



NOTICE OF COMMISSION MEETING AND AGENDA

DES MOINES AREA REGIONAL TRANSIT AUTHORITY

DART MULTIMODAL ROOM, 620 CHERRY STREET/[ZOOM](#)

Dial In - +1-312-626-6799/Access Code – 844 2103 5934/Passcode - 752207

SEPTEMBER 6, 2022 – 12:00 PM

| | <u>PAGE #</u> |
|--|---------------|
| 1. CALL TO ORDER | |
| 2. ROLL CALL AND ESTABLISHMENT OF QUORUM | |
| 3. NOTICE OF MEETING | |
| 4. APPROVAL OF SEPTEMBER 6, 2022, AGENDA | |
| 5. PUBLIC COMMENT (Limit 3 minutes) | |
| 6. TRANSIT RIDERS ADVISORY COMMITTEE (TRAC) UPDATE | |
| 7. CONSENT ITEMS | |
| A. Commission Meeting Minutes – August 2, 2022 | 2 |
| B. Transportation Improvement Program (TIP) Amendment | 7 |
| C. FY2024 State Transit Assistance (STA) Special Project Grant Application | 8 |
| D. June 2022 Financials | 9 |
| E. July 2022 Financials | 12 |
| 8. ACTION ITEMS | |
| A. November 2022 Service Change | 14 |
| B. Transit Asset Management (TAM) Plan and Policy Update | 16 |
| C. FY23 Safety Targets | 44 |
| 9. DISCUSSION ITEMS | |
| A. West Des Moines Service Planning Update | 46 |
| B. Paratransit Public Input Plan | 47 |
| C. 2022 Iowa State Fair Update | 48 |
| D. Electric Bus Pilot Update | 49 |
| E. Performance Report – July 2022 | 50 |
| 10. DEPARTMENTAL MONTHLY REPORTS (BY EXCEPTION) | |
| A. Operations | 55 |
| B. Planning | 57 |
| C. External Affairs (Including State and Federal Legislative Updates) | 59 |
| D. Finance/IT/Procurement | 62 |
| E. Human Resources | 64 |
| F. Chief Executive Officer | 66 |
| 11. FUTURE AGENDA ITEMS | 67 |
| 12. COMMISSIONER ITEMS | |
| 13. NEXT MEETING: Regular DART Meeting - Tuesday, October 4, 2022 – 12:00 P.M | |
| 14. CLOSED SESSION | 68 |
| 15. ADJOURN | |

Language, visual, hearing and transportation services are available at meetings upon request. For requests, please call DART at 515.283.8100 at least 48 hours in advance of the meeting.



**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES
MEETING HOSTED IN-PERSON AND VIRTUALLY
620 CHERRY STREET – DES MOINES, IOWA 50309
AUGUST 2, 2022**



(Meeting was held in a hybrid format)

ROLL CALL

Commissioners/Alternates Present and Voting:

Vern Willey (left at 1:46pm), Kelly Whiting (left at 1:40 pm), Doug Elrod, Michael McCoy (left at 1:20 pm), Josh Mandelbaum, Andrew Borcharding, Paula Dierenfeld (arrived at 12:07 pm, left at 1:30 pm), Ross Grooters, Steve Van Oort, Bridget Montgomery, Russ Trimble, and Lauren Campbell

CALL TO ORDER

Chair, Doug Elrod called the meeting to order at 12:04 pm. Roll call was taken, and a quorum was present.

Notice of the meeting was duly published.

APPROVAL OF AGENDA

Chair, Doug Elrod requested a motion to approve the agenda as presented.

It was moved by Bridget Montgomery and seconded by Josh Mandelbaum to approve the August 2, 2022, agenda. The motion carried unanimously.

PUBLIC COMMENT

Heather Armstrong of Des Moines shared her pleasure on the Commissions proposed changes to DART's ADA Complimentary Program (Bus Plus) changes.

Garland Armstrong of Des Moines shared similar comments to Ms. Armstrong, echoing his support for the proposed changes coming to the ADA program.

TRANSIT RIDERS ADVISORY COMMITTEE (TRAC) UPDATE

Chair, Doug Elrod, shared that unfortunately none of the TRAC members were available to provide a verbal update at this meeting but will plan to provide one at the September 6 meeting and asked the Commission to refer to their packets for the written update.

CONSENT ITEMS

7A – Commission Meeting Minutes – July 12, 2022

7B – DART Advertising Policy

**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES – AUGUST 2, 2022**



7C – Quarterly Investment Report

It was moved by Josh Mandelbaum and seconded by Michael McCoy to approve the consent items. The motion carried unanimously.

ACTION ITEMS

8A – State Lobbying Services Contract

Erin Hockman, Chief External Affairs Officer, shared that DART is seeking a qualified consultant to provide legislative services at the state level and provided the services we are looking for in addition to outlining the procurement process. Cornerstone was the preferred consultant. Their background and differentiating factors were identified, including their work with the Des Moines International Airport, working closely with the Iowa DOT and the Governor's office to secure funding for the airport's terminal project. The budget was identified, sharing that Cornerstone's proposal exceeds what DART had budgeted for State Lobbying services in FY 2023, but DART staff have identified funding in other areas of DART's operating budget to make up the difference in cost.

It was moved by Michael McCoy and seconded by Josh Mandelbaum to approve a three-year contract with two one-year options in years four and five with Cornerstone Government Affairs for State Lobbying Services for the amount Not to Exceed \$315,000. 11 Yea's, Commissioner Russ Trimble abstained.

8B – Funding Advisory Committee DART Appointment

Erin Hockman, Chief External Affairs Officer provided a background to the Funding Advisory Committee, sharing that in May, the Iowa Legislature passed House File 2579, which was signed by the Governor and included a provision requiring the Iowa Department of Transportation to complete a study to determine alternate ways to increase DART funding without increasing property taxes. The advisory committee will be comprised of 5 voting members (the Department of Transportation Director (or designee), Department of Revenue Director (or designee), a Polk County Supervisor, appointed by the Governor, a City Council member from within DART's service area, appointed by the Governor and a representative appointed by the DART Commission. The advisory committee will also have four nonvoting members, which will include two state representatives, one appointed by the Speaker and one appointed by the minority leader, two state senators, one appointed by the majority leader and one appointed by the minority leader. In addition, the Governor has asked Kelly Whiting (Ankeny City Councilperson) and Steve Van Oort (Polk County Supervisor) to serve on the committee.

Based on DART Executive Committee discussions the recommended appointment to fill DART's representative on the Committee is Paula Dierenfeld, Mayor of Johnston. Paula has been a commissioner or alternate on the DART Commission for more than 10 years.

It was moved by Vern Willey and seconded by Josh Mandelbaum to approve the recommended appointment to be DART's representative on the Funding Study Advisory Committee. 11 Yea's, Commissioner Kelly Whiting abstained.



7C – Housekeeping Contract

Amanda Wanke, Chief Operating Officer provided a background and the procurement process for the Housekeeping Services Contract, sharing that we received two proposals with Heritage Building Maintenance being the preferred. The differentiating factors were identified as well and the pricing and funding which will come from the budgeted operating funds.

It was moved by Vern Willey and seconded by Russ Trimble to approve of a three-year contract with two one-year renewal options in years four and five with Heritage Building Maintenance for Housekeeping Services for the amount Not to Exceed \$2,025,700. The motion carried unanimously.

7D – DART On Demand Fare Policy

Luis Montoya, Chief Planning Officer provided a brief background on the micro-transit pilot and shared the proposed DART on Demand Fare Structure. Reasons for the recommendation were identified, including public feedback and input. Staff have identified that the proposed changes were evaluated for potential disproportionate negative impacts on racial minority or low-income customers according to DART's Fare Equity Policy and Federal regulations. The evaluation results were shared.

It was moved by Ross Grooters and seconded by Russ Trimble to approve the following approve the Title VI Fare Equity Analysis documenting the impacts of the establishment of a DART On Demand Fare Policy and to approve a DART On Demand base fare of \$1.75, with all local route pass products, methods of payment and reduced fares eligible, in addition to the new fare payment method of paying through the Via mobile app. The motion carried unanimously.

7E – Principal Foundation Grant Pilot Programs and Establishment of Community Foundation Fund

Luis Montoya, Chief Planning Officer shared that The Principal Foundation invited DART to apply for a grant in May 2022 after the Foundation expressed interest in evaluating ways to improve transportation across for lowans struggling to achieve financial stability. DART submitted two grant applications; the first application, requesting \$150,000, focused on addressing weekend transit deserts in low income, higher minority areas and eliminating transportation barriers for high school students by providing free transportation for all students of a select high school in the Des Moines Public School District and the second application, requesting \$500,000, was for the establishment of an on-demand zone in a low-income neighborhood in order to enhance transportation access. DART was notified by The Principal Foundation it was awarded \$250,000 to fund the entire cost of first grant application and to partially fund the second grant application. This funding is for one-year with the ability to apply for another year of assistance. It is the expectation of the Principal Foundation that if the pilots are successful then DART fund these initiatives on a more permanent basis. With the known award amount, the recommended programs were identified. In addition, DART staff proposed the establishing of a Community Betterment Fiscal Sponsorship Fund to accept the Principal grant award which will be housed at the Community Foundation of Greater Des Moines.

It was moved by Josh Mandelbaum and seconded by Vern Willey to approve the following actions related to the Principal Foundation grant award and Community Foundation fund:

- Approve a pilot providing free school transportation for students at Harding Middle School and North High School who do not currently qualify for free school transportation per the district's policy.
- Approve the creation of a weekend on-demand transit zone along Merle Hay Road.

**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES – AUGUST 2, 2022**



- Approve fund agreement to establish a Fiscal Sponsor Community Betterment Fund with the Community Foundation of Greater Des Moines to accept pilot project funding awarded by the Principal Foundation.

The motion carried unanimously.

8. DISCUSSION ITEMS

9A – FY 2022 Business Plan Recap and Strategic Planning

Luis Montoya, Chief Planning Officer provided an update on DART's FY 2022 Business Plan and Strategic Planning efforts.

9B – Operations and Maintenance Facility Update

Kent Farver, Chief Financial Officer provided an update on the Operations and Maintenance facility project.

9C – Transit Asset Management (TAM) Plan Update

Due to time, Chair, Doug asked DART staff to email information on this agenda item to the DART Commission. Information was also provided in the packets.

9D – State Fair Updates/Reminders

Due to time, Chair, Doug asked the Commission to refer to the Information provided in the packets.

8D – Performance Report – May 2022

Due to time, Chair, Doug asked the Commission to refer to the Information provided in the packets.

9. DEPARTMENTAL MONTHLY REPORTS (BY EXCEPTION)

Due to time, Chair, Doug asked the Commission to refer to the Information provided in the packets for the departmental monthly reports.

10A - Operations

None

10B – Planning

None

10C - External Affairs

None

**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES – AUGUST 2, 2022**



10D – Finance/IT/Procurement

None

10E – Human Resources

None

10F – Chief Executive Officer

10. FUTURE AGENDA ITEMS

None

11. COMMISSIONER ITEMS

None

12. NEXT MEETING:

Regular DART Meeting - Tuesday, September 6, 2022 – 12:00 P.M.

ADJOURN

Chair, Doug Elrod, adjourned the meeting at 1:51 p.m.

*****OFFICIAL NOTICE OF THE NEXT DART COMMISSION MEETING DATE IS HEREBY PUBLISHED:**

The next regular DART monthly Commission Meeting is scheduled for Tuesday, September 6, 2022, at 12:00 p.m. in the DART Multimodal Room at 620 Cherry Street, Des Moines, Iowa. Pursuant to Iowa Code section 21.8, the DART Commission has determined that it is still impractical or impossible to require all Commission members, staff, and the public to be physically present for this Commission meeting. Accordingly, both in-person and virtual options for attendance of the September 6, 2022 Commission meeting will be offered as follows: (1) Commission members, staff, and the public will be allowed to attend this Commission meeting in person in the DART Multimodal Room at 620 Cherry Street, Des Moines, Iowa; and (2) Commission members, staff, and the public will be allowed to attend this Commission meeting via a virtual platform such as Zoom. Participation directions for such virtual meeting option are as follows: <https://ridedart.zoom.us/j/84421035934?pwd=dkhrdTZucTVlU2NCTCsra2FCa1NNQT09>
Meeting ID: 844 2103 5934 Passcode: 752207

Chair

Clerk

Date



CONSENT ITEM



7B: Transportation Improvement Program (TIP) Amendment

Action: Approve TIP Amendment

Staff Resource: Mike Tiedens, Grants Program Administrator

Background:

The Transportation Improvement Program (TIP) is a compilation of surface transportation projects that are eligible for federal aid within the planning area of the Des Moines Area Metropolitan Planning Organization (MPO). The TIP covers a period of no less than four years and is updated annually for compatibility with the Statewide Transportation Improvement Program (STIP).

- The TIP is a federal requirement which must be developed in coordination with the state and public transit providers and has to be fiscally constrained.
- DART capital and operating projects selected during the planning/budgeting process must be listed in the TIP with funding amount and source to be programmed in annual federal and state grants, both formula and discretionary.
- There are two types of revisions, amendments and administrative modifications. Amendments are considered major changes and require approval by the MPO board whereas administrative modifications are considered minor and can be approved by staff. All amendments must first be approved by the agency commission before they can be submitted to the MPO.
- TIP Amendments accepted by the MPO are then supplied to the state to be included in the Statewide Transportation Improvement Program (STIP).
- In June 2022, it was announced that DART will receive an award of \$1,427,000 through the Surface Transportation Block Grant Program (STBG) which is funded by the U.S. Department of Transportation and administered by the Des Moines Area MPO. The projects in the award include:
 - \$1,397,000 for the replacement of heavy-duty buses
 - \$30,000 for BCycle Station replacement in coordination with the Des Moines Street Collective
- The grant money will be available for these projects in October 2025.

Amendment:

DART is requesting to amend the FY2023 TIP to move the BCycle Station replacement project into the FY2023 TIP. The Des Moines Area MPO can move the funds forward pending an amendment to the TIP. The proposed change is cost neutral but will give DART access to the funds earlier than FY2026 to start the project with the Des Moines Street Collective.

Recommendation:

Approve the proposed amendment as submitted.



CONSENT ITEM



| | |
|----------------|--|
| 7C: | FY2024 State Transit Assistance (STA) Special Projects Grant Application |
| Action: | Authorize submission of a grant to the Iowa Department of Transportation (Iowa DOT) to support the Enhanced Transportation Access for Low-Income Neighborhood Project |

Staff Resource: *Mike Tiedens, Grants Program Administrator*

Background:

- DART was awarded a grant from the Principal Foundation to provide enhanced transportation access for a low-income neighborhood in its service area. The grant amount awarded for this project is \$100,000, which would partially fund a new pilot DART On Demand zone.
- DART staff recommends submitting a grant application for up to \$150,000 for the FY2024 STA Special Projects Program to further leverage the Principal Foundation grant and support the initiative described below:

Enhanced Transportation Access Project

- DART proposes to launch a new pilot DART On Demand zone in the River Bend neighborhood, which has the lowest income and minority residents in the region. Planning activities and public outreach will determine the final service area and design.
- The STA Special Projects Grant could potentially fund a significant portion of the balance of the project.
- DART is also seeking additional support from other local funders.
- A final scope and budget will be dependent on the full funding plan.

The deadline for submitting applications to the Iowa DOT is October 1, 2022.

Recommendation:

- Approve the submission of a grant to the Iowa Department of Transportation (Iowa DOT) for the following project:
 - Enhanced Transportation Access for Low-Income Neighborhood



CONSENT ITEM



7D: June FY2022 Consolidated Financial Report

Action: Approve the June 2022 Consolidated Financial Report

Staff Resource: Amber Dakan, Finance Manager

Year-to-Date Budget Highlights:

Revenue:

- Fixed Route Operating revenue at year end is on target coming it at 99.4% of budget. Advertising Income and Unlimited Access performed higher than budget projections which are offsetting some categories such fare passes and tokens that are underperforming compared to budget.
- Fixed Route Non-Operating revenue is ahead of budget by 5.45% at year end. CARES funding, State Operating Assistance, and FTA Lease Funds account for the outperformance of the budget.
- Paratransit Operating revenue performed above budget by 65.4%. Cash Fares, Mobile Ticketing, and Polk County Funding have all exceeded budget expectations. Polk County Funding is the highest driver trending above levels at 224% of budget.
- Paratransit Non-Operating revenue is under budget at 6.4% year to date. CARES funding timing is currently under-budget levels but offset with 5310 Elderly/Disabled Grant Funds tracking ahead of budget.
- Rideshare revenues are under budget by 18.5% at year end. December concluded the TPI partnership which accounts for revenue per month at decreased levels.
- Rideshare Non-Operating revenue is under budget year to date by 25% due to the timing of CARES grant funding recognition.
- At year end, DART has a \$4.75 million receivable that will be included in the year -end financials. This is for a stimulus funds draw down based on expenses from FY 2022, but has not been processed as of June 30, 2022.

Operating Expense:

- Fixed Route Budget Summary – Operating expenses are seeing a 7.5% saving at year end. Salaries, Wages & Fringes, Fuel & Lubricants, and Equipment Repair Parts are the categories that have seen the most savings to date.
- Paratransit Budget Summary – Operating expenses are 8.3% over budget at year end. Salaries, Wages & Fringes related to changes in operator retention efforts and Equipment Repairs Parts are the top two categories attributing to the over budget levels.
- Rideshare Budget Summary – Rideshare has a budget savings of 21.5% at year end. All categories are seeing savings with the exception of Office Supplies.



CONSENT ITEM

7D: June FY2022 Consolidated Financial Report

Recommendation:

- Approve the June FY2022 Consolidated Financial Report.

**** TOTAL Un-Audited Performance of June FY2022 Year to Date as Compared to Budget:**

| | | |
|-------------|-----------------|--|
| Fixed Route | \$ 4,134,652 | Reserve for Accidents (See Balance Sheet): |
| Paratransit | \$ (259,344) | \$151,160.40 |
| Rideshare | <u>\$ 3,537</u> | |
| Total | \$ 3,878,845 | |

*** The final financial report will include year-end adjustments that are not yet made, and not shown in the above listed numbers. Final financials will be included in the year-end auditor report presentation as the audited financial statements.**

FY2022 Financials:

June 2022

| FIXED ROUTE | June 2022 | | | Year-To-Date-(12) Months Ending 06/30/2022 | | |
|-----------------------|-----------|-----------|-----------|--|------------|-----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 344,872 | 346,217 | (1,344) | 4,129,408 | 4,154,600 | (25,192) |
| Non-Operating Revenue | 2,139,839 | 2,472,240 | (332,401) | 31,283,780 | 29,666,883 | 1,616,897 |
| Subtotal | 2,484,712 | 2,818,457 | (333,745) | 35,413,188 | 33,821,483 | 1,591,705 |
| Operating Expenses | 2,348,801 | 2,818,457 | 469,656 | 31,278,536 | 33,821,483 | 2,542,947 |
| Gain/(Loss) | 135,911 | - | 135,911 | 4,134,652 | - | 4,134,652 |

| PARATRANSIT | June 2022 | | | Year-To-Date-(12) Months Ending 06/30/2022 | | |
|-----------------------|-----------|----------|----------|--|-----------|-----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 54,341 | 29,075 | 25,266 | 576,976 | 348,900 | 228,076 |
| Non-Operating Revenue | 190,542 | 261,022 | (70,480) | 2,932,341 | 3,132,263 | (199,922) |
| Subtotal | 244,883 | 290,097 | (45,214) | 3,509,317 | 3,481,163 | 28,154 |
| Operating Expenses | 335,132 | 290,097 | (45,035) | 3,768,661 | 3,481,163 | (287,498) |
| Gain/(Loss) | (90,249) | - | (90,249) | (259,344) | - | (259,344) |

| RIDESHARE | June 2022 | | | Year-To-Date-(12) Months Ending 06/30/2022 | | |
|-----------------------|-----------|----------|----------|--|----------|-----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 15,508 | 30,000 | (14,492) | 293,414 | 360,000 | (66,586) |
| Non-Operating Revenue | - | 17,508 | (17,508) | 157,528 | 210,098 | (52,570) |
| Subtotal | 15,508 | 47,508 | (32,001) | 450,942 | 570,098 | (119,156) |
| Operating Expenses | 43,617 | 47,508 | 3,891 | 447,406 | 570,098 | 122,692 |
| Gain/(Loss) | (28,110) | - | (28,110) | 3,537 | - | 3,537 |

| SUMMARY | June 2022 | | | Year-To-Date-(12) Months Ending 06/30/2022 | | |
|-----------------------|-----------|-----------|-----------|--|------------|-----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 414,721 | 405,292 | 9,429 | 4,999,798 | 4,863,500 | 136,298 |
| Non-Operating Revenue | 2,330,381 | 2,750,770 | (420,389) | 34,373,649 | 33,009,244 | 1,364,405 |
| Subtotal | 2,745,102 | 3,156,062 | (410,960) | 39,373,447 | 37,872,744 | 1,500,703 |
| Operating Expenses | 2,727,550 | 3,156,062 | 428,512 | 35,494,602 | 37,872,744 | 2,378,142 |
| Gain/(Loss) | 17,552 | - | 17,552 | 3,878,845 | - | 3,878,845 |



ACTION ITEM



7E: July FY2023 Consolidated Financial Report

Action: Approve the July 2022 Consolidated Financial Report

Staff Resource: Amber Dakan, Finance Manager

Year-to-Date Budget Highlights:

Revenue:

- Fixed Route Operating revenue is under budget by 29.2% for the first month of the year. Timing related to Other Contracted Services as well as no invoicing for school funding are attributing to the under budget levels.
- Fixed Route Non-Operating revenue is under budget by 18.2% for the first month of the year. This is primarily a timing issue on grant funding.
- Paratransit Operating revenue is under budget by 17.6%. Cash Fares and Other Contracted Services funding are the two categories are behind for the first month of the year.
- Paratransit Non-Operating revenue is 34.4% under budget year to date resulting from grant fund timing.
- Rideshare revenues is under budget by approximately 52% for the first month of the year. Rideshare has brought on additional clients which is forecast to increase revenue in the coming months.

Operating Expense:

- Fixed Route Budget Summary – Operating expenses are 2.47% below budget projections. Nearly all categories are seeing savings this early in the year with the exception of Tires, Salaries, Wages, & Fringes and Local Match.
- Paratransit Budget Summary – Operating expenses are on budget for the first month of the year. Many categories are seeing savings this early in the year but is being offset by a large deductible in the insurance expense category.
- Rideshare Budget Summary – Rideshare has a budget savings of 9.8% year to date. Services and Equipment Repair Parts are seeing savings in the first month.

Recommendation:

- Approve the July FY2023 Consolidated Financial Report.

