

NOTICE OF COMMISSION ANNUAL MEETING AND AGENDA
DES MOINES AREA REGIONAL TRANSIT AUTHORITY
DART MULTIMODAL ROOM, 620 CHERRY STREET/[ZOOM](#)
DIAL IN - +1-312-626-6799/ACCESS CODE – 828 1282 6317/PASSCODE - 822126
MARCH 4, 2025 – 12:00 PM



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1. CALL TO ORDER	
2. ROLL CALL AND ESTABLISHMENT OF QUORUM	
3. NOTICE OF MEETING	
4. APPROVAL OF MARCH 4, 2025 AGENDA	
5. RECOGNITION OF OUTGOING COMMISSIONER	
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A. Special DART Commission Meeting (Reimagine) – Monday, May 19, 2025 – 12:00 P.M.	
B. Special DART Commission Meeting (Reimagine) – Monday, September 22, 2025 – 12:00 P.M.	
15. NEXT MEETING: Regular DART Meeting - Tuesday, April 1, 2025 – 12:00 P.M.	
16. 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.



7: Transit Riders Advisory Committee (TRAC) Update

Resource: *Leola Jasinski, TRAC Chair*

A hybrid meeting of the Transit Riders Advisory Committee was held on Wednesday, February 26, 2025, and a quorum was met. Included are key highlights from the meeting's discussion.

- **Reimagine DART Update:** DART Planning and Development Manager Tony Filippini shared a high-level summary of the Paratransit analysis Transpo presented during the FY26 DART Budget Workshop along with a reminder of all the budget decisions the Commission will need to make in mid-May ahead of designing the draft transit network. Tony also shared DART's plans for collecting public input on the two contrasting concepts, which will occur throughout April. Riders can take an online survey and/or attend an in-person or virtual public meeting.
- **Complaint Handling:** DART Customer Service Supervisor Alyson Reimers and Lead Operations Supervisor Steve Hunter explained DART's complaint-handling process. DART Customer Service Representatives receive complaints and enter those into our system with the customer's contact information and details of the complaint. Once a complaint is entered, the Lead Operations Supervisor is notified and begins an initial investigation and assigns the complaint to a Supervisor to complete the investigation. Once the investigation is completed, the customer is called back with an explanation.
- **On-time Performance:** DART Chief Operating and Planning Officer Luis Montoya provided an update on on-time performance. Luis explained how DART defines "on-time", "early" and "late" and that the organization's on-time performance goal is for buses to leave their scheduled departure point "on-time" at least 85% of the time. In 2024, Paratransit exceeded on-time performance at 94% while Fixed Route's on-time performance was just under 82%. Luis outlined steps DART has taken to improve on-time performance and how staff is continuing to monitor data and identify additional steps DART can take to improve on-time performance.

The next hybrid TRAC meeting is currently scheduled for Wednesday, April 2, 2025.

**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES
MEETING HOSTED IN-PERSON AND VIRTUALLY
620 CHERRY STREET, DES MOINES IA 50309
January 28, 2025**



(Meeting was held in a hybrid format)

Commissioners/Alternates Present and Voting:

Scott Henry, Todd Shafer, Angela McKenzie, Srikant Mikkilineni, Connie Boesen, Paula Dierenfeld (arrived at 12.23pm), Angela Connolly, Bridget Montgomery, Russ Trimble and Joseph Jones

Commissioners Absent:

Dean O'Connor, Andrew Borcharding and Ross Grooters

CALL TO ORDER

Chair Russ Trimble called the meeting to order at 12:01 p.m. Roll call was taken, and a quorum was present.

Notice of the meeting was duly published.

APPROVAL OF AGENDA

Chair Russ Trimble requested a motion to approve the agenda as presented.

It was moved by Connie Boesen and seconded by Bridget Montgomery to approve the January 28, 2024, agenda. The motion carried unanimously.

5 - DART COMMISSION OFFICER ELECTION

Russ Trimble, Nominating Committee Chair, presented the proposed Officer slate in accordance with the substituted and restated DART 28E agreement that commenced on October 1, 2017, and the proposed Restated Bylaws.

The Nominating Committee, which consisted of Commissioners Connolly, Cox and Trimble (Chair), nominated the following Commissioners as officers starting immediately through the end of calendar year 2025: Chair – Connie Boesen, Vice Chair – Bridget Montgomery, Secretary/Treasurer – Joseph Jones, At-Large – Dean O'Connor and At-Large – Todd Schafer.

It was moved by Angela Connolly and seconded by Scott Henry to approve the slate of Officers as presented. The motion carried unanimously.

Russ Trimble passed the meeting to newly appointed DART Commission Chair Connie Boesen.

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PUBLIC COMMENT:

Thomas Washington from Des Moines shared that State Representative Megan Srinivas will be hosting some upcoming public forums and shared the details and encouraged people to attend.

Heather Armstrong from Des Moines suggested that the Commission look at PACE (Chicago) to see how they updated their network during budget challenges.

Garland Armstrong from Des Moines is concerned that when he is allocated a taxi service for his trips, some of the drivers are asking for cash instead of taking the tokens.

Carol Maher from Des Moines encouraged the Reimagine DART consultants and Cabinet, as well as the DART Commission, to ride the bus on a more consistent basis.

TRANSIT RIDERS ADVISORY COMMITTEE (TRAC) UPDATE

Brandon Paulsen attended the meeting on behalf of the newly elected TRAC Chair Leola Jasinski as she had a conflict. Brandon thanked the Commissioners for their leadership over the past 12 months and congratulated the incoming officers and outgoing chair.

An update was provided on the last TRAC meeting which occurred on Wednesday, January 22, 2025. In addition to voting for a new Chair Leola Jasinski and a new committee member Alexis Samano, the Committee heard from the consultants on Reimagine DART.

CONSENT ITEMS

9A – Commission Meeting Minutes – December 3, 2024

9B – Audited FY24 Financials Approval

9C – CIRPTA Staff Representative for DART

9D – Approval for O&M Facility Phase I Construction Contract for BP13 Equipment

9E – Authorizing Resolution for Federal Transportation Assistance

9F – November Consolidated Financials

It was moved by Russ Trimble and seconded by Bridget Montgomery to approve the consent items. The motion carried unanimously.

ACTION ITEMS

10A – Grimes Withdrawal

Tony Filippini, Planning and Development Manager, shared the background and timeline of the City of Grimes' withdrawal from DART and communication provided to the public and DART Commission to date. Additionally, the total debt service reserve was outlined. Due to the withdrawal of the City of Grimes, effective June 30, 2025, removal of DART's on-call services, paratransit services and fixed-route services will take place on June 15, 2025. This affects residents of Grimes as well as residents of other DART member communities

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COMMISSION MEETING MINUTES – JANUARY 28, 2025**



who use DART services to travel to Grimes. DART will be communicating this change with known passengers in the months to come.

It was moved by Russ Trimble and seconded by Paula Dierenfeld to approve the withdrawal of the City of Grimes as a participating community of DART effective June 30, 2025, with service ending on June 15, 2025. The motion carried unanimously.

10B – Public Transportation Safety Plan Approval

Pat Daly, Safety Manager, shared the background and requirements of the Public Safety Plan, as required by the FTA. This plan must have an annual review, update and governing body approval. Within the plan, DART is required to establish and monitor 14 Safety Performance Targets and seven Safety Risk Reduction Program Targets for each mode of service provided. These targets, including the final rule for the ASP - 49 CFR 673, were identified. Additionally, it was shared that there are 22 event types within five major event thresholds that comprise the Safety Performance and Safety Risk Reduction Program measures, which was shared in the Commission packets including more detailed descriptions and information on the FY 2025 Agency Safety Plan Update. The changes and additions to the updated plan were shared.

It was moved by Russ Trimble and seconded by Bridget Montgomery to approve the Public Transportation Safety Plan as presented. The motion carried unanimously.

DISCUSSION ITEMS:

11A – Reimagine DART Update

Erin Hockman, Chief Strategy Officer, provide an update on the progress of Reimagine DART and an outline of the next steps.

11B – FY2026 DART Budget Update

Amber Dakan, Director of Finance, provided an update on the FY 2026 budget developments so far.

11C – Bus Procurement Update

Luis Montoya, Chief Operations and Planning Officer, provided an update regarding the procurement of heavy-duty buses for fixed route service.

DEPARTMENTAL MONTHLY REPORTS (BY EXCEPTION)

Chair Connie Boesen asked the Commission to refer to their packets to review the monthly department reports.

12A – Operations

12B – Planning

12C - External Affairs

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12D – Finance/IT/Procurement

12E – Human Resources

12F – Chief Executive Officer

FUTURE AGENDA ITEMS

None

COMMISSIONER ITEMS

Chair Connie Boesen thanked those commissioners that completed the doodle poll for the budget workshop and shared upcoming commission meeting dates, including the budget workshop.

NEXT MEETING

Regular DART Meeting - Tuesday, March 4, 2025 – 12:00 P.M.

ACTION ITEM - CBA WITH AMALGAMATED TRANSIT UNION 441

Luis Montoya, Chief Operations and Planning Officer, provided a high-level background of the union negotiations that staff and the union had recently made and the new tentative agreement. The new proposed changes to the ATU contract were identified at a high level.

No further discussion was needed with the Commission so therefore no exempt session was required.

It was moved by Angela Connolly and seconded by Bridget Montgomery to grant approval for the DART Chief Executive Officer to sign the three (3)-year labor agreement with the Amalgamated Transit Union Local 441 that includes the outlined provisions provided above as part of this action item. The motion carried unanimously.

ADJOURN

Chair Connie Boesen adjourned the meeting at 1.30 p.m.

Chair

Clerk

Date

CONSENT ITEM



8B: FY2026 Budget Public Hearing Date

Action: Approve the Public Hearing on the FY2026 Budget

Staff Resource: Amber Dakan, Finance Director

Background:

- The DART Commission approved a Two-Year Stability Plan during FY2025 Budget approval in the Spring of 2024. This plan encompasses the FY2025-FY2026 budgets and laid out multiple components in order to provide stability in advance of the DART Reimagine system redesign.
- The Two-Year Plan included the use of reserve funds, increasing the conversion of capital funds into operating funds, as well as expense reductions totaling more than \$500,000 annually.
- The FY2026 Budget falls within the Two-Year Stability Plan which called for at maximum a 5% growth in expenses over the prior year.
- A workshop was held with Commission members on February 20 where staff outlined the proposed FY2026 Budget in detail.
- Per the 28M Agreement, the Regional Transit Authority must hold a public hearing on the proposed budget and allow any member community or the public to provide information to the Commission prior to its adoption of the budget. A public hearing on the proposed budget is scheduled for:

Tuesday, April 1, 2025
12:00 P.M.
DART Offices – 620 Cherry Street
Des Moines, Iowa 50309

- The hearing will be held immediately prior to the regular DART Commission meeting where the Commission will consider adopting the FY2026 budget in advance of the 28M Agreement's deadline of April 30, 2025.

FY2026 Budget:

- The FY 2026 budget is focused on providing stability for DART riders, staff, and member communities while the agency undergoes a once in a lifetime system redesign known as Reimagine DART.
- FY 2026 maintains existing service without any increase in total property tax contributions beyond what has already been planned.
- Expense growth is 3.66% over the prior year, falling the below planned limit of 5% within the Two-Year Stability Plan.
- Separately from the FY 2026 operating budget, staff are proposing the use of up to \$950,000 in reserve funding collected through higher-than-normal interest rates to successfully implement Reimagine DART outcomes and undertake one-time activities aimed at process and efficiency improvements.

