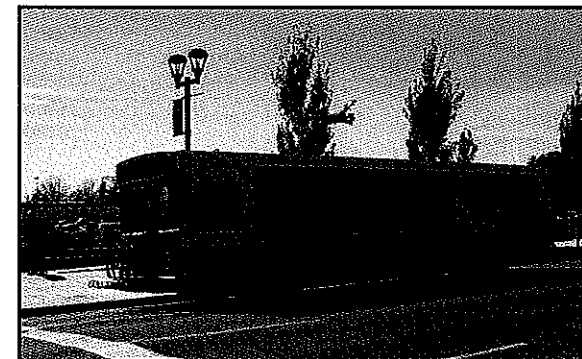


Iowa State Legislature
Mass Transit Interim Committee
November 14 2008

DART - Regional Success

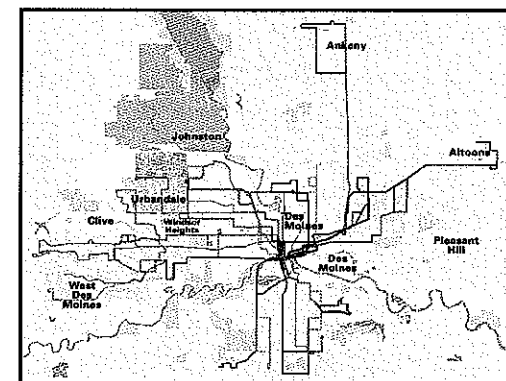
Booming Ridership

- **FY08 4.8 Million Rides – Highest since 1984**
- **16% Growth Double U.S.Avg.**
- **18,000 Daily Rides.**
- **Over 5,000 Bikes on Buses in September**
- **Vanpools up 20%**



Growing Fleet

- **153 buses/ 99 vanpools) – up 10%**
- **First Hybrid Transit Bus in Iowa Mid '09**

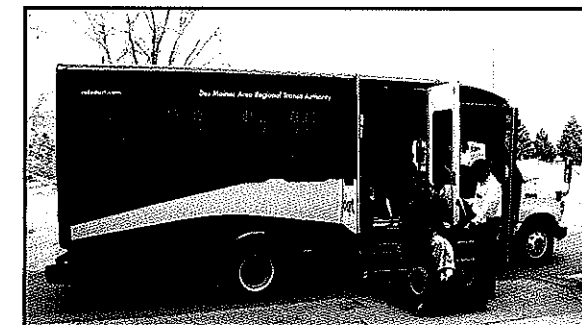


Growing Service

- **Sunday Ridership Exceeding Projections**
- **New Downtown “D-Line” Trolley Shuttle – 1,000 a day.**

Growing Efficiently

- **Paratransit Program – largest Iowa Medicaid Transportation Provider**
- **Coordinates with 43 sub-recipients for 15,000 trips per month.**



DART Commission



Region 1 – Skip Conkling (Chair)