**** TOTAL Un-Audited Performance of July FY2023 Year to Date as Compared to Budget:**

| | | | |
|-------------|----|-----------------|--|
| Fixed Route | \$ | (508,454) | Reserve for Accidents (See Balance Sheet): |
| Paratransit | \$ | (106,409) | \$151,160.40 |
| Rideshare | \$ | <u>(26,603)</u> | |
| Total | \$ | (641,465) | |

FY2023 Financials:

July 2022

| FIXED ROUTE | July 2022 | | | Year-To-Date-(1) Months Ending 07/30/21022 | | |
|-----------------------|-----------|-----------|-----------|--|-----------|-----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 255,942 | 361,371 | (105,429) | 255,942 | 361,371 | (105,429) |
| Non-Operating Revenue | 2,138,228 | 2,614,763 | (476,535) | 2,138,228 | 2,614,763 | (476,535) |
| Subtotal | 2,394,170 | 2,976,134 | (581,964) | 2,394,170 | 2,976,134 | (581,964) |
| Operating Expenses | 2,902,624 | 2,976,134 | 73,510 | 2,902,624 | 2,976,134 | 73,510 |
| Gain/(Loss) | (508,454) | - | (508,454) | (508,454) | - | (508,454) |

| PARATRANSIT | July 2022 | | | Year-To-Date-(1) Months Ending 07/30/21022 | | |
|-----------------------|-----------|----------|-----------|--|----------|-----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 41,914 | 50,880 | (8,966) | 41,914 | 50,880 | (8,966) |
| Non-Operating Revenue | 193,708 | 295,313 | (101,605) | 193,708 | 295,313 | (101,605) |
| Subtotal | 235,622 | 346,193 | (110,571) | 235,622 | 346,193 | (110,571) |
| Operating Expenses | 342,031 | 346,193 | 4,163 | 342,031 | 346,193 | 4,163 |
| Gain/(Loss) | (106,409) | - | (106,409) | (106,409) | - | (106,409) |

| RIDESHARE | July 2022 | | | Year-To-Date-(1) Months Ending 07/30/21022 | | |
|-----------------------|-----------|----------|----------|--|----------|----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 15,724 | 33,333 | (17,609) | 15,724 | 33,333 | (17,609) |
| Non-Operating Revenue | - | 13,592 | (13,592) | - | 13,592 | (13,592) |
| Subtotal | 15,724 | 46,925 | (31,201) | 15,724 | 46,925 | (31,201) |
| Operating Expenses | 42,327 | 46,925 | 4,598 | 42,327 | 46,925 | 4,598 |
| Gain/(Loss) | (26,603) | - | (26,603) | (26,603) | - | (26,603) |

| SUMMARY | July 2022 | | | Year-To-Date-(1) Months Ending 07/30/21022 | | |
|-----------------------|-----------|-----------|-----------|--|-----------|-----------|
| | Actual | Budgeted | Variance | Actual | Budgeted | Variance |
| Operating Revenue | 313,579 | 445,584 | (132,005) | 313,579 | 445,584 | (132,005) |
| Non-Operating Revenue | 2,331,937 | 2,923,668 | (591,732) | 2,331,937 | 2,923,668 | (591,732) |
| Subtotal | 2,645,516 | 3,369,253 | (723,737) | 2,645,516 | 3,369,253 | (723,737) |
| Operating Expenses | 3,286,981 | 3,369,253 | 82,271 | 3,286,981 | 3,369,253 | 82,271 |
| Gain/(Loss) | (641,465) | - | (641,465) | (641,465) | - | (641,465) |



ACTION ITEM



| | |
|----------------|--|
| 8A: | November 2022 Service Change |
| Action: | Approve the recommended route service changes effective November 13, 2022 |

Staff Resource: *Tony Filippini, AICP, Senior Transit Planner*

Background:

- The Principal Foundation invited DART to apply for a grant in May 2022 after the Foundation expressed interest in evaluating ways to improve transportation access for lowans struggling to achieve financial stability.
- Addressing weekend transit deserts in low income, higher minority areas has been identified as a goal for the program. In particular, the Principal Foundation was interested in supporting a weekend transit solution for the formerly homeless individuals who will be living in the Anawim Housing project on Merle Hay Road.
- Findings of the Transit Optimization Study that will be applied to this project include:
 - Emerging transit opportunities along Merle Hay Road in Johnston, Des Moines and Urbandale
 - High levels of transit propensity along the Route 5 alignment
 - Forecasted housing and employment growth along the route
 - Unmet market on the weekends
- At the August 2022 DART Commission meeting, the project was presented as an opportunity for a DART On Demand zone, serving the areas along Merle Hay Road, North of Merle Hay Mall.
 - After more analysis of the study area and the existing services, DART staff identified the entire Route 5 service area to have high potential of ridership if weekend service were offered
 - Using the guidance in the Transit Optimization Study for selecting the most appropriate service, staff created a fixed-route schedule and identified efficiencies with another weekend route to provide a service benefit along the entire route at a similar cost as a DART On Demand deployment, with a higher ceiling for passengers and revenue.

November Service Changer Proposal:

- DART staff propose that the grant funds be used to implement weekend service for Route 5—Franklin Ave
 - Start Saturday service at 7:00 AM and end at 8:00 PM, operating every 60-minutes.
 - Start Sunday service at 7:00 AM until 6:00 PM, operating every 60-minutes.
- New bus stops will be placed to improve access in response to recent economic development and the forthcoming Anawim housing development.
- DART staff are working with Urbandale and Des Moines engineering to improve pedestrian safety along Merle Hay Rd.



ACTION ITEM

8A: November 2022 Service Change

- Other minor schedule adjustments have also been identified as part of this service change to improve reliability

Title VI

- Staff evaluated the scope of the changes relative to DART policies and they do not meet the threshold of being a major service change, so no further Title VI analysis is required.

Recommendation:

- Approve the recommended route service changes effective November 13, 2022
 - These include the addition on weekend service on Route 5 and other minor schedule adjustments on select routes to improve reliability.



ACTION ITEM



8B: Transit Asset Management Plan and Policy Update

Action: Approve the Transit Asset Management Plan and Policy

Staff Resource: Amber Dakan, Finance Manager

Background:

- Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair (SGR).
- TAM is mandated by the Federal Transit Administration for all recipients of federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used in the provision of public transportation.
- DART implemented our first formal plan in October 2018 and is required to be updated every four years, which is October 2022.
- FTA has identified four required elements within a TAM Plan for Tier 2 agencies such as DART: Inventory of Assets, Condition Assessment, Decision Support Tool, and Prioritized List of Investments. These components have been highlighted in the attached plan document as well as the corresponding TAM Policy.
- DART staff continue to review the TAM Plan annually and adjust as necessary. At a minimum, a narrative report is submitted annually to FTA and an updated TAM Plan will be submitted every four years to FTA.
- FY2022 Annual condition assessments were completed at year end and the scoring for each asset category are as follows:

| Asset Category | Group Score |
|----------------------------|-------------|
| Heavy Duty | 3.50 |
| Medium Duty | 3.06 |
| Rideshare | 3.65 |
| Facilities (Combined) | 3.40 |
| DART Way Complex | 2.68 |
| DART Central Station | 4.00 |
| Support Vehicles/Equipment | 3.50 |
| Information Technology | 3.6 |

| Rating | Assessment | Criteria |
|--------|------------|---|
| 5 | Excellent | Asset performs its designed function |
| | | Asset is new and within the warranty period |
| | | Asset has no visible defects |
| 4 | Good | Asset does not pose a known unacceptable safety risk |
| | | Asset performs its designed function |
| | | Asset is in good condition, but no longer new |
| 3 | Adequate | Asset has not met its useful life |
| | | Asset does not pose a known unacceptable safety risk |
| | | Asset performs its designed function |
| 2 | Marginal | Asset is moderately deteriorated or defective |
| | | Asset has not met its useful life |
| | | Asset does not pose a known unacceptable safety risk |
| 1 | Poor | Asset performs its designed function |
| | | Asset is defective or deteriorated and in need of replacement |
| | | Asset has met its useful life |
| | | Asset does not pose a known unacceptable safety risk |
| | | Asset does not perform its designed function |
| | | Asset is critically damaged or in need of immediate repair |
| | | Asset has met its useful life |
| | | Asset poses a known unacceptable safety risk |



ACTION ITEM

8B: Transit Asset Management Plan and Policy

Proposed Plan Changes:

- Updating the plan to include only the required four elements for a Tier 2 agency.
- Updating the definitions to further differentiate the asset ratings on the 1-5 scale.
- Updating graphics, changes to projected investment categories and funding amounts for four years out.

Recommendation:

- Approve the FY2023 Transit Asset Management Plan Update and Policy to be submitted to FTA by October 1, 2022.



**DES MOINES AREA REGIONAL
TRANSIT AUTHORITY**

Transit Asset Management Plan



Update: October 1, 2022



Plan Development, Approval, and Updates

Name of Entity or Individual that Drafted This Plan

Original:
Debra Meyer, Grants Program Administrator

Update:
Amber Dakan, Finance Manager
Mike Tiedens, Grants Program Administrator

Signature of Accountable Executive

Elizabeth Presutti, DART Chief Executive Officer:

DART Commission Approval

Commission Meeting Date of Approval:
Commission Meeting Date of Approval:

October 2, 2018
September 6, 2022

Transit Asset Management Overview

Consistent with its mission of “enriching lives, connecting communities, expanding opportunities”, DART offers a wide array of mobility options for Iowa’s capital region. To fulfill the agency’s mission, address safety objectives and strategic priorities, DART must effectively manage and maintain assets in a State of Good Repair (SGR). As part of MAP-21 and the subsequent *Fixing America’s Surface Transportation* (FAST) Act, the Federal Transit Authority (FTA) enacted regulations that require transit service providers to establish asset management performance measures, performance targets, and to develop a transit asset management (TAM) plan. The final TAM Rule was published on July 26, 2016 and went into effect on October 1, 2016. The rule itself amended the United States (U.S.) Code of Federal Regulations (CFR) Title 49 Parts 625 and 630, which relate to TAM and the National Transit Database (NTD) respectively. FTA requires transit providers to update TAM Plans in their entirety at least once every four years. DART’s asset management approach is consistent with current FTA’s regulations and provides a direction for compliance given the level of available funding.

Transit Asset Management Plan Elements

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies. Based on the criteria, and the type of service provided, DART is a Tier II provider (less than 100 vehicles in peak service) which requires an adoption of four plan elements:

1. Inventory of assets – A register of capital assets and information about those assets.
2. Condition assessment – A rating of the assets’ physical state.
3. Decision support tool – Analytic process/tool to assist in capital asset investment prioritization needs.
4. Prioritized list of investments – A prioritized list of projects or programs to manage or improve the SGR of capital assets.

1. Asset Inventory

DART manages an asset portfolio with an acquisition cost of approximately \$160 million. Those assets are comprised of a fleet of 139 buses operating several types of fixed routes (local, express, shuttle, flex service) and 5 general public-demand services, as well as complementary Americans with Disabilities Act (ADA) services. DART launched the state's first on-demand microtransit service in November 2021 and has already added vehicles into service to meet high demand. The organization has Iowa's largest Rideshare program with vans operating daily within a 22-county area. DART operates two facilities, the 1977 DART Way Operations and Maintenance Facility and the 2012 DART Central Station; both in downtown Des Moines. In addition, DART provides oversight of the 1999 FTA funded Center Street Park and Ride, which is owned by the City of Des Moines.

DART's TAM plan includes objectives and strategies designed to optimize asset use and align with FTA requirements for the NTD reporting. Agency assets are recorded and monitored in a hierarchy of asset categories and classes. Categories include rolling stock, equipment and facilities. Each category is further defined by asset classes, such as vehicle type or building purpose.

DART uses AssetWorks and Trapeze Enterprise Asset Management (EAM) software to track lifecycle management activities and Microsoft Dynamics Great Plains (GP) software for financial reporting. Additionally, the agency utilizes TransTrack subscription-based software to aggregate data from these two systems and several secondary data sources. During the asset procurement and acceptance process, DART staff is responsible for collecting useful life, warranty and maintenance interval data from the manufacturer. Fleet and facilities maintenance programs are updated with scheduled maintenance activities required to meet manufacturer recommended maintenance intervals, along with safety and regulatory compliance. This practice ensures that asset data is properly recorded in EAM for effective and efficient lifecycle management. Asset data is captured and consolidated within the system to create the asset inventory report. The asset portfolio is comprised of the asset category, asset class and asset subclass.

A detailed inventory of each asset is listed in the appendix. Table 1 below illustrates the hierarchy of DART's current asset categories and classes.

Table 1 – Asset Inventory by Category, Class and Sub-Class

| Category | Class | Sub-Class | Quantity |
|--------------|----------------------------|----------------------------|----------|
| Rollingstock | Heavy-Duty Buses | 35 - 40' HD Buses | 94 |
| | | 30 - 34' HD Buses | 12 |
| | Medium-Duty Buses | 30 – 34' MD Buses | 5 |
| | | 25 – 29' MD Buses | 22 |
| | Light-Duty Buses | 25 – 28' LD Buses | 6 |
| | Passenger Vans | Maxi Vans | 44 |
| Mini Vans | | 28 | |
| Equipment | Support Vehicles | SUV, Van, Auto | 12 |
| | | Trucks | 5 |
| Facilities | Operations & Maintenance | DART Way – 5 Buildings | 1 |
| | Passenger & Administrative | DCS – 1 Building | 1 |
| | Parking Facilities | Center Street – 1 Building | 1 |

There are additional equipment sub-classes that are aggregated with facilities or vehicles if the acquisition costs exceed \$50,000. These equipment sub-classes include: Passenger amenities (shelters), fare collection equipment, shop and garage equipment, furniture and office equipment, miscellaneous equipment, communications equipment and computer equipment.

2. Condition Assessment

The TAM Rule requires inclusion of condition assessments in the agency's TAM Plan for which a provider has direct capital responsible. The condition assessment must provide a sufficient level of detail to monitor and predict the performance of the assets and to guide investment prioritization.

- **Condition Assessment – Rolling stock and Support Vehicles**

Vehicle Condition Assessment: Condition ratings for vehicles are expressed in terms of the percentage of assets that are 'at', or 'beyond' the Useful Life Benchmark (ULB) based on FTA Circular 5010.1E, Ch. IV, paragraph 4.f.

- **Condition Assessment – Facilities and Equipment**

Facilities and Facility Equipment Condition Assessment: Condition ratings for



facilities are calculated based on FTA's Transit Economic Requirements Model (TERM) scale. A TERM scale condition rating ranges from (5) Excellent to (1) Poor. Per the FTA TAM Final Ruling, assets with a condition rating score of three and above are in a state of good repair. Assets with a condition score lower than three are not in a state of good repair, and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service.

DART utilizes the ratings in the table below when completing a facility asset condition assessment and when reporting year-end vehicle condition to the Iowa Department of Transportation – Public Transit Bureau and NTD:

Table 2 - Asset Condition Assessment Rating

| Rating | Assessment | Criteria |
|--------|------------|---|
| 5 | Excellent | Asset performs its designed function |
| | | Asset is new and within the warranty period |
| | | Asset has no visible defects |
| | | Asset does not pose a known unacceptable safety risk |
| 4 | Good | Asset performs its designed function |
| | | Asset is in good condition, but no longer new |
| | | Asset has not met its useful life |
| | | Asset does not pose a known unacceptable safety risk |
| 3 | Adequate | Asset performs its designed function |
| | | Asset is moderately deteriorated or defective |
| | | Asset has not met its useful life |
| | | Asset does not pose a known unacceptable safety risk |
| 2 | Marginal | Asset performs its designed function |
| | | Asset is defective or deteriorated and in need of replacement |
| | | Asset has met its useful life |
| | | Asset does not pose a known unacceptable safety risk |
| 1 | Poor | Asset does not perform its designed function |
| | | Asset is critically damaged or in need of immediate repair |
| | | Asset has met its useful life |
| | | Asset poses a known unacceptable safety risk |
| | | |



Condition assessments are completed annually along with the physical asset inventory by DART staff or, when particular skills or experience are necessary, outside contractors. The results are then weighted to aggregate the asset to the class level. Note that these condition scores can represent individual asset conditions or can represent the condition of all assets in each class or sub-class depending on category.

Figure 1 provides an example of a facilities and equipment asset condition summary report for one of DART's buildings.

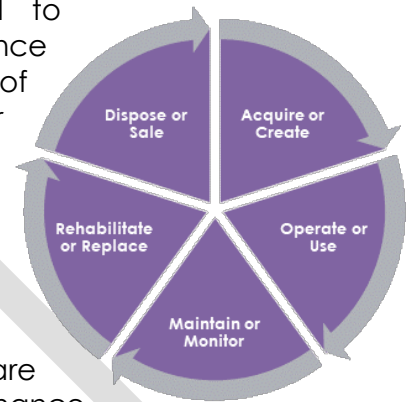
Figure 1 – Facility Asset Condition Summary Report Example

| FACILITY - DW Storage Barn | | Built: 1977 | | | |
|----------------------------|-----------------------------|---|---|-----------------|----------------------|
| | | Square Feet: 54,839 | | | |
| | | Inspector: Zach Ashmore | Facilities Mgr: Zach Ashmore | Date: 6/30/2022 | |
| ID | Primary Level | Percent of Facility | Sub-Level | Rating | Percent of Sub-Level |
| A | Substructure | 25.00% | | | |
| | | | Foundations: Walls, columns, pilings, etc. | 3 | 70.00% |
| | | | Basement: Materials, insulation, slab, floor underpinnings | 3 | 30.00% |
| B | Shell | 30.00% | | | |
| | | | Superstructure/structural frame: Columns, pillars, walls | 3 | 40.00% |
| | | | Roof: Roof surface, gutters, eaves, skylights, chimney surrounds | 2 | 40.00% |
| | | | Exterior: Windows, doors, and all finishes (paint, masonry) | 2 | 15.00% |
| | | | Shell appurtenances: Balconies, fire escapes, gutters, downspouts | 3 | 5.00% |
| C | Interiors | 20.00% | | | |
| | Covers all interior spaces, | | Partitions: Walls, interior doors, fittings and signage | 2 | 60.00% |
| | | | Stairs: Interior stairs and landings | | 0.00% |
| | | | Finishes: Materials used on walls, floors, and ceilings | 2 | 40.00% |
| | | | Furnishings & Office Equipment: Cubicles, Desks, etc. | | 0.00% |
| D | Conveyance | 0.00% | | | |
| | | | Elevators | | |
| | | | Escalators | | |
| | | | Lifts: Any other such fixed apparatuses for the movement of goods or people | | |
| E | Plumbing | 3.00% | | | |
| | | | Fixtures | | 0.00% |
| | | | Water distribution | 2 | 10.00% |
| | | | Sanitary waste | | 0.00% |
| | | | Rain water drainage | 3 | 90.00% |
| 5 | Excellent | No visible defects, new or near new condition, may still be under warranty if applicable | | | |
| 4 | Good | Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional | | | |
| 3 | Adequate | Moderately deteriorated or defective; but has not exceeded useful life | | | |
| 2 | Marginal | Defective or deteriorated in need of replacement; exceeded useful life | | | |
| 1 | Poor | Critically damaged or in need of immediate repair; well past useful life | | | |
| F | HVAC | 5.00% | | | |
| | | | Energy supply | 2 | 20.00% |
| | | | Heat generation and distribution systems | 2 | 70.00% |
| | | | Cooling generation and distribution systems | | 0.00% |
| | | | Testing, balancing, controls and instrumentation | 3 | 5.00% |
| | | | Chimneys and vents | 3 | 5.00% |
| G | Fire Protection | 2.00% | | | |
| | | | Sprinklers | 3 | 90.00% |

3. Decision Support Tools

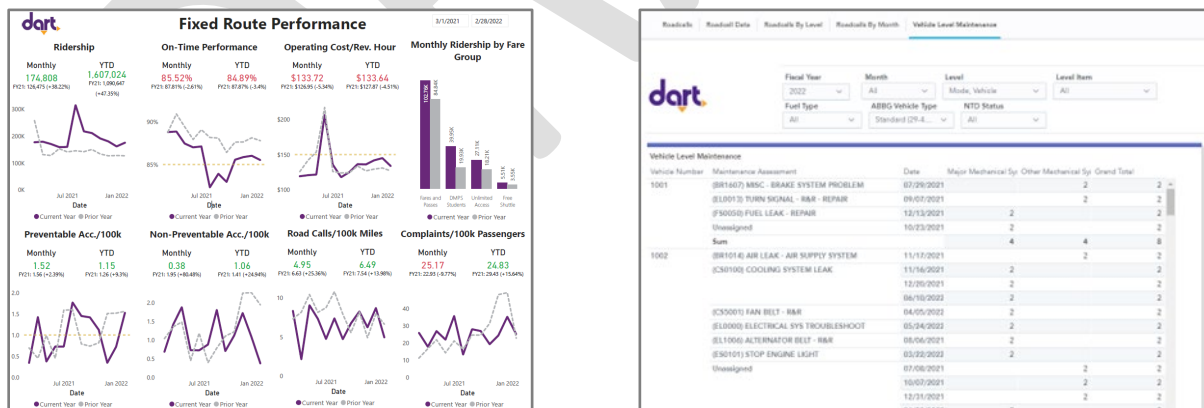
The TAM Rule states that plans must include a description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and to development its investment prioritization. DART's Maintenance and Facilities Departments uses lifecycle cost analysis as part of its decision-making process when establishing and/or changing maintenance intervals on assets and when setting replacement schedules and corresponding project requests. This allows the agency to analyze the cost effects of maintenance practices over the life of the equipment and therefore maximize asset performance.

Figure 2 Lifecycle Asset management



DART also utilizes an integrated data management software system called Transtrack, which captures operating, maintenance and financial data from the different agency software programs and produces a robust amount of data analytics and report capabilities. Executive reports are produced for each component area to monitor service demands, cost effectiveness, and reliability of the DART System. In addition, DART utilizes Microsoft PowerBI as a tool to assist staff on assessing the data collected across the organization. Figure 3 below highlights key performance indicators (KPI) dashboards for operations over the last fiscal year, which can be segmented down to the series or asset level for additional analysis.

Figure 3 – KPI's Vehicle Maintenance Example



Additionally, DART is a member of the American Bus Benchmarking Group (ABBG), which is a coalition of medium-sized transit agencies who meet and report annually on KPI's and best practices. Participation in ABBG has been extremely helpful in expanding data collection and better identifying DART's weaknesses and/or strengths compared to similar sized agencies. DART is transparent with its operational statistics and posts a



monthly performance report to our website with the commission packet, in addition to annual KPI's from the ABBG assessments.

DART staff collects asset inventory and condition assessments at the conclusion of each fiscal year. This data is used to create project requests, which is collected as part of the annual budget process. Asset ratings are the basis for prioritization and inclusion in the capital budget and Transportation Improvement Plan (TIP). Capital requests can cover individual or an aggregate of assets, and include a cost estimate, sponsoring department and project manager along with any relevant documentation. Figure 4 shows an example of a capital request form utilized. Furthermore, DART staff meet regularly to report on the progress of ongoing projects and discuss any possible changes to the short or long term needs of the agency.

Figure 4 – Capital Project Request Form

DART Capital Improvement Project - Request Form

A Capital Project is defined as an activity with a cost of \$5,000 or more and with a useful life of greater than one year.

Safety Objective (1 to 4): _____ Strategic Priority (1 to 4): _____

CONTACT INFORMATION

| | |
|---------------|-------------------------------|
| Contact Name | Estimated Total Cost |
| Department | Estimated Useful Life (years) |
| Project Title | Previously Submitted (Y or N) |

TYPE OF PROJECT

Revenue Equipment Facilities Support Equipment
 Technologies Enhancements Other

Note – Technology Projects require IT Manager approval prior to submission. IT Manager _____

REASONS FOR REQUEST

Safeguards Public/Employee health or safety Responds to Federal or State requirements
 Alleviates substandard conditions or deficiencies Provides added capacity to serve growth
 Continues existing project Improves quality of existing services/infrastructure
 Reduces long-term operating costs Responds to public demand

PROJECT DESCRIPTION AND JUSTIFICATION (attach examples, brochures, quotes, etc.)

Project Priority: (check one)

1 - Cannot be delayed for health, safety, or ADA compliance
 2 - Needed within 5 years to maintain basic quality/level of service/infrastructure
 3 - Needed within 5-10 years to improve quality/level of service/infrastructure
 4 - Can hold for 10+ years, but supports development goals
 5 - Needs more research, planning, and coordination

Proposed Funding:

Formula Funds Discretionary Grants
 Lease/Purchase Operating
 Other

Projected Needs by Fiscal Year:

| FY 20__ | FY 20__ | FY 20__ | FY 20__ | FY 20__ |
|----------|----------|----------|----------|----------|
| \$ _____ | \$ _____ | \$ _____ | \$ _____ | \$ _____ |

APPROVAL

Department Manager: _____ CEO/GM: _____

4. Investment Prioritization

Part of the asset management process is optimizing how funds are allocated based on conditional assessments to help achieve and maintain a state of good repair. This includes both capital and operating funds. DART's capital budget funds the planning, design, and acquisition of all assets subject to the TAM Plan. The operating budget funds the use and maintenance of those same assets.

DART's Capital Improvement Plan (CIP) establishes the process for submission and approval of capital projects by the CEO and commission. The basic process for assembling a multi-year CIP are shown in Figure 5 below.

Figure 5 – Multi-Year Capital Planning Process



DART uses this existing capital project prioritization process, which considers asset condition or age along with investment categorization for the TAM plan as well. There are three main fields for prioritization. The first field lists the safety objective being addressed by the project:

- Promotes safety and wellbeing of all DART employees, passengers, and the community
- Minimizes damages, loss of property and injuries
- Instills safety awareness in DART employees
- Provides for the identification and elimination of safety hazards

The second field categorizes the project within four agency strategic priorities:

- Safety & Operational Excellence
- Financial Stewardship & Sustainability
- Workplace Performance, Readiness, & Wellbeing
- Partnerships & Engagements.

The third field consists of a time-based rating and is described below and on the following page.

- Tier 1 projects are the highest priority with funding allocated in years one and two of the plan; the assets are past useful life and have a high risk of failure. Tier 1 projects also include safety, expansion or development projects that are needed to support the agency's mission.
- Tier 2 projects are medium priority; the assets are still in working condition and likely to last another three to five years.
- Tier 3 projects are lower priority, but the assets are nearing the end of useful life and require replacement within the next six to 10 years.

Prioritization and subsequent programming is performed by a capital committee, which is comprised of the department managers from maintenance, facilities, procurement, finance, planning, and technology, along with the operating, finance and executive officers. The committee uses the prioritization fields and cost estimates from the project requests along with the capital funding projections to assemble the plan. The outcome is a year-by-year list of projects that is approved by the CEO and ultimately the DART Commission. The plan is used to estimate spending levels in any given year for inclusion in the budgeting process. The charts that follow show DART's prioritized project investment categories and projected funding resources over the next four years.



