



FOR IMMEDIATE RELEASE

Contact: Lance Koppa, Community Relations/PIO, 214-559-9487

HIGHLAND PARK RESIDENTS TO VOTE ON CONTINUED MEMBERSHIP IN DART

HIGHLAND PARK, TX, February 24, 2025 – On Tuesday, November 4, 2025, the Highland Park Town Council called a Special Election to allow residents to determine whether the Town should continue or withdraw its membership in Dallas Area Rapid Transit (DART), consistent with authority provided under Texas law. The Town is committed to providing accurate, neutral information throughout the public process.

Through its review, the Town Council evaluated DART membership, including the financial commitment required of Highland Park and the level of service provided in return. DART's annual budget is approximately \$1.7 billion. As a member, the Town is required to allocate one percent of its local sales tax to DART. That amount represents approximately half of the local sales tax revenue Highland Park is authorized to collect and exceeds \$8 million annually. The Town's contribution accounts for less than one half of one percent of DART's total annual budget. Total contributions from Highland Park to DART since joining the system exceed \$114 million.

Legislative changes enacted in 2019, including state-imposed property tax limitations, have affected municipal revenue flexibility for communities with limited opportunities for new development such as Highland Park.

The Town evaluated the relationship between its financial participation and service delivery within the community. A recent study commissioned by DART notes that approximately 86 percent of the agency's services and costs are regional and identifies Highland Park as the only member city without regional transit infrastructure, such as light rail, within its jurisdiction.

Locally, fixed-route transit service consists of a single route operating along the Preston Road corridor. DART microtransit services are available community-wide. Prior to 2014, four fixed-route bus services operated locally. Community survey data indicates that approximately 4 to 5 percent of Highland Park residents report using DART on occasion, while regular use represents less than one percent of the Town's population. The Town recognizes that regional transit systems are intended to support broader mobility and connectivity. Residents may weigh those considerations alongside governance representation and service levels within Highland Park.

Highland Park remains committed to regional cooperation. Discussions with DART regarding the value of transit services and the Town's overall sales tax contribution are ongoing. A May election is planned in which voters will decide whether continued participation in DART aligns with community priorities.