

# FY 2022 BUDGET

Enriching Lives,  
Connecting Communities,  
Expanding Opportunities

March 2021





**Des Moines Area Regional Transit Authority  
FY 2022 Budget**



**FY 2022 BUDGET**

July 1, 2021 through June 30, 2022

**DART Commission Members**

**Russ Trimble (Chairperson)**, City of West Des Moines

**Doug Elrod (Vice-Chairperson)**, City of Bondurant

**Josh Mandlebaum (Secretary/Treasurer)**, City of Des Moines

**Paula Dierenfeld (At Large)**, City of Johnston

**Ross Grooters (At Large)**, City of Pleasant Hill

**Vernon Willey II**, City of Altoona

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**Jill Altringer**, City of Grimes

**Angela Connolly**, Polk County

**Bridget Montgomery**, City of Urbandale

**Joseph Jones**, City of Windsor Heights



**TABLE OF CONTENTS**

- 1. **Budget Transmittal - Letter from Chief Executive Officer**..... 1
- 2. **DART Organizational Overview**..... 6
- 3. **DART Annual Report**..... 7
- 4. **DART Organizational Focus Areas**..... 9
- 5. **Budget Summary and Overview**..... 11
- 6. **Division Level Budgets**..... 17
- 7. **Federal Funding and Capital Program**..... 21
- 8. **Appendix A - Departmental Budgets**..... 22
  - 8.1 **Operations Department**..... 23
  - 8.2 **Finance Department**..... 25
  - 8.3 **Human Resources Department**..... 27
  - 8.4 **External Affairs Department**..... 29
  - 8.5 **Planning Department**..... 31
  - 8.6 **General Administration Department**..... 33
- 9. **Appendix B - CARES Act Spending Plan**..... 36





# Des Moines Area Regional Transit Authority FY 2022 Budget



March 2, 2021

Dear DART Commissioners, Member Governments, Community Members, Riders and Employees:

The past fiscal year brought new challenges and opportunities to DART as we provided riders with essential transportation, getting them to work, school, health care appointments, the grocery store and many more places they needed to go to support themselves and their families at an unprecedented time. It's also brought a new appreciation for transit, its place in supporting our nation's economy, and how it contributes to thriving communities.



DART's mission of enriching lives, connecting communities and expanding opportunities will be more important than ever as we navigate the impacts of COVID-19 and meet the needs of a regional population expected to grow to nearly one million by 2040.

As rider Jeff V. told DART: "Transit is one of the best investments we can make. It brings in workforce, helps grow our economy and everything else ... By supporting workers and students with transit, we're investing in everyone."

Even at the height of the pandemic, DART continued providing up to 6,000 rides per weekday (vs. normal ridership of about 15,000 per weekday in FY 2019). Our efforts included:

- Making multiple service adjustments to meet changing rider and business needs. There were nine service changes in comparison to three in a typical year.
- Coordinating closely with local public health experts to implement significant mitigation measures to provide the safest trips possible for our riders and employees.
- Providing paratransit services to vulnerable populations, completing more than 32,000 paratransit trips from March to December 2020.
- Assisting partners in providing transit for individuals who were COVID-19 positive, so that they could seek appropriate isolation and care.
- Participating in community support activities including a partnership to deliver food pantry items to residents who were quarantined, and to get cancer patients to their treatments.



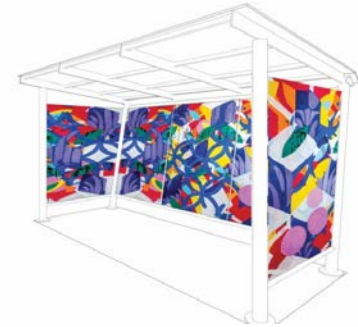


## Des Moines Area Regional Transit Authority FY 2022 Budget



Amid the pandemic, DART continued to make strides in evaluating how to best serve our member communities' transit needs now and into the future. Over the past year, DART initiatives included:

- Kicking off the Transit Optimization Study (TOS) aimed at creating a long-term vision for DART that leverages new modes of transit.
- Collaborating with member communities to develop a proposed property tax formula that better aligns cost and benefit.
- Introducing seven new electric buses as well as five 30-foot buses to diversify our fleet and achieve efficiencies.
- Launching a Reduced Fare Pilot Program. This half-fare program will run through June 2021 and supports riders who are unemployed, access food assistance or participate in job training or workforce programs.
- Extending Route 17 to Bondurant to meet growing job opportunities at the new Amazon fulfillment center.
- Working with community partners on upcoming art installations at bus shelters.



*Image Credit: Artist Sheena Rose, 6<sup>th</sup> Ave. Corridor*

The DART team strives to provide the best regional transportation solutions as efficiently and effectively as possible. DART has a complex budget that includes significant federal requirements while being funded in large part by local property taxes from participating member communities.

Current budgeting challenges include:

- Unknown impacts of COVID-19 to property taxes in the long term, and significant impacts to fare revenues in the short term.
- More than \$3 million in cumulative losses since FY 2016 due to continued disruption in the Iowa Medicaid system.
- Additional funding needed to support DART's capital facility needs as the existing DART operations and maintenance facility ages.

Despite the challenges, DART's FY 2022 proposed budget has minimal growth in expenses of less than 2.5 percent. The property tax levies for each community are in-line with those that were estimated as part of the property tax formula initiative, with most of DART's suburban member communities experiencing a decrease in their overall levy rate. DART's CARES Act funding will be used to assist with additional expenses and anticipated losses in operating revenue due to COVID-19 impacts. DART is taking a measured approach to using CARES funding with a priority for the long-term safety and stability of the public transportation services we offer, recognizing that there may be significant impacts on local property tax funding after the pandemic.



# Des Moines Area Regional Transit Authority FY 2022 Budget



In FY 2022, DART will continue to work through its COVID-19 recovery efforts as well as on many ongoing initiatives and begin new ones. Some of these include:



- Continuing the work of the Transit Optimization Study to include significant public input and outreach on DART's long-term vision, as well as implementing two mobility on-demand pilots planned for the summer of 2021. This is especially important at a time when member communities are looking for DART to offer an array of services to meet both their communities' unique and changing needs, as well as helping them participate in the regional nature of DART service.
- Seeking funding diversification to move DART away from heavy reliance on property taxes to more sustainable sources that would allow DART to meet its regional intent, retain its membership by lowering the property tax burden, and gain more flexibility to be responsive to needs in the community.
- Ongoing discussions with the Commission regarding the best long-term solution for DART's operations and maintenance facility, and whether to keep investing in the current location or to invest in a new facility due to the magnitude of the investment needed in the existing facility.

The DART Commission has emphasized the need to invest in measures that will lead to long-term stability and savings for DART in the future. DART must balance the need for innovation and adjustments to its operations while working to offset losses from COVID-19, withstand ongoing losses in Medicaid and meet additional capital demands.

The initiatives outlined for FY 2022, and supported by this proposed budget, put no additional financial burden on member communities and allow DART to continue working toward the Commission's vision to "facilitate affordable, seamless mobility options that support economic prosperity for all."

Sincerely,

Elizabeth Presutti  
Chief Executive Officer



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## VISION

Facilitate affordable, seamless mobility options that support economic prosperity for all.

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## MISSION

Enriching Lives, Connecting Communities,  
Expanding Opportunities





## DART ORGANIZATIONAL OVERVIEW

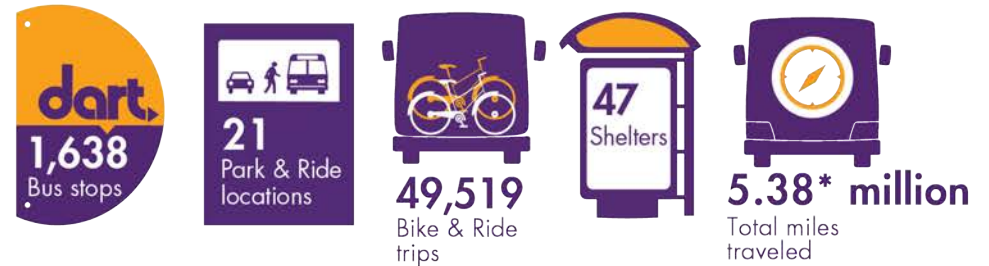
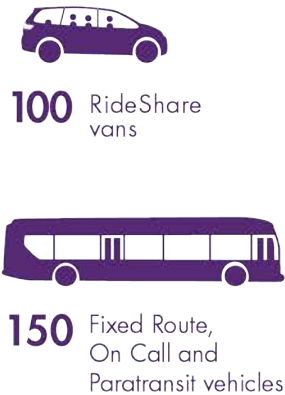
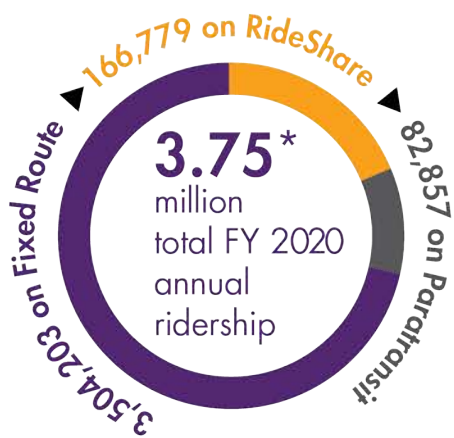
### BACKGROUND

The Des Moines Area Regional Transit Authority (DART) is the transportation resource for the Greater Des Moines region, offering the largest network of buses in the State of Iowa as well as resources for those who vanpool, walk or bike. The Greater Des Moines region has changed dramatically in recent decades with a growing reputation and vision for competing on a global level. A significant part of our community's ability to compete is tied to workforce, infrastructure and economic vitality.

