



**NOTICE OF COMMISSION MEETING AND AGENDA
DES MOINES AREA REGIONAL TRANSIT AUTHORITY
DART MULTIMODAL ROOM, 620 CHERRY STREET**

ZOOM

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APRIL 7, 2026 – 12:00 PM

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2. ROLL CALL AND ESTABLISHMENT OF QUORUM	
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13. NEXT MEETING: Regular DART Meeting - Tuesday, May 5 – 12:00 p.m.	
14. 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.

TRAC REPORT

6: Transit Riders Advisory Committee (TRAC) Update

Resource: *Leola Jasinski, TRAC Chair*

A hybrid meeting of the Transit Riders Advisory Committee was held on Wednesday, March 25, 2026 and a quorum was met. Included are key highlights from the meeting's discussion.

- **Network Implementation Update:** Communications Specialist Brandon Wolf and Senior Marketing and Communications Manager Sarah Welch previewed rider communication and rider support plans for the upcoming network launch.
- **Bus Plus Program:** Chief Administrative and Strategy Officer Erin Hockman shared with TRAC how changes to DART's fixed routes change the amount of complementary Bus Plus service DART is required to provide, and the direction staff is seeking from the DART Commission at its April meeting.
- **DART Leadership Update:** Chief Administrative and Strategy Officer Erin Hockman provided an update that DART's CEO has accepted a position at Metro Transit in the Twin Cities. Currently the DART Commission is working on a leadership transition plan starting with a local search for a new CEO.

The next hybrid TRAC meeting is currently scheduled for Wednesday, April 29, 2026.

**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES
MEETING HOSTED IN-PERSON AND VIRTUALLY
620 CHERRY STREET, DES MOINES IA 50309
March 3, 2026**



(Meeting was held in a hybrid format)

Commissioners/Alternates Present and Voting:

Dean O'Connor, Todd Shafer, John Edwards, Connie Boesen, Paula Dierenfeld, Ben Champ, Angela Connolly, Bridget Carberry Montgomery and Joseph Jones

Commissioners Absent:

Matt Sillanpaa, Russ Trimble

Other Commissioners Present:

Justin Hollinrake, Sadie Gasparotto, Josh Mandelbaum

CALL TO ORDER

Chair Connie Boesen called the meeting to order at 12.00 p.m. Roll call was taken, and a quorum was present.

Notice of the meeting was duly published.

APPROVAL OF AGENDA

Chair Connie Boesen requested a motion to approve the agenda as presented.

It was moved by Dean O'Connor and seconded by Todd Shafer to approve March 3, 2026, agenda. The motion carried unanimously.

PUBLIC COMMENT

Heather Armstrong from Des Moines stated that the current manifests for our routes are out of date and will need to be replaced with the new network.

Garland Armstrong from Des Moines shared that one of our bus stops on Hubbell Avenue is not in the ground. DART staff to follow up appropriately.

TRANSIT RIDERS ADVISORY COMMITTEE (TRAC) UPDATE

Chair Connie Boesen shared that nobody was available to provide a verbal update and asked the commission to refer to their packets for the monthly report.

CONSENT ITEMS

- 7A - Commission Meeting Minutes – January 20, 2026
- 7B – Set FY 27 Budget Hearing Date
- 7C – Uniforms Services Contract Amendment
- 7D – December Consolidated Financials
- 7E – January Consolidated Financials

It was moved by Dean O'Connor and seconded by Bridget Carberry Montgomery to approve the consent items. The motion carried unanimously.

**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES – March 3, 2026**



ACTION ITEMS

8A – Audited FY25 Financials: Amber Dakan, Finance Director, advised that the audited financial statements were shared with the Executive Committee and introduced DART's auditor, Jodi Dobson, Partner, with Baker Tilly Virchow Krause, LLP. Jodi summarized the findings and recommendations as part of the completed FY 2025 Annual Audit.

It was moved by John Edwards and seconded by Todd Schafer to approve the FY25 Audited Financials as presented. The motion carried unanimously.

8B – Reimagine DART Implementation: Tony Filippini, Planning and Development Manager, provided a brief background of the Reimagine DART bus network with the goals, practices and key outcomes of the final bus network. The Title VI program was shared, along with the proposed service changes for Fixed Route, Paratransit services with fare policy updates and bus stop designs shared.

It was moved by Joseph Jones and seconded by John Edwards to approve the following actions related to the June 2026 service change. The motion carried unanimously. A. Approve the Title VI Service Equity Analysis for the June 2026 Service Change/B. Approve service changes effective June 14, 2026; including Fixed Route changes, ending Flex Connect and On Call zones, updated hours of service, and updated paratransit zone/C. Approve Paratransit Zone/D. Approve the Fare Policy/E. Approve the Bus Stop Design Guidelines

DISCUSSION

9A – Paratransit Service Area: Chair Connie Boesen asked the commission to refer to the printed material located at their seats for this agenda item and introduced Heidi Ganum, Senior Project Manager with Transpro to present the updated Bus Plus Program patterns.

9B – FY 2027 DART Budget Update: Mike Gulick, Senior Director of Finance and Compliance, provided an update on the FY 2027 budget developments so far.

WRITTEN DEPARTMENTAL MONTHLY REPORTS (BY EXCEPTION)

Chair Connie Boesen asked the Commission to refer to their packets to review the monthly reports, with an exception for a verbal CEO report.

- 10A – Operations and Planning
- 10B – External Affairs
- 10C – Human Resources
- 10D – Customer Service
- 10E – Chief Executive Officer
- 10F – Performance Report

Amanda Wanke, Chief Executive Officer, provided an update on the new monthly commission packet report format and asked commissioners to provide any feedback or comments on the changes if they have any. Amanda shared that the CEO mid-year report was included as a written document in the packet for review. Finally, verbal thanks were given to all those elected officials and staff that made huge efforts to pass the recent \$20 million bus and bus facilities grant that we have recently received for the new O & M facility. We are working with our delegation on an event at the facility and will keep the commission updated on when that is scheduled.

FUTURE AGENDA AND COMMISSIONER ITEMS

None

**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES – March 3, 2026**



NEXT MEETING

Chair Connie Boesen reminded the Commission that our next regular DART Meeting on Tuesday, April 7, 2026, at 12:00 p.m.

ADJOURN

Chair Connie Boesen adjourned the meeting at 1:06 p.m.

Chair

Clerk

Date

CONSENT ITEM



7B: FY2027 State of Iowa Consolidated Transit Grant Funding Application

Action: Approve the FY2027 Consolidated State Funding Application

Staff Resource: Mike Tiedens, Grants Program Administrator

Background:

This consolidated resolution will summarize the individual grant programs included in the annual State of Iowa Consolidated Transit Funding Application. The Iowa Department of Transportation's Public Transit Department requires this resolution to be assured that the applying transit system has the necessary local match resources and the ability to implement the projects according to its rules and regulations. All the projects in the application support capital and operating projects identified in the FY 2027 budgets.

Operating:

State Transit Assistance Formula Funds (STA)

- The State of Iowa allocates approximately \$21.3 million of the registration fees on new vehicle sales to transit; the funds are distributed annually to the 35 rural and urban public transit agencies in Iowa.
- The state estimates the allotment for DART in FY 2027 will be \$2.61 million, an increase of 13% over the current year. DART will be applying for the funds to offset operating costs.

5311 – Federal Rural Formula Program

- The state distributes these federal funds annually based on populations served by DART outside the defined Des Moines Urbanized Area.
- DART will be receiving approximately \$11,235 for FY 2027. DART will be applying for the funds to offset paratransit operating costs in the non-urban portions of Polk County.

Recommendation:

- Approve the grant submission as presented and outlined above.

CONSENT ITEM



7C: FY2027 State Public Transit Infrastructure (PTIG) Grant Application

Action: Approve the FY2027 PTIG Grant Application

Staff Resource: Mike Tiedens, Grants Program Administrator

Background:

The Public Transit Infrastructure Grant (PTIG) is a program that is funded annually by the state legislature for the vertical infrastructure needs of Iowa's transit systems and administered by the Public Transit Bureau of the Iowa Department of Transportation (DOT). The Iowa DOT requires a resolution to be assured that the applying transit system has the necessary local match resources and the ability to implement the projects according to its rules and regulations.

Projects can involve new construction, reconstruction, and/or remodeling. Projects are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. Grant funds can cover up to 80% of project expenses. No single transit system can receive more than 40% of available funds in a given fiscal year. Funding for FY 2027 is anticipated to be \$1.5 million, so transit systems are eligible to apply for a maximum of \$600,000.

In the past, DART was successful in obtaining grant awards to renovate the offices of the 1100 DART Way Operations and Maintenance facility and replace the revolving doors at DART Central Station.

Project and Funding Request:

Funding applications are due May 1, and DART is applying for \$425,000 for construction of the bus wash as part of Phase 2 of the new Operations and Maintenance Facility at 3500 Vandalia Road. This award would require a local match of \$106,250, which DART has budgeted for.

Recommendation:

- Approve the grant submission as presented and outlined above.

