initial term and execution of options upon determination of satisfactory performance by the vendor and at the discretion of the Interim President & Chief Executive Officer or his designee.

FINANCIAL CONSIDERATIONS

- This contract with Dallas County Hospital District d/b/a Parkland Health is included in the DART Police Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract of $3,062,719 is included in both the DART Police Department's proposed FY 2027 operating budget and total operating expense line item of the approved FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- Since 2023, the Board has approved interlocal agreements with Dallas County Hospital District d/b/a Parkland Health for the DART Cares MDRT Program. Approval of this contract will allow DART staff to continue the program.
- Continuation of the program will assist DART in achieving Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement, and Strategic Goal 6: Strategic Relationships – Position DART as a collaborative leader and recognized regional economic and mobility asset.
- The MDRT Program consists of mental health clinicians working with DART Police to assist vulnerable populations experiencing mental health concerns on the DART system.

- The DART Cares MDRT program is designed to:
    - Ensure a safe, secure and comfortable environment for all DART riders.
    - Prevent the use of DART vehicles and facilities as de facto shelters.
    - Provide targeted outreach and connect vulnerable populations to appropriate services through a coordinated, community-based response.

PROCUREMENT CONSIDERATIONS

- On July 1, 2026, a Request for Proposals (RFP) notification was sent to firms for licensed behavioral health professional services in support of the DART Cares MDRT Program.
- This will be an indefinite quantity/indefinite delivery contract, with firm fixed hourly rates for a term of two years with two one-year options.
- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- Small business participation goals were not assigned to this solicitation due to the specialized nature of the work, which requires licensed behavioral health clinicians to provide direct services in support of the DART Cares MDRT Program; because these services must be performed by qualified clinical personnel, the contract does not lend itself to subcontracting opportunities that would support small business inclusion.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
(Request for Proposals)
RFP NO. P-2097307

Contract Information

A. Description: DART Cares MDRT Program

B. Contractor: Dallas County Hospital District d/b/a Parkland Health

C. Contract Number: C-2097307-01

D. Contract Amount: Not to exceed $3,062,719

E. Contract Type: Indefinite Delivery/Indefinite Quantity

F. Performance Period: Two years from the date of the Notice to Proceed

G. Options Available: Two one-year options

H. Bond Requirement: N/A

I. Liquidated Damages: N/A

J. Funding Source: Local

Solicitation Information

A. Issue Date: July 1, 2026

B. Notifications Sent to Registered Suppliers: Yes

C. Date and Time for Proposal Receipt: July 15, 2025 @ 2:00 PM

D. Proposals Received: One

E. Discussion of Proposal Evaluation Process: The proposal was evaluated by a Source Evaluation Committee (SEC) using the following published criteria.

Qualifications of the Firm	200 Maximum Points
Qualifications of the Staff	300 Maximum Points
Work Plan	200 Maximum Points
Total Points	**700 Maximum Points**

F. Discussion of Unacceptable Proposals: N/A

G. Proposal Scoring: The following represents the final scores:

Firm Name	Base Period Price	Option Year 1 Price	Option Year 2 Price	Technical Points (Max Points 700)	Rank
Dallas County Hospital District d/b/a Parkland Health	$1,501,844	$770,391	$790,484	556	1

The Source Evaluation Committee recommends Dallas County Hospital District dba Parkland Health for award of the contract.

H. Negotiation Memorandum: Available for review in the contract file.

I. Cost & Price Analysis: The price is fair and reasonable based on full and open competition, historical cost, and comparison to the Independent Cost Estimate.

J. Determination of Responsibility:
Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Upon Award of Contract
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred /suspended list.

K. Protests Received: N/A

L. Determinations Required: Solicitation Less Than 21 Days

Determination and Recommendation

Dallas County Hospital District d/b/a Parkland Health is a responsible offeror that achieved the highest score considering technical factors. They have the capacity to perform this contract and are recommended for award.

Approval of Contract for Dallas County Hospital District d/b/a Parkland Health to Provide Licensed Behavioral Health Services in Support of the DART Cares Multi-Disciplinary Response Team Program

SBE Considerations

Small business participation goals were not assigned to this solicitation due to the specialized nature of the work, which requires licensed behavioral health clinicians to provide direct services in support of the DART Cares MDRT Program; because these services must be performed by qualified clinical personnel, the contract does not lend itself to subcontracting opportunities that would support small business inclusion.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for Dallas County Hospital District d/b/a Parkland Health to Provide Licensed Behavioral Health Services in Support of the DART Cares Multi-Disciplinary Response Team Program

WHEREAS, DART Cares Multi-Disciplinary Response Team (MDRT) Program consists of Parkland Health mental health clinicians working with DART Police to assist vulnerable populations who are experiencing mental health concerns on the DART system; and

WHEREAS, this program minimizes the use of DART as a de facto shelter for the unhoused population; and

WHEREAS, a competitive sealed proposal procurement for a two-year contract with two one-year options was conducted in accordance with the DART Procurement Regulations; and

WHEREAS, the proposed pricing is fair and reasonable; and

WHEREAS, sufficient funding for this contract is within proposed FY 2027 budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to award a two-year contract with two one-year options to Dallas County Hospital District d/b/a Parkland Health [C-2097307-01], to provide licensed behavioral health services in support of the DART Cares Multi-Disciplinary Response Team (MDRT) Program, for a total authorized amount not to exceed $3,062,719, including the initial term and execution of options upon determination of satisfactory performance by the vendor and at the discretion of the Interim President & Chief Executive Officer or his designee.

Approval of Contract for Dallas County Hospital District d/b/a Parkland Health to Provide Licensed Behavioral Health Services in Support of the DART Cares Multi-Disciplinary Response Team Program

Prepared by: /s/ Charles Cato
Charles Cato
Chief, DART Police and Emergency Management

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachment:	Voting Requirements:
1. Joppa Neighborhood Service Area Map	Majority

DATE: **September 8, 2026**

SUBJECT: **Approval of an Amendment to the Interlocal Agreement between Dallas Area Rapid Transit and the City of Dallas for On-Demand Transportation Service for the Joppa Neighborhood**

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to execute an amendment to the Interlocal Agreement with the City of Dallas, as shown in Exhibit 1 to the resolution and subject to legal review, for funding to allow DART to extend the term of the on-demand transportation service for the Joppa neighborhood for an additional three years through March 31, 2030.

FINANCIAL CONSIDERATIONS

- The full cost for the service, including trip expenses, DART staff costs, and General & Administrative (G&A) costs will be reimbursed by the City of Dallas with locally sourced funds under the terms of the interlocal funding agreement.

BUSINESS PURPOSE

- Approval of this Amendment will assist DART in achieving Agency Strategic Goal 3: Quality Service – Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
- During neighborhood meetings with the Joppa residents regarding the planned closure of the Linfield at-grade pedestrian crossing across the Union Pacific Railroad (UPRR) switching yard, senior representatives from the North Central Texas Council of Governments (NCTCOG) and the City of Dallas (COD) promised residents a program to provide temporary access from Joppa to selected business centers west of the neighborhood. The goal is to reduce pedestrian attempts to cross the UPRR switching yard during the Linfield Crossing closure.
- Construction of the pedestrian bridge will be funded with Texas Department of Transportation (TxDOT), federal, and local funds provided by the COD and UPRR. Since the project requires mitigation of the temporary access lost by the Joppa neighborhood, UPRR has agreed to provide funding for the COD to reimburse DART for the temporary on-demand service.

- In July 2020, the City requested that DART provide an innovative on-demand transportation service for the Joppa neighborhood similar to the Rider Assistance Program. The on-demand service designed in response and implemented in November 2021 allows registered residents of the Joppa neighborhood to access destinations outside and nearby to their homes.

- On January 12, 2021 (Resolution No. 210002), the DART Board approved a three-year interlocal agreement with the City to implement the Joppa on-demand service and reimburse DART for the service.

- On June 18, 2024 (Resolution No. 240074), the Board approved an amendment to the ILA to allow DART to: 1) extend the term for an additional two and a half years through March 2027; and 2) modify the program to allow for increased rides and destinations.

- The current ILA has a not-to-exceed amount of $500,000. The City reimburses all expenses and, under the ILA, is obligated to provide additional funding should the program need it.

- According to the ILA, the program will end upon completion of the pedestrian bridge, even if the agreement term is not reached and/or available funding remains.

- The service operates 5:00 a.m. – 11:00 p.m. seven days a week. The service is provided by DART contractors Lyft and Uber Technologies, Inc. (Uber). Lyft and Uber are supplemented by on-demand wheelchair-accessible transportation services when requested. Individuals who do not have a smartphone can arrange a trip by phone or email. A map of the service area is provided in Attachment 1.

- Based on the financial commitments and the request of the City, DART staff seeks Board authority to extend the ILA for the operation of the current service for the Joppa neighborhood for an additional three years through March 31, 2030.

- DART may assist the COD and the Joppa neighborhood to market and promote the use of the on-demand transportation service.

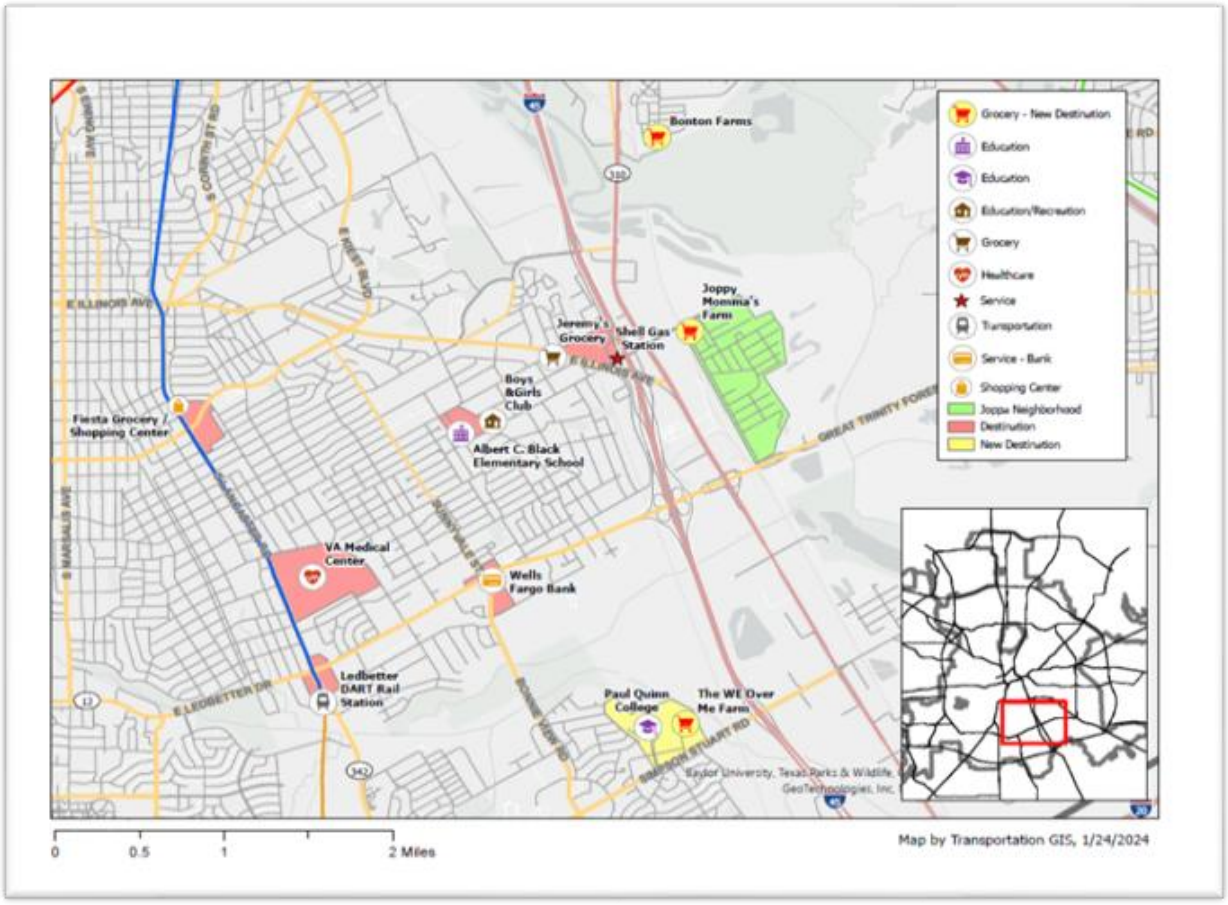
LEGAL CONSIDERATIONS

Section 452.056(a) of the Texas Transportation Code authorizes DART to construct, develop, plan, and operate a public transportation system within the service area.

The Interlocal Cooperation Act, Chapter 791 of the Texas Government Code authorized DART to contract or agree with another local government to perform governmental functions and services in which the contracting parties are mutually interested.

ATTACHMENT 1

Joppa Service Area Map



DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of an Amendment to the Interlocal Agreement between Dallas Area Rapid Transit and the City of Dallas for On-Demand Transportation Service for the Joppa Neighborhood

WHEREAS, on January 12, 2021 (Resolution No. 210002), the DART Board approved a three-year interlocal agreement (ILA) with the City of Dallas to provide an on-demand transportation service for the Joppa neighborhood during construction of a pedestrian bridge to improve pedestrian safety and reimburse DART for the service, for a total authorized amount not to exceed $500,000; and

WHEREAS, on June 18, 2024 (Resolution No. 240074), the Board approved an amendment to the ILA with the City of Dallas to allow DART to: 1) extend the term for an additional two and a half years through March 2027; and 2) modify the program to allow for increased rides and destinations; and

WHEREAS, based upon the financial commitments and the request of the City, DART staff seeks Board authority to extend the ILA permitting the operation of the current service for the Joppa neighborhood for an additional three years through March 31, 2030; and

WHEREAS, funding for the full cost of service will be reimbursed by the City.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to execute the amendment to the Interlocal Agreement with the City of Dallas, as shown in Exhibit 1 to the resolution and subject to legal review, for funding to allow DART to extend the term of the on-demand transportation service for the Joppa neighborhood for an additional three years through March 31, 2030.

Approval of an Amendment to the Interlocal Agreement between Dallas Area Rapid Transit and the City of Dallas for On-Demand Transportation Service for the Joppa Neighborhood

Prepared by: /s/ Trenise Winters
Trenise Winters
Executive Vice President/
Chief Operations Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Amendment to the Interlocal Agreement between Dallas Area Rapid Transit and the City of Dallas for the On-Demand Transportation Service for the Joppa Neighborhood

This Amendment to the Interlocal Agreement (the "Agreement") is made and entered into by and between DALLAS AREA RAPID TRANSIT ("DART"), a regional transportation authority organized and existing pursuant to Chapter 452, Texas Transportation Code, and the CITY of DALLAS (the "CITY"), a Texas home rule municipal corporation, collectively referred to as "the Parties" and individually as "Party."
This Agreement shall be effective on the date signed by the last of the parties to sign (the "Effective Date").

RECITALS

WHEREAS, the CITY plans to close the Linfield Road at-grade crossing in the Joppa Neighborhood (as designated in Exhibit A, which is attached to this Agreement and incorporated for all purposes herein), Dallas, TX, during the construction of a pedestrian bridge to improve pedestrian safety from March 2027 to March 2030; and

WHEREAS, DART provides an on-demand transportation service ("SERVICE") in selected areas within the DART service area which allows registered, eligible riders to schedule on-demand, curb-to-curb trips; and

WHEREAS, the CITY has determined that it will be beneficial to contract with DART to provide registered, eligible residents in the Joppa Neighborhood (each user being referred to herein as a "Participant") with the SERVICE while the Linfield Road pedestrian bridge is under construction; and

WHEREAS, Chapter 791 of the Texas Government Code provides authorization for local governments to contract with each other for the performance of governmental functions and services; and

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions contained herein, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Term and Termination.

1.01. The term of this Agreement shall begin on the 15th day of November 2021 and terminate at midnight on the 15th day of March 2027, unless earlier terminated as herein provided ("the Term").

1.02. In addition to any other termination provisions contained herein, either Party shall have the right to terminate this Agreement by giving the other Party 120 calendar days advance written notice of termination.

1.03. In the event that either Party shall fail to perform any of their respective obligations under this Agreement, the non-defaulting Party shall have the right to terminate this Agreement if the defaulting Party has not cured any such

failure to perform within thirty (30) calendar days following written notice by the non-defaulting Party of such failure.

1.04. In the event that the CITY fails to pay a CITY-approved invoice or is more than 30 days late to make any payment required by this Agreement, DART shall have the option, at its sole discretion, to suspend SERVICE.

1.05. In the event that the CITY is late in making any payment required by this Agreement, DART shall have the option, at its sole discretion, to require that the CITY pay a higher percentage (20% instead of I0%) of the General and Administrative ("G&A") cost for the SERVICE. The revised G&A cost may continue until payments from the CITY resume.

1.06. In the event that CITY funds are not appropriated for implementation or continuation of the SERVICE, the CITY shall notify DART as quickly as feasibly possible and the Parties shall agree on an appropriate termination process or DART may terminate SERVICE within ten (10) days of the CITY's notice.

2. Service Description.

2.01. SERVICE includes on-demand transportation services operated by the DART contractor Uber Technologies, Inc ("Uber") as the primary provider. Participants who do not have access to smart phones or who need wheelchair accessible service will be accommodated with alternative services by other provider(s) within the DART contractor network in accordance with DART's contractor or program policies and procedures.

2.02. "Participants" is defined as those residents of the City of Dallas whose home addresses are located within the area designated in Exhibit A as the Joppa Neighborhood. Participants must register with DART in accordance with DART's policies and procedures in order to be eligible to receive the SERVICE.

2.03. Participants will engage the SERVICE via the Lyft mobile application, Uber mobile application, or other method as provided by DART.

