

FY 2024 BUDGET

Enriching Lives,
Connecting Communities,
Expanding Opportunities



May 2023



**Des Moines Area Regional Transit Authority
FY 2024 Budget**



FY 2024 BUDGET

July 1, 2023 through June 30, 2024

DART Commission Members

Russ Trimble (Chairperson), City of West Des Moines

Josh Mandelbaum (Vice-Chairperson), City of Des Moines

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

Kelly Stearns (At Large), City of Ankeny

Bridget Montgomery (At Large), City of Urbandale

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Steve Van Oort, Polk County

Joseph Jones, City of Windsor Heights



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January 24, 2023

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

In 2006, the Des Moines Area Regional Transit Authority (DART) was created as the state's first regional transit agency, succeeding the former Des Moines MTA as a new, more efficient operating model for planning regional transportation delivery. In 2012, we opened DART Central Station as a modern service hub to enhance the rider experience and demonstrate our commitment to innovation and sustainability. And since 2020, we've navigated the effects of a global pandemic, from service and supply chain disruptions to workforce shortages and safety improvements, all while adapting to a new and ever-evolving normal.

With each new chapter, DART has remained committed to its mission of enriching lives, connecting communities, and expanding opportunity while striving toward a vision of facilitating affordable, seamless mobility options that support economic prosperity for all.

Next chapter brings challenges, opportunities

I am proud to have been part of the DART team for 14 years and to have led it as Chief Executive Officer for the last 11, working alongside a talented team dedicated to helping connect our riders to jobs, school, healthcare, and other essential destinations. As DART transitions to new leadership over the coming year, I leave the organization under the capable oversight of Interim CEO, Sheri Kyras, and a strong leadership team committed to DART. We are well-positioned to address the challenges that will inform the organization's continued financial recovery and long-term vision for the role of transit in our region, such as:

- Funding diversification to move DART away from heavy reliance on property taxes. If alternative revenue is not in place prior to fiscal year 2025, DART will have a deficit requiring a significant reduction in expenses that would negatively impact central lowans who rely on DART to get to work and other essential services.
- Ongoing evaluation of how to responsibly invest taxpayer money to ensure DART has the infrastructure to deliver service efficiently and safely as its existing operations and maintenance facility is beyond its useful life.
- Managing future growth of DART's Bus Plus program due to changes in Medicaid and an aging population.
- Continuing to evolve DART's services to meet the changing needs of the region.
- Attracting and retaining a skilled workforce amidst a nationwide labor shortage.





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While some of the challenges DART faces are shared by its transit agency peers across the country, such as rising costs, workforce shortages, supply chain disruptions and new commuting patterns, local funding is a unique challenge that will significantly impact service delivery and DART's future trajectory as the region's transportation provider. With a skilled team in place supporting the organization, I am confident these challenges can be overcome as DART builds on its many recent accomplishments, including:



- Adoption and initial implementation of the Transit Optimization Study.
- Creation of a Five-Year Financial Plan.
- Expansion of service and improved access with three Principal® Financial Group Foundation grant-funded pilot projects designed to reduce transportation barriers.
- Adoption of a three-year strategic plan and corresponding work plan outlining how DART can best work to fulfill its vision.
- Successful implementation of DART's first microtransit pilot, DART On Demand Ankeny.
- Introduction of a new reduced fare program, Ride to Thrive, with more than 400 individuals enrolled.
- The first nine art shelters installed throughout DART's service area, with more installations planned for 2023 in Ankeny, Johnston, Urbandale, Windsor Heights and Des Moines.
- New Unlimited Access partnerships with upcoming residential development projects by The Annex Group, Cutler Development and Rypma Properties, as well as an expanded partnership with Conlin Properties.



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A commitment to efficiency, effectiveness, and impact

The role of affordable mobility in the continued success of Greater Des Moines cannot be understated, especially as the region works to support growth with an eye toward equity. But this challenge reinforces the relevance of DART's collaborative operating model. With a shared table for decision-makers and the public alike to come together to plan a more sustainable, connected future, DART can continue to be an accountable and innovative steward of the essential role entrusted to it.

I am grateful to the DART Board of Commissioners, our riders, our employees and partners who have all helped make DART the organization it is today, an organization of which I am proud to have been a part, and an organization that truly lives the philosophy that the bus is for all of us.

Sincerely,

Elizabeth Presutti
Chief Executive Officer



An aerial photograph of a city at dusk. In the foreground, a modern transit station with a white, curved roof and glass walls is visible. Several buses are parked at the station. In the background, a dense urban skyline is illuminated by city lights, with a prominent tall building on the right side. The sky is a mix of blue and purple hues.

MISSION

Enriching Lives, Connecting Communities, Expanding Opportunities

VISION

Facilitate affordable seamless mobility options
that support economic prosperity for all

VALUES

Adaptability / Teamwork / Excellence
Safety / Accountability / Innovation



Des Moines Area Regional Transit Authority FY 2024 Budget



DART ORGANIZATIONAL OVERVIEW

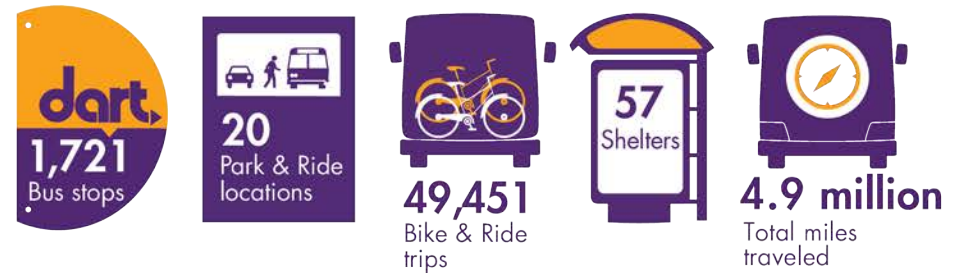
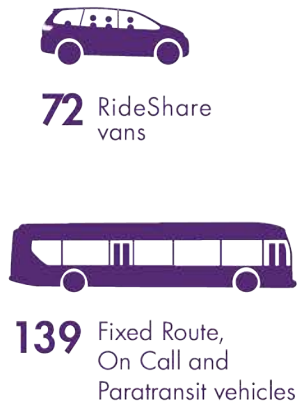
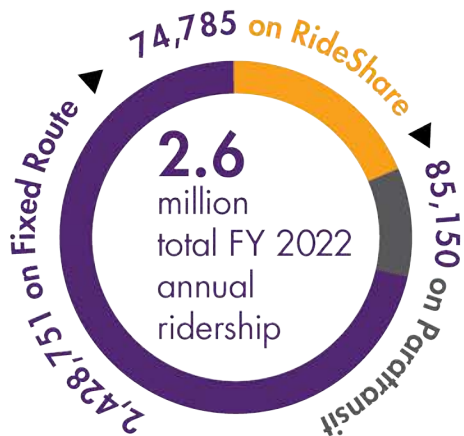
BACKGROUND

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.

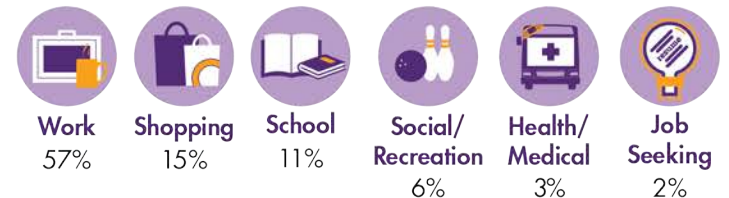
Transportation is a critical component of a region's competitiveness — vibrant, growing communities have strong public transit systems at the heart of their infrastructure to connect citizens with jobs, education, shopping and more. The DART Commission and staff have worked diligently to improve the 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 2022 YEAR IN REVIEW

Fiscal Year 2022 was another busy year for DART with continued workforce and supply chain disruptions coupled with record-high inflation. Despite these challenges, DART continued a strong recovery from the pandemic with a 40% increase in average weekday ridership over FY 21. Throughout the year, DART focused on planning for the future and maximizing resources to meet transportation needs throughout the region as efficiently and effectively as possible.