CONSENT ITEM



7D:	Executive Consulting Contracts Extension
Action:	Approve extending Contracts for up to one (1) year

Staff Resource: *Michael Gulick, Senior Director of Finance and Compliance*

Background:

Deibler & Company, Wixted, Inc., and Educational Data Systems Inc. provide critical executive consulting services that support DART's leadership, organizational strategy, and external relations.

All three firms were competitively procured through RFP FY22-R-012 and initially awarded two-year contracts in April 2022, with Commission-approved one-year extensions in April 2024 and April 2025. The current contract terms expire as follows:

- o Deibler & Company: April 26, 2026
- o Wixted, Inc.: April 18, 2026
- o Educational Data Systems Inc.: May 8, 2026

To date, DART has expended \$263,164 across all three contracts, reflecting a measured and targeted use of these services. The requested one-year extension is driven by three key considerations:

- **Continuity During a Critical Transition Period** - DART is entering a pivotal phase with the implementation of the Reimagine DART network redesign in June 2026. This initiative represents the most significant operational and financial transformation in recent years. Maintaining continuity in executive advisory support during this transition is essential to minimize disruption, and support decision-making at both the staff and Commission levels.
- **Cost Avoidance and Fiscal Responsibility** - These firms have developed deep institutional knowledge of DART's financial challenges, governance environment, and stakeholder landscape. Transitioning to new consultants at this time would require duplicative onboarding, analysis, and relationship-building—costs that would not provide additional value and would place further strain on DART's limited financial resources.
- **Organizational Stability and Capacity Support** - DART continues to experience turnover in key executive and management positions while also navigating complex political and public engagement challenges. These consultants provide critical continuity, strategic guidance, and capacity support that cannot be quickly or efficiently replaced in the near term.
- **Bridge to Future Procurement** - This extension is intended to serve as a one-year bridge, allowing DART to stabilize operations following the Reimagine DART implementation and align internal resources. At the conclusion of this period, DART anticipates being in a stronger

position to conduct a comprehensive and competitive RFP process for any future executive consulting needs.



CONSENT ITEM

7D; Executive Consulting Contracts Extension

Recommendation:

Approve extending the current Contracts for up to one (1) additional year for an additional combined not-to-exceed amount of \$125,000.

CONSENT ITEM



7E:	Benefits Broker Services Contract
Action:	Approve a one (1) year extension to the existing Benefits Broker Services contract with True North Companies and increase the total not to exceed amount by \$50,000

Staff Resource: *Michael Gulick, Senior Director of Finance and Compliance*

Background:

DART currently contracts with True North Companies to provide comprehensive Benefits Broker Services, including strategic planning, annual renewals, employee communications, compliance support, and negotiation of insurance and benefit programs.

The contract was originally awarded by the Commission in March 2021 following a competitive Request for Proposals (RFP) process for a three (3) year term with two (2) additional one (1) year options, for a total not to exceed amount of \$230,000. True North has demonstrated strong performance, industry expertise, and a deep understanding of DART's workforce, benefits structure, and compliance requirements throughout the contract term.

The requested one-year extension and additional funding are supported by the following considerations:

- **Continuity During a Critical Transition Period**
DART is entering a pivotal phase with the implementation of the Reimagine DART network redesign in June 2026, representing a significant operational and financial transformation. Maintaining continuity in benefits advisory and brokerage services during this period is essential to minimize disruption, ensure stability in employee benefits administration, and support informed decision-making for both staff and the Commission.
- **Cost Avoidance and Fiscal Responsibility**
True North has developed deep institutional knowledge of DART's workforce demographics, benefits programs, and financial constraints. Transitioning to a new broker at this time would require duplicative onboarding, market analysis, and re-establishment of vendor relationships—resulting in additional costs without corresponding value and placing further strain on limited resources.
- **Organizational Stability and Capacity Support**
As DART continues to navigate turnover in key leadership and management roles, along with complex operational and external challenges, True North provides consistent expertise and capacity in managing a critical function. Their support ensures continuity in benefits administration, compliance, and strategic planning that cannot be quickly or efficiently replaced.
- **Avoidance of Disruption During Active Benefits Cycles**
Changing brokers during active plan years, renewals, or open enrollment cycles introduces risk to employee experience, compliance timelines, and administrative efficiency. Maintaining the current provider ensures a seamless continuation of services.



CONSENT ITEM

7E: Benefits Broker Services Contract

- **Bridge to Future Procurement Strategy**

This extension allows DART to align future procurement with broader organizational priorities and timing, ensuring a more strategic and comprehensive competitive process.

Recommendation:

Approve a one (1) year extension to the existing contract with True North Companies for Benefits Broker Services and increase the contract amount by \$50,000, for a revised total not to exceed amount of \$280,000.

CONSENT ITEM



7F:	On-Call Architecture and Engineering Consulting Services Contract
Action:	Approve an increased not-to-exceed amount of \$200,000 for a contract with Substance Architecture for On-Call Architecture and Engineering Consulting Services

Staff Resource: *Michael Gulick, Senior Director of Finance and Compliance*

Background:

DART utilizes on-call Architecture and Engineering (A&E) consulting services to support current facility improvements, maintenance projects, and development of transit-related infrastructure, including mobility hubs and related assets. These services are assigned on a task order basis to provide flexibility in addressing a range of small to mid-sized projects as needs arise. These on-call services are different than the new operations and maintenance facility A&E services which are under a separate contract.

The contract was procured through a competitive Request for Qualifications process (FY24-Q-001), consistent with Brooks Act requirements for qualifications-based selection of A&E services. Three (3) firms submitted proposals, and following evaluation, Substance Architecture and OPN Architects were selected as the most qualified firms based on experience, project approach, and demonstrated ability to support DART's needs.

The contract term is for an initial one (1) year period with up to four (4) one-year renewal options, for a total potential term of five (5) years. Task orders are issued on an as-needed basis throughout the contract term. Following award, DART and OPN Architects were unable to reach agreement on final cost structures for task order execution. As a result, the contract with OPN Architects was terminated, and services are being provided by Substance Architecture.

The Substance Architecture contract was originally executed under the administrative approval threshold of \$100,000. Due to the ongoing need for these services and an increased volume of facility and infrastructure-related projects, the total not to exceed amount is being increased to \$200,000, requiring Commission approval.

Funding:

Funding will come from a combination of operating and capital project budgets, as applicable to each task order.

Recommendation:

Approve a contract with Substance Architecture for On-Call Architecture and Engineering Consulting Services for a total not to exceed amount of \$200,000.

CONSENT ITEM

7G:	Unallocated Funds Assignment
Action:	Approve the placement of Unallocated Reserves summing to \$3,978,369 within the General Fund, Stabilization Reserve and Capital Reserve as recommended.

Staff Resource: *Amber Dakan, Finance Director*

Background

- DART updated its Reserve Fund Policy in FY 2025 to include an Unallocated Reserve defined as: “a temporary holding reserve to capture unassigned, unrestricted funds resulting from operational efficiencies or other savings”.
- The reserve levels of the agency are measured at the conclusion of each fiscal year. At the end of FY 2025, DART allocated \$3,978,369 to the Unallocated Reserve.
- During the FY 2027 Budget Workshop, staff presented the recommendation of allocating these funds as follows:
 - Designate \$900,000 of Unallocated funds for one-time needs in FY27 to be kept in General Reserve
 - Designate \$637,135 to the Stabilization fund bringing that balance to \$1.25M
 - Designate \$2,441,234 to Phase 2 Operation and Maintenance Facility construction to be placed in Capital Reserve

Recommendation

- Approve the placement of Unallocated Reserve dollars into the General Fund, Stabilization Reserve and Capital Reserve as recommended.



CONSENT ITEM

7H: February FY 2026 Consolidated Financial Report

Action: Approve the February FY 2026 Consolidated Financial Report

Staff Resource: Kayley Alexander, Accounting Manager

Year-to-Date Budget Highlights

Revenue:

- Fixed Route operating revenue is trending above budget by 8.4%. Other contracted services and school funding are trending well above budget due to contract and school year timing.
- Fixed Route non-operating revenue is trending above budget by 1.6% so far. We have already drawn down the full amount of 5307 operating funds for the year, and interest income is also coming in above budget.
- Mobility Services operating revenue is coming in 4.1% under budget so far this fiscal year. Polk County funding and cash fares are trending below budget.
- Mobility Services' non-operating revenue is coming in 2.3% above budget. We are drawing down more 5310 elderly/disabled grant dollars than budgeted to help reimburse for our taxi and UZURV expenses.
- Caravan revenues are under budget by 43.9% due to fewer vanpools in operation. Our last remaining vanpool with Quantum Plastics ended March 1 due to Whirlpool facility layoffs. It was one of our highest generating revenue vanpools due to the distance traveled each day.