CONSENT ITEM

8B: Set FY 26 Budget Hearing Date



- FY2026 revenue assumptions include:
 - Residential rollback at 47.4316%, Commercial rollback at 90% for value exceeding \$150,000
 - Multi-Residential rollback now matches Residential rollback
 - FY26 is second year of the Two-Year Stability Plan adopted by Commission
 - Grant funding of \$2.6 million awarded by the MPO is being utilized in FY26 to lower property tax revenue needs
 - Property tax revenue growth is 3.97% resulting from MPO grant funding spread over FY25-FY26 allowing for less tax revenue needs
 - Year five of new property tax formula used to calculate DART levy rates. Rates are based 50% on old formula and 50% on new formula.
 - Loss of \$100,000 in property tax backfill due to new legislation (7-year phase out)
 - \$513,060 in one-time funds will be used to reduce property tax requirements (\$365,000 in capital dollars converted to operating funds and \$148,060 from cash reserves)
- FY2026 expenditure assumptions include:
 - Service levels are sustained at FY25 levels
 - 20% premium increase in health insurance expenses
 - 10% premium increase in property & casualty insurance
 - IPERS rates steady at FY2025 levels
 - Mobility Services/Paratransit will continue to see expense growth reflective of increasing Bus Plus demand.
 - A new contract for ATU transit employees (Bus Operators, Maintenance, Service, Building & Grounds) goes into effect in FY26.
 - Local match budgeted to meet needs for FY2026 FTA formula funding.

Recommendation:

- Approve the Public Hearing on the FY2026 Budget.

CONSENT ITEM



8C:	December FY 2025 Consolidated Financial Report
Action:	Approve the December FY 2025 Consolidated Financial Report

Staff Resource: *Amber Dakan, Finance Director*

Year-to-Date Budget Highlights:

Revenue:

- Fixed Route operating revenue exceeds the budget by 19.0% through the first half of the fiscal year. Other contracted services and unlimited access are trending over budget due to the timing of some of our major contracts. Cash fares and mobile ticketing passes are also trending significantly ahead of budget.
- Fixed Route non-operating revenue is trending ahead of budget by 5.4%. Interest income is far outpacing budget projections due to favorable interest rates. We have also been receiving grant funds for shelters and Reimagine DART.
- Mobility Services operating revenue exceeds budget by 8.2% year-to-date. Polk County funding is seeing the most significant level over budget so far for their contracted trips. Cash fares and mobile ticketing passes are also trending ahead of budget.
- Mobility Services non-operating revenue is exceeding budget by 2.7% year-to-date due to an increased allocation of our 5310 elderly/disabled grant funds to reimburse expenses from our overflow TNC and taxi services.
- Caravan revenues are under budget by 37.3% due to fewer vanpools in operation than anticipated. Caravan is working to add additional business partners to the program as well as looking into new models and concepts for revenue diversification.

Operating Expense:

- Fixed Route operating expenses are under budget by 3.7% so far in FY25. Services and insurance are the two categories seeing the most budget savings year-to-date. We have savings in IT consulting, legal, and guard services.
- Mobility Services operating expenses are under budget by 4.6% year-to-date. The only category significantly over budget is purchased transportation, which is offset by savings in almost every other area as well as the 5310 elderly/disabled grant funding reimbursement we receive.
- Caravan has budget savings of 34.7% so far in FY25. Fuel and lubricants along with equipment repairs are seeing the most savings to date, again due to fewer vanpools in operation.

Recommendation:

- Approve the December FY2025 Consolidated Financial Report.

**** TOTAL Un-Audited Performance of December FY2025 Year-to-Date as Compared to Budget:**

Fixed Route	\$ 1,977,671	Reserve for Accidents (See Balance Sheet):
Mobility Services	\$ 215,775	\$209,811
<u>Caravan</u>	<u>\$ (8,411)</u>	
Total	\$ 2,185,035	

FY2025 Financials: December 2024

FIXED ROUTE	December 2024			Year-To-Date-(6) Months Ending 12/31/2024		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	379,709	375,766	3,943	2,683,282	2,254,598	428,685
Non-Operating Revenue	2,623,691	2,661,639	(37,948)	16,834,457	15,969,835	864,622
Subtotal	3,003,400	3,037,405	(34,005)	19,517,739	18,224,433	1,293,307
Operating Expenses	2,926,723	3,109,311	182,588	17,971,501	18,655,865	684,364
Gain/(Loss)	76,677	(71,905)	148,582	1,546,238	(431,433)	1,977,671

MOBILITY SERVICES	December 2024			Year-To-Date-(6) Months Ending 12/31/2024		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	57,517	55,583	1,934	360,957	333,500	27,457
Non-Operating Revenue	396,517	397,767	(1,250)	2,451,133	2,386,600	64,533
Subtotal	454,034	453,350	684	2,812,090	2,720,100	91,990
Operating Expenses	436,553	453,350	16,797	2,596,315	2,720,100	123,785
Gain/(Loss)	17,481	-	17,481	215,775	-	215,775

CARAVAN	December 2024			Year-To-Date-(6) Months Ending 12/31/2024		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	13,998	39,939	(25,941)	114,777	239,635	(124,858)
Non-Operating Revenue	8,658	14,992	(6,334)	91,950	89,950	2,000
Subtotal	22,656	54,931	(32,275)	206,727	329,585	(122,858)
Operating Expenses	43,788	54,931	11,143	215,138	329,585	114,447
Gain/(Loss)	(21,132)	-	(21,132)	(8,411)	-	(8,411)

SUMMARY	December 2024			Year-To-Date-(6) Months Ending 12/31/2024		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	451,224	471,289	(20,065)	3,159,016	2,827,733	331,284
Non-Operating Revenue	3,028,866	3,074,398	(45,531)	19,377,540	18,446,385	931,155
Subtotal	3,480,090	3,545,686	(65,596)	22,536,556	21,274,118	1,262,439
Operating Expenses	3,407,064	3,617,592	210,528	20,782,954	21,705,550	922,596
Gain/(Loss)	73,026	(71,905)	144,931	1,753,602	(431,433)	2,185,035

CONSENT ITEM



8D:	January FY 2025 Consolidated Financial Report
Action:	Approve the January FY 2025 Consolidated Financial Report

Staff Resource: *Amber Dakan, Finance Director*

Year-to-Date Budget Highlights:

Revenue:

- Fixed Route operating revenue exceeds the budget by 16.4% through the first seven months of the fiscal year. We are already exceeding the full year budget for other contracted services. Unlimited access, cash fares, and mobile ticketing passes are also trending significantly ahead of budget.
- Fixed Route non-operating revenue is trending ahead of budget by 5.2%. Interest income is still the main driver of this revenue, along with grant revenues.
- Mobility Services operating revenue exceeds budget by 8.4% year-to-date. Polk County funding is seeing the most significant level over budget so far for their contracted trips. Cash fares and mobile ticketing passes are also trending ahead of budget.
- Mobility Services non-operating revenue is exceeding budget by 2.3% year-to-date due to an increased allocation of our 5310 elderly/disabled grant funds to reimburse expenses from our overflow TNC and taxi services.
- Caravan revenues are under budget by 38.8% due to fewer vanpools in operation than anticipated. We budgeted for a couple employer partners that have not come to fruition or are taking longer than anticipated to start up.

Operating Expense:

- Fixed Route operating expenses are under budget by 3.6% so far in FY25. Services and insurance are the two categories seeing the most budget savings year-to-date. One way we have found savings in services is by having our IT department do more troubleshooting internally, rather than relying on consultants.
- Mobility Services operating expenses are under budget by 4.3% year-to-date. There are budget savings in quite a few areas, including salaries, wages & fringes and equipment repairs.
- Caravan has budget savings of 39.4% so far in FY25. Fuel and lubricants along with equipment repairs are seeing the most savings to date. We are anticipating even more savings in equipment repairs as we work to bring the majority of those in-house.

Recommendation:

- Approve the January FY2025 Consolidated Financial Report.

**** TOTAL Un-Audited Performance of January FY2025 Year-to-Date as Compared to Budget:**

Fixed Route	\$ 2,168,271	Reserve for Accidents (See Balance Sheet):
Mobility Services	\$ 233,848	\$219,905
<u>Caravan</u>	<u>\$ 2,244</u>	
Total	\$ 2,404,363	

FY2025 Financials: January 2025

FIXED ROUTE	January 2025			Year-To-Date-(7) Months Ending 1/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	377,954	375,766	2,188	3,061,236	2,630,364	430,872
Non-Operating Revenue	2,759,020	2,661,639	97,381	19,593,476	18,631,474	962,002
Subtotal	3,136,974	3,037,405	99,569	22,654,712	21,261,838	1,392,874
Operating Expenses	3,018,277	3,109,311	91,034	20,989,779	21,765,176	775,397
Gain/(Loss)	118,697	(71,905)	190,602	1,664,933	(503,338)	2,168,271

MOBILITY SERVICES	January 2025			Year-To-Date-(7) Months Ending 1/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	60,968	55,583	5,385	421,925	389,083	32,842
Non-Operating Revenue	396,517	397,767	(1,250)	2,847,650	2,784,367	63,283
Subtotal	457,485	453,350	4,135	3,269,575	3,173,450	96,125
Operating Expenses	439,412	453,350	13,938	3,035,727	3,173,450	137,723
Gain/(Loss)	18,073	-	18,073	233,848	-	233,848

CARAVAN	January 2025			Year-To-Date-(7) Months Ending 1/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	20,064	39,939	(19,875)	134,841	279,574	(144,733)
Non-Operating Revenue	8,658	14,992	(6,334)	100,608	104,942	(4,334)
Subtotal	28,722	54,931	(26,209)	235,449	384,516	(149,067)
Operating Expenses	18,067	54,931	36,864	233,205	384,516	151,311
Gain/(Loss)	10,655	-	10,655	2,244	-	2,244

SUMMARY	January 2025			Year-To-Date-(7) Months Ending 1/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	458,986	471,289	(12,303)	3,618,002	3,299,021	318,981
Non-Operating Revenue	3,164,195	3,074,398	89,798	22,541,734	21,520,783	1,020,952
Subtotal	3,623,181	3,545,686	77,495	26,159,736	24,819,804	1,339,932
Operating Expenses	3,475,756	3,617,592	141,836	24,258,711	25,323,142	1,064,431
Gain/(Loss)	147,425	(71,905)	219,330	1,901,025	(503,338)	2,404,363

CONSENT ITEM



8E:	Bus Procurement Approval
Action:	Approve the purchase of Seven (7) 40-Foot Heavy Duty Buses at a cost Not to Exceed \$6,500,000 from Gillig, LLC. under the State of Iowa Purchasing Contract
Staff Resource:	Michael Gulick, Finance Lead and Senior Manager for Procurement & Compliance Luis Montoya, Chief Operating & Planning Officer

Background:

- Heavy Duty buses used for fixed route service have a useful life of 12 years. Each year, DART replaces approximately 8 Heavy Duty buses that have reached the end of their useful life.
- The purpose of replacing the older buses is to reduce the maintenance costs and ensure we can provide reliable service.
- The majority of funding for bus purchases comes from the Federal Transit Administration (FTA), with an associated local match.
- DART will order seven (7) 40-foot buses as replacements for 40-foot vehicles that have met their useful life and are due for replacement. The useful life of this vehicle is twelve (12) years per the Federal Transit Administration (FTA).

Procurement:

- DART will be utilizing the State of Iowa, Department of Administrative Services contract for the purchase of the buses.
- The State of Iowa has signed a cooperative purchase agreement with the State of Washington to allow use of the transit bus contract in the state of Iowa.
- 40-Foot Gillig Bus Pricing
 - 40' HD Base bus price = ~\$611,944 (anticipated pending price increase) (previously \$571,376 Apr 1, 2024)
 - Estimated price after adding DART specifications with contingency = \$844,115

Funding:

- Funding will come from DART's capital improvement budget and the corresponding local match.

Recommendation:

Approve the purchase of seven (7) 40-Foot Heavy Duty Buses at a cost Not to Exceed \$6,500,000 with 10% contingency from Gillig, LLC. under the State of Iowa Purchasing Contract.