2.04. Except as may be limited herein, the SERVICE shall be available to Participants to use as defined in Exhibit A. The details of Exhibit A are to be agreed upon between relevant DART and City of Dallas staff.

2.05. The full trip fare for Participants to use the SERVICE will be paid by the CITY in accordance with the terms of this AGREEMENT.

2.06. Participants shall be able to schedule SERVICE ride requests on-demand or in advance, in accordance with the terms, conditions, policies, and procedures established by DART or DART contractors.

2.07. The SERVICE will be initially available to no more than 30 one-way trips each day. DART will monitor the demand and funding expenditure and adjust the limit of the SERVICE supplied accordingly as needed in DART's sole discretion. DART will communicate the demand levels and funding expenditures to the CITY in monthly reports.

2.08. The CITY will, subject to appropriation of funds and the terms of this Agreement, reimburse DART for 100% of the Trip Expense, DART Staff Cost, and G&A Expenses of this Agreement (as detailed in Exhibit B, attached to this Agreement and incorporated for all purposes herein) in an amount not to exceed $500,000.00 over the term of this Agreement.

3. DART Duties and Responsibilities.

3.01. DART shall designate by Notice and provide to the CITY the name and contact information for the single point of contact for communication and other interface regarding all aspects of the SERVICE.

3.02. DART shall provide or cause to provide the SERVICE, including making eligibility determinations, enrolling Participants, providing vehicles, drivers, supervisors, call center and scheduling staff, and providing any other staff or services required to provide the SERVICE.

3.03. DART shall require its contractor(s) to clean, fuel, and otherwise maintain any vehicles needed to provide the SERVICE in accordance with all applicable laws and recommended health protocols.

3.04. DART shall cause to be provided any transportation services, transportation account management services, call center services, technology, software or other services, supplies, or equipment necessary to operate the SERVICE.

3.05. DART shall provide or cause to be provided: the call center, customer information and onboarding, complaint resolution, data collection, accounting, passenger ridership, invoicing, reconciliation of all invoices, and payment of contractors and suppliers.

3.06. DART shall register the eligible riders for SERVICE. Proper demand management strategies may apply.

3.07. DART shall monitor the funding expenditure on a monthly basis and determine proper demand management strategies at its sole discretion. The demand management strategies may include, but are not limited to implementing priority criteria (e.g., zero-car ownership, proximity to Linfield Road) and limiting the number of trips each rider can take for a certain time period. DART shall review with the CITY prior to the implementation of demand management strategies.

3.08. DART shall provide the CITY with monthly information regarding ridership, costs, and number of users within 30 days of receipt of such information from the contract provider. The CITY may request detailed data on rides provided, including origins and destinations.

3.09. The CITY shall convene periodic meetings and DART shall support City efforts to discuss SERVICE.

3.10 DART shall prepare or cause to be prepared planning, engineering, and financial planning services and data required by the CITY in connection with the provision of SERVICE.

3.11 DART may conduct surveys of Participants and may distribute and analyze any surveys of Participants to evaluate the SERVICE. Results of any surveys shall be provided to the CITY.

3.12 DART shall submit monthly invoices, in a form substantially similar to the sample attached to and made a part of this Agreement as Exhibit C, to the CITY within 30 calendar days from the completion of each month, for trip expense, associated program fixed costs, DART staff cost, and G&A expense of the SERVICE. The invoiced amount will be based on costs and Participant usage for the prior month.

3.13 DART and the CITY will review the SERVICE budget when 50% of the overall budget has been expended ("50% review") and again when 75% of the overall budget has been expended ("75% review"), based upon the costs and expenses as evidenced by the invoices submitted to the CITY. The reviews will include the projected service end date based on the expenditure rate through the date of each review. If the projected expenditure rate projects that funding will be insufficient to sustain the SERVICE through the planned SERVICE end date, the CITY will either identify new funding for the Agreement or elect to suspend the SERVICE when funding is exhausted. The CITY will notify DART of its election to either identify additional funding or suspend service within ten (10) days of the completion of the 75% review.

4. CITY Duties and Responsibilities.

4.01. Single Point of Contact. The CITY shall designate by Notice and provide to DART the name and contact information for the single point of contact for communication and other interface regarding all aspects of the SERVICE.

4.02. The CITY will reimburse DART 100% of the monthly Trip Expense, DART Staff Cost, and G&A Expense within 30 calendar days of receipt of DART's monthly invoice, subject to the CITY's approval of each such invoice.

4.03. Dispute Resolution. DART and the CITY agree that any dispute between the Parties relating to the payment of invoices will first be submitted, by written notice, to a designated senior executive of both the CITY and DART, who will meet at DART's place of business or other mutually agreeable location, or by teleconference, and confer in an effort to resolve such dispute. Any decisions of the executives will be final and binding on the parties. In the event the executives are unable to resolve any dispute within ten (10) days after submission to them, or within any other mutually agreed time frame, either party may refer the dispute to mediation, or institute any other available legal or equitable proceeding in order to resolve the dispute.

4.04. The CITY shall allow DART and DART's contractors to operate on CITY streets to provide the SERVICE in accordance with applicable law.

4.05. The CITY will market the SERVICE to potential Participants by using the CITY website, resident newsletters, or other methods of communication controlled by the CITY to inform residents about the SERVICE. DART must approve in writing and in advance all marketing and communication issued by the CITY regarding the SERVICE.

4.06. Commencing on the first day of the Term hereof and on the monthly anniversary of every month thereafter during the Term, the CITY shall remit monthly payments to DART for invoiced amounts at the following location or as otherwise noticed pursuant to this Agreement:

Dallas Area Rapid Transit
Accounts Receivable
P.O. Box 840009
Dallas, TX 75284-0009

Any payments made under this Agreement shall be made from revenues currently available to the CITY. The provisions of Chapter 2251 of the Texas Government Code shall apply to payments under this Agreement.

5. Joint Duties and Responsibilities

5.01. Joint Marketing and Communications. The Parties acknowledge that marketing and communications regarding the SERVICE may require the use of marks and logos that are owned by each of the Parties. The Parties agree to such limited use of their individually owned or registered marks, logos, and trade names in connection with providing and promoting the SERVICE under this Agreement. Any right to use such marks and logos shall terminate upon the termination or expiration of this Agreement.

5.02 Force Majeure. DART shall at all times use reasonable efforts to provide or cause the SERVICE to be provided continuously, however, DART does not warrant or guarantee uninterrupted service or performance hereunder. Neither Party shall be liable for any special, direct, or consequential damages relating to or arising from an interruption in the SERVICE caused by force majeure. "Force majeure" is defined as acts of nature, war, strike, fires, explosions, or other causes that are beyond the control of either party and that by exercise of due foresight, such party could not reasonably have been expected to avoid, and which, by the exercise of all reasonable due diligence, such party is unable to overcome. Force majeure also includes equipment breakdowns, accidents, and government actions. Each Party must inform the other in writing with proof of receipt within five (5) business days of the existence of such force majeure. The obligations the Parties to perform under this Agreement shall be suspended to the extent that either or both are unable to perform as a result of force majeure. In such event, the Parties shall use reasonable efforts to eliminate the cause as quickly as possible.

5.03 Audit and Retention of Records. Either Party shall have the right to request an audit of the other Party's records related to the provision of SERVICE. The Parties shall retain adequate records for auditing purposes in accordance with the Parties' respective retention policies and applicable law.

5.04 **LIABILITY, NEITHER PARTY IS AN AGENT, SERVANT, OR EMPLOYEE OF THE OTHER PARTY AND EACH PARTY AGREES** IT **IS SOLELY RESPONSIBLE FOR ITS INDIVIDUAL ACTS AND DEEDS AS WELL AS THE ACTS AND DEEDS OF ITS CONTRACTORS, EMPLOYEES, REPRESENTATIVES AND AGENTS.** IN **THE EVENT OF JOINT OR CONCURRING NEGLIGENCE OR FAULT OF BOTH PARTIES, LIABILITY, IF ANY, SHALL BE APPORTIONED COMPARATIVELY** IN **ACCORDANCE WITH THE LAW OF THE STATE OF TEXAS. THE PROVISIONS OF THIS SECTION ARE SOLELY FOR THE BENEFIT OF THE PARTIES HERETO AND NOT INTENDED TO CREATE OR GRANT ANY RIGHTS, CONTRACTUAL OR OTHERWISE, TO ANY OTHER PERSON OR ENTITY, NOR LIMIT THE RIGHT OF DART, OR THE CITY TO ASSERT ANY GOVERNMENT AL IMMUNITY DEFENSE TO ANY CLAIM OF ANOTHER PARTY OR ENTITY. THE PROVISIONS OF TIDS SECTION SHALL SURVIVE TERMINATION OR EXPIRATION OF THIS AGREEMENT.**

5.05 Notices. Any notice by any Party shall be in writing and shall be deemed to have been duly given only if delivered personally or sent by United States mail, certified, return receipt requested, in a postage paid envelope addressed to the Parties as set out below:

DART:
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7210
Attention: Rob Smith
Vice President, Planning and Development

CITY: City of Dallas
Ghassan Khankarli,
Director Department of
Transportation 1500
Marilla St., LIBS
Dallas, TX 75201

A Party may designate another address by giving notice thereof to the other Parties.

5.06 Binding Effect. The provisions of this Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and permitted assigns. There shall be no third-party beneficiaries of this Agreement.

5.07 Fiscal Funding. Each Party is a political subdivision of the State of Texas (or creation thereof). The CITY shall have the right, upon the failure of the governing body of the CITY to appropriate sufficient finances to fund of this Agreement, to terminate this Agreement as of the effective date of such lack of fiscal funding. When exercising this right, the CITY shall give notice to DART of any such failure of funding at the earliest possible time.

5.08 Construction and Drafting. The paragraph headings in this Agreement are intended for convenience only and shall not be taken into consideration in the construction or interpretation of this Agreement. Whenever used herein, unless the context otherwise provides, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all other genders. Both Parties have participated in the drafting hereof and accordingly no party shall be given credit therefore in the interpretation of this Agreement.

5.09 Partial Invalidity. Any portion of this Agreement being declared by law to be invalid shall not invalidate the remaining provisions which shall remain in full force and effect.

5.10 Merger and Amendment. This instrument constitutes the entire agreement of the Parties with respect to the matters contemplated herein and it may be modified or amended only in writing, signed by all parties hereto, and in accordance with the terms hereof.

5.11 No partnerships or Joint Enterprise. It is mutually understood and agreed that this Agreement is intended by the Parties to establish only an independent contractual relationship and is not intended to create a partnership or joint venture between the Parties.

5.12 Use of Contractors. Nothing in this Agreement shall prevent a Party from using a contractor or agent to perform the duties and responsibilities contemplated by this Agreement.

5.13 Exhibits and Attachments. The exhibits attached to this Agreement are incorporated by reference as if written word for word herein. In the event of conflict between the exhibits and this Agreement, the terms of this Agreement shall prevail.

5.14 Assignment. No Party may assign its rights and obligations or either under this Agreement, in whole or in part, without first obtaining the prior written consent of the other Party, which consent may be withheld for any reason. No assignee or successor may further assign, in whole or in part, its rights and obligations without prior written

consent of the other Party to this Agreement at the time of further assignment.

5.15 Incorporation of Recitations. The recitations and "whereas" provisions of this Agreement are incorporated herein as part of this Agreement for all purposes.

5.16 DART Board Policy. The Provisions of the DART Board Policy are incorporated herein and binding on the Parties hereto. Any renewal of this Agreement must be approved by each Party and the DART Board of Directors regardless of whether the Agreement complies with DART policies.

(SIGNATURES ON THE FOLLOWING PAGE)

EXECUTED this, the day of 2026, by City, signing by and through its City Manager, duly authorized to execute same by Resolution No ---------- adopted by the City Council on 2026, and by DART, acting through its duly authorized official.

DALLAS AREA RAPID TRANSIT

By:
David Leininger
Interim - President & Chief Executive Officer

Date:

APPROVED AS TO FORM
Bertram Vandenberg
Interim - City Attorney

By:_____
Interim – City Attorney

Date:

CITY OF DALLAS
Kimberly Bizor Tolbert
City Manager

By:_____
City Manager

Date:

Exhibit A
Service Area Map

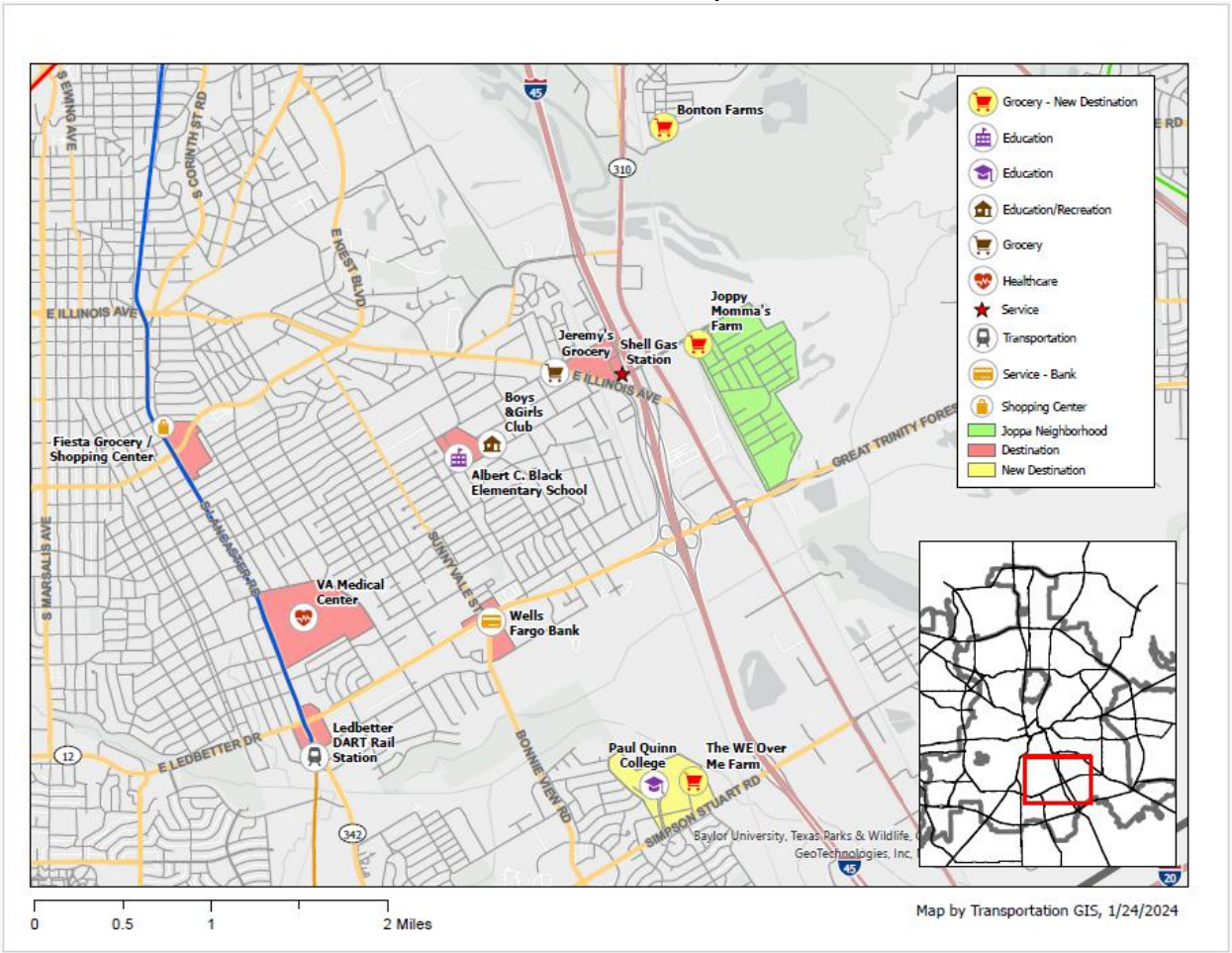


Exhibit B
Service Cost Estimate

Cost of Service

	FY 2022	FY 2023	FY 2024	FY 2025	Actual Cost
Trip Cost	$6,927	$4,991	$2,538	$7,540	$21,996
DART Staff Cost	$693	$499	$254	$754	$2,200
G&A Expenses	$693	$499	$254	$754	$2,200
Total Cost	$8,313	$5,989	$3,046	$9,048	$26,396

Estimate of Future Cost

	Est. 2026	Est,2027	Est. 2028	Est. 2029	Est. 2030	Year 1 – 4 Total
Trip Cost	$67,283	$67,816	$72,563	$77,642	$83, 077	$368,381
DART Staff Cost	$6,728	$6,782	$7,256	$7,764	$8,308	$36,838
G& A Expenses	$6,728	$6,782	$7,256	$7,764	$8,308	$36,838
Total Cost	$80,739	$81,380	$87,075	$93,170	$99,693	$442,057

{1]Estimated based on 10,950 (365*10) trips/year at average trip expense of $15/trip (year 1), with 7% annual cost acceleration. The trip expense will be based on actual service usage.

Exhibit C

DALLAS AREA RAPID TRANSIT
P. O. Box 840009
Dallas, TX 75284-0009
214-749-3119

Invoice No. JOPPA022821

INVOICE

Customer
City of Dallas
Attn: Ghassan Khankarli
1500 Marilla Street, L1BS
Dallas, TX 75201

Date 3/4/21

Qty	Description	Unit Price	TOTAL
	Operation of On-Demand Transportation Service for Joppa Neighborhood, Dallas, TX February 2021 Invoice		
	Trip Expense (subtotal)	**$ 463.47**	**$ 463.47**
	Trip Fare Uber App	$ 23.89	$ 23.89
	MV Dispatch	$ 185.58	$ 185.58
	Indirect Cost [1]	$ 254.00	$ 254.00
	DART Staff Cost (10% of subtotal)	**$ 46.35**	**$ 46.35**
	G&A Cost (10% of subtotal)	**$ 46.35**	**$ 46.35**

Sample

Total Amount Due to DART **$ 556.17**

Comment: For period February 1, 2021 - February 28, 2021

[1] includes indirect cost such as reservations, scheduling, dispatching, IT infrastructure and support, contractor fixed cost (administration/ management/facilities) profit & overhead.

