

NOTICE OF COMMISSION ANNUAL MEETING AND AGENDA
DES MOINES AREA REGIONAL TRANSIT AUTHORITY
DART MULTIMODAL ROOM, 620 CHERRY STREET/ [ZOOM](#)
DIAL IN - +1-312-626-6799/ACCESS CODE – 897 8261 9978/PASSCODE -115948
OCTOBER 7, 2025 – 12:00 PM



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2. ROLL CALL AND ESTABLISHMENT OF QUORUM	
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11. NEXT MEETING: Regular DART Meeting - Tuesday, November 4, 2025 – 12:00 p.m.	
A. Special DART Commission Meeting (Reimagine) – Monday, October 20 – 12:00 p.m.	
12. 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.

6:

Transit Riders Advisory Committee (TRAC) Update

Resource: *Jeremy Guenther, TRAC Vice Chair*

A hybrid meeting of the Transit Riders Advisory Committee was held on Wednesday, September 3, 2025, and a quorum was met. Included are key highlights from the meeting's discussion.

- **Reimagine DART Draft Network Presentation:** DART Chief Executive Officer Amanda Wanke kicked off a conversation about Reimagine DART and thanked TRAC members for their engagement in the planning process. Ricky Angueira from Jarrett Walker & Associates presented background on the process DART took to get to the point of having a draft bus network and highlighted some of the key features of the draft network and what's changing. TRAC members were able to ask questions about some of the route naming conventions, changes to microtransit service and express feedback on how changes might impact their own commutes and usage of DART. Staff also shared an overview of how DART was approaching collecting public input during the month of September and the next steps of using community and rider feedback to tweak the network before it goes to the DART Commission for final approval. More information on TRAC feedback on Reimagine DART will be shared at the Commission meeting.

The next hybrid TRAC meeting is currently scheduled for Wednesday, October 15, 2025.

**MEETING HOSTED IN-PERSON AND VIRTUALLY
620 CHERRY STREET, DES MOINES IA 50309
September 2, 2025**

(Meeting was held in a hybrid format)

Commissioners/Alternates Present and Voting:

Dean O'Connor, Todd Shafer (zoom), Marketa Oliver (zoom), Angela McKenzie, Michael McCoy (zoom), Connie Boesen, Paula Dierenfeld, Len Murray (zoom), Angela Connolly, Bridget Carberry Montgomery, Russ Trimble, Joseph Jones (zoom) and Lauren Campbell (zoom)

Commissioners Absent:

Ross Grooters

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 Bridget Carberry Montgomery to approve the September 2, 2025, agenda. The motion carried unanimously.

PUBLIC COMMENT

Heather Garland from Des Moines thanked the DART staff for their work and assistance during the Iowa State Fair service.

Thomas Washington from Des Moines praised the DART staff on the recent bus fire and shared that #4 has been slow lately. He also requested that a pedestrian island be installed near SE 14th and Walmart for safety. DART staff to follow up appropriately.

Garland Armstrong from Des Moines asked if the "free rides on Fixed Route" for Bus Plus users can be used to pay for paratransit. DART staff to connect with Garland after the meeting.

CONSENT ITEMS

6A. Commission Meeting Minutes – August 5, 2025

6B. FY 2026 State Transit Assistance (STA) Special Projects Grant Application

6C. DART Central Station Exterior Painting Approval

6D. DART CEO FY26 Goals Approval

6E. July Consolidated Financials

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

DISCUSSION ITEMS:

8A – Reimagine DART Draft Network

Erin Hockman, Chief Strategy Officer, and Ricky Angueira from our consultants Jarrett Walker + Associates shared the Reimagine DART draft network and plans for collecting public input throughout September.

DEPARTMENTAL MONTHLY REPORTS (BY EXCEPTION)

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

- 10A – Operations and Planning
- 10B – External Affairs
- 10C – Human Resources/Training/Safety
- 10D – Customer Service
- 10E – Chief Executive Officer
- 10F – Performance Report – July 2025

FUTURE AGENDA AND COMMISSIONER ITEMS

Chair Connie Boesen asked the DART Commission to review the proposed 2026 Commission meeting dates and provide any feedback or concerns to Amanda and/or Vicky before the October meeting.

NEXT MEETING

Regular DART Meeting - Tuesday, October 7, 2025 – 12:00 p.m.

ADJOURN

Chair Connie Boesen adjourned the meeting at 12.55 p.m.

