

# FY 2023 BUDGET

Enriching Lives,  
Connecting Communities,  
Expanding Opportunities



March 2022







**Des Moines Area Regional Transit Authority  
FY 2023 Budget**



**FY 2023 BUDGET**

July 1, 2022 through June 30, 2023

**DART Commission Members**

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

**Josh Mandlebaum (Vice-Chairperson)**, City of Des Moines

**Ross Grooters (Secretary/Treasurer)**, City of Pleasant Hill

**Michael McCoy (At Large)**, City of Clive

**Bridget Montgomery (At Large)**, City of Urbandale

**Vernon Willey II**, City of Altoona

**Kelly Whiting**, City of Ankeny

**Andrew Borcharding**, City of Grimes

**Paula Dierenfeld**, City of Johnston

**Steve Van Oort**, Polk County

**Russ Trimble**, City of West Des Moines

**Joseph Jones**, City of Windsor Heights



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# Des Moines Area Regional Transit Authority FY 2023 Budget



March 1, 2022

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

As DART strives to balance service needs with a rapidly changing economy, we're reminded of the significant investment the DART Commission and our 12 member communities have made to maintain a strong public transit system to connect central Iowans to more opportunities. We are fortunate to have a Commission with the foresight and commitment to build a 21<sup>st</sup> Century transit system with a solid financial foundation.

### New Challenges for Public Transit

Over the past several years, new pressures have been put on DART that we must work together to manage. Similar to many of our member communities and other public services, we're operating within a number of budgeting constraints and external factors that impact many facets of our operations.

Some of the significant budget pressures that we'll face in FY 23 are:



- Loss of \$120,000 of the property tax backfill. The \$780,000 that DART received last year will be phased out over the next seven years.
- Continued ongoing Medicaid losses totaling an estimated \$4 million since FY 17.
- Significant labor shortages leading to increased wages for front-line staff in order to remain competitive and retain a skilled workforce.
- Supply chain and workforce issues causing a sharp rise in the costs of goods and services, with inflation at its highest rate in 40 years.
- Ongoing increases in health insurance and property and casualty insurance rates.

### Investments in Transit

While it's been a year of uncertainty, there are positive new developments as well. DART is fortunate to have been awarded federal pandemic relief funding, and are hopeful to receive additional public transit investment through the infrastructure bill passed by Congress last fall. We can't rely too heavily on these sources of one-time funds, but they are a critical tool at a time of rising costs and as we examine our long-term budget strategies.





# Des Moines Area Regional Transit Authority FY 2023 Budget



DART remains committed to finding new and creative ways to manage these financial challenges and continue to meet member community needs.

Some of the ways we met these needs over the past year were by:

- Launching DART on Demand in Ankeny, a curb-to-curb on-demand service within a specific zone.
- Expanding On Call service in Grimes and Urbandale.
- Gathering extensive public feedback to inform recommendations as part of the Transit Optimization Study.
- Installing our first art bus shelters in collaboration with community partners
- Welcoming our first residential Unlimited Access partners so residents of several properties can ride whenever they wish.
- Adding electric buses and more 30-foot buses to our fleet.



## Moving Forward



DART has a complex budget with many federal requirements while at the same time being funded in large part by local property taxes. In order to meet the rising costs and to maintain a sufficient level of reserves, DART will use federal pandemic funds to meet current operating needs and maintain service levels. Relying on one-time funding isn't an ideal situation, so one of our key initiatives in FY 2023 will be to review long-term budgeting strategies and plan for a future that reduces reliance on pandemic funding.

In addition to ridership recovery efforts and further efforts to find efficiencies, DART is planning the following for FY 23:

- Seeking funding diversification to move DART away from heavy reliance on property taxes.
- Implementing some of the near-term recommendations from the Transit Optimization Study to offer an array of services that meet our communities' unique and changing needs.
- Continuing to implement the phase-in of the new property tax formula to better align service and value for member communities.
- Continuing discussions regarding the best long-term solution for DART's operations and maintenance facility.
- Expansion of mobility-on-demand options, including DART on Demand in West Des Moines.
- Further operational improvements to mobility services to ensure that it is sustainable for the long-term.



# Des Moines Area Regional Transit Authority FY 2023 Budget



## Our Commitment

The DART Commission has emphasized the need to invest in measures that will lead to long-term stability and savings in the future.



The challenges I've outlined for FY 2023, and supported by this proposed budget, put no additional financial burden on member communities. This proposed budget will allow DART to continue working on its long-term financial planning strategies and 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

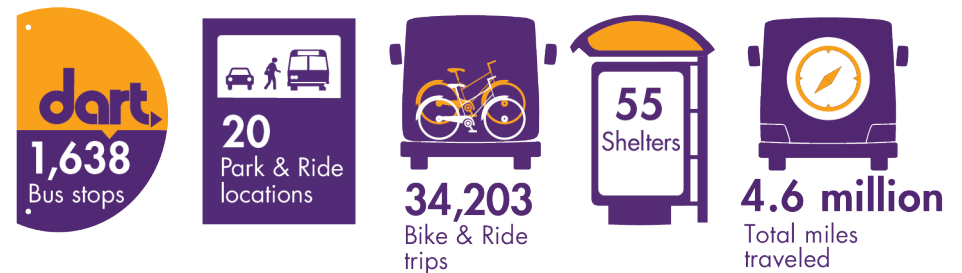
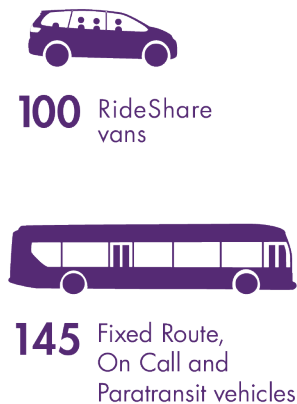
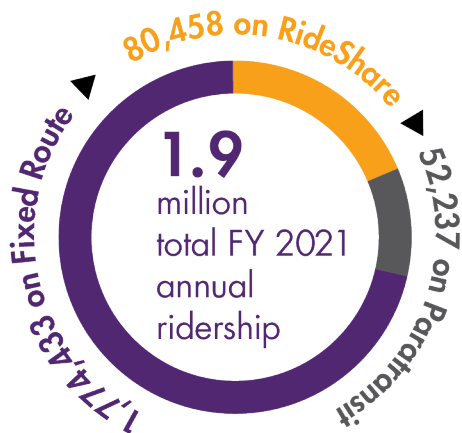
### BACKGROUND

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.

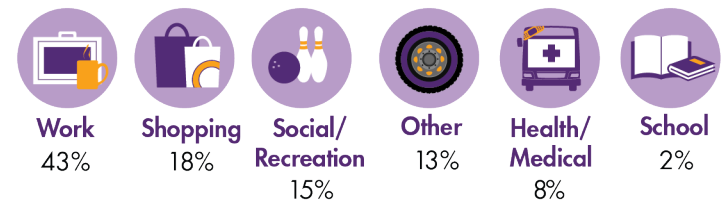
Transportation is a critical component of a region's competitiveness — vibrant, growing communities have strong public transit systems at the heart of their infrastructure to connect citizens with jobs, education, shopping and more. The DART Commission and staff have worked diligently to improve the 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 6 reasons people ride DART



# FY 2021 YEAR IN REVIEW

Fiscal Year 2021 was a busy year for DART with ongoing pandemic demands and a strong focus on planning for the future. Throughout the year, DART focused on maximizing resources to meet transportation needs throughout the region as efficiently and effectively as possible. The DART Commission and staff were able to enhance services in several member communities without increasing operating costs.