Table 3 – Prioritized Investment Categories – FY2023 to FY2026

| <i>Projects</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>FY 2025</i> | <i>FY 2026</i> |
|---------------------------------|----------------|----------------|----------------|----------------|
| Fleet | \$5,485,200 | \$6,561,389 | \$4,987,847 | \$5,116,102 |
| Facilities | \$3,600,000 | \$4,200,000 | \$4,200,000 | \$3,600,000 |
| Support Equipment | \$358,800 | \$567,600 | \$- | \$- |
| Passenger Amenities | \$2,040,000 | \$1,200,809 | \$480,966 | \$585,902 |
| Preventative Maintenance | \$630,000 | \$630,000 | \$3,720,000 | \$3,720,000 |
| Total Costs | \$12,114,000 | \$13,159,798 | \$13,388,813 | \$13,022,004 |

Table 4 – Projected Funding – FY2023 to FY2026

| <i>Funding Plan</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>FY 2025</i> | <i>FY 2026</i> |
|-----------------------------------|----------------|----------------|----------------|----------------|
| Federal | \$10,095,000 | \$10,466,498 | \$10,657,343 | \$10,851,668 |
| State | \$- | \$500,000 | \$500,000 | \$- |
| Local Match | \$2,019,000 | \$2,193,300 | \$2,231,470 | \$2,170,336 |
| Public/Private Commitments | \$- | \$- | \$- | \$- |
| Total Required Funding | \$12,114,000 | \$13,159,798 | \$13,388,813 | \$13,022,004 |

APPENDIX

Inventory & Conditional Assessments

Inventory and Condition Assessments

| Asset Class ID | Asset ID | Asset ID Suffix | Asset Description | Extended Asset Description | Model Number | Serial Number | Asset Quantity | Vendor | Asset Status | Acquisition Date | Acquisition Cost | Physical Location ID | NETBOOKVALUE | Verified | Condition | 06/30/2022 Mileage |
|----------------|----------|-----------------|-------------------------------------|--------------------------------|------------------|-------------------|----------------|----------------------|--------------|------------------|------------------|----------------------|--------------|----------|-----------|--------------------|
| 21 | 212642 | | 06 ORION BUS | | ORION VII | 1V1FH3G2966702520 | 1 | ORION BUS INDUSTRIES | Active | 1/1/2007 | 284,651 | 60 | \$ - | x | 2 | 352,416 |
| 21 | 211501 | | 2000 NEW FLYER ARTIC- REMANUF 2015 | 60 Heavy-Duty Bus | NEW FLYER D-60LF | 5FYDZUM09YU021494 | 1 | Complete Coach Works | Active | 8/12/2015 | 372,162 | 60 | \$ - | x | 2 | 74,518 |
| 21 | 211504 | | 2000 NEW FLYER ARTIC- REMANUF 2015 | 60 Heavy-Duty Bus | NEW FLYER D-60LF | 5FYDZUM07YU021509 | 1 | Complete Coach Works | Active | 8/12/2015 | 372,162 | 60 | \$ - | x | 2 | 50,117 |
| 21 | 211505 | | 2000 NEW FLYER ARTIC- REMANUF 2015 | 60 Heavy-Duty Bus | NEW FLYER D-60LF | 5FYDZUM07YU021512 | 1 | Complete Coach Works | Active | 8/12/2015 | 372,162 | 60 | \$ - | x | 2 | 67,433 |
| 21 | 212847 | | 2000 NEW FLYER ARTIC- REMANUF 2015 | 60 Heavy-Duty Bus | NEW FLYER D-60LF | 5FYDZUM09YU021513 | 1 | Complete Coach Works | Active | 8/12/2015 | 372,162 | 60 | \$ - | x | 2 | 367,223 |
| 21 | 212845 | | 2008 ORION VII | 40 Heavy Duty Fixed Route Bus | | 74696 | 1 | DAIMLER BUSES OF NA | Active | 1/1/2009 | 317,287 | 60 | \$ - | x | 2 | 381,298 |
| 21 | 212849 | | 2008 ORION VII | 40 Heavy Duty Fixed Route Bus | | 1V1FH3G2386704394 | 1 | DAIMLER BUSES OF NA | Active | 2/1/2009 | 317,287 | 60 | \$ - | x | 2 | 317,311 |
| 21 | 212840 | | 2008 ORION VII | 40 HEAVY-DUTY-BUS | | 1V1FH3G2586704395 | 1 | DAIMLER BUSES OF NA | Active | 12/20/2008 | 317,287 | 60 | \$ - | x | 2 | 370,043 |
| 21 | 211028 | | 2010 ORION DSL ELECTRIC - HYBRID | 40 Heavy-Duty Bus (Demo Model) | | 1V1HH3V30A6701135 | 1 | DAIMLER BUSES OF NA | Active | 3/6/2013 | 90,000 | 60 | \$ 6,342 | x | 2 | 179,573 |
| 21 | 211001 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G27A6705974 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 336,910 | 60 | \$ - | x | 2 | 395,046 |
| 21 | 211002 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G29A6705975 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 336,910 | 60 | \$ - | x | 2 | 258,703 |
| 21 | 211006 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G25A6706010 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 356,687 |
| 21 | 211007 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G22A6706014 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 372,556 |
| 21 | 211008 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G26A6706016 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 379,872 |
| 21 | 211009 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G21A6706019 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 392,495 |
| 21 | 211010 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G26A6706047 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 363,452 |
| 21 | 211011 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G28A6706048 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 377,538 |
| 21 | 211012 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G2XA6706052 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 387,592 |
| 21 | 211013 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G21A6706053 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 390,148 |
| 21 | 211014 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G20A6706061 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 377,561 |
| 21 | 211015 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G22A6706062 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 377,587 |
| 21 | 211016 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G26A6706100 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 367,248 |
| 21 | 211017 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G21A6706103 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 372,003 |
| 21 | 211018 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G24A6706113 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 374,256 |
| 21 | 211020 | | 2010 ORION VII | 40 HD LF BUS | | 1V1FH3G23A6706118 | 1 | DAIMLER BUSES OF NA | Active | 4/16/2010 | 344,217 | 60 | \$ - | x | 2 | 355,581 |
| 21 | 211021 | | 2011 ORION VII-FB | 40 Heavy-Duty F Bus | | 1V1FH3G27B6707774 | 1 | DAIMLER BUSES OF NA | Active | 12/20/2011 | 397,800 | 60 | \$ 52,488 | x | 2 | 297,002 |
| 21 | 211022 | | 40 Heavy-Duty F Bus | | | 1V1FH3G29B6707775 | 1 | DAIMLER BUSES OF NA | Active | 12/20/2011 | 397,800 | 60 | \$ 52,488 | x | 2 | 301,844 |
| 41 | 75261 | | 2011 TOYOTA SIENNA VAN | 7 Passenger | SIENNA | 5TDZK3DC68505186 | 1 | Wilson | Active | 8/27/2010 | 25,392 | 95 | \$ - | x | 2 | 117,395 |
| 21 | 227212 | | 2012 GILLIG LOW-FLOOR | 29' HEAVY-DUTY BUS | LOW-FLOOR | 15GGE2714C1091775 | 1 | Gillig | Active | 3/30/2012 | 360,099 | 60 | \$ - | x | 2 | 259,902 |
| 21 | 227712 | | 2012 GILLIG LOW-FLOOR | 29' HEAVY-DUTY BUS | LOW-FLOOR | 15GGE2716C1091776 | 1 | Gillig | Active | 3/30/2012 | 360,099 | 60 | \$ - | x | 2 | 256,871 |
| 21 | 211026 | | 2012 ORION VII | 40 Heavy-Duty Bus | VII | 1V1HH3G22C6708364 | 1 | DAIMLER BUSES OF NA | Active | 11/27/2012 | 389,526 | 60 | \$ 83,856 | x | 2 | 293,028 |
| 21 | 211025 | | 2012 ORION VII | 40 Heavy-Duty Bus | VII | 1V1HH3G20C6708363 | 1 | DAIMLER BUSES OF NA | Active | 11/26/2012 | 389,526 | 60 | \$ 83,856 | x | 2 | 273,374 |
| 21 | 211027 | | 2012 ORION VII | 40 Heavy-Duty Bus | VII | 1V1FH3G24C6708365 | 1 | DAIMLER BUSES OF NA | Active | 11/26/2012 | 389,526 | 60 | \$ 83,856 | x | 2 | 268,539 |
| 21 | 211023 | | 2012 ORION VII | 40 Heavy-Duty Bus | VII | 1V1FH3G27C6708361 | 1 | DAIMLER BUSES OF NA | Active | 11/27/2012 | 389,526 | 60 | \$ 83,856 | x | 2 | 296,418 |
| 21 | 211024 | | 2012 ORION VII | 40 Heavy-Duty Bus | VII | 1V1FH3G29C6708362 | 1 | DAIMLER BUSES OF NA | Active | 12/6/2012 | 389,526 | 60 | \$ 83,856 | x | 2 | 278,947 |
| 41 | 41A001 | | 2013 JEEP GRAND CHEROKEE | | GRAND CHEROKEE | ACARJFAG1DC40340 | 1 | Stew Hansens | Active | 8/26/2013 | 27,481 | 95 | \$ - | x | 2 | 60,425 |
| 21 | 211029 | | 2013 NEW FLYER 35' HYBRID | XDE35 HD BUS | XDE35 | 5FYH8KU04B041520 | 1 | New Flyer | Active | 3/20/2013 | 615,244 | 60 | \$ 149,538 | x | 3 | 233,002 |
| 21 | 211030 | | 2013 NEW FLYER 35' HYBRID | XDE35 HD BUS | XDE35 | 5FYH8KU06B041521 | 1 | New Flyer | Active | 3/20/2013 | 615,244 | 60 | \$ 149,538 | x | 2 | 196,976 |
| 21 | 211031 | | 2013 NEW FLYER 35' HYBRID | XDE35 HD BUS | XDE35 | 5FYH8KU08B041522 | 1 | New Flyer | Active | 3/11/2013 | 615,244 | 60 | \$ 145,266 | x | 3 | 235,582 |
| 21 | 211032 | | 2013 NEW FLYER 35' HYBRID | XDE35 HD BUS | XDE35 | 5FYH8KU10B041523 | 1 | New Flyer | Active | 3/11/2013 | 615,244 | 60 | \$ 145,266 | x | 3 | 225,160 |
| 21 | 211033 | | 2013 NEW FLYER 40' HYBRID | XDE40 HD BUS | XDE40 | 5FYH8LU07C8041503 | 1 | New Flyer | Active | 3/18/2013 | 620,461 | 60 | \$ 150,807 | x | 3 | 231,223 |
| 21 | 211034 | | 2013 NEW FLYER 40' HYBRID | XDE40 HD BUS | XDE40 | 5FYH8LU09C8041504 | 1 | New Flyer | Active | 3/22/2013 | 620,461 | 60 | \$ 150,807 | x | 3 | 208,727 |
| 41 | 41002 | | 2014 CHEVROLET TAHOE | | | 1GNSK2E07ER178148 | 1 | Deery Brothers | Active | 11/1/2014 | 29,829 | 95 | \$ - | x | 3 | 54,280 |
| 41 | 41003 | | 2014 CHEVROLET TAHOE | | | 1GNSK2E04ER173974 | 1 | Deery Brothers | Active | 11/1/2014 | 29,829 | 95 | \$ - | x | 3 | 50,001 |
| 41 | 41004 | | 2014 CHEVROLET TAHOE | | | 1GNSK2E06ER174558 | 1 | Deery Brothers | Active | 11/1/2014 | 29,604 | 95 | \$ - | x | 3 | 74,512 |
| 41 | 41005 | | 2014 CHEVROLET TAHOE | | | 1GNSK2E07ER176125 | 1 | Deery Brothers | Active | 11/1/2014 | 29,604 | 95 | \$ - | x | 3 | 48,514 |
| 21 | 211411 | | 2014 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8FV09B045049 | 1 | New Flyer | Active | 9/26/2014 | 426,467 | 60 | \$ 156,964 | x | 3 | 268,558 |
| 21 | 211412 | | 2014 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8FV05B045050 | 1 | New Flyer | Active | 10/8/2014 | 426,467 | 60 | \$ 156,964 | x | 3 | 257,201 |
| 21 | 211413 | | 2014 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8FV07B045051 | 1 | New Flyer | Active | 10/8/2014 | 426,467 | 60 | \$ 156,964 | x | 3 | 269,900 |
| 21 | 211414 | | 2014 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8FV09B045052 | 1 | New Flyer | Active | 9/26/2014 | 426,467 | 60 | \$ 156,964 | x | 3 | 272,527 |
| 21 | 211415 | | 2014 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8FV00B045053 | 1 | New Flyer | Active | 9/22/2014 | 426,467 | 60 | \$ 156,964 | x | 3 | 279,655 |
| 21 | 211416 | | 2014 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8FV02B045054 | 1 | New Flyer | Active | 9/22/2014 | 426,467 | 60 | \$ 156,964 | x | 3 | 289,014 |
| 22 | 231401 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | DEFENDER | 1FVACWDU2FHGF7262 | 1 | Hoglund | Active | 12/1/2014 | 131,376 | 60 | \$ - | x | 2 | 198,417 |
| 22 | 231402 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | DEFENDER | 1FVACWDU8FHGF7265 | 1 | Hoglund | Active | 12/1/2014 | 131,376 | 60 | \$ - | x | 2 | 161,985 |
| 22 | 231403 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | DEFENDER | 1FVACWDU8FHGF7264 | 1 | Hoglund | Active | 12/9/2014 | 131,376 | 60 | \$ - | x | 2 | 148,286 |
| 22 | 231404 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | DEFENDER | 1FVACWDU4FHGF7263 | 1 | Hoglund | Active | 12/19/2014 | 131,376 | 60 | \$ - | x | 2 | 1,625 |
| 22 | 221405 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | DEFENDER | 1FVACWDU2FHGF7259 | 1 | Hoglund | Active | 12/1/2014 | 126,871 | 60 | \$ - | x | 2 | 211,735 |
| 22 | 221406 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | DEFENDER | 1FVACWDU0FHGF7261 | 1 | Hoglund | Active | 12/1/2014 | 126,871 | 60 | \$ - | x | 2 | 242,990 |
| 22 | 221408 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 31' Medium-Duty Bus | DEFENDER | 1FVACWDU6FHGF7278 | 1 | Hoglund | Active | 12/1/2014 | 135,193 | 60 | \$ - | x | 2 | 214,269 |
| 22 | 221409 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 31' Medium-Duty Bus | DEFENDER | 1FVACWDU4FHGF7277 | 1 | Hoglund | Active | 12/1/2014 | 135,193 | 60 | \$ - | x | 2 | 222,416 |
| 22 | 221410 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 31' Medium-Duty Bus | DEFENDER | 1FVACWDU8FHGF7279 | 1 | Hoglund | Active | 12/1/2014 | 135,193 | 60 | \$ - | x | 2 | 229,095 |
| 22 | 221407 | | 2015 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | DEFENDER | 1FVACWDU9FHGF7260 | 1 | Hoglund | Active | 1/7/2015 | 126,870 | 60 | \$ - | x | 2 | 254,308 |
| 22 | 221605 | | 2016 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | M2 DEFENDER | 1FVACWDU4GHHK8290 | 1 | Hoglund | Active | 4/1/2016 | 132,300 | 101 | \$ 17,328 | x | 3 | 213,300 |
| 22 | 221606 | | 2016 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | M2 DEFENDER | 1FVACWDU6GHHK8288 | 1 | Hoglund | Active | 4/1/2016 | 132,140 | 101 | \$ 17,304 | x | 3 | 279,430 |
| 22 | 231601 | | 2016 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | M2 DEFENDER | 1FVACWDU6GHHK8291 | 1 | Hoglund | Active | 4/1/2016 | 137,515 | 60 | \$ 18,008 | x | 3 | 151,168 |
| 22 | 231602 | | 2016 CHAMPION DEFENDER/FREIGHTLINER | 27' Medium-Duty Bus | M2 DEFENDER | 1FVACWDU8GHHK8292 | 1 | Hoglund | Active | 11/1/2016 | 137,515 | 60 | \$ 18,008 | x | 3 | 150,988 |