Operating Expense:

- Fixed Route year-to-date operating expenses are 5.7% over budget. This is due to the large accounting entries mentioned in the October report related to losses on disposal of six Proterra buses and one heavy-duty bus that was totaled in a fire.
- Mobility Services operating expenses are trending very close to budget year to date. Purchased transportation is trending over budget so far, while fuel and lubricants and equipment repair parts are trending under budget.
- Caravan operating expenses are under budget by 16.1% due to fewer vanpools in operation. Fuel and lubricants as well as services are trending the most under budget.

One-Time Expenses (Reserves)

- Through the first eight months of the fiscal year \$24,636 has been expensed of the \$650,000 Reimagine DART Implementation budget.

Recommendation

Approve the February FY2026 Consolidated Financial Report.

TOTAL Un-Audited Performance of February FY 2026 Year-to-Date as Compared to Budget:

Fixed Route	\$ (834,587)	Reserve for Accidents (See Balance Sheet):
Mobility Services	\$ 67,333	\$366,686
Caravan	\$ (30,655)	
<u>Total</u>	\$ (797,909)*	*Primarily due to loss on disposition of assets

**Note: January Caravan financials are also included in this packet as they were not reported last month due to a system transition.

FY2026 Financials:

February 2026

FIXED ROUTE	February 2026			Year-To-Date-(8) Months Ending 2/28/2026		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	443,853	385,617	58,236	3,345,148	3,084,933	260,215
Non-Operating Revenue	3,618,430	2,814,305	804,125	22,866,623	22,514,440	352,183
Subtotal	4,062,283	3,199,922	862,361	26,211,771	25,599,373	612,398
Operating Expenses	2,642,381	3,172,600	530,219	26,827,785	25,380,800	(1,446,985)
Gain/(Loss)	1,419,902	27,322	1,392,580	(616,014)	218,573	(834,587)

MOBILITY SERVICES	February 2026			Year-To-Date-(8) Months Ending 2/28/2026		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	51,627	61,150	(9,523)	469,304	489,200	(19,896)
Non-Operating Revenue	441,033	442,699	(1,666)	3,624,383	3,541,593	82,790
Subtotal	492,660	503,849	(11,189)	4,093,687	4,030,793	62,894
Operating Expenses	495,766	503,849	8,083	4,026,354	4,030,793	4,439
Gain/(Loss)	(3,106)	-	(3,106)	67,333	-	67,333

CARAVAN	February 2026			Year-To-Date-(8) Months Ending 2/28/2026		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	11,667	32,750	(21,083)	106,266	262,000	(155,734)
Non-Operating Revenue	5,226	2,917	2,309	53,944	23,333	30,611
Subtotal	16,893	35,667	(18,774)	160,210	285,333	(125,123)
Operating Expenses	60,797	73,551	12,754	493,938	588,407	94,469
Gain/(Loss)	(43,904)	(37,884)	(6,020)	(333,728)	(303,073)	(30,655)

SUMMARY	February 2026			Year-To-Date-(8) Months Ending 2/28/2026		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	507,147	479,517	27,630	3,920,718	3,836,133	84,585
Non-Operating Revenue	4,064,689	3,259,921	804,768	26,544,950	26,079,367	465,583
Subtotal	4,571,836	3,739,438	832,399	30,465,668	29,915,500	550,168
Operating Expenses	3,198,944	3,750,000	551,056	31,348,077	30,000,000	(1,348,077)
Gain/(Loss)	1,372,892	(10,563)	1,383,455	(882,409)	(84,500)	(797,909)

One-Time Expenses (Reserves)	February 2026 YTD	
	Actual	Budgeted
Reimagine DART Implementation	24,636	650,000
Workforce Shuttles	-	100,000
Process Improvement	-	200,000
	24,636	950,000

PUBLIC HEARING

8: Public Hearing on Proposed FY2027 DART Budget and Tax Levy Rates

Staff Resource: *Amber Dakan, Finance Director*

Background

- Per the 28M Agreement and Section 28M.4 of the Iowa Code, 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.
- Any written correspondence received prior to the meeting will be available for review.

Public Hearing Procedures:

- Any participants wishing to speak on the proposed subject should sign up in advance on the appropriate speakers list.
- If necessary, DART staff will make a brief presentation regarding the subject of the hearing prior to receiving comment.
- Speakers will be asked to state their:
 - Name
 - Address
 - Affiliation (if any)
- Speakers will be asked to limit their remarks to 3 minutes.
- Written comments/emails received to date will be made available to anyone wishing to review them.

ACTION ITEM

8A:	FY 2027 Budget and Tax Levy Rates
Action:	Certify the Proposed FY 2027 DART Budget and the FY 2027 Regional Transit Authority Tax Levy Rates as presented

Staff Resource: *Amber Dakan, Finance Director*

Background

- A workshop was held with Commissioners and City Managers on February 18 where staff outlined the proposed FY 2027 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 7, 2026
12:00 P.M.
DART Offices – 620 Cherry Street
Des Moines, Iowa 50309

- The public hearing will be held on April 7 and upon closing will transition to the regularly scheduled DART Commission meeting where the Commission will consider adopting the FY 2027 budget in advance of the 28M Agreement's deadline of April 30, 2026.

FY2027 Budget

- The FY 2027 budget untangles multiple complexities from prior years and takes into consideration many new items as well.
- FY 2027 includes the implementation of the Reimagined bus network with 10% fewer service hours and the addition of two new microtransit zones.
- Expenses are 2.65% less than the current year, coming in just shy of the targeted 3% reduction in expenses.
- Separately from the FY 2027 operating budget, staff are proposing the use of up to \$900,000 in reserve funding collected through higher-than-normal interest rates to fund a few non-recurring initiatives that do not add to ongoing expenses in future years. Those projects are:
 - Attrition/Retention Plan for Reimagine network transition: \$250,000
 - Process Improvement (carryover/unused from FY26): \$200,000
 - Safety & Security training and planning: \$100,000
 - Workforce Shuttle (\$100,000 carryover/unused from FY26): \$150,000
 - Contingency & Emergency Repairs at DART Way: \$200,000
- FY 2026 revenue assumptions include:
 - Residential/multi-residential rollback at 44.53%, Commercial rollback at 90% for value exceeding \$150,000
 - Underlying local tax revenue is flat. The reported increase of 5.0% is attributable entirely to the removal of \$2.6 million in MPO grant funding that reduced property tax needs in FY 2026
 - Year six of DART property tax formula implementation: 40% old formula/60% new formula
 - Revenue was reduced in operating fares due to service reduction as well as property tax backfill (7-year phase out from the State), and the loss of Pleasant Hill and Bondurant
 - Additional \$1 million in federal grant funding will be converted to operating support



ACTION ITEM

8A: FY2027 Budget and Tax Levy Rates

- Operating budget eliminates one-time reserve funding for ongoing operations
- FY 2027 expenditure assumptions include:
 - Phase 1 of the new Operations & Maintenance Facility will be operational
 - Increases in health (10%), property & casualty (10%), and workers compensation (20%) insurance premiums
 - Purchased transportation increased due to a shift toward our taxi and TNC partners providing more paratransit trips at lower costs
 - Local match budgeted to meet the needs for FY 2027 FTA grant funding
 - All remaining expense categories see a decrease in budget over prior year

Proposed Tax Levies:

- The proposed tax rates listed are calculated based on the FY 2027 property tax formula.

Jurisdiction	FY2027 DART Levy	FY 2027 Annual Cost for \$200K Home	Jurisdiction	FY2027 DART Levy	FY 2027 Annual Cost for \$200K Home
Altoona	\$.719	\$64.02	Johnston	\$.612	\$54.52
Ankeny	\$.639	\$56.93	Unincorporated Polk County	\$.480	\$42.83
Bondurant	\$.000	\$0	Urbandale	\$.627	\$55.86
Clive	\$.559	\$49.75	West Des Moines	\$.940	\$83.75
Des Moines	\$.95 + \$2,935,224	\$84.62	Windsor Heights	\$.900	\$80.16

Recommendation:

- Certify the Proposed FY 2027 Budget and Regional Transit Authority Tax Levy Rates as presented.

ACTION ITEM

9A:	DART Enterprise Resource Planning (ERP) Replacement Software
Action:	Approve a ten (10) year contract for NetSuite for Government software licensing and professional services with Oracle for a not to exceed amount of \$1,358,851.00.

Staff Resource: *Amber Dakan, Finance Director*

Background

- DART's current ERP system, Dynamics GP, was implemented in 2009 and will no longer be supported in 2029. Staff plan to move over to a new system in 2028.
- DART will replace upwards of seven (7) separate systems with its new ERP system and eliminate dedicated hardware and hardware licensing.
- The selected ERP system shall be an integrated cloud solution to include software and subscription, implementation, data conversion, integrations, training, and additional services.