## IMPROVING TRANSIT ACCESS & MOBILITY OPTIONS



Initiated planning for DART on Demand, our first DART-operated microtransit service in Ankeny



Expanded the On Call zones in Urbandale and Grimes to meet growing community needs



Extended the Half Fare Pilot Program to expand eligibility for reduced fare



Diversified DART's fleet further introducing electric buses and incorporating 30' buses for efficiencies on shuttle routes

## PARTNERING TO EXPAND & ENHANCE THE TRANSIT EXPERIENCE



Welcomed DART's first residential partners to the Unlimited Access program



Improved the customer experience and featured public art through the installation of new art bus shelters



Created additional access to food through an expanded partnership with DMARC



Participated in many community events to share the value of public transit

## PREPARING FOR THE FUTURE



Planned for the future by engaging central Iowa citizens in long-term service planning



Implemented a new property tax formula that better aligns service and value for member communities



Continued efforts to further diversify DART's funding structure through new revenue sources



Incorporated new and innovative technologies to streamline processes and create efficiencies





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**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**

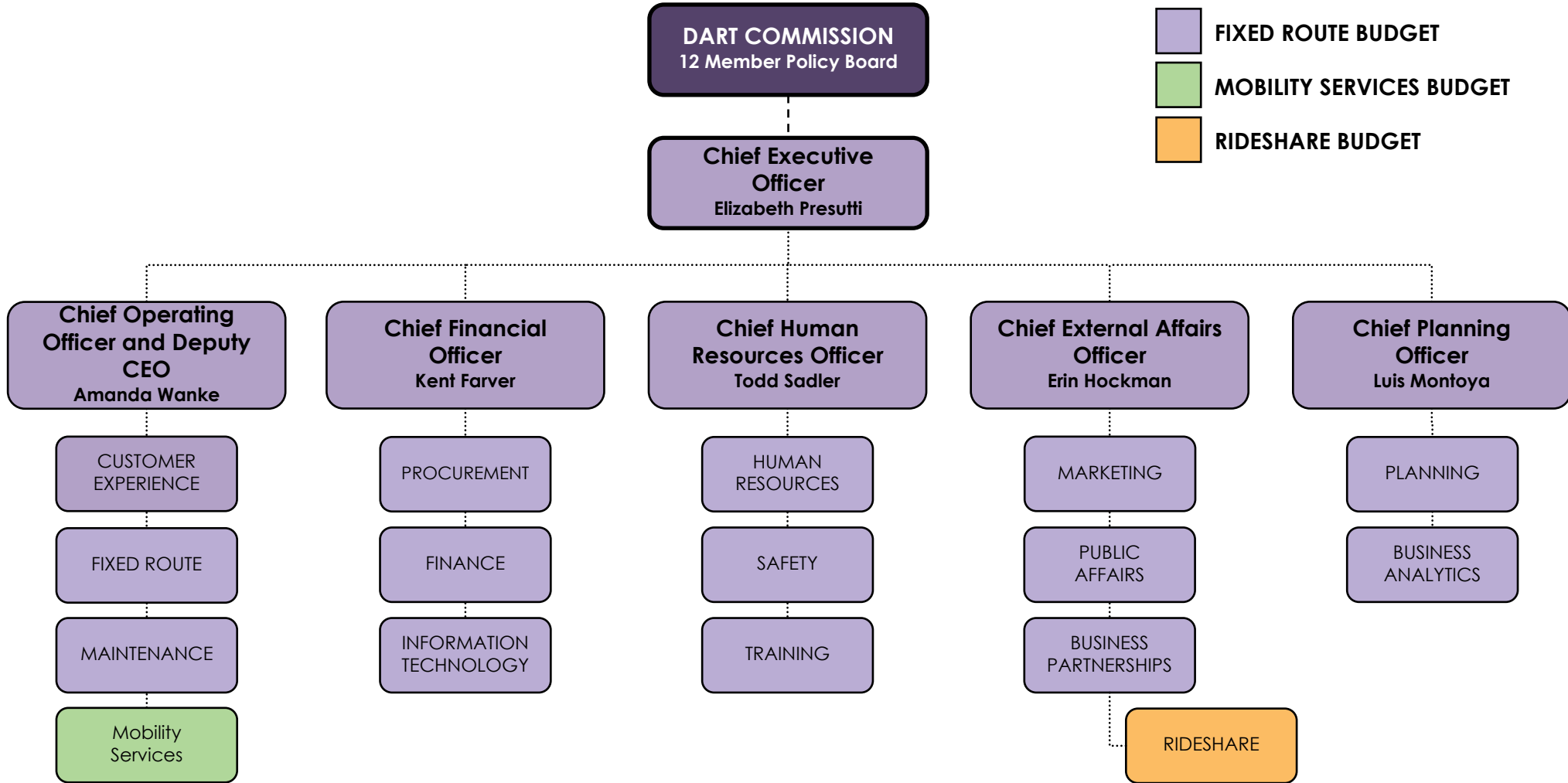
DART is prepared for the future and fostering innovation

- ▶ 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 2023 BUDGET OVERVIEW**

<u>FY 2023 Operating Budget</u>	
<b>Operating Revenue</b>	\$5,347,010
<b>Non-Operating Revenue</b>	\$35,084,020
<b>Total Revenue</b>	\$40,431,030
<b>Total Expenses</b>	\$40,431,030
<b>Surplus (Deficit)</b>	<b>\$0</b>

<u>FY 2023 Federal Grant Funding for Capital</u>	
<b>Federal Grant Capital Funding</b>	\$9,139,939
<b>Local Match Funding</b>	\$2,172,660
<b>Total Grant Funding</b>	\$11,312,599
<b>Total Capital Expenditures</b>	\$11,312,599
<b>Surplus (Deficit)</b>	<b>\$0</b>



**Des Moines Area Regional Transit Authority  
FY 2023 Budget**



**FY 2023 BUDGET OVERVIEW**

	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
Operating Revenue	\$5,361,645	\$4,059,231	\$4,863,500	\$5,347,010	9.94%
Non-Operating Revenue	28,487,470	41,041,667	33,009,244	35,084,020	6.29%
<b>Total Revenue</b>	<b>\$33,849,115</b>	<b>\$45,100,898</b>	<b>\$37,872,744</b>	<b>\$40,431,030</b>	<b>6.75%</b>
Salaries, Wages and Fringes	\$22,908,097	\$21,427,859	\$24,801,520	\$26,182,000	5.57%
Services	3,273,721	3,140,546	3,878,380	4,284,510	10.47%
Building and Grounds Materials	237,394	128,507	271,500	249,000	(8.29%)
Office Supplies	62,232	38,031	51,050	61,250	19.98%
Fuels and Lubricants	2,011,437	1,539,600	2,638,600	2,533,860	(3.97%)
Tires	158,836	130,267	163,000	175,400	7.61%
Equipment Repair Parts	1,631,258	1,366,561	1,601,250	1,670,150	4.30%
Supplies and Materials	239,378	260,251	283,700	313,300	10.43%
Utilities	516,330	542,902	581,500	667,370	14.77%
Insurance	936,833	1,082,095	1,163,320	1,314,730	13.02%
Purchased Transportation	171,890	87,887	239,000	236,400	(1.09%)
Miscellaneous Related Expenses	665,200	806,073	560,975	570,400	1.68%
Local Match	1,327,989	1,330,223	1,638,949	2,172,660	32.56%
<b>Total Expenses</b>	<b>\$34,140,595</b>	<b>\$31,880,802</b>	<b>\$37,872,744</b>	<b>\$40,431,030</b>	<b>6.75%</b>
<b>SURPLUS (DEFICIT)</b>	<b>(\$291,480)</b>	<b>\$13,220,096</b>	<b>\$0</b>	<b>\$0</b>	