Transportation is a critical component of a region's competitiveness — vibrant, growing communities have strong public transit systems at the heart of their infrastructure to connect citizens with jobs, education, shopping and more. The DART Commission and staff have worked diligently to improve the regional transit system since it was formed in 2006. In October 2017, DART's governance structure was reconstituted to establish a Board of Commissioners with one representative for each of its member governments. DART's current member governments include:

- Altoona
- Ankeny
- Bondurant
- Clive
- Des Moines
- Grimes
- Johnston
- Pleasant Hill
- Polk County
- Urbandale
- West Des Moines
- Windsor Heights

### DART FACTS



### Top 5 reasons people ride DART



# FY 2020 YEAR IN REVIEW

Fiscal Year 2020 was an extremely busy year for DART, even before the onset of COVID-19. Throughout the year, DART continued to focus on maximizing its resources to meet transportation needs throughout the region as efficiently and effectively as possible. The DART Commission and staff were able to enhance service in several member communities, without increasing its operating costs.

## IMPROVING TRANSIT ACCESS & MOBILITY OPTIONS



Introduced Flex Connect pilot in Urbandale and northwest Des Moines



Extended Express Route 93 to Grimes



Extended Local Route 11 to Deer Ridge Apartments, an affordable housing community



Modified Local Route 72, adding service on key corridors in West Des Moines

## PARTNERING TO EXPAND & ENHANCE THE TRANSIT EXPERIENCE



Added DMACC and Wittern Group as Unlimited Access Partners



Awarded a \$200,000 Transportation Alternatives Program (TAP) grant from the Des Moines Area MPO to fund the purchase and installation of bus shelters.



Received \$250,000 grant from Bravo to incorporate public art in bus shelters



Partnered with United Way to bring the "Last Stop on Market Street" to third graders and volunteer readers in central Iowa

## PREPARING FOR THE FUTURE



Electric buses went into production in spring 2020



Placed an order for five 30' buses, diversifying DART's fleet and improving overall efficiency



Began working with the DART Commission to develop a new property tax formula that would better align the cost and benefit for each member community.



Kicked off the Transit Optimization Study to evaluate the evolving transportation needs of the region and develop a long-term vision for DART service.



## PROVIDING AN ESSENTIAL SERVICE THROUGHOUT COVID-19

COVID-19 brought new opportunities and challenges to DART as we provided central Iowans with transportation to essential jobs and services.

At the onset of the pandemic, DART worked quickly to implement mitigations to keep employees and riders safe. As a result, DART has continued providing up to 6,000 rides per weekday. Safety measures have included:

- ▶ **Temporary fare suspension and rear-door boarding**
- ▶ **Daily cleaning and sanitizing**
- ▶ **Employee wellbeing checks**
- ▶ **Installation of temporary barriers between the farebox and operator's seat**
- ▶ **Requiring employees and riders to wear masks**
- ▶ **Limiting capacity on each bus to promote social distancing**



In addition to providing our normal services, DART partnered to meet other transportation needs during COVID-19, including:

**Transporting COVID-19 positive individuals to appropriate isolation and care**



**Delivering food pantry items to residents unable to leave their home**



**Taking cancer patients safely to and from their treatments**



### ONGOING COMMITMENT TO SAFETY



### EMPLOYEE AND RIDER FEEDBACK

*"So glad you are taking precautions!" The bus is the only transportation for most (like myself) is to get to work! So thank you." – DART rider*

*"Just wanted to say thank you for keeping everyone up to date, and safe. And what a great job Management, Drivers, and Maintenance can do to work as a team. GO TEAM DART!!!! Thank you!" – DART Operator*



**ORGANIZATIONAL FOCUS AREAS**

**SAFETY**

DART provides a safe and secure transportation environment and ensures emergency preparedness

- ▶ Keep our people safe and secure
- ▶ Ensure the security of DART facilities and information
- ▶ Plan for and execute regional emergency response



**COMMUNITY**

DART enhances the region and lives through mobility and access to opportunity

- ▶ Facilitate access to jobs, education and healthcare
- ▶ Support a strong, diverse, sustainable economy
- ▶ Collaborate with regional partners to enable mobility options for the region



**FINANCIAL STEWARDSHIP**

DART is committed to using resources wisely and increasing the efficiency of its operations

- ▶ Ensure service is efficient
- ▶ Control costs
- ▶ Generate a sustainable funding structure for short- and long-term needs



**CUSTOMERS**

DART is dedicated to providing a valued customer experience

- ▶ Plan and deliver effective service
- ▶ Prioritize the customer experience
- ▶ Improve public awareness



**PREPARING FOR THE FUTURE**

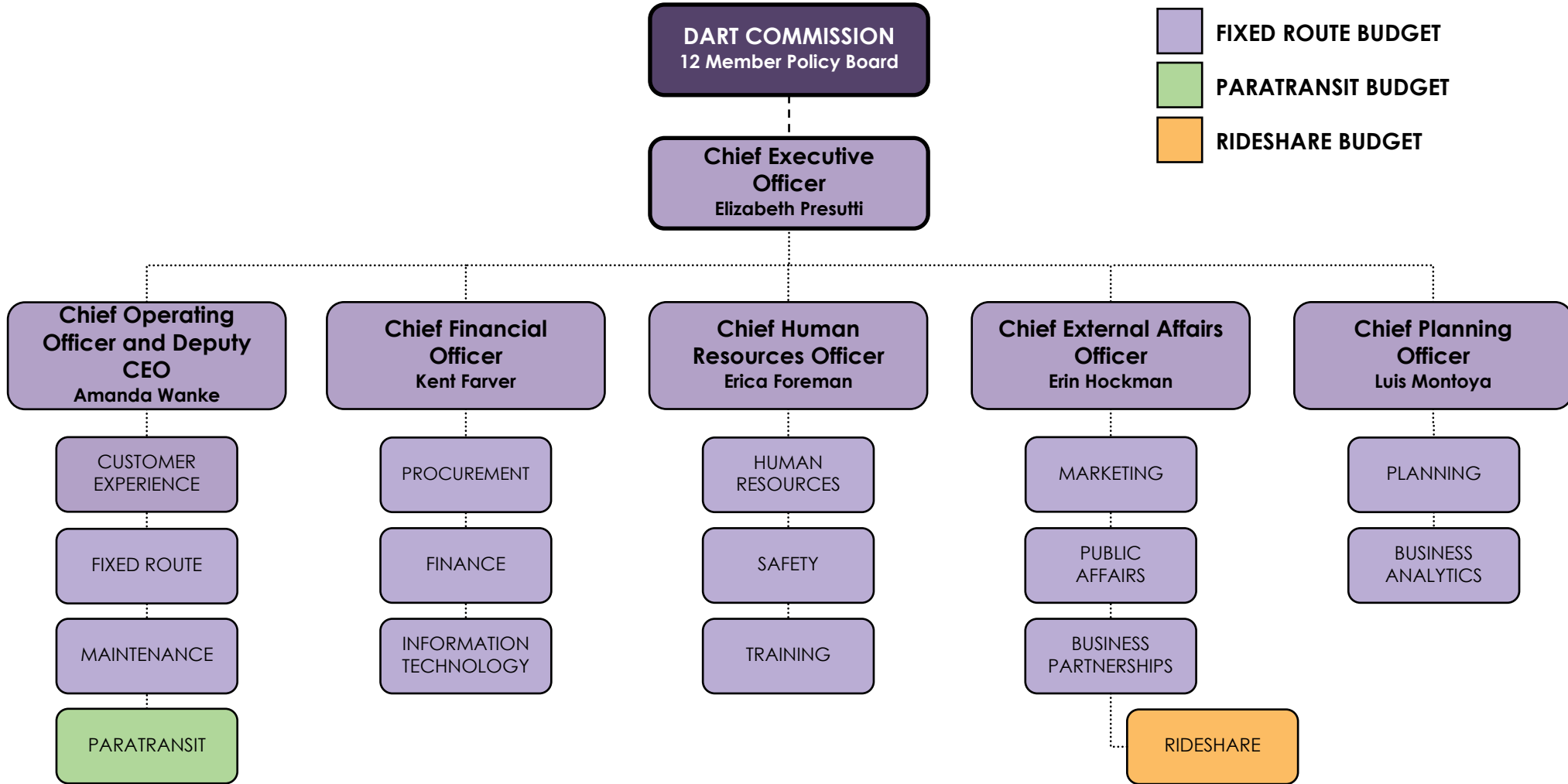
DART is prepared for the future and fostering innovation