IMPROVING TRANSIT ACCESS & MOBILITY OPTIONS



Introduced the first DART-operated microtransit service, DART On Demand Ankeny



Offered a \$1 fare during record-high gas prices in spring and summer of 2022



Initiated planning and public input for a DART On Demand zone in West Des Moines



Adopted Ride to Thrive, a new half fare program expanding eligibility for reduced fare to more low-income central Iowans

PARTNERING TO EXPAND & ENHANCE THE TRANSIT EXPERIENCE



Received \$250,000 from Principal Financial Group Foundation to fund three pilot projects to expand transit access



Installed 9 art bus shelters to-date, improving the customer experience and expanding access to every day everywhere art.



Began the process of replacing DART's outdated radio system to improve safety, reliability and real-time data for customers



Welcomed a second residential partner to DART's Unlimited Access Program, Conlin Properties

PREPARING FOR THE FUTURE



Completed the Transit Optimization Study, outlining a vision for the future of transit in the region that reflects rider and stakeholder input



Completed a Paratransit Service Analysis to evaluate changes to ensure the program's long-term sustainability



Began working with PFM to develop a Five-Year Financial Plan



Secured legislative action to create a DART Alternative Funding Advisory Committee



DART STRATEGIC PLAN, 2023-2026

The DART Commission approved a new, three-year strategic plan at its meeting in January 2023. The Strategic Plan represents how DART can best fulfill its vision to provide affordable, seamless mobility options that support economic prosperity for all. The Commission's goal is for DART to meet the needs of customers and staff on a day-to-day basis, while also innovating and continuously improving to meet the needs of an evolving region.

The underlying assumptions guiding the Strategic Plan include:

- ▶ DART has a direct impact on improving the lives of thousands of Central Iowa residents every day
- ▶ DART will be a mobility leader in Central Iowa, and use its expertise to influence policies that directly and indirectly impact transportation needs and services
- ▶ DART should partner with regional leaders and stakeholders to maximize its impact and value
- ▶ DART will test innovative service approaches to better understand how they can be used to address service needs and fiscal constraints
- ▶ The most cost-effective way to grow ridership is to retain existing customers and to attract new customers to existing services
- ▶ The most cost-effective way to serve a growing region is if growth is concentrated in areas with existing DART services, and DART will work with member communities to encourage job and housing growth in areas already well served by DART
- ▶ The next three years should be spent focusing on ensuring that DART's existing services are operating as efficiently and effectively as possible and preparing our infrastructure and workforce to respond to the challenges we face today and into the future
- ▶ There are gaps and barriers to transportation in our region, but most requests for service to new places would require additional funding unless corresponding efficiencies or service reductions could be identified

STRATEGIC PLAN FOCUS AREAS

Ensure Financial Stability

DART must ensure that its revenues are sustainable and that its services are as efficient and effective as possible.

- ▶ Generate sufficient revenue to maintain service levels and meet evolving regional needs while reducing reliance on property taxes
- ▶ Maximize efficiency and control costs through continuous improvement



Deliver a Safe, High-Quality Customer Experience

Central Iowa deserves a transit system that ensures equitable access to jobs and essential services. DART will focus on providing safe and reliable service and strive to create an exceptional experience for its customers.

- ▶ Leverage technology and innovative transportation services to meet the evolving needs of the region
- ▶ Enable equitable access to employment and essential services by minimizing barriers to riding DART
- ▶ Provide an exceptional customer experience that leads DART customers to recommend our services to their family and friends
- ▶ Deliver reliable, safe service

Modernize our Infrastructure

DART will meet the region's transportation needs today and into the future by maintaining a reliable fleet of vehicles and ensuring its technologies and facilities are working efficiently and effectively for its customers and staff.

- ▶ Maintain all infrastructure in a state of good repair so work can be carried out effectively
- ▶ Develop our facilities, fleet and technology to address current and future needs and challenges

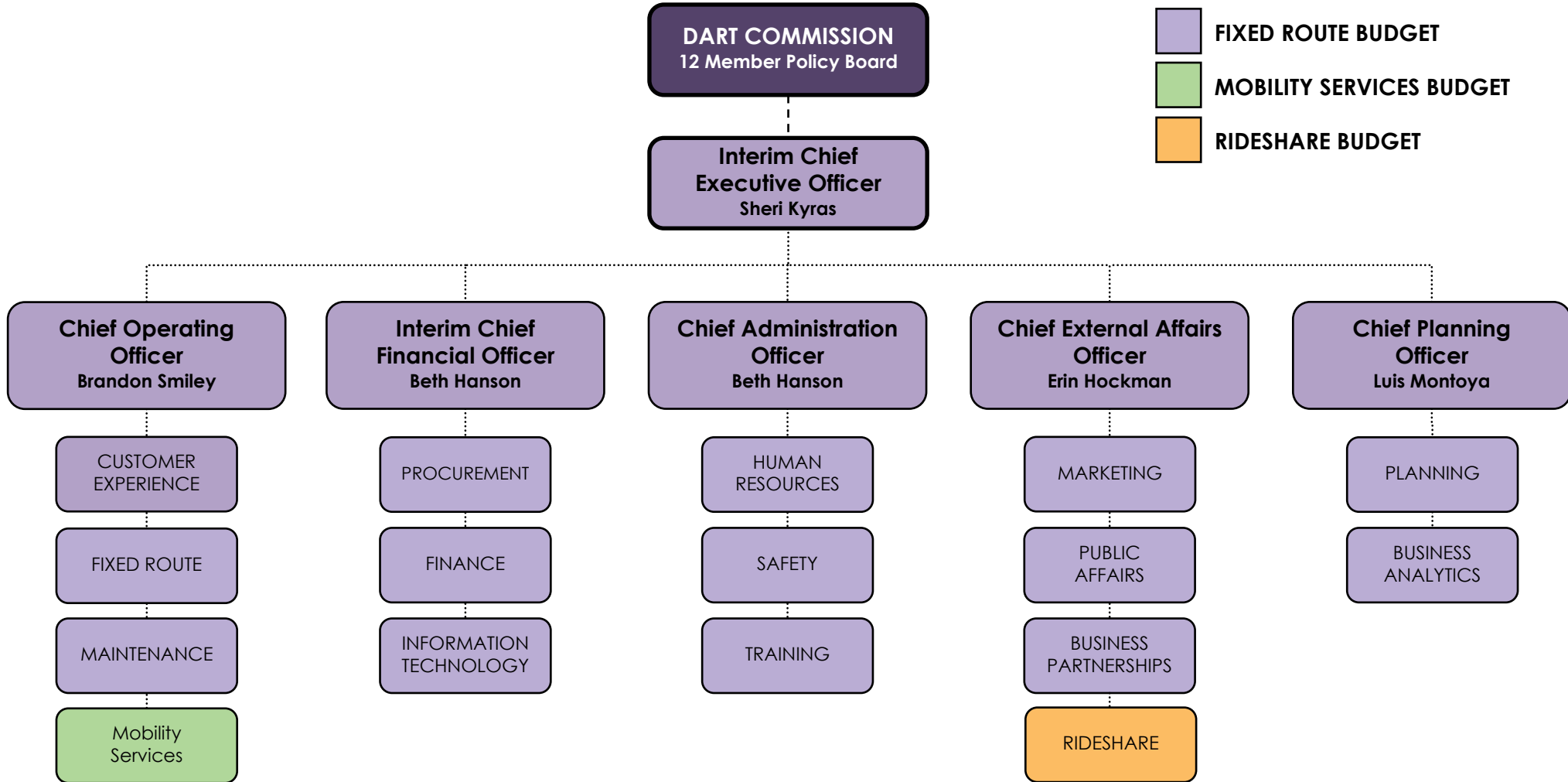
Foster an Engaged, Inclusive & Innovative Workforce

DART's employees are its greatest asset, and DART's ability to serve its customers relies heavily on its ability to recruit, retain and nurture an exceptional workforce.