**Des Moines Area Regional Transit Authority  
FY 2023 Budget**



**BUDGET SUMMARY - OPERATING REVENUE**

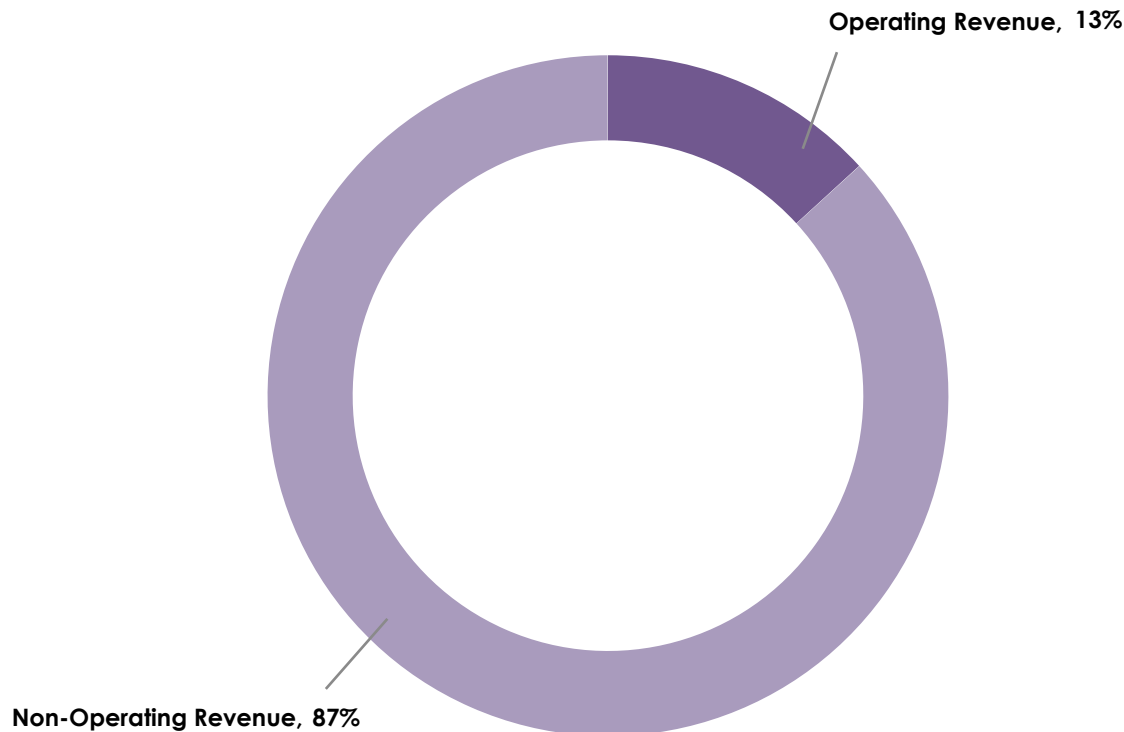
	<u>Actual</u> FY 2020	<u>Actual</u> FY 2021	<u>Adopted</u> FY 2022	<u>Budget</u> FY 2023	<u>% Change</u> FY2022/ FY2023
<b>OPERATING REVENUE</b>					
Cash Fares	\$3,095,311	\$2,260,483	\$2,699,300	\$2,873,660	6.46%
Other Contracted Services	1,602,081	1,358,833	1,720,100	1,768,350	2.81%
Polk County Funding	384,578	101,394	144,100	345,000	139.42%
Advertising Income	279,675	338,521	300,000	360,000	20.00%
<b>TOTAL OPERATING REVENUE</b>	<b>\$5,361,645</b>	<b>\$4,059,231</b>	<b>\$4,863,500</b>	<b>\$5,347,010</b>	<b>9.94%</b>
<b>NON-OPERATING REVENUE</b>					
Interest Income (Expense)	(\$82,802)	(\$151,725)	(\$40,000)	(\$110,000)	175.00%
Sale Of Scrap	12,720	10,243	7,500	7,500	0.00%
DCS Rental Income	0	76	10,000	10,000	0.00%
Miscellaneous Income	19,589	132,167	61,700	61,700	0.00%
Property Tax Revenue	20,924,667	22,458,500	23,468,400	24,958,050	6.35%
State Operating Assistance	1,800,321	1,900,257	1,625,000	1,800,000	10.77%
State Fellowships	18,236	10,694	0	0	0.00%
State Property Tax Backfill	657,171	732,382	800,000	680,000	(15.00%)
State Special Projects	0	0	0	0	0.00%
CMAQ Funds	314,995	266,472	50,750	51,770	2.01%
FEMA Revenue	86,513	178,496	0	0	0.00%
FTA ADA - 5307	475,000	475,000	475,000	475,000	0.00%
FTA Cabs - 5310	68,000	31,719	50,000	40,000	(20.00%)
FTA Operating Income	2,745,000	3,200,000	2,600,000	0	(100.00%)
FTA Operating Income - 5307 CARES	750,000	10,000,000	3,890,894	7,100,000	82.48%
FTA Planning Income	0	0	0	0	0.00%
FTA 5311 Rural	20,132	12,873	10,000	10,000	0.00%
FTA Lease Funds	675,428	675,428	0	0	0.00%
Local Match Revenue	2,500	1,109,085	0	0	0.00%
<b>TOTAL NON-OPERATING REVENUE</b>	<b>\$28,487,470</b>	<b>\$41,041,667</b>	<b>\$33,009,244</b>	<b>\$35,084,020</b>	<b>6.29%</b>
<b>TOTAL REVENUE</b>	<b>\$33,849,115</b>	<b>\$45,100,898</b>	<b>\$37,872,744</b>	<b>\$40,431,030</b>	<b>6.75%</b>





## BUDGET SUMMARY - OPERATING REVENUE

**FY 2023 Operating Revenue  
as a % of Total Revenue**



### Revenue Assumptions:

- Residential rollback at 54.1302%, Commercial rollback at 90%
- Multi-Residential rollback decreased to 63.75% and will match Residential rollback in the next budget year. Impact of \$579,800 in FY23 and approx. \$2.5M cumulatively
- Property tax valuation growth for member communities averaged 5.8%
- Implementation year two of new property tax formula used to calculate levy rates. Rates are based 80% on old formula and 20% on new formula
- Farebox revenues estimated at 10% growth over FY2022 trends
- Loss of approximately \$120,000 in property tax backfill due to new legislation (7- year phase out)
- CARES Act funding is budgeted to cover expenses and revenue shortfall (Estimated \$4.5 million per CARES Spending Plan)