- Altoona, Mitchellville, Runnels, Bondurant



Region 2 – Bob Parks

- West Des Moines, Windsor Heights, Clive



Region 3 – Christine Hensley

- Des Moines



Region 4 – Tom Gayman

- Urbandale, Des Moines



Region 5 – Bob Mahaffey

- Des Moines



Region 6 – Ted Boesen

- Des Moines, Pleasant Hill, Carlisle



Region 7 – Steve Van Oort

- Ankeny, Elkhart, Alleman, Sheldahl, Polk City, Granger, Grimes, Johnston



Polk County – Angela Connolly



Polk County – Gayle Johnson

Iowa's Urban Transit – Success But Challenged

- University Systems Top Ranked

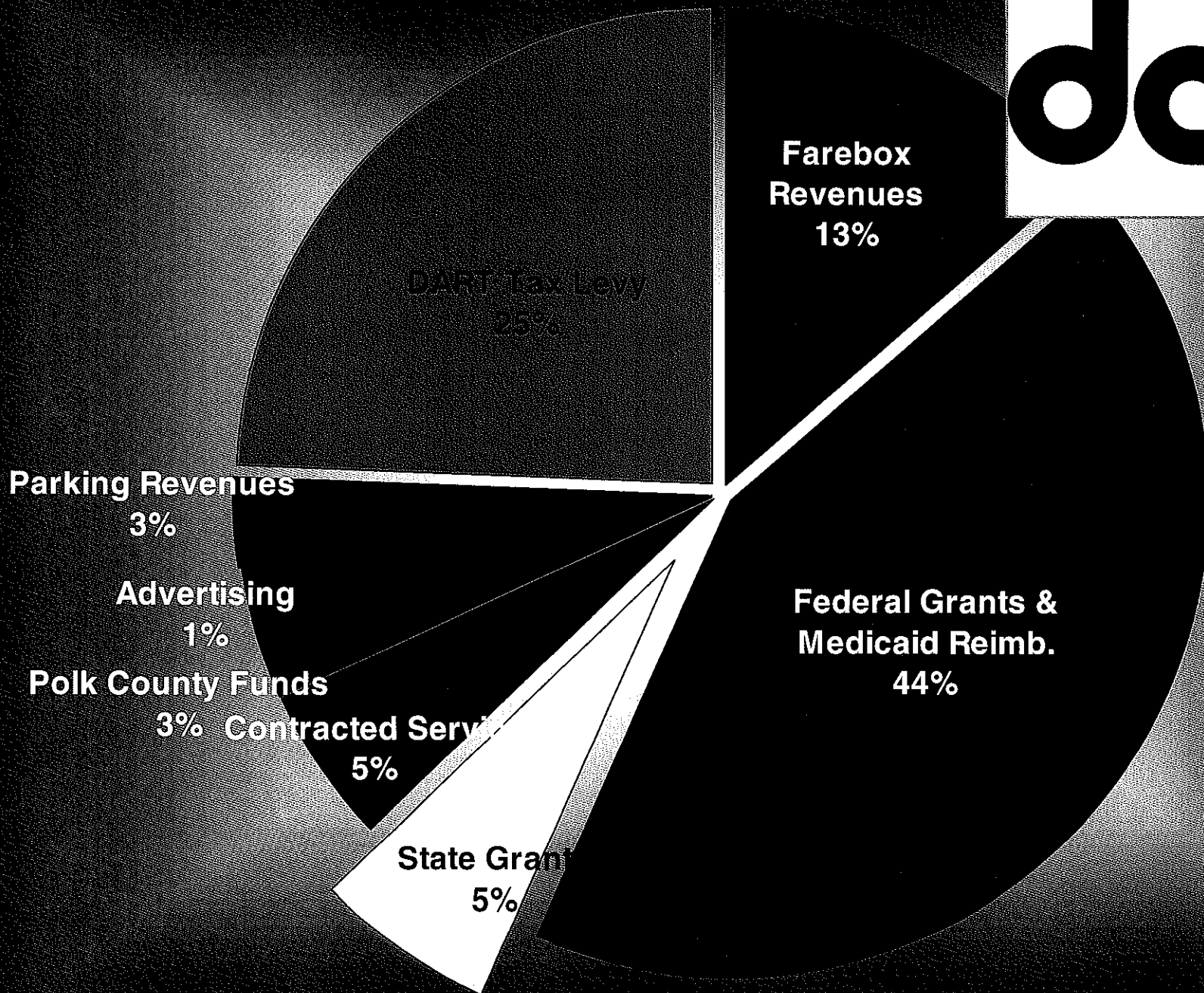
- Trips Per Capita:

- #1 – State College, PA
- #2 - Ames, IA
- #3 - Champaign, IL
- #4 - Iowa City, IA