Procurement

- NEORide is a membership-based Council of Governments (COG) that allows for joint procurements among its members and complies with federal procurement standards.
- DART plans to use the NEORide contract for purchase of the ERP solution, NetSuite for Government. NEORide has signed a cooperative purchase agreement with Oracle to allow use of the NetSuite for Government software and services contract to be utilized by DART.
- A Request for Information (RFI) was published October 17, 2023, for ERP Systems by NEORide which ultimately yielded four (4) demonstrations and responses.
- Subsequently, a Request for Proposals (RFP) was published July 29, 2024, with proposals due September 6, 2024.
- Five (5) RFP responses were received through the NEORide procurement held for ERP solutions and were evaluated on: Adherence to RFP, Presentation Content, Ability to Fit Public Transit, and Technical Components. Oracle NetSuite for Government scored the highest and was deemed the recommended responsive and responsible bidder.
- DART's ERP implementation committee held a formal product demonstration on October 8, 2025, with the selected firm as well as multiple informal preparation demonstrations to date.
- The proposed solution includes all elements of DART's required functionality within one system with significant enhancements from the current antiquated products.

Contract & Funding

- Implementation, data migration, integrations, and training costs of approximately \$358,851 will be funded from federal formula funds in DART's capital budget with the corresponding local match. This falls under the Capital Plan's designated \$1 million expenditure for the project.
- *DART continues to negotiate implementation terms and costs with the anticipation of improvement.

ACTION ITEM

9A: DART Enterprise Resource Planning (ERP) Replacement Software



Implementation Services (Capital Funded)		Professional Services	Materials & Travel	Total Estimated Expenses
Time & Materials Services		\$326,226.00	\$32,625.00	\$358,851.00
Sub-Total Services				\$358,851.00*

- The Oracle contract is proposed as a 10-year term with a 10% increase in the annual rate occurring in year 4 and 7 as shown in the chart below.
- Annual licensing for the hosted environment and user licenses will be funded through the operating budget and is comparable to the cumulative costs of the current maintenance and support contracts that will be discontinued when the new ERP system is implemented.

Cloud Services (Operating Funded)	Quantity	Term	Unit Price	Net Fee
Years 1-3	3	Annual	~\$85,000	~\$255,000
Years 4-6	3	Annual	~\$95,000	~\$285,000
Years 7-10	4	Annual	~\$115,000	~\$460,000
Sub-total Licenses				\$1,000,000.00

Total				\$1,358,851.00
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Recommendation

- Approve a contract with Oracle/NetSuite for Government for implementation expenses not-to-exceed \$360,000 and up to ten (10) year's annual licensing expenses not-to-exceed \$1,000,000. Total not-to-exceed of \$1,358,851.00 without prior Commission approval.

11: Operational Report

Staff Resources: *Amanda Wanke, Chief Executive Officer*

People

Employee of the Month: Operations Supervisor Pamela Cozad has been selected as February Employee of the Month! Pamela Cozad received three nominations recognizing her dedication to excellence, thorough investigations, and commitment to customer safety. She went above and beyond while investigating a bus pass misuse incident, coordinating with leadership and even coming in on her day off to ensure the investigation was completed. Pam was also recognized for assisting lost and missing students, working through language barriers and working with DMPS to ensure the students safely reached their destinations. Her attention to detail, compassion, and commitment to customer service make a meaningful impact on the communities DART serves.



Assisting DMPD Locate a Missing Person: On March 4, DART staff assisted the Des Moines Police Department with locating a missing person and returning them to their nursing home. A woman was reported missing from a local nursing home, and she was eventually located at DART Central Station. Her caregivers were notified and able to get her home safely. DART staff have a strong working relationship with local police and are glad to assist whenever needed.

CEO Farewell Social Event: Please join us immediately after the May 5 Commission meeting for sweet treats to celebrate and say farewell to DART CEO, Amanda Wanke. More information will be shared in the upcoming weeks.

DART in the Community

Partner Presentations: DART has been giving updates on Reimagine DART and the new bus network implementation to stakeholder groups, including the Homeward board and United Way of Central Iowa nonprofit directors.

Unlimited Access Partnership Updates:

- The Beacon is expected to become a member, providing access to about 34 residents.
- The Annex Group is expected to become a member, providing access to residents at The Union at Rivers Edge, a new apartment complex with 216 units.
- The Wittern Group is no longer a member but is buying monthly passes for some employees.
- Kemin Industries is in the process of ending its partnership in June when Route 2 serving Kemin's campus will be discontinued.

OPERATIONAL MONTHLY REPORT

11: Operational Report



Network Implementation: DART is preparing for major community engagement efforts to prepare riders and the community for launching new bus routes. Activities include:

- Week of April 15: Launch “New Ways to Move” marketing campaign to promote network changes.
- Week of April 20: Provide overview presentations for DART partners.
- Week of April 27: Publish schedules and bus stop locations and communicate with riders.
- May-June: Hold open houses for riders to plan trips with DART staff
- May 29: Launch new website; host bus tour of Route 4 for elected community and business leaders
- Week of June 14: Staff key locations to support riders.

Reimagine DART Launch Preparations

Bus Stop Sign Installation: DART has received the first shipment of new bus stop signs and will begin installing them in early April.



DART's Fuel Price:

Fuel Price Impacts: DART's strategy for purchasing fuel relies heavily on long-term contracts in which we lock-in favorable rates in order to avoid price shocks and plan our annual budget. We anticipate that 90% of DART's fuel will come from these long-term contracts at below-market rates, and roughly 10% of fuel will be purchased at market rates. Even with current and forecasted higher market rates, we do not anticipate budget impacts at this time.

DART in the Media:

[Iowa State Fair replaces Southeast Polk High School with new park-and-ride option](#)

KCCI, 3/19/26

[Wanke leaving DART for Minnesota transit agency](#)

Business Record, 3/13/26

[Amanda Wanke steps down as DART CEO](#)

Des Moines Register, 3/12/26

Government Relations:

Impact to DART of Proposed Property Tax Bills:

- **SF 2472:** SF 2472 is the most favorable property tax proposal for DART. It places a 5% cap on property tax revenue collected by DART and reduces the property tax cap

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from \$0.95 to \$0.80. As long as the proposed changes to the rollback remain in place, DART will not be significantly impacted by the change in the cap.

- **HF 2745:** Caps all property tax revenue, including the transit levy, at 2%. A 2% cap limits DART's ability to levy cities based on level of service as the new funding formula calls for.

Impact to DART of Proposed Bill Requiring English Agency Proficiency: DART is monitoring SF2426, which requires English proficiency testing for CDL drivers at the time of renewal and application. All of DART's CDL holders and employees use English-only materials and are satisfactorily proficient to do their jobs. However, an additional testing requirement and the anxiety that may be caused by it could be a barrier to recruitment and retention given that approximately one quarter of DART's operations staff are not native English speakers. Should this bill pass, DART will request to be included in development of the testing and administration plans, if possible. We will also consider additional training and education to support staff.

February Performance Summary:

- Total February ridership was up 9.53% compared to last February.
 - Fixed Route ridership was up 10.37% compared to February of last year.
 - Paratransit ridership was up 4.87% compared to last February.
 - DART On Demand ridership was down 6.14% compared to last February.
 - Caravan ridership for February was down 21.82% from last February. The ridership decrease is primarily due to the suspension of one high-performing Quantum Plastics vanpool.
- Preventable accidents were 0.55 per 100,000 miles for the month, meeting our goal of 1, while the YTD number is 1.1. This is our third consecutive month of meeting that goal. Non-preventable accidents were 1.66 per 100,000 miles.
- On-Time Performance (OTP) was 85.31% in February. We are at 81.73% YTD, short of our goal of 85%. We continue to outpace last fiscal year's YTD number, and we are 1.8 percentage points higher in 2026.
- Road calls per 100,000 miles, when buses need service while in operation, were 9.17 for fixed route in February, which is outside of our target range of 7 or fewer.

Medicaid Brokered Waiver Transportation Trips Update:

- Since the February Budget Workshop discussion, staff have continued to evaluate Medicaid brokered paratransit trips and has confirmed key constraints directly with MTM. Reimbursement rates are capped by Iowa HCBS Waiver Transportation Upper Rate Limits and cannot be adjusted locally, regardless of DART's cost to provide service. Even at the maximum allowable rates, DART recovers less than half of its fully allocated cost per trip. The total funding gap in FY27 is \$200,000 and included in the FY27 budget.
- Since the rates cannot be changed without state-level policy changes, DART staff will continue providing trips and working with partners to pursue policy changes that increase reimbursement rates to align with the cost of service. This approach balances near-term customer stability with a longer-term strategy to address the underlying structural funding issue. Staff will revisit with the Commission ahead of the FY28 budget.

Caravan Update:

- Effective March 1, the remaining Quantum Plastics shuttle serving the Newton Correctional Facility was discontinued following a reduction in manufacturing demand tied to the February layoffs at the Whirlpool facility in Newton. This service accounted for

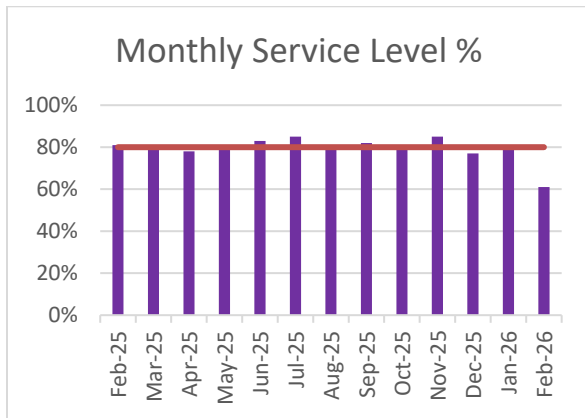
OPERATIONAL MONTHLY REPORT
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approximately 36% of program passenger miles and generated \$3,187.92 in monthly fare revenue.