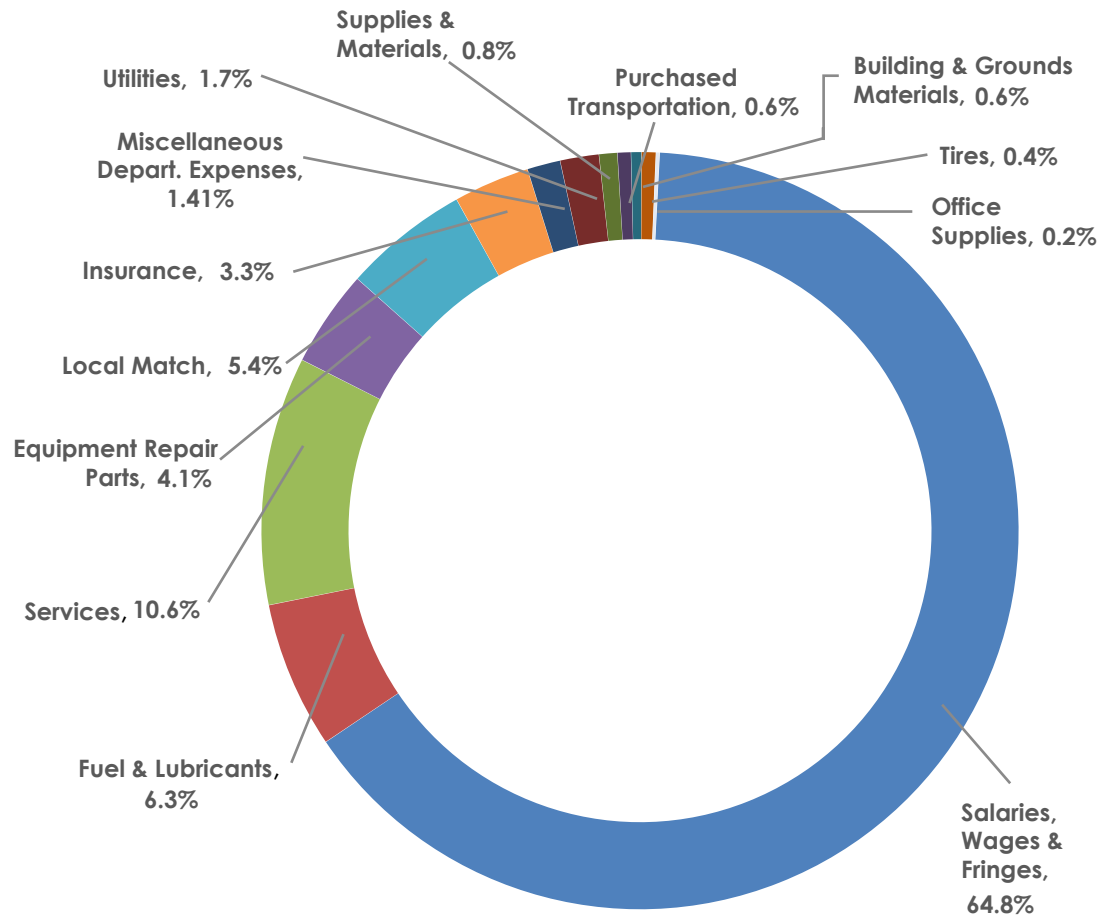


**BUDGET SUMMARY - OPERATING EXPENSES**

	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
Salaries, Wages and Fringes	\$22,908,097	\$21,427,859	\$24,801,520	\$26,182,000	5.57%
Services	3,273,721	3,140,546	3,878,380	4,284,510	10.47%
Building and Grounds Materials	237,394	128,507	271,500	249,000	(8.29%)
Office Supplies	62,232	38,031	51,050	61,250	19.98%
Fuels and Lubricants	2,011,437	1,539,600	2,638,600	2,533,860	(3.97%)
Tires	158,836	130,267	163,000	175,400	7.61%
Equipment Repair Parts	1,631,258	1,366,561	1,601,250	1,670,150	4.30%
Supplies and Materials	239,378	260,251	283,700	313,300	10.43%
Utilities	516,330	542,902	581,500	667,370	14.77%
Insurance	936,833	1,082,095	1,163,320	1,314,730	13.02%
Purchased Transportation	171,890	87,887	239,000	236,400	(1.09%)
Miscellaneous Related Expenses	665,200	806,073	560,975	570,400	1.68%
Local Match	1,327,989	1,330,223	1,638,949	2,172,660	32.56%
<b>TOTAL EXPENSES</b>	<b>\$34,140,595</b>	<b>\$31,880,802</b>	<b>\$37,872,744</b>	<b>\$40,431,030</b>	<b>6.75%</b>



**BUDGET SUMMARY - OPERATING EXPENSES**



**Expense Assumptions:**

- Maintain existing service levels (MOD pilot projects are included)
- 8% premium increase in health insurance expense for employees currently enrolled
- 12% premium increase in property insurance
- IPERS rates steady at FY22 levels
  - Employee rate 6.29%
  - Employer rate 9.44%
- Retention and market costs for front line staff are increasing (operators and maintenance staff)
- 1 1/2 FTEs included for Mobility on Demand Department
- Increased maintenance expense due to increase in number of shelters
- CARES Act funding is budgeted to cover increase expenses and estimated revenue shortfall
- Local match budgeted to meet needs for FY23 FTA formula funding





**Des Moines Area Regional Transit Authority  
FY 2023 Budget**



**FY 2023 FIXED ROUTE BUDGET OVERVIEW**

	<u>Actual</u> FY 2020	<u>Actual</u> FY 2021	<u>Adopted</u> FY 2022	<u>Budget</u> FY 2023	<u>% Change</u> FY2022/ FY2023
Operating Revenue	\$4,111,564	\$3,402,376	\$4,154,600	\$4,336,450	4.38%
Non-Operating Revenue	26,532,980	38,835,834	29,666,883	31,377,160	5.76%
<b>Total Revenue</b>	<b>\$30,644,544</b>	<b>\$42,238,210</b>	<b>\$33,821,483</b>	<b>\$35,713,610</b>	<b>5.59%</b>
Salaries, Wages and Fringes	\$21,096,332	\$19,923,285	\$22,586,510	\$23,223,920	2.82%
Services	3,239,465	3,065,105	3,780,380	4,162,310	10.10%
Building and Grounds Materials	237,394	128,507	271,500	249,000	(8.29%)
Office Supplies	61,782	37,933	50,300	60,500	20.28%
Fuels and Lubricants	1,613,057	1,228,809	2,121,900	2,100,760	(1.00%)
Tires	121,710	107,815	122,000	134,200	10.00%
Equipment Repair Parts	1,412,729	1,137,610	1,367,500	1,426,800	4.34%
Supplies and Materials	222,320	235,233	261,200	286,800	9.80%
Utilities	515,207	540,693	579,150	665,040	14.83%
Insurance	806,153	961,913	987,720	1,204,000	21.90%
Purchased Transportation	28,157	29,588	116,000	116,000	0.00%
Miscellaneous Related Expenses	132,733	107,954	(19,444)	960	(104.94%)
Local Match	1,082,911	1,265,443	1,596,767	2,083,320	30.47%
<b>Total Expenses</b>	<b>\$30,569,950</b>	<b>\$28,769,889</b>	<b>\$33,821,483</b>	<b>\$35,713,610</b>	<b>5.59%</b>
<b>SURPLUS (DEFICIT)</b>	<b>\$74,593</b>	<b>\$13,468,321</b>	<b>\$0</b>	<b>\$0</b>	



**Des Moines Area Regional Transit Authority  
FY 2023 Budget**



**FY 2023 MOBILITY SERVICES BUDGET OVERVIEW**

	<u>Actual</u> FY 2020	<u>Actual</u> FY 2021	<u>Adopted</u> FY 2022	<u>Budget</u> FY 2023	<u>% Change</u> FY2022/ FY2023
Cash Fares	\$79,217	\$70,255	\$63,500	\$90,180	42.02%
Mobile Ticketing	2,625	9,041	3,800	16,080	323.16%
DART On Demand	0	0	0	10,000	N/A
Other Contracted Services	199,769	122,658	137,500	149,300	8.58%
Polk County Funding	384,578	101,394	144,100	345,000	139.42%
Property Tax Revenue	1,388,958	1,686,240	1,761,500	1,849,500	5.00%
FTA Cabs - 5310	68,000	31,719	50,000	40,000	(20.00%)
FTA ADA - 5307	475,000	475,000	475,000	475,000	0.00%
FTA Operating Income - 5307 CARES	0	0	835,763	1,169,260	39.90%
FTA 5311 Rural	20,132	12,873	10,000	10,000	0.00%
<b>Total Revenue</b>	<b>\$2,618,279</b>	<b>\$2,509,180</b>	<b>\$3,481,163</b>	<b>\$4,154,320</b>	<b>19.34%</b>
Salaries, Wages and Fringes	\$1,672,142	\$1,366,170	\$2,058,620	\$2,801,870	36.10%
Services	23,205	73,185	63,000	63,000	0.00%
Office Supplies	371	70	500	500	0.00%
Supplies and Materials	17,058	25,018	22,500	26,500	17.78%
Fuels and Lubricants	198,218	191,609	332,900	294,200	(11.63%)
Tires	18,943	10,911	30,000	30,000	0.00%
Equipment Repair Parts	143,418	177,028	170,750	185,750	8.78%
Utilities	368	616	620	620	0.00%
Insurance	95,127	94,806	148,300	97,150	(34.49%)
Purchased Transportation	141,364	57,889	120,000	120,000	0.00%
Miscellaneous Related Expenses	472,552	474,717	491,791	445,390	(9.44%)
Local Match	107,078	64,780	42,182	89,340	111.80%
<b>Total Expenses</b>	<b>\$2,889,844</b>	<b>\$2,536,798</b>	<b>\$3,481,163</b>	<b>\$4,154,320</b>	<b>19.34%</b>
<b>SURPLUS (DEFICIT)</b>	<b>(\$271,565)</b>	<b>(\$27,618)</b>	<b>\$0</b>	<b>\$0</b>	