- ▶ Ensure staffing levels and skills meet business needs
- ▶ Create a welcoming and empowering work environment
- ▶ Invest in our employees and provide pathways for growth and development



DART ORGANIZATIONAL STRUCTURE





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FY 2024 BUDGET OVERVIEW

<u>FY 2024 Operating Budget</u>	
Operating Revenue	\$5,863,250
Non-Operating Revenue	\$36,332,080
Total Revenue	\$42,195,330
Total Expenses	\$42,195,330
Surplus (Deficit)	\$0

<u>FY 2024 Federal Grant Funding for Capital</u>	
Federal Grant Capital Funding	\$8,742,095
Local Match Funding	\$2,150,000
Total Grant Funding	\$10,892,095
Total Capital Expenditures	\$10,892,095
Surplus (Deficit)	\$0



**Des Moines Area Regional Transit Authority
FY 2024 Budget**



FY 2024 BUDGET OVERVIEW

	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Operating Revenue	\$4,059,087	\$5,001,115	\$5,347,010	\$5,863,250	9.65%
Non-Operating Revenue	41,053,466	38,913,518	35,084,020	36,332,080	3.56%
Total Revenue	\$45,112,553	\$43,914,633	\$40,431,030	\$42,195,330	4.36%
Salaries, Wages and Fringes	\$22,354,146	\$21,747,233	\$26,182,000	\$27,609,330	5.45%
Services	3,140,546	3,989,367	4,284,510	4,309,040	5.88%
Building and Grounds Materials	128,507	152,436	249,000	294,500	18.27%
Office Supplies	38,031	45,620	61,250	53,850	(12.08%)
Fuels and Lubricants	1,539,600	1,918,989	2,533,860	2,610,200	3.01%
Tires	130,267	219,192	175,400	183,200	4.45%
Equipment Repair Parts	1,366,560	1,319,391	1,670,150	1,697,500	1.64%
Supplies and Materials	260,251	198,088	313,300	298,800	(4.63%)
Utilities	542,902	682,701	667,370	727,460	9.00%
Insurance	1,082,095	1,245,710	1,314,730	1,577,180	19.96%
Purchased Transportation	87,887	94,926	236,400	122,450	(48.20%)
Miscellaneous Related Expenses	806,073	603,171	570,400	561,820	(1.50%)
Local Match	1,468,223	1,638,949	2,172,660	2,150,000	(1.04%)
Total Expenses	\$32,945,087	\$33,855,773	\$40,431,030	\$42,195,330	4.36%
SURPLUS (DEFICIT)	\$12,167,465	\$10,058,860	\$0	\$0	



**Des Moines Area Regional Transit Authority
FY 2024 Budget**



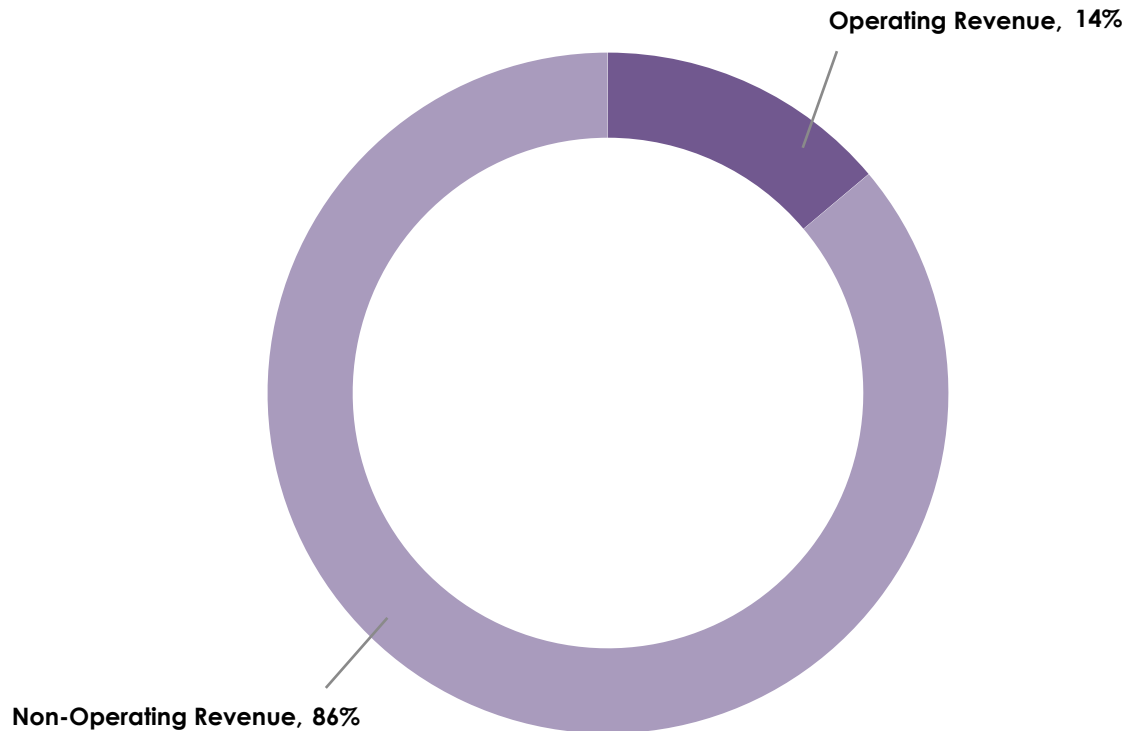
BUDGET SUMMARY - OPERATING REVENUE

	<u>Actual</u> FY 2021	<u>Actual</u> FY 2022	<u>Adopted</u> FY 2023	<u>Budget</u> FY 2024	<u>% Change</u> FY2023/ FY2024
OPERATING REVENUE					
Cash and Fares	\$2,260,339	\$2,498,890	\$2,873,660	\$3,021,105	5.13%
Other Contracted Services	1,358,833	1,707,542	1,768,350	2,036,280	15.15%
Polk County Funding	101,394	322,193	345,000	355,865	3.15%
Advertising Income	338,521	472,490	360,000	450,000	25.00%
TOTAL OPERATING REVENUE	\$4,059,087	\$5,001,115	\$5,347,010	\$5,863,250	9.65%
NON-OPERATING REVENUE					
Interest Income (Expense)	(\$151,725)	(\$121,347)	(\$110,000)	(\$72,000)	(34.55%)
Sale Of Scrap	10,243	1,050	7,500	10,000	33.33%
DCS Rental Income	76	889	10,000	1,000	(90.00%)
Miscellaneous Income	132,167	68,804	61,700	66,700	8.10%
Property Tax Revenue	22,458,500	23,470,428	24,958,050	26,081,140	4.50%
State Operating Assistance	1,900,257	2,142,699	1,800,000	2,064,240	14.68%
State Fellowships	10,694	55,762	0	0	0.00%
State Property Tax Backfill	732,382	774,358	680,000	583,000	(14.26%)
State Special Projects	0	0	0	0	0.00%
CMAQ Funds	266,472	98,022	51,770	93,000	79.64%
FEMA Revenue	178,496	0	0	0	0.00%
FTA ADA - 5307	475,000	0	475,000	475,000	0.00%
FTA Cabs - 5310	31,719	36,554	40,000	45,000	12.50%
FTA Operating Income	3,200,000	0	0	2,600,000	0.00%
FTA Operating Income - 5307 CARES	10,000,000	11,759,409	7,100,000	4,100,000	(42.25%)
FTA Planning Income	0	0	0	0	0.00%
FTA 5311 Rural	24,672	28,989	10,000	10,000	0.00%
FTA Lease Funds	675,428	582,859	0	0	0.00%
Local Match Revenue	1,109,085	15,042	0	275,000	0.00%
TOTAL NON-OPERATING REVENUE	\$41,053,466	\$38,913,518	\$35,084,020	\$36,332,080	3.56%
TOTAL REVENUE	\$45,112,553	\$43,914,633	\$40,431,030	\$42,195,330	4.36%