Please reference the invoice number on your payment

*Mail checks to: DALLAS AREA RAPID TRANSIT
P.O. BOX 840009
Dallas, TX 75284-0009

*ACH Payment to: Bank of America NA NY
ABA [redacted]
ACCT [redacted]
Comment: Remitting Company Name - Invoice #

For questions about this invoice, please reach out to
Lucious Newhouse - Project Manager - LNewhouse@dart.org - 214-749-2833
Alex Gold - Senior Accountant - agold1@dart.org - 214-749-3119

Agenda Report

Voting Requirements:
2/3

DATE: **September 8, 2026**

SUBJECT: **Approval to Execute Amendments to the Interlocal Agreements between DART and the Cities of Cockrell Hill, Glenn Heights, and University Park for Implementation of the Transit Related Improvement Program**

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to execute amendments to the Interlocal Agreements (ILA) between DART and the cities of Cockrell Hill, Glenn Heights, and University Park for implementation of the Transit Related Improvement Program (TRIP), subject to legal review.

FINANCIAL CONSIDERATIONS

- Funding allocations under the TRIP ILA ended September 30, 2025.
- The remaining TRIP ILA funding allocations are included as a capital and non-operating line item of the FY 2026 Annual Budget.

BUSINESS PURPOSE

- This item will assist DART in achieving Agency Strategic Goal 1: Empowered Agency - Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees, and Strategic Goal 6: Strategic Relationships - Position DART as a collaborative leader and recognized regional economic and mobility asset.
- On January 10, 2017 (Resolution No. 170003), the Board approved Policy IV.15, Non-Rail City Transit Related Improvement Policy, authorizing DART municipalities that do not have existing or planned and funded rail stations within the municipal boundaries as of October 1, 2016, to apply for capital funding for transit related improvement projects authorized in DART's enabling legislation.
- The DART Board has approved funding ILAs with four cities for implementation of the TRIP, including Highland Park (Resolution No. 170082), University Park (Resolution No. 170082), Glenn Heights (Resolution No. 170108), and Cockrell Hill (Resolution No. 170092). On May 2, 2026, the Town of Highland Park voted to withdraw from DART, and the TRIP ILA was terminated.

- The TRIP ILA for each city included an exhibit, which lists projects to be funded through the TRIP ILA and states that DART Board approval is required to add any additional projects. For both the Public Transportation Improvement (PTI) ILA and the General Mobility Program (GMP) ILA, the DART Board authorized staff to approve eligible projects if those projects are consistent with Texas Transportation Code Chapter 452.

- The TRIP ILA for each city also states that the TRIP ILA terminates upon DART's final reimbursement for the projects listed on their exhibit. However, in November 2022, the DART Board approved the PTI ILA (Resolution No. 220180) in which Section 8.3 addresses termination of TRIP, and states that cities will submit all requests for reimbursement for TRIP no later than September 30, 2027.

- As of August 2026, the City of University Park has spent 99 percent of their TRIP funds and anticipates submitting their final reimbursement prior to September 2027, but both Cockrell Hill and Glenn Heights have only spent 74 percent and 41 percent, respectively, and are requesting flexibility to add eligible projects and may require additional time to submit their final reimbursement for those projects.

- As a result of these discussions, staff recommends amending the TRIP ILA to streamline the project approval process by delegating project approval to DART staff consistent with the more recent PTI and GMP agreements, and also to support cities by allowing additional time to complete eligible projects under the TRIP ILA.

LEGAL CONSIDERATIONS

Section 452.055(c) of the Texas Transportation Code authorizes DART to enter into agreements with any service area city for the distribution of the Authority's revenues.

Section 452.111 of the Texas Transportation Code states that an Authority may not, except by a two-thirds vote of the board (5) enter an agreement under section 452.055(c).

The Interlocal Cooperation Act, Chapter 791 of the Texas Government Code, and Chapter 271, Subchapter F, of the Texas Local Government Code, authorize DART to contract or agree with another local government to perform functions in which the contracting parties are mutually interested.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval to Execute Amendments to the Interlocal Agreements between DART and the Cities of Cockrell Hill, Glenn Heights, and University Park for Implementation of the Transit Related Improvement Program

WHEREAS, on January 10, 2017 (Resolution No. 170003), the Board approved Policy IV.15, Non-Rail City Transit Related Improvement Policy, authorizing DART municipalities that do not have existing or planned and funded rail stations within the municipal boundaries as of October 1, 2016, to apply for capital funding for transit related improvement projects authorized in DART's enabling legislation; and

WHEREAS, the DART Board has approved funding interlocal agreements (ILAs) with four cities for implementation of the Transit Related Improvement Program (TRIP), including Highland Park (Resolution No. 170082), University Park (Resolution No. 170082), Glenn Heights (Resolution No. 170108) and Cockrell Hill (Resolution No. 170092); and

WHEREAS, on May 2, 2026, the Town of Highland Park voted to withdraw from DART and the TRIP ILA was terminated per Section 8, Effect of City's Withdrawal Election, and thus Highland Park will not be eligible for this amendment; and

WHEREAS, the TRIP ILA for each city included an exhibit, which included a list of projects to be funded through the TRIP ILA; and

WHEREAS, Section 3, Eligible Projects, of the TRIP ILA for each city states that projects must be authorized under and consistent with the provisions of Chapter 452 of the Texas Transportation Code, and states that DART Board approval is required to add any additional projects; and

WHEREAS, DART may enter into agreements for the distribution of DART's revenues with approval by two-thirds vote of the Board; and

WHEREAS, the DART Board authorized staff to approve eligible projects for both the Public Transportation Improvement (PTI) ILA and the General Mobility Program (GMP) ILA as long as those projects are consistent with Texas Transportation Code Chapter 452; and

WHEREAS, Section 1, Contract Period, of the TRIP ILA for each city states that the TRIP ILA terminates upon DART's final reimbursement for the projects listed on their exhibit; and

WHEREAS, Section 8.3 in the PTI ILA addresses termination of TRIP, and states that cities will submit all requests for reimbursement for TRIP no later than September 30, 2027, and that immediately following final disposition of the request(s), all remaining funds shall be transferred to DART's reserve funds according to the Financial Standards in place at the time, and the related separate accounts in DART's accounting system shall be closed; and

WHEREAS, as of August 2026, the City of University Park has spent 99 percent of their TRIP funds and anticipates submitting their final reimbursement prior to September 2027, but both Cockrell Hill and Glenn Heights have only spent 74 percent and 41 percent, respectively, and are

requesting flexibility to add eligible projects and may require additional time to submit their final reimbursement for those projects; and

WHEREAS, the DART Board supports efforts to streamline the project approval process by delegating project approval to DART staff consistent with other funding agreements and also supports the ability for cities to have additional time to complete eligible projects under the TRIP ILA.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit (DART) Board of Directors that:

Section 1: The Interim President & Chief Executive Officer or his designee is authorized to execute amendments to the Transit Related Improvement Program Interlocal Agreement (TRIP ILA) with Cockrell Hill, Glenn Heights and University Park, subject to legal review, to: a) Modify Section 1, Contract Period, to allow project reimbursements to be submitted through September 30, 2029; and b) Modify Section 3, Eligible Projects, to authorize DART staff to review and approve the addition of projects, if those projects are consistent with the provisions of Chapter 452 of the Texas Transportation Code.

Section 2: The date in Section 1a above supersedes the Public Transportation Improvement ILA Section 8.3 date of September 30, 2027, upon execution of the amended TRIP ILA by the city.

Approval to Execute Amendments to the Interlocal Agreements between DART and the Cities of Cockrell Hill, Glenn Heights, and University Park for Implementation of the Transit Related Improvement Program

Prepared by: /s/ Kay Shelton
Kay Shelton
Chief of Staff

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for Microsoft Enterprise Agreement

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a three-year contract for a Microsoft Enterprise Agreement to SHI International, LLC [Contract No. C-2098413-01], for a total authorized amount not to exceed $11,900,000.

FINANCIAL CONSIDERATIONS

- This contract for a Microsoft Enterprise Agreement is included in the Technology Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract in the amount of $11,900,000 is included in both the Technology Department's proposed FY 2027 operating budget and the operating expense line item of the FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- This contract provides the agency with enterprise licenses for its Microsoft products, including desktop productivity applications such as Word and Excel, collaboration tools such as Outlook and Teams, and telephone services. Microsoft is an industry leader and gold standard for workplace productivity applications.
- Providing users with secure, consistent access to applications from any location increases productivity and reduces downtime. Built-in security protections safeguard users while minimizing disruptions to their daily work.
- Approval of this contract supports Agency Strategic Goal 1: Empowered Agency - Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

PROCUREMENT CONSIDERATIONS

- DART is utilizing the State of Texas Department of Information Resources (DIR) cooperative purchasing contract.
- This will be a DIR contract, with firm fixed rates for a term of three years.

- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- The State of Texas contracts will be utilized for this procurement.
- The State's goal for this type of procurement is 26.0%. The responsible State agency is the Texas Department of Information Resources (DIR).
- As this is a State contract, reports of subcontractor spend dollars will be to and through the State.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
Cooperative DIR **Contract No. DIR-CPO-5237**
DART Contract No. C-2098413-01

Contract Information

A. Description: Microsoft Enterprise Agreement

B. Contractor: SHI International, LLC

C. Contract Number: C-2098413-01

D. Contract Amount: Not to exceed $11,900,000

E. Contract Type: Cooperative Department of Information Resources (DIR)

F. Term of Contract: Three years from the date of the Notice to Proceed

G. Options Available: None

H. Funding Source: Local

I. Price Considerations: The above estimates are based on pricing through the cost savings of using the Texas DIR contract. Open market pricing has a core cost of $3,989,791.80, with a not to exceed (NTE) amount per year of $4,264,791.80, including additional contingency funding. Open market pricing is estimated to cost an additional $896,092.20 over the length of the contract.

J. Determination of Responsibility:
Reference Check/ Financial Responsibility Survey: Provided via cooperative source.
Arithmetic Check: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred /suspended list.

K. Determinations Required: None

Determination and Recommendation

SHI International, LLC, is determined to be a responsive and responsible contractor through an approved cooperative agreement, has the capacity to perform this contract, and is recommended for award.

Approval of Contract for Microsoft Enterprise Agreement

SBE Considerations

The State of Texas contracts will be utilized for this procurement. The State's goal for this type of procurement is 26.0%. The responsible State agency is the Texas Department of Information Resources (DIR). As this is a State contract, reports of subcontractor spend dollars will be to and through the State.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for Microsoft Enterprise Agreement

WHEREAS, this contract provides the agency with enterprise licenses for its Microsoft products, including desktop productivity applications such as Word and Excel, collaboration tools such as Outlook and Teams, and telephone services; and

WHEREAS, DART benefits from industry-leading collaboration, productivity, security, and communication products; and

WHEREAS, the contract was procured in accordance with DART Procurement Regulations; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to award a three-year contract for a Microsoft Enterprise Agreement to SHI International, LLC [Contract No. C-2098413-01], for a total authorized amount not to exceed $11,900,000.

Approval of Contract for Microsoft Enterprise Agreement

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for Microsoft Azure Cloud Services

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a three-year contract to SHI International, LLC, for Microsoft Azure cloud services [Contract No. C-2098497-01], for a total authorized amount not to exceed $1,324,228.

FINANCIAL CONSIDERATIONS

- This contract for Microsoft Azure cloud services is included in the Technology Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract in the amount of $1,324,228 is included in both the Technology Department's proposed FY 2027 operating budget and the total operating expense line item of the FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- Microsoft Azure is a cloud computing platform that allows enterprises to run and manage applications and data over the internet, rather than using their own physical servers.
- DART uses Azure to manage several critical resources, including DART.org and comprehensive payment services.
- Azure cloud services strengthen the agency's technology infrastructure, enabling secure system operations, reliable application hosting, and efficient management of enterprise resources.
- Approval of this contract supports Agency Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

PROCUREMENT CONSIDERATIONS

- DART is utilizing the State of Texas Department of Information Resources (DIR) cooperative purchasing contract.
- This will be an Indefinite Delivery/Indefinite Quantity contract with firm fixed pricing for a three-year term.

- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- The State of Texas contracts will be utilized for this procurement.
- The State's goal for this type of procurement is 26.0%. The responsible State agency is the Texas Department of Information Resources (DIR).
- As this is a State contract, reports of subcontractor spend dollars will be to and through the State.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
Cooperative DIR, Contract No. DIR-CPO-5237
DART Contract No. C-2098497-01

Contract Information

A. Description: Microsoft Azure Cloud Services

B. Contractor: SHI International, LLC

C. Contract Number: C-2098497-01

D. Contract Amount: $1,324,228

E. Contract Type: Indefinite Delivery/Indefinite Quantity – Firm Fixed Price

F. Performance Period/Term of Contract: Three years

G. Options Available: None

H. Funding Source: Local

I. Price Considerations: The price is fair and reasonable based on full and open competition conducted by the State of Texas and a comparison to DART's internal cost estimate.

J. Determination of Responsibility:
Reference Check/ Financial Responsibility Survey: Provided via cooperative source.
Arithmetic Check: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on the debarred/suspended list.

K. Determinations Required: Software Deviation

Determination and Recommendation

SHI International, LLC, is a responsive and responsible contractor through an approved cooperative agreement, has the capacity to perform this contract, and is recommended for award.

Attachment 2

Approval of Contract for Microsoft Azure Cloud Services

SBE Considerations

The State of Texas contract will be utilized for this procurement. The State's goal for this type of procurement is 26.0%. The responsible State agency is the Texas Department of Information Resources (DIR). As this is a State contract, reports of subcontractor spend dollars will be to and through the State.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for Microsoft Azure Cloud Services

WHEREAS, DART uses Microsoft Azure cloud services to manage several critical agency resources, including DART.org and comprehensive payment services; and

WHEREAS, Azure cloud services strengthen the agency's technology infrastructure, enabling secure system operations, reliable application hosting, and efficient management of enterprise resources; and

WHEREAS, the contract was procured through an authorized cooperative purchasing agreement in accordance with DART Procurement Regulations; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 Budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to award a three-year contract to SHI International, LLC, for Microsoft Azure cloud services [Contract No. C-2098497-01], for a total authorized amount not to exceed $1,324,228.

Approval of Contract for Microsoft Azure Cloud Services

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Attachments:	Voting Requirements:
1. Contract Award Analysis 2. SBE Considerations	Majority

DATE: September 8, 2026

SUBJECT: Approval of Contract for Microsoft SQL Server Database License

RECOMMENDATION

Approval of a resolution authorizing the Interim President & Chief Executive Officer or his designee to award a three-year contract to SHI International, LLC, for a Microsoft SQL Server Database License [Contract No. C-2098414-01], for a total authorized amount not to exceed $765,157.

FINANCIAL CONSIDERATIONS

- This contract for a Microsoft SQL Server Database License is included in the Technology Department's proposed FY 2027 operating budget.
- Sufficient funding for this contract in the amount of $765,157 is included in both the Technology Department's proposed FY 2027 operating budget and the total operating expense line item of the FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- This contract provides DART with Microsoft Structured Query Language (SQL) technology, a powerful, high-performance database management system that hosts data from several critical agency-wide applications, such as Lawson, Farebox, GTFS, TransitMaster, and InfoStation.
- Microsoft SQL is designed for large-scale enterprise environments such as DART's. It is highly scalable, growing from a single server to a massive cluster that works together as one. It also offers world-class encryption and tools to ensure only authorized people can see sensitive data.
- Approval of this contract supports Agency Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

PROCUREMENT CONSIDERATIONS

- DART is using an approved Texas Department of Information Resources (DIR) contract.
- This will be an Indefinite Delivery/Indefinite Quantity contract with firm fixed pricing for a three-year term with no options.
- The contract award analysis is provided as Attachment 1.

VENDOR DEMOGRAPHICS

- The State of Texas contracts will be utilized for this procurement.
- The State's goal for this type of procurement is 26.0%. The responsible State agency is the Texas Department of Information Resources (DIR).
- As this is a State contract, reports of subcontractor spend dollars will be to and through the State.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
Cooperative DIR, Contract No. DIR-CPO-5237
DART Contract No. C-2098414-01

Contract Information

A. Description: Microsoft SQL Server Database License

B. Contractor: SHI International, LLC

C. Contract Number: C-2098414-01

D. Contract Amount: $765,157

E. Contract Type: Indefinite Delivery/Indefinite Quantity – Firm Fixed Price

F. Performance Period/Term of Contract: Three years

G. Options Available: N/A

H. Funding Source: Local

I. Price Considerations: The price is fair and reasonable based on full and open competition conducted by the State of Texas and a comparison to DART's internal cost estimate.

J. Determination of Responsibility:
Reference Check/ Financial Responsibility Survey: Provided via cooperative source.
Arithmetic Check: Yes
Buy America Certification and/or Audit, if applicable: N/A
Debarred/Suspended list: Not on debarred/suspended list.

K. Determinations Required: Software deviation

Determination and Recommendation

SHI International, LLC, is a responsive and responsible contractor through an approved cooperative agreement, has the capacity to perform this contract, and is recommended for award.