- ▶ Build and nurture an inclusive, inspired, and high-performing workforce
- ▶ Drive and foster organizational innovation and agility
- ▶ Plan for the future mobility and facility needs for the region





**DART ORGANIZATIONAL STRUCTURE**







**FY 2022 BUDGET OVERVIEW**

<u>FY 2022 Operating Budget</u>	
<b>Operating Revenue</b>	\$4,863,500
<b>Non-Operating Revenue</b>	\$33,009,244
<b>Total Revenue</b>	\$37,872,744
<b>Total Expenses</b>	\$37,872,744
<b>Surplus (Deficit)</b>	<b>\$0</b>

<u>FY 2022 Federal Grant Funding for Capital</u>	
<b>Federal Grant Capital Funding</b>	\$6,712,934
<b>Local Match Funding</b>	\$1,638,949
<b>Total Grant Funding</b>	\$8,351,883
<b>Total Capital Expenditures</b>	<b>\$8,351,883</b>
<b>Surplus (Deficit)</b>	<b>\$0</b>



**Des Moines Area Regional Transit Authority  
FY 2022 Budget**



**FY 2022 BUDGET OVERVIEW**

	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
Operating Revenue	\$6,987,276	\$5,361,645	\$7,873,760	\$4,863,500	(38.23%)
Non-Operating Revenue	26,006,407	28,487,470	29,083,250	33,009,244	13.50%
<b>Total Revenue</b>	<b>\$32,993,683</b>	<b>\$33,849,115</b>	<b>\$36,957,010</b>	<b>\$37,872,744</b>	<b>2.48%</b>
Salaries, Wages and Fringes	\$20,725,774	\$22,054,801	\$23,931,200	\$24,801,520	3.64%
Services	3,696,047	3,273,721	3,765,370	3,878,380	3.00%
Building and Grounds Materials	223,643	237,394	240,000	271,500	13.13%
Office Supplies	58,508	62,232	56,300	51,050	(9.33%)
Fuels and Lubricants	2,434,963	2,011,437	2,804,400	2,638,600	(5.91%)
Tires	114,861	158,836	170,380	163,000	(4.33%)
Equipment Repair Parts	1,503,312	1,631,550	1,639,880	1,601,250	(2.36%)
Supplies and Materials	326,491	239,378	271,700	283,700	4.42%
Utilities	549,471	516,330	592,170	581,500	(1.80%)
Insurance	511,027	936,833	1,107,920	1,163,320	5.00%
Purchased Transportation	201,211	171,890	238,000	239,000	0.42%
Miscellaneous and COVID Related Expenses	1,155,476	665,200	524,400	560,975	6.97%
Local Match	1,263,438	1,327,989	1,615,290	1,638,949	1.46%
<b>Total Expenses</b>	<b>\$32,764,222</b>	<b>\$33,287,591</b>	<b>\$36,957,010</b>	<b>\$37,872,744</b>	<b>2.48%</b>
<b>SURPLUS (DEFICIT)</b>	<b>\$229,461</b>	<b>\$561,524</b>	<b>\$0</b>	<b>\$0</b>	



**Des Moines Area Regional Transit Authority  
FY 2022 Budget**



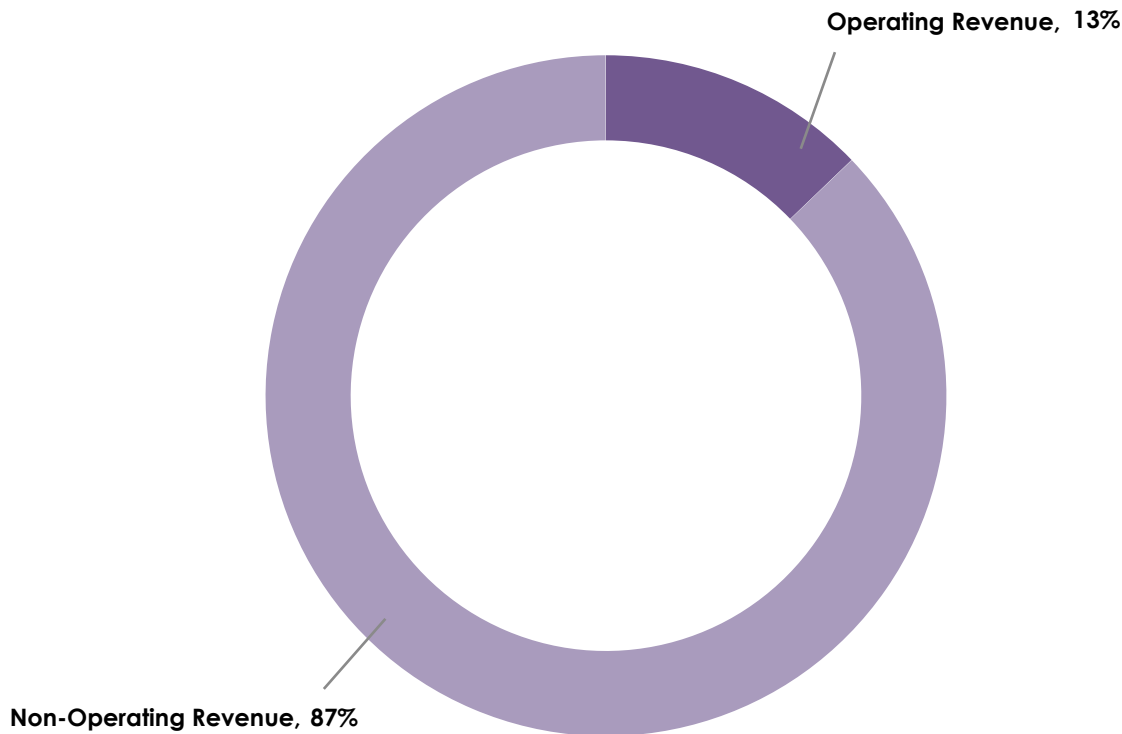
**BUDGET SUMMARY - OPERATING REVENUE**

	<u>Actual</u> FY 2019	<u>Actual</u> FY 2020	<u>Adopted</u> FY 2021	<u>Budget</u> FY 2022	<u>% Change</u> FY2021/ FY2022
<b>OPERATING REVENUE</b>					
Cash Fares	\$3,941,929	\$3,095,311	\$4,698,480	\$2,699,300	(42.55%)
Other Contracted Services	2,143,113	1,602,081	1,900,280	1,720,100	(9.48%)
Polk County Funding	568,997	384,578	847,000	144,100	(82.99%)
West Des Moines Funding	0	0	68,000	0	(100.00%)
Advertising Income	333,237	279,675	360,000	300,000	(16.67%)
<b>TOTAL OPERATING REVENUE</b>	<b>\$6,987,276</b>	<b>\$5,361,645</b>	<b>\$7,873,760</b>	<b>\$4,863,500</b>	<b>(38.23%)</b>
<b>NON-OPERATING REVENUE</b>					
Interest Income (Expense)	(\$57,620)	(\$82,802)	(\$25,000)	(\$40,000)	60.00%
Sale Of Scrap	4,340	12,720	7,500	7,500	0.00%
DCS Rental Income	21,344	0	28,000	10,000	(64.29%)
Miscellaneous Income	144,312	19,589	64,500	61,700	(4.34%)
Property Tax Revenue	19,404,588	20,924,667	22,458,500	23,468,400	4.50%
State Operating Assistance	1,542,389	1,800,321	1,700,000	1,625,000	(4.41%)
State Fellowships	40,377	18,236	0	0	0.00%
State Property Tax Backfill	732,457	657,171	700,000	800,000	14.29%
State Special Projects	(2,896)	0	0	0	0.00%
CMAQ Funds	304,585	314,995	313,750	50,750	(83.82%)
FEMA Revenue	17,415	86,513	0	0	0.00%
FTA ADA - 5307	375,000	475,000	475,000	475,000	0.00%
FTA Cabs - 5310	131,251	68,000	70,000	50,000	(28.57%)
FTA Operating Income	2,595,000	2,745,000	2,600,000	2,600,000	0.00%
FTA Operating Income - 5307 CARES	0	750,000	0	3,890,894	N/A
FTA Planning Income	52,420	0	0	0	0.00%
FTA 5311 Rural	14,343	20,132	16,000	10,000	(37.50%)
FTA Lease Funds	687,102	675,428	675,000	0	(100.00%)
Local Match Revenue	0	2,500	0	0	0.00%
<b>TOTAL NON-OPERATING REVENUE</b>	<b>\$26,006,407</b>	<b>\$28,487,470</b>	<b>\$29,083,250</b>	<b>\$33,009,244</b>	<b>13.50%</b>
<b>TOTAL REVENUE</b>	<b>\$32,993,683</b>	<b>\$33,849,115</b>	<b>\$36,957,010</b>	<b>\$37,872,744</b>	<b>2.48%</b>