**Des Moines Area Regional Transit Authority  
FY 2023 Budget**



**FY 2023 RIDESHARE BUDGET OVERVIEW**

	<u>Actual</u> <u>FY 2020</u>	<u>Actual</u> <u>FY 2021</u>	<u>Adopted</u> <u>FY 2022</u>	<u>Budget</u> <u>FY 2023</u>	<u>% Change</u> <u>FY2022/ FY2023</u>
Cash Fares	\$583,893	\$353,665	\$360,000	\$400,000	11.11%
Miscellaneous Income	2,400	0	1,200	1,200	0.00%
FTA Operating Income - 5307 CARES	0	0	208,898	161,900	(22.50%)
<b>Total Revenue</b>	<b>\$586,293</b>	<b>\$353,665</b>	<b>\$570,098</b>	<b>\$563,100</b>	<b>(1.23%)</b>
Salaries, Wages and Fringes	\$139,623	\$138,404	\$156,390	\$156,210	(0.12%)
Services	11,051	2,257	35,000	59,200	69.14%
Office Supplies	80	28	250	250	0.00%
Fuels and Lubricants	200,162	119,182	183,800	138,900	(24.43%)
Tires	18,183	11,540	11,000	11,200	1.82%
Equipment Repair Parts	75,111	51,923	63,000	57,600	(8.57%)
Utilities	755	1,594	1,730	1,710	(1.16%)
Insurance	35,553	25,376	27,300	13,580	(50.26%)
Purchased Transportation	2,370	410	3,000	400	(86.67%)
Miscellaneous Related Expenses	59,915	223,402	88,628	124,050	39.97%
Local Match	138,000	0	0	0	0.00%
<b>Total Expenses</b>	<b>\$680,802</b>	<b>\$574,115</b>	<b>\$570,098</b>	<b>\$563,100</b>	<b>(1.23%)</b>
<b>SURPLUS (DEFICIT)</b>	<b>(\$94,509)</b>	<b>(\$220,450)</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	\$7,097,004	\$475,000	\$6,622,004
FTA Section 5310 Funds	294,815	0	294,815
FTA Section 5311 Funds	10,000	10,000	0
FTA Section 5339 Funds	823,120	0	823,120
CMAQ Funds	51,770	51,770	0
Surface Transportation Funds <i>(MPO designated)</i>	1,400,000	0	1,400,000
CARES-ACT Funding*	7,100,000	7,100,000	0
<b>TOTAL FEDERAL GRANT FUNDING</b>	<b>\$16,776,709</b>	<b>\$7,636,770</b>	<b>\$9,139,939</b>
DART Local Match <i>(DART Operating Budget)</i>			\$2,172,660
<b>TOTAL LOCAL MATCH OBLIGATIONS</b>			<b>\$2,172,660</b>
		<b>TOTAL CAPITAL FUNDING</b>	<b>\$11,312,599</b>
<b>CAPITAL EXPENDITURE ALLOCATIONS</b>			<b>TOTAL</b>
<b>Fleet</b> - 6 30-FT Buses, 4 Light Duty Buses, Rideshare Vans, Bus Lease Payment			\$5,542,052
<b>Facilities</b> - DART Operations and Maintenance Facility			3,607,601
<b>Passenger Amenities</b> - Customer Communities Applications, Bus Stop Signage, Bus Shelters			2,123,753
<b>Support Equipment</b> - Administrative Vehicle			39,193
	<b>TOTAL CAPITAL EXPENDITURES</b>		<b>\$11,312,599</b>