ACTION ITEM



9A: Bus Disposal Strategy

Action: Approve the Bus Disposal Strategy

Staff Resource: Michael Gulick, Interim Finance Lead, Senior Manager Procurement and Compliance

Background:

- In 2020, DART used primarily federal funding to purchase seven Proterra Catalyst buses as part of a pilot project. Proterra was the top electric bus manufacturer in the country at that time. The buses cost \$6.4 million and were placed in service in January 2021.
- The electric bus pilot demonstrated reduced energy costs and environmental benefits from using the new technology. However, the buses were removed from service in October 2022 after 22 months of operation due to expiring warranties, major mechanical system failures, and customer/driver complaints that resulted in an uptime of only ~60% (compared to typical figures of around 90%).
- DART typically purchases buses every year and this is the first time DART has received buses that were not able to meet their intended useful life.
- After consulting with numerous other transit agencies who also removed Proterra electric buses from service, On May 22, 2023, DART requested that the FTA reduce the buses' useful life from 12 years to between 6 and 8 years and waive the federal interest burden, citing safety and financial concerns.
- This request was followed by negotiations with Proterra that resulted in additional two-year warranties on July 17, 2023.
- Following Proterra's Chapter 11 bankruptcy filing on Aug 7, 2023, DART filed executory contracts with the U.S. Bankruptcy Court to preserve its rights in the proceedings. On October 24, 2023, the U.S. Bankruptcy Court released Phoenix Motor Company from these executory contracts, and on January 12, 2024, Phoenix finalized the purchase of Proterra Transit for \$3.5 million.
- On May 6, 2024, DART then updated the request to the FTA to be a full waiver of the useful life of the buses and the remaining federal interest. After receiving a technical report in October 2024 from another transit agency regarding a composite body structural flaw, DART shared the report with the FTA and followed up on the waiver request.
- On November 8, 2024, the FTA granted a waiver for the remaining useful life of the seven Proterra Catalyst buses.
- The disposal strategy, which the FTA has required and approved, involves:
 - Testing the market for sales to FTA Grantees for use or parts-only salvage.
 - If demand from FTA Grantees is insufficient, testing a transfer to FTA Grantees.
 - If limited or no demand from FTA Grantees, opening the market to non-FTA Grantees.

ACTION ITEM

- The primary objective is to avoid any further expenditure on these buses. Any proceeds exceeding \$10,000 per bus will be subject to a federal interest share.

Recommendation:

- Approve the bus disposal strategy as outlined, initiating market tests with FTA Grantees and developing contingency plans for broader market engagement if necessary.

DISCUSSION ITEM



10A:	Reimagine DART Update
-------------	------------------------------

Staff Resource: *Erin Hockman, Chief Strategy Officer*

Staff will present updated Reimagine DART budget scenarios and seek feedback from the Commission on any changes or new scenarios they would like staff to develop prior to the Commission adopting a Reimagine DART budget for the draft network on May 19.

DISCUSSION ITEM



10B: DART Business Plan Update

Staff Resource: Amanda Wanke, Chief Executive Officer

Staff will provide an update on the organization's business plan and progress to date.

DISCUSSION ITEM



10C: June 2025 Service Change

Staff Resource: Tony Filippini, AICP, Planning & Development Manager

Staff will provide an update on the June Service Change.

DISCUSSION ITEM



10D:	Title VI Program Update
-------------	--------------------------------

Staff Resource: Tony Filippini, AICP, Planning & Development Manager

Staff will provide an overview of the Title VI Program Update, which will be presented as an action item at the April 2025 Commission meeting.

11A: FY25 Quarterly Financial Report, July 1 – December 31, 2024

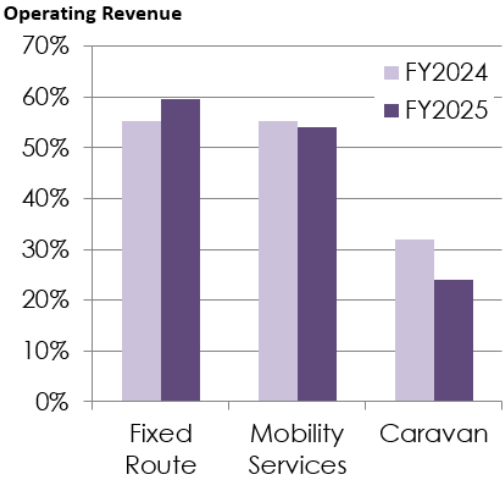
Staff Resource: Amber Dakan, Finance Director

Revenue

Operating Revenue

- Fixed Route operating revenue YTD through the second quarter of the fiscal year performed at 59.51% of the annual budget compared to 55.40% in FY24. Cash fares and advertising income are also coming in higher than in FY24.
- Mobility Services operating revenue YTD through the second quarter of FY25 is 54.12% of budget in comparison to 55.30% in the prior year. Most areas are performing better dollar-wise than last year, but budgets were also increased as ridership was forecasted to increase. In addition, we began collecting revenue for cab and TNC trips in November of FY25.
- Caravan operating revenue for FY25 is 23.95% of budget compared to 31.99% through the second quarter of FY24. The budget was increased in anticipation of new partners being added, but those vanpools are not yet active. Overall dollars are also down from the prior year.

Revenue, Percent of Budget July - December



Non-Operating Revenue

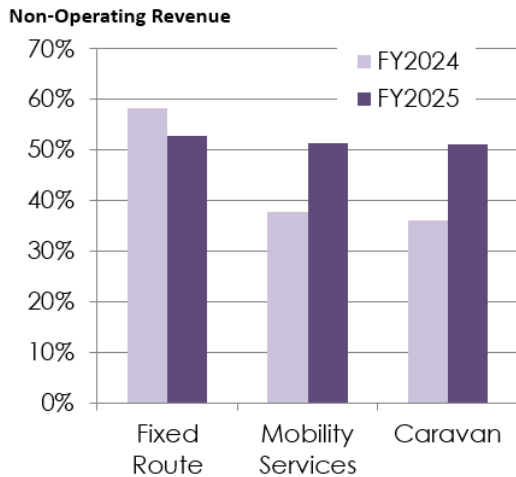
- Fixed Route non-operating revenue YTD through Q2 of FY25 is lower than in FY24 at 52.71% and 58.19% respectively. This difference is due to an increase in the FY25 budget for non-operating revenue.
- Mobility Services non-operating revenue for FY25 is higher than in FY24. It was 37.67% in FY24 and 51.35% in FY25. This is due to more grant funding being diverted to this area to cover overflow taxi and TNC expenses.

CONSENT ITEM

11A: Quarterly Financial Report

- Caravan non-operating revenue is 51.11% of budget so far in FY25. For FY24 it was at 36.09% for the second quarter. This difference is because no CARES grant dollars were allocated to Caravan for FY25.

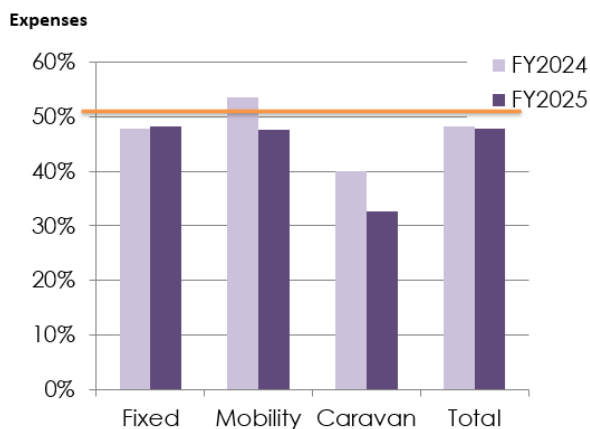
**Revenue, Percent of Budget
July - December**



Expenses

- Fixed Route operating expenses as a percentage of budget are very similar throughout the second quarter of FY25 as compared to the second quarter of FY24. In FY25 the second quarter YTD is at 48.17% while FY24 was at 47.74% of budget utilization.
- Mobility Services operating expenses throughout the second quarter YTD are slightly lower than the prior year: 47.72% in FY25 and 53.53% in FY24. This is primarily because the FY25 budget was adjusted to reflect the higher use of taxi overflow usage than in FY24.
- Caravan operating expense utilization in the current year so far is lower than the prior year. Expenses came in at 40.10% in FY24 as compared to 32.64% in FY25. Expenses in dollars are similar, but the budget increased significantly for FY25 due to anticipation of new vanpools.
- Expenses for all divisions combined came in at right around 48% of budget utilization through the second quarter of both FY24 and FY25.

**Expenses, Percent of Budget
July - December**



11B:

Quarterly Investment Report

Staff Resource:

Amber Dakan, Finance Director

Background:

- DART began investing its reserve dollars in April 2016 with the intent to maximize the value of our assets.
- The 2nd quarter of FY2025 (October 1 – December 31, 2024) ended with \$35,256,344.93 in our investment portfolio.
- The current quarterly statement recognizes \$330,094.83 in interest income, which is due to higher level interest rates. At the quarter end, interest rates ranged from 4.27 to 4.77%.
- Portfolio assets are held in a market-based savings account and within Certificates of Deposits from multiple banks and with varying lengths of time. The Finance Staff continues to work with PMA to maximize earning interest vehicles.
- Attached within the packet is DART's Quarterly Investment Report.



PMA Quarterly Statement

(39427-101) Investment Account

Statement Period

October 1, 2024 to December 31, 2024

Statement for the Account of:

Des Moines Area Regional Transit Authority

Des Moines Area Regional Transit Authority

Amber Dakan

620 Cherry Street

Des Moines, IA 50309

(39427-101) Investment Account | Page 1 of 5



Des Moines Area Regional Transit Authority

Statement Period

SDA / MMA TRANSACTION ACTIVITY

October 1, 2024 to December 31, 2024

FEDERATED FUNDS			BEGINNING BALANCE			\$19,665,978.14
Transaction	Date		Deposits	Withdrawals	Interest / Adjust	Balance
22965	10/01/2024	Withdrawal		(\$17,000,000.00)		\$2,665,978.14
22966	10/21/2024	Deposit	\$3,117,831.71			\$5,783,809.85
22968	10/22/2024	Deposit	\$9,500,000.00			\$15,283,809.85
22973	10/25/2024	Withdrawal		(\$460.08)		\$15,283,349.77
23031	10/31/2024	Interest			\$65,115.42	\$15,348,465.19
23038	11/25/2024	Withdrawal		(\$621.39)		\$15,347,843.80
23102	11/30/2024	Interest			\$57,446.35	\$15,405,290.15
23113	12/24/2024	Withdrawal		(\$622.46)		\$15,404,667.69
23174	12/31/2024	Interest			\$57,755.20	\$15,462,422.89
TOTALS FOR PERIOD			\$12,617,831.71	(\$17,001,703.93)	\$180,316.97	
ENDING BALANCE						\$15,462,422.89

BANK IOWA			BEGINNING BALANCE			\$2,761,975.89
Transaction	Date		Deposits	Withdrawals	Interest / Adjust	Balance
302764	10/31/2024	Interest			\$11,135.44	\$2,773,111.33
304305	11/30/2024	Interest			\$10,401.44	\$2,783,512.77
305796	12/31/2024	Interest			\$10,409.27	\$2,793,922.04
TOTALS FOR PERIOD			\$0.00	\$0.00	\$31,946.15	
ENDING BALANCE						\$2,793,922.04

Questions? Please call 630 657 6400

(39427-101) Investment Account | Page 2 of 5



Des Moines Area Regional Transit Authority

Statement Period

October 1, 2024 to December 31, 2024

FIXED INCOME INVESTMENTS

INTEREST

Type	Holding ID	Transaction Date	Description	Interest
CD	297279-1	10/21/2024	COMMUNITY STATE BANK	\$117,831.71
SDA	1285181-1	10/31/2024	Savings Deposit Account - BANK IOWA	\$11,135.44
MMA	20549-1	10/31/2024	Federated Funds	\$65,115.42
SDA	1285181-1	11/30/2024	COMMUNITY STATE BANK	\$10,401.44
MMA	20549-1	11/30/2024	Federated Funds	\$57,446.35
SDA	1285181-1	12/31/2024	Savings Deposit Account - BANK IOWA	\$10,409.27
MMA	20549-1	12/31/2024	Federated Funds	\$57,755.20
Totals for Period:				\$330,094.83