**BUDGET SUMMARY - OPERATING REVENUE**

**FY 2022 Operating Revenue  
as a % of Total Revenue**



**Revenue Assumptions:**

- Residential rollback at 56.4094%, up from 55.0743% in FY2021
- Commercial rollback at 90%
- Multi-Residential rollback decreased to 67.50% and will continue to drop by 3.75% per year for another budget year. Impact of \$411,346 in FY22 and approx. \$2M cumulatively
- Taxable valuation growth for member communities ranged from 2% to 16%
- Implementation of new property tax formula used to calculate levy rates
- Rates are based 90% on old formula and 10% on new formula
- Farebox revenues estimated at 60% of FY2021 budget due to COVID-19
- Total revenue shortfall of \$3.89 million due to COVID-19
- CARES Act funding is budgeted to COVID related expenses and estimated revenue shortfall



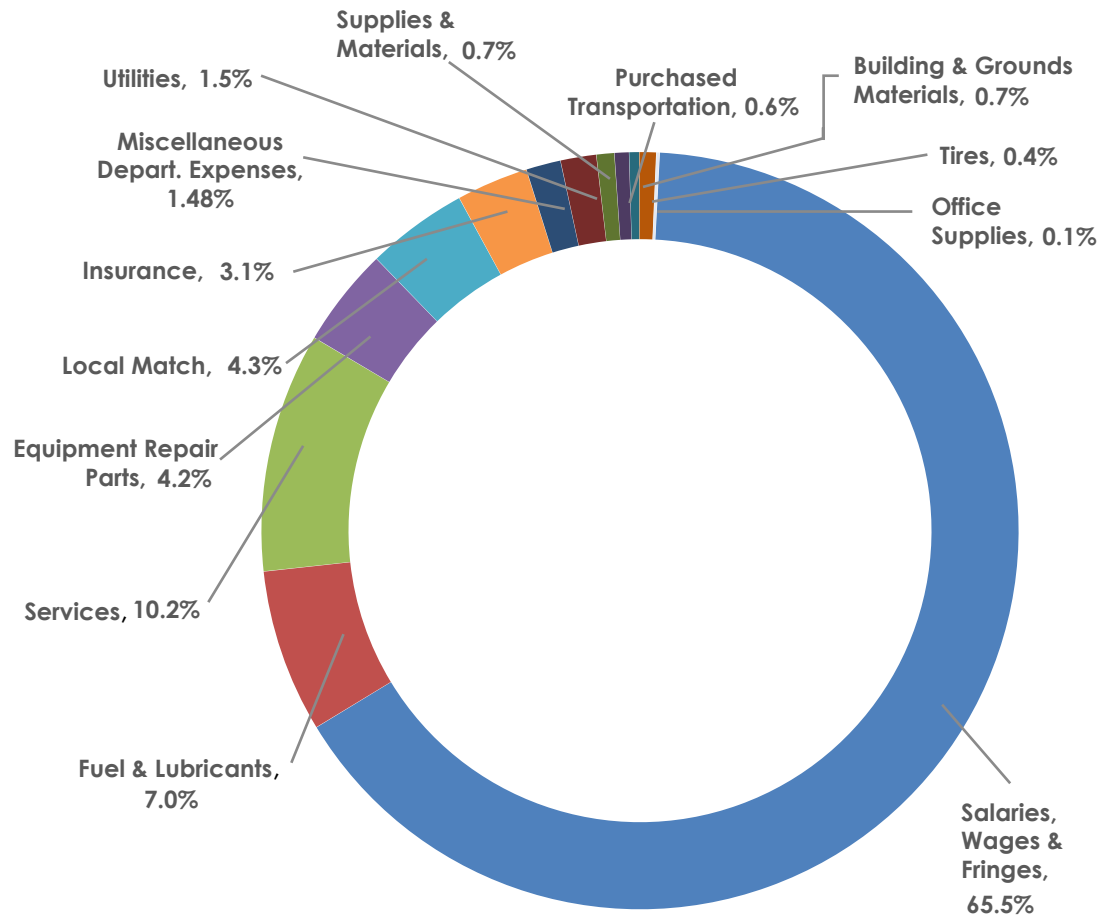
**BUDGET SUMMARY - OPERATING EXPENSES**

	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
Salaries, Wages and Fringes	\$20,725,774	\$22,054,801	\$23,931,200	\$24,801,520	3.64%
Services	3,696,047	3,273,721	3,765,370	3,878,380	3.00%
Building and Grounds Materials	223,643	237,394	240,000	271,500	13.13%
Office Supplies	58,508	62,232	56,300	51,050	(9.33%)
Fuels and Lubricants	2,434,963	2,011,437	2,804,400	2,638,600	(5.91%)
Tires	114,861	158,836	170,380	163,000	(4.33%)
Equipment Repair Parts	1,503,312	1,631,550	1,639,880	1,601,250	(2.36%)
Supplies and Materials	326,491	239,378	271,700	283,700	4.42%
Utilities	549,471	516,330	592,170	581,500	(1.80%)
Insurance	511,027	936,833	1,107,920	1,163,320	5.00%
Purchased Transportation	201,211	171,890	238,000	239,000	0.42%
Miscellaneous and COVID Related Expenses	1,155,476	665,200	524,400	560,975	6.97%
Local Match	1,263,438	1,327,989	1,615,290	1,638,949	1.46%
<b>TOTAL EXPENSES</b>	<b>\$32,764,222</b>	<b>\$33,287,591</b>	<b>\$36,957,010</b>	<b>\$37,872,744</b>	<b>2.48%</b>





**BUDGET SUMMARY - OPERATING EXPENSES**



**Expense Assumptions:**

- Average of 3% pay increase for staff budgeted
- 12% premium increase in health insurance expense for employees currently enrolled
- 5% premium increase in property insurance
- IPERS rates steady at FY21 levels
  - Employee rate 6.29%
  - Employer rate 9.44%
- Maintain existing service levels and takes into account 2 MOD pilot projects
- Shift of contracted services to 2 FTEs for shelter maintenance budget
- Increased maintenance expense due to increase in number of shelters
- CARES Act funding is budgeted to COVID related expenses and estimated revenue shortfall
- Local match budgeted to meet needs for FY22 FTA formula funding



**Des Moines Area Regional Transit Authority  
FY 2022 Budget**



**FY 2022 FIXED ROUTE BUDGET OVERVIEW**

	<u>Actual</u> FY 2019	<u>Actual</u> FY 2020	<u>Adopted</u> FY 2021	<u>Budget</u> FY 2022	<u>% Change</u> FY2021/ FY2022
Operating Revenue	\$5,163,947	\$4,111,564	\$5,729,260	\$4,154,600	(27.48%)
Non-Operating Revenue	24,449,247	26,532,980	26,832,510	29,666,883	10.56%
<b>Total Revenue</b>	<b>\$29,613,194</b>	<b>\$30,644,544</b>	<b>\$32,561,770</b>	<b>\$33,821,483</b>	<b>3.87%</b>
Salaries, Wages and Fringes	\$18,845,974	\$20,322,263	\$21,724,150	\$22,586,510	3.97%
Services	3,667,094	3,239,465	3,706,670	3,780,380	1.99%
Building and Grounds Materials	223,643	237,394	240,000	271,500	13.13%
Office Supplies	57,962	61,782	55,300	50,300	(9.04%)
Fuels and Lubricants	1,896,304	1,613,057	2,109,400	2,121,900	0.59%
Tires	77,607	121,710	116,000	122,000	5.17%
Equipment Repair Parts	1,308,210	1,413,021	1,367,500	1,367,500	0.00%
Supplies and Materials	309,084	222,320	252,200	261,200	3.57%
Utilities	548,603	515,207	589,850	579,150	(1.81%)
Insurance	421,203	806,153	969,700	987,720	1.86%
Purchased Transportation	1,827	28,157	32,000	116,000	262.50%
Miscellaneous and COVID Related Expenses	786,842	132,733	(35,300)	(19,444)	(44.92%)
Local Match	993,844	1,082,911	1,434,300	1,596,767	11.33%
<b>Total Expenses</b>	<b>\$29,138,197</b>	<b>\$29,796,174</b>	<b>\$32,561,770</b>	<b>\$33,821,483</b>	<b>3.87%</b>
<b>SURPLUS (DEFICIT)</b>	<b>\$474,997</b>	<b>\$848,370</b>	<b>\$0</b>	<b>\$0</b>	