Chair

Clerk

Date

7B: Zero-Emissions Transition Plan

Action: Approve the updated Zero-Emissions Transition Plan

Staff Resource: Luis Montoya, Chief Operating and Planning Officer

Background:

- The Infrastructure Investment and Jobs Act (IIJA) of 2021 amended the statutory provisions for the Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. § 5339(b)) and the Low-or No-Emission Program (49 U.S.C. § 5339(c)) to include a requirement that any application for projects related to zero-emission vehicles include a Zero-Emission Transition Plan.
- DART developed its first Zero-Emissions Transition Plan in 2022 to accompany its Bus and Bus Facilities grant application for the new O&M facility. The plan was also updated in 2023.
- The first two versions of DART's transition plan mapped out a path to a 100% Battery Electric Bus (BEB) fleet. However, given DART's experience with its BEB pilot, rising costs, and shifting federal priorities, DART staff have undertaken a full re-write of the transition plan to reflect DART's updated priorities and strategy.
- The updated transition plan utilizes the work that WSP USA completed for DART in the Summer of 2025 that looks at the feasibility and lifecycle costs of all potential alternative fuels, not just zero-emissions fuels. That work identifies near- and long-term strategies that focus on cost-effective and scalable technologies.
- The updated transition plan does not commit DART to any specific investments, but rather it is designed to respond to the FTA requirement that DART develop a plan to:
 - Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current request for resources and future acquisitions.
 - Address the availability of current and future resources to meet costs for the transition and implementation.
 - Consider policy and legislation impacting relevant technologies.
 - Include an evaluation of existing and future facilities and their relationship to the technology transition.
 - Describe the partnership of the applicant with the utility or alternative fuel provider.
 - Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid displacement of the existing workforce.

Recommendation:

- Approve the updated Zero-Emissions Transition Plan.



SUBJECT: Zero-Emissions Transition Plan
TO: Carrie Butler, FTA Regional Administrator
FROM: Des Moines Area Regional Transit Authority (DART)
DATE: October 7, 2025

On behalf of the Des Moines Area Regional Transit Authority (DART), we respectfully submit this Zero-Emissions Transition Plan in compliance with the Infrastructure Investment and Jobs Act (IIJA) of 2021.

This transition plan is a second iteration of DART's zero-emissions planning and reflects the organization's experience with zero-emissions buses, as well as additional research and fleet planning that **DART has** undertaken. DART's original transition plan outlined a 100% battery-electric bus (BEB) fleet transition by 2045, with 80% of ZE investments expected to come from non-local funding. However, recent market shifts, including the loss of several zero-emission bus manufacturers, rising costs, increased funding competition, and renewed emphasis on investment needs for DART's facilities—have necessitated a reassessment.

To address these evolving challenges, DART conducted a screening of various fuel and technology options, including renewable diesel, biodiesel, diesel hybrid electric buses, compressed natural gas (CNG), fuel cell electric buses (FCEBs), and battery electric buses (BEBs). DART evaluated each option based on key priorities such as operational cost impacts, funding availability, scalability potential, service impacts, and emissions outcomes. DART used its findings to develop short- and long-term implementation strategies that focus on cost-effectiveness, scalability and realistic non-local funding opportunities to advise its transition strategy.

DART's new fleet strategy still envisions a possible path toward a full conversion to zero-emissions vehicles to meet the FTA requirements, but it also recognizes the current obstacles to that full conversion and identifies feasible steps to achieve cost-effective fleet improvements over time.

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ZERO-EMISSION VEHICLE TRANSITION PLAN

Version Number and Updates			
<i>Record the complete history of successive versions of this plan.</i>			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		Original	July 2022
2	All Pages	Greater Clarification of Required Elements of the Zero Emission Vehicle Transition Plan; Change in CEO Position	April 2023
3	All Pages	Re-focus on cost-effective, scalable strategies	September 2025

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A. Organizational Overview

DART is the public transportation provider 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 national level. A significant part of our community's ability to compete is tied to our 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.

DART's current member governments include Altoona, Ankeny, Bondurant, Clive, Des Moines, Johnston, Pleasant Hill, unincorporated Polk County, Urbandale, West Des Moines, and Windsor Heights.

Approximately 3.7 million rides in FY 2025 were provided on DART's fixed route, paratransit, microtransit, and vanpool services.

DART is funded by a combination of local property taxes, public-private partnerships, fares, and a variety of state and federal funds, including FTA 5307, 5310, 5311, and 5339 grant programs.

Mode Shift

Public transit improves efficiency of transportation by allowing multiple people to travel together with the effect of reducing the cumulative impact of low-occupancy vehicles, resulting in reduced overall vehicle emissions and pollutants. Transit also reduces the scale of roadway capacity needs and parking infrastructure by facilitating compact development and decreasing the demand for vehicle trips.



DART provides fixed-route, demand response, microtransit, on-call, paratransit, and RideShare services. DART's strongest ridership occurs on its fixed bus routes, especially along high-density corridors, at park and ride locations, at schools, and at major transit hubs (DART Central Station, Merle Hay Mall, Valley West Mall, and Southridge Mall).

In addition, DART encourages the use of transit and educates the public on the benefits of public transit through various community outreach and educational efforts, including marketing campaigns; participation in and presentations at community events; and regular how-to-ride trainings.