Approval of Contract for Microsoft SQL Server Database License

SBE Considerations

The State of Texas contracts will be utilized for this procurement. The State's goal for this type of procurement is 26.0%. The responsible State agency is the Texas Department of Information Resources (DIR). As this is a State contract, reports of subcontractor spend dollars will be to and through the State.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Contract for Microsoft SQL Server Database License

WHEREAS, this contract provides DART with Microsoft SQL technology, a powerful, high-performance database management system that hosts data from several critical agency-wide applications, such as Lawson, Farebox, GTFS, TransitMaster, and InfoStation; and

WHEREAS, Microsoft SQL is designed for large-scale enterprise environments such as DART's. It is highly scalable, growing from a single server to a massive cluster that works together as one. It also offers world-class encryption and tools to ensure only authorized people can see sensitive data; and

WHEREAS, the contract was procured through an authorized cooperative purchasing agreement in accordance with DART Procurement Regulations; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within proposed FY 2027 budget and approved FY 2026 20-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Interim President & Chief Executive Officer or his designee is authorized to award a three-year contract to SHI International, LLC, for a Microsoft SQL Server Database License [Contract No. C-2098414-01], for a total authorized amount not to exceed $765,157.

Approval of Contract for Microsoft SQL Server Database License

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Voting Requirements:
Majority

DATE: **September 8, 2026**

SUBJECT: **Approval of Fiscal Year 2027 Annual Budget**

RECOMMENDATION

Approval of a resolution adopting the Fiscal Year (FY) 2027 Annual Budget in the amount of $1,842,570,010.

BUSINESS PURPOSE AND FINANCIAL CONSIDERATIONS

- The FY 2027 Annual Budget of $1,842,570,010 is distributed among the operating, capital and non-operating, and debt service budgets as shown below:

Operating	$797,735,106
Capital & Non-Operating	817,457,084
Debt Service	227,377,820
Total FY 2027 Annual Budget	**$1,842,570,010**

- On April 28, 2026 (Resolution No. 260053), the Board approved the Financial Standards for the FY 2027 Annual Budget and 20-Year Financial Plan. The proposed FY 2027 Annual Budget meets all standards.
- Finance staff briefed the Board on the FY 2027 budget as shown below:
  - May 26, 2026 – FY 2027 capital budget outlook
  - June 9, 2026 – FY 2027 operating budget outlook
  - July 31, 2026 – Board Workshop on FY 2027 Annual Budget & 20-Year Financial Plan
  - August 25, 2026 – FY 2027 Annual Budget & 20-Year Financial Plan
- Staff delivered the proposed FY 2027 Annual Budget & 20-Year Financial Plan to the Board on July 14, 2026, prior to the Board Workshop.
- On August 11, 2026 (Resolution No. 260101), the Board approved distributing the proposed FY 2027 Annual Budget to DART's service area cities for review per Section 452.113(3) of the Texas Transportation Code and Article VI, Section 3 of the Board Bylaws, which DART staff did on August 12. Staff also briefed interested City Managers and Finance Directors on the major elements of the proposed budget on August 27, 2026.

- Approval of this item supports all six of the agency's strategic goals:
    - Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.
    - Strategic Goal 2: Culture of Contribution – Create a culture that aligns roles and responsibilities with the DART vision, deepens organizational trust, and encourages growth.
    - Strategic Goal 3: Quality Service – Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
    - Strategic Goal 4: Seamless Mobility – Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first-in-mind.
    - Strategic Goal 5: Fantastic Spaces – Create fantastic spaces that add value to our communities, enhance the rider experience, and foster a sustainable and thriving region.
    - Strategic Goal 6: Strategic Relationships – Position DART as a collaborative leader and recognized regional economic and mobility asset.

LEGAL CONSIDERATIONS

- Section 452.113(3) of the Texas Transportation Code requires the agency to make the proposed annual budget available to the governing bodies of each municipality in the authority at least 30 days before adopting the final budget.

- Section 452.545 of the Texas Transportation Code requires the Board to develop, recommend, and approve the annual budget. Approval requires a majority vote of the Board members present.

- Article VI, Section 3 of the Board Bylaws states that the Board shall adopt an annual budget before the commencement of a fiscal year. That section also requires DART to make the proposed budget available to the governing bodies of the service area cities at least 30 days before it is adopted.

- Article VII of the DART Board Bylaws states that the Board shall adopt and provide for the enforcement of rules, policies, or procedures in connection with the management, operation, and control of DART.

- DART Board Policy II.02, Financial Standards Policy, requires the Board to approve the budget by September 30 of each fiscal year.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Fiscal Year 2027 Annual Budget

WHEREAS, on April 28, 2026 (Resolution No. 260053), the Board approved the general, business planning, and debt service Financial Standards to govern the Fiscal Year (FY) 2027 Annual Budget; and

WHEREAS, the FY 2027 Annual Budget meets all Financial Standards; and

WHEREAS, staff has briefed the Board on the assumptions used to prepare the FY 2027 Annual Budget; and

WHEREAS, staff distributed the proposed FY 2027 Annual Budget to the governing bodies of DART's service area cities (Resolution No. 260101) at least 30 days before Board approval per Section 452.113(3) of the Texas Transportation Code and Article VI, Section 3 of the Board Bylaws.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Fiscal Year 2027 Annual Budget is approved in the amount of $1,842,570,010, as shown below:

Operating	$797,735,106
Capital & Non-Operating	817,457,084
Debt Service	227,377,820
Total FY 2027 Annual Budget	**$1,842,570,010**

Approval of Fiscal Year 2027 Annual Budget

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Agenda Report

Voting Requirements:
2/3

DATE: **September 8, 2026**

SUBJECT: **Approval of Fiscal Year 2027 20-Year Financial Plan**

RECOMMENDATION

Approval of a resolution adopting the Fiscal Year (FY) 2027 20-Year Financial Plan as shown in Exhibit 1 to the resolution.

BUSINESS PURPOSE AND FINANCIAL CONSIDERATIONS

- On April 28, 2026 (Resolution No. 260053), the Board approved the Financial Standards for the FY 2027 Annual Budget and 20-Year Financial Plan. The proposed FY 2027 20-Year Financial Plan meets all standards.
- Finance staff briefed the Board on the FY 2027 budget and financial plan as shown below:
  - May 26, 2026 – FY 2027 capital budget outlook
  - June 9, 2026 – FY 2027 operating budget outlook
  - July 31, 2026 – Board Workshop on FY 2027 Annual Budget & 20-Year Financial Plan
- Staff delivered the proposed FY 2027 Annual Budget & 20-Year Financial Plan to the Board on July 14, 2026, prior to the Board Workshop.
- On August 11, 2026 (Resolution No. 260101), the Board approved distributing the proposed FY 2027 Annual Budget & 20-Year Financial Plan to DART's service area cities for review per Section 452.113(3) of the Texas Transportation Code and Article VI, Section 3 of the Board Bylaws, which DART staff did on August 12. Staff also briefed interested City Managers and Finance Directors on the major elements of the proposed financial plan on August 27, 2026.
- Approval of this item supports all six of the agency's strategic goals:
  - Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.
  - Strategic Goal 2: Culture of Contribution – Create a culture that aligns roles and responsibilities with the DART vision, deepens organizational trust, and encourages growth.
  - Strategic Goal 3: Quality Service – Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
  - Strategic Goal 4: Seamless Mobility – Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first-in-mind.
  - Strategic Goal 5: Fantastic Spaces – Create fantastic spaces that add value to our communities, enhance the rider experience, and foster a sustainable and thriving region.

- Strategic Goal 6: Strategic Relationships – Position DART as a collaborative leader and recognized regional economic and mobility asset.

LEGAL CONSIDERATIONS

- Section 452.111(4) of the Texas Transportation Code; Article III, Section 14 of the Board Bylaws; and DART Board Policy II.02, Financial Standards Policy, require a two-thirds vote of the Board to approve the financial plan.
- Article VI, Section 3 of the Board Bylaws states that the Board shall adopt a financial plan before the commencement of a fiscal year. That section also requires DART to make the proposed financial plan available to the governing bodies of the service area cities at least 30 days before it is adopted.
- Article VII of the DART Board Bylaws states that the Board shall adopt and provide for the enforcement of rules, policies, or procedures in connection with the management, operation, and control of DART.
- DART Board Policy II.02, Financial Standards Policy, requires the Board to approve the financial plan by September 30 of each fiscal year, unless delayed by majority vote.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of Fiscal Year 2027 20-Year Financial Plan

WHEREAS, on April 28, 2026 (Resolution No. 260053), the Board approved the general, business planning, and debt service Financial Standards to govern the Fiscal Year (FY) 2027 20-Year Financial Plan; and

WHEREAS, the FY 2027 20-Year Financial Plan meets all Financial Standards; and

WHEREAS, staff has briefed the Board on the assumptions used to prepare the FY 2027 20-Year Financial Plan; and

WHEREAS, staff distributed the proposed FY 2027 20-Year Financial Plan to the governing bodies of DART's service area cities (Resolution No. 260101) at least 30 days before Board approval per Section 452.113(3) of the Texas Transportation Code and Article VI, Section 3 of the Board Bylaws; and

WHEREAS, Section 452.111 of the Texas Transportation Code; Article III, Section 14 of the Board Bylaws; and DART Board Policy II.02, Financial Standards Policy require the Board to approve the financial plan by a two-thirds vote of the appointed and qualified members.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Fiscal Year 2027 20-Year Financial Plan, as shown in Exhibit 1, is approved.

Approval of Fiscal Year 2027 20-Year Financial Plan

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President/
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

Dallas Area Rapid Transit
FY 2027 Financial Plan DRAFT
Twenty Year Sources and Uses of Cash
($ Millions - Inflated Dollars)

Line	Description	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	20-Year Total
	SOURCES OF FUNDS																					
	Revenues:																					
1	Sales Tax Revenue	$965.7	$1,004.3	$1,054.5	$1,117.8	$1,165.2	$1,208.2	$1,244.5	$1,244.5	$1,294.2	$1,359.0	$1,440.5	$1,512.5	$1,573.0	$1,620.2	$1,620.2	$1,685.0	$1,769.3	$1,875.4	$1,969.2	$1,969.2	**$28,692.4**
2	Operating Revenues	58.1	62.8	64.4	67.0	71.7	73.3	74.8	79.9	81.6	83.3	89.2	91.0	92.8	99.6	101.5	103.5	111.2	113.4	114.9	123.4	**$1,757.3**
3	Interest Revenue	24.0	27.7	25.2	24.5	23.9	21.2	16.7	15.4	17.1	20.7	24.0	28.7	30.5	29.1	26.9	29.0	35.1	47.3	64.4	83.7	**$615.1**
4	Formula Federal Funding	152.1	140.9	145.7	96.2	102.6	102.6	134.5	87.4	104.1	70.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	**$2,034.0**
5	Discretionary Federal Funding	181.1	81.9	15.1	20.0	30.0	0.0	0.0	0.0	0.0	0.0	71.0	73.1	36.2	26.4	0.0	0.0	0.0	0.0	0.0	0.0	**$534.7**
6	Other Operating Contributions	24.2	24.7	25.3	25.9	26.5	27.1	27.7	28.3	28.9	29.6	32.3	30.1	31.3	32.2	33.0	33.9	34.8	35.8	36.7	37.7	**$606.1**
7	Other Capital Contributions	37.4	41.2	16.6	16.8	10.6	9.9	7.6	14.0	24.7	60.5	57.0	39.3	7.7	8.9	9.1	4.3	7.4	6.0	4.9	44.3	**$427.9**
	Total Revenue	**$1,442.5**	**$1,383.5**	**$1,346.7**	**$1,368.3**	**$1,430.5**	**$1,442.2**	**$1,505.7**	**$1,469.4**	**$1,550.7**	**$1,623.7**	**$1,803.7**	**$1,864.4**	**$1,861.2**	**$1,906.1**	**$1,880.4**	**$1,945.4**	**$2,047.5**	**$2,167.6**	**$2,279.9**	**$2,348.0**	**$34,667.6**
	Debt Issuances:																					
8	Long-term Debt Issuances	$576.2	$320.0	$283.0	$432.0	$189.0	$150.0	$125.0	$15.0	$120.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	0.0	0.0	0.0	0.0	**$2,210.2**
9	Commercial Paper Issuances	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**$0.0**
	Total Debt Issuances	**$576.2**	**$320.0**	**$283.0**	**$432.0**	**$189.0**	**$150.0**	**$125.0**	**$15.0**	**$120.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	$2,210.2
10	**Total Sources of Funds**	**$2,018.7**	**$1,703.5**	**$1,629.7**	**$1,800.3**	**$1,619.5**	**$1,592.2**	**$1,630.7**	**$1,484.4**	**$1,670.7**	**$1,623.7**	**$1,803.7**	**$1,864.4**	**$1,861.2**	**$1,906.1**	**$1,880.4**	**$1,945.4**	**$2,047.5**	**$2,167.6**	**$2,279.9**	**$2,348.0**	$36,877.8
	USES OF FUNDS																					
	Operating Expenses:																					
11	Bus	$364.5	$365.7	$373.4	$380.3	$388.0	$395.5	$403.5	$411.1	$419.6	$427.8	$436.4	$444.5	$453.6	$462.3	$471.7	$480.7	$490.6	$500.0	$510.2	$519.8	**$8,699.5**
12	Light Rail Transit	221.4	223.2	227.9	232.1	236.8	241.4	246.3	250.9	256.1	261.1	266.4	271.3	276.9	282.2	$287.9	293.4	299.4	305.2	311.4	317.3	**$5,308.5**
13	Streetcar	2.6	2.7	2.7	2.8	2.9	2.9	3.0	3.0	3.1	3.1	3.2	7.1	8.5	8.6	$8.8	9.0	9.2	9.3	9.5	9.7	**$111.8**
14	Commuter Rail/RR Management	92.9	93.5	96.1	98.7	101.3	103.8	106.6	109.3	112.3	114.9	117.7	120.4	123.4	126.3	129.4	132.4	135.7	138.9	142.3	145.6	**$2,341.3**
15	Paratransit	69.2	71.6	73.8	78.5	81.9	83.7	86.1	88.4	91.0	93.6	96.3	98.9	101.8	104.6	107.6	110.6	113.8	117.0	120.4	123.7	**$1,912.5**
16	GoLink	47.1	48.0	49.9	52.3	54.4	56.5	58.2	59.9	61.7	63.6	65.5	67.4	69.4	71.5	$73.7	75.8	78.1	80.4	82.5	84.5	**$1,300.4**
17	**Total Operating Expenses**	**$797.7**	**$804.7**	**$824.0**	**$844.7**	**$865.3**	**$883.7**	**$903.7**	**$922.7**	**$943.9**	**$964.1**	**$985.4**	**$1,009.4**	**$1,033.5**	**$1,055.5**	**$1,079.1**	**$1,102.0**	**$1,126.8**	**$1,150.8**	**$1,176.3**	**$1,200.7**	$19,674.1
	Capital Projects and Non-Operating:																					
18	Agency-Wide	$76.4	$55.7	$36.8	$44.9	$78.3	$77.2	$40.2	$43.2	$24.0	$26.2	$43.8	$31.5	$36.4	$28.9	$28.5	$40.9	$56.2	$43.9	$26.7	$24.0	**$863.6**
19	Bus	169.4	90.6	60.3	49.6	25.1	45.2	23.9	21.3	8.8	11.8	138.9	187.3	149.6	114.4	49.3	28.6	24.8	23.0	11.1	34.2	**$1,267.3**
20	Light Rail Transit	273.7	340.1	383.6	341.0	258.7	237.1	196.7	140.5	64.4	33.0	56.5	38.0	229.7	372.3	343.7	128.0	88.2	43.9	24.9	37.8	**$3,631.6**
21	Streetcar	0.2	3.5	3.6	0.1	0.3	0.0	0.1	1.0	11.4	42.8	49.6	24.8	0.0	0.2	0.4	0.0	0.2	0.0	0.2	38.7	**$177.0**
22	Commuter Rail/RR Management	200.6	102.4	51.6	38.3	26.6	20.0	22.6	28.3	24.2	29.0	16.5	21.2	18.3	26.3	23.1	16.1	45.2	26.7	18.2	27.6	**$782.9**
23	Paratransit	0.4	0.5	0.0	0.8	0.0	0.3	0.1	0.1	0.0	0.0	0.0	1.1	0.2	0.3	0.0	0.1	0.2	0.5	0.0	0.3	**$5.0**
24	General Mobility - Road Improvements	52.8	63.2	74.4	87.1	101.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**$379.0**
25	Non-Operating	24.9	4.6	3.8	1.4	4.1	0.3	8.3	0.3	5.9	0.3	4.8	5.0	5.1	1.9	5.4	0.4	11.2	0.4	7.9	0.0	**$95.9**
26	Capital P & D, Start-Up	19.0	19.3	19.8	20.1	20.5	21.0	21.4	21.8	22.2	22.7	25.2	24.3	24.1	24.5	25.0	25.5	26.1	26.6	27.1	27.6	**$463.9**
27	**Total Capital and Non-Operating**	**$817.5**	**$680.0**	**$633.8**	**$583.4**	**$515.2**	**$401.0**	**$313.4**	**$256.4**	**$161.0**	**$165.8**	**$335.3**	**$333.1**	**$463.3**	**$568.7**	**$475.4**	**$239.6**	**$252.1**	**$165.0**	**$116.2**	**$190.2**	$7,666.2
	Debt Service																					
28	Principal Payments - Long-term Debt	$84.1	$86.8	$90.3	$121.4	$127.0	$142.2	$155.1	$166.4	$181.5	$199.4	$179.9	$200.7	$208.4	$218.2	$228.8	$237.5	$246.6	$249.0	$260.9	$265.0	**$3,649.4**
29	Long-term Debt Interest Expense	140.9	161.7	175.4	189.0	202.5	206.4	208.2	207.3	201.6	200.4	192.4	185.5	177.9	170.0	162.0	153.5	144.6	135.5	126.0	116.0	**$3,456.8**
30	Commercial Paper Interest Expense	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**$1.8**
31	Debt-Related Fees	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.9	0.9	0.9	**$15.0**
32	**Total Debt Service Costs**	**$227.4**	**$249.2**	**$266.3**	**$311.0**	**$330.2**	**$349.3**	**$364.0**	**$374.5**	**$383.8**	**$400.5**	**$373.1**	**$387.0**	**$387.1**	**$389.0**	**$391.6**	**$391.9**	**$392.1**	**$385.4**	**$387.8**	**$381.9**	$7,123.1
33	Commercial Paper Retirement	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**8.3**
34	**Total Uses of Funds**	**$1,850.9**	**$1,733.9**	**$1,724.1**	**$1,739.1**	**$1,710.7**	**$1,634.0**	**$1,581.1**	**$1,553.6**	**$1,488.7**	**$1,530.4**	**$1,693.8**	**$1,729.5**	**$1,883.9**	**$2,013.2**	**$1,946.2**	**$1,733.4**	**$1,771.1**	**$1,701.2**	**$1,680.3**	**$1,772.7**	$34,471.8
35	Net Inc (Dec) in cash	$167.8	($30.4)	($94.4)	$61.2	($91.1)	($41.8)	$49.6	($69.2)	$181.9	$93.3	$109.9	$134.9	($22.7)	($107.2)	($65.8)	$212.0	$276.4	$466.4	$599.6	$575.4	**575.4**
36	Change in Balance Sheet Accts	40.2	(11.0)	(3.4)	(4.2)	(11.9)	(132.2)	(28.1)	(9.0)	(31.1)	(7.5)	15.6	(5.5)	25.1	21.5	(12.2)	(64.3)	(17.4)	(35.2)	(27.0)	16.4	**(281.2)**
37	Cash, End of Period	821.1	779.7	682.0	739.0	635.9	461.9	483.4	405.2	556.1	642.0	767.5	896.9	899.3	813.6	735.6	883.3	1,142.4	1,573.6	2,146.2	2,737.9	**2,737.9**
38	Less: Cash Reserves & Restricted Funds	(120.9)	(123.4)	(126.2)	(129.7)	(134.1)	(138.6)	(143.3)	(147.9)	(152.7)	(158.6)	(165.2)	(172.2)	(179.5)	(187.0)	(194.5)	(202.3)	(210.6)	(219.4)	(228.6)	(237.9)	**(237.9)**
39	Less: Working Cash Requirement	(199.4)	(201.2)	(206.0)	(211.2)	(216.3)	(220.9)	(225.9)	(230.7)	(236.0)	(241.0)	(246.4)	(252.4)	(258.4)	(263.9)	(269.8)	(275.5)	(281.7)	(287.7)	(294.1)	(300.2)	**(300.2)**
40	Less: Mobility Assistance and Innovation Fund	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**0.0**
41	**Designated Cash for Future Spending**	**$500.8**	**$455.1**	**$349.8**	**$398.0**	**$285.5**	**$102.3**	**$114.2**	**$26.7**	**$167.4**	**$242.3**	**$355.9**	**$472.3**	**$461.4**	**$362.7**	**$271.4**	**$405.5**	**$650.1**	**$1,066.5**	**$1,623.5**	**$2,199.9**	$2,199.9
42	External Coverage Ratio	4.29	4.04	3.97	3.60	3.54	3.47	3.43	3.33	3.38	3.40	3.87	3.92	4.07	4.17	4.15	4.31	4.52	4.88	5.09	5.17	**n/a**
43	Internal Coverage Ratio	1.53	1.54	1.54	1.47	1.48	1.46	1.44	1.36	1.42	1.48	1.84	1.91	2.01	2.08	2.01	2.13	2.32	2.61	2.82	2.90	**n/a**
44	Total CP O/S End-of-Year	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**n/a**
45	Total Long-Term Debt O/S End-of-Year	$4,554.1	$4,787.3	$4,980.0	$5,290.6	$5,352.5	$5,360.4	$5,330.3	$5,178.8	$5,117.3	$4,917.9	$4,738.0	$4,537.3	$4,328.9	$4,110.7	$3,881.9	$3,644.3	$3,397.7	$3,148.7	$2,887.8	$2,622.8	**n/a**

