

A balanced transportation system provides communities with choices for getting around and meeting their day-to-day needs. *Mobilizing Tomorrow* committed to enhancing multimodal transportation options throughout the region while furthering the health, safety, and well-being of all residents. While the region is not yet on track for *Mobilizing Tomorrow's* transit performance measures, there are reasons for optimism.

## Performance Measures:

MEASURE	DATA	2050 TARGET	GOAL	ACTUAL	TREND
AVERAGE AGE OF FLEET (YEARS)	FY 2014: 8.18	6 YEARS	↓	↑	4%
	FY 2015: 8.47				
VEHICLES BEYOND USEFUL LIFE	FY 2014: 25%	0	↓	↑	14% (PP)
	FY 2015: 39%				
TOTAL RIDERSHIP	FY 2014: 4.7 M.	8.8 MILLION	↑	↑	2%
	FY 2015: 4.8 M.				

### Expanded Service

The DART Forward 2035 long-range transit services plan was adopted in 2011, and implementation began in June 2012. This investment in transit by the community has resulted in:

- Shorter wait times between trips;
- Service later at night on weekdays and earlier and later on weekends to better align with retail hours; and
- Additional or expanded routes to serve more places in the region.

### Technology Tools

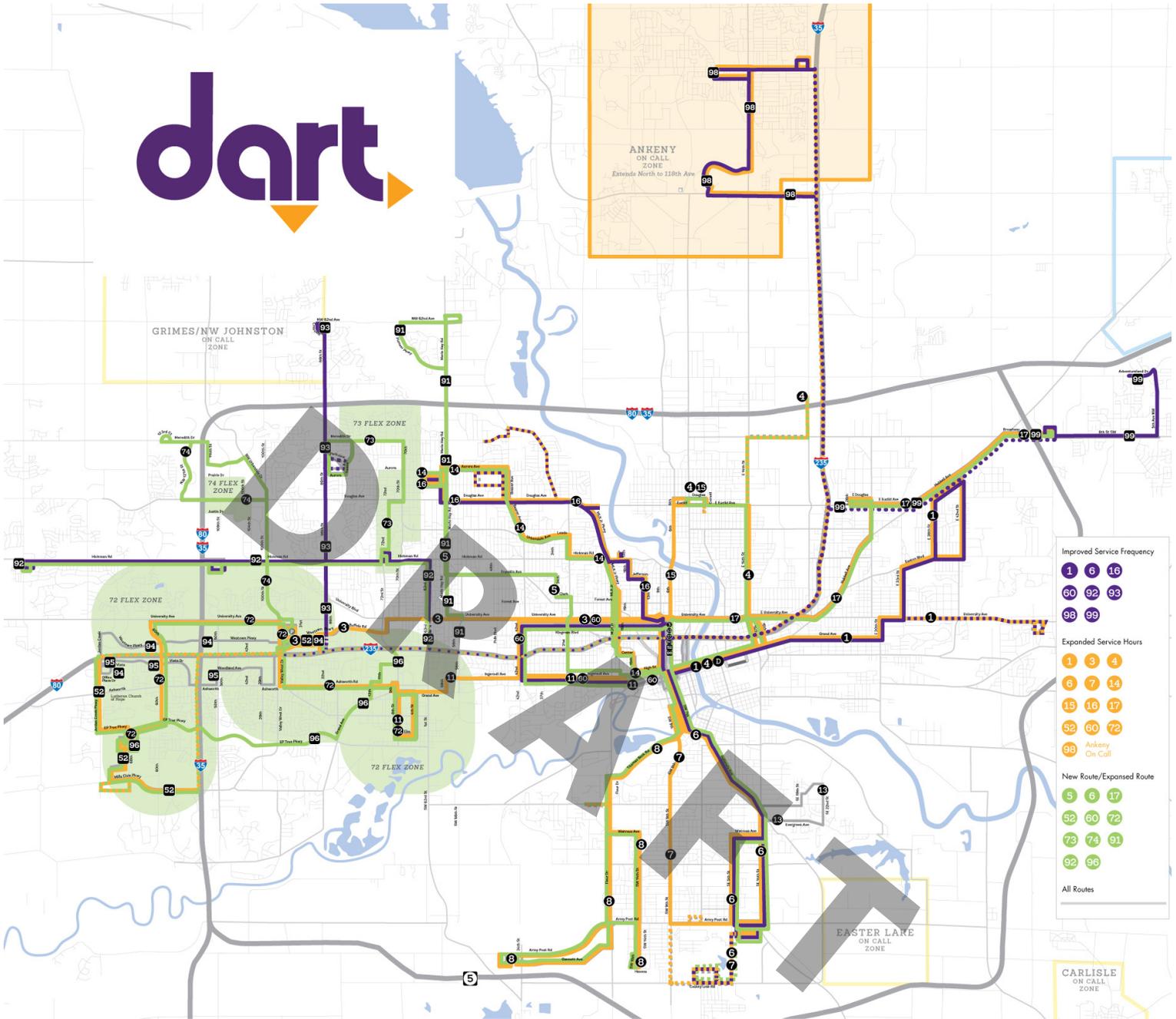
In addition to expanded service, DART has also added MyDART Tools, Trip Planner and the RideTime App. The tools use DART schedule information and the real-time locations of its buses, based on their GPS positions, to predict estimated departure times, which are accurate within a two-minute window.

### Increased Ridership

This improved service has increased ridership on DART's services from just under 4.18 million rides in fiscal year 2011 to nearly 4.8 million rides in fiscal year 2015.

### DART Central Station

DART Central Station opened in downtown Des Moines in November 2012, serving as the hub of the Greater Des Moines' hub-and-spoke network. DART Central Station is the primary transfer location between local routes and includes customer service amenities such as climate-controlled waiting areas, public restrooms, customer service desk, bicycle storage, public art, internal and external monitors with continually updating schedule information, platform information for the sight impaired, and Java Joe's coffee shop. The building is also certified LEED Platinum, the highest certification of the LEED (Leadership in Energy and Environmental Design) Rating System of the U.S. Green Building Council. DART Central Station's design, construction and operations save water, use fewer resources, reduce pollution and contribute to healthier environments for our customers and the community.



## Funding

As the region looks to the future of public transit, an essential component of the conversation is how the region funds DART into the future. A large part of DART's revenues come from property taxes that are levied in DART's member communities. The maximum levy that can be assessed under current legislation for public transit is \$.95/\$1,000. DART will begin to reach the maximum capacity on this levy in the coming years because the costs of operations are outpacing revenue growth. The DART Commission and staff have begun looking at potential long-term funding strategies to meet the growing needs of the community beyond the next several years. Discussion of future funding will be part of the public discussion that happens during the update of the DART Forward 2035 plan in 2016.