Questions? Please call 630 657 6400

(39427-101) Investment Account | Page 3 of 5



Des Moines Area Regional Transit Authority

Statement Period

October 1, 2024 to December 31, 2024

CURRENT PORTFOLIO

Type	Code	Holding ID	Trade	Settle	Maturity	Description	Cost	Rate	Face/Par	Market Value
MMA	N	20549-1		12/31/2024		Federated - Government Obligations Fund	\$15,462,422.89	4.420%	\$15,462,422.89	\$15,462,422.89
SDA	IA	1285181-1		12/31/2024		Savings Deposit Account - BANK IOWA	\$2,793,922.04	4.270%	\$2,793,922.04	\$2,793,922.04
CD	IA	298814-1		10/18/2024	01/16/2025	CD - COMMUNITY STATE BANK	\$2,000,000.00	4.770%	\$2,023,523.29	\$2,000,000.00
CD	IA	298813-1		10/18/2024	04/16/2025	CD - MIDWEST HERITAGE BANK	\$2,000,000.00	4.500%	\$2,044,333.71	\$2,000,000.00
CD	IA	298813-2		10/18/2024	04/16/2025	CD - BANKERS TRUST	\$4,000,000.00	4.450%	\$4,087,682.22	\$4,000,000.00
CD	IA	298812-1		10/18/2024	07/15/2025	CD - COMMUNITY STATE BANK	\$9,000,000.00	4.370%	\$9,290,934.25	\$9,000,000.00
Totals for Period:							\$35,256,344.93		\$35,702,818.40	\$35,256,344.93

Weighted Average Portfolio Yield: 4.998 %
 Weighted Average Portfolio Maturity: 28.94 Days
 Portfolio Summary:

Type	Allocation (%)	Allocation (\$)	Description
MMA	43.857%	\$15,462,422.89	Money Market Account
SDA	7.925%	\$2,793,922.04	Savings Deposit Account
CD	48.218%	\$17,000,000.00	Certificate of Deposit

Note: Weighted Yield & Weighted Average Portfolio Maturity are calculated using "Market Value" and are only based on the fixed rate investments (excluding SDA Investments).

"Cost" is comprised of the total amount you paid for the investment including any fees and commissions.

"Rate" is the Net Yield to Maturity.

"Face/Par" is the amount received at maturity.

"Market Value" reflects the market value as reported by an independent third-party pricing service. Certificates of Deposit and Commercial Paper and other assets for which market pricing is not readily available from a third-party pricing service are listed at "Cost".

Deposit Codes

N	Single FEIN
IA	Iowa State

Questions? Please call 630 657 6400

(39427-101) Investment Account | Page 4 of 5



About Your Account and Statement

Securities and municipal advisory brokerage services (investments purchased with proceeds from a municipal securities issuance), and investments cleared through our clearing firm, Pershing LLC, are offered through PMA Securities LLC, a broker-dealer and municipal advisor registered with the SEC and MSRB, and a member of FINRA and SIPC. All other products and brokerage services are generally provided by PMA Financial Network LLC. Thus, certificates of deposit ("CD"), savings deposit accounts ("SDA") and commercial paper ("CP") may be executed through either PMA entity, as applicable, depending on whether the investment was purchased with proceeds derived from municipal securities. PMA Securities, LLC and PMA Financial Network, LLC operated under common ownership and are affiliated with Prudent Man Advisors, LLC.

Fixed Rate Investment Activity

This section shows all of the fixed term investments purchased and sold, maturities, interest received, and activity. This will include all CD, SDA, CP, securities and money market funds purchased through PMA Financial Network, LLC or PMA Securities, LLC as applicable. It also shows the approximate market value of each security whose price is obtained from an independent source believed to be reliable. However, PMA cannot guarantee their accuracy. This data is provided for informational purposes only. Listed values should not be interpreted as an offer to buy or sell at a specific price. CD's and CP are listed at their original cost. Redemption of a CD prior to maturity may result in result in early withdrawal penalties. Market values are based on the last day of the month for which this report date range is ending. If the run date of this report is prior to the end of the current month, the market values are listed as equivalent to the cost values.

Money Market Fund

The Rate shown for the money market fund represents the average net interest rate over the previous month which is then annualized. Information regarding the money market fund's investment objectives, risks, changes and expenses can be found in the money market fund's prospectus, which can be obtained by calling PMA at the phone numbers listed. The performance data featured represents past performance, which is no guarantee of future results. Investment returns will fluctuate. Current performance may be higher or lower than the performance data quoted. Please call PMA for the most recent performance figures.

The performance data featured represent past performance, which is no guarantee of future results. Investment returns will fluctuate. Current performance may be higher or lower than the performance data quoted. Please call PMA for the most recent performance figures.

Additional Disclosures

All funds, and/or securities are located and safe kept in an account under the client's name at their custodial bank. Any certificates of deposit listed are located in the client's name at the respective bank. Any money market fund shares are held directly with the money market fund. It is recommended that any oral communications be re-confirmed in writing to further protect your rights, including rights under the Securities Investor Protection Act.

Debt Securities

Some debt securities are subject to redemption prior to maturity. In the event of a partial or whole call of a security, the securities call will be automatically selected on a random basis as is customary in the securities industry. The probability that your securities will be selected is proportional to the amount of your holdings relative to the total holdings. Redemption prior to maturity could affect the yield represented. Additional information is available upon request.

A financial statement of PMA Securities, LLC is available for inspection at its office or a copy will be mailed to you upon written request.

PLEASE ADVISE PMA AND OUR CLEARING FIRM, PERSHING LLC, IMMEDIATELY OF ANY INACCURACY OR DISCREPANCY ON YOUR STATEMENT. FOR A CHANGE OF ADDRESS OR QUESTIONS REGARDING YOUR ACCOUNT, PLEASE NOTIFY YOUR PMA REPRESENTATIVE. ANY ORAL COMMUNICATIONS SHOULD BE RE-CONFIRMED IN WRITING.

How to Contact PMA

Please call (630)657-6400 or write to us at PMA, 2135 CityGate Lane, 7th Floor, Naperville, IL 60563.

How to Contact Pershing, LLC

Please call (201)413-3330 or write to Pershing LLC, One Pershing Plaza, Jersey City, New Jersey, 07399.

In accordance with FINRA Rule 2267, PMA Securities, LLC is providing the following information in the event you wish to contact FINRA. You may call (301)590-6500 or write to FINRA at 1735 K Street NW, Washington, D.C. 20006-1500. In addition to the public disclosure number (800) 289-9999. FINRA provides an investor brochure which describes their Public Disclosure Program. Additional information is also available at www.finra.org.

Questions? Please call 630 657 6400

(39427-101) Investment Account | Page 5 of 5

11C: Quarterly Safety Report – Q2 FY 2025

Staff Resource: *Jake Comstock, Safety Manager*

Agency Safety Plan Safety Performance and Risk Reduction Targets:

DART's Public Transportation Agency Safety Plan (PTASP) is required to track and report safety performance measures and to also set targets as part of a Safety Risk Reduction Program. There are a total of 14 safety performance measures tracked across all modes of service DART delivers. For the basis of reporting these measures and targets, the FTA has determined that agencies group the modes of service into Fixed Route and Non-Fixed Route, which encapsulates all the other modes of service into one. All of these areas that are tracked and reported in DART's PTASP are based on National Transit Database (NTD) reportable criteria.

The following tables compare DART's Safety Performance Targets and Risk Reduction Targets to fiscal year-to-date performance and the prior year's performance for the same time frame.

Note that a number of these targets are new measures that either were not previously tracked or reported in this format. As stated in § 673.11(a)(7)(iii)(C), "The Safety Committee is not required to set a target for a performance measure until the large, urbanized area provider has been required to report three years of data to the NTD corresponding to such performance measure."

Goal Summary:

Fixed Route: Fixed route saw a total of 5 injuries and 4 major events. Fixed route is currently ahead of its goals set for the year in both areas which are set at 11 and 14 respectively.

Preventable Versus Non-Preventable Injuries and Safety Events:

The National Transportation Safety Plan, which defines the categories tracked for Safety Performance Targets, does not make any distinction between preventable and non-preventable accidents in its guidance to agencies for setting their safety performance targets. Any deviation from goals is largely driven by non-preventable accidents.

A breakdown of preventable and non-preventable NTD reportable injuries and major events through FY 2025 Q2 is shown below:

Fixed Route	
- Preventable major events	0
- Preventable injuries	1
- Non-preventable major events	4
- Non-preventable injuries	4

Non-fixed route (including Mobility Services, Caravan, Taxi, and UZURV) did not experience any NTD reportable injuries or safety events.

QUARTERLY REPORT
11C: Quarterly Safety Report – Q2 FY 2025



*DART FY 2025 Safety Performance Targets							
Mode	Fatalities	Fatalities per 100/K Miles	Injuries	Injuries per 100/K Miles	Major Events	Major Events per 100/K Miles	System Reliability (Major Road Calls)
Fixed Route							
FY 25 Target	≤0	≤0	≤11	≤0.57	≤14	≤0.75	≥12,019
FY 25 - Thru Q2	0	0	5	0.13	4	0.11	10,780
Non-Fixed Route							
FY 25 Target	0	0	≤2	≤0.43	≤3	≤2.33	≥48,169
FY 25 - Thru Q2	0	0	0	0	0	0	29,867
Mode	Collisions per 100/K	Vehicle Collisions per 100/K Miles	Pedestrian Collisions per 100/K Miles	Transit Worker Fatalities per 100/K Miles	Transit Worker Injuries per 100/K Miles	*Assaults on Transit Workers	Assaults on Transit Workers per 100/K Miles
Fixed Route							
FY 25 Target	-----	-----	-----	≤0	-----	-----	-----
FY 25 - Thru Q2	0.11	0.11	0	0	0	12	0.32
Non-Fixed Route							
FY 25 Target	-----	-----	-----	≤0	-----	-----	-----
FY 25 - Thru Q2	0	0	0	0	0	0	0

*DART FY 2025 RISK Reduction Targets								
Mode	Collisions	Collisions per 100/K Miles	Major Events	Major Events per 100/K Miles	Injuries	Injuries per 100/K Miles	*Assaults on Transit Workers	Assaults on Transit Workers per 100/K Miles
Fixed Route								
FY 25 Target	≤10	-----	≤14	≤0.75	≤11	≤0.57	-----	-----
FY 25 - Thru Q2	4	0.11	4	0.11	5	0.13	12	0.32
Non-Fixed Route								
FY 25 Target	≤3	-----	≤3	≤2.33	≤2	≤0.43	-----	-----
FY 25 - Thru Q2	0	0	0	0	0	0	0	0

12A: Operations & Planning Team Report – March 2025
--

Staff Resources: *Luis Montoya, Chief Operating and Planning Officer*

Maintenance – Keith Welch, Fleet Manager

Zero Emissions Fleet Planning- DART has entered into a contract with WSP for them to provide an overview of the state of the zero emissions industry and develop a phased implementation plan that will be used to guide fleet and facilities decisions. The recommendations are intended to stay consistent with goals and resources the Commission has already established and will be presented to the Commission in May.

Transportation – Joy Crutcher, Fixed Route Manager; Skip Herbold, Mobility Services Manager

On-Time Performance (OTP): Fixed Route service very nearly met its on-time performance goal in January. OTP is a strategic priority for DART because it reflects our commitment to reliability and service quality to our customers, and because performance had dipped to very low levels earlier in the fiscal year. DART staff have closely monitored OTP by route and by operator and have taken steps such as adjusting schedules and coaching operators on how to manage their time more effectively. January is typically a good month of OTP because there is little road construction and lower customer volumes, but that should not diminish the hard work that DART staff have done to improve on this key metric.

UZURV Trip Return Rates- While the On-Time Performance and customer service of UZURV drivers has met expectations, we are experiencing issues with a high number of trips being returned to DART when no UZURV driver is available. This results in last-minute changes to existing schedules and delays for customers. We are working with UZURV to understand the issue better and continue to evaluate the efficacy of sending overflow trips to UZURV vs. the local taxi company. Staff will provide a more thorough report to the Commission in the future.