Agenda Report

Voting Requirements:
Majority

DATE: **September 8, 2026**

SUBJECT: **Approval of DART's Legislative Priorities for the 90th Session of the Texas Legislature**

RECOMMENDATION

Approval of a resolution adopting the Legislative Priorities for the 90th Legislative Session, as shown in Exhibit 1 to the Resolution.

FINANCIAL CONSIDERATIONS

- There is no direct financial impact to the agency as a result of this action.

BUSINESS PURPOSE

- On January 12, 2027, the 90th Session of the Texas Legislature will convene in Austin.
- The purpose of this item is to discuss potential issues of interest and importance to DART for possible inclusion in the agency's Legislative Priorities for the 90th Texas Legislature.
- These issues of interest and importance, shown in Exhibit 1 to the Resolution, are consistent with the mission of the agency and in the best interest of the public it serves, and incorporate the previously approved legislative priority related to governance in DART Board Resolution No. 260025.
- As in prior years, Legislative Priorities may be amended as necessary to provide direction to staff on unanticipated issues introduced during the term of the Legislative Session.
- Approval of this item will help achieve Agency Strategic Goal 6: Strategic Relationships – Position DART as a collaborative leader and recognized regional economic and mobility asset.

LEGAL CONSIDERATIONS

Section 452.054 of the Texas Transportation Code authorizes DART to exercise all powers necessary or convenient to carry out the purposes or provisions of the statute.

DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Approval of DART's Legislative Priorities for the 90th Session of the Texas Legislature

WHEREAS, the Texas Legislature will convene January 12, 2027, for the 90th Regular Session, and it is anticipated there will be legislative issues of interest and importance to DART; and

WHEREAS, the DART Board believes that it is consistent with the mission of the agency and in the best interests of its customers and stakeholders to adopt Legislative Priorities for this Legislative Session; and

WHEREAS, DART's staff, General Counsel, and state legislative counsel will work with State Representatives and State Senators, under the direction of the Board Chair and President & Chief Executive Officer, to affirmatively pursue DART's Legislative Priorities; and

WHEREAS, DART's Legislative Priorities may be modified during the Session requiring formal positions of the Board to be developed and considered in the future; and

WHEREAS, DART recognizes that bills may move through the 140-day legislative process at an accelerated pace and, in order to ensure that there are no negative implications to the agency, authorizes DART staff to advocate for the defeat of any legislation that could substantially impact DART's voter-approved one-cent sales tax, debt obligations, or bonds, or that involves expansion of allowable uses under Chapter 452, which has not been specifically endorsed by the Board.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that DART's Legislative Priorities for the 90th Legislative Session, as shown in Exhibit 1 to the Resolution, are approved.

Approval of DART's Legislative Priorities for the 90th Session of the Texas Legislature

Prepared by: /s/ Kay Shelton
Kay Shelton
Chief of Staff

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ David Leininger
David Leininger
Interim President &
Chief Executive Officer

DART Legislative Priorities for the 90th Regular Session of the Texas Legislature

Support:

- Legislation amending DART's enabling statute, Chapter 452, for a modified Board governance structure as supported by service area cities
- Legislation that supports DART's strategic plan to be an economic and mobility asset to the region
- Enhanced criminal penalties for certain offenses committed in a vehicle operated by a public transportation system

Oppose:

- Legislation that could substantially impact DART's voter-approved one cent sales tax, debt obligations, bonds, or that involves expansion of allowable uses under Chapter 452

Closely Monitor:

- Legislation amending DART's enabling statute, Chapter 452, Transportation Code
- Legislation amending Chapter 322, Tax Code – Transit Sales and Use Tax
- Legislation pursuing the goals of the North Central Texas Council of Governments Regional Transportation Council Regional Transit 2.0 study
- Legislation amending Chapter 551 and 552, Government Code – Open Meetings/Open Records
- Legislation amending Chapter 101, Civil Practice and Remedies Code – Tort Claims
- Legislation providing guidance on Artificial Intelligence (AI)
- Legislation related to regulation of autonomous vehicles

Agenda Report

Attachment:
1. FY26 3Q Ridership Report

DATE: **September 8, 2026**

SUBJECT: **Briefing on Fiscal Year 2026 Third Quarter Ridership and Route Performance Update**

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- This briefing will assist DART in achieving Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement; and Strategic Goal 4: Seamless Mobility - Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first in mind.

- For many years, DART staff have compiled quarterly reports on ridership and service performance. These reports are prepared in accordance with DART's service performance monitoring system as described in DART's Service Standards Policy. Before Fiscal Year (FY) 2023, the ridership reports were distributed as a part of DART's Quarterly Operating, Financial Performance, and Compliance Reports.

- Attachment 1 includes the FY 2026 Third Quarter Report on ridership, and the briefing will highlight key ridership trends drawn from this data. The attached report focuses on key ridership trends and some of the underlying factors behind the ridership, with sections for system ridership, bus ridership, light rail ridership, commuter rail ridership, and streetcar ridership. It also highlights monthly ridership trends for key modes and summarizes passenger boardings broken out for each DART city. Parking lot utilization by transit center/rail station, along with bus, microtransit, and light rail performance are also part of this attachment.

Briefing on FY 2026 Q3 Ridership and Route Performance

Ridership and Route Performance Highlights

R2 Introduction
R3 Total System Ridership
R4 Bus System Ridership
R5 Light Rail System Ridership
R6 Trinity Railway Express Ridership
R7 Streetcar
R8 Ridership Tables
R11 Bus Route and GoLink Zone Performance Report
R21 Parking Lot Utilization

Introduction

This Quarterly Report starts with the total system ridership summary and focuses on fixed-route ridership, including Bus, Light Rail, Trinity Railway Express (TRE), and Streetcar. Beginning with the third quarter of FY 2022, McKinney Avenue Trolley (MATA) ridership numbers and GoLink numbers are removed from Bus. MATA ridership is included with Dallas Streetcar ridership numbers under the Streetcar mode and GoLink is reported as a separate mode. Fixed-route ridership reporting includes the number of unlinked passenger trips (e.g., boarding passengers are counted, resulting in transferring passengers being counted each time they board a vehicle).

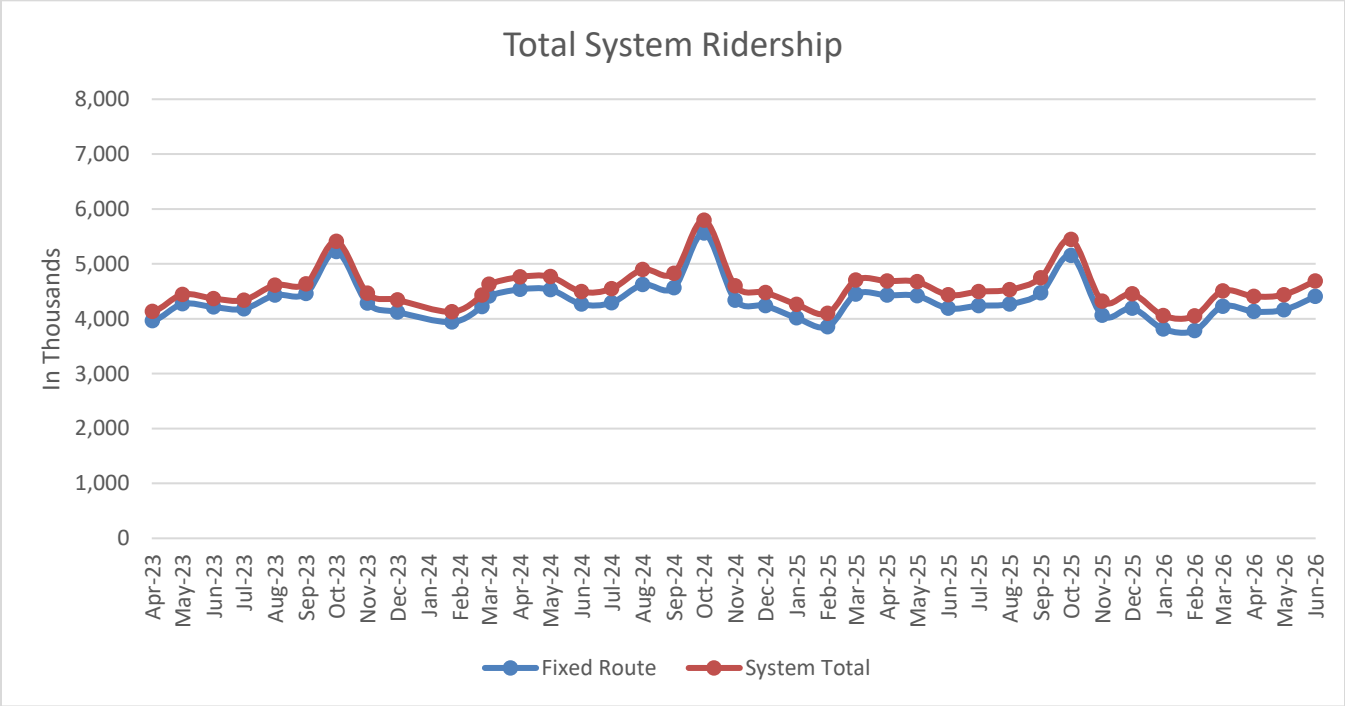
Ridership statistics can be examined in several ways: totals, averages, and ratios related to service levels. Each reporting technique has its value in analyzing ridership, and each presents data from a different perspective. While total ridership is an important measure, it can vary significantly from month to month because of seasonality and the variation in the number of Weekdays, Saturdays, and Sundays in a month. The use of average daily ridership figures eliminates the issue of monthly calendar differences and makes direct comparisons of ridership more realistic. Average weekday ridership is the primary measurement discussed in this report.

DART uses automatic passenger counters (APC) to report Bus, Streetcar, and TRE ridership. Light rail (LRT) ridership is determined by statistically factoring APC sample monthly data. Paratransit ridership is compiled from daily trip manifests. The availability of APC data also allows for more accurate counts of ridership by DART city. The ridership estimates for each of the 13 DART cities (12 beginning in FY26 Q4) have been based upon stop-level APC boardings. The results of this approach appear in Table 3.

The productivity of DART services compared to the resources used to supply those services is reported by ratios that measure performance. Each bus route and GoLink zone is evaluated quarterly to determine if it performs above or below standard. Services that fall below standard for all three performance measures (utilization of resources target, utilization of capacity target, fiscal responsibility target) are identified as low performers. A route with low performance is then reviewed to determine whether any follow-up action is needed; actions can range from targeted marketing to service adjustments to (in rare cases) discontinuation of service.

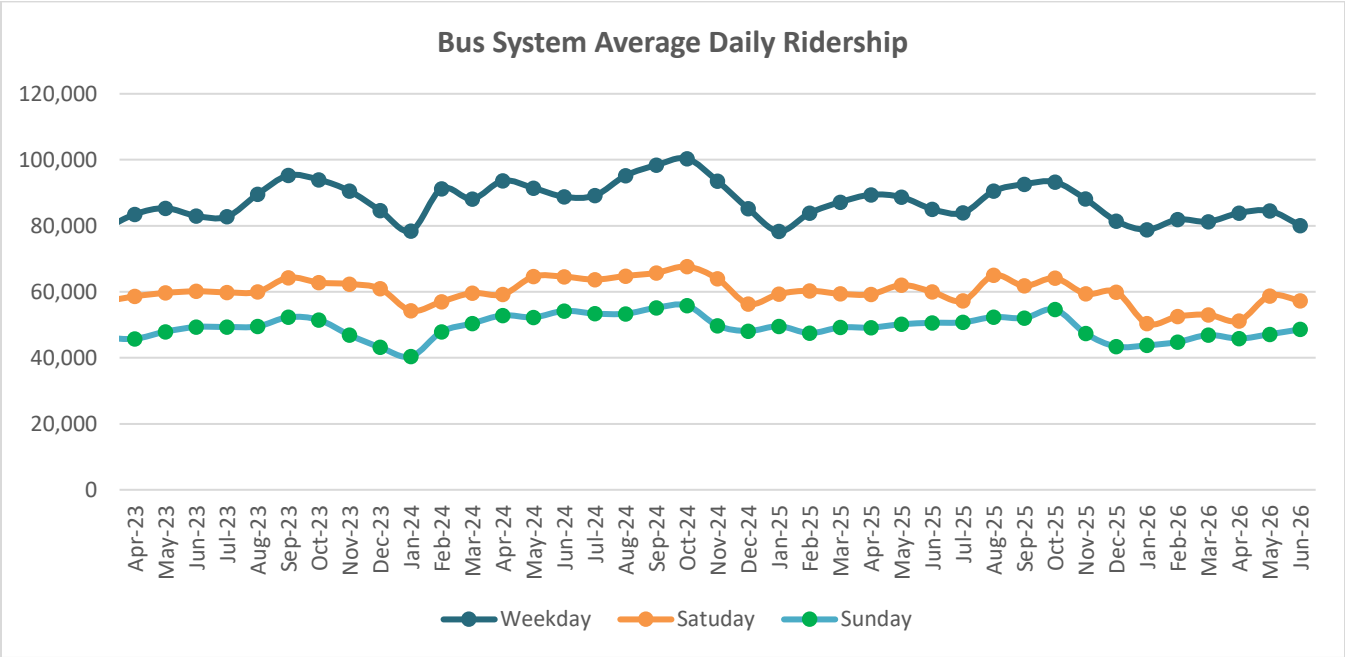
The Board of Directors adopted the revised Service Standards Policy during December 14, 2021, COTW/Board meeting. The revised Standards apply to the new bus network implemented on January 24, 2022, and are reflected in this FY 2026 Q3 report. The New Bus Network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART service area residents, with low-performing fixed route bus routes replaced by GoLink service.