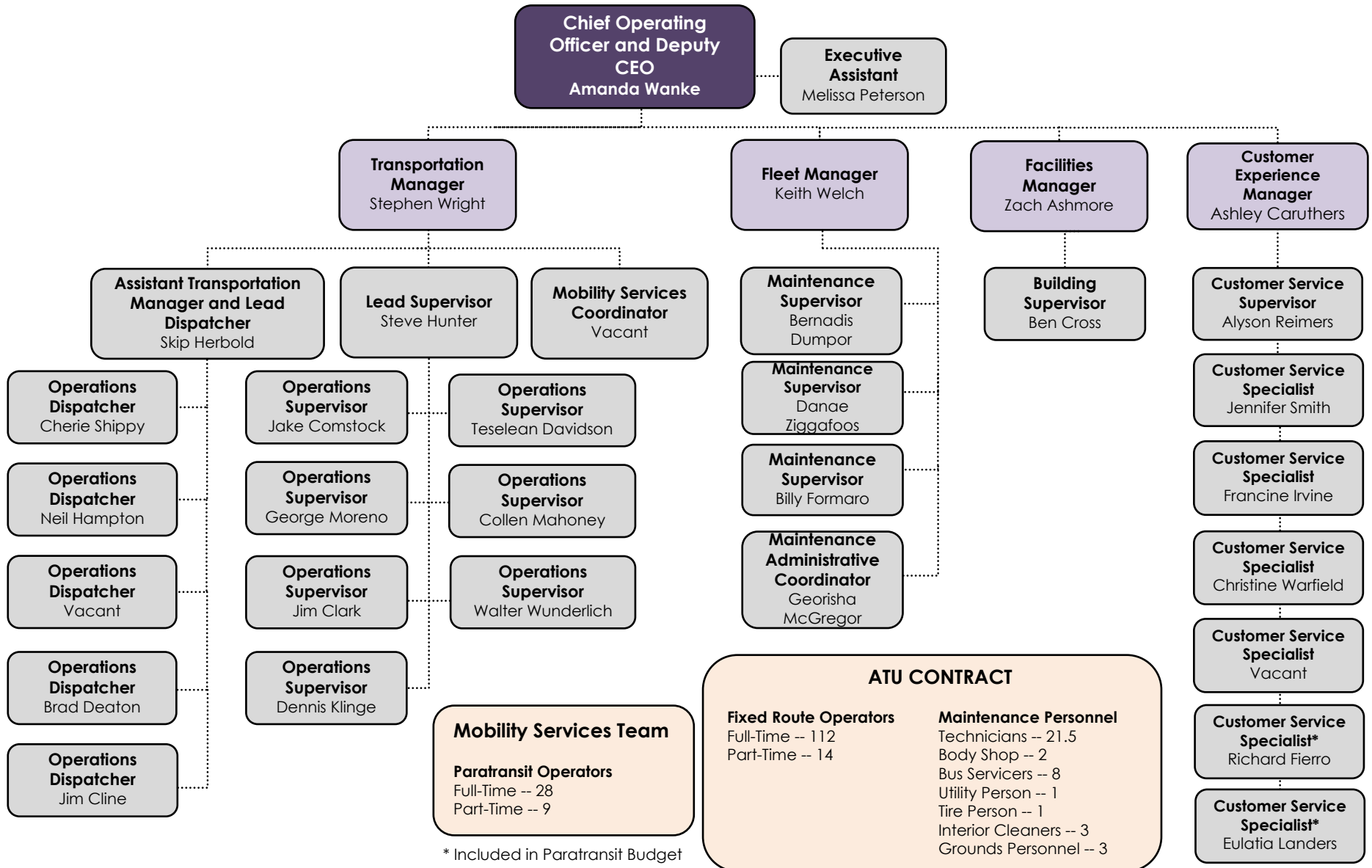
\*CARES funding discussed in Appendix B



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



**OPERATIONS DEPARTMENT ORGANIZATION**







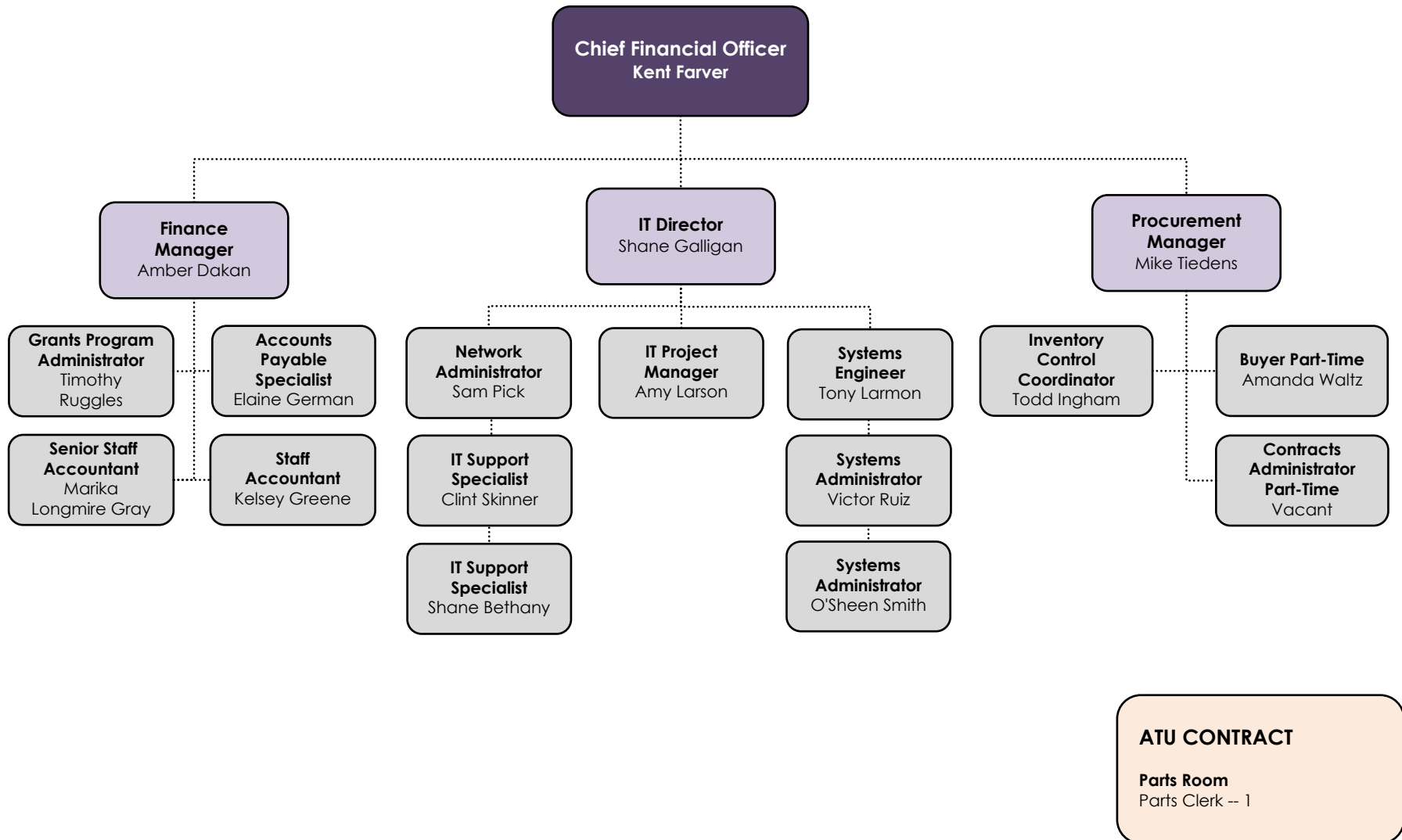
**OPERATIONS DEPARTMENT**

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

<u>Expense Item</u>	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
<b>Salaries, Wages and Fringes</b>	\$16,367,128	\$15,219,620	\$17,148,620	\$17,688,720	3.15%
<b>Services</b>	751,668	825,282	868,320	1,033,820	19.06%
<b>Building &amp; Grounds Materials</b>	237,394	128,507	271,500	249,000	(8.29%)
<b>Office Supplies</b>	37,859	20,054	27,300	27,500	0.73%
<b>Supplies and Materials</b>	162,010	206,343	224,200	247,800	10.53%
<b>Fuels and Lubricants</b>	1,613,057	1,228,809	2,121,900	2,100,760	(1.00%)
<b>Tires</b>	121,710	107,815	122,000	134,200	10.00%
<b>Equipment Repair Parts</b>	1,412,729	1,137,610	1,367,500	1,426,800	4.34%
<b>Utilities</b>	224,645	227,398	266,620	335,930	26.00%
<b>Purchased Transportation</b>	999	729	2,000	2,000	0.00%
<b>Miscellaneous Related Expenses</b>	60,673	153,010	122,925	108,500	(11.73%)
<b>Total</b>	<b>\$20,989,872</b>	<b>\$19,255,177</b>	<b>\$22,542,885</b>	<b>\$23,355,030</b>	<b>3.60%</b>