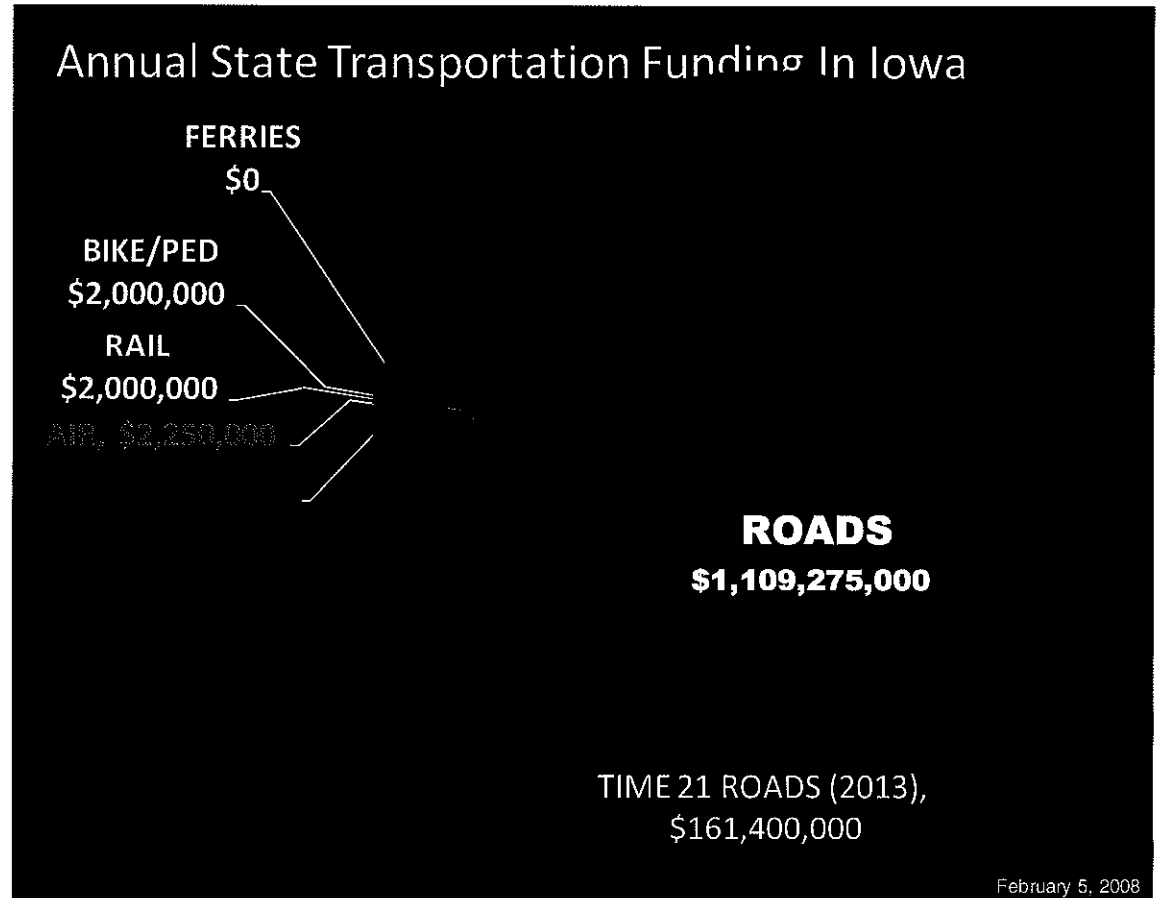
- Transit Limited in Iowa's Quad Cities

- Rock Island – 75 buses, 9,000 daily riders, state funds 57% of \$11M budget
- Davenport + Bettendorf – 29 buses, 4,300 daily riders, state funds 13% of \$5.2M budget



Perfect Storm

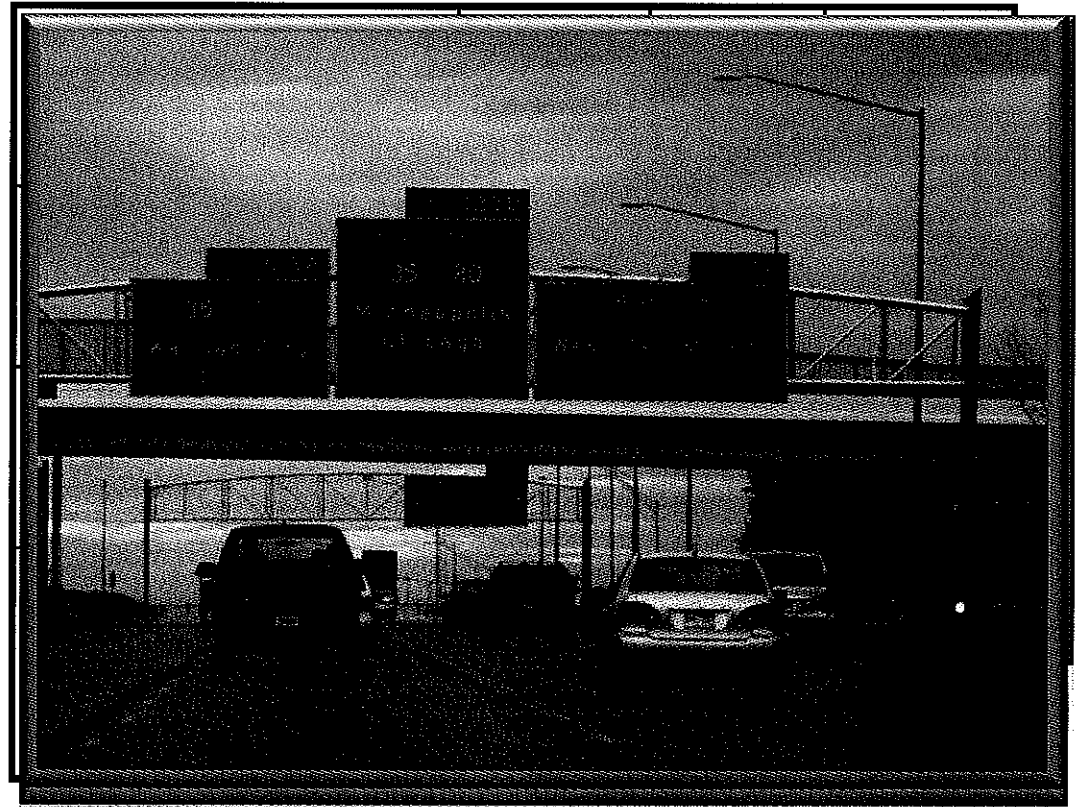
• Like Roads, Transit Infrastructure Investment woefully underfunded.