Total System Ridership



- Total system ridership includes fixed routes (Bus, Light and Commuter Rail, Streetcar), Paratransit, and Microtransit. Riders of both scheduled and special event services are reported.
- Total system ridership in the third quarter of FY 2026 was 13.5 million riders, a decrease of 1.9% from the third quarter of FY 2025.
- Fixed route ridership totaled 12.7 million passengers in the third quarter of FY 2026, a decrease of 2.6% from the third quarter of FY 2025.
- Bus System ridership totaled 6.7 million riders in the third quarter of FY 2026, 5.9% below the third quarter of FY 2025.
- Light rail ridership for the third quarter of FY 2026 was 5.4 million, a 1.5% decrease from the third quarter of FY 2025.
- Commuter Rail (TRE/Silverline) ridership was 513.7K passengers in the third quarter of FY 2026, an increase of 53.5% from the third quarter of FY 2025.
- Streetcar, consisting of Dallas Streetcar and M-Line Trolley ridership for the third quarter, was 122.6K, a decrease of 10.3% compared to last year.
- Paratransit ridership for the third quarter was 247.9K, a decrease of 0.6% from the third quarter of FY 2025.
- Microtransit ridership for the third quarter of FY 2026 was 587.5K, an increase of 15.1% from the third quarter of FY 2025.

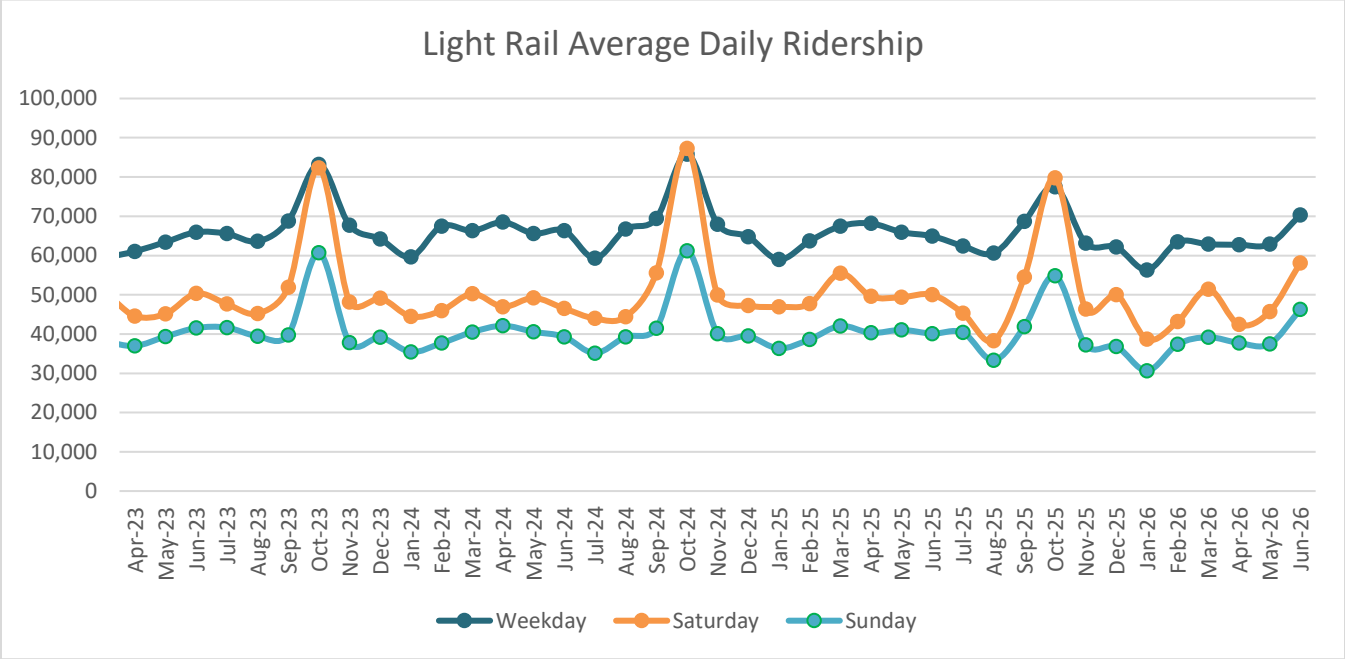
Bus System Ridership



- Bus System ridership totaled 6.7 million riders in the third quarter of FY 2026, 5.9% below the third quarter of FY 2025.
- Average weekday ridership in the third quarter of FY 2026 was 82.8K daily riders, a 5.6% decrease from the same quarter of FY 2025.
- Saturday bus system ridership averaged 55.8K daily riders, down by 7.7% from last year.
- Sunday bus system ridership averaged 47.2K daily riders, a decrease of 5.6% from the same quarter of FY 2025.
- The most heavily patronized routes from the Bus System for the third quarter of FY 2026, by route classification, were:

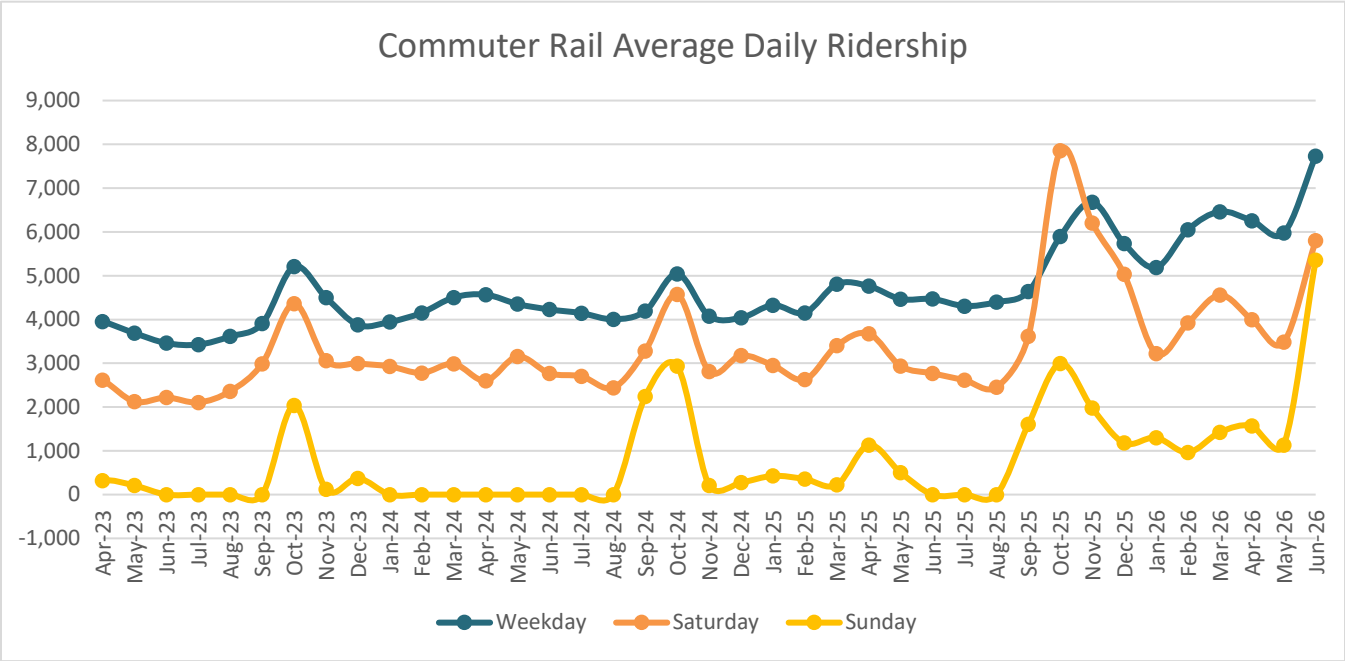
Route Type	Route Number and Name	Average Weekday Ridership
Frequent	57-Westmoreland	3,250
Local	101-Hampton	1,737
Local Coverage	241-Coit	1,763
Express	308-Northwest Plano Express	679
Shuttle	883 UTD	2,484

Light Rail System Ridership



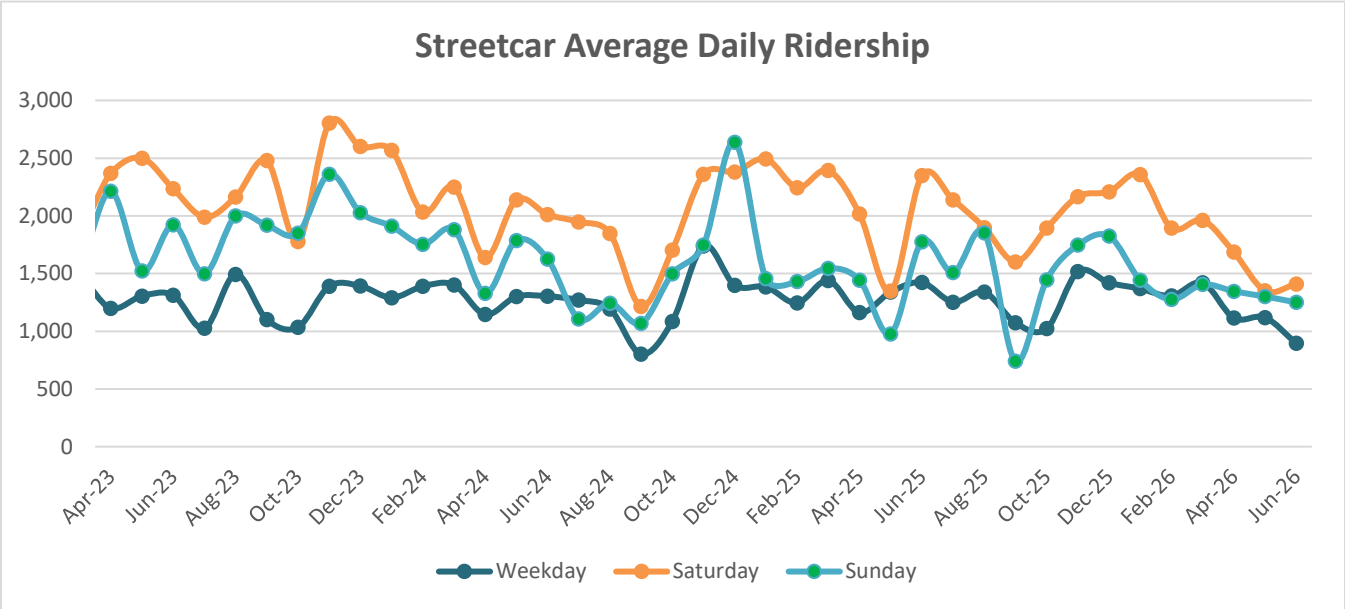
- Light rail ridership for the third quarter FY 2026 was 5.4 million, a 1.5% decrease from the third quarter of FY 2025.
- Weekday ridership in the third quarter averaged 65.3K passengers, a decrease of 1.5% from the third quarter of FY 2025.
- Saturday ridership in the third quarter averaged 48.7K passengers, a decrease of 1.9% from the third quarter of FY 2025.
- Sunday ridership in the third quarter averaged 40.4K passengers, which is an increase of 15 riders from the third quarter of FY 2025.

Commuter Rail Ridership



- Commuter Rail ridership was 513.7K passengers in the third quarter of FY 2026, an increase of 53.5% from the third quarter of FY 2025.
- Weekday ridership for Commuter Rail averaged 6.7K daily riders in the third quarter, a 45.7% increase from FY 2025.
- Saturday ridership in the third quarter averaged 4.4K riders, an increase of 41.5% from FY 2025.
- Sunday ridership in the third quarter averaged 2.7K riders.

Streetcar Ridership



- Streetcar ridership for the third quarter was 122.6K, a decrease of 10.3% from the same quarter of FY 2025.
- Weekday ridership averaged 1.2K daily riders in the third quarter of FY 2026, a decrease of 9.1% from FY 2025.
- Saturday ridership averaged 1.8K daily riders in the third quarter of FY 2026, a decrease of 16.9% from FY 2025.
- Sunday ridership averaged 1.4K daily riders in the third quarter of FY 2026, a decrease of 5.2% from FY 2025.

Ridership Tables

The following tables provide summaries of ridership results during the quarter.

Table 1: Total Monthly Fixed-Route Ridership (25-Month Trending) in Thousands

Fiscal Year	Month	Bus Monthly	LRT Monthly	Commuter Monthly	Streetcar Monthly	Fixed Route Total
2024	June	2,370	1,755	98.3	43.3	4,267
	July	2,484	1,657	102	50	4,291
	August	2,632	1,847	100.3	41.4	4,621
	September	2,561	1,860	99.2	44.9	4,565
2025	October	2,802	2,568	143.1	49.2	5,562
	November	2,409	1,792	94.6	44.2	4,340
	December	2,304	1,787	98.3	46.9	4,236
	January	2,208	1,667	107.9	33.7	4,016
	February	2,108	1,619	93.9	33.8	3,855
	March	2,373	1,904	118.6	51.4	4,448
	April	2,401	1,860	120.6	47.5	4,428
	May	2,424	1,837	109.0	47.8	4,418
	June	2,279	1,764	104.9	41.3	4,189
	July	2,329	1,756	105.2	46.1	4,236
	August	2,488	1,636	104.6	38.6	4,267
	September	2,452	1,869	113.5	35.4	4,470
2026	October	2,620	2,321	179.0	31.2	5,152
	November	2,226	1,638	169.3	31.3	4,065
	December	2,249	1,751	152.2	37.2	4,189
	January	2,126	1,529	130.7	28.8	3,814
	February	2,027	1,591	140.6	24.6	3,783
	March	2,234	1,784	166.8	43.8	4,229
	April	2,232	1,701	159.5	38.6	4,132
	May	2,267	1,711	143.7	41.0	4,163
	June	2,186	1,965	210.5	42.9	4,405

Table 2: Average Weekday Fixed-Route Ridership (25-Month Trending) in Thousands

Fiscal Year	Month	Bus	LRT	Commuter	Streetcar	Fixed Route Total
2024	June	88.8	66.3	4.2	1.2	160.5
	July	89.2	59.3	4.1	1.4	154.0
	August	95.2	66.7	4.0	1.2	167.1
	September	98.4	69.4	4.2	1.3	173.3
2025	October	100.3	85.8	5.0	1.4	192.5
	November	93.5	68.0	4.1	1.3	166.9
	December	85.2	64.8	4.0	1.3	155.3
	January	78.3	59.0	4.3	1.0	142.6
	February	83.9	63.7	4.2	1.0	152.8
	March	87.2	67.5	4.8	1.5	161.0
	April	89.4	68.1	4.8	1.4	163.7
	May	88.7	65.9	4.5	1.4	160.5
	June	85.0	64.9	4.5	1.4	155.8
	July	83.9	62.4	4.3	1.4	152.0
	August	90.5	60.6	4.4	1.1	156.6
	September	92.6	68.7	4.6	1.1	167.0
2026	October	93.3	77.5	5.9	0.9	177.6
	November	88.1	63.1	6.6	1.0	158.8
	December	81.4	62.1	5.7	1.1	150.3
	January	78.8	56.3	5.2	0.9	141.2
	February	81.9	63.4	6.1	0.8	152.2
	March	81.3	62.9	6.5	1.3	152.0
	April	83.9	62.8	6.3	1.2	154.2
	May	84.5	62.9	5.9	1.2	154.5
	June	80.1	70.3	7.7	1.3	159.4

Table 3: Passenger Boardings for DART Cities for the First Quarter Fiscal Year 2026, Period Ending June 30, 2026 *(Ridership in these tables do not reflect ridership outside of DART Service Area Cities)*

Ridership by Mode							
City	Bus	LRT	Commuter	Streetcar	Microtransit	Paratransit	DART City Total
Addison	194,957	0	21,971	0	3,646	595	221,169
Carrollton	73,055	158,865	20,011	0	22,352	6,727	281,010
Cockrell Hill	62,273	0	0	0	0	44	62,317
Dallas	4,979,881	4,321,929	162,087	122,560	211,012	170,294	9,967,763
Farmers Branch	59,506	41,257	0	0	10,009	2,419	113,191
Garland	507,854	102,727	0	0	23,527	20,018	654,126
Glenn Heights	12,127	0	0	0	4,197	1,387	17,711
Highland Park	1,568	0	0	0	417	16	2,001
Irving	259,007	228,853	47,816	0	140,353	13,326	689,355
Plano	179,776	240,630	21,619	0	107,881	21,707	571,613
Richardson	344,924	200,681	36,721	0	7,844	7,029	597,199
Rowlett	0	82,795	0	0	54,176	3,900	140,871
University Park	11,166	0	0	0	2,112	535	13,813
DART Cities Total	6,686,094	5,377,737	310,225	122,560	587,526	247,997	13,332,139
Modal Allocation Percentage by City							
City	Bus	LRT	Commuter	Streetcar	Microtransit	Paratransit	DART City Total
Addison	88.1%	0.0%	9.9%	0.0%	1.6%	0.3%	100.0%
Carrollton	26.0%	56.5%	7.1%	0.0%	8.0%	2.4%	100.0%
Cockrell Hill	99.9%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%
Dallas	50.0%	43.4%	1.6%	1.2%	2.1%	1.7%	100.0%
Farmers Branch	52.6%	36.4%	0.0%	0.0%	8.8%	2.1%	100.0%
Garland	77.6%	15.7%	0.0%	0.0%	3.6%	3.1%	100.0%
Glenn Heights	68.5%	0.0%	0.0%	0.0%	23.7%	7.8%	100.0%
Highland Park	78.4%	0.0%	0.0%	0.0%	20.8%	0.8%	100.0%
Irving	37.6%	33.2%	6.9%	0.0%	20.4%	1.9%	100.0%
Plano	31.5%	42.1%	3.8%	0.0%	18.9%	3.8%	100.0%
Richardson	57.8%	33.6%	6.1%	0.0%	1.3%	1.2%	100.0%
Rowlett	0.0%	58.8%	0.0%	0.0%	38.5%	2.8%	100.0%
University Park	80.8%	0.0%	0.0%	0.0%	15.3%	3.9%	100.0%
DART Cities Total	50.2%	40.3%	2.3%	0.9%	4.4%	1.9%	100.0%

Bus Route and GoLink Zone Performance Report

This report contains a bus route performance analysis covering the third quarter of FY 2026. This report follows current service standards, which describe DART's route performance measurement methodology. There are three measures of performance for fixed-route bus service:

- Passengers per revenue hour of service
- Passenger miles per revenue mile of service
- Subsidy per passenger

For the three measures, each route or service is compared to performance for other routes of the same type (e.g., local route vs. local routes). If performance is less than 75% of the group average (more than 133% above average for subsidy/rider), performance is considered deficient for that measure. The passenger miles per revenue mile measure does not apply to GoLink zones.