**FINANCE DEPARTMENT ORGANIZATION**



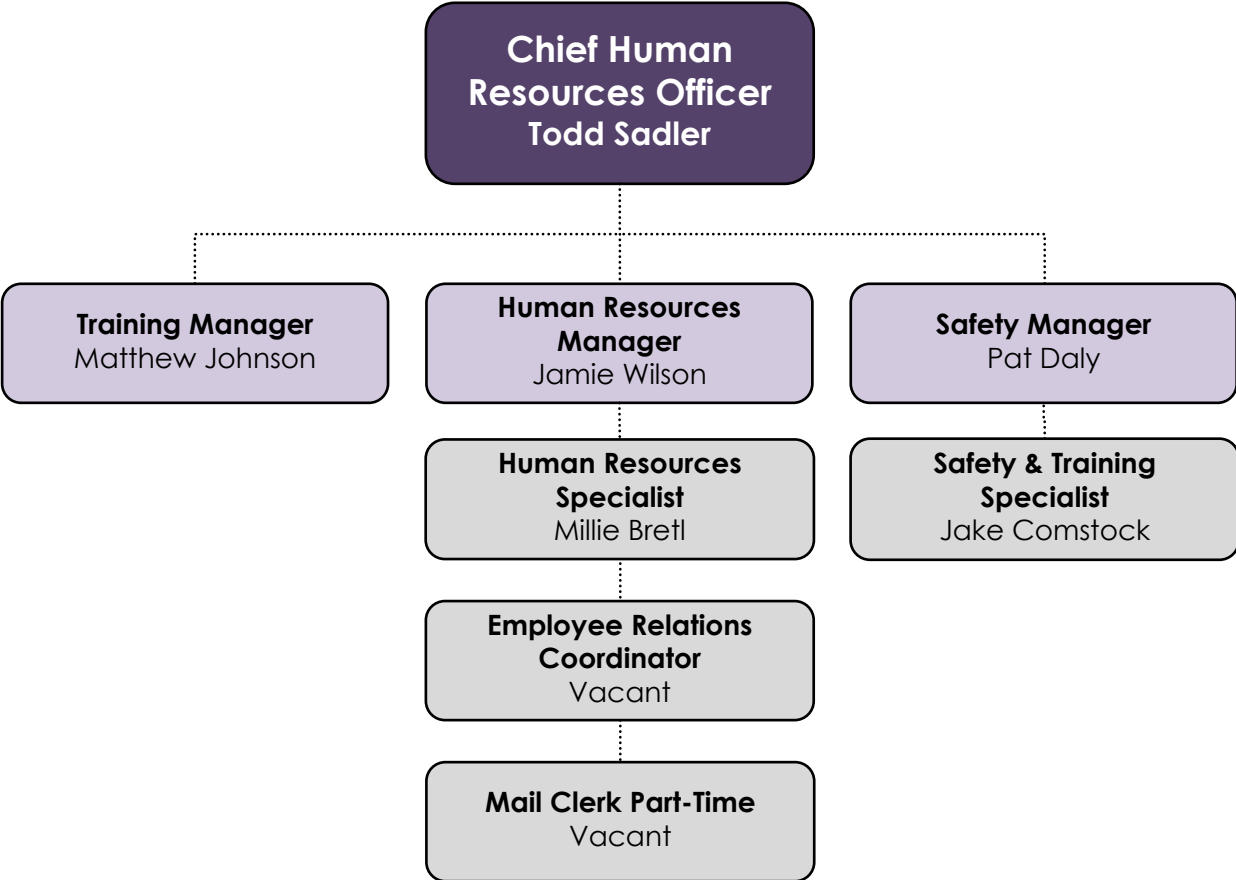


**FINANCE DEPARTMENT  
Finance, Procurement and Information Technology Budgets**

<u>Expense Item</u>	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
<b>Salaries, Wages and Fringes</b>	\$1,843,052	\$1,743,173	\$2,011,670	\$2,061,940	2.50%
<b>Services</b>	1,814,616	1,474,024	2,081,760	2,244,540	7.82%
<b>Office Supplies</b>	4,706	5,971	5,000	5,000	0.00%
<b>Supplies and Materials</b>	4,631	7,406	6,500	8,500	30.77%
<b>Utilities</b>	283,987	307,610	295,550	314,180	6.30%
<b>Insurance</b>	806,153	961,913	987,720	1,204,000	21.90%
<b>Miscellaneous Related Expenses</b>	(460,974)	(491,555)	(479,169)	(473,640)	(1.15%)
<b>Local Match</b>	1,082,911	1,265,443	1,596,767	2,083,320	30.47%
<b>Total</b>	<b>\$5,379,083</b>	<b>\$5,273,987</b>	<b>\$6,505,798</b>	<b>\$7,447,840</b>	<b>14.48%</b>



HUMAN RESOURCES DEPARTMENT ORGANIZATION





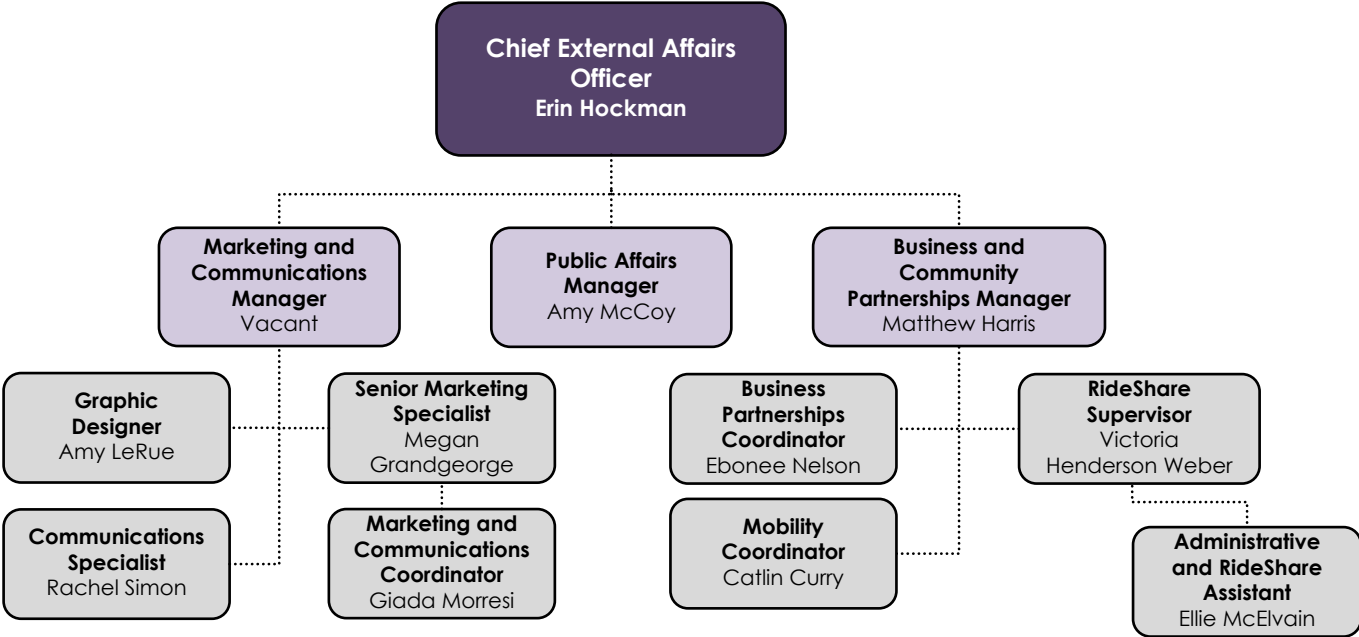
**HUMAN RESOURCES DEPARTMENT  
Human Resources, Safety and Training Budgets**

<u>Expense Item</u>	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
<b>Salaries, Wages and Fringes</b>	\$990,630	\$899,854	\$1,004,640	\$1,047,150	4.23%
<b>Services</b>	85,575	143,514	77,800	145,800	87.40%
<b>Supplies &amp; Materials</b>	4,858	1,500	3,000	13,000	333.33%
<b>Utilities</b>	4,204	2,366	4,700	3,440	(26.81%)
<b>Miscellaneous Related Expenses</b>	113,423	220,247	157,100	183,900	17.06%
<b>Total</b>	<b>\$1,198,690</b>	<b>\$1,267,480</b>	<b>\$1,247,240</b>	<b>\$1,393,290</b>	<b>11.71%</b>