• Except Perhaps to a Greater Extent

Funding Challenge – Booming Demand

- Ridership remains up >10% even after gas price drop.
- Economic Downturn sending more to transit.
- Increasing Traffic Congestion
- Changing Demographics

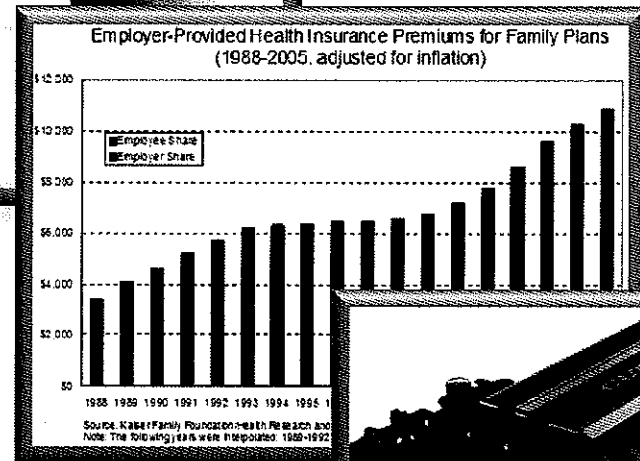


Funding Challenge – Increased Costs

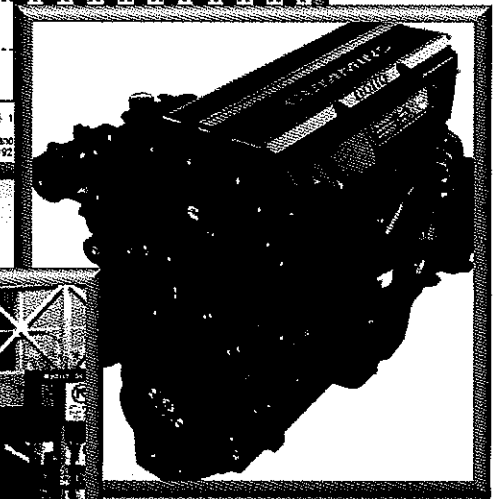
Fuel



Health Insurance



Maintenance Costs



Liability Concerns



Funding Challenge – Flat or Declining Revenues

State Transit Assistance based on New Car Sales

Federal Operating Funds to Des Moines down -15% under SAFETEA-LU

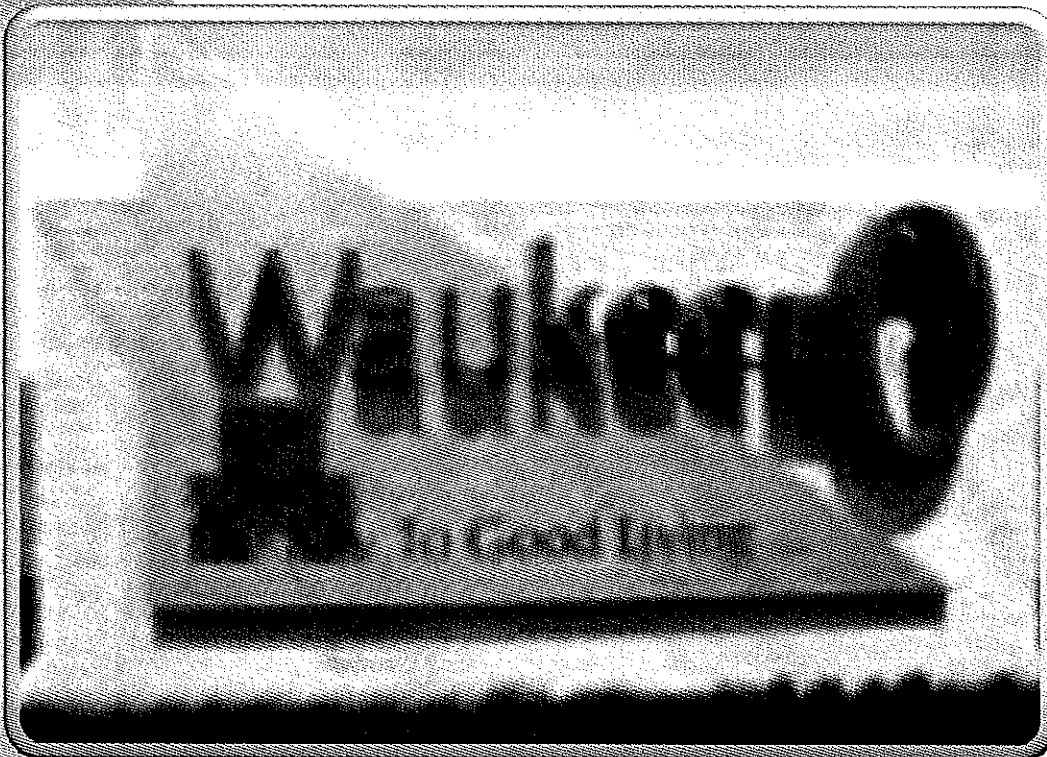


Funding Challenge – Property Tax

- Property Tax Reform remains Priority for Legislature
 - Des Moines, Clinton, Ottumwa, Ames, Cedar Rapids, Dubuque, Sioux City, Waterloo & Windsor Heights all have Transit Levy Rates higher than \$0.50.
 - Iowa City, Davenport above \$0.90.
- Recent DART Debate highlights political volatility.

Funding Challenge – No Capital

- 59% (957 of 1,624) buses exceed useful life.
- 54% U.S. Buses have AVL Technology – Iowa 0%
- No Expansion Buses from Fed. Earmark in 15 Yrs.