Route Performance Tables

The following tables show new route performance for FY 2026 Q3 from April 1, 2026, through June 30, 2025, based on the three performance measures defined in the DART Service Standards approved in January 2022. Targets are shown for each route and each route category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. According to the Service Standards, routes with all three performance measures in deficiency will be reviewed for possible modification or corrective actions.

Utilization of Resources								
Type	**Route**	**Avg Weekday Riders**	**Avg Saturday Riders**	**Avg Sunday Riders**	**Total Riders**	**Total Revenue Hours**	**Total Riders/Hour**	**Overall Target**
Frequent	**1**	2,665	1,717	1,380	212,183	10,325.47	20.55	
Frequent	**3**	1,463	1,121	978	121,919	8,010.77	15.22	
Frequent	**5**	631	588	527	55,392	3,430.70	16.15	
Frequent	**9**	2,615	1,980	1,663	216,379	13,738.38	15.75	
Frequent	**13**	2,182	1,757	1,520	183,740	8,764.53	20.96	
Frequent	**15**	2,140	1,654	1,359	177,478	10,505.62	16.89	
Frequent	**16**	1,887	1,343	1,118	153,883	9,514.55	16.17	
Frequent	**17**	2,152	1,486	1,242	174,427	12,386.47	14.08	
Frequent	**18**	2,372	1,823	1,546	197,135	14,444.28	13.65	
Frequent	**20**	2,584	2,047	1,749	216,483	14,180.97	15.27	
Frequent	**22**	3,210	2,290	1,889	261,678	12,565.27	20.83	
Frequent	**23**	1,500	1,080	924	122,976	8,348.40	14.73	
Frequent	**25**	1,635	1,244	956	134,195	8,579.90	15.64	
Frequent	**27**	1,205	863	748	98,779	5,079.22	19.45	
Frequent	**30**	886	650	560	72,972	5,084.53	14.35	
Frequent	**38**	2,294	1,721	1,379	188,471	10,873.62	17.33	
Frequent	**57**	3,250	2,173	1,794	261,384	13,475.17	19.40	
Shuttle	**883**	2,484	1,312	832	187,670	9,608.37	19.53	
Frequent Total	**18**	**37,154**	**26,850**	**22,162**	**3,037,144**	**178,916**	**16.98**	**12.73**
Local	**101**	1,737	1,200	1,015	140,983	10,202.52	13.82	
Local	**102**	603	362	314	47,726	4,362.55	10.94	
Local	**103**	711	514	424	58,137	4,211.60	13.80	
Local	**104**	1,553	1,127	988	127,846	7,866.90	16.25	
Local	**106**	679	471	433	55,638	4,830.75	11.52	
Local	**108**	1,295	968	808	106,742	8,145.90	13.10	
Local	**109**	874	536	497	69,842	6,220.38	11.23	
Local	**114**	900	704	630	75,557	7,711.20	9.80	
Local	**122**	440	270	248	35,151	2,372.47	14.82	
Local	**128**	733	494	387	58,765	6,156.85	9.54	
Local	**141**	1,053	742	659	86,261	7,294.93	11.82	
Local	**145**	928	637	582	75,843	8,241.98	9.20	
Local	**147**	1,640	1,122	998	133,519	9,497.77	14.06	
Local Total	**13**	**13,146**	**9,147**	**7,981**	**1,072,011**	**87,115.80**	**12.31**	**9.23**
Local Cvrg	**200**	1,215	780	652	97,032	6,625.73	14.64	
Local Cvrg	**202**	813	555	453	65,577	6,686.95	9.81	
Local Cvrg	**203**	387	255	229	31,264	2,786.82	11.22	
Local Cvrg	**204**	327	158	142	24,954	2,750.13	9.07	
Local Cvrg	**205**	480	372	306	39,874	4,047.95	9.85	

Utilization of Resources								
Type	**Route**	**Avg Weekday Riders**	**Avg Saturday Riders**	**Avg Sunday Riders**	**Total Riders**	**Total Revenue Hours**	**Total Riders/Hour**	**Overall Target**
Local Cvrg	**207**	658	346	294	50,705	5,522.65	9.18	
Local Cvrg	**212**	469	318	267	37,882	2,948.25	12.85	
Local Cvrg	**213**	398	247	213	31,669	2,337.85	13.55	
Local Cvrg	**214**	668	459	406	54,376	5,597.53	9.71	
Local Cvrg	**215**	470	356	294	38,838	4,034.65	9.63	
Local Cvrg	**216**	508	349	290	41,125	4,459.25	9.22	
Local Cvrg	**217**	393	228	243	31,527	3,647.53	8.64	
Local Cvrg	**218**	1,061	614	539	83,441	5,608.05	14.88	
Local Cvrg	**219**	221	138	115	17,544	2,349.08	7.47	
Local Cvrg	**220**	575	368	341	46,362	2,651.05	17.49	
Local Cvrg	**221**	653	370	315	50,995	4,233.03	12.05	
Local Cvrg	**223**	366	235	181	29,027	2,274.97	12.76	
Local Cvrg	**224**	1,060	677	613	85,246	7,029.30	12.13	
Local Cvrg	**226**	330	221	207	26,901	2,797.57	9.62	
Local Cvrg	**227**	1,356	837	747	108,135	9,378.02	11.53	
Local Cvrg	**228**	322	218	203	26,304	2,243.48	11.72	
Local Cvrg	**229**	1,493	1,088	906	122,361	9,050.45	13.52	
Local Cvrg	**230**	1,644	1,045	943	131,974	9,337.95	14.13	
Local Cvrg	**231**	822	621	525	68,038	4,449.52	15.29	
Local Cvrg	**232**	973	653	633	79,621	6,687.85	11.91	
Local Cvrg	**233**	963	612	508	76,700	6,818.65	11.25	
Local Cvrg	**234**	458	292	252	36,614	5,248.47	6.98	
Local Cvrg	**235**	534	371	282	42,964	3,292.00	13.05	
Local Cvrg	**236**	719	481	422	58,183	6,537.53	8.90	
Local Cvrg	**237**	898	661	545	73,673	6,946.67	10.61	
Local Cvrg	**238**	979	606	531	77,950	7,917.42	9.85	
Local Cvrg	**239**	1,264	794	668	100,553	8,809.87	11.41	
Local Cvrg	**241**	1,763	1,250	1,105	144,561	8,266.45	17.49	
Local Cvrg	**242**	447	344	306	37,373	3,148.08	11.87	
Local Cvrg	**243**	493	310	269	39,370	3,241.25	12.15	
Local Cvrg	**244**	235	135	129	18,630	2,458.90	7.58	
Local Cvrg	**245**	689	402	359	54,333	5,802.40	9.36	
Local Cvrg	**247**	810	500	408	64,027	6,808.90	9.40	
Local Cvrg	**249**	707	499	417	57,588	4,110.42	14.01	
Local Cvrg	**250**	800	572	412	64,411	6,773.47	9.51	
Local Cvrg	**251**	436	282	275	35,385	2,854.97	12.39	
Local Cvrg Total	**41**	**29,857**	**19,618**	**16,943**	**2,403,087**	**208,571.05**	**11.52**	**8.64**

Utilization of Resources								
Type	**Route**	**Avg Weekday Riders**	**Avg Saturday Riders**	**Avg Sunday Riders**	**Total Riders**	**Total Revenue Hours**	**Total Riders/Hour**	**Overall Target**
Express	**306**	392			25,110	2,571.73	9.76	
Express	**308**	679			43,456	3,758.93	11.56	
Express Total	**2**	**1,071**	**0**	**0**	**68,566**	**6,330.67**	**10.83**	**8.12**
GoLink	**Cypress Waters**	377	230	197	29,873	5,787.26	5.16	
GoLink	**East Plano**	101	89	72	8,649	1,373.77	6.30	
GoLink	**East Telecom**	163	71	61	12,237	2,094.13	5.84	
GoLink	**Far North Plano**	196	171	148	16,809	4,031.17	4.17	
GoLink	**Farmers Branch**	224	120	98	17,227	3,967.79	4.34	
GoLink	**Glenn Heights**	78	51	42	6,229	2,320.30	2.68	
GoLink	**Inland Port**	675	543	468	56,846	10,052.85	5.65	
GoLink	**Keller Springs**	193	118	100	15,277	3,257.16	4.69	
GoLink	**Kleberg**	54	42	40	4,555	1,078.70	4.22	
GoLink	**Lake Highlands**	144	110	96	11,982	2,538.30	4.72	
GoLink	**Legacy West**	196	51	42	13,813	3,137.24	4.40	
GoLink	**Mountain Creek**	53	37	43	4,481	2,178.82	2.06	
GoLink	**North Central Dallas**	89	57	51	7,128	1,528.10	4.66	
GoLink	**North Central Irving**	829	613	526	68,389	11,939.52	5.73	
GoLink	**North Central Plano**	297	231	179	24,537	4,101.56	5.98	
GoLink	**North Dallas**	142	109	83	11,697	2,520.21	4.64	
GoLink	**North Dallas Zone to Zone**	140	113	93	11,700	3,650.15	3.21	
GoLink	**Northwest Carrollton**	70	42	36	5,543	1,000.61	5.54	
GoLink	**Northwest Dallas**	196	140	114	15,947	2,489.99	6.40	
GoLink	**Park Cities**	174	129	121	6,887	1,679.43	4.10	
GoLink	**Passport Park**	426	368	333	36,706	5,857.18	6.27	
GoLink	**Plano Zone to Zone**	393	256	221	31,546	9,494.82	3.32	
GoLink	**Preston Hollow**	66	56	45	5,605	1,048.87	5.34	
GoLink	**Rowlett**	553	423	352	45,815	7,809.17	5.87	
GoLink	**Rowlett/SE Garland Zone to Zone**	221	180	154	18,624	4,450.55	4.18	
GoLink	**Rylie**	179	114	98	14,306	3,106.33	4.61	
GoLink	**Rylie/Kleberg Zone to Zone**	22	21	21	1,993	514.11	3.88	

Utilization of Resources								
Type	**Route**	**Avg Weekday Riders**	**Avg Saturday Riders**	**Avg Sunday Riders**	**Total Riders**	**Total Revenue Hours**	**Total Riders/Hour**	**Overall Target**
GoLink	**South Central Plano**	133	90	74	10,716	1,828.72	5.86	
GoLink	**South Dallas**	329	262	206	27,331	5,184.92	5.27	
GoLink	**South Irving**	97	69	60	7,923	2,210.38	3.58	
GoLink	**Southeast Garland**	134	121	97	11,522	1,660.46	6.94	
GoLink	**University Park**	170	151	129	7,864	2,053.02	3.83	
GoLink	**West Dallas**	89	68	57	7,366	1,943.09	3.79	
Micro	**West Dallas Shuttle**	148			9,454	2,005.25	4.71	
GoLink/ Micro Total	**34**	**7,349**	**5,246**	**4,459**	**586,577**	**119,893.93**	**4.894.89**	**3.673.67**
Shuttle	**DFW**	288	181		24,807	1,793.73	13.83	
Shuttle	**Galatyn Park**	65			4,147	384.00	10.80	
Shuttle	**SMU**	866	292		75,091	3,580.14	20.97	
Shuttle	**TI**	104			12,162	960.00	12.67	
Shuttle	**UTSW**	234			14,959	1,286.28	11.63	
Shuttle Total	**5**	**1,556**	**473**	**0**	**131,166**	**8,004.15**	**16.39**	**12.29**
Grand Total	**113**	**90,134**	**61,333**	**51,545**	**7,298,551**	**608,831.80**	**11.99**	

The following tables show overall FY 2026 Q3 riders per revenue hour, passenger miles per revenue mile of service, and subsidy per passenger for each route/service of the Bus Network.

Utilization of Capacity						
Type	**Route**	**Average Weekday Riders**	**Total Pass. Mile**	**Total Rev. Mile**	**Total Pass. Mile/ Rev.**	**Overall Target**
Frequent	**1**	2,665	484,868	101,659	4.77	
Frequent	**3**	1,463	268,783	73,944	3.63	
Frequent	**5**	631	80,588	25,316	3.18	
Frequent	**9**	2,615	653,304	139,981	4.67	
Frequent	**13**	2,182	484,081	78,698	6.15	
Frequent	**15**	2,140	665,313	123,840	5.37	
Frequent	**16**	1,887	877,254	131,814	6.66	
Frequent	**17**	2,152	528,753	133,258	3.97	
Frequent	**18**	2,372	1,002,236	150,668	6.65	
Frequent	**20**	2,584	767,123	159,470	4.81	
Frequent	**22**	3,210	857,141	148,255	5.78	
Frequent	**23**	1,500	275,349	65,940	4.18	
Frequent	**25**	1,635	473,931	106,140	4.47	
Frequent	**27**	1,205	133,593	46,108	2.90	
Frequent	**30**	886	174,188	52,235	3.33	
Frequent	**38**	2,294	729,231	148,552	4.91	
Frequent	**57**	3,250	1,061,084	162,127	6.54	
Frequent	**883**	2,484	588,094	117,917	4.99	
Frequent Total	**18**	**37,154**	**10,104,910**	**1,965,924**	**5.14**	**3.86**
Local	**101**	1,737	559,518	120,956	4.63	
Local	**102**	603	114,995	42,949	2.68	
Local	**103**	711	107,819	31,630	3.41	
Local	**104**	1,553	390,855	87,282	4.48	
Local	**106**	679	142,122	44,725	3.18	
Local	**108**	1,295	421,319	97,915	4.30	
Local	**109**	874	213,430	69,635	3.06	
Local	**114**	900	302,133	78,318	3.86	
Local	**122**	440	102,309	25,127	4.07	
Local	**128**	733	251,064	67,340	3.73	
Local	**141**	1,053	305,698	75,072	4.07	
Local	**145**	928	320,855	98,154	3.27	
Local	**147**	1,640	649,392	115,330	5.63	
Local Total	**13**	**13,146**	**3,881,509**	**954,433**	**4.07**	**3.05**

Utilization of Capacity						
Type	**Route**	**Average Weekday Riders**	**Total Pass. Mile**	**Total Rev. Mile**	**Total Pass. Mile/ Rev.**	**Overall Target**
Local Cvrg	**200**	1,215	398,745	84,359	4.73	
Local Cvrg	**202**	813	291,484	81,401	3.58	
Local Cvrg	**203**	387	102,214	31,723	3.22	
Local Cvrg	**204**	327	76,993	29,998	2.57	
Local Cvrg	**205**	480	96,779	32,020	3.02	
Local Cvrg	**207**	658	171,068	52,362	3.27	
Local Cvrg	**212**	469	107,134	35,558	3.01	
Local Cvrg	**213**	398	73,055	24,047	3.04	
Local Cvrg	**214**	668	251,226	63,658	3.95	
Local Cvrg	**215**	470	108,699	44,927	2.42	
Local Cvrg	**216**	508	141,195	42,237	3.34	
Local Cvrg	**217**	393	76,884	33,405	2.30	
Local Cvrg	**218**	1,061	327,003	73,524	4.45	
Local Cvrg	**219**	221	53,695	28,425	1.89	
Local Cvrg	**220**	575	109,853	28,258	3.89	
Local Cvrg	**221**	653	205,480	51,926	3.96	
Local Cvrg	**223**	366	151,871	45,283	3.35	
Local Cvrg	**224**	1,060	707,753	113,579	6.23	
Local Cvrg	**226**	330	75,588	32,113	2.35	
Local Cvrg	**227**	1,356	600,493	123,434	4.86	
Local Cvrg	**228**	322	51,987	23,008	2.26	
Local Cvrg	**229**	1,493	601,525	111,364	5.40	
Local Cvrg	**230**	1,644	634,976	113,123	5.61	
Local Cvrg	**231**	822	260,684	52,691	4.95	
Local Cvrg	**232**	973	358,232	82,991	4.32	
Local Cvrg	**233**	963	279,507	83,497	3.35	
Local Cvrg	**234**	458	187,633	57,939	3.24	
Local Cvrg	**235**	534	137,561	38,657	3.56	
Local Cvrg	**236**	719	302,925	77,052	3.93	
Local Cvrg	**237**	898	386,872	77,862	4.97	
Local Cvrg	**238**	979	406,621	101,598	4.00	
Local Cvrg	**239**	1,264	860,595	116,486	7.39	
Local Cvrg	**241**	1,763	659,591	97,024	6.80	
Local Cvrg	**242**	447	100,376	28,025	3.58	
Local Cvrg	**243**	493	119,209	38,156	3.12	

Utilization of Capacity						
Type	**Route**	**Average Weekday Riders**	**Total Pass. Mile**	**Total Rev. Mile**	**Total Pass. Mile/ Rev.**	**Overall Target**
Local Cvrg	**244**	235	49,162	27,403	1.79	
Local Cvrg	**245**	689	249,423	75,616	3.30	
Local Cvrg	**247**	810	302,876	79,178	3.83	
Local Cvrg	**249**	707	160,120	40,167	3.99	
Local Cvrg	**250**	800	346,377	84,849	4.08	
Local Cvrg	**251**	436	110,995	32,610	3.40	
Local Coverage Total	**41**	**29,857**	**10,694,459**	**2,491,536**	**4.29**	**3.22**
Express	**306**	392	369,738	53,261	6.94	
Express	**308**	679	794,665	72,287	10.99	
Express Total	**2**	**1,071**	**1,164,403**	**125,548**	**9.27**	**6.96**
Grand Total	**74**	**81,228**	**25,845,281**	**5,537,441**	**4.67**	