**Des Moines Area Regional Transit Authority  
FY 2022 Budget**



**FY 2022 PARATRANSIT BUDGET OVERVIEW**

	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
Cash Fares	\$113,929	\$79,217	\$105,000	\$63,500	(39.52%)
Mobile Ticketing	\$546	\$2,625	\$3,500	\$3,800	8.57%
Other Contracted Services	\$329,765	\$199,769	\$306,000	\$137,500	(55.07%)
Polk County Funding	\$568,997	\$384,578	\$847,000	\$144,100	(82.99%)
West Des Moines Funding	\$0	\$0	\$68,000	\$0	(100.00%)
Property Tax Revenue	\$1,039,461	\$1,388,958	\$1,685,740	\$1,761,500	4.49%
State Special Projects	(2,896)	0	0	0	0.00%
FTA Cabs - 5310	131,251	68,000	70,000	50,000	(28.57%)
FTA ADA - 5307	375,000	475,000	475,000	475,000	0.00%
FTA Operating Income - 5307 CARES	0	0	0	835,763	N/A
FTA 5311 Rural	14,343	20,132	16,000	10,000	(37.50%)
<b>Total Revenue</b>	<b>\$2,570,396</b>	<b>\$2,618,279</b>	<b>\$3,576,240</b>	<b>\$3,481,163</b>	<b>(2.66%)</b>
Salaries, Wages and Fringes	\$1,786,627	\$1,598,775	\$2,067,840	\$2,058,620	(0.45%)
Services	11,838	23,205	47,500	63,000	32.63%
Office Supplies	252	371	500	500	0.00%
Supplies and Materials	17,407	17,058	19,500	22,500	15.38%
Fuels and Lubricants	255,060	198,218	399,200	332,900	(16.61%)
Tires	13,363	18,943	30,000	30,000	0.00%
Equipment Repair Parts	89,706	143,418	170,750	170,750	0.00%
Utilities	104	368	1,200	620	(48.33%)
Insurance	53,484	95,127	100,220	148,300	47.97%
Purchased Transportation	193,630	141,364	200,000	120,000	(40.00%)
Miscellaneous and COVID Related Expenses	239,594	472,552	474,750	491,791	3.59%
Local Match	132,000	107,078	64,780	42,182	(34.88%)
<b>Total Expenses</b>	<b>\$2,793,065</b>	<b>\$2,816,477</b>	<b>\$3,576,240</b>	<b>\$3,481,163</b>	<b>(2.66%)</b>
<b>SURPLUS (DEFICIT)</b>	<b>(\$222,669)</b>	<b>(\$198,198)</b>	<b>\$0</b>	<b>\$0</b>	



**Des Moines Area Regional Transit Authority  
FY 2022 Budget**



**FY 2022 RIDESHARE BUDGET OVERVIEW**

	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
Cash Fares	\$810,092	\$583,893	\$815,000	\$360,000	(55.83%)
Miscellaneous Income	0	2,400	4,000	1,200	(70.00%)
FTA Operating Income - 5307 CARES	0	0	0	208,898	N/A
<b>Total Revenue</b>	<b>\$810,092</b>	<b>\$586,293</b>	<b>\$819,000</b>	<b>\$570,098</b>	<b>(30.39%)</b>
Salaries, Wages and Fringes	\$93,172	\$133,763	\$139,210	\$156,390	12.34%
Services	17,115	11,051	11,200	35,000	212.50%
Office Supplies	294	80	500	250	(50.00%)
Fuels and Lubricants	283,600	200,162	295,800	183,800	(37.86%)
Tires	23,891	18,183	24,380	11,000	(54.88%)
Equipment Repair Parts	105,396	75,111	101,630	63,000	(38.01%)
Utilities	764	755	1,120	1,730	54.46%
Insurance	36,340	35,553	38,000	27,300	(28.16%)
Purchased Transportation	5,754	2,370	6,000	3,000	(50.00%)
Miscellaneous and COVID Related Expenses	129,041	59,915	84,950	88,628	4.33%
Local Match	137,594	138,000	116,210	0	(100.00%)
<b>Total Expenses</b>	<b>\$832,960</b>	<b>\$674,942</b>	<b>\$819,000</b>	<b>\$570,098</b>	<b>(30.39%)</b>
<b>SURPLUS (DEFICIT)</b>	<b>(\$22,868)</b>	<b>(\$88,650)</b>	<b>\$0</b>	<b>\$0</b>	



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**FEDERAL FUNDING & CAPITAL PROGRAM**

FEDERAL FUNDING SOURCE	TOTAL	OPERATING	CAPITAL
FTA Section 5307 Funds	\$7,032,900	\$3,075,000	\$3,957,900
FTA Section 5310 Funds	289,034	50,000	239,034
FTA Section 5311 Funds	10,000	10,000	0
FTA Section 5339 Funds	805,800	0	805,800
CMAQ Funds	50,750	50,750	0
Surface Transportation Funds (MPO designated)	1,710,200	0	1,710,200
CARES-ACT Funding*	3,890,894	3,890,894	0
<b>TOTAL FEDERAL GRANT FUNDING</b>	<b>\$13,789,578</b>	<b>\$7,076,644</b>	<b>\$6,712,934</b>
DART Local Match (DART Operating Budget)			\$1,638,949
<b>TOTAL LOCAL MATCH OBLIGATIONS</b>			<b>\$1,638,949</b>
		<b>TOTAL CAPITAL FUNDING</b>	<b>\$8,351,883</b>
<b>CAPITAL EXPENDITURE ALLOCATIONS</b>			<b>TOTAL</b>
<b>Fleet</b> - 4 60-FT Artic Buses, 2 Paratransit Light Duty Buses, Bus Lease Payment			\$5,285,582
<b>Facilities</b> - DART Operations and Maintenance Facility and DART Central Station maintenance projects			1,683,155
<b>Support Equipment</b> - Shop and support equipment			495,568
<b>Technology</b> - Computer hardware replacement			268,498
<b>Passenger Amenities</b> - Bus shelters and art shelters			619,080
<b>TOTAL CAPITAL EXPENDITURES</b>			<b>\$8,351,883</b>