BUDGET SUMMARY - OPERATING REVENUE

**FY 2024 Operating Revenue
as a % of Total Revenue**



Revenue Assumptions:

- Residential rollback at 56.4919%, Commercial rollback at 90%
- Multi-Residential rollback now matches Residential rollback. Impact of more than \$2.5M cumulatively
- Property tax revenue growth held at 4.5% in alignment with 5 year financial plan
- Implementation year three of new property tax formula used to calculate levy rates. Rates are based 70% on old formula and 30% on new formula
- Loss of approximately \$100,000 in property tax backfill due to new legislation (7-year phase out)
- CARES Act funding is budgeted to cover expenses and revenue shortfall \$4.1 Million based on 5 year financial plan

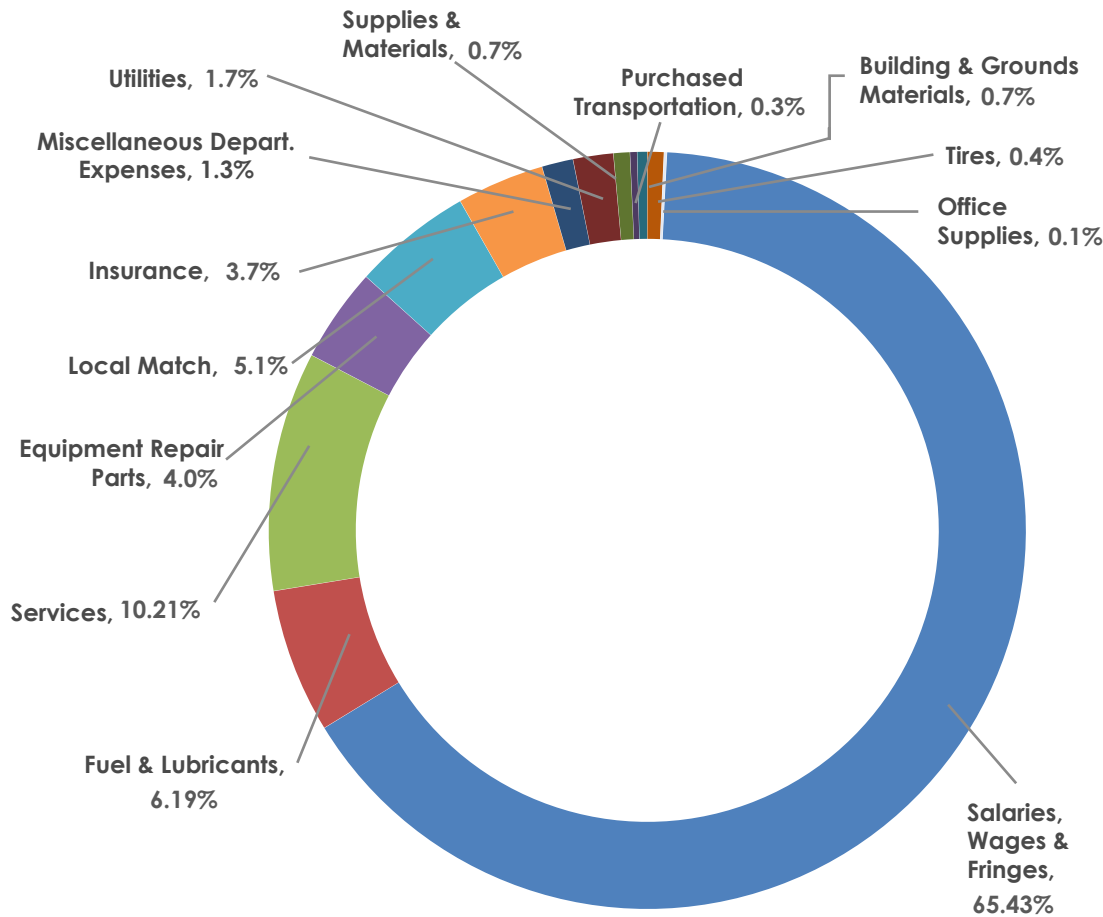


BUDGET SUMMARY - OPERATING EXPENSES

	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Salaries, Wages and Fringes	\$22,354,146	\$21,747,233	\$26,182,000	\$27,609,330	5.45%
Services	3,140,546	3,989,367	4,284,510	4,309,040	5.88%
Building and Grounds Materials	128,507	152,436	249,000	294,500	18.27%
Office Supplies	38,031	45,620	61,250	53,850	(12.08%)
Fuels and Lubricants	1,539,600	1,918,989	2,533,860	2,610,200	3.01%
Tires	130,267	219,192	175,400	183,200	4.45%
Equipment Repair Parts	1,366,560	1,319,391	1,670,150	1,697,500	1.64%
Supplies and Materials	260,251	198,088	313,300	298,800	(4.63%)
Utilities	542,902	682,701	667,370	727,460	9.00%
Insurance	1,082,095	1,245,710	1,314,730	1,577,180	19.96%
Purchased Transportation	87,887	94,926	236,400	122,450	(48.20%)
Miscellaneous Related Expenses	806,073	603,171	570,400	561,820	(1.50%)
Local Match	1,468,223	1,638,949	2,172,660	2,150,000	(1.04%)
TOTAL EXPENSES	\$32,945,087	\$33,855,773	\$40,431,030	\$42,195,330	4.36%



BUDGET SUMMARY - OPERATING EXPENSES



Expense Assumptions:

- Maintain existing service levels (including DART on Demand in Ankeny and cost neutral service changes in West Des Moines; grant funded service enhancements including Route 5 on weekends and River Bend pilot)
- 10% premium increase in health insurance expense
- 20% increase in property & liability insurance
- IPERS rates steady at FY23 levels
 - Employee rate 6.29%
 - Employer rate 9.44%
- Mobility Services/Paratransit fully staffed
- 3/4 FTE included for implementation of Paratransit Eligibility proposal
- CARES Act funding is budgeted to cover increased expenses and estimated revenue shortfall in line with 5 Year Financial Plan
- Hold overall expense growth to approximately 3%



**Des Moines Area Regional Transit Authority
FY 2024 Budget**



FY 2024 FIXED ROUTE BUDGET OVERVIEW

	<u>Actual</u> FY 2021	<u>Actual</u> FY 2022	<u>Adopted</u> FY 2023	<u>Budget</u> FY 2024	<u>% Change</u> FY2023/ FY2024
Operating Revenue	\$3,402,232	\$4,132,242	\$4,336,450	\$4,826,600	11.30%
Non-Operating Revenue	38,835,834	35,921,342	31,377,160	32,162,410	2.50%
Total Revenue	\$42,238,066	\$40,053,584	\$35,713,610	\$36,989,010	3.57%
Salaries, Wages and Fringes	\$20,802,104	\$20,585,540	\$23,223,920	\$24,305,610	4.66%
Services	3,065,105	3,828,508	4,162,310	4,175,840	0.33%
Building and Grounds Materials	128,507	152,436	249,000	294,500	18.27%
Office Supplies	37,933	44,854	60,500	53,100	(12.23%)
Fuels and Lubricants	1,228,809	1,486,612	2,100,760	2,139,000	1.82%
Tires	107,815	166,069	134,200	142,000	5.81%
Equipment Repair Parts	1,137,609	994,405	1,426,800	1,383,500	4.34%
Supplies and Materials	235,233	175,105	286,800	272,300	(5.06%)
Utilities	540,693	680,442	665,040	725,130	9.04%
Insurance	961,913	1,147,053	1,204,000	1,444,400	19.97%
Purchased Transportation	29,588	8,203	116,000	17,000	(85.34%)
Miscellaneous Related Expenses	107,954	(197,651)	960	109,230	11,278.13%
Local Match	1,265,443	1,596,767	2,083,320	1,927,400	(7.48%)
Total Expenses	\$29,648,707	\$30,668,343	\$35,713,610	\$36,989,010	3.57%
SURPLUS (DEFICIT)	\$12,589,359	\$9,385,241	\$0	\$0	