EXTERNAL AFFAIRS DEPARTMENT ORGANIZATION



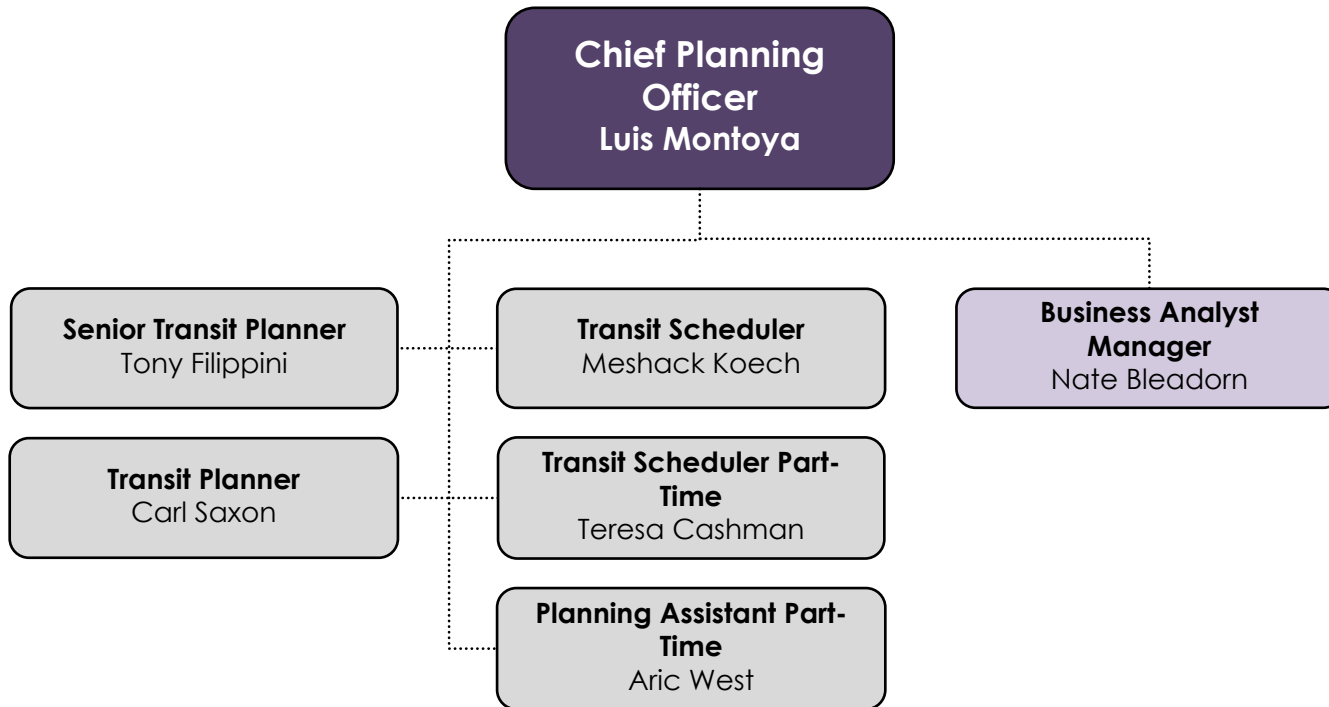


**EXTERNAL AFFAIRS DEPARTMENT  
Advertising, Marketing and Business Partnerships Budgets**

<u>Expense Item</u>	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
<b>Salaries, Wages and Fringes</b>	\$907,703	\$943,730	\$1,071,370	\$1,111,030	3.70%
<b>Services</b>	245,448	232,190	234,500	257,150	9.66%
<b>Office Supplies</b>	1,345	280	0	0	0.00%
<b>Supplies and Materials</b>	55,678	21,485	30,500	30,500	0.00%
<b>Utilities</b>	6,110	4,917	6,630	6,610	(0.30%)
<b>Miscellaneous Related Expenses</b>	34,530	20,012	30,000	32,500	8.33%
<b>Total</b>	<b>\$1,250,814</b>	<b>\$1,222,613</b>	<b>\$1,373,000</b>	<b>\$1,437,790</b>	<b>4.72%</b>



### PLANNING DEPARTMENT ORGANIZATION



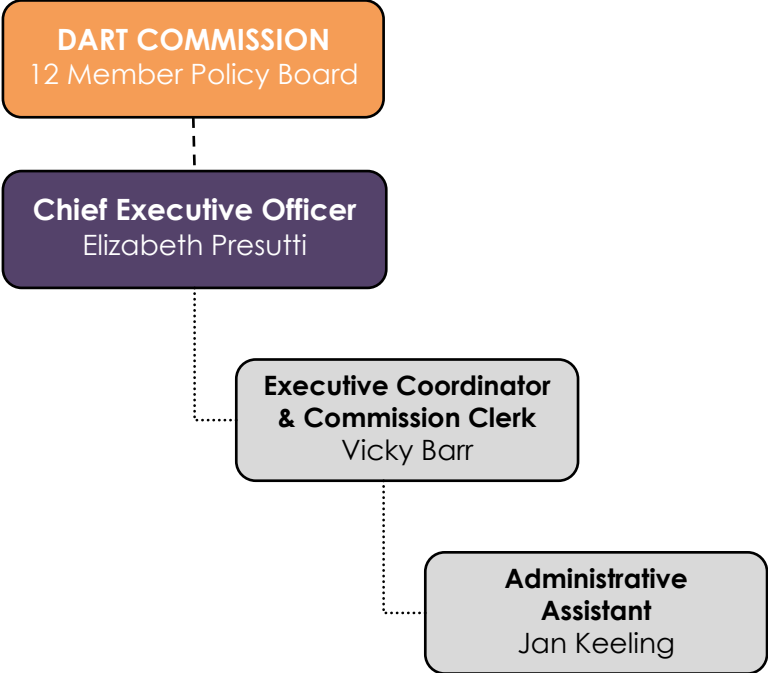


**PLANNING DEPARTMENT  
Planning, Capital Planning and MOD Budgets**

<u>Expense Item</u>	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
<b>Salaries, Wages and Fringes</b>	\$587,483	\$665,149	\$766,390	\$716,850	(6.46%)
<b>Services</b>	140,083	121,695	152,500	130,000	(14.75%)
<b>Office Supplies</b>	273	0	0	0	0.00%
<b>Utilities</b>	2,485	3,965	3,460	2,690	(22.25%)
<b>Purchased Transportation</b>	27,158	28,859	114,000	114,000	0.00%
<b>Miscellaneous Related Expenses</b>	7,661	12,082	7,700	7,700	0.00%
<b>Total</b>	<b>\$765,143</b>	<b>\$831,749</b>	<b>\$1,044,050</b>	<b>\$971,240</b>	<b>(6.97%)</b>



**GENERAL ADMINISTRATION DEPARTMENT ORGANIZATION**







**GENERAL ADMINISTRATION DEPARTMENT BUDGET**

<u>Expense Item</u>	<u>Actual FY 2020</u>	<u>Actual FY 2021</u>	<u>Adopted FY 2022</u>	<u>Budget FY 2023</u>	<u>% Change FY2022/ FY2023</u>
<b>Salaries, Wages and Fringes</b>	\$400,337	\$451,759	\$583,820	\$598,230	2.47%
<b>Services</b>	202,075	268,400	365,500	351,000	(3.97%)
<b>Office Supplies</b>	12,740	10,127	15,000	15,000	0.00%
<b>Supplies and Materials</b>	0	0	0	0	0.00%
<b>Utilities</b>	(6,224)	(5,564)	2,190	2,190	0.00%
<b>Miscellaneous Related Expenses</b>	377,420	194,159	142,000	142,000	0.00%
<b>Total</b>	<b>\$986,349</b>	<b>\$918,881</b>	<b>\$1,108,510</b>	<b>\$1,108,420</b>	<b>(0.01%)</b>



## **Appendix B: COVID-19 Funding Spending Plan**



**Des Moines Area Regional Transit Authority  
FY 2023 Budget**



**COVID-19 FUNDING SPENDING PLAN**

**Background**

During the FY 22 budget process the Commission approved the spending plan for the CARES Act funds and the CRRSA funds that totaled \$22.5 million ("CARES Spending Plan"). Total funds are programmed to meet forecasted budget gaps through FY 2023, create a Local Revenue Offset Account and a Stabilization Fund. Neither of these programs have a federal deadline for drawing down, however the drawdown plan agreed upon by the Commission completes the drawdown of these funds by the end of FY 22.

In March 2021, the federal government passed the American Rescue Plan Act. Out of this legislation, DART was allocated \$17.2 million that must be drawn down by September 30, 2024.

The Commission approved the following spending plan for the COVID-19 Funding:

- Federal Formula Funds Replacement- utilize funding to replace preventative maintenance reimbursements in the operating budget. This will allow DART to use the formula funds on capital projects instead of for operating expenses.
- Local Revenue Offset- maximize the use of property tax revenue toward local funding that will be required to assist with upcoming capital projects and reduce associated property tax burden in the future.
- Stabilization Fund- offset property tax dollars that will be reserved to help mitigate unexpected short-term revenue losses, maintain service levels in future budgets and/or fund capital improvement projects.
- Assist with Operating Revenue Loss- funding will be used to cover revenue and cover budget gaps due to the pandemic.

Total funds of \$39.67 million will be drawn down by September 30, 2024.

	Forecasted Budget Gap	Local Revenue Offset	Stabilization Fund	Preventative Maintenance Substitution	Total
<b>FY 2020</b>	\$750,000				\$750,000
<b>FY 2021</b>	\$3,400,000	\$3,377,488			\$6,777,488
<b>FY 2022</b>	\$3,890,894	\$5,968,750	\$612,868	\$2,600,000	\$13,072,512
<b>FY 2023*</b>	\$4,500,000			\$2,600,000	\$7,100,000
<b>FY 2024*</b>	\$3,000,000			\$2,600,000	\$5,600,000
<b>ARPA Multi Year*</b>		\$5,000,000	\$1,372,098		\$6,372,098
<b>Total</b>	<b>\$15,540,894</b>	<b>\$14,346,238</b>	<b>\$1,984,966</b>	<b>\$7,800,000</b>	<b>\$39,672,098</b>

*\*Estimated*