Planning – Tony Filippini, Planning Manager

June Service Change: Plans are being prepared to update Route 93 – NW 86th Express as a result of the withdrawal of the City of Grimes from DART. Staff will also be preparing the bid to remove school specific trippers for summer break. The service will go into effect on June 15, 2025 through the summer.

MONTHLY REPORT



12A1:	Phase I Operations and Maintenance Facility Report 3500 Vandalia Road, Des Moines, Iowa 50309
Staff Resources:	<i>Mike Gulick, Interim Finance Lead/Senior Manager, Procurement and Compliance</i> <i>Luis Montaya, Chief Operating and Planning Officer</i>

Construction Activities

- **Progress Update Last 30 days:**
 - **Site Work:** Majority of earthmoving and deep underground work within the building pad is complete including:
 - Installed storm sewer 5' from building
 - Installed rammed aggregate piers
 - Excavation for footings complete
 - MEP deep underground rough ins complete
 - Install temporary rock – work surface / laydown complete
 - FPS trench footings complete
 - Foundation installations complete



MONTHLY REPORT
12A1: Phase I Operations and Maintenance Facility Report



MONTHLY REPORT

12A1: Phase I Operations and Maintenance Facility Report

- **Upcoming Activities:**

- Vertical setting of Precast, Steel Columns, Beams, and Joist happen as they are delivered.

Financial Management Update

- **Budget Status:** On-track; expended \$11,476,472 of approved \$34,789,700. See *Phase I Budget attachment in the packet for details.*
 - See the *Jan 2025 construction progress payments attachment for details.*
- **Change Orders:**
 - October 2024: None.
 - November 2024: None
 - December 2024: Three (3) complete
 - January 2025: None
 - February 2025 Three (3) to Five (5) pending including some that will reduce costs.
- **Funding Plan:** On-Track. See *Phase I Funding Plan attachment in the packet for details.*

Issues & Risk Management

- None currently.

Operations and Maintenance Facility Phase I Construction Budget (as of 2/26/2025)

Project Overview:

Project Name	Phase I Maintenance & Parts
Project Location	3500 Vandalia Road, Des Moines, IA 50319
Project Description	Building 76,848 sqft / Driveway & Parking 102,500 sqft
Occupancy Date	May 2026

		Original Budget	Adjusted Budget 1.17.2024	Expenditures to Date*
Land Acquisition Costs:		\$3,918,362.00	\$3,918,362.00	\$3,871,685.00
Land Acquisition Costs		\$3,910,000.00	\$3,910,000.00	\$3,861,078.00
Land Assessment Costs		\$7,500.00	\$7,500.00	\$9,900.00
Permitting Fees		\$862.00	\$862.00	\$707.00
Architect & Engineering / Constuction Manger Costs:		\$5,665,653.61	\$5,665,653.61	\$3,505,573.36
Owner's Representation:	Sidekick Development LLC	\$380,000.00	\$380,000.00	\$224,000.00
Project Management Fees		\$380,000.00	\$380,000.00	\$224,000.00
Reimbursable Expenses				
Architect:	Substance, LLC	\$2,618,837.61	\$2,618,837.61	\$2,461,822.39
Architectural & Engineering Design Fees		\$2,618,837.61	\$2,618,837.61	\$2,461,072.01
Reimbursable Expenses				\$750.38
Construction Manager (as Agent):	DCI Group Inc	\$2,666,816.00	\$2,666,816.00	\$819,750.97
Construction Management Fixed Fee		\$810,000.00	\$810,000.00	\$178,200.00
General Conditions Costs		\$1,856,816.00	\$1,856,816.00	\$641,550.97
Construction Costs:	Prime Contractor	\$22,048,536.24	\$22,697,252.51	\$4,053,484.74
Tree Clearing	Wright Outdoor Solutions	\$4,896.49	\$4,896.49	\$4,896.49
Special Testing	Terracon	\$0.00	\$29,259.00	\$13,274.25
BP01 - Site demolition, Earthwork, Utilities & Landscaping	Elder Corporation	\$2,073,700.00	\$2,091,900.00	\$1,279,133.00
BP02 - Concrete & paving	Absolute Group	\$2,669,844.75	\$2,669,844.75	\$315,580.00
BP03 - Masonry	Forrest & Associate Inc	\$516,210.00	\$516,210.00	\$4,573.00
BP04 - Steel and precast Total	PDM Precast Inc	\$3,563,092.00	\$3,563,092.00	\$1,537,954.00
BP05 - General carpentry & finishes	Core Construction Services LLC	\$892,000.00	\$906,282.27	\$7,471.00
BP06 - Roofing	T&K Roofing Company	\$940,000.00	\$940,000.00	\$9,683.00
BP07 - Overhead & coiling doors	Adams Door Company	\$318,713.00	\$318,713.00	
BP09 - Exterior fencing	Des Moines Steet Fence Co Inc	\$224,900.00	\$224,900.00	
BP10 - Fire suppression	Elite Fire	\$296,880.00	\$296,880.00	\$20,000.00
BP11 - Electrical	Kline Electric	\$3,411,300.00	\$3,411,300.00	\$53,420.00
BP12 - Mechanical and plumbing	Baker Mechancial Inc	\$5,600,000.00	\$5,600,000.00	\$807,500.00
BP13 - Equipment	Seneca Companines	\$1,537,000.00	\$2,123,975.00	
Allocated Contingency and Escalation:		\$1,718,838.63	\$1,550,000.00	\$0.00
Construction Contingency		\$1,218,838.63	\$1,200,000.00	
Design Contingency		\$500,000.00	\$350,000.00	
Project Soft Costs:		\$987,000.00	\$555,000.00	\$0.00
Furniture, Fixtures, and Equipment (FFE) OFOI		\$732,000.00	\$400,000.00	
Moving and Relocation Costs		\$20,000.00	\$20,000.00	
IT Infrastructure		\$200,000.00	\$100,000.00	
Training Costs/Commissoning		\$35,000.00	\$35,000.00	
Legal and Insurance:		\$60,000.00	\$50,000.00	\$45,558.90
Legal Fees		\$10,000.00	\$10,000.00	\$13,515.90
Insurance Premiums		\$50,000.00	\$40,000.00	\$32,043.00
Non-Allocated Contingency and Escalation:		\$400,341.52	\$362,464.00	\$170.25
Reserved fund for unexpected costs		\$400,341.52	\$362,464.00	\$170.25
Grand Total Construction Budget:				
Sum of all the above categories		\$34,798,732.00	\$34,798,732.12	\$11,476,472.25

Commission Approved Budget (September 5, 2023) \$34,789,700.00

*includes retainage for Prime Contractors Construction Costs

\$201,281.56

Contractor Monthly Invoice Summary

Report of Invoices for The Current Billing Period

Subcontractor Invoices

Group	Contract Number	Company Name	Original Contract Amount	Net Change By Change Orders	Revised Contract Amount	Billing Period End Date	Total Completed And Stored This Period	Total Completed And Stored To Date	Total Completed And Stored Percent
Project Name: DART O&M Facility									
	02-Testing	Terracon - Des Moines	\$29,259.00	\$0.00	\$29,259.00	01/31/2025	\$6,729.25	\$13,274.25	45.37%
	BP01_23-005	Elder Corporation	\$2,073,700.00	\$18,200.00	\$2,091,900.00	01/31/2025	\$62,841.00	\$1,279,133.00	61.15%
	BP02_23-005	Absolute Group	\$2,669,844.75	\$2,591.30	\$2,672,436.05	01/31/2025	\$255,411.00	\$315,580.00	11.81%
	BP04_23-005	PDM	\$3,563,092.00	\$0.00	\$3,563,092.00	01/31/2025	\$1,167,792.00	\$1,537,954.00	43.16%
	BP11_23-005	Kline Electric	\$3,411,300.00	\$0.00	\$3,411,300.00	01/31/2025	\$5,000.00	\$53,420.00	1.57%
	BP12_23-005	Baker Group	\$5,600,000.00	\$0.00	\$5,600,000.00	01/31/2025	\$247,750.00	\$807,500.00	14.42%

Phase I Funding Plan as of 2/26/2025

Grant Award Number/Description	Federal	Local	Current Spend (Federal + Local)	Grant Year	Status
IA-2023-036	\$ 17,275,000.00	\$ 4,318,750.00	\$ 6,952,121.54	2019	programmed
IA-2019-021	\$ 41,816.00	\$ 10,453.00	\$ 52,269.00	2019	programmed
IA-2022-007	\$ 1,889,200.00	\$ 472,300.00	\$ 1,865,212.74	2021	programmed
IA-2024-025	\$ 791,157.00	\$ 197,789.25	\$ 248,073.00	2021	programmed
IA-2024-028	\$ 5,050,372.00	\$ 1,262,594.00		Multiple	programmed
IA-2020-037	\$ 240,000.00	\$ 60,000.00	\$ 300,000.00	2020	programmed
IA-2020-034	\$ 274,892.80	\$ 68,723.20	\$ 343,616.00	2020	programmed
Local Match - Extra		\$ 2,276,452.75	\$ 112,040.00		
Pond Proceeds	\$ 560,200.00		\$ 560,200.00		
	<u>\$ 26,122,637.80</u>	<u>\$ 8,667,062.20</u>	<u>\$ 10,433,532.28</u>		
Budget Approved by Commission Sept 5, 2023		\$34,789,700.00			

Grant Award Number/Description	Federal	Local	Current Spend (Federal + Local)	Grant Year	Status
IA-2024-028	\$ 48,160.00	\$ 12,040.00		2023	programmed
2023 (IA-2024-001) (5307)	\$ 42,534.00	\$ 10,634.00		2023	apportioned, not programmed
	<u>\$ 90,694.00</u>	<u>\$ 22,674.00</u>			
Total Additional Available Funding Pending Commission Approval		\$113,368.00			
Grand Total Available Funding		\$34,903,068.00			

12B	External Affairs Team Report
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Staff Resources: *Erin Hockman, Chief Strategy Officer*

Bus Coalition DC Fly-In: DART CEO Amanda Wanke and I had the opportunity to meet with our federal delegation on February 26 during The Bus Coalition’s fly-in. Top priorities discussed included:

- **Federal funding for transit**, both formula funding and discretionary grant programs, like the Buses and Bus Facilities grant.
- **Reimagine DART** and other efforts DART has undertaken to operate as efficiently and effectively as possible
- **Opportunities to streamline transit rules and regulations**, including:
 - **Restoring asset disposition rules** so transit agencies can retain the disposition proceeds from an asset past its useful life if the proceeds are reinvested in new capital projects.
 - **Eliminating spare ratio regulatory requirements** and allowing transit agencies to make local decisions on how many spare buses they need to fulfill service.
 - **Technology capital reform** to treat cloud-based software as an eligible capital expense.
 - **NEPA Bus Stop Reform** to provide a categorical exclusion, without any additional documentation, for installing bus shelters in an existing right of way that are not adjacent to a historical property.
 - **Streamlining Disadvantaged Business Enterprise (DBE) Compliance Requirements** to allow recipients to certify “good faith efforts” without facing penalties in regions with documented DBE shortages and to simplify reporting requirements for DBE participation, particularly for smaller procurements.

Marketing & Communications – Sarah Welch, Senior Marketing & Communications Manager

Reimagine DART Public Input: Marketing & Communications staff are creating a variety of materials to support public input in April on the two network concepts. Staff are also finalizing an advertising plan, promotional strategy and partnerships with non-profits and community-based organizations to ensure DART is reaching people in underserved communities with its public input efforts.

Staff will focus on sharing the two network concepts with stakeholders during the week of March 31 and then engaging riders and community members from April 7-30. The primary feedback method during public input will be a brief survey; DART will also host nine public meetings throughout the region and a kick-off event at DART Central Station.