**Des Moines Area Regional Transit Authority
FY 2024 Budget**



FY 2024 MOBILITY SERVICES BUDGET OVERVIEW

	<u>Actual</u> FY 2021	<u>Actual</u> FY 2022	<u>Adopted</u> FY 2023	<u>Budget</u> FY 2024	<u>% Change</u> FY2023/ FY2024
Cash Fares	\$70,255	\$106,367	\$90,180	\$92,885	3.00%
Mobile Ticketing	9,041	18,708	16,080	24,120	50.00%
DART On Demand	0	1,962	10,000	10,000	0.00%
Other Contracted Services	122,658	127,762	149,300	153,780	3.00%
Polk County Funding	101,394	322,193	345,000	355,865	3.15%
Property Tax Revenue	1,686,240	1,761,500	1,849,500	1,932,700	4.50%
FTA Cabs - 5310	31,719	36,554	40,000	45,000	12.50%
FTA ADA - 5307	475,000	0	475,000	475,000	0.00%
FTA Operating Income - 5307 CARES		955,406	1,169,260	1,593,360	36.27%
FTA 5311 Rural	24,672	28,989	10,000	10,000	0.00%
Total Revenue	\$2,520,979	\$3,359,441	\$4,154,320	\$4,692,710	12.96%
Salaries, Wages and Fringes	\$1,408,971	\$2,231,247	\$2,801,870	\$3,138,120	12.00%
Services	73,185	159,324	63,000	69,000	9.52%
Office Supplies	70	365	500	500	0.00%
Supplies and Materials	25,018	22,983	26,500	26,500	0.00%
Fuels and Lubricants	191,609	276,727	294,200	301,200	2.38%
Tires	10,911	44,094	30,000	30,000	0.00%
Equipment Repair Parts	177,028	269,836	185,750	246,000	32.44%
Utilities	616	559	620	620	0.00%
Insurance	94,806	76,463	97,150	107,780	10.94%
Purchased Transportation	57,889	86,287	120,000	105,000	(12.50%)
Miscellaneous Related Expenses	474,717	512,686	445,390	445,390	0.00%
Local Match	64,780	42,182	89,340	222,600	149.16%
Total Expenses	\$2,579,599	\$3,722,752	\$4,154,320	\$4,692,710	12.96%
SURPLUS (DEFICIT)	(\$58,620)	(\$363,311)	\$0	\$0	



**Des Moines Area Regional Transit Authority
FY 2024 Budget**



FY 2024 RIDESHARE BUDGET OVERVIEW

	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Cash Fares	\$353,665	\$294,334	\$400,000	\$400,000	0.00%
Miscellaneous Income	0	828	1,200	1,200	0.00%
FTA Operating Income - 5307 CARES	0	208,898	161,900	112,410	(30.57%)
Total Revenue	\$353,665	\$504,060	\$563,100	\$513,610	(8.79%)
Salaries, Wages and Fringes	\$143,071	\$143,218	\$156,210	\$165,600	6.01%
Services	2,257	1,375	59,200	64,200	8.45%
Office Supplies	28	400	250	250	0.00%
Fuels and Lubricants	119,182	155,650	138,900	170,000	22.39%
Tires	11,540	9,029	11,200	11,200	0.00%
Equipment Repair Parts	51,923	55,150	57,600	68,000	18.06%
Utilities	1,594	1,700	1,710	1,710	0.00%
Insurance	25,376	22,194	13,580	25,000	84.09%
Purchased Transportation	410	435	400	450	12.50%
Miscellaneous Related Expenses	223,402	288,136	124,050	7,200	(94.20%)
Local Match	138,000	0	0	0	0.00%
Total Expenses	\$716,782	\$677,288	\$563,100	\$513,610	(8.79%)
SURPLUS (DEFICIT)	(\$363,117)	(\$173,228)	\$0	\$0	



FEDERAL FUNDING & CAPITAL PROGRAM

FEDERAL FUNDING SOURCE	TOTAL	OPERATING	CAPITAL
FTA Section 5307 Funds	\$8,913,867	\$3,190,859	\$5,723,008
FTA Section 5310 Funds	600,344	100,000	500,344
FTA Section 5311 Funds	10,000	10,000	0
FTA Section 5339 Funds	788,918	0	788,918
CMAQ Funds	92,392	92,392	0
Surface Transportation Funds (MPO designated)	1,500,000	0	1,500,000
TAP Funding	229,825	0	229,825
CARES-ACT Funding*	4,100,000	4,100,000	0
TOTAL FEDERAL GRANT FUNDING	\$16,235,346	\$7,493,251	\$8,742,095
DART Local Match (DART Operating Budget)			\$2,150,000
TOTAL LOCAL MATCH OBLIGATIONS			\$2,150,000
		TOTAL CAPITAL FUNDING	\$10,892,095
CAPITAL EXPENDITURE ALLOCATIONS			TOTAL
Fleet - 2 30-FT Buses, 8 Mobility Services Vehicles (5 Light Duty Buses & 3 Medium Duty), Bus Lease Payment			\$4,817,270
Facilities - DART Operations and Maintenance Facility, DART Central Station maintenance Projects			2,275,000
Passenger Amenities - Bus Shelters and art shelters			249,825
Support Equipment - Shop and support equipment, 6 support vehicles			1,200,000
Technology - Computer hardware replacement			2,350,000
TOTAL CAPITAL EXPENDITURES			\$10,892,095

