




# Funding Our Future

The Des Moines City Council is considering whether to pay more to maintain existing DART bus services or make cuts to services. DART is seeking input on how possible cuts to bus services would impact riders and residents.

## How DART is funded:

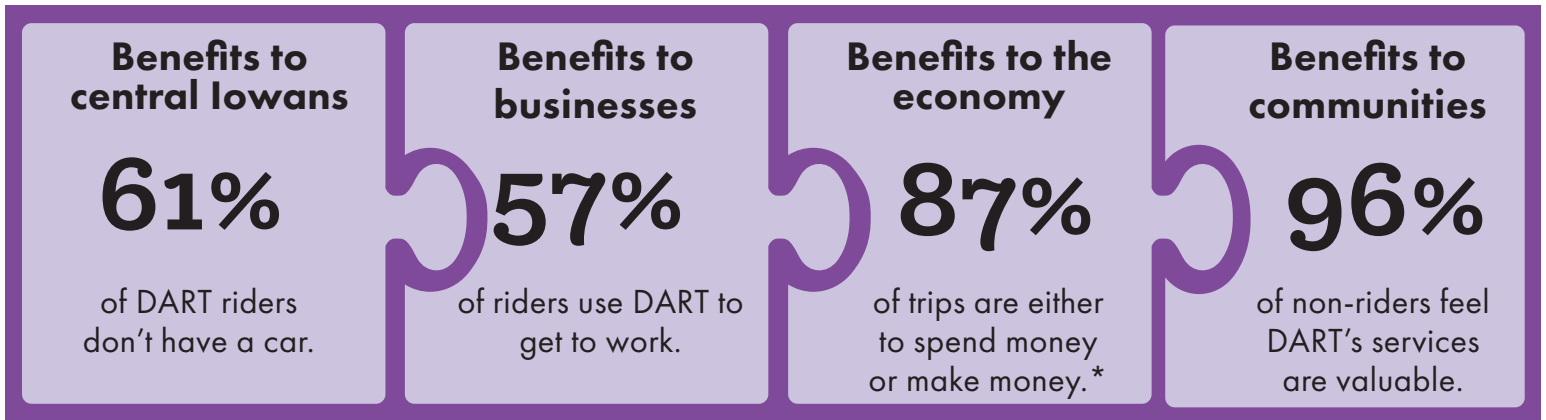
	<b>Who decides how transit is funded?</b>	The Iowa Legislature has given communities the option of collecting a property tax up to a capped amount to fund public transit.
	<b>How do local communities determine funding and service levels for DART?</b>	12 communities contribute property taxes to DART to provide transit services for residents. Each community has a representative on the DART Commission, which makes budget and service decisions.
	<b>How much of a property owner's tax dollars go to DART?</b>	An owner of a \$200,000 home pays between \$50-\$100 each year to support public transit. That amount is about 1-2 percent of a total property tax bill.



The City of Des Moines has reached the capped amount it can collect in property taxes to fund public transit. The city's contribution to DART will continue to increase under a new funding formula that aligns what each community pays with the level of services received.

## How DART benefits Greater Des Moines:

DART provides 3.2 million rides to central Iowa residents and visitors each year! DART's services are part of a thriving community.



Learn more: [ridedart.com/funding-our-future](https://ridedart.com/funding-our-future)

\* Source: APTA, 2022



## City of Des Moines Options and Outcomes

The City of Des Moines' contribution to DART this year is \$9.8 million. That amount will grow to \$17.5 million by 2029 under a new funding formula.

If the City of Des Moines does not contribute additional funding above what it can collect through property taxes, DART will need to make the most significant cuts to bus services in the agency's history. Here are options the city is considering.

### Fully Fund Bus Services

#### Option:

The Iowa Legislature gave the City of Des Moines the option of increasing its franchise fee, a tax on gas and electric bills, up to 2.5 percent to fund public transit.

#### Outcome:

If the Des Moines City Council votes to increase the franchise fee by 2.5 percent:

- ▶ The city could lower the amount it collects in property taxes for the next few years.
- ▶ A Des Moines resident with a \$100 utility bill would see an increase of \$2.50 per month (\$30/year).

DART could continue to operate at the current level, providing a critical service that thousands of people rely on as a part of their daily lives.

### Cuts to Bus Services

#### Option:

The Des Moines City Council could decide to only contribute what it collects in property taxes.

#### Outcome:

DART will cut existing bus services by up to 40 percent over five years.

DART proposes to keep as many bus routes as possible to serve more areas of Des Moines and run buses on those routes less often.

- ▶ Most routes would run every 60 minutes instead of every 20 or 30 minutes.
- ▶ Services would be limited throughout the day, with many routes only running during peak travel times.
- ▶ Services would be limited on weekends, with no Sunday service on most routes.

Riders could experience longer wait times for buses, less options for trips and longer travel times.

DART wants to hear how possible cuts to bus services would affect you.  
Learn more: [riedart.com/service-cuts](https://www.ridedart.com/service-cuts)