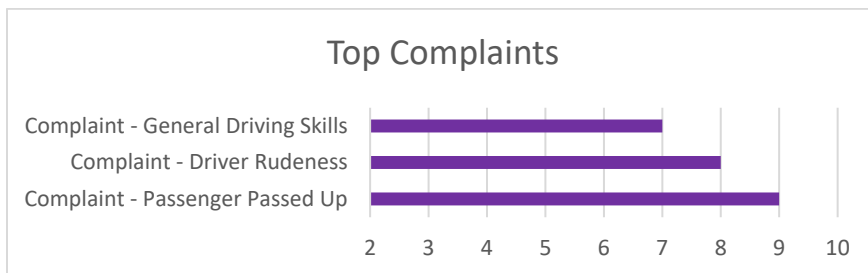
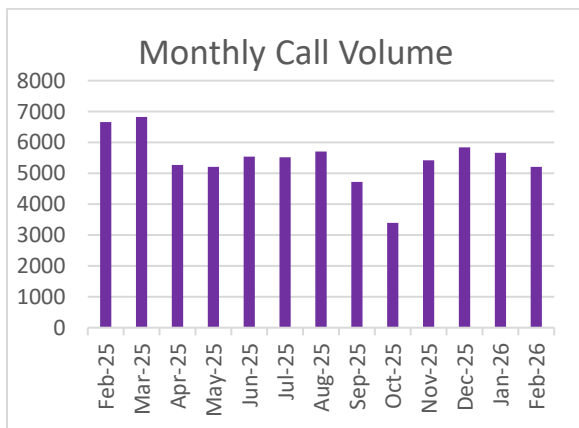
- While Quantum Plastics is closing its Arkansas location, it will continue operations in Iowa, and DART staff will maintain the relationship. A follow-up discussion is planned to explore potential future traditional vanpool service aligned with their remaining workforce.
- Staff continue to be focused on increasing ridership across the remaining vanpool system.

Customer Experience:



*Service level is the percentage of calls answered within 60 seconds--goal is 80%.

- Service levels declined from our 80% goal. This decrease was primarily due to temporary staffing coverage challenges, including planned and unplanned time off. We are actively monitoring coverage and making adjustments to return to target performance levels.



OPERATIONAL MONTHLY REPORT
11: Operational Report



Customer Commendations:

- "Passenger stated they were just having a rough day, and the driver's kindness made all the difference to her. She stated she gets her independence because of the buses." (Billy Fudge)
- "Rhonda called in stating that her driver Joe Vitale went above and beyond today he got out of his bus and help her navigate through a snow drift at both her trips for Ankeny On Demand. She was very grateful for that and wanted to let that be known. (Joseph Vitale)
- "Customer called in and stated that he left his phone on his Para bus, and the driver was kind enough to return the phone to him. (Jean Maxy Longchamp)
- "Customer came to my window and stated bus driver on 1411 was very kind and had great customer service." (Jenifer Elbel)
- "Passenger called to give a compliment to her driver this morning. She said that she only rides on Fridays, but every time she is on his bus, he's very kind. Her primary source of fare is a mobile ticket and although her phone had died on her one morning, he still let her ride the bus. She said that she has noticed he has many regular riders who take the bus and get off at the same stops each week and that he seems to know their routines. This morning, one of his regular riders had headphones on and may have dozed off on the bus. The caller stated that even though she hadn't seen her stop coming up, the driver recognized that she was on his bus and stopped at the usual place where the woman gets off the bus for work. This allowed her to wake up and depart so that she wasn't late. If it wasn't for the driver, she would've missed her stop, potentially ruining her day. (Prince Cooper)
- "Passenger came to the window to share that the driver was very kind and was an excellent driver." (Jeff Madsen)



Performance Summary -

February 2026

3/1/2025 2/28/2026

Ridership

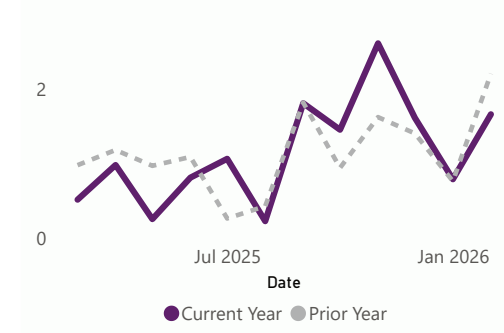
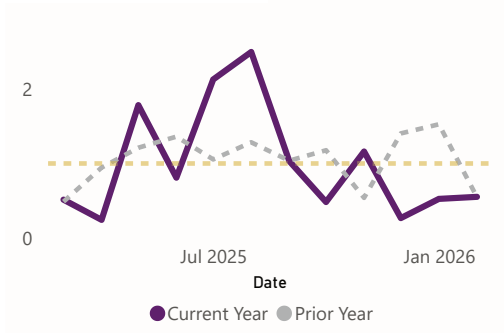
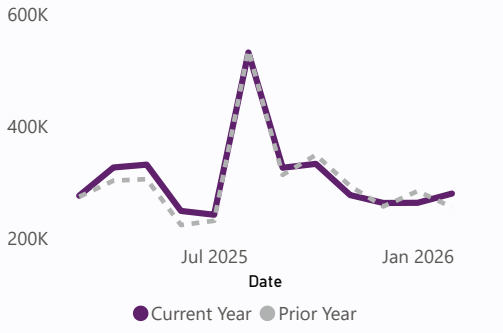
Preventable Accidents/100k Miles

Non-Preventable Accidents/100k

Monthly **279,441**
 YTD **2,513,229**
 FY25: 255,134 (+9.53%) FY25: 2,516,596 (-0.13%)

Monthly **0.55**
 YTD **1.10**
 FY25: 0.55 (-0.4%) FY25: 1.08 (-2.04%)

Monthly **1.66**
 YTD **1.36**
 FY25: 2.20 (+24.7%) FY25: 1.15 (-19.05%)



On-Time Performance

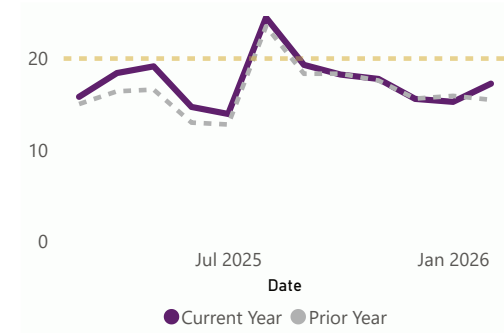
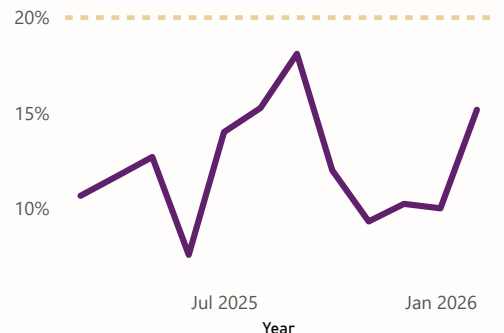
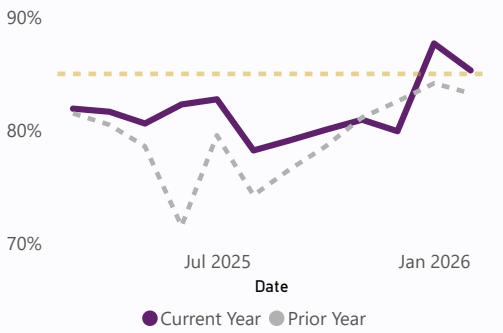
Farebox Recovery Ratio

FR Passengers / Revenue Hour

Monthly **85.31%**
 YTD **81.73%**
 FY25: 83.27% (+2.45%) FY25: 79.90% (+2.3%)

Monthly **15.17%**
 YTD **13.02%**
 FY25: 12.32% (+23.09%) FY25: 16.10% (-19.09%)

Monthly **17.25**
 YTD **17.99**
 FY25: 15.49 (+11.4%) FY25: 17.48 (+2.92%)