*CARES funding discussed in Appendix B



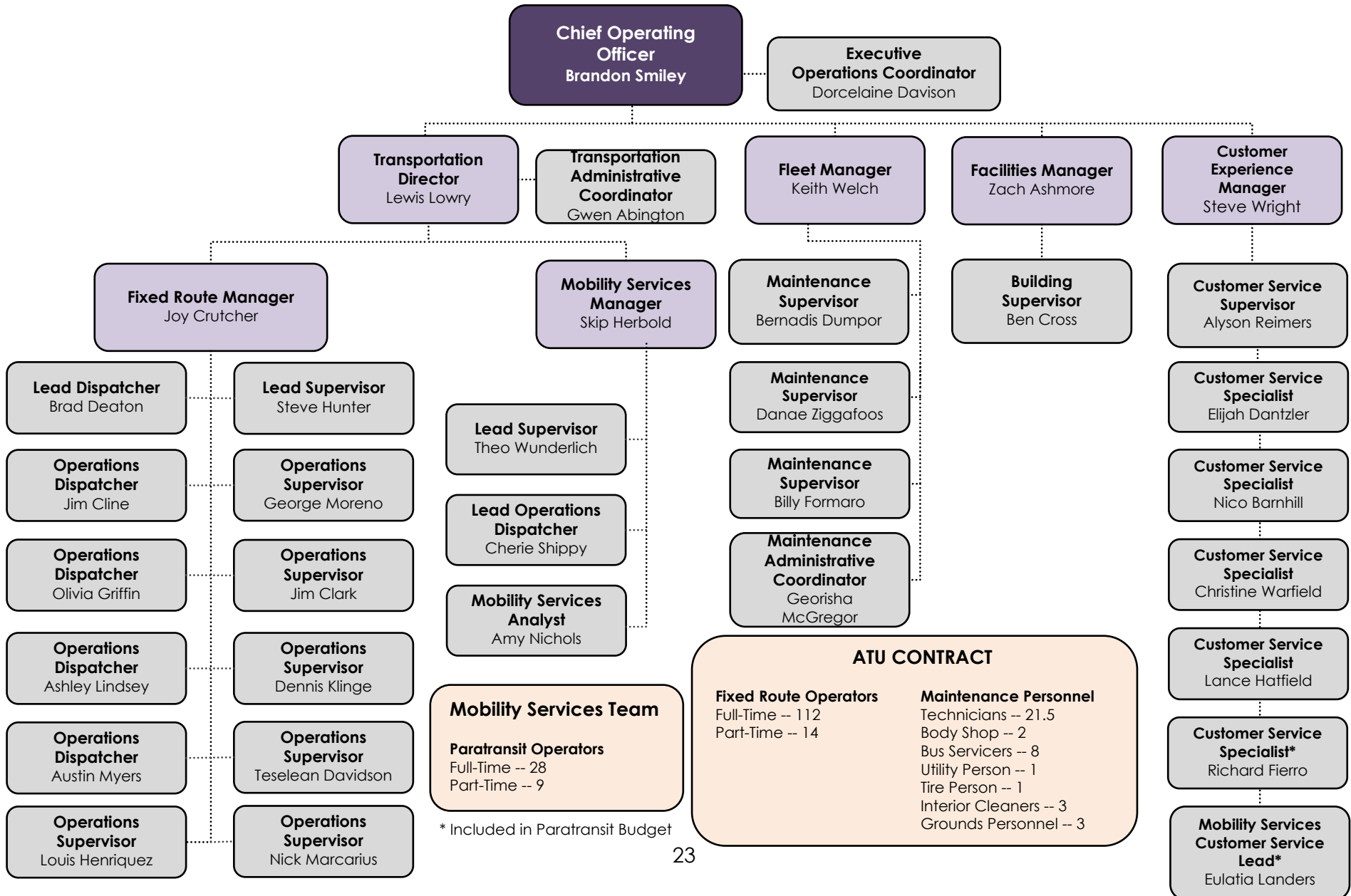
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Appendix A: Budgets by Department



OPERATIONS DEPARTMENT ORGANIZATION



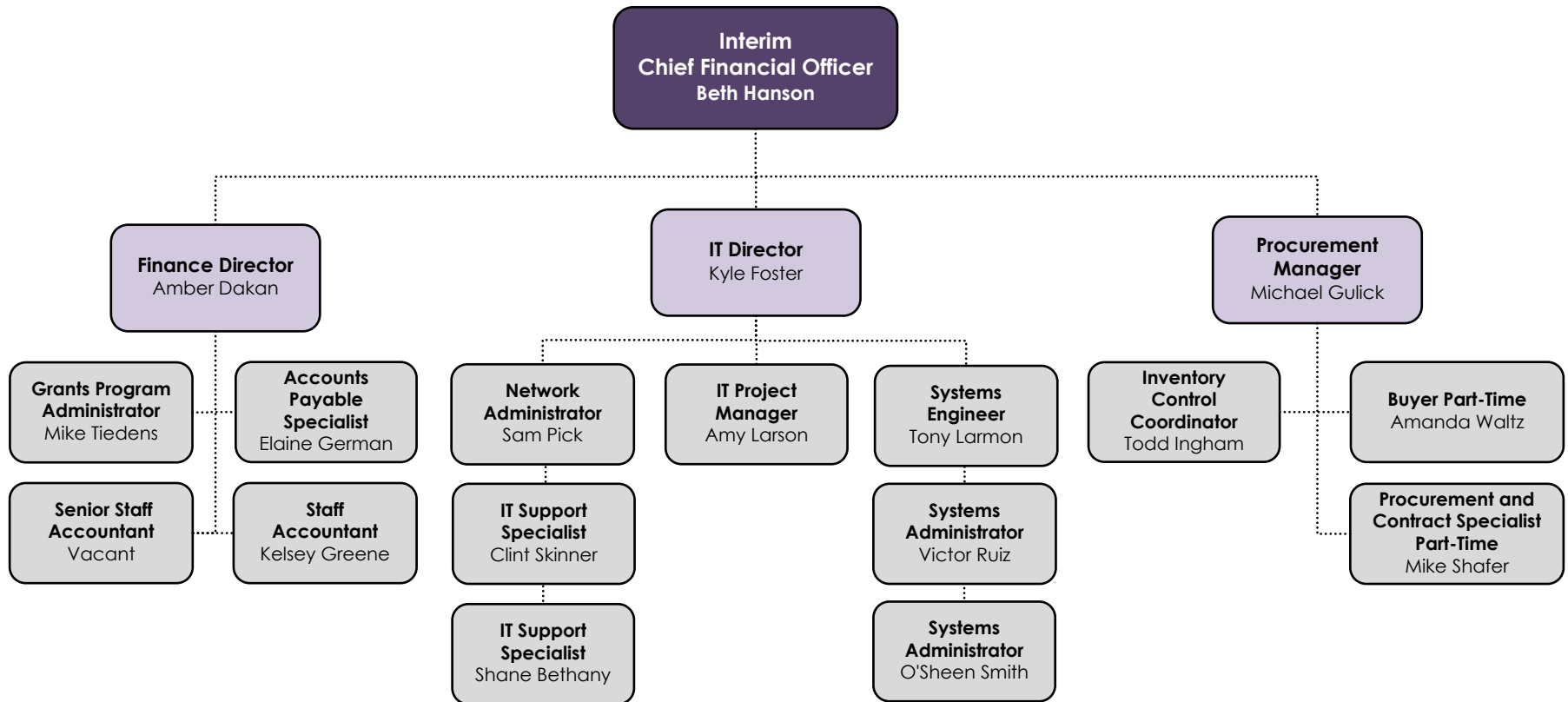


**OPERATIONS DEPARTMENT
Fixed Route, Vehicle Maintenance, Building & Grounds,
DART Central Station and Customer Experience Budgets**

<u>Expense Item</u>	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Salaries, Wages and Fringes	\$15,943,858	\$15,679,517	\$17,688,720	\$18,410,260	4.08%
Services	825,282	897,856	1,033,820	1,075,190	4.00%
Building & Grounds Materials	128,507	152,436	249,000	294,500	18.27%
Office Supplies	20,054	23,543	27,500	27,600	0.36%
Supplies and Materials	206,343	152,086	247,800	238,300	(3.83%)
Fuels and Lubricants	1,228,809	1,486,612	2,100,760	2,139,000	1.82%
Tires	107,815	166,069	134,200	142,000	5.81%
Equipment Repair Parts	1,137,609	994,405	1,426,800	1,383,500	(3.03%)
Utilities	227,398	294,317	335,930	349,810	4.13%
Purchased Transportation	729	686	2,000	2,000	0.00%
Miscellaneous Related Expenses	153,010	124,690	108,500	106,400	(1.94%)
Total	\$19,979,414	\$19,972,216	\$23,355,030	\$24,168,560	3.48%