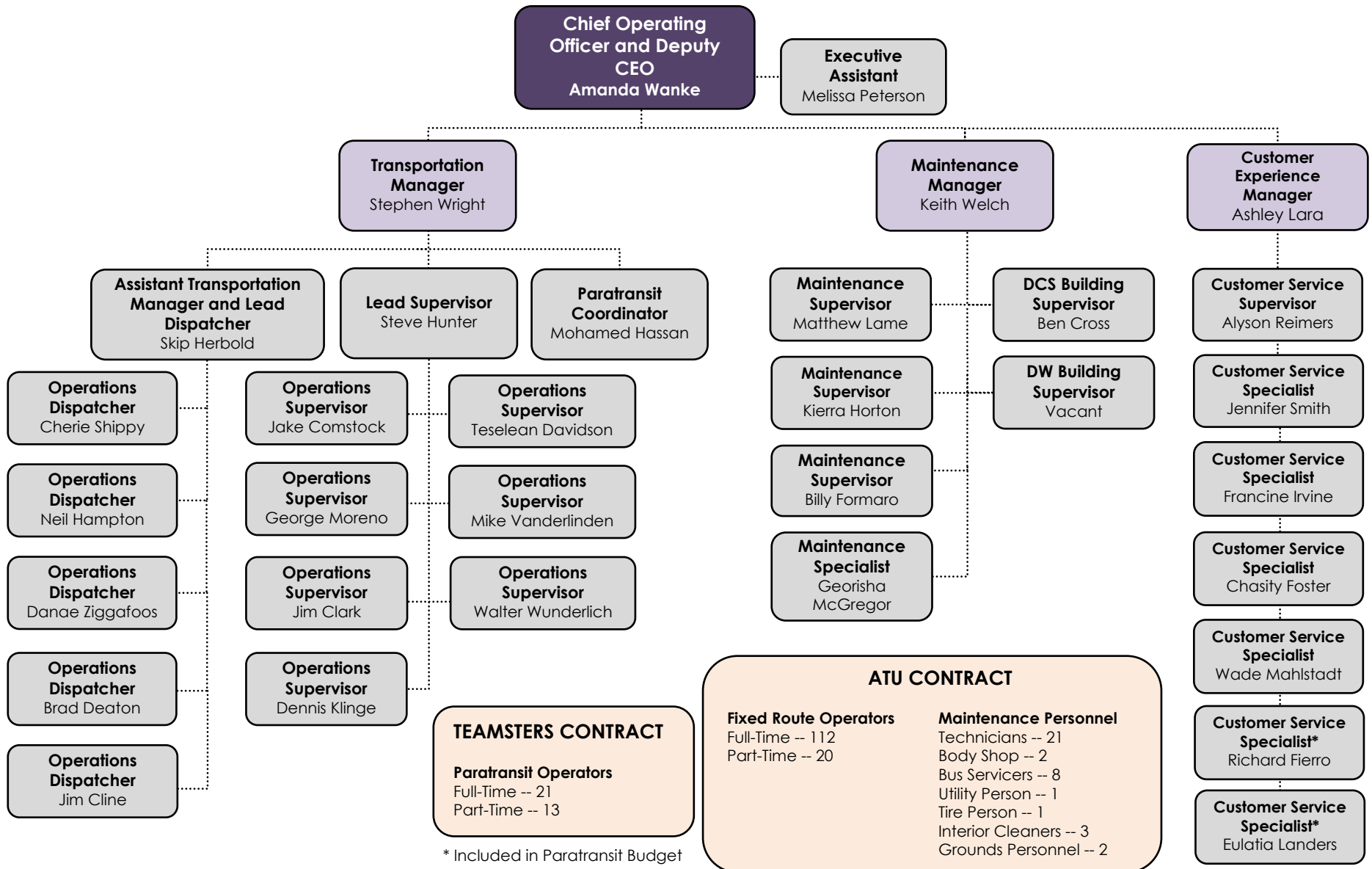
\*CARES funding discussed in Appendix B



## **Appendix A: Budgets by Department**



**OPERATIONS DEPARTMENT ORGANIZATION**





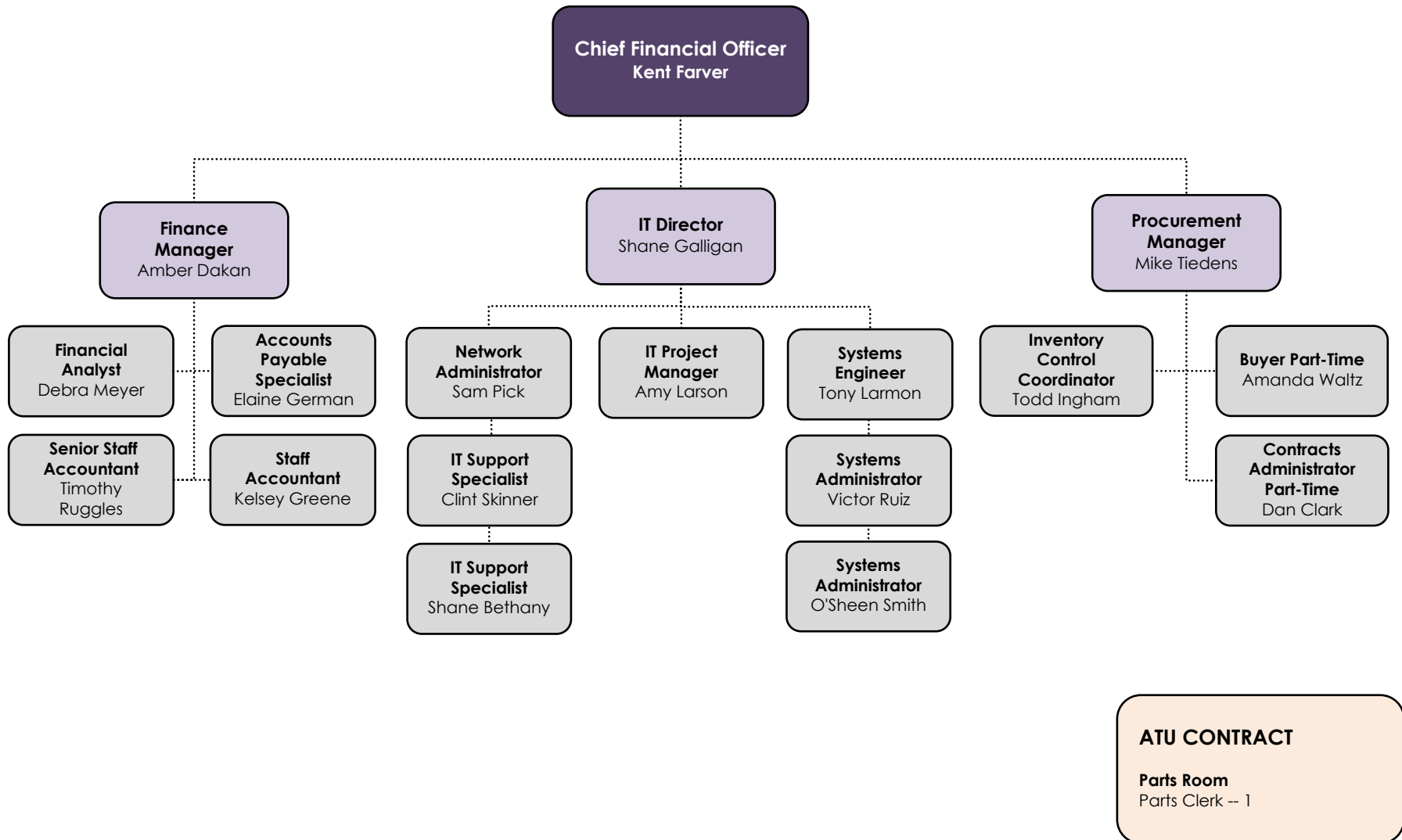
**OPERATIONS DEPARTMENT**

**Fixed Route, Vehicle Maintenance, Building & Grounds,  
DART Central Station and Customer Experience Budgets**

<u>Expense Item</u>	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
<b>Salaries, Wages and Fringes</b>	\$15,218,606	\$15,781,803	\$16,475,420	\$17,052,610	3.50%
<b>Services</b>	824,069	751,668	979,920	868,320	(11.39%)
<b>Building &amp; Grounds Materials</b>	223,643	237,394	240,000	271,500	13.13%
<b>Office Supplies</b>	43,120	37,859	27,300	27,300	0.00%
<b>Supplies and Materials</b>	147,022	162,010	215,200	224,200	4.18%
<b>Fuels and Lubricants</b>	1,896,304	1,613,057	2,109,400	2,121,900	0.59%
<b>Tires</b>	77,607	121,710	116,000	122,000	5.17%
<b>Equipment Repair Parts</b>	1,308,210	1,413,021	1,367,500	1,367,500	0.00%
<b>Utilities</b>	251,786	224,645	277,070	266,620	(3.77%)
<b>Purchased Transportation</b>	1,827	999	2,000	2,000	0.00%
<b>Miscellaneous and COVID Related Expenses</b>	84,626	60,673	90,200	122,925	36.28%
<b>Total</b>	<b>\$20,076,818</b>	<b>\$20,404,839</b>	<b>\$21,900,010</b>	<b>\$22,446,875</b>	<b>2.50%</b>