| Inventory and Condition Assessments | | | | | | | | | | | | | | | | | |
|-------------------------------------|----------|-----------------|-----------------------------------|------------------------------|----------------|-------------------|----------------|----------------------|--------------|------------------|------------------|----------------------|--------------|----------|-----------|--------------------|--|
| Asset Class ID | Asset ID | Asset ID Suffix | Asset Description | Extended Asset Description | Model Number | Serial Number | Asset Quantity | Vendor | Asset Status | Acquisition Date | Acquisition Cost | Physical Location ID | NETBOOKVALUE | Verified | Condition | 06/30/2022 Mileage | |
| 21 | 211620 | 1 | 2016 NEW FLYER 40' HD BUS [LEASE] | XD40 Low Floor | XD40 | 5FYD8FV09G8050366 | 1 | NEW FLYER | Active | 11/28/2016 | \$ 448,728 | 101 | \$ 246,177 | x | 4 | 247,021 | |
| 21 | 211621 | 1 | 2016 NEW FLYER 40' HD BUS [LEASE] | XD40 Low Floor | XD40 | 5FYD8FV09G8050367 | 1 | NEW FLYER | Active | 11/28/2016 | \$ 448,728 | 101 | \$ 246,177 | x | 4 | 254,666 | |
| 21 | 211622 | 1 | 2016 NEW FLYER 40' HD BUS [LEASE] | XD40 Low Floor | XD40 | 5FYD8FV02G8050368 | 1 | New Flyer | Active | 12/1/2016 | \$ 448,728 | 101 | \$ 246,177 | x | 4 | 233,565 | |
| 21 | 211623 | 1 | 2016 NEW FLYER 40' HD BUS [LEASE] | XD40 Low Floor | XD40 | 5FYD8FV04G8050369 | 1 | New Flyer | Active | 12/2/2016 | \$ 448,728 | 101 | \$ 246,177 | x | 4 | 242,149 | |
| 21 | 211624 | 1 | 2016 NEW FLYER 40' HD BUS [LEASE] | XD40 Low Floor | XD40 | 5FYD8FV06G8050370 | 1 | New Flyer | Active | 12/6/2016 | \$ 448,728 | 101 | \$ 246,177 | x | 4 | 240,579 | |
| 21 | 211625 | 1 | 2016 NEW FLYER 40' HD BUS [LEASE] | XD40 Low Floor | XD40 | 5FYD8FV02G8050371 | 1 | New Flyer | Active | 12/2/2016 | \$ 448,728 | 101 | \$ 249,293 | x | 4 | 249,743 | |
| 21 | 211626 | 1 | 2016 NEW FLYER 40' HD BUS [LEASE] | XD40 Low Floor | XD40 | 5FYD8FV04G8050372 | 1 | New Flyer | Active | 12/22/2016 | \$ 448,869 | 101 | \$ 249,372 | x | 4 | 252,188 | |
| 22 | 231701 | 1 | 2017 CHAMPION DEFENDER | 27' Cutaway, On-Call Bus | DEFENDER M2 | 1FVACWU07HHC3898 | 1 | Hoglund | Active | 6/14/2017 | \$ 137,919 | 60 | \$ 41,047 | x | 3 | 131,130 | |
| 22 | 231702 | 1 | 2017 CHAMPION DEFENDER | 27' Cutaway, On-Call Bus | DEFENDER M2 | 1FVACWU09HHC3899 | 1 | Hoglund | Active | 6/14/2017 | \$ 137,919 | 60 | \$ 41,047 | x | 3 | 136,624 | |
| 22 | 221704 | 1 | 2017 CHAMPION DEFENDER | 27' Cutaway, Paratransit Bus | DEFENDER M2 | 1FVACWU11HHC3900 | 1 | Hoglund | Active | 6/12/2017 | \$ 133,401 | 101 | \$ 39,703 | x | 3 | 165,534 | |
| 22 | 221705 | 1 | 2017 CHAMPION DEFENDER | 31' Cutaway, Paratransit Bus | DEFENDER M2 | 1FVACWU08HHC3893 | 1 | Hoglund | Active | 6/9/2017 | \$ 139,551 | 101 | \$ 41,556 | x | 3 | 165,356 | |
| 22 | 221706 | 1 | 2017 CHAMPION DEFENDER | 31' Cutaway, Paratransit Bus | DEFENDER M2 | 1FVACWU10HHC3894 | 1 | Hoglund | Active | 6/12/2017 | \$ 139,551 | 101 | \$ 41,533 | x | 3 | 133,208 | |
| 22 | 231703 | 1 | 2017 CHAMPION DEFENDER | 27' Cutaway, On-Call Bus | DEFENDER M2 | 1FVACWU05HHC3897 | 1 | Hoglund | Active | 6/20/2017 | \$ 137,919 | 60 | \$ 42,689 | x | 3 | 134,524 | |
| 41 | 41011 | 1 | 2017 CHEVY SILVERADO 3500 | Brine Truck | 3500 | 1G3C3YCY7H163324 | 1 | Karl Chevrolet | Active | 1/26/2017 | \$ 50,695 | 95 | - | x | 4 | 15,080 | |
| 41 | 41012 | 1 | 2017 CHEVY SILVERADO 3500 | Sand Truck | SILVERADO 3500 | 1G3C3YCY7H286793 | 1 | Karl Chevrolet | Active | 5/24/2017 | \$ 51,658 | 95 | \$ 861 | x | 4 | 15,694 | |
| 22 | 221801 | 1 | 2018 CHAMPION DEFENDER | 27' Cutaway, Paratransit Bus | DEFENDER M2 | 1FVACWU12HHC3912 | 1 | Hoglund | Active | 4/19/2018 | \$ 142,132 | 101 | \$ 60,914 | x | 4 | 141,091 | |
| 22 | 221802 | 1 | 2018 CHAMPION DEFENDER | 27' Cutaway, Paratransit Bus | DEFENDER M2 | 1FVACWU13HHC3913 | 1 | Hoglund | Active | 4/19/2018 | \$ 142,132 | 101 | \$ 60,914 | x | 4 | 151,702 | |
| 22 | 221805 | 1 | 2018 CHAMPION DEFENDER | 27' Cutaway, Paratransit Bus | DEFENDER M2 | 1FVACWU14HHC3914 | 1 | Hoglund | Active | 4/26/2018 | \$ 142,132 | 101 | \$ 60,914 | x | 4 | 120,242 | |
| 22 | 221806 | 1 | 2018 CHAMPION DEFENDER | 27' Cutaway, Paratransit Bus | DEFENDER M2 | 1FVACWU15HHC3915 | 1 | Hoglund | Active | 4/24/2018 | \$ 142,132 | 101 | \$ 60,914 | x | 4 | 146,325 | |
| 22 | 231803 | 1 | 2018 CHAMPION DEFENDER | 27' Cutaway, On-Call | DEFENDER M2 | 1FVACWU16HHC3916 | 1 | Hoglund | Active | 6/16/2018 | \$ 146,919 | 60 | \$ 66,463 | x | 4 | 99,437 | |
| 22 | 231804 | 1 | 2018 CHAMPION DEFENDER | 27' Cutaway, On-Call | DEFENDER M2 | 1FVACWU17HHC3917 | 1 | Hoglund | Active | 6/16/2018 | \$ 146,919 | 60 | \$ 66,463 | x | 4 | 99,780 | |
| 41 | 41015 | 1 | 2018 FORD EXPLORER | Police Interceptor | EXPLORER | 1FM5K8AR6JG21076 | 1 | Charles Gabus Ford | Active | 7/3/2018 | \$ 38,713 | 95 | \$ 7,097 | x | 4 | 40,743 | |
| 41 | 41016 | 1 | 2018 FORD EXPLORER | Police Interceptor | EXPLORER | 1FM5K8AR6JG21077 | 1 | Charles Gabus Ford | Active | 4/3/2018 | \$ 38,988 | 95 | \$ 7,148 | x | 4 | 41,398 | |
| 41 | 41017 | 1 | 2018 FORD EXPLORER | Police Interceptor | EXPLORER | 1FM5K8AR6JG21078 | 1 | Charles Gabus Ford | Active | 4/3/2018 | \$ 38,988 | 95 | \$ 7,148 | x | 4 | 489,462 | |
| 21 | 211807 | 1 | 2018 NEW FLYER 35' HD BUS | XD35 Low Floor | XD35 | 5FYD8KVO8J8054165 | 1 | New Flyer | Active | 6/16/2018 | \$ 468,407 | 101 | \$ 318,777 | x | 4 | 130,529 | |
| 21 | 211808 | 1 | 2018 NEW FLYER 35' HD BUS | XD35 Low Floor | XD35 | 5FYD8KVOXJ8054166 | 1 | NEW FLYER | Active | 6/16/2018 | \$ 468,407 | 101 | \$ 318,777 | x | 4 | 124,278 | |
| 21 | 211809 | 1 | 2018 NEW FLYER 35' HD BUS | XD35 Low Floor | XD35 | 5FYD8KVO1J8054167 | 1 | NEW FLYER | Active | 6/16/2018 | \$ 468,407 | 101 | \$ 318,777 | x | 4 | 141,362 | |
| 21 | 211810 | 1 | 2018 NEW FLYER 35' HD BUS | XD35 Low Floor | XD35 | 5FYD8KVO3J8054168 | 1 | NEW FLYER | Active | 6/16/2018 | \$ 468,407 | 101 | \$ 318,777 | x | 4 | 144,817 | |
| 21 | 211811 | 1 | 2018 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8V09J8054246 | 1 | NEW FLYER | Active | 6/16/2018 | \$ 471,444 | 101 | \$ 320,844 | x | 4 | 157,169 | |
| 21 | 211812 | 1 | 2018 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8V0M8054247 | 1 | NEW FLYER | Active | 6/16/2018 | \$ 471,444 | 101 | \$ 320,844 | x | 4 | 183,339 | |
| 21 | 211813 | 1 | 2018 NEW FLYER 40' HD BUS | XD40 Low Floor | XD40 | 5FYD8V02J8054248 | 1 | NEW FLYER | Active | 6/16/2018 | \$ 471,444 | 101 | \$ 320,844 | x | 4 | 181,107 | |
| 41 | 41018 | 1 | 2018 NISSAN LEAF | Electric Vehicle | LEAF | 1N4AZ1CP1JC307692 | 1 | Carousell Nissan | Active | 10/15/2018 | \$ 25,819 | 95 | \$ 7,316 | x | 5 | 8,448 | |
| 22 | 221901 | 1 | 2019 CHAMPION DEFENDER M2 | 27' Cutaway | DEFENDER M2 | 1FVACWU18HHC3918 | 1 | Hoglund | Active | 6/28/2019 | \$ 155,040 | 101 | \$ 92,285 | x | 4 | 92,743 | |
| 22 | 221902 | 1 | 2019 CHAMPION DEFENDER M2 | 27' Cutaway, Paratransit | DEFENDER M2 | 1FVACWU19HHC3919 | 1 | Hoglund | Active | 6/28/2019 | \$ 155,040 | 101 | \$ 92,285 | x | 4 | 94,331 | |
| 22 | 221903 | 1 | 2019 CHAMPION DEFENDER M2 | 27' Cutaway, Paratransit | DEFENDER M2 | 1FVACWU20HHC3920 | 1 | Hoglund | Active | 6/28/2019 | \$ 155,040 | 101 | \$ 92,285 | x | 4 | 95,166 | |
| 22 | 221904 | 1 | 2019 CHAMPION DEFENDER M2 | 27' Cutaway, Paratransit | DEFENDER M2 | 1FVACWU21HHC3921 | 1 | Hoglund | Active | 6/28/2019 | \$ 155,040 | 101 | \$ 92,285 | x | 4 | 98,891 | |
| 22 | 221905 | 1 | 2019 CHAMPION DEFENDER M2 | 27' Cutaway, Paratransit | DEFENDER M2 | 1FVACWU22HHC3922 | 1 | Hoglund | Active | 6/28/2019 | \$ 155,040 | 101 | \$ 92,285 | x | 4 | 94,079 | |
| 22 | 221906 | 1 | 2019 CHAMPION DEFENDER M2 | 27' Cutaway, Paratransit | DEFENDER M2 | 1FVACWU23HHC3923 | 1 | Hoglund | Active | 6/28/2019 | \$ 160,233 | 101 | \$ 95,377 | x | 4 | 105,812 | |
| 21 | 212007 | 1 | 2020 GILLIG 29' HD BUS | Low-Floor BRT Plus | LF BRTPLUS | 15GGE2711J3093913 | 1 | Gillig | Active | 9/22/2020 | \$ 461,396 | 60 | \$ 388,342 | x | 5 | 31,294 | |
| 21 | 212009 | 1 | 2020 GILLIG 29' HD BUS | Low-Floor BRT Plus | LF BRTPLUS | 15GGE2711J3093914 | 1 | Gillig | Active | 9/22/2020 | \$ 461,396 | 60 | \$ 388,342 | x | 5 | 38,752 | |
| 21 | 212010 | 1 | 2020 GILLIG 29' HD BUS | Low-Floor BRT Plus | LF BRTPLUS | 15GGE2711J3093915 | 1 | Gillig | Active | 9/22/2020 | \$ 461,396 | 60 | \$ 388,342 | x | 5 | 40,813 | |
| 21 | 212011 | 1 | 2020 GILLIG 29' HD BUS | Low-Floor BRT Plus | LF BRTPLUS | 15GGE2710J3093916 | 1 | Gillig | Active | 9/22/2020 | \$ 461,396 | 60 | \$ 388,342 | x | 5 | 43,651 | |
| 21 | 212012 | 1 | 2020 GILLIG 29' HD BUS | Low-Floor BRT Plus | LF BRTPLUS | 15GGE2712J3093917 | 1 | Gillig | Active | 9/22/2020 | \$ 461,396 | 101 | \$ 388,342 | x | 5 | 34,957 | |
| 21 | 212004 | 1 | 2020 PROTERRA 40' E2 | HD ELECTRIC BUS | E2 | 7JZH13J4L000278 | 1 | Proterra | Active | 12/8/2020 | \$ 870,552 | 40 | \$ 767,779 | x | 4 | 28,172 | |
| 21 | 212005 | 1 | 2020 PROTERRA 40' E2 | HD ELECTRIC BUS | E2 | 7JZH13J4L000279 | 1 | Proterra | Active | 12/8/2020 | \$ 870,552 | 40 | \$ 767,779 | x | 4 | 36,810 | |
| 21 | 212006 | 1 | 2020 PROTERRA 40' E2 | HD ELECTRIC BUS | E2 | 7JZH13J2L000280 | 1 | Proterra | Active | 12/8/2020 | \$ 870,552 | 40 | \$ 767,779 | x | 4 | 32,514 | |
| 21 | 212007 | 1 | 2020 PROTERRA 40' E2 | HD ELECTRIC BUS | E2 | 7JZH13J4L000281 | 1 | Proterra | Active | 12/8/2020 | \$ 870,552 | 40 | \$ 767,779 | x | 4 | 26,091 | |
| 21 | 212001 | 1 | 2020 PROTERRA 40' E2 | HD ELECTRIC BUS | E2 | 7JZH13J9L000275 | 1 | Proterra | Active | 12/8/2020 | \$ 870,552 | 40 | \$ 767,779 | x | 4 | 33,162 | |
| 21 | 212002 | 1 | 2020 PROTERRA 40' E2 | HD ELECTRIC BUS | E2 | 7JZH13J0L000276 | 1 | Proterra | Active | 12/8/2020 | \$ 870,552 | 40 | \$ 767,779 | x | 4 | 30,509 | |
| 21 | 212003 | 1 | 2020 PROTERRA 40' E2 | HD ELECTRIC BUS | E2 | 7JZH13J2L000277 | 1 | Proterra | Active | 12/8/2020 | \$ 870,552 | 40 | \$ 767,779 | x | 4 | 31,429 | |
| 21 | 212011 | 1 | 2021 GILLIG 29' HD BUS | LOW-FLOOR BRT+ | LOW FLOOR BRT+ | 15GGE2710M3094145 | 1 | GILLIG | Active | 12/1/2021 | \$ 493,185 | 60 | \$ 472,636 | x | 5 | 10,395 | |
| 21 | 212102 | 1 | 2021 GILLIG 29' HD BUS | LOW-FLOOR BRT+ | LOW-FLOOR BRT+ | 15GGE2712M3094146 | 1 | GILLIG | Active | 12/1/2021 | \$ 493,185 | 60 | \$ 472,636 | x | 5 | 19,307 | |
| 21 | 212104 | 1 | 2021 GILLIG 29' HD BUS | LOW-FLOOR BRT PLUS | LOW-FLOOR BRT+ | 15GGE2714M3094148 | 1 | GILLIG | Active | 12/1/2021 | \$ 493,185 | 60 | \$ 472,636 | x | 5 | 18,827 | |
| 21 | 212105 | 1 | 2021 GILLIG 29' HD BUS | LOW-FLOOR BRT PLUS | LOW-FLOOR BRT+ | 15GGE2718M3094149 | 1 | GILLIG | Active | 12/2/2021 | \$ 493,185 | 60 | \$ 472,636 | x | 5 | 18,834 | |
| 21 | 212103 | 1 | 2021 GILLIG 29' HD BUS | LOW-FLOOR BRT PLUS | LOW-FLOOR BRT+ | 15GGE2714M3094147 | 1 | GILLIG | Active | 12/1/2021 | \$ 493,185 | 60 | \$ 472,636 | x | 5 | 19,300 | |
| 21 | 212106 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV03N8103799 | 1 | NEW FLYER, TRANSIT R | Active | 1/7/2022 | \$ 501,224 | 101 | \$ 487,301 | x | 5 | 24,096 | |
| 21 | 212107 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV06N8103800 | 1 | NEW FLYER, TRC | Active | 1/7/2022 | \$ 501,224 | 101 | \$ 487,301 | x | 5 | 22,934 | |
| 21 | 212108 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV08N8103801 | 1 | NEW FLYER, TRC | Active | 1/6/2022 | \$ 501,224 | 101 | \$ 487,301 | x | 5 | 19,732 | |
| 21 | 212109 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV09N8103802 | 1 | NEW FLYER, TRC | Active | 1/7/2022 | \$ 501,224 | 101 | \$ 487,301 | x | 5 | 14,048 | |
| 21 | 212110 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV01N8103803 | 1 | NEW FLYER, TRC | Active | 1/6/2022 | \$ 501,224 | 101 | \$ 487,301 | x | 5 | 24,978 | |
| 21 | 212111 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV03N8103804 | 1 | NEW FLYER, TRC | Active | 1/7/2022 | \$ 501,224 | 101 | \$ 487,301 | x | 5 | 20,525 | |
| 21 | 212112 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV05N8103805 | 1 | NEW FLYER, TRC | Active | 1/6/2022 | \$ 501,224 | 101 | \$ 487,301 | x | 5 | 18,666 | |
| 21 | 212113 | 1 | 2021 NEW FLYER 40' HD BUS | XD40 | XD40 | 5FYD8FV07N8103806 | 1 | NEW FLYER, TRC | Active | 1/7/2022 | \$ 501,224</ | | | | | | |

| Inventory and Condition Assessments | | | | | | | | | | | | | | | | |
|-------------------------------------|----------|-----------------|-----------------------------------|---------------------------------------|--------------|-------------------|----------------|---------------------|--------------|------------------|------------------|----------------------|---------------|----------|-----------|--------------------|
| Asset Class ID | Asset ID | Asset ID Suffix | Asset Description | Extended Asset Description | Model Number | Serial Number | Asset Quantity | Vendor | Asset Status | Acquisition Date | Acquisition Cost | Physical Location ID | NETBOOKVALUE | Verified | Condition | 06/30/2022 Mileage |
| 75 | 75339 | 1 | 2016 CHEVY EXPRESS | 11-Passenger | EXPRESS 3500 | 1GBZGPF2G1229322 | 1 | Bob Brown | Active | 6/1/2016 | \$ 36,828 | 102 | \$ - | x | 3 | 44,211 |
| 75 | 75340 | 1 | 2016 CHEVY EXPRESS | 11-Passenger | EXPRESS 3500 | 1GBZGPF2G1230557 | 1 | Bob Brown | Active | 6/1/2016 | \$ 36,828 | 102 | \$ - | x | 3 | 66,623 |
| 75 | 75343 | 1 | 2016 CHEVY EXPRESS | 11-Passenger | EXPRESS 3500 | 1GBZGPF2G1230383 | 1 | Bob Brown | Active | 6/1/2016 | \$ 36,828 | 102 | \$ - | x | 3 | 72,100 |
| 75 | 75344 | 1 | 2016 CHEVY EXPRESS | 11-Passenger | EXPRESS 3500 | 1GBZGPF2G1232213 | 1 | Bob Brown | Active | 6/1/2016 | \$ 36,828 | 102 | \$ - | x | 3 | 53,880 |
| 75 | 75346 | 1 | 2016 CHEVY EXPRESS | 11-Passenger | EXPRESS 3500 | 1GBZGPF2G1231357 | 1 | Bob Brown | Active | 6/1/2016 | \$ 36,828 | 102 | \$ - | x | 3 | 79,273 |
| 75 | 75347 | 1 | 2016 CHEVY EXPRESS | 11-Passenger | EXPRESS 3500 | 1GBZGPF2G1232504 | 1 | Bob Brown | Active | 6/1/2016 | \$ 36,828 | 102 | \$ - | x | 3 | 89,872 |
| 75 | 75349 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF9H1232591 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 59,735 |
| 75 | 75350 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF4H1232465 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 30,152 | 102 | \$ - | x | 3 | 74,382 |
| 75 | 75351 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF2H1237549 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 68,998 |
| 75 | 75352 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF8H1237419 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 85,051 |
| 75 | 75353 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF2H1235591 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 65,720 |
| 75 | 75355 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF6H1236498 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 49,114 |
| 75 | 75356 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF2H1237227 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 54,807 |
| 75 | 75357 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF0H1232284 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 57,290 |
| 75 | 75358 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF0H1232740 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 52,533 |
| 75 | 75359 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF4H1236971 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 49,770 |
| 75 | 75360 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF9H1237824 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 58,393 |
| 75 | 75361 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF2H1234912 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 30,152 | 102 | \$ - | x | 3 | 91,920 |
| 75 | 75362 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF3H1237642 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 29,219 |
| 75 | 75363 | 1 | 2017 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFF2H1237597 | 1 | Karl Chevrolet | Active | 5/1/2017 | \$ 29,802 | 102 | \$ - | x | 3 | 68,822 |
| 75 | 75423 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | L FWD | 5TDZ3DC4H8S22576 | 1 | Wilson Toyota | Active | 3/22/2017 | \$ 28,442 | 102 | \$ - | x | 4 | 41,722 |
| 75 | 75424 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | L FWD | 5TDZ3DC4H8S21193 | 1 | Wilson Toyota | Active | 3/22/2017 | \$ 28,442 | 102 | \$ - | x | 3 | 66,018 |
| 75 | 75425 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | L FWD | 5TDZ3DC4H8S20652 | 1 | Wilson Toyota | Active | 3/22/2017 | \$ 28,442 | 102 | \$ - | x | 3 | 69,082 |
| 75 | 75427 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA L | 5TDZ3DC6H8S31322 | 1 | Joe Machsens | Active | 5/24/2017 | \$ 27,715 | 102 | \$ - | x | 3 | 56,288 |
| 75 | 75428 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA L | 5TDZ3DC6H8S52097 | 1 | Joe Machsens | Active | 5/24/2017 | \$ 27,715 | 102 | \$ - | x | 3 | 89,745 |
| 75 | 75429 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA L | 5TDZ3DC4H8S22623 | 1 | Joe Machsens | Active | 5/24/2017 | \$ 27,715 | 102 | \$ - | x | 3 | 83,069 |
| 75 | 75430 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA L | 5TDZ3DC4H8S51914 | 1 | Joe Machsens | Active | 5/24/2017 | \$ 27,715 | 102 | \$ - | x | 3 | 74,052 |
| 75 | 75431 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA L | 5TDZ3DC6H8S1684 | 1 | Joe Machsens | Active | 5/24/2017 | \$ 27,715 | 102 | \$ - | x | 3 | 57,429 |
| 75 | 75432 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA L | 5TDZ3DC6H8S1456 | 1 | Joe Machsens | Active | 5/24/2017 | \$ 27,715 | 102 | \$ - | x | 3 | 67,726 |
| 75 | 75433 | 1 | 2017 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA L | 5TDZ3DC6H8S1508 | 1 | Joe Machsens | Active | 5/24/2017 | \$ 27,715 | 102 | \$ - | x | 3 | 10,394 |
| 75 | 75364 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG4J1336842 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 62,516 |
| 75 | 75365 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG3J1336931 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 39,053 |
| 75 | 75366 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG0J1336675 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 22,895 |
| 75 | 75367 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG2J1336726 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 54,773 |
| 75 | 75368 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG3J1336847 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 47,508 |
| 75 | 75369 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG2J1336900 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 37,053 |
| 75 | 75370 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG2J1336560 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 3 | 152,294 |
| 75 | 75371 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG0J1336935 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 22,895 |
| 75 | 75372 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG1J1336782 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 54,773 |
| 75 | 75373 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG0J1336868 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 47,508 |
| 75 | 75374 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG5J1336879 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 5 | 20,768 |
| 75 | 75375 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG4J1336700 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 56,356 |
| 75 | 75376 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG5J1336798 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 41,790 |
| 75 | 75377 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG0J1336952 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 16,608 |
| 75 | 75378 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG1J1336785 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 39,048 |
| 75 | 75379 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG2J1336792 | 1 | Karl Schneider | Active | 10/24/2018 | \$ 29,834 | 102 | \$ 3,729 | x | 4 | 9,174 |
| 75 | 75385 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG0J1336966 | 1 | Karl Chevrolet | Active | 5/23/2019 | \$ 29,652 | 102 | \$ 8,031 | x | 4 | 18,984 |
| 75 | 75386 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG4J1336957 | 1 | Karl Chevrolet | Active | 5/23/2019 | \$ 29,652 | 102 | \$ 8,031 | x | 4 | 22,408 |
| 75 | 75387 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG1J1336933 | 1 | Karl Chevrolet | Active | 5/23/2019 | \$ 29,652 | 102 | \$ 8,031 | x | 4 | 16,842 |
| 75 | 75388 | 1 | 2018 CHEVY EXPRESS | 15-Passenger | EXPRESS | IGA2GNFG0J1337034 | 1 | Karl Chevrolet | Active | 5/23/2019 | \$ 29,652 | 102 | \$ 8,031 | x | 4 | 12,722 |
| 75 | 75434 | 1 | 2018 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA | 5TDZ3DC5S1903469 | 1 | Billion/Clinton Toy | Active | 5/21/2018 | \$ 30,635 | 102 | \$ 638 | x | 4 | 42,871 |
| 75 | 75435 | 1 | 2018 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA | 5TDZ3DC4S1913944 | 1 | Billion/Clinton Toy | Active | 5/21/2018 | \$ 30,635 | 102 | \$ 638 | x | 4 | 43,038 |
| 75 | 75436 | 1 | 2018 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA | 5TDZ3DC5S1911555 | 1 | Billion/Clinton Toy | Active | 5/21/2018 | \$ 30,635 | 102 | \$ 638 | x | 3 | 75,616 |
| 75 | 75437 | 1 | 2018 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA | 5TDZ3DC8S1904115 | 1 | Billion/Clinton Toy | Active | 5/21/2018 | \$ 30,635 | 102 | \$ 638 | x | 3 | 49,367 |
| 75 | 75438 | 1 | 2018 TOYOTA SIENNA MINIVAN | 7-Passenger | SIENNA | 5TDZ3DC4S1915531 | 1 | Billion/Clinton Toy | Active | 5/31/2018 | \$ 30,635 | 102 | \$ 638 | x | 3 | 36,471 |
| 75 | 75440 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L3B035550 | 1 | Smart Honda | Active | 7/21/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 13,117 |
| 75 | 75441 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L3B033655 | 1 | Smart Honda | Active | 7/16/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 30,571 |
| 75 | 75443 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L1B003194 | 1 | Smart Honda | Active | 7/21/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 20,441 |
| 75 | 75444 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L3B018796 | 1 | Smart Honda | Active | 7/16/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 38,914 |
| 75 | 75445 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L3B033205 | 1 | Smart Honda | Active | 7/21/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 9,812 |
| 75 | 75446 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L3B015358 | 1 | Smart Honda | Active | 7/16/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 44,068 |
| 75 | 75447 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L3B040839 | 1 | Smart Honda | Active | 7/21/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 28,658 |
| 75 | 75448 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L2B055482 | 1 | Smart Honda | Active | 7/16/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 31,544 |
| 75 | 75449 | 1 | 2020 HONDA ODYSSEY MINIVAN | 7-Passenger | LX | 5FNRL6H2L3B025290 | 1 | Smart Honda | Active | 7/21/2020 | \$ 29,786 | 102 | \$ 16,134 | x | 5 | 12,016 |
| 11 | 119220 | 1 | DART CENTRAL STATION FACILITY | 620 Chevrr St.- Faciltiv Construction | | 620 CHERRY STREET | 1 | | Active | 6/4/2013 | \$ 18,673,407 | 110 | \$ 14,510,794 | X | 4 | N/A |
| 11 | 119001 | 1 | ALL BUILDINGS | | | | 1 | | Active | 12/1/1977 | \$ 3,470,204 | 80 | \$ - | X | 3 | N/A |
| 11 | 119206 | 1 | STORAGE BARN ADDITION | Lanes 35-41 | | | 1 | | Active | 5/6/2011 | \$ 1,975,443 | 80 | \$ 1,432,196 | X | 3 | N/A |
| 11 | 119235 | 1 | DART WAY FRONT OFFICE RENOVATIONS | Phases 1 & 2, including Air Handler | | | 1 | Breholz & Substance | Active | 11/1/2015 | \$ 1,616,223 | 10 | \$ 1,090,951 | X | 4 | N/A |
| 11 | 119025 | 1 | STORAGE FACILITY/WELLNESS CENTER | | | | 1 | VARIOUS | Active | 6/1/2001 | \$ 1,497,466 | 40 | \$ 717,536 | X | 3 | N/A |
| 11 | 119235 | 2 | DART WAY OPERATIONS RENOVATIONS | Phase 3 - Dispatch & Operations | | | 1 | Munro Construction | Active | 3/31/2017 | \$ 965,439 | 10 | \$ 632,899 | X | 4 | N/A |
| 61 | 619002 | 1 | KNOLL OFFICE FURNITURE - DCS | Desks, Cabinets & Chairs | | | 1 | | Active | 6/28/2013 | \$ 589,120 | 11 | \$ - | X | 3 | N/A |
| 11 | 119229 | 1 | HOISTS EMBEDDED (4 SET) | | | | 4 | | Active | 1/27/2012 | \$ 522,231 | 30 | \$ - | X | 3 | 38,914 |
| 11 | 119227 | 1 | PORTAL REPLACEMENTS - OLD BARN | Raised Header & Replaced Doors | | | 68 | | Active | 10/24/2014 | \$ 522,119 | 60 | \$ 131,780 | X | 3 | N/A |
| 11 | 119231 | 1 | BOILER SYSTEM (4) | Replacement System | | | 4 | Air-Con | Active | 6/12/2015 | \$ 510,263 | 51 | \$ 333,797 | X | 4 | N/A |
| 11 | 119207 | 1 | MAINTENANCE AREA ROOF | | | | 1 | | Active | 6/30/2011 | \$ 477,286 | 80 | \$ 218,756 | X | 3 | N/A |
| 11 | 119244 | 1 | POWER CONTROL STATIONS (7) | Electric Bus Chargers | | | 7 | ABC, Protera, Subst | Active | 1/15/2021 | \$ 441,976 | 40 | \$ 392,867 | X | 4 | N/A |
| 11 | 119090 | 1 | EXHAUST SYSTEM | | | | | | | | | | | | | |