FINANCE DEPARTMENT ORGANIZATION



ATU CONTRACT
Parts Room
Parts Clerk -- 1

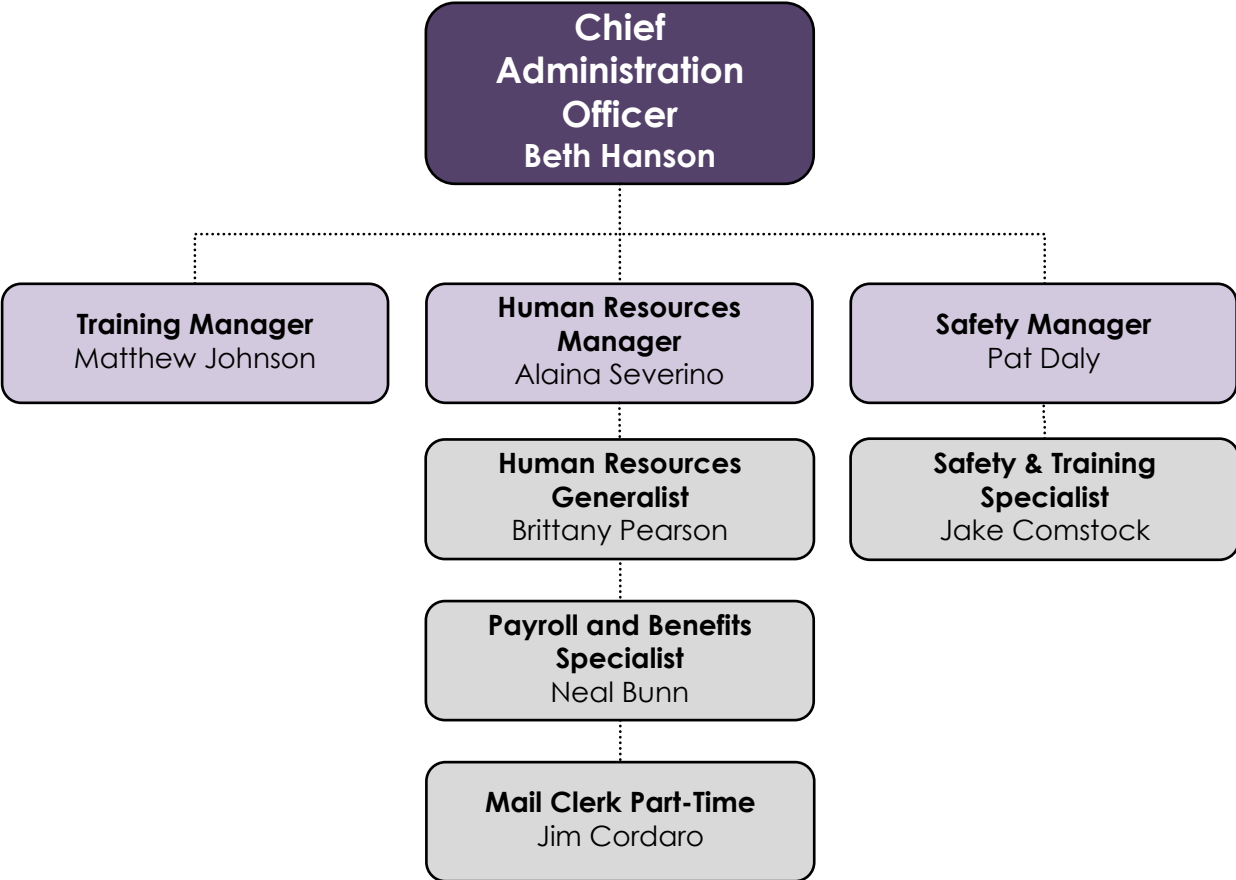


**FINANCE DEPARTMENT
Finance, Procurement and Information Technology Budgets**

<u>Expense Item</u>	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Salaries, Wages and Fringes	\$1,803,693	\$1,878,195	\$2,061,940	\$2,256,000	9.41%
Services	1,474,024	2,015,860	2,244,540	2,231,200	(0.59%)
Office Supplies	5,971	7,206	5,000	5,250	5.00%
Supplies and Materials	7,406	7,626	8,500	8,500	0.00%
Utilities	307,610	377,774	314,180	360,940	14.88%
Insurance	961,913	1,147,053	1,204,000	1,444,400	19.97%
Miscellaneous Related Expenses	(491,555)	(815,843)	(473,640)	(383,370)	(19.06%)
Local Match	1,265,443	1,596,767	2,083,320	1,927,400	(7.48%)
Total	\$5,334,507	\$6,214,638	\$7,447,840	\$7,850,320	5.40%



HUMAN RESOURCES DEPARTMENT ORGANIZATION



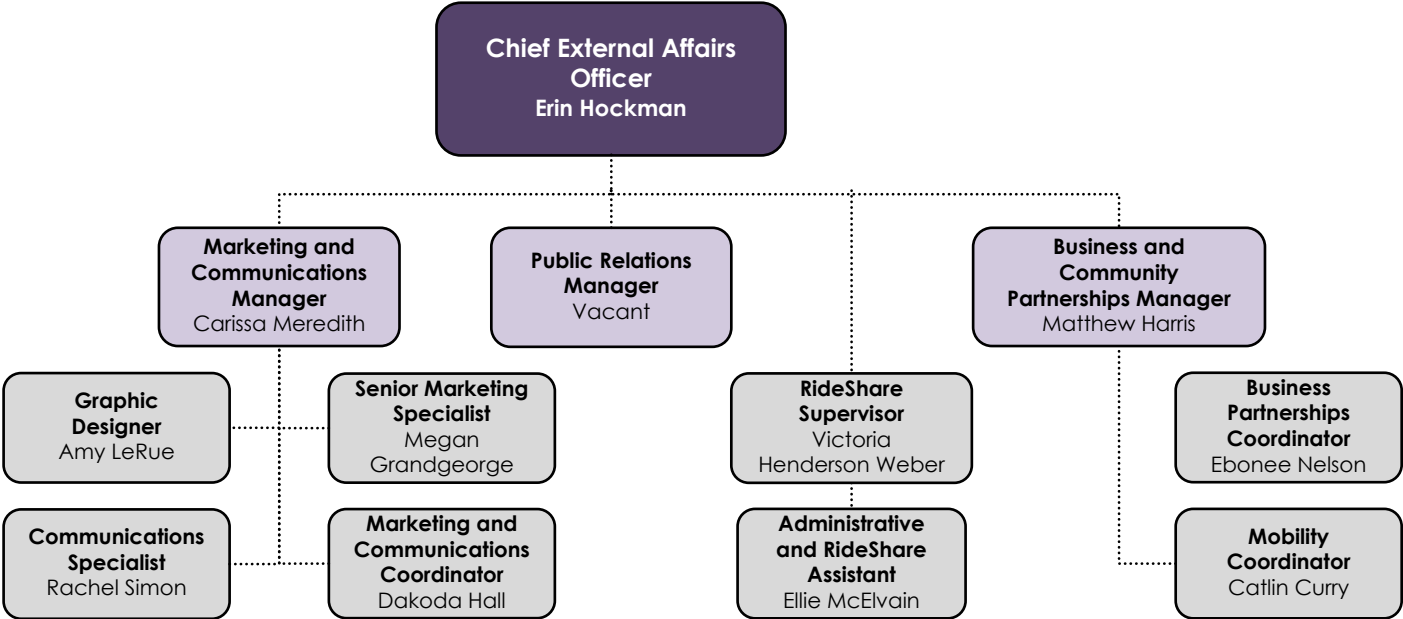


**HUMAN RESOURCES DEPARTMENT
Human Resources, Safety and Training Budgets**

<u>Expense Item</u>	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Salaries, Wages and Fringes	\$924,353	\$920,659	\$1,047,150	\$1,100,620	5.11%
Services	143,514	181,244	145,800	135,800	(6.86%)
Supplies & Materials	1,500	1,897	13,000	8,250	(36.54%)
Utilities	2,366	3,675	3,440	3,310	(3.78%)
Miscellaneous Related Expenses	220,247	264,271	183,900	189,000	2.77%
Total	\$1,291,979	\$1,371,746	\$1,393,290	\$1,436,980	3.14%