### FINANCE DEPARTMENT ORGANIZATION



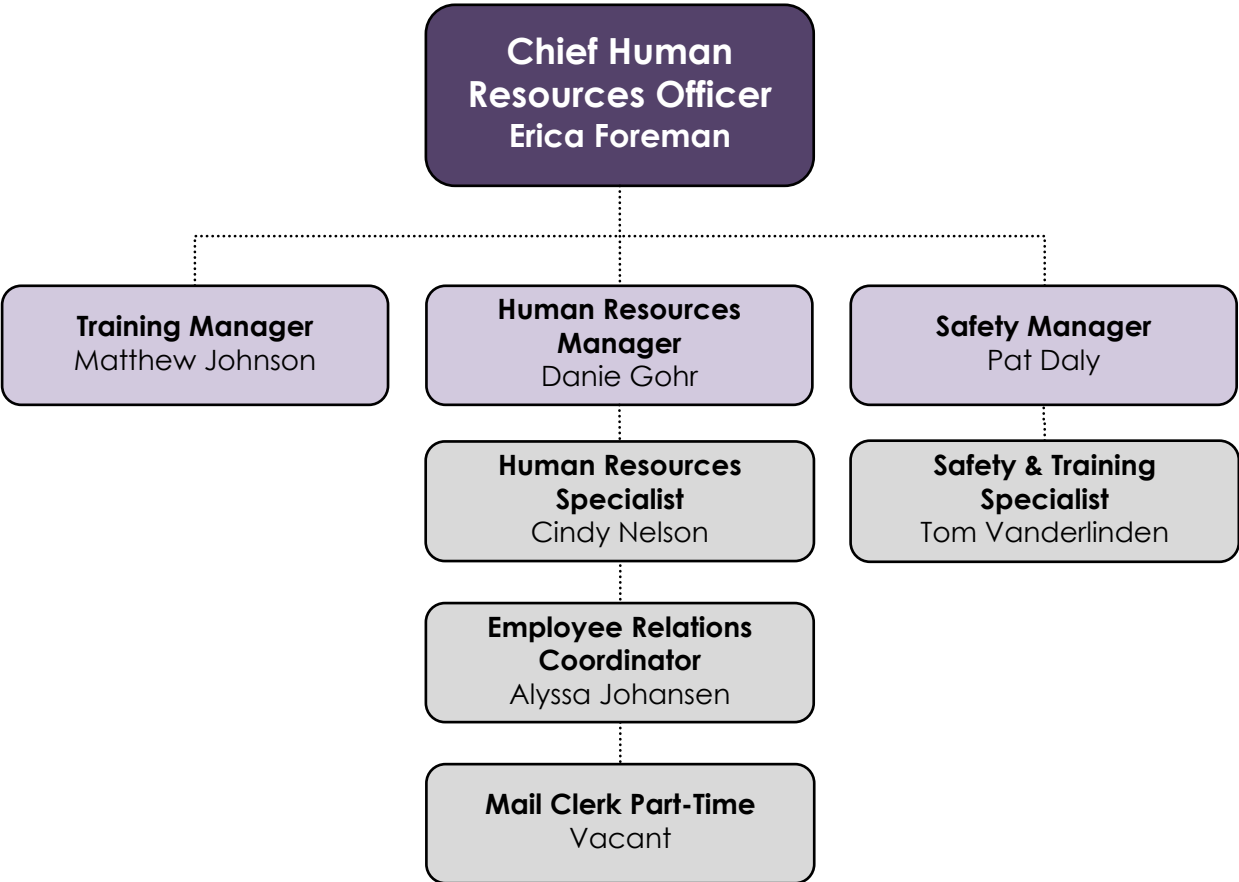


**FINANCE DEPARTMENT  
Finance, Procurement and Information Technology Budgets**

<u>Expense Item</u>	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
<b>Salaries, Wages and Fringes</b>	\$1,508,262	\$1,765,407	\$1,931,210	\$2,011,670	4.17%
<b>Services</b>	1,876,307	1,814,616	1,935,950	2,081,760	7.53%
<b>Office Supplies</b>	4,195	4,706	3,500	5,000	42.86%
<b>Supplies and Materials</b>	4,840	4,631	6,500	6,500	0.00%
<b>Utilities</b>	292,596	283,987	297,660	295,550	(0.71%)
<b>Insurance</b>	422,090	806,153	969,700	987,720	1.86%
<b>Miscellaneous and COVID Related Expenses</b>	306,585	(460,974)	(448,700)	(479,169)	6.79%
<b>Local Match</b>	993,844	1,082,911	1,434,300	1,596,767	11.33%
<b>Total</b>	<b>\$5,408,720</b>	<b>\$5,301,438</b>	<b>\$6,130,120</b>	<b>\$6,505,798</b>	<b>6.13%</b>



### HUMAN RESOURCES DEPARTMENT ORGANIZATION





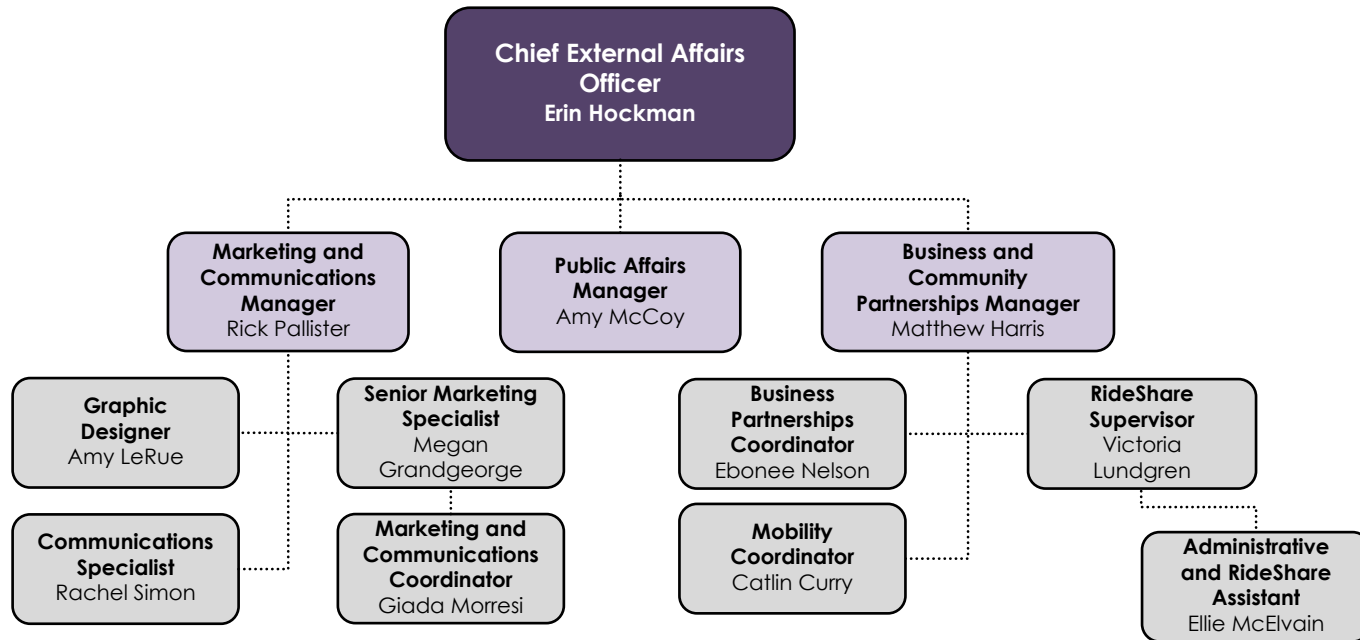


**HUMAN RESOURCES DEPARTMENT  
Human Resources, Safety and Training Budgets**

<u>Expense Item</u>	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
<b>Salaries, Wages and Fringes</b>	\$619,862	\$960,061	\$1,016,840	\$1,100,650	8.24%
<b>Services</b>	55,420	85,575	79,800	77,800	(2.51%)
<b>Office Supplies</b>	2,679	4,858	3,000	3,000	0.00%
<b>Utilities</b>	4,439	4,204	3,400	4,700	38.24%
<b>Miscellaneous and COVID Related Expenses</b>	127,491	113,423	150,000	157,100	4.73%
<b>Total</b>	<b>\$809,892</b>	<b>\$1,168,121</b>	<b>\$1,253,040</b>	<b>\$1,343,250</b>	<b>7.20%</b>