| Inventory and Condition Assessments | | | | | | | | | | | | | | | | |
|-------------------------------------|----------|-----------------|---------------------------------------|--|------------------------|---------------|----------------|----------------------|--------------|------------------|------------------|----------------------|--------------|----------|-----------|--------------------|
| Asset Class ID | Asset ID | Asset ID Suffix | Asset Description | Extended Asset Description | Model Number | Serial Number | Asset Quantity | Vendor | Asset Status | Acquisition Date | Acquisition Cost | Physical Location ID | NETBOOKVALUE | Verified | Condition | 06/30/2022 Mileage |
| 11 | 119061 | 1 | ADMIN REMODEL/MONEY RM | | | | 1 | VARIOUS | Active | 7/1/2003 | \$ 153,986 | 80 | \$ - | X | | N/A |
| 11 | 119126 | 1 | FENCE & 6 GATES AROUND DART | | | | 1 | MIDWEST FENCE & GATE | Active | 9/1/2006 | \$ 151,300 | 91 | \$ 33,412 | X | 3 | N/A |
| 11 | 119217 | 1 | EPOXY COATING - MAINTENANCE SHOP | | | | 1 | | Active | 4/19/2013 | \$ 145,819 | 30 | \$ 14,582 | X | 3 | N/A |
| 11 | 119226 | 1 | MONEY ROOM VESTIBULE/ENCLOSURE | Vaulting Room for Service | | | 1 | | Active | 8/8/2014 | \$ 136,468 | 83 | \$ 83,587 | X | 3 | N/A |
| 11 | 119200 | 1 | CONCRETE REPLACEMENT | | | | 1 | | Active | 10/15/2009 | \$ 129,328 | 94 | \$ - | X | 3 | N/A |
| 71 | 719122 | 1 | FUEL FOCUS | | | | 1 | | Active | 5/31/2009 | \$ 127,111 | 30 | \$ - | X | | N/A |
| 11 | 119991 | 1 | FUEL RECOVERY SYSTEM | EMCO WHEATON | | | 1 | MUNCIE RECLAMATION | Active | 1/1/1993 | \$ 117,187 | 35 | \$ - | X | 3 | N/A |
| 11 | 119220 | 3 | DCS PHOTOVOLTAIC PANEL ADDITION | Added panel to DCS solar energv | | | 1 | | Active | 11/14/2014 | \$ 106,702 | 110 | \$ 53,351 | X | 4 | N/A |
| 11 | 119091 | 1 | AUTOMATED FUELING SYSTEM | | | | 1 | S&A SYSTEMS INC. | Active | 4/1/2005 | \$ 103,880 | 35 | \$ - | X | | N/A |
| 11 | 119233 | 1 | TECHNICIAN RESTROOM REMODEL | Shop Restroom | | | 1 | Breiholz | Active | 10/30/2015 | \$ 101,834 | 30 | \$ 35,642 | X | 3 | N/A |
| 11 | 119236 | 1 | STATION LOCATIONS/A&E-40 | ENHANCED AMENITIES | | | 1 | Substance | Active | 7/1/2015 | \$ 88,367 | 107 | \$ - | X | 4 | N/A |
| 11 | 119240 | 1 | HEAT PUMP - DCS WAITING AREA | Expansion | | | 1 | AJ Allen | Active | 8/3/2018 | \$ 87,756 | 116 | \$ 54,847 | X | 4 | N/A |
| 11 | 119203 | 1 | HVAC ELECTRONIC CONTROLS | Replaced Pneumatics | | | 1 | | Active | 10/15/2010 | \$ 83,976 | 54 | \$ - | X | 3 | N/A |
| 11 | 119208 | 1 | CONCRETE REPLACEMENT - FALL 2011 | Morgan Area and 11th St. Connect. | | | 1 | | Active | 1/6/2012 | \$ 79,992 | 94 | \$ - | X | 3 | N/A |
| 11 | 119018 | 1 | STAK SYSTEM | STANLEY VIDMAR | | | 1 | STANLEY VIDMAR | Active | 12/1/1993 | \$ 77,349 | 36 | \$ - | X | | N/A |
| 51 | 512969 | 1 | SWEEPER/SCRUBBER, RIDING | Model MM30 | MM30 | M30-1992 | 1 | | Active | 12/21/2012 | \$ 75,614 | 110 | \$ - | X | 3 | N/A |
| 11 | 119211 | 1 | LOCKER ROOMS/RESTROOM REMODEL | OPERATIONS & MAINT. | | | 1 | | Active | 1/4/2013 | \$ 71,915 | 20 | \$ 4,794 | X | 3 | N/A |
| 11 | 119201 | 1 | MAINTENANCE OFFICE | | | | 1 | | Active | 2/12/2010 | \$ 67,499 | 30 | \$ 31,921 | X | 3 | N/A |
| 11 | 119230 | 2 | FACILITY DOORS | Interior & Exterior | | | 1 | Doors Inc. | Active | 2/24/2017 | \$ 66,889 | 80 | \$ 40,305 | X | 4 | N/A |
| 11 | 119307 | 1 | PARKING LOT CONCRETE WORK | | | | 1 | DIVERSIFIED CONTRACT | Active | 6/11/1997 | \$ 64,929 | 95 | \$ - | X | 3 | N/A |
| 51 | 513029 | 1 | SKID LOADER W/EQUIPMENT | MODEL MM30 | MM30 | M30-1930 | 1 | CLARK EQUIPMENT | Active | 4/1/2020 | \$ 63,629 | 30 | \$ 50,903 | X | 4 | N/A |
| 51 | 512965 | 1 | SWEEPER/SCRUBBER | Hanating Stained Glass Art - Reception | | | 1 | | Active | 10/5/2012 | \$ 62,939 | 30 | \$ - | X | 3 | N/A |
| 11 | 119214 | 1 | STAINED GLASS ART SCREEN - DCS | Rapid Fire Handlers Model 2010B | 2010B | 129224/129225 | 2 | | Active | 3/8/2013 | \$ 60,377 | 60 | \$ 5,031 | X | | N/A |
| 11 | 119063 | 3 | MAKE-UP AIR HANDLERS (2) - BARN | Service Lane Rehab | | | 1 | Wes Jarnagin | Active | 1/22/2016 | \$ 57,334 | 35 | \$ 21,500 | X | 3 | N/A |
| 51 | 513021 | 1 | LIFT COLUMNS - PORTABLE HOISTS | 1 SET OF SIX COLUMNS | | | 1 | Midwest Lift Works | Active | 4/16/2019 | \$ 56,834 | 30 | \$ 22,734 | X | 4 | N/A |
| 73 | 732971 | 1 | TELEPHONE SYSTEM & INSTALL-DCS | Telephone System for DCS | | | 1 | | Active | 1/1/2013 | \$ 55,695 | 112 | \$ - | X | | |
| 73 | 739055 | 2 | AVL SYSTEM | Components, Software & Install | | | 1 | | Active | 11/1/2013 | \$ 3,292,461 | 101 | \$ - | x | 4 | N/A |
| 81 | 819167 | 1 | TRANSTRACK SOFTWARE & | Data Management System | | | 1 | Transtack | Active | 11/1/2016 | \$ 322,985 | 11 | \$ - | x | 5 | N/A |
| 81 | 819170 | 1 | TRAPEZE PASS SOFTWARE | Paratransit Scheduling Program | | | 1 | Trapeze | Active | 2/21/2018 | \$ 263,404 | 11 | \$ - | x | 4 | N/A |
| 81 | 812989 | 1 | NETAPP STORAGE | (2) Appliance Bundles | | | 2 | RSM | Active | 4/8/2016 | \$ 164,700 | 11 | \$ - | x | 4 | N/A |
| 81 | 819175 | 1 | GP UPGRADE (2019) | | | | 1 | Tribridge | Active | 6/30/2019 | \$ 162,383 | 11 | \$ 9,021 | x | 5 | N/A |
| 31 | 319032 | 1 | MOBILE TICKETING SOFTWARE | Trip Planner | | | 1 | BYTEMARK | Active | 1/1/2018 | \$ 162,000 | 11 | \$ - | x | 3 | N/A |
| 31 | 319032 | 3 | MOBILE TICKETING INTEGRATIONS | | | | 1 | Bytemark | Active | 3/1/2019 | \$ 114,600 | 11 | \$ - | x | 3 | N/A |
| 81 | 819178 | 1 | TRAPEZE MAINTENANCE CUSTOMIZATION | | | | 1 | TRAPEZE | Active | 4/1/2021 | \$ 105,547 | 11 | \$ 67,433 | x | 4 | N/A |
| 31 | 319033 | 2 | FARE SYSTEM BACK OFFICE (SOFTWARE) | Back Office System, Interface, | | | 1 | Trapeze | Active | 3/1/2019 | \$ 98,405 | 11 | \$ - | x | 4 | N/A |
| 73 | 739055 | 3 | AVL SYSTEM | Retainage | | | 1 | Trapeze | Active | 5/8/2015 | \$ 97,660 | 101 | \$ - | x | 4 | N/A |
| 73 | 739055 | 5 | TRANSITMASTER SOFTWARE | Upgrade for AVL-Fare Sys | | | 1 | Trapeze | Active | 3/1/2019 | \$ 96,000 | 11 | \$ - | x | 4 | N/A |
| 81 | 819169 | 1 | CISCO NETWORK SWITCHES (13) | 9-Catalyst, 2-Nexus, 2-Catalyst 3850 | | | 13 | CDWG | Active | 7/28/2017 | \$ 92,860 | 11 | \$ - | x | 4 | N/A |
| 31 | 319032 | 2 | MOBILE TICKETING INTEGRATIONS | Digital Wallet, Business Partnerships | | | 1 | Bytemark | Active | 3/1/2019 | \$ 82,855 | 11 | \$ - | x | 3 | N/A |
| 81 | 819176 | 1 | TRAPEZE PASS CUSTOMIZATION (2021) | | | | 1 | TRAPEZE | Active | 4/1/2021 | \$ 79,719 | 11 | \$ 50,932 | x | 4 | N/A |
| 81 | 819168 | 1 | CISCO SERVER BLADES (8) & CHASSIS (1) | UCS Server Blades and UCS S108 | | | 9 | CDWG | Active | 7/14/2017 | \$ 63,795 | 11 | \$ - | x | 4 | N/A |
| 81 | 812984 | 1 | NETWORK EQUIPMENT - DART WAY | | | | 1 | CDWG | Active | 2/1/2016 | \$ 61,307 | 11 | \$ - | x | 3 | N/A |
| 81 | 812970 | 1 | STORAGE DEVICE | NDERT SAAPNP/DFCASS 2EQ4U014PMRES N&T | NDERT SAAPNP/DFCASS | 5049913 | 1 | | Active | 12/21/2012 | \$ 58,796 | 11 | \$ - | x | 2 | N/A |
| 81 | 819173 | 1 | WIRELESS CONTROLLERS - DW/DCS | To centrally manage wireless networks | | | 1 | CDWG | Active | 2/20/2019 | \$ 53,806 | 11 | \$ 19,729 | x | 4 | N/A |
| 81 | 819165 | 1 | KNOWLEDGELAKE SOFTWARE | Sharepoint Project | | | 1 | Dell | Active | 11/2/2015 | \$ 52,548 | 11 | \$ - | x | 3 | N/A |
| 81 | 819177 | 1 | TRAPEZE SIGN-IN TERMINAL | | | | 1 | TRAPEZE | Active | 4/1/2021 | \$ 50,394 | 11 | \$ 32,196 | x | 3 | N/A |



| FACILITY - DW Operations Building | | | Built: 1977 Square Feet: 16,837 | | | |
|-----------------------------------|---|---------------------|---|------------------------------|----------------------|-------------------|
| | | | Inspector: Zach Ashmore | Facilities Mgr: Zach Ashmore | Date: 6/30/2022 | |
| ID | Primary Level | Percent of Facility | Sub-Level | Rating | Percent of Sub-Level | Notes |
| A | Substructure | 25.00% | | | | |
| | | | Foundations: Walls, columns, pilings, etc. | 2 | 70.00% | Tunnels crumbling |
| | | | Basement: Materials, insulation, slab, floor underpinnings | 3 | 30.00% | |
| B | Shell | 30.00% | | | | |
| | | | Superstructure/structural frame: Columns, pillars, walls | 3 | 40.00% | |
| | | | Roof: Roof surface, gutters, eaves, skylights, chimney surrounds | 2 | 40.00% | |
| | | | Exterior: Windows, doors, and all finishes (paint, masonry) | 2 | 15.00% | |
| | | | Shell appurtenances: Balconies, fire escapes, gutters, downspouts | 2 | 5.00% | |
| C | Interiors | 20.00% | | | | |
| | Covers all interior spaces, regardless of use | | Partitions: Walls, interior doors, fittings and signage | 3 | 60.00% | |
| | | | Stairs: Interior stairs and landings | | 0.00% | |
| | | | Finishes: Materials used on walls, floors, and ceilings | 2 | 10.00% | |
| | | | Furnishings & Office Equipment: Cubicles, Desks, etc. | 3 | 30.00% | |
| D | Conveyance | 0.00% | | | | |
| | | | Elevators | | 0.00% | |
| | | | Escalators | | 0.00% | |
| | | | Lifts: Any other such fixed apparatuses for the movement of goods or people | | 0.00% | |
| E | Plumbing | 3.00% | | | | |
| | | | Fixtures | 3 | 10.00% | |
| | | | Water distribution | 2 | 35.00% | |
| | | | Sanitary waste | 2 | 35.00% | |
| | | | Rain water drainage | 3 | 20.00% | |
| | | | 5 Excellent No visible defects, new or near new condition, may still be under warranty if applicable | | | |
| | | | 4 Good Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional | | | |
| | | | 3 Adequate Moderately deteriorated or defective; but has not exceeded useful life | | | |
| | | | 2 Marginal Defective or deteriorated in need of replacement; exceeded useful life | | | |
| | | | 1 Poor Critically damaged or in need of immediate repair; well past useful life | | | |
| F | HVAC | 5.00% | | | | |
| | | | Energy supply | 2 | 20.00% | |
| | | | Heat generation and distribution systems | 3 | 40.00% | |
| | | | Cooling generation and distribution systems | 2 | 30.00% | |
| | | | Testing, balancing, controls and instrumentation | 3 | 5.00% | |
| | | | Chimneys and vents | 3 | 5.00% | |
| G | Fire Protection | 2.00% | | | | |
| | | | Sprinklers | 2 | 70.00% | |
| | | | Standpipes | 2 | 20.00% | |
| | | | Hydrants and other fire protection specialties | 2 | 10.00% | |
| H | Electrical | 5.00% | | | | |
| | | | Electrical service and distribution | 2 | 30.00% | |
| | | | Lighting and branch wiring (interior and exterior) | 3 | 50.00% | |
| | | | Communications and security | 3 | 5.00% | |
| | | | Other electrical system-related pieces such as lightning protection, generators, and emergency lighting | 3 | 15.00% | |
| I | Equipment | 0.00% | | | | |
| | | | Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies | | 0.00% | |
| | | | Fare Collection Equipment | | 0.00% | |
| J | Site | 10.00% | | | | |
| | | | Roadways/driveways and associated signage, markings and equipment | 3 | 45.00% | |
| | | | Parking lots and associated signage, markings, and equipment | 2 | 35.00% | |
| | | | Pedestrian areas and associated signage, markings, and equipment | 3 | 5.00% | |
| | | | Site development such as fences, walls, and miscellaneous structures | 3 | 8.00% | |
| | | | Landscaping and irrigation | 3 | 5.00% | |
| | | | Site utilities | 3 | 2.00% | |
| Total | | 100.00% | | 2.5 | | |



| FACILITY - DW Maintenance Building | | | Built: 1977 Square Feet: 29,009 | | Inspector: Zach Ashmore Facilities Mgr: Zach Ashmore | | Date: 6/30/2022 |
|------------------------------------|-----------------|---|---|--------|---|-----------------------------|-----------------|
| ID | Primary Level | Percent of Facility | Sub-Level | Rating | Percent of Sub-Level | Notes | |
| A | Substructure | 25.00% | Foundations: Walls, columns, pilings, etc. | 2 | 70.00% | | |
| | | | Basement: Materials, insulation, slab, floor underpinnings | 3 | 30.00% | | |
| B | Shell | 30.00% | Superstructure/structural frame: Columns, pillars, walls | 3 | 40.00% | | |
| | | | Roof: Roof surface, gutters, eaves, skylights, chimney surrounds | 2 | 40.00% | | |
| | | | Exterior: Windows, doors, and all finishes (paint, masonry) | 2 | 15.00% | | |
| | | | Shell appurtenances: Balconies, fire escapes, gutters, downspouts | 2 | 5.00% | | |
| | | | | | | | |
| C | Interiors | 20.00% | Partitions: Walls, interior doors, fittings and signage | 3 | 60.00% | | |
| | | | Stairs: Interior stairs and landings | | 0.00% | | |
| | | | Finishes: Materials used on walls, floors, and ceilings | 2 | 10.00% | | |
| | | | Furnishings & Office Equipment: Cubicles, Desks, etc. | 3 | 30.00% | | |
| D | Conveyance | 0.00% | Elevators | | 0.00% | | |
| | | | Escalators | | 0.00% | | |
| | | | Lifts: Any other such fixed apparatuses for the movement of goods or people | | 0.00% | | |
| | | | | | | | |
| E | Plumbing | 3.00% | Fixtures | 3 | 10.00% | | |
| | | | Water distribution | 2 | 35.00% | | |
| | | | Sanitary waste | 2 | 35.00% | | |
| | | | Rain water drainage | 3 | 20.00% | | |
| | | | | | | | |
| 5 Excellent | | No visible defects, new or near new condition, may still be under warranty if applicable | | | | | |
| 4 Good | | Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional | | | | | |
| 3 Adequate | | Moderately deteriorated or defective; but has not exceeded useful life | | | | | |
| 2 Marginal | | Defective or deteriorated in need of replacement; exceeded useful life | | | | | |
| 1 Poor | | Critically damaged or in need of immediate repair; well past useful life | | | | | |
| F | HVAC | 5.00% | Energy supply | 3 | 20.00% | | |
| | | | Heat generation and distribution systems | 2 | 50.00% | | |
| | | | Cooling generation and distribution systems | 3 | 20.00% | | |
| | | | Testing, balancing, controls and instrumentation | 3 | 5.00% | | |
| | | | Chimneys and vents | 3 | 5.00% | | |
| | | | | | | | |
| G | Fire Protection | 2.00% | Sprinklers | 2 | 70.00% | | |
| | | | Standpipes | 2 | 20.00% | | |
| | | | Hydrants and other fire protection specialties | 2 | 10.00% | | |
| H | Electrical | 5.00% | Electrical service and distribution | 2 | 30.00% | | |
| | | | Lighting and branch wiring (interior and exterior) | 2 | 50.00% | | |
| | | | Communications and security | 3 | 5.00% | | |
| | | | Other electrical system-related pieces such as lightning protection, generators, and emergency lighting | 2 | 15.00% | | |
| | | | | | | | |
| I | Equipment | 0.00% | Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies | 3 | 50.00% | Inground lifts and bus wash | |
| | | | Fare Collection Equipment | 3 | 50.00% | | |
| J | Site | 10.00% | Roadways/driveways and associated signage, markings and equipment | 3 | 60.00% | | |
| | | | Parking lots and associated signage, markings, and equipment | 3 | 10.00% | | |
| | | | Pedestrian areas and associated signage, markings, and equipment | 3 | 10.00% | | |
| | | | Site development such as fences, walls, and miscellaneous structures | 3 | 10.00% | | |
| | | | Landscaping and irrigation | | 0.00% | | |
| | | | Site utilities | 2 | 10.00% | | |
| | | | | | | | |
| Total | | 100.00% | | 2.5 | | | |



| FACILITY - DW Storage Barn | | Built: 1977 Square Feet: 54,839 | | Inspector: Zach Ashmore Facilities Mgr: Zach Ashmore | | Date: 6/30/2022 | |
|----------------------------|---|---|---|---|----------------------|-----------------|--|
| ID | Primary Level | Percent of Facility | Sub-Level | Rating | Percent of Sub-Level | Notes | |
| A | Substructure | 25.00% | Foundations: Walls, columns, pilings, etc. | 3 | 70.00% | | |
| | | | Basement: Materials, insulation, slab, floor underpinnings | 3 | 30.00% | | |
| B | Shell | 30.00% | Superstructure/structural frame: Columns, pillars, walls | 3 | 40.00% | | |
| | | | Roof: Roof surface, gutters, eaves, skylights, chimney surrounds | 2 | 40.00% | | |
| | | | Exterior: Windows, doors, and all finishes (paint, masonry) | 2 | 15.00% | | |
| | | | Shell appurtenances: Balconies, fire escapes, gutters, downspouts | 3 | 5.00% | | |
| C | Interiors | 20.00% | Partitions: Walls, interior doors, fittings and signage | 2 | 60.00% | | |
| | Covers all interior spaces, regardless of use | | Stairs: Interior stairs and landings | | 0.00% | | |
| | | | Finishes: Materials used on walls, floors, and ceilings | 2 | 40.00% | | |
| | | | Furnishings & Office Equipment: Cubicles, Desks, etc. | | 0.00% | | |
| D | Conveyance | 0.00% | Elevators | | | | |
| | | | Escalators | | | | |
| | | | Lifts: Any other such fixed apparatuses for the movement of goods or people | | | | |
| E | Plumbing | 3.00% | Fixtures | | 0.00% | | |
| | | | Water distribution | 2 | 10.00% | | |
| | | | Sanitary waste | | 0.00% | | |
| | | | Rain water drainage | 3 | 90.00% | | |
| | 5 Excellent | No visible defects, new or near new condition, may still be under warranty if applicable | | | | | |
| | 4 Good | Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional | | | | | |
| | 3 Adequate | Moderately deteriorated or defective; but has not exceeded useful life | | | | | |
| | 2 Marginal | Defective or deteriorated in need of replacement; exceeded useful life | | | | | |
| | 1 Poor | Critically damaged or in need of immediate repair; well past useful life | | | | | |
| F | HVAC | 5.00% | Energy supply | 2 | 20.00% | | |
| | | | Heat generation and distribution systems | 2 | 70.00% | | |
| | | | Cooling generation and distribution systems | | 0.00% | | |
| | | | Testing, balancing, controls and instrumentation | 3 | 5.00% | | |
| | | | Chimneys and vents | 3 | 5.00% | | |
| G | Fire Protection | 2.00% | Sprinklers | 3 | 90.00% | | |
| | | | Standpipes | 3 | 10.00% | | |
| | | | Hydrants and other fire protection specialties | | 0.00% | | |
| H | Electrical | 5.00% | Electrical service and distribution | 2 | 30.00% | | |
| | | | Lighting and branch wiring (interior and exterior) | 2 | 50.00% | | |
| | | | Communications and security | 3 | 5.00% | | |
| | | | Other electrical system-related pieces such as lightning protection, generators, and emergency lighting | 3 | 15.00% | | |
| I | Equipment | 0.00% | Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies | 4 | 0.00% | | |
| | | | Fare Collection Equipment | 4 | 0.00% | | |
| J | Site | 10.00% | Roadways/driveways and associated signage, markings and equipment | 3 | 45.00% | | |
| | | | Parking lots and associated signage, markings, and equipment | 3 | 35.00% | | |
| | | | Pedestrian areas and associated signage, markings, and equipment | 3 | 8.00% | | |
| | | | Site development such as fences, walls, and miscellaneous structures | 3 | 10.00% | | |
| | | | Landscaping and irrigation | | 0.00% | | |
| | | | Site utilities | 2 | 2.00% | | |
| Total | | 100.00% | | 2.5 | | | |



| FACILITY - DW Wellness & Para Barn | | | Built: 2001 Square Feet: 19,100 | | Inspector: Zach Ashmore Facilities Mgr: Zach Ashmore | | Date: 6/30/2022 | |
|------------------------------------|---|---|---|--------|---|-------------------|-----------------|--|
| ID | Primary Level | Percent of Facility | Sub-Level | Rating | Percent of Sub-Level | Notes | | |
| A | Substructure | 25.00% | Foundations: Walls, columns, pilings, etc. | 3 | 70.00% | | | |
| | | | Basement: Materials, insulation, slab, floor underpinnings | 3 | 30.00% | | | |
| B | Shell | 30.00% | Superstructure/structural frame: Columns, pillars, walls | 3 | 40.00% | | | |
| | | | Roof: Roof surface, gutters, eaves, skylights, chimney surrounds | 2 | 40.00% | | | |
| | | | Exterior: Windows, doors, and all finishes (paint, masonry) | 3 | 15.00% | | | |
| | | | Shell appurtenances: Balconies, fire escapes, gutters, downspouts | 3 | 5.00% | | | |
| C | Interiors | 20.00% | Partitions: Walls, interior doors, fittings and signage | 3 | 60.00% | | | |
| | Covers all interior spaces, regardless of use | | Stairs: Interior stairs and landings | | 0.00% | | | |
| | | | Finishes: Materials used on walls, floors, and ceilings | 3 | 10.00% | | | |
| | | | Furnishings & Office Equipment: Cubicles, Desks, etc. | 3 | 30.00% | | | |
| | | | | | | | | |
| D | Conveyance | 0.00% | Elevators | | 0.00% | | | |
| | | | Escalators | | 0.00% | | | |
| | | | Lifts: Any other such fixed apparatuses for the movement of goods or people | | 0.00% | | | |
| E | Plumbing | 3.00% | Fixtures | 3 | 10.00% | | | |
| | | | Water distribution | 3 | 35.00% | | | |
| | | | Sanitary waste | 3 | 35.00% | | | |
| | | | Rain water drainage | 3 | 20.00% | | | |
| 5 | Excellent | No visible defects, new or near new condition, may still be under warranty if applicable | | | | | | |
| 4 | Good | Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional | | | | | | |
| 3 | Adequate | Moderately deteriorated or defective; but has not exceeded useful life | | | | | | |
| 2 | Marginal | Defective or deteriorated in need of replacement; exceeded useful life | | | | | | |
| 1 | Poor | Critically damaged or in need of immediate repair; well past useful life | | | | | | |
| F | HVAC | 5.00% | Energy supply | 3 | 20.00% | | | |
| | | | Heat generation and distribution systems | 3 | 45.00% | | | |
| | | | Cooling generation and distribution systems | 4 | 25.00% | | | |
| | | | Testing, balancing, controls and instrumentation | 3 | 5.00% | | | |
| | | | Chimneys and vents | 3 | 5.00% | | | |
| G | Fire Protection | 2.00% | Sprinklers | 3 | 70.00% | | | |
| | | | Standpipes | 3 | 20.00% | | | |
| | | | Hydrants and other fire protection specialties | 3 | 10.00% | | | |
| H | Electrical | 5.00% | Electrical service and distribution | 5 | 30.00% | Replaced Jan.2020 | | |
| | | | Lighting and branch wiring (interior and exterior) | 3 | 50.00% | | | |
| | | | Communications and security | 4 | 5.00% | | | |
| | | | Other electrical system-related pieces such as lightning protection, generators, and emergency lighting | 3 | 15.00% | | | |
| I | Equipment | 0.00% | Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies | 3 | 100.00% | | | |
| | | | Fare Collection Equipment | | | | | |
| J | Site | 10.00% | Roadways/driveways and associated signage, markings and equipment | 3 | 55.00% | | | |
| | | | Parking lots and associated signage, markings, and equipment | 2 | 25.00% | | | |
| | | | Pedestrian areas and associated signage, markings, and equipment | 3 | 5.00% | | | |
| | | | Site development such as fences, walls, and miscellaneous structures | 3 | 8.00% | | | |
| | | | Landscaping and irrigation | 3 | 5.00% | | | |
| | | | Site utilities | 3 | 2.00% | | | |
| Total | | 100.00% | | 2.9 | | | | |