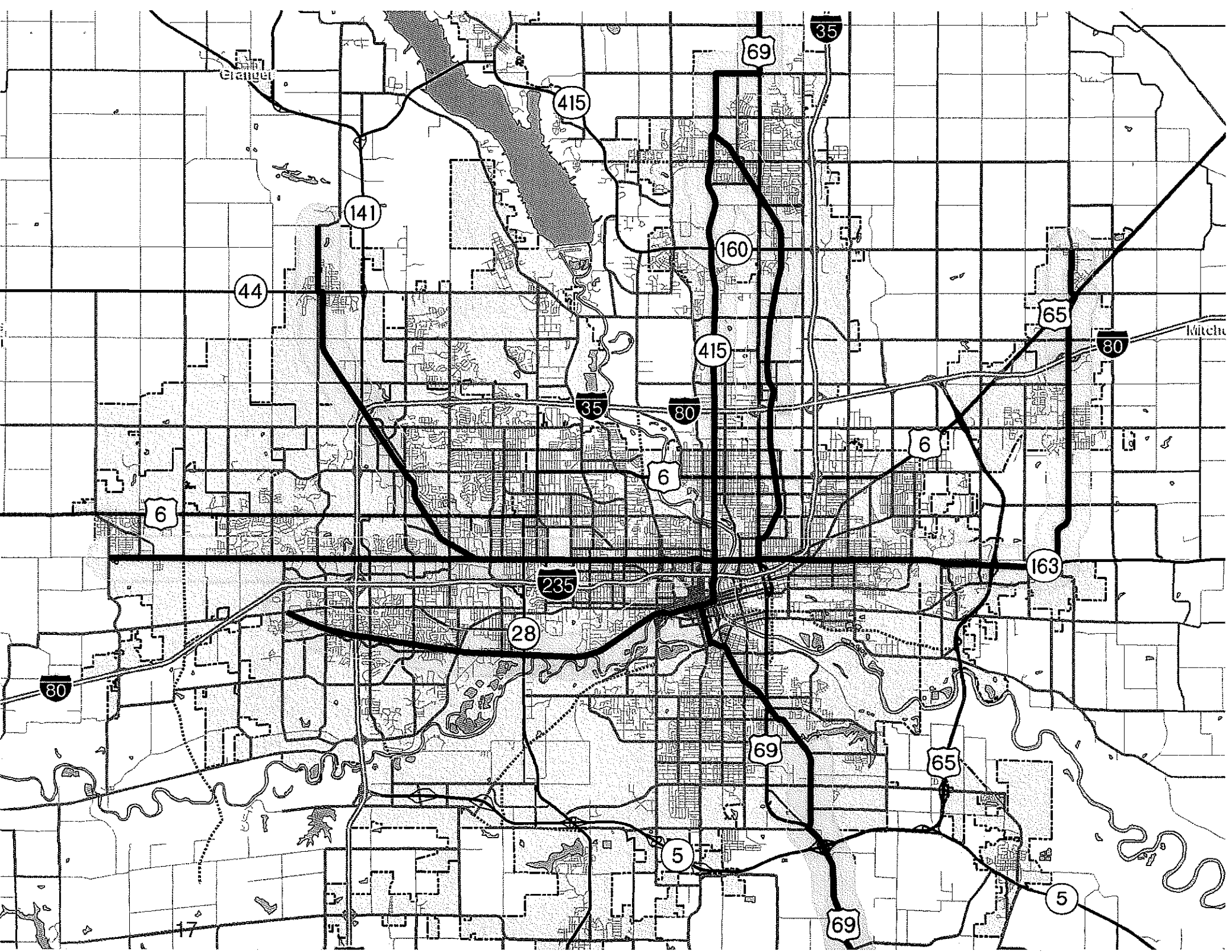


Funding Challenge – Federal Money

- Reauthorization:
 - 2009 or 2010
 - Reform will happen, the question is how
 - All federal transit programs reward state investment – especially major investments (rail, major facilities, BRT)
- Iowa may miss out on immediate economic stimulus funds for “ready to go” transit infrastructure.

Downtown Regional Transit Hub





Rapid Transit & Downtown Tram



Comparison to Other States

State	Operating	Capital	State \$\$ per Capita	Type
Minnesota	\$184M	\$70M	\$49.59	22% of MVUT + Gen. Fund
Illinois	\$530M Matches Reg. Sales Tax		\$34.91	General Fund
Wisconsin	\$99.8M	\$9.2M – Elderly	\$19.77	Gas Tax & Reg. Fees
Michigan	\$162M	\$17.1M	\$19.28	6% of Auto Items/Gas Tax
Iowa	\$11M	\$2.2M for Buildings Only	\$3.42	4% of MVUT