DART in the News

[MercyOne rolls out Black maternal health campaign on public transit](#)
KCCI-TV, 02/03/2025





[Winter storm throughout the metro expected to impact daily commutes](#)
WOI-TV, 02/12/2025

[Cold weather complicates fire responses as temperatures fall below zero](#)
KCRG-TV, 02/18/2025

[DART Awards Vans to Two Local Nonprofit Organizations](#)
City View, 02/21/2025

Caravan – Victoria Henderson Weber, Caravan Supervisor

- Caravan Recovery & Data:

FY	Vanpools	Ave. Pass Per Van	Pass Miles
			
FY19	88	7.24	8,467,267
FY20	49	4.29	6,197,708
FY21	48	4.96	3,074,463
FY22	32	6.53	3,318,638
FY23	27	5.86	3,347,794
FY24	22	8.41	2,688,773
July 2024	22	9.18	188,288
August 2024	23	8.43	204,820
September 2024	23	7.78	204,041
October 2024	23	8.35	241,492
November 2024	23	8.13	196,393
December 2024	24	8.13	196,393
January 2025	24	8.04	242,298
FY25 EOY Target	27	7.69	3,360,966

Matt Harris - Senior Community Relations Manager

- **Multimodal Economic Impact Study:** The Des Moines Area MPO Policy Committee in January authorized MPO staff to issue a Request for Proposals (RFP) for a Multimodal Economic Impact Study with an estimated project budget of \$250,000, including a \$100,000 investment from DART to support study deliverables pertaining to the economic impact of regional transit service. The RFP was sent to 25 consulting firms, including local and national firms, and was posted to the MPO website. One proposal was submitted by the firm Metro Analytics. MPO and DART staff reviewed and scored the proposal and determined Metro Analytics is qualified for the project based on its past experience on the Wasatch Front Range (Salt Lake City metro) Economic Impact Analysis Tool development and other projects. The revised fee for the project is \$249,993, with completion anticipated Fall 2025, and the MPO Policy Committee has approved proceeding with the contract.
- **TPI Vanpool Partnership Reinstated:** Wind blade manufacturer TPI Composites is reopening their Newton, Iowa, plant and has signed a partnership contract with DART to once again offer workforce transportation to employees through the Caravan (formerly RideShare) program. The plant is expected to reopen in Spring 2025. Prior to shuttering in 2021, the TPI plant in Newton had more than 20 DART vanpools operating between Des Moines, Marshalltown, and Newton, carrying approximately 200 employees daily.

MONTHLY REPORT



12C: Human Resources/Training/Safety Team/Customer Service Report

Staff Resources: Kelley Burgess – Chief People Officer

Employee Recognition

- **Employee of the Month Recognition:**
The winner of DART's Employee of the Month award for January is Kayley Alexander. She is recognized for modeling Adaptability and Teamwork over the last month. Thank you, Kayley, for demonstrating DART values!



Human Resources – Alaina Severino, Human Resources Manager

- **Recruitment Update:**
The HR department is currently interviewing for the following openings:
 - Bus Operator (Para & Fixed)
 - Operations Dispatcher
- **Recent Hires:**
 - 1 – Fixed Route Operators
 - 1 – Service Person
 - 4 – Mobility Services Operator
 - 1 – Building and Grounds Person
 - 1 – Creative Project Manager
 - 1 – Maintenance Technician
 - 1 – Transit Police Officer

Training – Matt Johnson, Training Manager

- **Fixed Route Training Graduates:** Three new operators completed all training requirements and graduated to Part-Time Fixed Route Operator.

MONTHLY REPORT

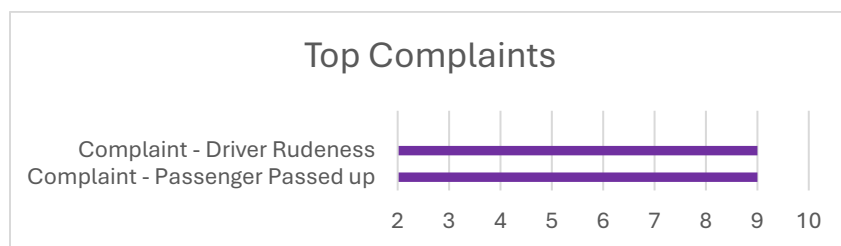
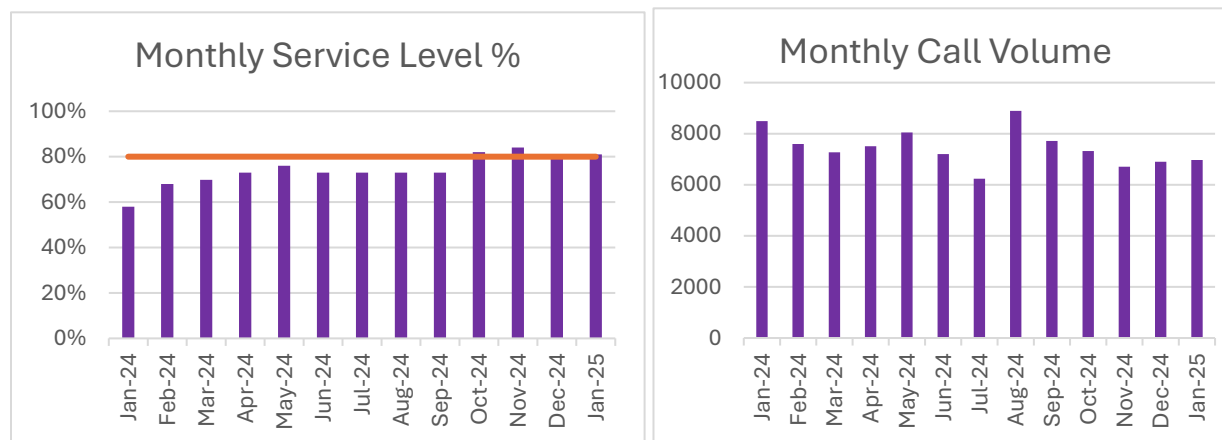
12C: Human Resources/Training/Safety/Customer Service Team Report

Safety – Jake Comstock, Safety Manager

- **Emergency Response:** As part of Polk County's Extreme Weather Plan, DART has provided more than 40 free rides to a warming center since the beginning of this year and has assisted Polk County Emergency Management and Des Moines Fire Department on a couple of structure fires by providing a warming bus for the firefighters.
- **Recent icing/snow events:** Across 3 weather events in the past month (2 icing and 1 significant snow), we had 0 preventable accidents from both Fixed Route and Mobility Services operators. Operators were extremely cautious and defensive in their driving, reducing even our non-preventable accidents to only a few.

Customer Experience – Alyson Reimers, Customer Service Supervisor

- **Service Levels:** We continue to remain consistent with a service level percentage above the 80% target. January 2024, our SL was 58%, January of this year it was 81%.



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

MONTHLY REPORT



12D:	Chief Executive Officer
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Staff Resource: *Amanda Wanke, Chief Executive Officer*

- **DART Executive Committee:** The DART Executive Committee met on Tuesday, February 18, 2025. The discussion items presented during the meeting included:
 - New DART Officer Expectations
 - FY 2026 Budget Update
 - Bus Disposal Plan

- **Commission Packet and Meeting Changes:** As we have transitioned to new DART Officers and Executive Committee, we have had a good discussion on Commissioner expectations, primarily focused on how staff can help make the best use of Commissioners' time by streamlining Commission packets and meetings. A few specific changes:
 - Putting more action items on the consent agenda, especially if the item has already been shared with the Commission.
 - Shortening monthly reports in the packets to focus on need-to-know metrics and updates.

I appreciate continued feedback on the packets and meetings so that we are finding the right balance of sharing information and being thoughtful of elected official time limitations.

- **Letter Received:** Within your packet we have included a letter that we received from a DART rider expressing concerns on discontinuing the D-Line. Of course, there are other factors included in this letter that are out of our control, but I wanted to make sure to share communication that relates to Commission decisions.

TO: Whom it may concern

FM: KB

DT: February 2025

RE: Dart D Line

Thank you for Department of Government Efficiency (DOGE).

With DOGE Americans will get their benefits (USA taxes), and not bizarre causes.

In November Des Moines Area Transit (DART) discontinued the D Line for there was not enough funds (the grant ran out). D Line was a nice friendly way of welcoming people to Des Moines. This trolley was a free service looping around metro streets (going 2 miles one way, then loop).

This bus would have been nice today, for it was cold 28 degrees (below freezing: 32 degrees). KB was pushed in a wheelchair from the outskirts of downtown by her daughter for KB has Parkinson's. We could park closer, but we do not understand this new technology. We are use to parking meters that take coins. We needed to go downtown to take care of some business.

D Line would save us time and kept us warm. It is nice the line can stop on every block (if need be), so it is convenient to catch anywhere.

Why am I writing you? I figured with the money found it can come to Iowa capitol city so people can benefit from this nice service. A good way for people to feel invited to Des Moines, Iowa. Please help us get D Line back.

Thank you

Sincerely,

KB

KB

PO Box 36122
Des Moines, Iowa 50315

12E: Performance Report – January 2025
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Staff Resource: *Nate Bleadorn, Business Intelligence Manager*

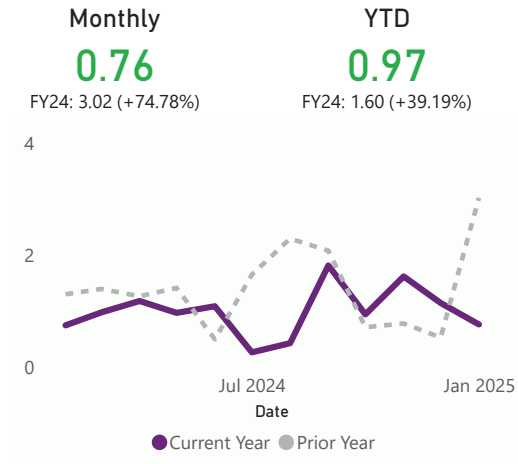
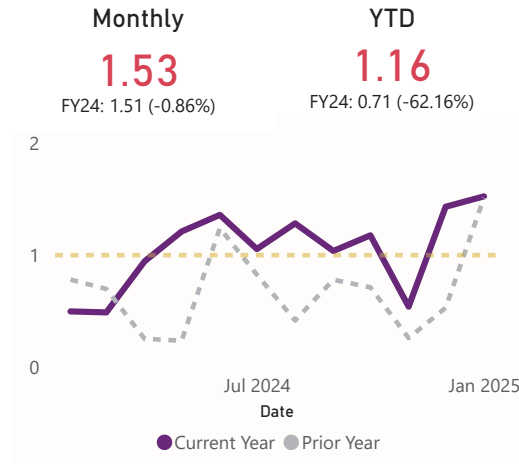
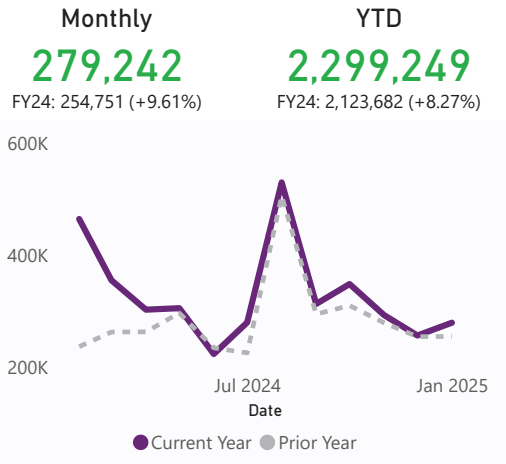
Summary of January 2025 Monthly Performance:

- Total January ridership was up 9.61% compared to last January, and up 8.27% YTD.
 - Fixed Route ridership was up 9.76% compared to January of last year.
 - Paratransit ridership was 0.9% lower compared to prior year.
 - DART On Demand ridership was up 1% compared to prior year.
 - Caravan ridership for January was up 9.39% compared to prior year.
- We had fewer snow events this January compared to 2024. A year ago, we had nearly 2.5 feet of snowfall, whereas this year we saw less than half a foot in January. This allowed for both buses and passengers to travel easily throughout the metro, and it meant an above average month of ridership for this time of year.
- We continue to see growth in DMPS ridership, as that fare group is up 18% fiscal YTD.
- Preventable accidents were 1.53 per 100,000 miles in January. We are at 1.16 preventable accidents YTD, just over our goal of 1. Our monthly non-preventable accidents were 0.76 per 100,000 miles in January.
- On-Time Performance (OTP) was 84.16% in January. We are at 79.45% YTD. This is as we aim for our goal of 85%. DART made schedule changes to several routes in the November service change to try and improve reliability and DART bus operators are being coached on best practices to manage their time to minimize delays.
- Road calls per 100,000 miles, when buses need service while in operation, were 4.20 for fixed route in January. This meets our goal of 7 or fewer.
- RideShare “Op. Cost/Passenger” is missing in due to a vendor reporting dashboard issue that is actively being worked on. We can provide an update once the issue is resolved.