| FACILITY - DW New Storage Barn | | Built: 2011 Square Feet: 15,396 | | Inspector: Zach Ashmore Facilities Mgr: Zach Ashmore | | Date: 6/30/2022 | |
|--------------------------------|---|---|---|---|----------------------|-----------------|--|
| ID | Primary Level | Percent of Facility | Sub-Level | Rating | Percent of Sub-Level | Notes | |
| A | Substructure | 25.00% | Foundations: Walls, columns, pilings, etc. | 3 | 70.00% | | |
| | | | Basement: Materials, insulation, slab, floor underpinnings | 3 | 30.00% | | |
| B | Shell | 30.00% | Superstructure/structural frame: Columns, pillars, walls | 3 | 40.00% | | |
| | | | Roof: Roof surface, gutters, eaves, skylights, chimney surrounds | 3 | 40.00% | | |
| | | | Exterior: Windows, doors, and all finishes (paint, masonry) | 3 | 15.00% | | |
| | | | Shell appurtenances: Balconies, fire escapes, gutters, downspouts | 3 | 5.00% | | |
| C | Interiors | 20.00% | Partitions: Walls, interior doors, fittings and signage | 3 | 60.00% | | |
| | Covers all interior spaces, regardless of use | | Stairs: Interior stairs and landings | 3 | 0.00% | | |
| | | | Finishes: Materials used on walls, floors, and ceilings | 3 | 38.00% | | |
| | | | Furnishings & Office Equipment: Cubicles, Desks, etc. | 3 | 2.00% | | |
| D | Conveyance | 0.00% | Elevators | | 0.00% | | |
| | | | Escalators | | 0.00% | | |
| | | | Lifts: Any other such fixed apparatuses for the movement of goods or people | | 0.00% | | |
| E | Plumbing | 3.00% | Fixtures | 3 | 5.00% | | |
| | | | Water distribution | 3 | 50.00% | | |
| | | | Sanitary waste | 3 | 25.00% | | |
| | | | Rain water drainage | 3 | 20.00% | | |
| 5 | Excellent | No visible defects, new or near new condition, may still be under warranty if applicable | | | | | |
| 4 | Good | Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional | | | | | |
| 3 | Adequate | Moderately deteriorated or defective; but has not exceeded useful life | | | | | |
| 2 | Marginal | Defective or deteriorated in need of replacement; exceeded useful life | | | | | |
| 1 | Poor | Critically damaged or in need of immediate repair; well past useful life | | | | | |
| F | HVAC | 5.00% | Energy supply | 3 | 20.00% | | |
| | | | Heat generation and distribution systems | 3 | 70.00% | | |
| | | | Cooling generation and distribution systems | | 0.00% | | |
| | | | Testing, balancing, controls and instrumentation | 3 | 5.00% | | |
| | | | Chimneys and vents | 3 | 5.00% | | |
| G | Fire Protection | 2.00% | Sprinklers | 3 | 80.00% | | |
| | | | Standpipes | 3 | 20.00% | | |
| | | | Hydrants and other fire protection specialties | 3 | 0.00% | | |
| H | Electrical | 5.00% | Electrical service and distribution | 3 | 30.00% | | |
| | | | Lighting and branch wiring (interior and exterior) | 3 | 50.00% | | |
| | | | Communications and security | 3 | 5.00% | | |
| | | | Other electrical system-related pieces such as lightning protection, generators, and emergency lighting | 3 | 15.00% | | |
| I | Equipment | 0.00% | Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies | 3 | 100.00% | | |
| | | | Fare Collection Equipment | | 0.00% | | |
| J | Site | 10.00% | Roadways/driveways and associated signage, markings and equipment | 3 | 30.00% | | |
| | | | Parking lots and associated signage, markings, and equipment | 3 | 30.00% | | |
| | | | Pedestrian areas and associated signage, markings, and equipment | 3 | 20.00% | | |
| | | | Site development such as fences, walls, and miscellaneous structures | 3 | 20.00% | | |
| | | | Landscaping and irrigation | 3 | 0.00% | | |
| | | | Site utilities | 3 | 0.00% | | |
| Total | | 100.00% | | 3.0 | | | |



| FACILITY - DART Central Station | | | Built: 2012 Square Feet: 21,520 | | | |
|---------------------------------|---|---|---|------------------------------|----------------------|-------|
| | | | Inspector: Zach Ashmore | Facilities Mgr: Zach Ashmore | Date: 6/30/2022 | |
| ID | Primary Level | Percent of Facility | Sub-Level | Rating | Percent of Sub-Level | Notes |
| A | Substructure | 25.00% | Foundations: Walls, columns, pilings, etc. | 4 | 70.00% | |
| | | | Basement: Materials, insulation, slab, floor underpinnings | 4 | 30.00% | |
| B | Shell | 30.00% | Superstructure/structural frame: Columns, pillars, walls | 4 | 40.00% | |
| | | | Roof: Roof surface, gutters, eaves, skylights, chimney surrounds | 4 | 40.00% | |
| | | | Exterior: Windows, doors, and all finishes (paint, masonry) | 4 | 15.00% | |
| | | | Shell appurtenances: Balconies, fire escapes, gutters, downspouts | 4 | 5.00% | |
| C | Interiors | 20.00% | Partitions: Walls, interior doors, fittings and signage | 4 | 30.00% | |
| | Covers all interior spaces, regardless of use | | Stairs: Interior stairs and landings | 4 | 10.00% | |
| | | | Finishes: Materials used on walls, floors, and ceilings | 4 | 30.00% | |
| | | | Furnishings & Office Equipment: Cubicles, Desks, etc. | 4 | 30.00% | |
| D | Conveyance | 0.00% | Elevators | 4 | 100.00% | |
| | | | Escalators | | | |
| | | | Lifts: Any other such fixed apparatuses for the movement of goods or people | | | |
| E | Plumbing | 3.00% | Fixtures | 4 | 10.00% | |
| | | | Water distribution | 4 | 35.00% | |
| | | | Sanitary waste | 4 | 35.00% | |
| | | | Rain water drainage | 4 | 20.00% | |
| 5 | Excellent | No visible defects, new or near new condition, may still be under warranty if applicable | | | | |
| 4 | Good | Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional | | | | |
| 3 | Adequate | Moderately deteriorated or defective; but has not exceeded useful life | | | | |
| 2 | Marginal | Defective or deteriorated in need of replacement; exceeded useful life | | | | |
| 1 | Poor | Critically damaged or in need of immediate repair; well past useful life | | | | |
| F | HVAC | 5.00% | Energy supply | 4 | 20.00% | |
| | | | Heat generation and distribution systems | 4 | 35.00% | |
| | | | Cooling generation and distribution systems | 4 | 35.00% | |
| | | | Testing, balancing, controls and instrumentation | 4 | 8.00% | |
| | | | Chimneys and vents | 4 | 2.00% | |
| G | Fire Protection | 2.00% | Sprinklers | 4 | 70.00% | |
| | | | Standpipes | 4 | 30.00% | |
| | | | Hydrants and other fire protection specialties | | 0.00% | |
| H | Electrical | 5.00% | Electrical service and distribution | 4 | 30.00% | |
| | | | Lighting and branch wiring (interior and exterior) | 4 | 50.00% | |
| | | | Communications and security | 3 | 5.00% | |
| | | | Other electrical system-related pieces such as lightning protection, generators, and emergency lighting | 4 | 15.00% | |
| I | Equipment | 0.00% | Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies | 4 | 100.00% | |
| | | | Fare Collection Equipment | | 0.00% | |
| J | Site | 10.00% | Roadways/driveways and associated signage, markings and equipment | 4 | 53.00% | |
| | | | Parking lots and associated signage, markings, and equipment | 4 | 5.00% | |
| | | | Pedestrian areas and associated signage, markings, and equipment | 4 | 25.00% | |
| | | | Site development such as fences, walls, and miscellaneous structures | 4 | 10.00% | |
| | | | Landscaping and irrigation | 4 | 2.00% | |
| | | | Site utilities | 4 | 5.00% | |
| Total | | 100.00% | | 4.0 | | |

TAM Policy



Transt Asset Management Policy



| | |
|--------------------------------|------------------------|
| Scope: | DART Commission |
| Responsible Department: | Finance |
| Effective Date: | October 2, 2018 |
| Approved By: | DART Commission |

PURPOSE

The intent of the Transit Asset Management (TAM) policy is to communicate to the Commission, management, staff, and external stakeholders DART's commitment to maintain our system in a State of Good Repair (SGR); and foster a culture of continuous improvement in asset management and performance.

This directive outlines the agency's overall asset management approach in a manner consistent with current federal regulations (49 U.S. Code § 5326) and sets the direction for establishing and following through with transit asset management strategies and plans that are achievable with available funds. This mandate also complies with the Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Ruling on July 26, 2016.

Specifically, this policy relates to the management of Transit Assets, as defined by the FTA, which have a value of \$50,000 or more and are included in DART's Transit Asset Inventory.

POLICY

A. Commitment to Maintaining Assets in a State of Good Repair

DART is committed to maintaining assets in a State of Good Repair through financial stewardship and reinvestment, transparency, and collaboration with community partners; promoting a culture that supports asset management across the organization; and by focusing on high quality data-driven asset condition and performance information to provide safe, reliable, sustainable service for member communities.

DART's asset management program supports the timely implementation of projects and programs which maintain transit assets in a State of Good Repair.

B. Transit Asset Management Plan Elements

FTA regulations define DART as a Tier 2 agency and, as such, require DART to implement a TAM plan that includes the four TAM elements listed below.

- Inventory of Assets
- Condition Assessment
- Decision Support Tools
- Investment Prioritization



C. Authority and Implementation

The DART Chief Executive Officer or designee will have the overall responsibility for overseeing the development and implementation of the TAM Plan and ongoing reporting requirements. In addition to the Chief Executive Officer, the following staff resources will be responsible for the implementation of the plan.

Chief Operating Officer, Fleet Manager, and Facility Manager will set maintenance procedures, reports on conditions, reviews lifecycle costing, prioritize projects and assign work orders to maintenance and facility personnel.

Chief Finance Officer, Finance Manager and Grants Program Administrator will prepare annual inventory, project funding resources and assist with asset lifecycle costing analysis. The Grants Program Administrator will also report annual condition and performance targets to NTD, the State of Iowa DOT and the Des Moines Area MPO.

REVISION AND REVIEW LOG:

| DATE | ACTION | COMMENTS |
|-----------------|---------------|--|
| October 1, 2022 | Revision | Update of section B required elements to 4 required, add additional role clarification in section C. |
| | | |
| | | |
| | | |



ACTION ITEM



8C: FY 2023 Safety Performance Targets

Action: Approve the proposed DART FY 2023 Safety Performance Targets as required Public Transportation Agency Safety Plan adopted by the DART Commission on December 1, 2020.

Staff Resource: *Pat Daly, DART Safety Manager*

Background:

- DART is required, under its Public Transportation Agency Safety Plan, to establish and monitor seven Safety Performance Targets for each mode of service provided.
- The seven Safety Performance Targets that are monitored are:
 1. **Number of fatalities**
 2. **Fatalities per 100/K miles of revenue service**
 3. **Number of injuries** (Injuries recorded are those that require an individual to be immediately transported from the scene for medical attention)
 4. **Injuries per 100/K miles of revenue service**
 5. **Number of safety events**
 - Safety events are defined as any number of incidents that result in:
 - A vehicle being towed from a scene
 - Property damage in excess of \$25,000
 - An evacuation for life safety
 - An individual is transported immediately away from the scene for medical attention
 6. **Safety events per 100/K of revenue service**
 7. **System Reliability** – miles between major road calls
- The FY 22 safety performance targets were determined based on FY 21's actual numbers and most were adjusted lower than FY 21's targets while taking into account the uniqueness of FY 21's service and external factors.
- For FY 22, DART met or exceeded all but four Safety Performance Targets.
 - System Reliability is a measure of the number of revenue miles a particular service experiences between major mechanical failures that prevent a vehicle from completing or starting a scheduled trip.
 - Rideshare, and Taxi reported no major mechanical failures

Proposed FY 23 Safety Performance Targets:

- The Bipartisan Infrastructure Law added requirements to DART's Agency Safety Plan to set risk reduction performance targets using a three-year rolling average.



ACTION ITEM

8C: FY 2023 Safety Performance Target Approval

- With no similar guidance issued by the FTA regarding the setting of the safety performance targets, DART will begin using the three-year rolling average for the safety performance targets once we have three years of data.
- Since the safety performance targets only started being tracked in this format in FY 21, FY 23's proposed safety targets are based on the average of FY 21 and FY 22's actual safety performance.
 - Rideshare and Taxi did not report any major road calls in FY 22, their FY 23 target was set to the same as FY 22.
 - Some averages for the total number injuries and safety events were rounded up for the FY 23 targets.

| Safety Performance Targets | | | | | | | |
|-----------------------------------|-------------------|-----------------------------------|-----------------|---------------------------------|----------------------|--------------------------------------|---------------------------|
| Mode of Transit Service | Fatalities | Fatalities per 100/K miles | Injuries | Injuries per 100/K miles | Safety Events | Safety Events per 100/k miles | System Reliability |
| <u>Fixed Route</u> | | | | | | | |
| FY 21 Actual | 0 | 0 | 2.0 | 0.10 | 10.0 | 0.52 | 16,984 |
| FY 22 Actual | 0 | 0 | 11.0 | 0.49 | 14.0 | 0.62 | 14,617 |
| FY 23 Target | 0 | 0 | 7.0 | 0.30 | 12.0 | 0.57 | 15,801 |
| <u>Paratransit</u> | | | | | | | |
| FY 21 Actual | 0 | 0 | 0.0 | 0.00 | 0.0 | 0.00 | 0.00 |
| FY 22 Actual | 0 | 0 | 1.0 | 0.13 | 2.0 | 0.27 | 49,488 |
| FY 23 Target | 0 | 0 | 1.0 | 0.13 | 1.0 | 0.14 | 24,744 |
| <u>Rideshare</u> | | | | | | | |
| FY 21 Actual | 0 | 0 | 0.0 | 0.00 | 1.0 | 0.15 | 0.00 |
| FY 22 Actual | 0 | 0 | 0.0 | 0.00 | 2.0 | 0.26 | 0.00 |
| FY 23 Target | 0 | 0 | 1.0 | 1.00 | 2.0 | 0.26 | 13,800 |
| <u>Taxi</u> | | | | | | | |
| FY 21 Actual | 0 | 0 | 0.0 | 0.00 | 0.0 | 0.00 | 0.00 |
| FY 22 Actual | 0 | 0 | 0.0 | 0.00 | 0.0 | 0.00 | 0.00 |
| FY 23 Target | 0 | 0 | 1.0 | 1.00 | 1.0 | 0.17 | 7,400 |

Recommendation:

- Approve the proposed DART FY 2023 Safety Performance Targets as required Public Transportation Agency Safety Plan adopted by the DART Commission on December 1, 2020.



DISCUSSION ITEM



9A: West Des Moines Service Planning Update

Staff Resource: Luis Montoya, Chief Planning Officer

- Staff will provide an update on ongoing service planning in West Des Moines.



DISCUSSION ITEM



| | |
|------------|--------------------------------------|
| 9B: | Paratransit Public Input Plan |
|------------|--------------------------------------|

Staff Resource: *Amanda Wanke, Chief Operations Officer and Deputy CEO*

- Staff will provide an update on the plan to gather public input on the changes the Commission is considering to the paratransit plan, which include:
 - Medical verification for use of DART's Bus Plus services.
 - Free Local and Express Route services.
 - Recertifications of medical verification in certain situations.



DISCUSSION ITEM



9C: 2022 Iowa State Fair Update

Staff Resource: Amanda Wanke, Chief Operations Officer and Deputy CEO

- Staff will provide a brief update on DART's Park and Ride service for the 2022 Iowa State Fair.



DISCUSSION ITEM



9D: Electric Bus Pilot Update

Staff Resource: Amanda Wanke, Chief Operations Officer and Deputy CEO

- Staff will provide an update on the Electric Bus Pilot, including data and information about performance of the buses and potential next steps.



MONTHLY REPORT



9E: Monthly Performance Report – July 2022

Staff Resource: Nate Bleadorn, Business Intelligence Manager

Summary of July 2022 Monthly Performance:

- Total July ridership was up 13.33% compared to July of 2021 and down slightly from June. Fixed route ridership was down 1.75% this month, and Paratransit was down 5.05% compared to June. RideShare was down 6.38% compared to last month. These decreases can be attributed to a lower number of days in weekday service as well as the Independence Day Holiday. DART on Demand continues to see strong ridership, with more discussion available in the Planning Department monthly report.
- For the month of July, preventable accidents occurred at a rate of 0.81 per 100,000 miles, which is down compared to last month and meets our target of 1 per 100,000 miles. Non-preventable accidents occurred at a rate of 2.42 per 100,000 miles in June, which is an increase compared to last month.
- On-Time Performance saw a slight month-to-month increase to 84.28% for the month, which is right at our benchmark of 85%.
- Road calls per 100,000 miles, where our buses need service while in operation, were 12.51 for the month of July.
- For this year's Iowa State Fair, we provided more than 200,000 rides. This number was up over 50% from last year.
- During our first week of the school year, we surpassed 10k riders in a day for the first time since the pandemic.

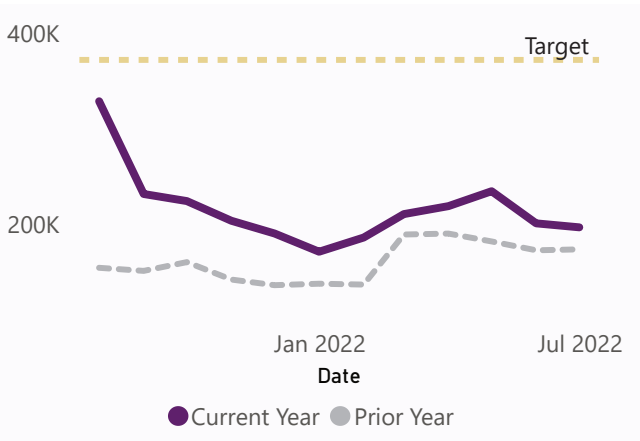


Performance Summary - July 2022

8/1/2021 7/31/2022

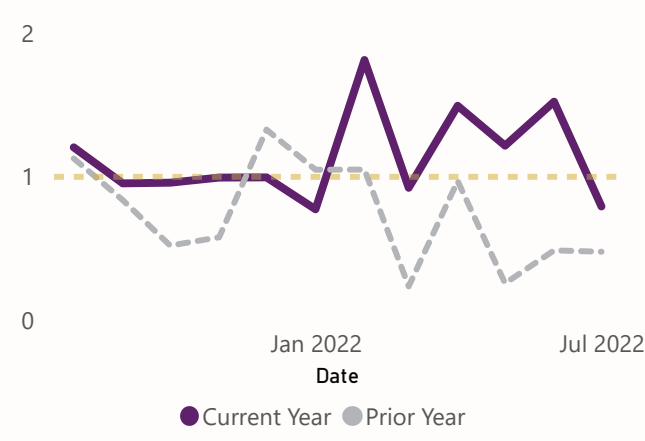
Ridership

Monthly **197,059**
 YTD **197,059**
 FY22: 173,991 (+13.26%) FY22: 173,991 (+13.26%)



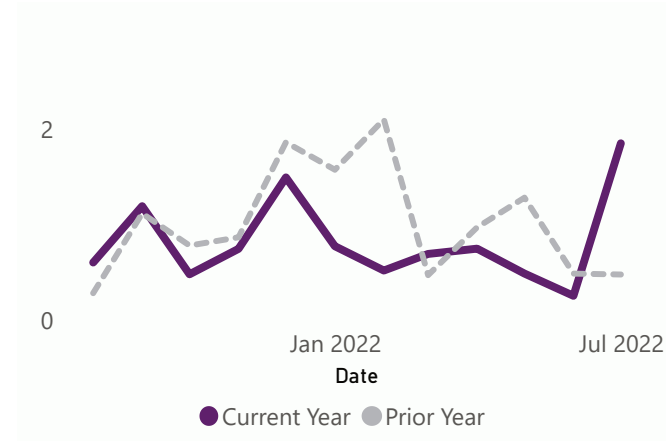
Preventable Accidents/100k Miles

Monthly **0.79**
 YTD **0.79**
 FY22: 0.48 (-66.37%) FY22: 0.48 (-66.37%)



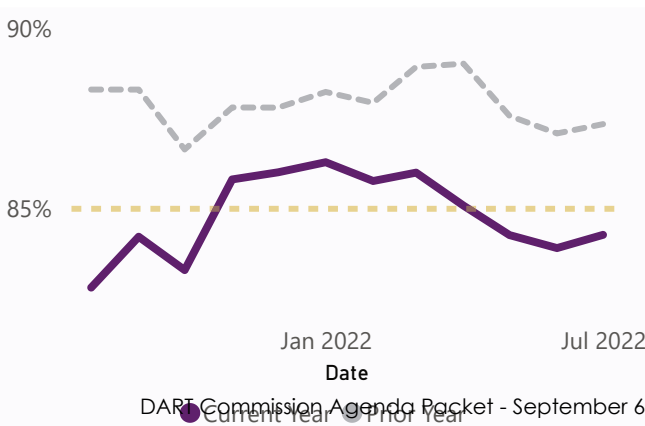
Non-Preventable Accidents/100k

Monthly **1.85**
 YTD **1.85**
 FY22: 0.48 (-288.2%) FY22: 0.48 (-288.2%)



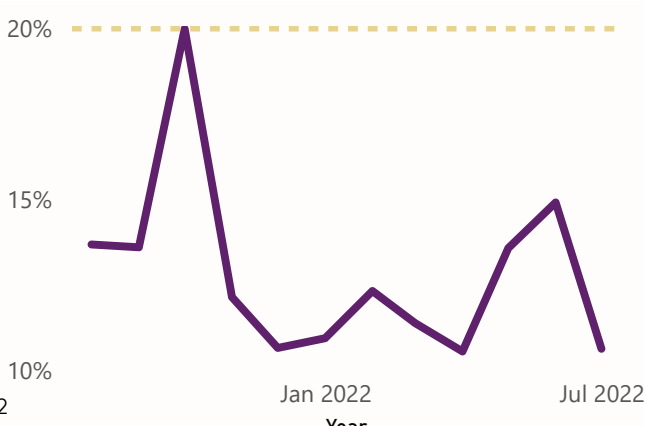
On-Time Performance

Monthly **84.28%**
 YTD **84.28%**
 FY22: 87.35% (-3.52%) FY22: 87.35% (-3.52%)



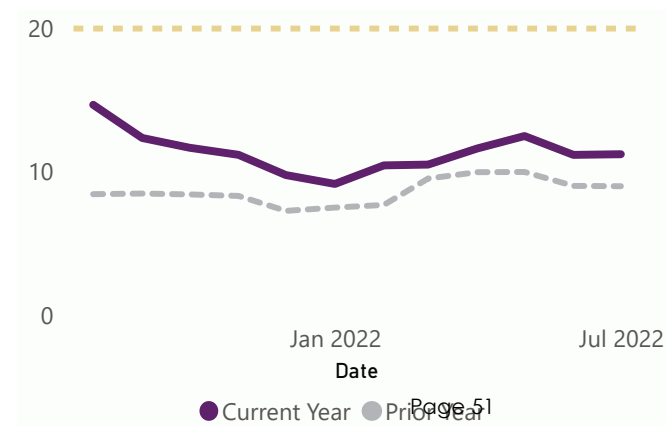
Farebox Recovery Ratio

Monthly **10.63%**
 YTD **10.63%**
 FY22: 22.15% (-52%) FY22: 22.15% (-52%)