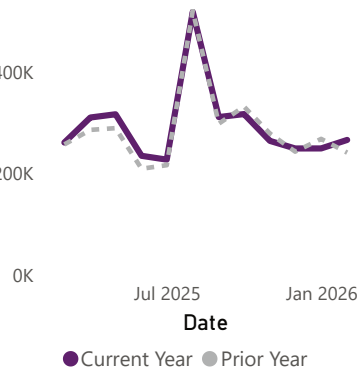
Fixed Route Performance

3/1/2025

2/28/2026

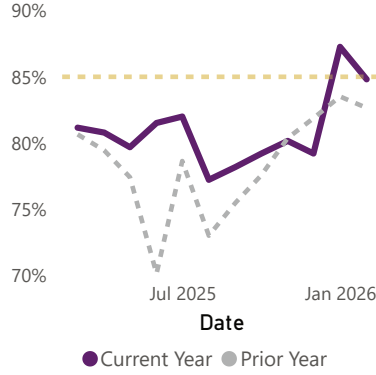
Ridership

Monthly: **266,461**
 YTD: **2,405,714**
 FY25: 241,425 (+10.37%) FY25: 2,400,891 (+0.2%)



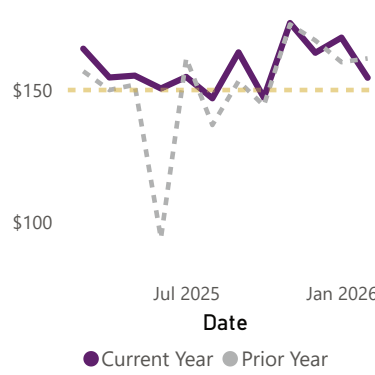
On-Time Performance

Monthly: **84.81%**
 YTD: **80.99%**
 FY25: 82.65% (+2.62%) FY25: 79.03% (+2.49%)

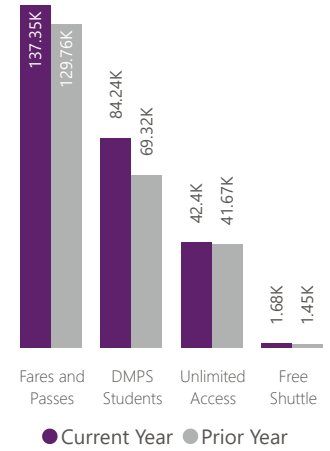


Operating Cost/Rev. Hour

Monthly: **\$154.65**
 YTD: **\$158.92**
 FY25: \$161.94 (+4.51%) FY25: \$156.61 (-1.48%)

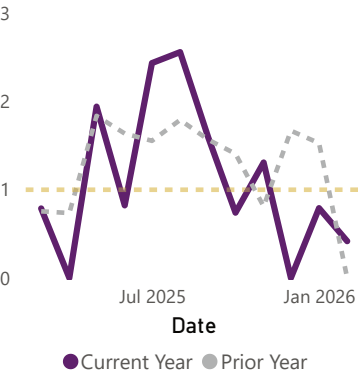


Monthly Ridership by Fare Group



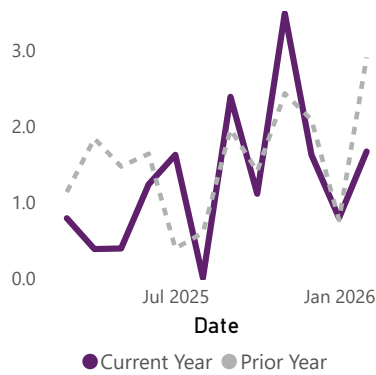
Preventable Acc./100k

Monthly: **0.42**
 YTD: **1.27**
 FY25: 0.00 FY25: 1.32 (+3.9%)



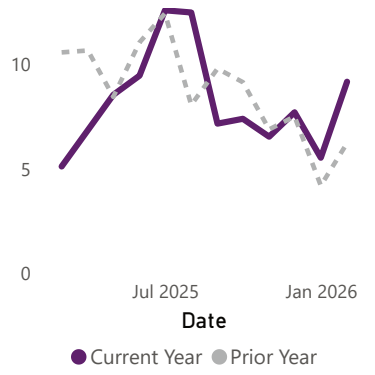
Non-Preventable Acc./100k

Monthly: **1.67**
 YTD: **1.51**
 FY25: 2.91 (+42.69%) FY25: 1.51 (-0.26%)



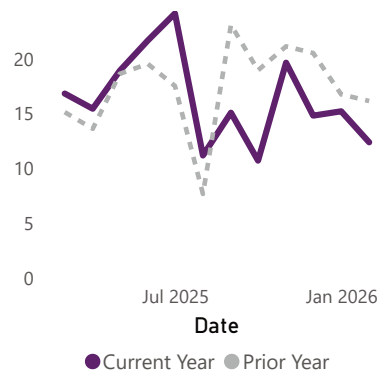
Road Calls/100k Miles

Monthly: **9.17**
 YTD: **8.69**
 FY25: 6.24 (-47.1%) FY25: 8.07 (-7.73%)



Complaints/100k Passengers

Monthly: **12.38**
 YTD: **14.71**
 FY25: 16.15 (+23.33%) FY25: 16.79 (+12.33%)





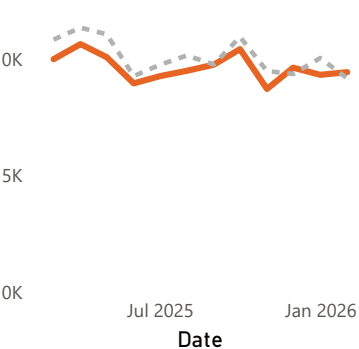
Paratransit Performance

3/1/2025

2/28/2026

Ridership

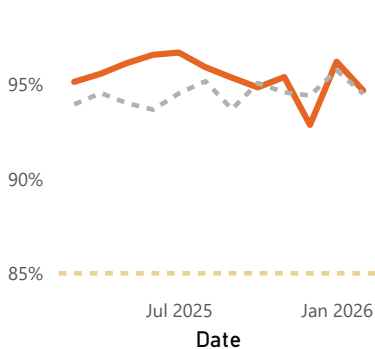
Monthly: **7,854**
 YTD: **62,871**
 FY25: 7,489.00 (+4.87%) FY25: 64,814 (-3%)



● Current Year ● Prior Year

On-Time Performance

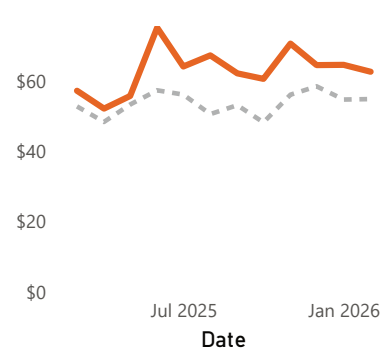
Monthly: **94.67%**
 YTD: **95.24%**
 FY25: 94.50% (+0.19%) FY25: 94.72% (+0.55%)



● Current Year ● Prior Year

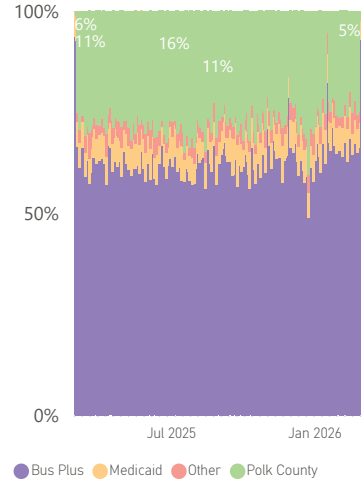
Operating Cost/Passenger

Monthly: **\$62.61**
 YTD: **\$64.43**
 FY25: \$54.84 (-14.16%) FY25: \$53.88 (-19.58%)



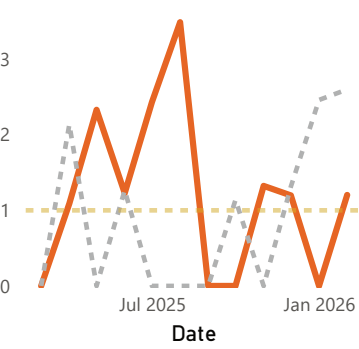
● Current Year ● Prior Year

Paratransit Customer Type Breakdown



Preventable Acc./100k

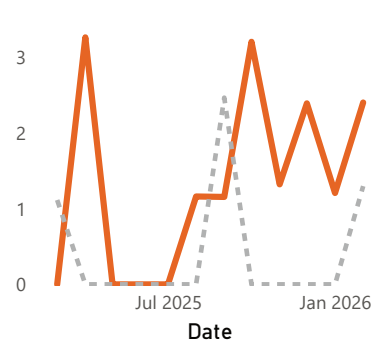
Monthly: **1.20**
 YTD: **1.19**
 FY25: 2.60 (+53.72%) FY25: 0.93 (-28.42%)



● Current Year ● Prior Year

Non-Preventable Acc./100k

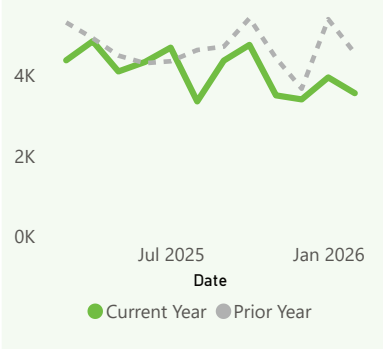
Monthly: **2.41**
 YTD: **1.63**
 FY25: 1.30 (-85.11%) FY25: 0.46 (-253.15%)