Fiscal Responsibility						
Type	**Route**	**Avg Weekday Riders**	**Total Riders**	**Subsidy**	**Subsidy per Passenger**	**Overall Target**
Frequent	**1**	2,665	212,183	$1,630,637	$7.69	
Frequent	**3**	1,463	121,919	$1,306,300	$10.71	
Frequent	**5**	631	55,392	$510,387	$9.21	
Frequent	**9**	2,615	216,379	$2,265,129	$10.47	
Frequent	**13**	2,182	183,740	$1,324,446	$7.21	
Frequent	**15**	2,140	177,478	$1,730,374	$9.75	
Frequent	**16**	1,887	153,883	$1,664,793	$10.82	
Frequent	**17**	2,152	174,427	$2,142,388	$12.28	
Frequent	**18**	2,372	197,135	$2,427,797	$12.32	
Frequent	**20**	2,584	216,483	$2,444,269	$11.29	
Frequent	**22**	3,210	261,678	$2,116,699	$8.09	
Frequent	**23**	1,500	122,976	$1,273,791	$10.36	
Frequent	**25**	1,635	134,195	$1,476,431	$11.00	
Frequent	**27**	1,205	98,779	$784,799	$7.95	
Frequent	**30**	886	72,972	$827,991	$11.35	
Frequent	**38**	2,294	188,471	$1,905,447	$10.11	
Frequent	**57**	3,250	261,384	$2,277,573	$8.71	
Frequent	**883**	2,484	187,670	$423,834	$2.26	
Frequent Total	**18**	**37,154**	**3,037,144**	**$28,533,085**	**$9.39**	**$12.53**
Local	**101**	1,737	140,983	$1,861,293	$13.20	
Local	**102**	603	47,726	$799,428	$16.75	
Local	**103**	711	58,137	$716,442	$12.32	
Local	**104**	1,553	127,846	$1,357,190	$10.62	
Local	**106**	679	55,638	$853,244	$15.34	
Local	**108**	1,295	106,742	$1,444,782	$13.54	
Local	**109**	874	69,842	$1,109,945	$15.89	
Local	**114**	900	75,557	$1,352,894	$17.91	
Local	**122**	440	35,151	$408,127	$11.61	
Local	**128**	733	58,765	$1,116,494	$19.00	
Local	**141**	1,053	86,261	$1,227,536	$14.23	
Local	**145**	928	75,843	$1,540,352	$20.31	
Local	**147**	1,640	133,519	$1,682,348	$12.60	
Local Total	**13**	**13,146**	**1,072,011**	**15,470,074**	**$14.43**	**$19.24**
Local Cvrg	**200**	1,215	97,032	$1,319,387	$13.60	
Local Cvrg	**202**	813	65,577	$1,327,728	$20.25	
Local Cvrg	**203**	387	31,264	$500,867	$16.02	
Local Cvrg	**204**	327	24,954	$534,306	$21.41	

Fiscal Responsibility						
Type	**Route**	**Avg Weekday Riders**	**Total Riders**	**Subsidy**	**Subsidy per Passenger**	**Overall Target**
Local Cvrg	**205**	480	39,874	$667,365	$16.74	
Local Cvrg	**207**	658	50,705	$989,709	$19.52	
Local Cvrg	**212**	469	37,882	$577,653	$15.25	
Local Cvrg	**213**	398	31,669	$402,204	$12.70	
Local Cvrg	**214**	668	54,376	$993,649	$18.27	
Local Cvrg	**215**	470	38,838	$708,413	$18.24	
Local Cvrg	**216**	508	41,125	$793,874	$19.30	
Local Cvrg	**217**	393	31,527	$633,185	$20.08	
Local Cvrg	**218**	1,061	83,441	$981,051	$11.76	
Local Cvrg	**219**	221	17,544	$451,105	$25.71	
Local Cvrg	**220**	575	46,362	$452,125	$9.75	
Local Cvrg	**221**	653	50,995	$858,498	$16.83	
Local Cvrg	**223**	366	29,027	$498,888	$17.19	
Local Cvrg	**224**	1,060	85,246	$1,420,922	$16.67	
Local Cvrg	**226**	330	26,901	$542,434	$20.16	
Local Cvrg	**227**	1,356	108,135	$1,749,039	$16.17	
Local Cvrg	**228**	322	26,304	$412,570	$15.68	
Local Cvrg	**229**	1,493	122,361	$1,641,578	$13.42	
Local Cvrg	**230**	1,644	131,974	$1,731,119	$13.12	
Local Cvrg	**231**	822	68,038	$820,325	$12.06	
Local Cvrg	**232**	973	79,621	$1,240,793	$15.58	
Local Cvrg	**233**	963	76,700	$1,250,069	$16.30	
Local Cvrg	**234**	458	36,614	$1,180,183	$32.23	
Local Cvrg	**235**	534	42,964	$682,881	$15.89	
Local Cvrg	**236**	719	58,183	$1,382,643	$23.76	
Local Cvrg	**237**	898	73,673	$1,259,787	$17.10	
Local Cvrg	**238**	979	77,950	$1,531,727	$19.65	
Local Cvrg	**239**	1,264	100,553	$1,774,464	$17.65	
Local Cvrg	**241**	1,763	144,561	$1,649,915	$11.41	
Local Cvrg	**242**	447	37,373	$571,906	$15.30	
Local Cvrg	**243**	493	39,370	$619,103	$15.73	
Local Cvrg	**244**	235	18,630	$510,556	$27.41	
Local Cvrg	**245**	689	54,333	$1,170,897	$21.55	
Local Cvrg	**247**	810	64,027	$1,266,215	$19.78	
Local Cvrg	**249**	707	57,588	$679,973	$11.81	
Local Cvrg	**250**	800	64,411	$1,343,829	$20.86	
Local Cvrg	**251**	436	35,385	$557,195	$15.75	
Local Cvrg	**41**	**29,857**	**2,403,087**	**$39,680,133**	**$16.51**	**$22.02**

Fiscal Responsibility						
Type	**Route**	**Avg Weekday Riders**	**Total Riders**	**Subsidy**	**Subsidy per Passenger**	**Overall Target**
Express	**306**	392	25,110	$799,969	$31.86	
Express	**308**	679	43,456	$1,141,725	$26.27	
Express Total	**2**	**1,071**	**68,566**	**$1,941,694**	**$28.32**	**$37.76**
GoLink	**Cypress Waters**	377	29,873	$402,685	$13.48	
GoLink	**East Plano**	101	8,649	$145,039	$16.77	
GoLink	**East Telecom**	163	12,237	$191,476	$15.65	
GoLink	**Far North Plano**	196	16,809	$287,795	$17.12	
GoLink	**Farmers Branch**	224	17,227	$301,396	$17.50	
GoLink	**Glenn Heights**	78	6,229	$194,574	$31.24	
GoLink	**Inland Port**	675	56,846	$723,126	$12.72	
GoLink	**Keller Springs**	193	15,277	$262,910	$17.21	
GoLink	**Kleberg**	54	4,555	$120,986	$26.56	
GoLink	**Lake Highlands**	144	11,982	$215,696	$18.00	
GoLink	**Legacy West**	196	13,813	$243,794	$17.65	
GoLink	**Mountain Creek**	53	4,481	$185,672	$41.44	
GoLink	**North Central Dallas**	89	7,128	$150,666	$21.14	
GoLink	**North Central Irving**	829	68,389	$790,960	$11.57	
GoLink	**North Central Plano**	297	24,537	$312,940	$12.75	
GoLink	**North Dallas**	142	11,697	$209,664	$17.92	
GoLink	**North Dallas Zone to Zone**	140	11,700	$255,800	$21.86	
GoLink	**Northwest Carrollton**	70	5,543	$121,005	$21.83	
GoLink	**Northwest Dallas**	196	15,947	$213,561	$13.39	
GoLink	**Park Cities**	174	6,887	$121,932	$17.70	
GoLink	**Passport Park**	426	36,706	$421,700	$11.49	
GoLink	**Plano Zone to Zone**	393	31,546	$561,633	$17.80	
GoLink	**Preston Hollow**	66	5,605	$122,852	$21.92	
GoLink	**Rowlett**	553	45,815	$575,242	$12.56	
GoLink	**Rowlett/SE Garland Zone to Zone**	221	18,624	$323,993	$17.40	
GoLink	**Rylie**	179	14,306	$260,207	$18.19	
GoLink	**Rylie/Kleberg Zone to Zone**	22	1,993	$84,269	$42.28	
GoLink	**South Central Plano**	133	10,716	$168,973	$15.77	
GoLink	**South Dallas**	329	27,331	$384,957	$14.09	
GoLink	**South Irving**	97	7,923	$190,395	$24.03	
GoLink	**Southeast Garland**	134	11,522	$174,203	$15.12	
GoLink	**University Park**	170	7,864	$148,227	$18.85	
GoLink	**West Dallas**	89	7,366	$176,199	$23.92	
GoLink	**West Dallas Shuttle**	148	9,454	$53,750	$5.69	

Fiscal Responsibility						
Type	**Route**	**Avg Weekday Riders**	**Total Riders**	**Subsidy**	**Subsidy per Passenger**	**Overall Target**
GoLink/ Micro Total	33~~32~~	7,349~~7,009~~	~~559,159~~586,577	~~$8,265,661~~$9,098,275	~~$14.78~~$15.51	~~$19.71~~$20.68
Shuttle	**DFW**	288	24,807	$52,254	$2.11	
Shuttle	**Galatyn Park**	65	4,147	$13,273	$3.20	
Shuttle	**SMU**	866	75,091	$95,481	$1.27	
Shuttle	**TI**	104	12,162	$43,750	$3.60	
Shuttle	**UTSW**	234	14,959	$25,621	$1.71	
Shuttle Total	**5**	**1,556**	**131,166**	**$230,379**	**$1.76**	**$2.34**
Grand Total	**112**	**90,134**	**7,298,551**	**$94,953,640**	**$13.01**	

Bus Route/GoLink Zone Deficiencies

Under the adopted Service Standards, a route is considered a deficient performer when it fails to meet all three standards. A GoLink Zone is considered a deficient performer if it does not meet two of the standards (Utilization of Resources and Fiscal Responsibility). Revenue miles and passenger miles are not tracked for GoLink service, therefore GoLink is not included in the Utilization of Capacity standard. In the table below we have included a short writeup for each of the deficient routes/GoLink Zones describing known issues, and where possible, potential future service changes or other actions for the route or Zone. After the table we have included a map showing the general location of each route. Deficient shuttle services are not listed as they are site specific routes that have different funding mechanisms than our bus routes and GoLink zones.

Route	Discussion
219	This route will continue to be monitored. It connects Oak Cliff, West Dallas communities to UTSW/Parkland Hospital District. We have given this route over three years to develop. Route has underperformed. Service Planning staff is recommending discontinuing route as of January 2027 if improvement is not seen and consistent through first quarter of FY 2027.
244	This route will continue to be monitored for improvements in ridership and subsidy performance. Future service enhancement opportunities may include interlining the route with another service to improve operational efficiency and overall performance.
Glenn Heights GoLink	This GoLink Zone has underperformed for multiple quarters. The riders that do use this service are consistent and are promoting it to other citizens within Glenn Heights. DART Staff has seen some ridership growth from the outreach and the promotion done by current Glenn Height riders. DART staff and the City of Glenn Heights are planning for more outreach and promotion for GoLink zone. We are hoping that the outreach will provide more riders, to bring this zone out of underperformance category.
Mountain Creek GoLink	This GoLink Zone has underperformed for multiple quarters. The riders that do use this service are consistent riders. Outreach and promotion of service have been done at Universities, Businesses, and Mega Churches within the zone. We will continue this outreach on a quarterly basis to hopefully bring this zone out of underperformance category.
North Dallas Zone to Zone	This zone has an average weekday ridership that hovers around 130 to 140 but the major change was the increase in cost per trip from Q1 to Q3. In Q1 2026, the cost per trip was $15.78

	compared to $21.~~01~~86 for Q3. We will continue to investigate this increase in trip cost for the next quarter to figure out what is causing the increase
South Irving	This zone has had consistent ridership as it averages around 95 weekday riders. The average cost per trip from the last three quarters is around $23.50. Trip distances in this zone would greatly affect these numbers. We will continue to monitor the cost per trip, with rally stops being implemented soon, there should be a decrease in cost per trip

FY 2026 Quarter 3 Parking Lot Analysis

Parking lot analysis is conducted once a quarter through our data collection contract. Overall, our parking lot utilization remains low with an average of 13.6%.

- Parking lot utilization was down slightly from Q3 2025 and Q3 2026 with 13.8% and 13.6% respectively.

Table 4: Parking lot utilization by station for Third Quarter Fiscal Year 2026

Rail Station/Transit Center/Park & Ride	Total Parking Spaces	3rd QTR 2026		
		Occupied Parking Spaces	Empty Parking Spaces	Percent Occupied
8TH & CORINTH STATION	196	44	152	**30.6%**
ADDISON TRANSIT CENTER	300	34	266	**14.3%**
ARAPAHO CENTER STATION	1121	134	987	**11.2%**
BACHMAN STATION	458	52	406	**12.2%**
BELT LINE STATION	597	189	408	**26.0%**
BUCKNER STATION	119	48	71	**39.5%**
CAMP WISDOM STATION	116	5	111	**6.9%**
CITYLINE/BUSH STATION	1193	185	1008	**16.5%**
DOWNTOWN CARROLLTON STATION	251	42	209	**18.3%**
DOWNTOWN GARLAND STATION	540	146	394	**25.6%**
DOWNTOWN IRVING/HERITAGE CROSSING STATION	406	37	369	**7.9%**
DOWNTOWN ROWLETT STATION	750	248	502	**34.7%**
FARMERS BRANCH STATION	164	26	138	**15.2%**
FOREST / JUPITER STATION	563	38	525	**7.5%**
FOREST LN STATION	253	39	214	**14.6%**
GLENN HEIGHTS P & R	595	85	510	**15.0%**
HAMPTON STATION	455	57	398	**14.3%**
HIDDEN RIDGE STATION	136	7	129	**6.6%**
ILLINOIS TC/STATION	345	84	261	**19.4%**
INWOOD/LOVE FIELD STATION	385	76	309	**21.6%**
JACK HATCHELL TC	815	0	815	**0.0%**
KIEST STATION	201	1	200	**1.0%**
LAKE HIGHLANDS STATION	68	17	51	**27.9%**

Rail Station/Transit Center/Park & Ride	Total Parking Spaces	3rd QTR 2026		
		Occupied Parking Spaces	Empty Parking Spaces	Percent Occupied
LAKE JUNE STATION	434	40	394	**9.2%**
LAKE RAY HUBBARD TRANSIT CENTER	657	46	611	**9.6%**
LAWNVIEW STATION	370	31	339	**11.1%**
LBJ / CENTRAL STATION	553	59	494	**7.2%**
LBJ / SKILLMAN STATION	654	19	635	**4.0%**
LEDBETTER STATION	399	5	394	**0.8%**
MARKET CENTER STATION	238	17	221	**10.9%**
MLK STATION	200	18	182	**11.0%**
MOCKINGBIRD STATION	140	101	39	**100.7%**
NORTH CARROLLTON/FRANKFORD STATION	1677	154	1523	**8.7%**
NORTH IRVING TC	721	0	721	**0.0%**
NORTHLAKE COLLEGE STATION	194	18	176	**6.7%**
NORTHWEST PLANO PARK & RIDE	564	167	397	**33.2%**
PARK LANE STATION	320	30	290	**12.5%**
PARKER ROAD STATION	2020	537	1483	**27.9%**
REDBIRD TC	588	3	585	**9.4%**
ROYAL LANE STATION	221	12	209	**9.0%**
SOUTH GARLAND TC	603	4	599	**2.0%**
SPRING VALLEY STATION	405	50	355	**12.1%**
TRINITY MILLS RAIL STATION	494	67	427	**11.1%**
UNT DALLAS STATION	457	44	413	**6.1%**
WALNUT HILL STATION	170	81	89	**18.8%**
WALNUT HILL/DENTON STATION	269	3	266	**0.4%**
WEST IRVING STATION	537	42	495	**5.4%**
WESTMORELAND STATION	672	65	607	**6.0%**
WHITE ROCK STATION	496	41	455	**8.9%**
Shiloh Road Station	600	11	589	**2.7%**
12TH STREET STATION	300	105	95	**51.0%**
UT Dallas Station	200	19	81	**8.0%**
UT Dallas Station (Silverline)		35	165	**9.5%**
Cypress Waters Station	190	31	159	**9.5%**
TOTAL	25,370	3449	21921	13.6%

Agenda Report

DATE: **September 8, 2026**

SUBJECT: **Briefing on Fiscal Year 2026 Third Quarter Police Operations Update**

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- The purpose of this item is to brief the Committee on Police operations for the third quarter of Fiscal Year 2026. The briefing will include updates on security measures, department statistics, and hiring and recruiting statistics.
- This update helps to achieve Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.

Agenda Report

DATE: **September 8, 2026**

SUBJECT: **Briefing on Potential Light Rail System Security Initiatives**

RECOMMENDATION

This item is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- This briefing will assist DART in achieving Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
- Enhanced security on the light rail system is a Board priority and is consistently identified as an area for improvement by both customers and service area cities.
- The purpose of this item is to brief the Committee of the Whole on the status of efforts related to security on the light rail system, and to discuss opportunities for near-term security initiatives that can provide more immediate benefits as well as inform longer-term investments.