FR Passengers / Revenue Hour

Monthly **11.23**
 YTD **11.23**
 FY22: 8.99 (+24.88%) FY22: 8.99 (+24.88%)





Fixed Route Performance

8/1/2021

7/31/2022

Ridership

Monthly

184,247

FY22: 159,102 (+15.8%)

YTD

184,247

FY22: 159,102 (+15.8%)

On-Time Performance

Monthly

83.87%

FY22: 87.12% (-3.74%)

YTD

83.87%

FY22: 87.12% (-3.74%)

Operating Cost/Rev. Hour

Monthly

\$146.23

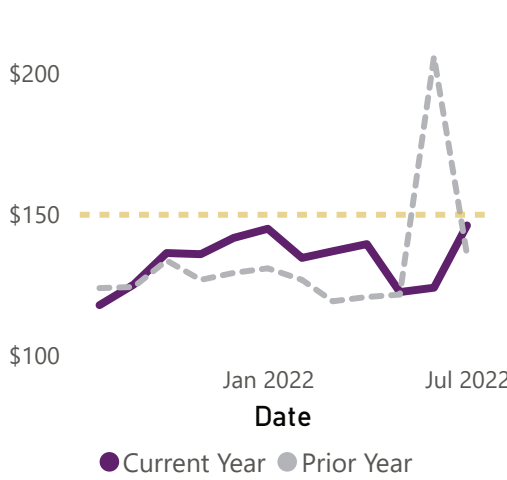
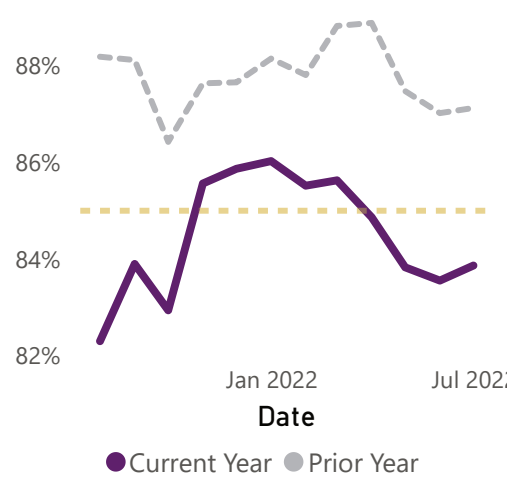
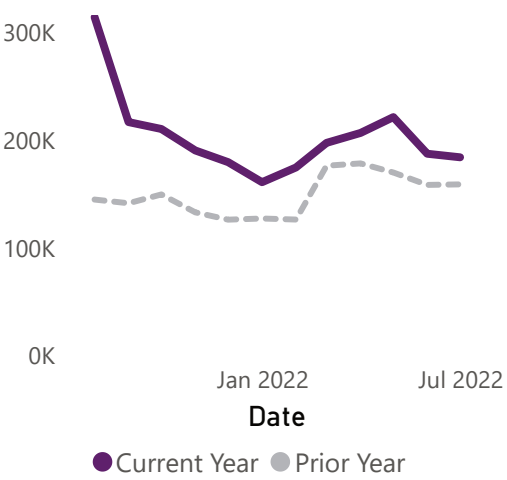
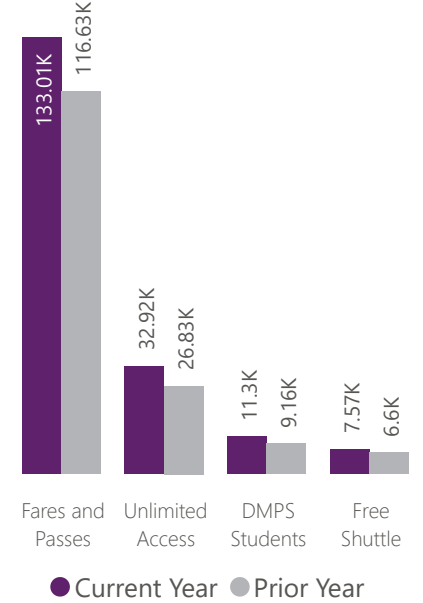
FY22: \$135.89 (-7.61%)

YTD

\$146.23

FY22: \$135.89 (-7.61%)

Monthly Ridership by Fare Group



Preventable Acc./100k

Monthly

0.81

FY22: 0.73 (-10.74%)

YTD

0.81

FY22: 0.73 (-10.74%)

Non-Preventable Acc./100k

Monthly

2.42

FY22: 0.73 (-232.22%)

YTD

2.42

FY22: 0.73 (-232.22%)

Road Calls/100k Miles

Monthly

12.51

FY22: 4.74 (-164.07%)

YTD

12.51

FY22: 4.74 (-164.07%)

Complaints/100k Passengers

Monthly

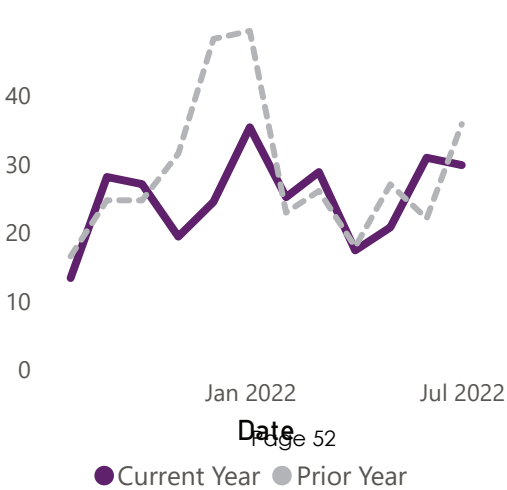
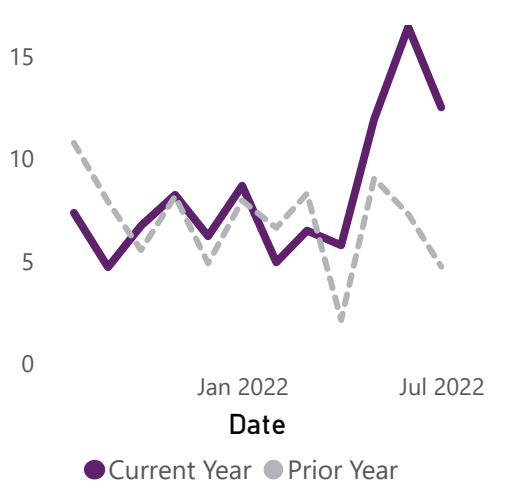
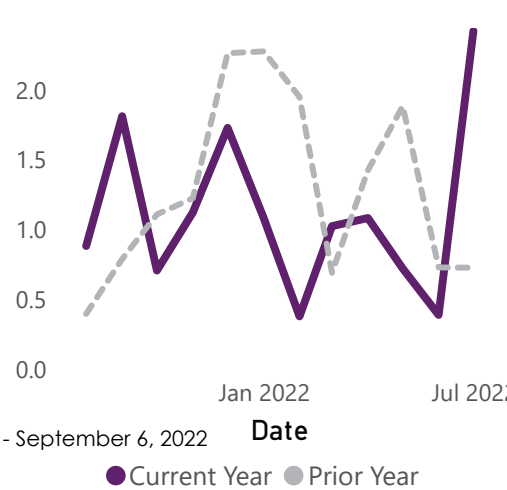
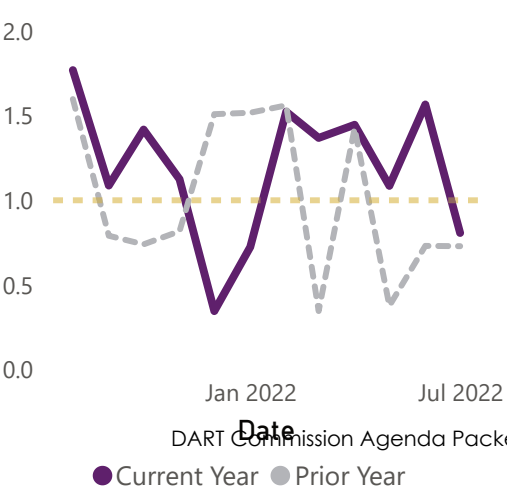
29.85

FY22: 35.83 (+16.68%)

YTD

29.85

FY22: 35.83 (+16.68%)





Paratransit Performance

8/1/2021

7/31/2022

Ridership

Monthly

7,320

FY22: 6,435 (+13.75%)

YTD

7,320

FY22: 6,435 (+13.75%)

On-Time Performance

Monthly

92.12%

FY22: 92.07% (+0.06%)

YTD

92.12%

FY22: 92.07% (+0.06%)

Operating Cost/Passenger

Monthly

\$55.34

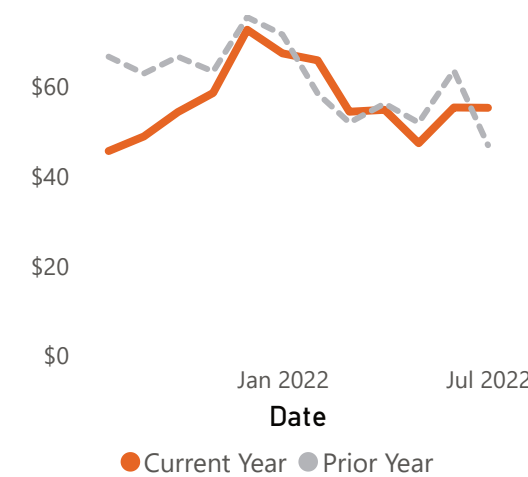
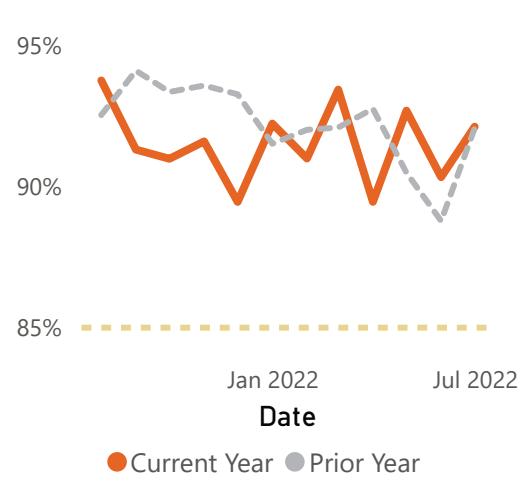
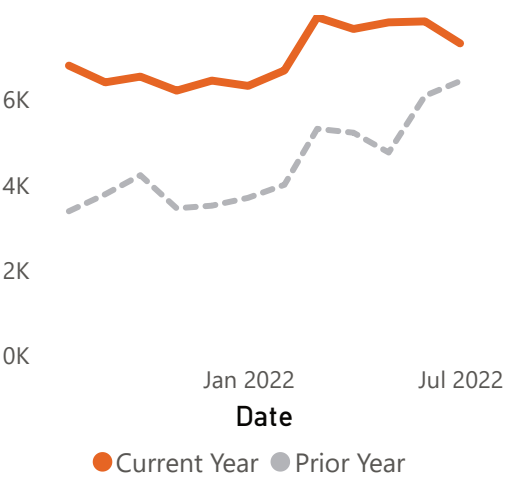
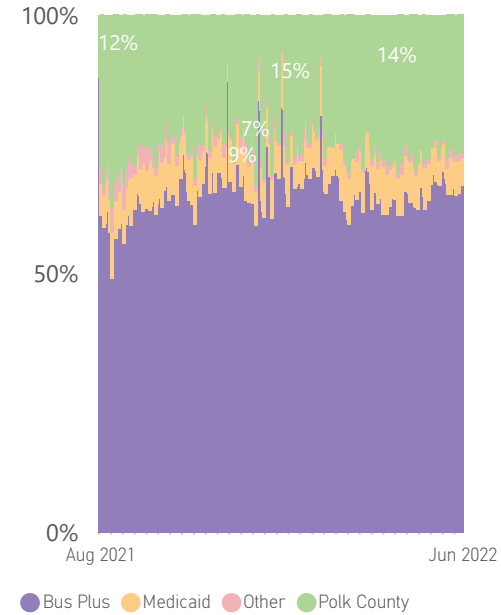
FY22: \$47.01 (-17.7%)

YTD

\$55.34

FY22: \$47.01 (-17.7%)

Paratransit Customer Type Breakdown



Preventable Acc./100k

Monthly

1.40

FY22: 0.00

YTD

1.40

FY22: 0.00

Non-Preventable Acc./100k

Monthly

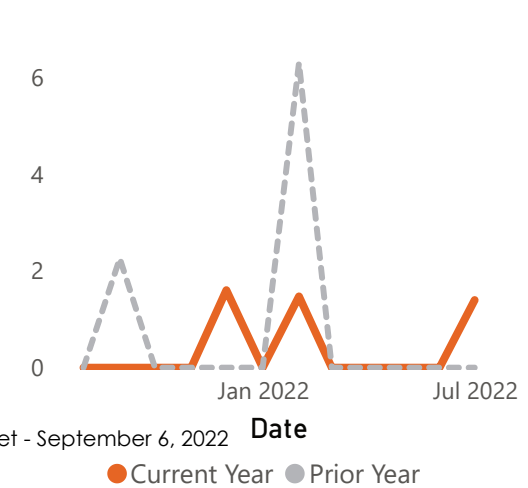
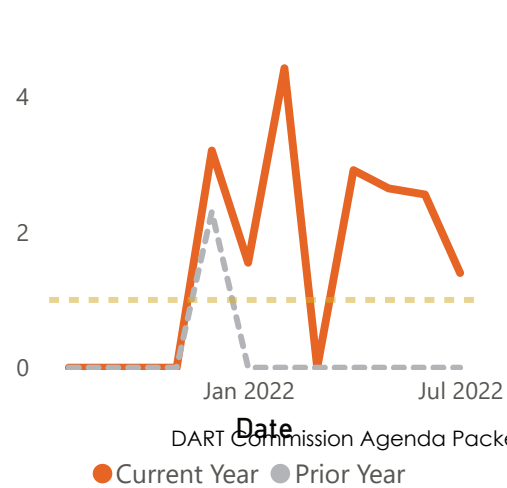
1.40

FY22: 0.00

YTD

1.40

FY22: 0.00



RideShare - Ridership

Monthly

5,492

FY22: 8,454 (-35.04%)

YTD

5,492

FY22: 8,454 (-35.04%)

RideShare - Op. Cost/Passenger*

Monthly

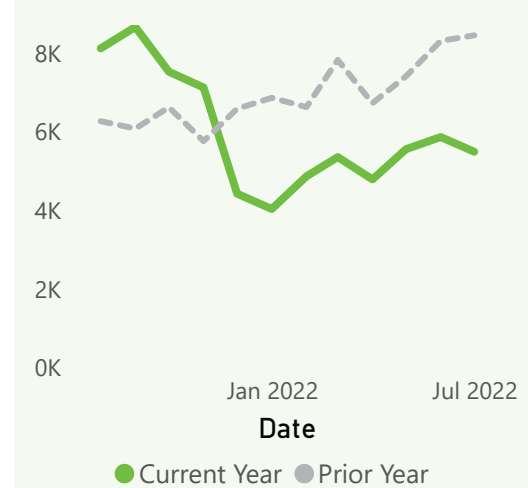
\$11.72

FY22: \$10.09 (-16.21%)

YTD

\$11.72

FY22: \$10.09 (-16.21%)





Route Details

Month

July 2022



| Program | Route | Month Ridership | Month Last Year | YTD Ridership | Last Year YTD Ridership | YTD Change | YTD Change % | YTD Passengers/Revenue Hour | YTD On-Time Performance |
|----------------------|---------------------------------|-----------------|-----------------|----------------|-------------------------|---------------|--------------|-----------------------------|-------------------------|
| 1. Local | ▲ | | | | | | | | |
| | #1 - Fairgrounds | 7,312 | 7,146 | 7,312 | 7,146 | 166 | 2.3% | 8.94 | 76.84% |
| | #3 - University | 23,120 | 19,332 | 23,120 | 19,332 | 3,788 | 19.6% | 15.48 | 82.87% |
| | #4 - E. 14th | 9,043 | 8,408 | 9,043 | 8,408 | 635 | 7.6% | 10.74 | 87.88% |
| | #5 - Franklin Ave/Johnston | 4,868 | 4,291 | 4,868 | 4,291 | 577 | 13.4% | 6.95 | 76.06% |
| | #6 - Indianola | 13,528 | 11,565 | 13,528 | 11,565 | 1,963 | 17.0% | 13.96 | 87.72% |
| | #7 - SW 9th St. | 17,466 | 17,029 | 17,466 | 17,029 | 437 | 2.6% | 19.02 | 90.66% |
| | #8 - Fleur Dr. | 1,158 | 937 | 1,158 | 937 | 221 | 23.6% | 8.24 | 77.34% |
| | #10 - East University | 626 | 483 | 626 | 483 | 143 | 29.6% | 4.71 | 90.67% |
| | #11 - Ingersoll/Valley Junction | 1,389 | 1,075 | 1,389 | 1,075 | 314 | 29.2% | 9.20 | 85.49% |
| | #13 - Evergreen | 391 | 280 | 391 | 280 | 111 | 39.6% | 6.79 | 77.27% |
| | #14 - Beaver Ave. | 8,907 | 8,101 | 8,907 | 8,101 | 806 | 9.9% | 10.63 | 82.10% |
| | #15 - 6th Ave. | 11,561 | 9,174 | 11,561 | 9,174 | 2,387 | 26.0% | 14.19 | 86.68% |
| | #16 - Douglas Ave. | 21,089 | 17,247 | 21,089 | 17,247 | 3,842 | 22.3% | 14.71 | 84.09% |
| | #17 - Hubbell Ave. | 15,825 | 13,552 | 15,825 | 13,552 | 2,273 | 16.8% | 12.16 | 84.87% |
| | #50 - Euclid | 4,553 | 3,243 | 4,553 | 3,243 | 1,310 | 40.4% | 7.30 | 92.31% |
| | #52 - Valley West/Jordan Creek | 9,181 | 7,476 | 9,181 | 7,476 | 1,705 | 22.8% | 8.68 | 88.48% |
| | #60 - Ingersoll/University | 18,659 | 16,483 | 18,659 | 16,483 | 2,176 | 13.2% | 12.80 | 84.45% |
| | #72 - West Des Moines Loop | 4,024 | 2,797 | 4,024 | 2,797 | 1,227 | 43.9% | 4.87 | 75.69% |
| | #74 - NW Urbandale | 471 | 296 | 471 | 296 | 175 | 59.1% | 3.80 | 80.67% |
| 2. Shuttle | Link Shuttle | 463 | 955 | 463 | 955 | -492 | -51.5% | 1.76 | 92.05% |
| | Downtown Shuttle | 6,819 | 5,412 | 6,819 | 5,412 | 1,407 | 26.0% | 11.66 | 79.73% |
| 3. Express | #92 - Hickman | 392 | 307 | 392 | 307 | 85 | 27.7% | 3.98 | 73.93% |
| | #93 - NW 86th | 613 | 546 | 613 | 546 | 67 | 12.3% | 3.36 | 76.13% |
| | #94 - Westown | 457 | 331 | 457 | 331 | 126 | 38.1% | 6.86 | 86.50% |
| | #95 - Vista | 115 | 152 | 115 | 152 | -37 | -24.3% | 2.74 | 76.08% |
| | #96 - E.P. True | 511 | 377 | 511 | 377 | 134 | 35.5% | 5.64 | 74.46% |
| | #98 - Ankeny | 1,441 | 1,238 | 1,441 | 1,238 | 203 | 16.4% | 4.84 | 80.04% |
| | #99 - Altoona | 241 | 395 | 241 | 395 | -154 | -39.0% | 3.24 | 76.50% |
| | 5. On Call | Ankeny | | 128 | | 128 | -128 | -100.0% | |
| NW Johnston / Grimes | | | | | | | | | |
| Regional | | 24 | 36 | 24 | 36 | -12 | -33.3% | 3.05 | 93.75% |
| 6. DART On Demand | DART On Demand - Ankeny | 840 | | 840 | | 840 | Infinity | Infinity | |
| Cab | Paratransit: Taxi | 271 | 384 | 271 | 384 | -113 | -29.4% | 5.41 | |
| Paratransit | Paratransit: Bus/Van | 6,209 | 6,061 | 6,209 | 6,061 | 148 | 2.4% | 1.81 | 92.12% |
| RideShare | RideShare | 5,492 | 8,454 | 5,492 | 8,454 | -2,962 | -35.0% | 4.27 | |
| Total | | 197,059 | 173,691 | 197,059 | 173,691 | 23,368 | 13.5% | 9.31 | 84.28% |



MONTHLY REPORT



10A: Operations Team Report

Staff Resources: *Amanda Wanke, Chief Operations Officer and Deputy CEO*

- **Iowa State Fair Service:** Staff from the entire organization once again helped to ensure a smooth and seamless delivery of DART's 2022 Iowa State Fair Park & Ride Service. Ridership was up 54.69% from 2021, with 218,184 rides. With no major changes this year, the service was run safely and effectively.

Maintenance – Keith Welch, Fleet Manager

- **Supply Chain Impacts:** DART's fleet maintenance department continues to be impacted by parts shortages due to supply chain challenges. We have seen some improvement recently with around 95.5% of orders being received within 60 days, but 4.5% being more than 100 days out. The main two components we are having issues with are secondary air filters and DEF heads. Staff continue to monitor inventory closely, adjusting ordering as needed, and scenario planning so that this shortage doesn't have an impact on regularly scheduled service.
- **Supply Cost:** DART is still seeing a steady increase in the cost of parts, tires, and petroleum oil lubricants (POL) such as engine oil, grease, and transmission fluid monthly. Staff continue to monitor and adjust ordering as needed. We are now starting to see fuel charges for deliveries. Some orders such as POL (petroleum products) bulk orders now have a minimum order, or a fuel charge will be added. It is also becoming common to see extra surcharges for fuel and handling.

Transportation

- **DMPS School Service:** DART has resumed service for Des Moines Public Schools (DMPS), including new service to Callanan and Merrill middle schools and free rides for students at North High School and Harding Middle School. All of the transitions require frequent communication between school leadership and DART's Transportation team to troubleshoot, learn and help all students and operators familiarize themselves with the changes and service. The Operations Supervisors have been well-prepared and out on the road assisting drivers with route familiarization, assisting students needing transportation, and providing information to administrators.

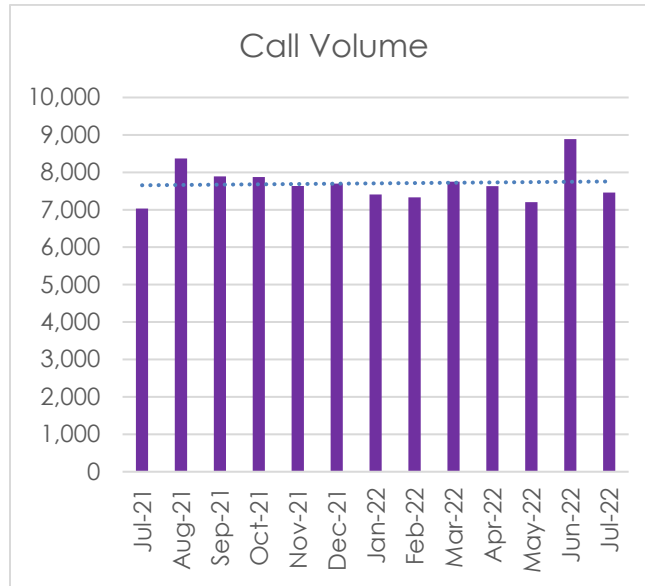
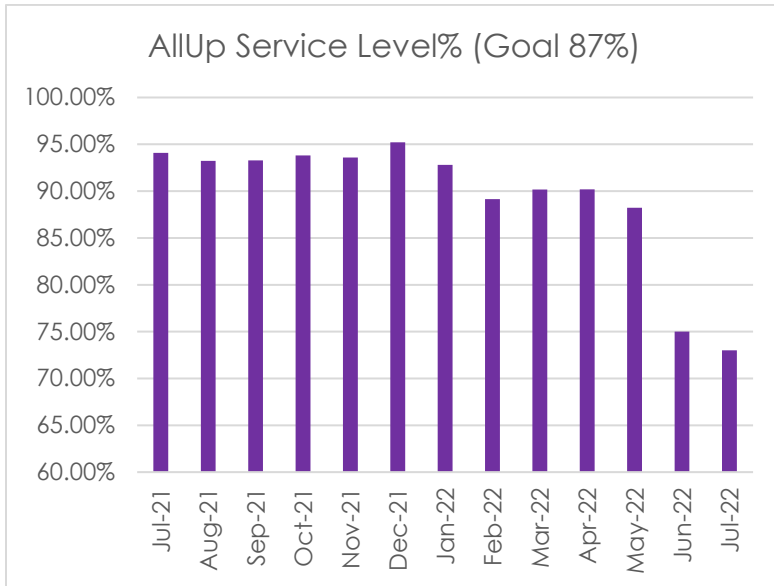
Facilities – Zach Ashmore, Facilities Manager

- **New Shelters:** The Facilities team has coordinated with DART's local contractor to install the replacement shelter at the Walmart/Sam's Club stop in Windsor Heights. The shelter had been damaged due to severe weather.
- **Fuel Issues:** At DART Way, the aging infrastructure is causing problems with DART's fuel tanks. Staff have awarded a bid to repair the fuel castings to prevent water intrusion and extend the life of the fueling tanks.
- **Iowa State Fair:** The Facilities Team had a successful but busy three weeks setting up, maintaining, and tearing down the park and ride equipment for the Iowa State Fair.