Missouri	\$6.6M		\$1.14	General Fund

Possible Solutions – Capital Program

- Creation of an Iowa Transit Capital Program to Fund:
 - Vehicles
 - Equipment
 - Technology
 - Surface Park & Ride Lots
 - Match Fed. \$\$
- Might be best first step towards leveraging federal \$\$ & advancing public transit in Iowa.

ICCAC Recommendations



- Transit Investment Recommendations Include:
 - State funding specifically for transit designed to reduce VMT.
 - Transit Capital Funds
 - Expansion of Regional Transit Authorities
 - State to fund higher % of Operating Costs
 - State commitment to intermodal transportation planning on all transportation projects/studies.

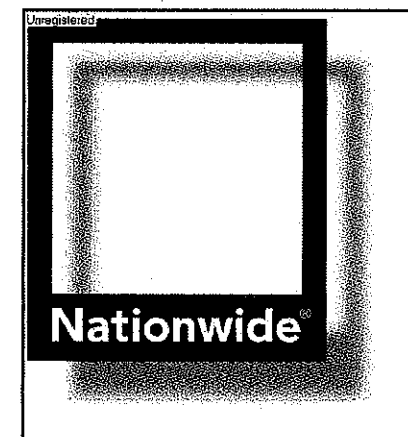
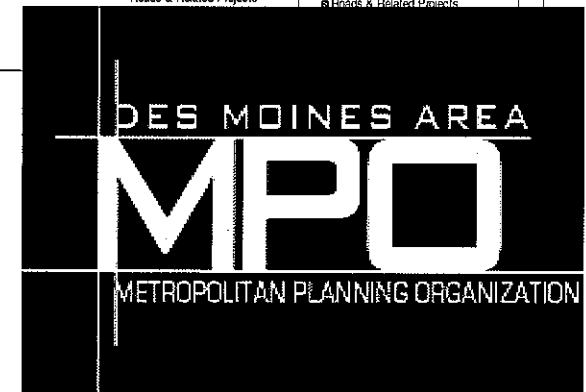
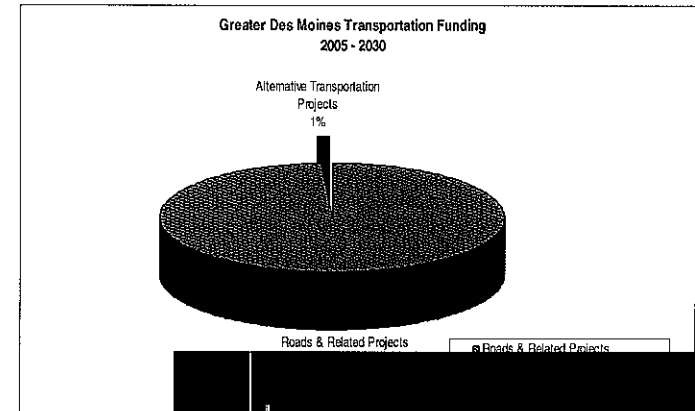
Regional Solutions