Ridership

Preventable Accidents/100k Miles

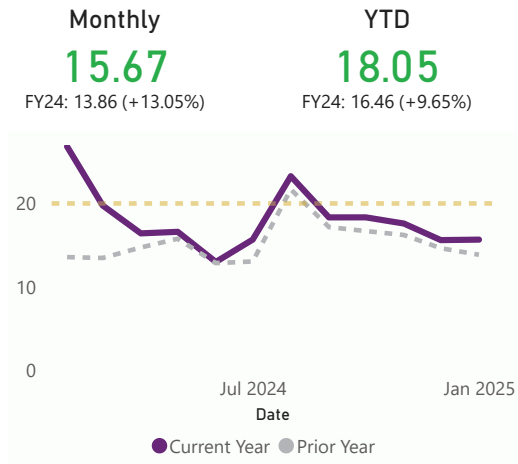
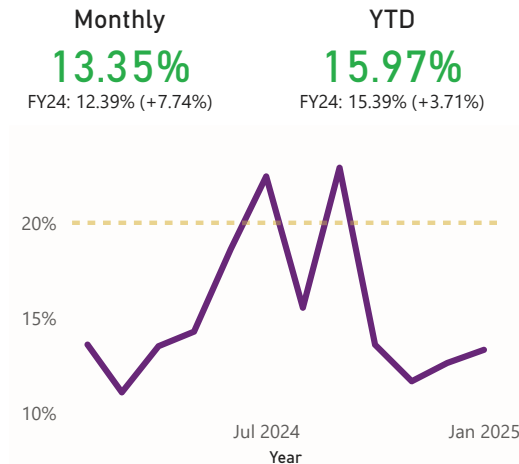
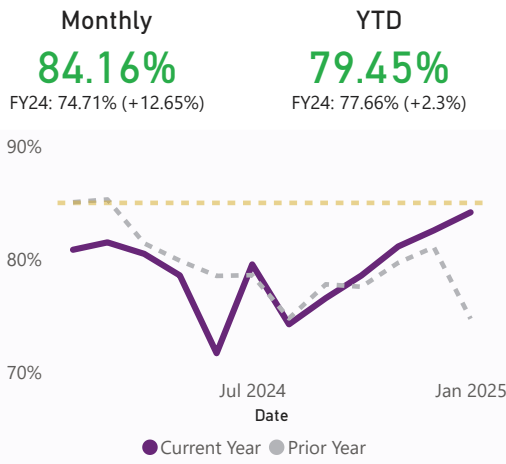
Non-Preventable Accidents/100k



On-Time Performance

Farebox Recovery Ratio

FR Passengers / Revenue Hour





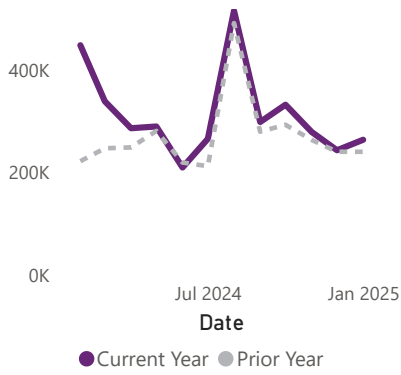
Fixed Route Performance

2/1/2024

1/31/2025

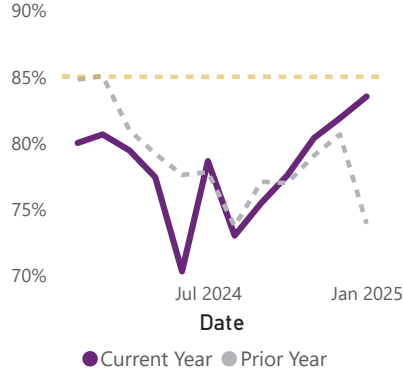
Ridership

Monthly: **263,825**
 YTD: **2,197,528**
 FY24: 240,361 (+9.76%) FY24: 2,020,118 (+8.78%)



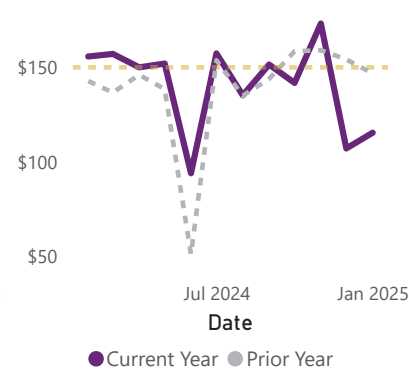
On-Time Performance

Monthly: **83.51%**
 YTD: **78.55%**
 FY24: 73.89% (+13.02%) FY24: 76.94% (+2.09%)

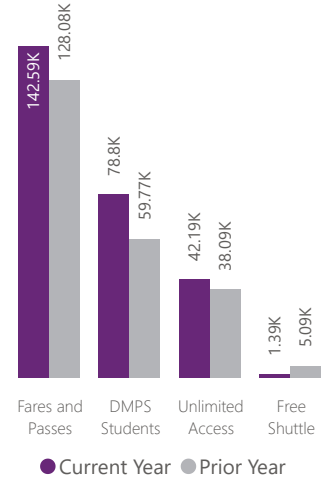


Operating Cost/Rev. Hour

Monthly: **\$115.41**
 YTD: **\$140.05**
 FY24: \$146.74 (+21.35%) FY24: \$149.42 (+6.27%)

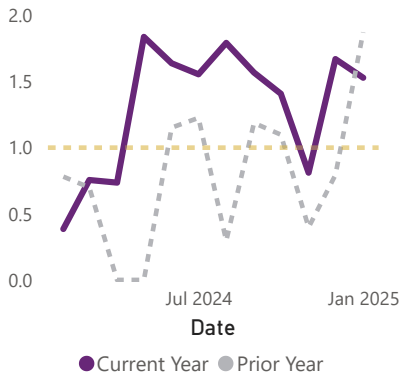


Monthly Ridership by Fare Group



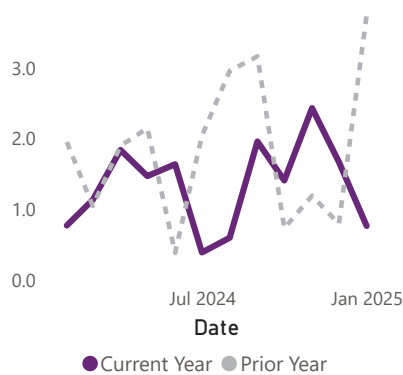
Preventable Acc./100k

Monthly: **1.53**
 YTD: **1.49**
 FY24: 1.87 (+18.36%) FY24: 0.96 (-55.58%)



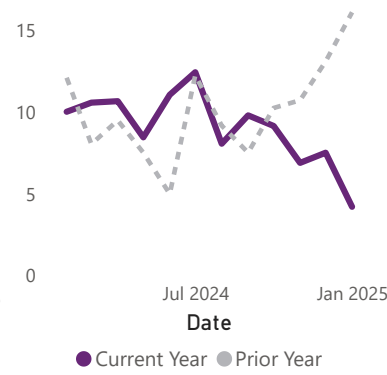
Non-Preventable Acc./100k

Monthly: **0.76**
 YTD: **1.28**
 FY24: 3.74 (+79.59%) FY24: 2.13 (+39.99%)



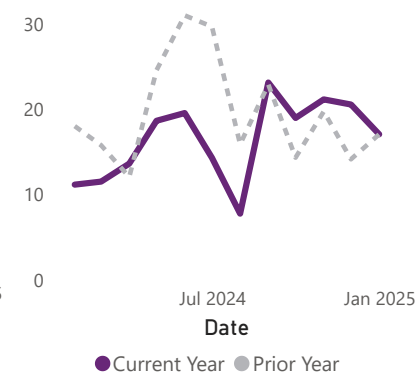
Road Calls/100k Miles

Monthly: **4.20**
 YTD: **8.30**
 FY24: 16.10 (+73.89%) FY24: 11.23 (+26.05%)



Complaints/100k Passengers

Monthly: **17.06**
 YTD: **16.56**
 FY24: 17.06 (+0.01%) FY24: 18.51 (+10.53%)





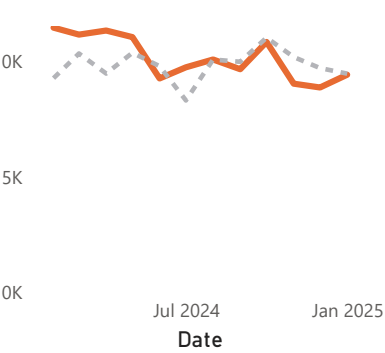
Paratransit Performance

2/1/2024

1/31/2025

Ridership

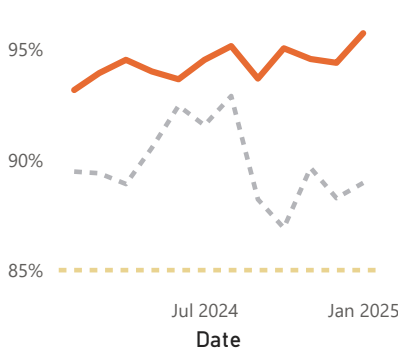
Monthly: **7,488**
 YTD: **55,527**
 FY24: 7,555.00 (-0.89%) FY24: 56,649 (-1.98%)



● Current Year ● Prior Year

On-Time Performance

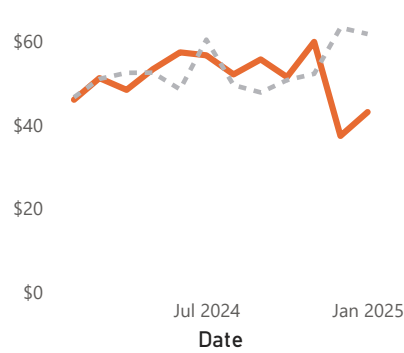
Monthly: **95.75%**
 YTD: **94.75%**
 FY24: 88.96% (+7.63%) FY24: 89.47% (+5.91%)



● Current Year ● Prior Year

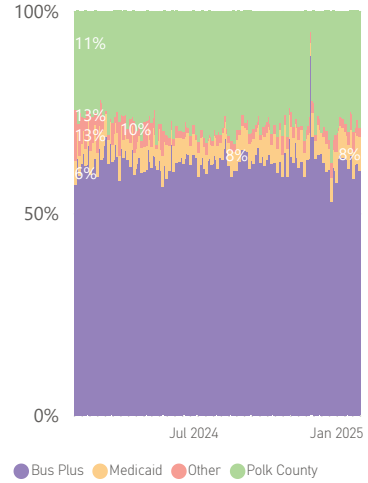
Operating Cost/Passenger

Monthly: **\$43.06**
 YTD: **\$50.98**
 FY24: \$61.72 (+30.23%) FY24: \$54.77 (+6.91%)



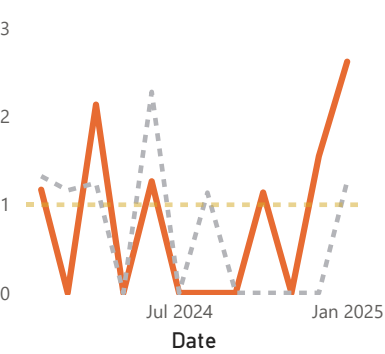
● Current Year ● Prior Year

Paratransit Customer Type Breakdown



Preventable Acc./100k

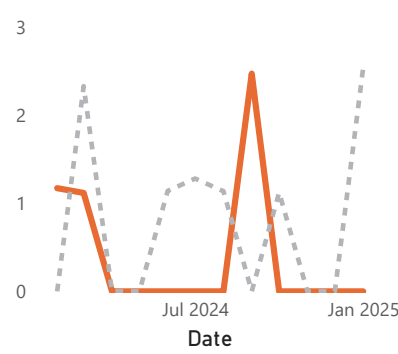
Monthly: **2.62**
 YTD: **0.73**
 FY24: 1.27 (-106.8%) FY24: 0.34 (-110.86%)