● Current Year ● Prior Year

RideShare - Ridership

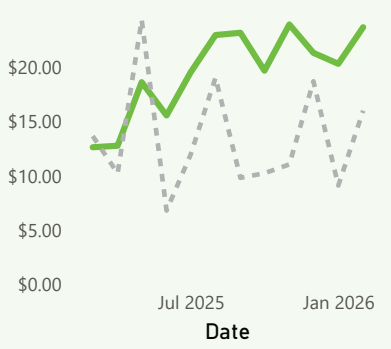
Monthly: **3,551**
 YTD: **31,517**
 FY25: 4,542 (-21.82%) FY25: 37,081 (-15%)



● Current Year ● Prior Year

RideShare - Op. Cost/Passenger*

Monthly: **\$23.69**
 YTD: **\$21.67**
 FY25: \$16.00 (-48.06%) FY25: \$12.96 (-67.24%)



● Current Year ● Prior Year



DART On Demand Performance

Request Zone

All

Booking Type

All

3/1/2025

2/28/2026

Completed Trips

Monthly

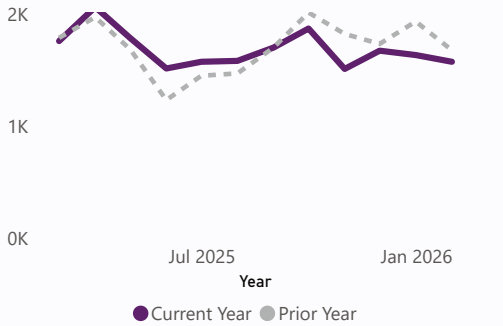
1,575

FY25: 1678 (-6.14%)

YTD

13,127

FY25: 13810 (-4.95%)



Avg. Wait Time (On Demand)

Monthly

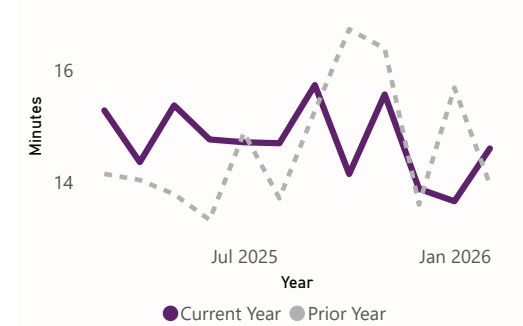
14.60

FY25: 13.95 (-4.64%)

YTD

14.67

FY25: 15.01 (+2.27%)



Mobile Booking Rate

Monthly

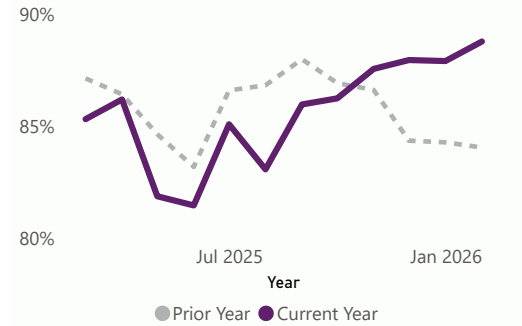
88.78%

FY25: 84.05% (+5.63%)

YTD

86.73%

FY25: 85.89% (+0.97%)



Unique Active Riders

Monthly

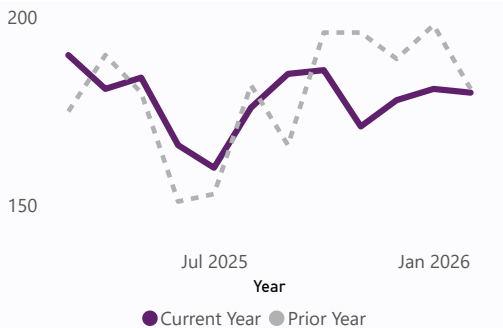
180

FY25: 181 (-0.55%)

YTD

390

FY25: 420 (-7.14%)



New Accounts Created

Monthly

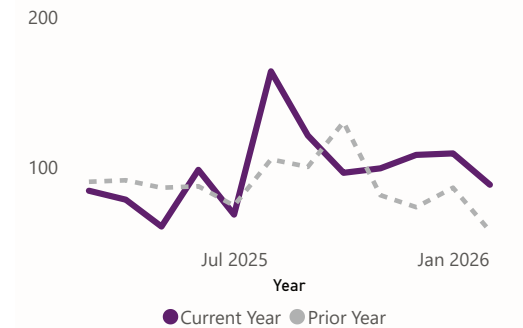
88

FY25: 57 (+54.39%)

YTD

853

FY25: 706 (+20.82%)



First Time Riders

Monthly

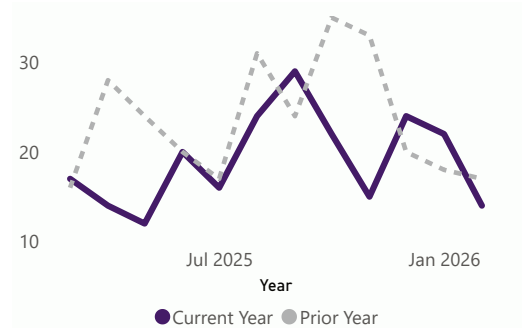
14

FY25: 17 (-17.65%)

YTD

166

FY25: 195 (-14.87%)





Route Details

Month

February 2026



Program	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	12,104	10,976	361,251	368,145	-6,894	-1.9%	31.23	74.37%
#2 - Maury St	70	119	835	1,092	-257	-23.5%	2.21	81.80%
#3 - University	25,054	22,244	217,440	210,524	6,916	3.3%	17.87	81.19%
#4 - E. 14th	11,474	10,416	94,050	95,913	-1,863	-1.9%	14.20	85.49%
#5 - Franklin Ave/Johnston	11,472	10,914	89,983	89,610	373	0.4%	10.87	79.47%
#6 - Indianola	26,708	24,462	201,513	216,381	-14,868	-6.9%	23.99	84.22%
#7 - SW 9th St.	30,261	26,396	233,938	232,157	1,781	0.8%	29.94	85.36%
#8 - Fleur Dr.	2,595	2,211	18,635	19,375	-740	-3.8%	13.92	77.56%
#10 - East University	1,164	1,010	9,857	9,937	-80	-0.8%	9.03	84.74%
#11 - Ingersoll/Valley Junction	4,049	3,482	29,426	26,878	2,548	9.5%	21.27	74.66%
#13 - Evergreen	6,713	4,847	43,754	37,991	5,763	15.2%	52.73	85.02%
#14 - Beaver Ave.	14,644	13,223	108,565	111,571	-3,006	-2.7%	15.39	85.02%
#15 - 6th Ave.	20,773	18,597	153,520	153,672	-152	-0.1%	25.88	75.79%
#16 - Douglas Ave.	27,502	26,341	229,654	228,422	1,232	0.5%	19.37	81.78%
#17 - Hubbell Ave.	22,462	18,089	185,603	164,875	20,728	12.6%	17.80	76.39%
#50 - Euclid	5,412	4,885	43,643	43,747	-104	-0.2%	8.43	82.09%
#52 - Valley West/Jordan Creek	10,531	10,098	100,733	98,299	2,434	2.5%	12.05	81.13%
#60 - Ingersoll/University	24,075	24,474	206,430	189,952	16,478	8.7%	17.55	80.57%
#72 - West Des Moines Loop	2,801	2,296	22,254	22,503	-249	-1.1%	6.36	87.56%
#74 - NW Urbandale	298	280	3,217	2,990	227	7.6%	3.33	89.47%
2. Shuttle								
Link Shuttle	1,051	809	7,919	6,516	1,403	21.5%	3.63	87.09%
Downtown Shuttle				20,847	-20,847	-100.0%		
3. Express								
#92 - Hickman	641	654	4,891	3,762	1,129	30.0%	6.22	71.15%
#93 - NW 86th	1,327	1,409	10,372	8,398	1,974	23.5%	8.09	82.48%
#94 - Westown	300	352	3,330	2,691	639	23.7%	6.33	79.04%
#95 - Vista	147	226	1,463	1,604	-141	-8.8%	3.94	76.40%
#96 - E.P. True	811	584	5,139	5,025	114	2.3%	6.57	79.97%
#98 - Ankeny	1,803	1,741	16,193	15,635	558	3.6%	7.14	72.83%
#99 - Altoona	219	247	2,029	3,077	-1,048	-34.1%	3.27	76.98%
5. On Call								
Ankeny								
NW Johnston / Grimes								
Regional		54	100	107	-7	-6.5%	9.64	81.32%
6. DART On Demand								
#31 - DART On Demand - Jordan Creek								
#32 - DART On Demand - River Bend								
DART On Demand - Ankeny	1,575	1,678	13,127	13,514	-387	-2.9%	3.30	
Total	280,366	255,694	2,518,378	2,508,475	9,903	0.4%	14.12	81.73%

10A - OPERATIONS AND MAINTENANCE MONTHLY REPORT

10A:

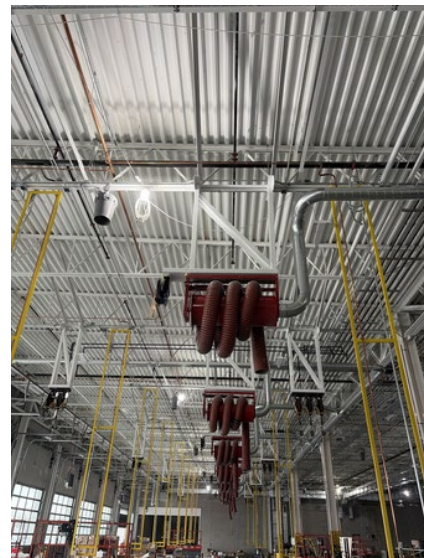
Phase I Operations and Maintenance Facility Report
(3500 Vandalia Road, Des Moines, Iowa 50309)

Staff Resources:

Mike Gulick, Senior Director Finance and Compliance
Luis Montaya, Chief Operating and Planning Officer

Progress Update (Top Priorities for next 30 Days):

- **Site Development:** Permanent fencing and irrigation finishing up in early April. Focus will be on advancing these exterior scopes and preparing for April parking lot lighting and seeding/sod activities. Site stabilization coordination will remain a priority as work transitions toward spring conditions.
- **West Bay Build-Out:** Key priorities include completing lighting installation and electrical trim-out, resolving epoxy flooring, and progressing restroom tile work. In final stages of ceiling grid, plumbing trim-out, specialties, and sheet metal trim, positioning the bay for early April floor prep, ceiling tile, and floor clear coat. Power to equipment remains a critical driver for startups.
- **Center Bay Build-Out:** Rotary lift installation nearly completed alongside overhead bulk fluid and electrical/fire alarm trim-out work. April activities include final lighting, compressed air drops, casework, and floor prep, setting up early March epoxy flooring and plumbing trim-out.
- **East Bay Build-Out:** Electrical trim-out, plumbing, sheet metal is concluding. Floor prep activities to maintain alignment with overall system completion.
- **Systems, Startups and Closeout:** Equipment startups in process, with expansion loop installation and BAS/TAB activities following. Over the next 30 days, focus will be on completing panel power distribution, sequencing startups, and preparing for stabilization and punch list milestones.



10A: Operations and Maintenance Facility Report

Overall, the next 30 days will emphasize final MEP trim, advancing lift and equipment installation, resolving flooring scopes, and initiating coordinated system startups to maintain schedule alignment heading into stabilization and inspection activities.

Financial Management Update:

Budget Status: On track; expended \$29,401,073 of the approved \$34,789,700. See *Phase I Budget attachment in the packet for details.*

- *See the Feb 2026 construction progress payments attachment for details.*

Change Orders: March 2026: Four (4)

- BP04 PDM \$8,219.00 Design Modification
- BP05 Core Construction \$35,538.19 Design Modification
- BP11 Kline Electric \$4,407.00 Design Modification
- BP13 Seneca Companies \$8,792.94 Unforeseen Site Conditions

Issues: None



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	\$23,314.41	\$52,573.41	02/28/2026	\$11,131.14	\$52,573.41	100.00%
	BP01_23-005	Elder Corporation	\$2,073,700.00	\$215,476.50	\$2,289,176.50	02/28/2026	\$0.00	\$2,188,959.00	95.62%
	BP02_23-005	Absolute Group	\$2,669,844.75	\$130,092.55	\$2,799,937.30	02/28/2026	\$22,545.50	\$2,695,994.29	96.29%
	BP05_23-005	Core Construction, LLC	\$892,000.00	\$83,848.73	\$975,848.73	02/28/2026	\$98,975.00	\$740,201.75	75.85%
	BP09_23-005	Des Moines Steel Fence	\$224,900.00	\$0.00	\$224,900.00	02/28/2026	\$32,600.00	\$224,900.00	100.00%
	BP11_23-005	Kline Electric	\$3,411,300.00	\$75,458.00	\$3,486,758.00	02/28/2026	\$269,000.26	\$2,876,977.80	82.51%
	BP12_23-005	Baker Group	\$5,600,000.00	\$241,906.00	\$5,841,906.00	02/28/2026	\$192,656.00	\$5,501,718.20	94.18%

Operations and Maintenance Facility Phase I Construction Budget (as of 4/1/2026)

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 4.1.2026	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	\$5,347,846.00	\$4,531,518.15
Owner's Representation:	Sidekick Development LLC	\$380,000.00	\$380,000.00	\$378,000.00
Project Management Fees		\$380,000.00	\$380,000.00	\$378,000.00
Reimbursable Expenses				
Architect:	Substance, LLC	\$2,618,837.61	\$2,301,030.00	\$2,010,419.58
Architectural & Engineering Design Fees		\$2,618,837.61	\$2,301,030.00	\$2,009,658.00
Reimbursable Expenses				\$761.58
Construction Manager (as Agent):	DCI Group Inc	\$2,666,816.00	\$2,666,816.00	\$2,143,098.57
Construction Management Fixed Fee		\$810,000.00	\$810,000.00	\$673,240.83
General Conditions Costs		\$1,856,816.00	\$1,856,816.00	\$1,469,857.74
Construction Costs:	Prime Contractor	\$22,048,536.24	\$23,742,900.75	\$20,859,402.61
Tree Clearing	Wright Outdoor Solutions	\$4,896.49	\$4,896.49	\$4,896.49
Special Testing	Terracon	\$0.00	\$52,573.41	\$52,573.41
BP01 - Site demolition, Earthwork, Utilities & Landscaping	Elder Corporation	\$2,073,700.00	\$2,289,176.50	\$2,188,959.00
BP02 - Concrete & paving	Absolute Group	\$2,669,844.75	\$2,799,937.30	\$2,695,994.29
BP03 - Masonry	Forrest & Associate Inc	\$516,210.00	\$526,653.00	\$524,846.00
BP04 - Steel and precast Total	PDM Precast Inc	\$3,563,092.00	\$3,640,803.00	\$3,640,803.00
BP05 - General carpentry & finishes	Core Construction Services LLC	\$892,000.00	\$975,848.73	\$740,201.75
BP06 - Roofing	T&K Roofing Company	\$940,000.00	\$947,391.72	\$947,391.72
BP07 - Overhead & coiling doors	DH Pace/Adams Door Company	\$318,713.00	\$318,713.00	\$289,934.88
BP09 - Exterior fencing	Des Moines Steet Fence Co Inc	\$224,900.00	\$224,900.00	\$192,300.00
BP10 - Fire suppression	Elite Fire	\$296,880.00	\$292,616.60	\$288,066.60
BP11 - Electrical	Kline Electric	\$3,411,300.00	\$3,486,758.00	\$2,876,977.80
BP12 - Mechanical and plumbing	Baker Mechancial Inc	\$5,600,000.00	\$5,841,906.00	\$5,501,718.20
BP13 - Equipment	Seneca Companies	\$1,537,000.00	\$1,787,523.43	\$914,739.47
PO57474	Stertil Koni	\$0.00	\$553,203.57	\$0.00
Allocated Contingency and Escalation:		\$1,718,838.63	\$895,000.00	\$0.00
Construction Contingency		\$1,218,838.63	\$800,000.00	
Design Contingency		\$500,000.00	\$95,000.00	
Project Soft Costs:		\$987,000.00	\$493,000.00	\$173.65
Furniture, Fixtures, and Equipment (FFE) OFOI		\$732,000.00	\$338,000.00	
Moving and Relocation Costs		\$20,000.00	\$20,000.00	\$173.65
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	\$340,000.00	\$92,735.23
Reserved fund for unexpected costs		\$400,341.52	\$340,000.00	\$92,735.23
Grand Total Construction Budget:				
Sum of all the above categories		\$34,798,732.00	\$34,787,108.75	\$29,401,073.54

Commission Approved Budget (September 5, 2023)

\$34,789,700.00

*includes retainage for Prime Contractors Construction Costs

\$1,008,105.42

FUTURE DART COMMISSION ITEMS



Future Agenda Items

May 5, 2026 – 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 FY2027 	<ul style="list-style-type: none"> • Signature Policy Update • August Service Change Update • Q3 Investment Report • Q3 Safety Report
June 2, 2026 – 12:00 P.M.	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> • Health Insurance Renewal • Signature Policy Approval • ICAP Renewal • August Service Change Approval 	<ul style="list-style-type: none"> • Strategic Plan Update • Reimagine DART Implementation Update
July 7, 2026 – 12:00 P.M.	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> • Privacy Policy Approval • O&M Facility Phase 2 Budget 	<ul style="list-style-type: none"> • Bus Advertising Update • Workforce Shuttle Update • Iowa State Fair Update

Upcoming DART Commission Meetings:

MEETING	DATE	TIME	LOCATION
DART Executive Committee Meeting	Wednesday, April 15, 2026	12:00 p.m.	Zoom
DART Commission Meeting	Tuesday, May 5, 2026	12:00 p.m.	DART Central Station/Zoom
DART Executive Committee Meeting	Wednesday, May 20, 2026	12:00 p.m.	Zoom