- Enable more Regional Transit Authorities
 - Transit, like all transportation provides “regional benefits” beyond municipal boundaries.
 - Nationally, 90% of all major transit investments in last 10 years via Regional Sales or Gas Taxes or Fees.
 - Transit systems must grow with urban regions.

People Want This

- **Des Moines MPO – 2035 LRP**
 - **Considering transit-friendly principles to guide new LRP.**
 - **16-1 Ratio of Pro-Transit Citizen Comments vs. more roads.**
- **DART's Rapid Transit Study**
 - **400 Attendees @ Public Meetings**
- **80+ Applicants for DART's New Riders Advisory Committee**
- **Nationwide Insurance's Private Investment Demonstrates Commitment**



Why the State Should Act

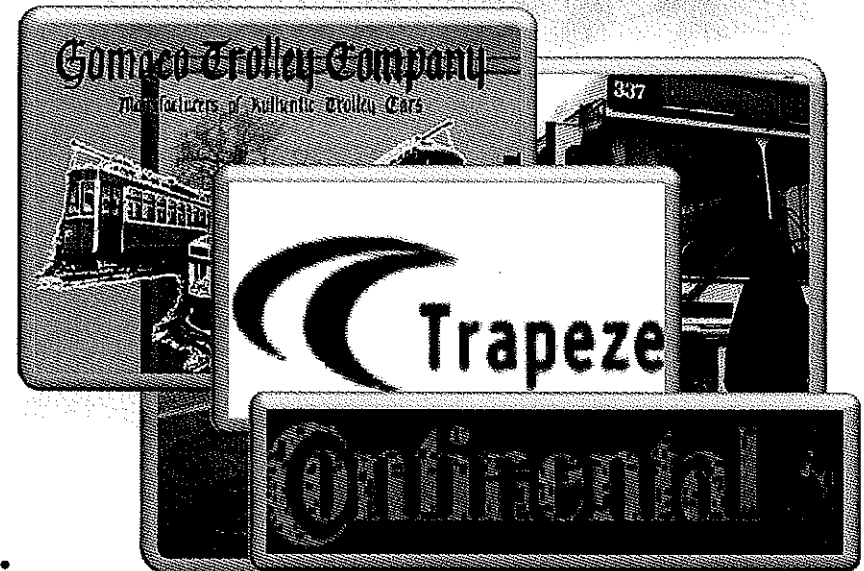
Job Creation:

- \$20M+ “Ready to Go” Transit Infrastructure Projects.
- Federal Investment will require state support.



Economic Stimulus

- Like roads, transit returns more than \$6 in economic productivity per \$1.
- Allows all to enter/remain in the Iowa workforce.



Why the State Should Act

Helping lowans during Economic Crisis:

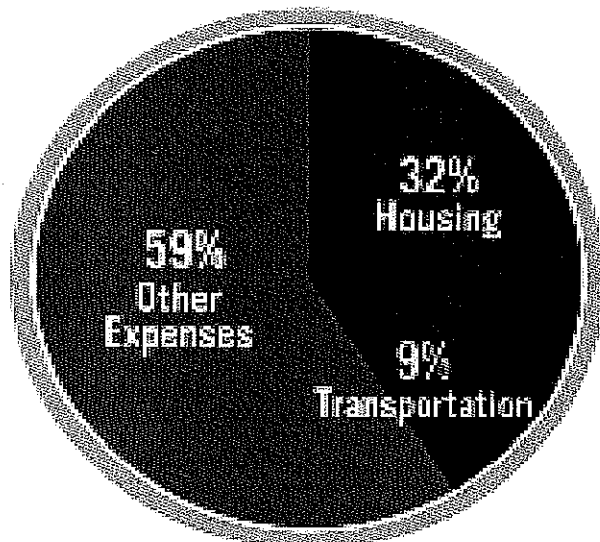
- Household Costs:

41 %

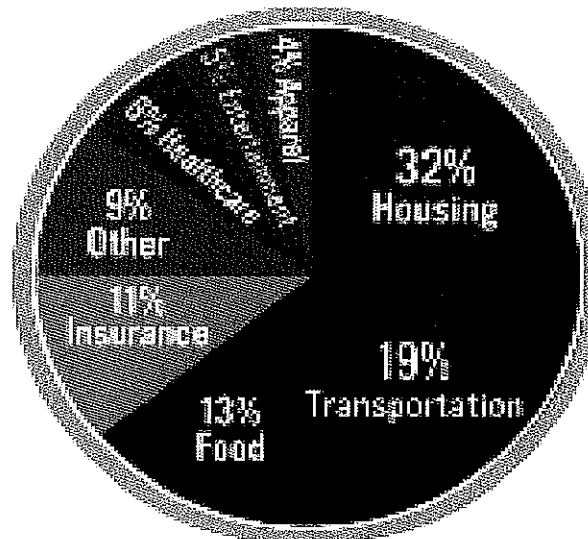
51 %

57 %

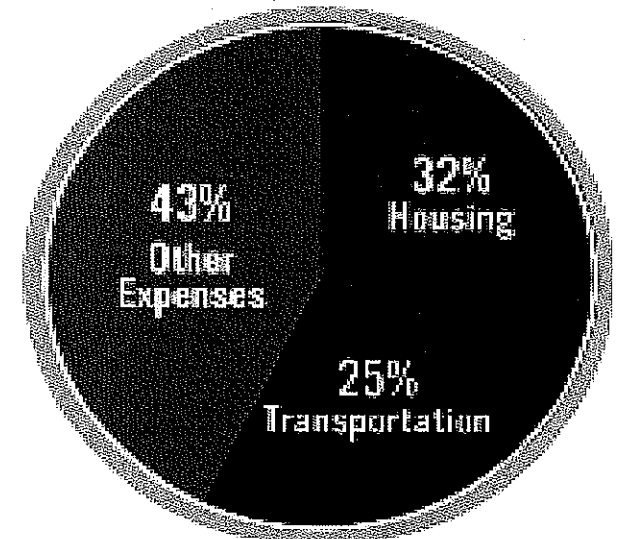
TRANSIT RICH NEIGHBORHOOD



AVERAGE AMERICAN FAMILY



AUTO DEPENDENT EXURBS



While the average family spends 19 percent of the household budget on transportation, and households in auto-dependent neighborhoods spend 25 percent, households with good access to transit spend just 9 percent. This savings can be critical for low-income households.

Source: Center for TOD - Transportation Affordability Index, 2004 Bureau of Labor Statistics

Why the State Should Act

Mobility for Aging Population

- DART & Polk County are keeping over 1,000 seniors in their homes.

Save the Environment

- Riding DART to work vs. car reduces footprint by 10 pounds.

Congestion Relief

- Only proven, long-term way to manage congestion



Why the State Should Act

Emergency Response

- Transit provides key asset for evacuations.

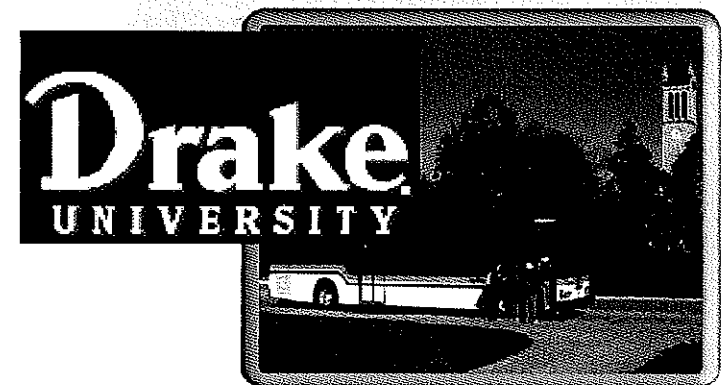


Vibrant Downtowns

- Incentive for Wellmark
- Retains Creative Class



Competitive University Communities



Thank You

Brad Miller

General Manager

Des Moines Area Regional Transit Authority

(515) 283-8115 Cell: (515) 314-9351

bmiller@ridedart.com