● Current Year ● Prior Year

Non-Preventable Acc./100k

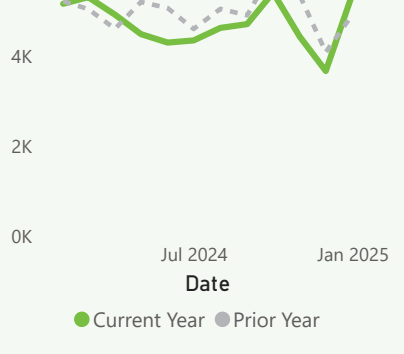
Monthly: **0.00**
 YTD: **0.36**
 FY24: 2.54 (+100%) FY24: 0.86 (+57.83%)



● Current Year ● Prior Year

RideShare - Ridership

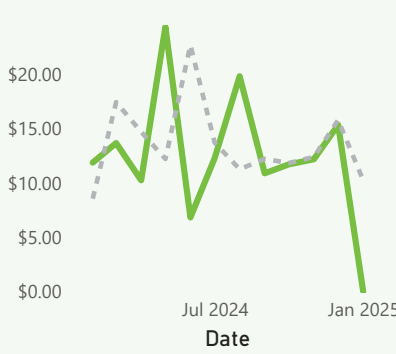
Monthly: **5,382**
 YTD: **32,539**
 FY24: 4,920 (+9.39%) FY24: 34,790 (-6.47%)



● Current Year ● Prior Year

RideShare - Op. Cost/Passenger*

Monthly: **\$0.00**
 YTD: **\$11.35**
 FY24: \$10.23 (+100%) FY24: \$12.37 (+8.25%)



● Current Year ● Prior Year



DART On Demand Performance

Request Zone

All

Booking Type

All

2/1/2024

1/31/2025

Completed Trips

Monthly

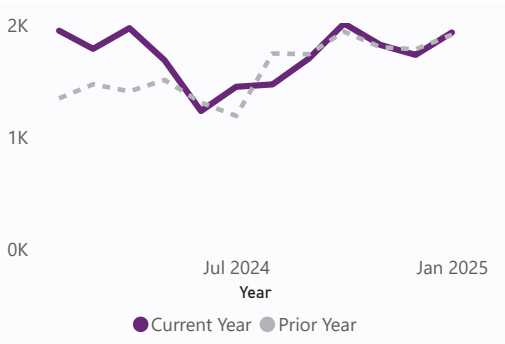
1935

FY24: 1915 (+1.04%)

YTD

12132

FY24: 12125 (+0.06%)



Avg. Wait Time (On Demand)

Monthly

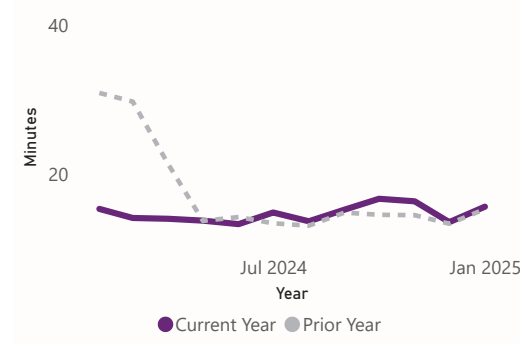
15.69

FY24: 15.36 (-2.13%)

YTD

15.16

FY24: 14.20 (-6.77%)



Mobile Booking Rate

Monthly

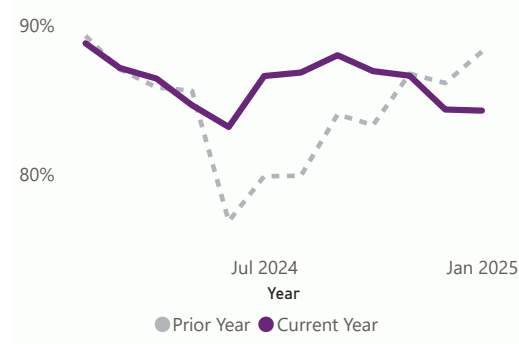
84.28%

FY24: 88.24% (-4.48%)

YTD

86.16%

FY24: 84.26% (+2.26%)



Unique Active Riders

Monthly

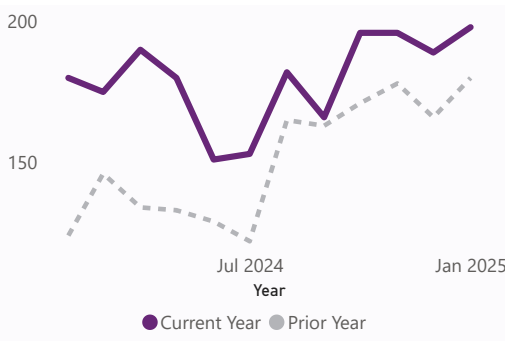
198

FY24: 180 (+10%)

YTD

399

FY24: 377 (+5.84%)



New Accounts Created

Monthly

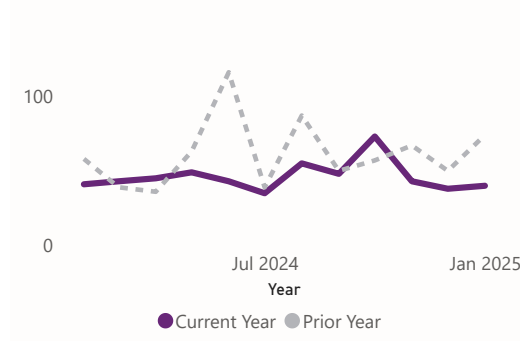
40

FY24: 74 (-45.95%)

YTD

332

FY24: 424 (-21.7%)



First Time Riders

Monthly

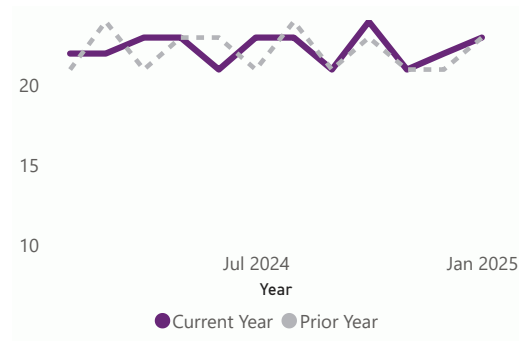
23

FY24: 23 (+0%)

YTD

151

FY24: 148 (+2.03%)





Route Details

Month

January 2025 ▼

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	12,261	9,080	357,169	312,534	44,635	14.3%	33.41	58.54%
	#2 - Maury St	146		973		973	Infinity	3.06	81.07%
	#3 - University	23,063	20,754	188,280	174,033	14,247	8.2%	17.46	75.55%
	#4 - E. 14th	11,546	9,936	85,497	76,287	9,210	12.1%	14.61	81.29%
	#5 - Franklin Ave/Johnston	11,660	9,922	78,696	74,777	3,919	5.2%	11.49	78.87%
	#6 - Indianola	28,434	22,681	191,919	162,279	29,640	18.3%	25.80	89.13%
	#7 - SW 9th St.	29,608	25,432	205,761	187,512	18,249	9.7%	29.76	88.76%
	#8 - Fleur Dr.	2,576	2,677	17,164	19,549	-2,385	-12.2%	14.93	81.95%
	#10 - East University	1,174	1,204	8,927	8,112	815	10.0%	9.23	87.03%
	#11 - Ingersoll/Valley Junction	3,830	3,814	23,396	23,547	-151	-0.6%	19.20	68.05%
	#13 - Evergreen	5,776	5,193	33,144	30,068	3,076	10.2%	46.88	80.84%
	#14 - Beaver Ave.	15,600	13,237	98,348	93,369	4,979	5.3%	15.76	84.96%
	#15 - 6th Ave.	19,400	17,805	135,075	129,392	5,683	4.4%	23.65	78.29%
	#16 - Douglas Ave.	28,946	25,075	202,081	193,085	8,996	4.7%	19.35	76.56%
	#17 - Hubbell Ave.	19,016	17,839	146,786	144,826	1,960	1.4%	15.89	78.64%
	#50 - Euclid	5,449	4,931	38,862	41,753	-2,891	-6.9%	8.48	82.14%
	#52 - Valley West/Jordan Creek	10,849	8,747	88,201	77,553	10,648	13.7%	11.71	77.63%
#60 - Ingersoll/University	25,196	19,949	165,478	155,720	9,758	6.3%	15.99	75.86%	
#72 - West Des Moines Loop	2,631	2,020	20,207	18,883	1,324	7.0%	6.52	82.82%	
#74 - NW Urbandale	315	380	2,710	2,761	-51	-1.8%	3.11	84.16%	
2. Shuttle	Link Shuttle	678	575	5,707	5,563	144	2.6%	2.96	74.05%
	Downtown Shuttle		4,236	20,847	37,360	-16,513	-44.2%	7.47	81.72%
3. Express	#92 - Hickman	652	422	3,108	3,839	-731	-19.0%	4.41	73.48%
	#93 - NW 86th	1,699	507	6,989	5,811	1,178	20.3%	5.47	76.00%
	#94 - Westown	277	347	2,339	2,543	-204	-8.0%	4.99	82.86%
	#95 - Vista	156	311	1,378	1,507	-129	-8.6%	4.06	74.47%
	#96 - E.P. True	633	710	4,441	4,533	-92	-2.0%	6.31	78.28%
	#98 - Ankeny	1,952	1,848	13,894	12,824	1,070	8.3%	6.85	79.01%
	#99 - Altoona	338	348	2,830	1,970	860	43.7%	4.99	78.12%
5. On Call	Ankeny								
	NW Johnston / Grimes								
	Regional	28		53		53	Infinity	20.54	71.93%
6. DART On Demand	#31 - DART On Demand - Jordan Creek				17	-17	-100.0%		
	#32 - DART On Demand - River Bend		32		90	-90	-100.0%		
	DART On Demand - Ankeny	1,935	1,883	11,836	12,061	-225	-1.9%	3.33	
Cab	Paratransit: Taxi	587	926	5,294	6,954	-1,660	-23.9%	3.39	
Paratransit	Paratransit: Bus/Van	6,901	6,586	50,233	49,841	392	0.8%	1.82	94.75%
RideShare	RideShare	5,382	4,920	32,539	34,790	-2,251	-6.5%	5.18	
TNC	UZURV	612		1,096		1,096	Infinity	2.63	
Total		279,918	244,327	2,252,781	2,105,743	147,038	7.0%	13.98	79.45%

FUTURE DART COMMISSION ITEMS



Future Agenda Items:

April 1, 2025 – 12:00 P.M.	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> FY 2026 Budget Hearing DART General Reserve Fund June 2025 Service Change State Consolidated Grant Funding Application FY 2026 FY 2026 State PTIG Grant Application Title VI Program Update 	<ul style="list-style-type: none"> Transit Advisory Committee Update Reimagine DART Concepts
May 6, 2025 – 12:00 P.M.	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> Des Moines Public Schools Services Contract Transportation Improvement Program (TIP) Approval FY2026 Network Equipment Purchase 	<ul style="list-style-type: none"> Transit Advisory Committee Update August Service Change Zero Emissions Plan Update UZURV Update
June 3, 2025 – 12:00 P.M.	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> FTA FY 2025 Buses and Bus Facilities Grants Program Application August Service Change Privacy Policy Health Insurance Renewal ICAP Renewal 	<ul style="list-style-type: none"> Transit Riders Advisory Committee Update

Upcoming DART Meetings:

MEETING	DATE	TIME	LOCATION
DART Executive Committee Meeting	Tuesday, March 25	11:30 A.M.	Zoom
Special DART Commission Meeting	Monday, May 19, 2025	12:00 P.M.	DART Central Station/Zoom
Special DART Commission Meeting	Monday, September 22, 2025	12:00 P.M.	DART Central Station/Zoom