### EXTERNAL AFFAIRS DEPARTMENT ORGANIZATION



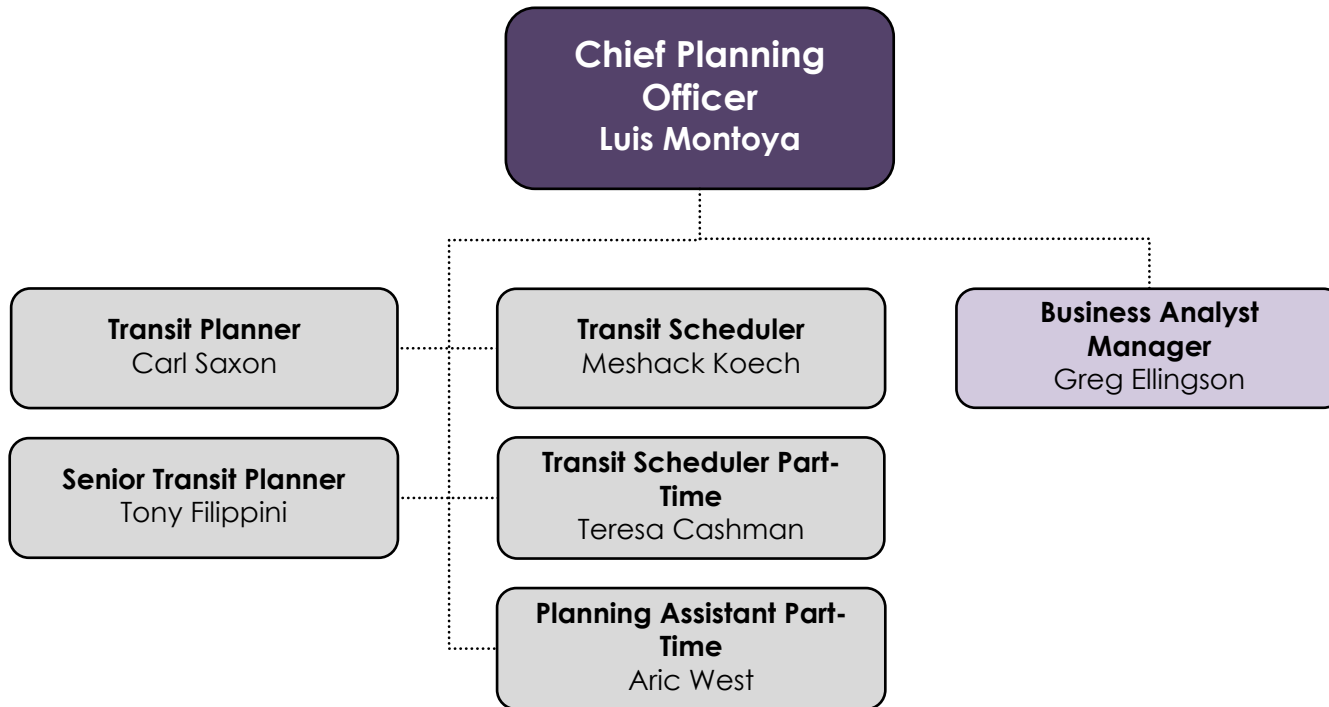


**EXTERNAL AFFAIRS DEPARTMENT**  
**Advertising, Marketing and Business Partnerships Budgets**

<u>Expense Item</u>	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
<b>Salaries, Wages and Fringes</b>	\$764,084	\$869,300	\$1,023,750	\$1,071,370	4.65%
<b>Services</b>	291,314	245,448	242,500	234,500	(3.30%)
<b>Office Supplies</b>	825	1,345	0	0	0.00%
<b>Supplies and Materials</b>	157,222	55,678	30,500	30,500	0.00%
<b>Utilities</b>	4,909	6,110	6,680	6,630	(0.75%)
<b>Miscellaneous and COVID Related Expenses</b>	37,223	34,530	32,000	30,000	(6.25%)
<b>Total</b>	<b>\$1,255,576</b>	<b>\$1,212,411</b>	<b>\$1,335,430</b>	<b>\$1,373,000</b>	<b>2.81%</b>



### PLANNING DEPARTMENT ORGANIZATION



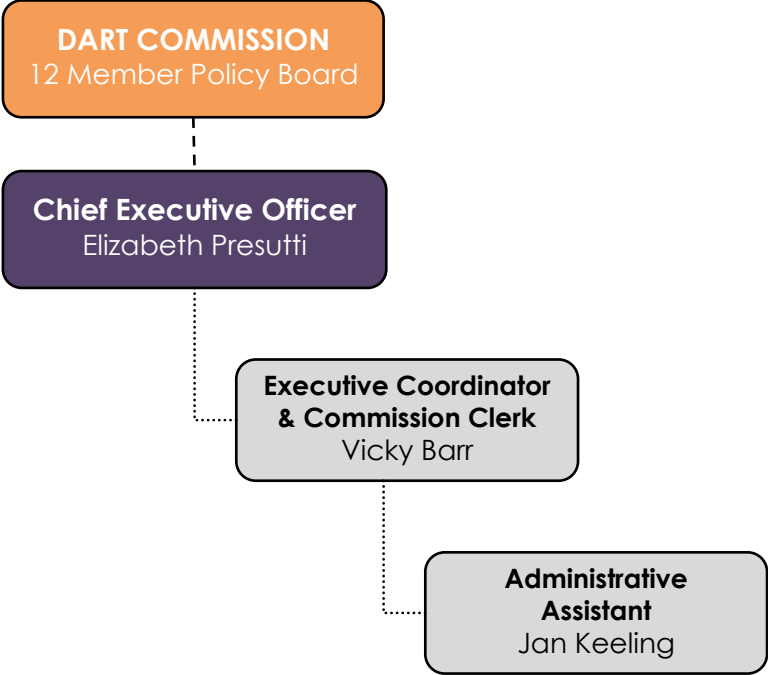


**PLANNING DEPARTMENT**  
**Planning, Capital Planning and MOD Budgets**

<u>Expense Item</u>	<u>Actual</u> FY 2019	<u>Actual</u> FY 2020	<u>Adopted</u> FY 2021	<u>Budget</u> FY 2022	<u>% Change</u> FY2021/ FY2022
<b>Salaries, Wages and Fringes</b>	\$378,511	\$562,698	\$728,800	\$766,390	5.16%
<b>Services</b>	234,531	140,083	152,500	152,500	0.00%
<b>Office Supplies</b>	234	273	0	0	0.00%
<b>Utilities</b>	1,958	2,485	2,540	3,460	36.22%
<b>Purchased Transportation</b>	0	27,158	30,000	114,000	280.00%
<b>Miscellaneous and COVID Related Expenses</b>	8,131	7,661	7,700	7,700	0.00%
<b>Total</b>	<b>\$623,364</b>	<b>\$740,358</b>	<b>\$921,540</b>	<b>\$1,044,050</b>	<b>13.29%</b>



**GENERAL ADMINISTRATION DEPARTMENT ORGANIZATION**





**GENERAL ADMINISTRATION DEPARTMENT BUDGET**

<u>Expense Item</u>	<u>Actual FY 2019</u>	<u>Actual FY 2020</u>	<u>Adopted FY 2021</u>	<u>Budget FY 2022</u>	<u>% Change FY2021/ FY2022</u>
<b>Salaries, Wages and Fringes</b>	\$356,650	\$382,995	\$548,130	\$583,820	6.51%
<b>Services</b>	385,454	202,075	316,000	365,500	15.66%
<b>Office Supplies</b>	6,909	12,740	21,500	15,000	(30.23%)
<b>Supplies and Materials</b>	0	0	0	0	0.00%
<b>Utilities</b>	(7,085)	(6,224)	2,500	2,190	(12.40%)
<b>Miscellaneous and COVID Related Expenses</b>	222,787	377,420	133,500	142,000	6.37%
<b>Total</b>	<b>\$963,827</b>	<b>\$969,006</b>	<b>\$1,021,630</b>	<b>\$1,108,510</b>	<b>8.50%</b>





**Appendix B: CARES Act Spending Plan**



**CARES ACT SPENDING PLAN**

**Background**

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law March 27, 2020. This funding provides emergency assistance to those impacted by the COVID-19 pandemic. In this law, \$25 billion was awarded to Public Transportation with an apportionment to DART of \$19.2 million. A second bill, Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, was signed into law December 27, 2020 and \$14 billion was apportioned to Public Transportation with DART receiving \$3.3 million. The total amount of funding DART received in COVID-19 relief funding is \$22.5 million.

DART staff have created a CARES Act and CRRSA Act spending plan ("CARES Act Spending Plan") in order to prepare the most fiscally responsible way to utilize these funds. The table below illustrates the planned drawdown of the CARES funds for FY 2020 – FY 2023 to be used for three distinct purposes:

- Forecasted Budget Gap - to assist with additional expenses and potential revenue shortfalls due to COVID-19 in the given fiscal years.
- Local Revenue Offset - maximize the use of property tax dollars towards local funding that will be required to meet growing capital needs and reduce associated property tax burden in the future.
- Stabilization Fund – funding that will be saved to assist with the anticipated budget gap in FY 2023 and FY 2024 due to potential decreases in in property valuations, a remaining revenue gap, and an anticipated inflationary increase in expenses.

	Forecasted Budget Gap	Local Revenue Offset	Stabilization Fund	Total
<b>FY 2020</b>	\$750,000			\$750,000
<b>FY 2021</b>	\$3,400,000	\$3,377,488	\$3,222,512	\$10,000,000
<b>FY 2022</b>	\$3,890,894	\$5,968,750	\$1,890,356	\$11,750,000
<b>Total</b>	<b>\$8,040,894</b>	<b>\$9,346,238</b>	<b>\$5,112,868</b>	<b>\$22,500,000</b>
<b>FY 2023</b>	\$4,500,000	Utilize Stabilization Fund		