MONTHLY REPORT
10A: Operations Team Report



Customer Experience – Steve Wright, Customer Experience Manager



Service Level: The percentage of calls answered within 60 seconds.





MONTHLY REPORT

**10B: Planning Team Report**

Staff Resources: Luis Montoya, Chief Planning Officer

- **August Service Change:** On August 21st DART implemented a service change aimed at restoring DMPS tripper service for the school year. Staff worked with DMPS to identify additional trippers that were added to the contract for the upcoming year.
- **Principal Foundation Pilot- Student Access:** DART was awarded \$75,000 from the Principal Foundation to provide students at Harding Middle School and North High School fare-free access to DART. DART staff worked with DMPS to ensure that student ID badges were updated with the new information and to inform families of the pilot.
- **Principal Foundation Pilot- Merle Hay Rd:** DART was awarded \$75,000 from the Principal Foundation to provide weekend transit service along Merle Hay Rd. The original proposal was to implement a new DART On Demand Zone, but upon further review staff have realized that fixed route would be a more appropriate service type based on the customer needs and street grid. Staff are able to modify weekend service so that Route 5 could be operated 7 days a week using the grant funds. This is expected to start in November.
- **Principal Foundation Pilot- River Bend DOD:** DART was awarded partial funding (\$100,000) to implement a new DART On Demand zone in and around the River Bend neighborhood of Des Moines. Staff have identified additional potential grant opportunities that we will apply for in an attempt to fully fund the pilot. Staff are also conducting outreach with neighborhood groups and residents to better understand the existing transportation gaps so that a service plan can be developed based on needs and available funding.
- **DART on Demand West Des Moines:** Staff are refining the TOS proposal for a new DART on Demand zone in West Des Moines. Public outreach and analysis have led staff to recommend that rather than eliminating Route 72 entirely, we make efficiency improvements and still use the savings to launch an additional, smaller DART On Demand Zone.
- **DART on Demand Ankeny:** A table below shows key performance metrics for August. Ridership continues to grow, increasing trip denial rates toward the end of the month. Students are a growing customer segment, and we are working on strategies to more efficiently manage high demand when school gets out in the afternoons in particular.

| Week | Ridership | | | Customer Experience | | | Service Adoption | |
|-------------------|--------------|----------------------------------|-------------------------------|--|-----------------------------|---------------------------------|---------------------|----------------------|
| | Trips | Total Unique Riders (who booked) | First Time Users (who booked) | No Proposed Trip Available (percent of requests) | Average Wait Time (Minutes) | Average Ride Duration (Minutes) | Mobile Booking Rate | New Accounts Created |
| Aug 1 - Aug 5 | 183 | 52 | 6 | 9% | 23 | 11 | 70% | 22 |
| Aug 8 - Aug 12 | 186 | 56 | 3 | 13% | 27 | 10 | 81% | 33 |
| Aug 15 - Aug 19 | 225 | 67 | 9 | 14% | 23 | 12 | 67% | 25 |
| Aug 22 - Aug 26 | 248 | 65 | 7 | 24% | 32 | 10 | 69% | 27 |
| Cumulative | 6,379 | | 249 | | | | | 882 |



MONTHLY REPORT
10B: Planning

- **City of Des Moines License Agreement:** DART is working with the City of Des Moines to develop a license agreement to document and govern DART benches in the public right of way. Staff are in the process of negotiating the license agreement.
- **Strategic Planning:** We are working with Baton Global to develop a Strategic Plan to outline DART's priorities for the next 3-5 years. Core Values have been developed, as well as draft Priority Areas. A Commission Workshop is planned to review potential key initiatives and provide guidance on prioritization in October.
- **Fare Policy Research and Updates:** Staff are working with a consultant team to study DART's fare structure with the intent of establishing fare policies for DART on Demand, updating Rideshare fare policies, and investigate fixed-route fare collection technologies and policies.



MONTHLY REPORT



10C: External Affairs Team Report

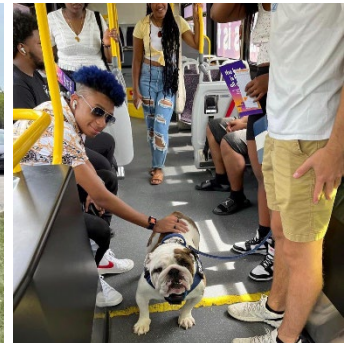
Staff Resources: Erin Hockman, Chief External Affairs Officer

Customer Satisfaction Survey: DART will use ETC Institute to administer a Customer Satisfaction Survey for its Fixed Route, Paratransit, RideShare and DART On Demand services. Staff is finalizing the survey instruments so ETC can begin gathering responses in October. DART usually conducts a bi-annual Customer Satisfaction Survey. Due to the COVID-19 pandemic, the last survey was administered in 2018.

Marketing and Communications – Carissa Meredith, Marketing and Communications Manager

DMPS School Tripper Service: Staff developed a toolkit that was shared with DMPS to remind students and staff about their DART access. The toolkit included tailored content for Harding Middle School and North High School to educate staff, students and their families that most students at Harding and North can ride free any time this school year with their student ID thanks to a grant from the Principal Foundation. All DMPS staff ride free, and all DMPS students ride free with their student ID after 4:30 p.m. on weekdays and any day school is not in session. Some DMPS high school and middle school students are assigned to a DART route to get to and from school and those students can use their school ID to ride free anytime. Updated information about school tripper routes was published on DART’s website and shared via email and social media.

Drake Welcome Week: The marketing team provided support alongside the Business and Community Partnerships team to promote students’ unlimited access benefit as they return to campus. Staff worked with Drake to identify opportunities to engage with students, created printed materials and hosted a bus on-site during Welcome Week activities.



Library card sign up week – free rides: DART is once again partnering with area libraries to offer free rides with a valid library card during library card sign up week September 11-17. Riders show their participating library card upon boarding to receive a free ride.

MONTHLY REPORT
10C: External Affairs Team Report

Iowa State Fair: In addition to promoting DART's Park & Ride Shuttles for the Iowa State Fair, staff used its presence at the Fair to widely introduce its new Gen Z campaign. The "Gen Z" bus was in the Iowa State Fair parade and all staff received a branded hat featuring "The bus is for all of us" to wear while working at the Park & Ride locations.



Marketing Analytics Report

| Metric | Feb 2022 | March 2022 | April 2022 | May 2022 | June 2022 | July 2022 | July 2021 | Year Prior |
|-------------------------|----------|------------|------------|----------|-----------|-----------|-----------|------------|
| MyDART App Accounts | 35,829 | 36,818 | 37,752 | 38,413 | 39,470 | 40,371 | 27,104 | 49% |
| Website Unique Visitors | 20,214 | 19,078 | 20,905 | 23,144 | 22,199 | 18,962 | 17,020 | 11% |
| Facebook Likes | 6,000 | 6,000 | 6,023 | 6,062 | 6,074 | 6,084 | 5,056 | 20% |
| Twitter Followers | 2,501 | 2,505 | 2,506 | 2,516 | 2,519 | 2,524 | 2,451 | 3% |
| Instagram Followers | 1,490 | 1,503 | 1,517 | 1,540 | 1,552 | 1,554 | 1,441 | 8% |
| LinkedIn Followers | 682 | 698 | 707 | 731 | 743 | 754 | 572 | 32% |
| Email Subscribers | 13,532 | 13,504 | 13,500 | 13,551 | 13,550 | 13,557 | 13,131 | 3% |
| Trip Plans | 29,081 | 32,865 | 31,214 | 37,318 | 44,412 | 39,476 | 14,587 | 171% |
| Real-time Map | 21,729 | 22,532 | 21,248 | 28,359 | 34,609 | 27,711 | 18,646 | 49% |
| Next DART Bus | 193,726 | 279,818 | 245,454 | 353,591 | 341,649 | 285,471 | 142,272 | 101% |
| SMS Text Messaging | 125,722 | 147,731 | 135,373 | 136,377 | 128,733 | 115,626 | 110,631 | 5% |

MyDART App Report

| Metric | Feb 2022 | March 2022 | April 2022 | May 2022 | June 2022 | July 2022 |
|------------------|----------|------------|------------|----------|-----------|-----------|
| Downloads | 822 | 989 | 934 | 661 | 1,057 | 846 |
| iOS | 464 | 264 | 256 | 180 | 223 | 224 |
| Android | 617 | 725 | 678 | 481 | 834 | 622 |
| Accounts Created | 566 | 706 | 620 | 732 | 944 | 901 |
| Orders Placed | 3,164 | 3,472 | 4,082 | 4,615 | 5,132 | 5,058 |
| Passes Purchased | 4,363 | 4,774 | 6,674 | 7,473 | 8,409 | 7,054 |
| Revenue | \$19,478 | \$22,677 | \$19,950 | \$20,182 | \$22,266 | \$27,050 |

DART in the News

[More than 218,000 rode DART to the State Fair](#) – Business Record

[DART to offer free bus rides to all Harding Middle School and North High School students for '22-23 school year](#) – KCCI



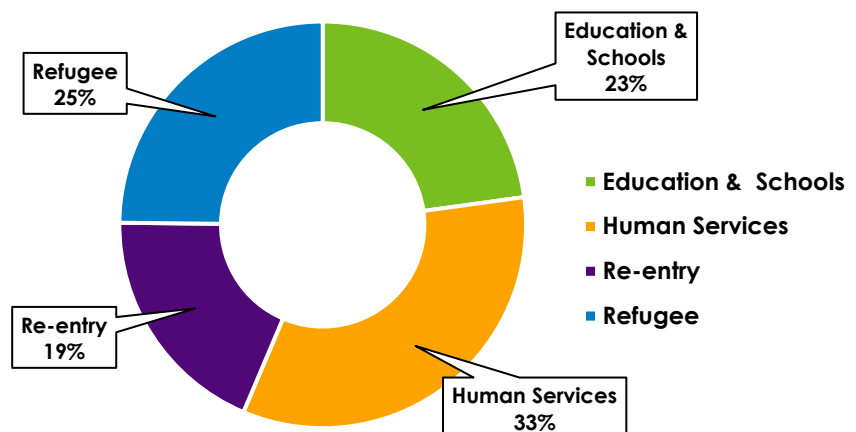
RideShare – Victoria Henderson-Weber, RideShare Supervisor

- **New technology systems RFP:** DART held a kick-off meeting with HBSS in late August to begin the process of configuring DART's new vanpool technology platform, approved by the Commission in July. The contract for DART's existing technology platform ends December 31. DART and HBSS are working to have the new vanpool platform live by December 1 to ensure a smooth transition.
- **Vanpooling promotion:** The number of active vanpools has increased more than 20% over the last six months with the addition of new vanpools from Pella Corporation and employees returning to work. Follow up to prospective RideShare partners is ongoing and will be aided by an in-progress overhaul of vanpooling partner contracts and the new technology platform. Fixed route ridership campaign materials are being adapted to incorporate Rideshare messaging to attract new riders returning to work.

Business & Community Partnerships – Matt Harris, Business & Community Partnerships Manager

- **Unlimited Access Program:** Ridership by Unlimited Access partners ended FY2022 with a month-over-month increase from May through June across nearly all partner segments, and a year-over-year increase of nearly 60%. Partnerships recently renewed and completed include Principal Financial Group and Des Moines Area Community College. Upcoming partnership renewals include The Wittern Group and Hy-Vee Commissary.
- **Drake University Welcome Week:** DART recently participated in Drake's Welcome Week activities to introduce new students to their Unlimited Access benefit with DART. Activities included the John Dee Bright Summer Bridge Program Resource Fair, a How-to-Ride training for peer mentor student leaders and visit to DART Central Station, as well as an on-campus promotion during move-in week for new students.
- **Art Shelters:** Seven (7) art shelters have been installed to date, with nearly a dozen installs slated for later this year, including the City of Johnston (1), Ingersoll (2), the Roosevelt Cultural District (2), the City of Windsor Heights (3) and the 6th Avenue Corridor (4). Nearly 80% of all planned art shelter locations, have been activated, including art shelters installed or awaiting installation, as well as art processes currently underway or completed.
- **Mobility coordination:** YTD mobility outreach training participation is shown to the right.

FY2023 YTD Mobility Outreach Participants
 149 Total Participants (July 2022)





| |
|---|
| 10D: Finance, IT & Procurement Team Report |
|---|

Staff Resources: *Kent Farver, Chief Financial Officer*

Operations and Maintenance Facility Update – Kent Farver, CFO

- Edits have been completed to the Facility Planning Basis Information Sheet and it has been resubmitted to the FTA regional office. The draft Title VI analysis has also been submitted for FTA regional office feedback. A meeting is scheduled for Wednesday September 7th to receive any further feedback on the documents. Work on the phase 1 environmental site assessment continues and is expected to be completed by the end of September.

Finance Department – Amber Dakan, Finance Manager

- **Transit Asset Management (TAM) Plan Update** – The Finance team has been working on an update to DART's initial TAM Plan built and adopted by the commission in 2018. This is a required document that must be submitted every four years to FTA demonstrating a strategic approach to managing our assets.
- **FY 2022 Financial Audit** – Baker Tilly, DART's contracted auditors, will be conducting our annual required single audit the week of September 11th. Year end adjustments are under way in order to prepare for the review.
- **Financial Planning** – Staff are continuing to work with Public Financial Management (PFM) on developing a 5-year financial plan to be complete this fall.
- **Year-End State Reporting** – The team is working to complete the fiscal year reporting as required by the State Department of Transportation. Details include fleet inventory data, statistical reporting on hours and miles as well as financial information. The DOT has transitioned to a new reporting platform, Black Cat, and thus the reporting has had some transition pain points.

Procurement Department – Mike Gulick, Procurement Manager

Upcoming Projects and Procurements:

- **Drive Lane Concrete (1100 DART Way)** – DART is seeking a contractor to provide replacement of concrete in the drive lane at 1100 DART Way. The project will focus on demolition and replacement of concrete that is over the diesel fuel tanks. The existing concrete does not have enough slope and causes water to get into the fuel tanks.
 - Request for Quotes closed and evaluating quotes for responsive and responsibility
- **Outdoor Signage Displays (Request for Information)** – DART has published a request for information regarding its interior and exterior signage at DART Central Station. The signage is original to the building and needs repair and/or replacement. The RFI will gather information from the market regarding what new signage is available. It includes the potential for signage at DART bus stops and shelters if feasible.
 - Currently evaluating responses and determining direction



MONTHLY REPORT

10D: Finance/IT/Procurement

- **HVAC Preventative Maintenance Services** - DART is seeking a contractor to provide HVAC Preventative Maintenance Services for DART Central Station and DART Operations and Maintenance Facility. The current Contract is expiring September 11, 2022, with no renewals available.
 - Request for Quotes is currently open

Contracts and Task Orders Approved Recently:

- **Housekeeping Services** – Transition to new Contractor occurred on August 29, 2022, to Heritage Building Maintenance for DART Central Station and DART Operations and Maintenance Facility. Transition is going as planned.

Future Procurements:

- HRIS System
- HR Employee Service Awards Program
- Facilities Truck
- Bond/Financing Counsel Services
- Construction Management Services
- Armored Car Services
- Insurance Alternatives for DART
- Art Wall Refresh
- Security Upgrades (1100 DART Way)
- Outdoor Signage Displays
- Glass Replacement
- Financial Audit Services

IT Department – Kyle Foster, IT Director

- **Radio Replacement Project** – The first round of bus installations is scheduled for September 12th. Full deployment across all buses is estimated to take 4-5 weeks. The antenna on the DART Way building will be installed the week of 8-29. Successful tests have been completed on the bus in the box, from a decommissioned bus, on the mobile radios, as well as multi bus communication.
- **Technology Plan (Health Assessment) Development** – The IT health assessment was completed by R&B and delivered back to DART. All systems received a score between 1-5. The next steps for this will be a leadership meeting to finalize DART's 3–5-year goals so that the technology can be altered/upgraded to align with these goals.
- **Infrastructure Replacement project** – RSM was engaged to do a server and network hardware audit. There is a meeting scheduled on September 1st to review their audit and to map out a replacement plan, in a phased approach, to ensure all hardware stays within supported maintenance windows and continues to support DART's technology growth needs. This will run in tandem with the health assessment project that is being worked on with R&B.
- **Signage update** – We received 8 responses to our RFI to repair/replace our indoor and outdoor signs at DART Central Station which have reached their end of life. After review, we're using these responses to put together the business requirements and scheduling to create an RFP. Flexibility and growth capabilities is going to be a key requirement for this RFP, to ensure that this solution will be able to grow with DART's future needs. Things being considered are the potential to add additional signage at bus stops and shelters, potentially even to the buses themselves.



MONTHLY REPORT



10E: Human Resources, Training & Safety Team Report

Staff Resource: *Todd Sadler, Chief Human Resources Officer*

Human Resources – Shelby VanSteenwyk HR Specialist

• **Recruitment Update - Current Openings:**

- Bus Service Person
- Fixed Route Operator
- Paratransit Operator
- Buildings & Ground Person
- Transportation Director

• **Recent Hires:**

- Procurement Manager started on 07/22
- Temporary Payroll Specialist started on 07/25
- Mobility Services Analyst P/T started on 07/25
- Fixed Route Operator started on 07/26
- Paratransit Operator started on 08/01
- Fixed Route Operator started on 08/01
- HR Manager started on 08/1
- IT Director started on 08/15
- Building & Grounds employee started on 8/24
- Bus Service to start on 08/29

• **COVID-19 Update:** Since the beginning of 2022 we have had 98 positive tests. Notable statistics include that our total vaccination rate is 67.66 percent. We are continuing to showcase the benefit of getting vaccinations to our employees.

Training – Matt Johnson, Training Manager

- **Paratransit Trainees:** Training continues for two Paratransit Operators in training.
- **Paratransit New Operators:** One paratransit operator completed all training requirements and graduated to become a paratransit operator.
- **Smith System Safety Class Refresher:** Training continues Smith System safe driving course refresher classes for all experienced operators. These four-hour refresher courses cover material and reinforcement practice for the principles covered in the initial course that everyone receives upon hire. The majority of operators have now completed their refresher course.
- **Senior Trainer:** The Senior Trainer role pilot program continues through the summer. Senior Trainer John Rugama has coordinated the Smith System refresher courses, as well as continued ongoing retraining and refreshers for new current operators.



MONTHLY REPORT

10E: Human Resources, Training and Safety Team Report

Safety – Pat Daly, Safety Manager

- **Iowa State Fair:** Prepped safety equipment prior to the Fair. Observed operations and responded as needed throughout the Fair.
- **DART Safety Plan:**
 - Completed charter for the reconfigured safety committee that meets the new requirements set forth in the Bipartisan Infrastructure Bill. Planned orientation and agenda for the first meetings with the goal of the committee approving updates to the Agency Safety Plan at their November meeting.
- **Risk Assessments:**
 - Conducted risk assessments for new bus stop locations, moved stops, and paratransit customer home pick-up locations.



MONTHLY REPORT



10F: Chief Executive Officer

Staff Resource: Elizabeth Presutti, Chief Executive Officer

- **DART Executive Committee:** The DART Executive Committee met on Wednesday, August 17. The discussion items presented during the meeting included:
 - Legislative Update
 - Principal Pilot
 - CEO Review

- **Department of Transportation (DOT) Funding Study:** DOT staff shared preliminary plans for how they will work through the legislatively required DART funding study. The first funding study committee meeting is tentatively scheduled for October 7th from 10 a.m. to noon. DART staff have been asked to prepare a presentation providing an overview of current funding mechanisms, challenges and alternative funding options explored to-date. The DOT may gather public input following the first meeting through an online survey. The results from public input would be shared during the second committee meeting in mid-November.

- **20 Year Service Award:** Bernadis Dumpor, Maintenance Supervisor celebrated his 20th anniversary on August 19th. Bernadis has worn many hats since his tenure at DART spending his first 4 years as a Bus Servicer, then a Bus Mechanic and then as Journeyman Technician, becoming the Lead Journeyman Technician for the next several years until his recent transition to Maintenance Supervisor.



- **Iowa Transportation Summit Panel:** DART was invited to participate on a panel discussion regarding the transition to low and no emission vehicles at the Iowa Transportation Summit which was held in Ankeny on August 11. I participated in the panel with several other State transit leaders. The panel was well received and attended.

- **CEO Habitat Build:** On August 31, 2022, I had the privilege of participating in the Greater Des Moines Habitat for Humanity CEO Build. There were twenty-seven CEOs who participated in the build where we worked to frame two single-family houses. It was very rewarding to volunteer with so many leaders committed to affordable housing in the Des Moines area.





FUTURE DART COMMISSION ITEMS



Future Agenda Items:

| October 4, 2022 – 12:00 P.M. | |
|--|--|
| Action Items | Information Items |
| <ul style="list-style-type: none"> • Privacy Policy • City of Des Moines License Agreement • Occupational Health Services Contracts Amendments • Surplus Vehicle Donation Policy | <ul style="list-style-type: none"> • Transit Riders Advisory Committee Update • Commission Nominating Committee |
| November 1, 2022 – 12:00 P.M. | |
| Action Items | Information Items |
| <ul style="list-style-type: none"> • STBG Grant • Security Services | <ul style="list-style-type: none"> • FY 2024 Budget Update • Quarterly Investment Report • Quarterly Financial Update • Quarterly Safety Report |
| December 6, 2022 – 12:00 P.M. | |
| Action Items | Information Items |
| <ul style="list-style-type: none"> • Audited FY22 Financials • PTASP Approval | <ul style="list-style-type: none"> • Transit Riders Advisory Committee Update • FY 2024 DART Budget Update • February Service Change • Heavy Duty Bus Purchase • Paratransit ADA Path Forward |

Upcoming DART Meetings:

| MEETING | DATE | TIME | LOCATION |
|--------------------------|-------------------------------|------------|----------|
| DART Executive Committee | Wednesday, September 21, 2022 | 12:00 p.m. | Zoom |



CLOSED SESSION



| | |
|----------------|--|
| 14: | Closed Session – Chief Executive Officer Performance Review |
| Action: | The Commission meeting be recessed and reconvened in closed session pursuant to Section 21.5, Subsection (1), paragraph (i) of the Iowa Code. |

Staff Resource: *Elizabeth Presutti, Chief Executive Officer*

Background:

- In order to adjourn for a closed session, an affirmative vote must be taken of the Commission of either two-thirds of the members of the Commission or all of the members present at the meeting.

Procedures for Closed Session at Commission Meetings:

1. The Commission Chair asks for a motion to recess the meeting and reconvene in closed session.
2. Motion is made with following language:
"I move that the Commissioners of the Des Moines Area Regional Transit Authority go into closed session pursuant to section 21.5, subsection 1, paragraph (i) of the Iowa Code to evaluate the professional competency of the Chief Executive Officer whose appointment, hiring, performance or discharge is being considered when necessary to prevent needless and irreparable injury to that individual's reputation and that individual requests a closed session."
3. Motion is seconded.
4. Roll Call Vote is taken in open session.
5. All visitors leave the room.
6. Detailed minutes and an audio recording of the closed session must be recorded and be kept by the Commission clerk for a period of at least one year from the date of the closed session, except as otherwise required by law.
7. No action may be taken in a closed session.
8. The Chair will adjourn the closed session when discussion is over, and the meeting will reconvene in open session.
9. The Chair will state for the record that no action was taken during the closed session.
10. Action may be taken in open session on any discussion made in the closed session.

Closed Session:

The Commission will hold a closed session pursuant to the above.

Upon Reconvening in Open Session:

- The Commission will discuss Chief Executive Officer performance and consider approving a compensation level adjustment for the Chief Executive Officer.