EXTERNAL AFFAIRS DEPARTMENT ORGANIZATION



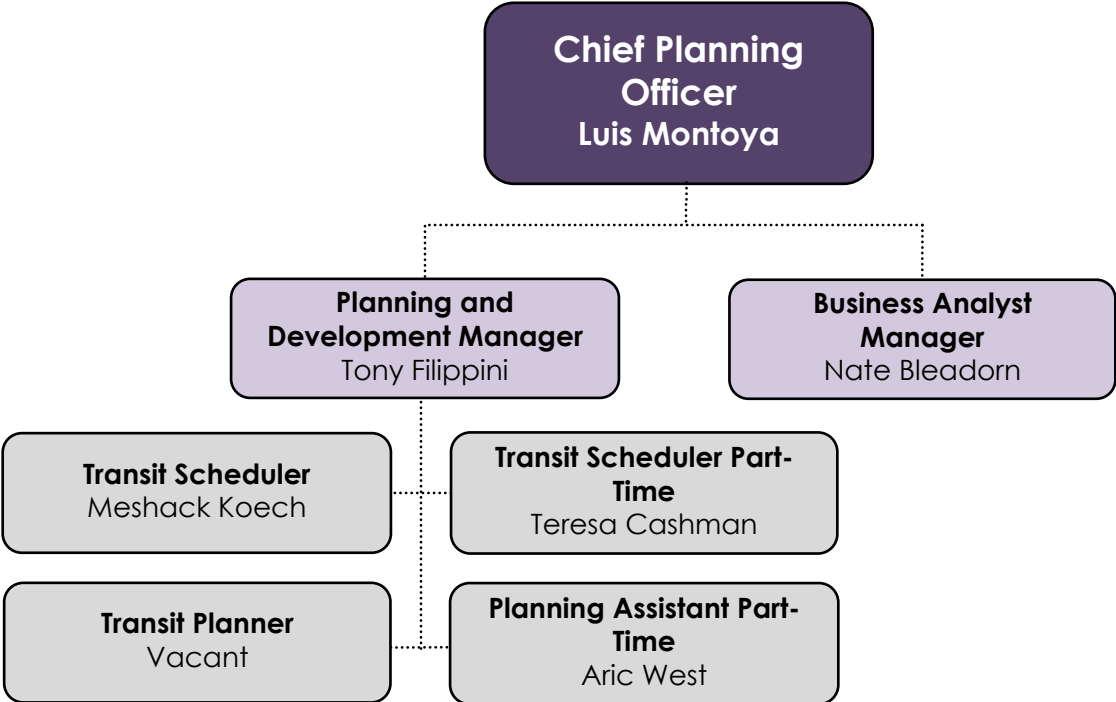


**EXTERNAL AFFAIRS DEPARTMENT
Advertising, Marketing and Business Partnerships Budgets**

<u>Expense Item</u>	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Salaries, Wages and Fringes	\$975,667	\$988,004	\$1,111,030	\$1,160,700	4.47%
Services	232,190	249,990	257,150	247,150	(3.89%)
Office Supplies	280	0	0	0	0.00%
Supplies and Materials	21,485	15,392	30,500	25,500	(16.39%)
Utilities	4,917	5,309	6,610	5,130	(22.39%)
Miscellaneous Related Expenses	20,012	29,702	32,500	32,500	0.00%
Total	\$1,254,550	\$1,288,397	\$1,437,790	\$1,470,980	2.31%



PLANNING DEPARTMENT ORGANIZATION



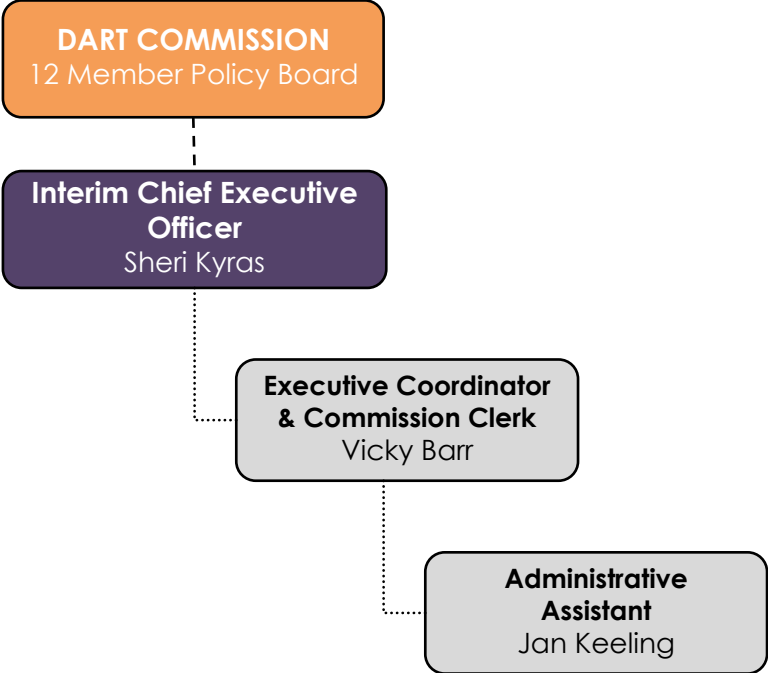


**PLANNING DEPARTMENT
Planning, Capital Planning and MOD Budgets**

<u>Expense Item</u>	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Salaries, Wages and Fringes	\$687,753	\$638,058	\$716,850	\$762,750	6.40%
Services	121,695	162,981	130,000	130,000	0.00%
Office Supplies	0	0	0	0	0.00%
Utilities	3,965	3,292	2,690	3,290	22.30%
Purchased Transportation	28,859	7,517	114,000	15,000	(86.84%)
Miscellaneous Related Expenses	12,082	10,907	7,700	7,700	0.00%
Total	\$854,353	\$822,754	\$971,240	\$918,740	(5.41%)



GENERAL ADMINISTRATION DEPARTMENT ORGANIZATION





GENERAL ADMINISTRATION DEPARTMENT BUDGET

<u>Expense Item</u>	<u>Actual FY 2021</u>	<u>Actual FY 2022</u>	<u>Adopted FY 2023</u>	<u>Budget FY 2024</u>	<u>% Change FY2023/ FY2024</u>
Salaries, Wages and Fringes	\$466,780	\$481,107	\$598,230	\$615,280	2.85%
Services	268,400	320,578	351,000	356,500	1.57%
Office Supplies	10,127	12,209	15,000	12,000	(20.00%)
Supplies and Materials	0	0	0	0	0.00%
Utilities	(5,564)	(3,924)	2,190	2,650	21.00%
Miscellaneous Related Expenses	194,159	188,623	142,000	157,000	10.56%
Total	\$933,902	\$998,592	\$1,108,420	\$1,143,430	3.16%



Appendix B: COVID-19 Funding Spending Plan



Des Moines Area Regional Transit Authority FY 2024 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 2024, 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 aimed for completion by the end of FY 22. At the end of FY2022, DART had approximately \$2 million remaining of CRRSAA funds which were completed in the first half of FY2023.

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
FY 2020	\$750,000				\$750,000
FY 2021	\$3,400,000	\$3,377,488			\$6,777,488
FY 2022	\$3,890,894	\$5,968,750	\$612,868	\$2,600,000	\$13,072,512
FY 2023*	\$4,500,000			\$2,600,000	\$7,100,000
FY 2024	\$4,100,000				\$4,100,000
ARPA Multi Year**		\$5,000,000	\$2,872,098		\$7,872,098
Total	\$16,640,894	\$14,346,238	\$3,484,966	\$5,200,000	\$39,672,098

* From Prior Year Stabilization Fund

**Estimated