B. Past and Current Initiatives

DART has advanced sustainability through various initiatives and projects. Designing for efficient operations is a fundamentally sound business practice to reduce waste while also having ecological benefits. The following are DART's past and current initiatives to improve the sustainability of the agency and improve the impact on the community.

DART Central Station LEED Certification

DART Central Station has been certified LEED Platinum, the highest certification of the LEED (Leadership in Energy and Environmental Design) Rating System of the U.S. Green Building Council. DART Central Station achieved LEED Platinum through sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality.

Highlights include:

- ▶ 24 percent of construction materials were recycled.
- ▶ 28 percent of the materials were manufactured regionally.
- ▶ 70 geothermal wells help with heating and cooling.
- ▶ 23,100 kilowatt hours of energy have been generated since opening by rooftop photovoltaic panels, a savings of 39,274 pounds of carbon dioxide.
- ▶ 1.2 million gallons of rainwater have been captured, cleaned, and reused in place of potable water since opening for tasks such as washing bus platforms – 63 percent of total water used.
- ▶ 60 percent has been saved in total energy costs.



The station opened in November 2012 at 620 Cherry Street in downtown Des Moines, replacing the former Walnut Street Transit Mall as DART's primary transfer location. The station features many amenities including climate-controlled waiting areas, covered loading platforms, and a bicycle storage room.

Bus Electrification

In November 2020, DART unveiled the first electric bus in the state of Iowa. DART began a pilot program to test seven electric buses by adding them into service on Route 60, which is the Ingersoll/University Avenue loop in Des Moines. The pilot project was made possible thanks to a public-private partnership with MidAmerican Energy that signed on to provide the local match for DART's Low- or No-Emission grant application with the Federal Transit Administration (FTA), resulting in DART receiving a \$1.45 million grant.



DART operated seven Proterra battery electric buses for about 18 months before staff made a difficult decision to remove all seven from service just prior to when their major manufacturer warranties expired. Numerous issues developed in the buses' short lifespan, including problems with suspensions, wheelchair ramps, weatherproofing and doors that put safety and operations at risk. Proterra technicians visited DART frequently during the pilot program to try to address the problems, but the problems were never fully resolved, making the buses unsafe and costly to keep in service.

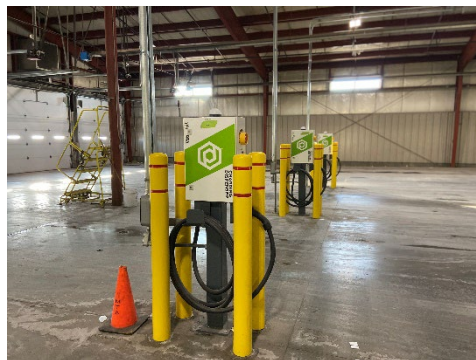
Despite removing the electric buses from service in fall 2022, DART learned several important things through the pilot program:

- During the pilot program, DART spent an average of \$0.26 on fuel per mile for its standard diesel buses, while the cost for the electric buses averaged around \$0.21 per mile, a 20% savings in energy costs.
- DART's seven electric buses emitted 60% less CO₂ than diesel buses. A standard 40-foot diesel bus emits roughly 4.5 pounds of carbon dioxide (CO₂) per mile, while the electric buses only released about 1.8 pounds of CO₂ per mile.
- The battery technology on DART's seven electric buses performed well in ideal weather but required more attention in extreme weather conditions. During stretches of temperate spring, summer and fall weather, DART's electric buses ran more than 200 miles before a battery recharge was needed. When Des Moines experienced heavy snowfall and bitter cold temperatures, that range dropped to around 75 miles, as the extreme weather caused more strain on the batteries.

After the electric buses were removed from service, DART worked with Proterra to come up with a possible resolution to extend warranties and campaign buses. Just before reaching an agreement, Proterra filed for bankruptcy in summer 2023 and Phoenix Motor acquired the business. In late 2024, the FTA issued a full waiver of the federal interest in the vehicles, allowing DART to dispose of the buses by selling or donating the parts to other transit agencies. All of these vehicles have now been disposed of—going to other transit providers that will use the parts.

Operations and Maintenance Facility – Electric Bus Infrastructure Improvements

DART's Operations and Maintenance Facility at 1100 DART Way was built in the 1970s and is beyond its useful life. While some electric bus charging infrastructure was installed to support a pilot fleet of electric buses, the garage is undersized for electric buses, is located within a flood plain, and is landlocked amidst rapidly growing residential development.



As DART considered options for investing in repairs or upgrades to its existing operations and maintenance facility or building a new facility, the capacity to support electric and other zero-emissions vehicles was a key consideration. For example, investment in electric or CNG buses is severely constrained in the existing facility due to the size of the storage bay doors and overall height of the storage building as well as undersized utility service. Ultimately, DART chose to invest in building a new facility due to many factors.

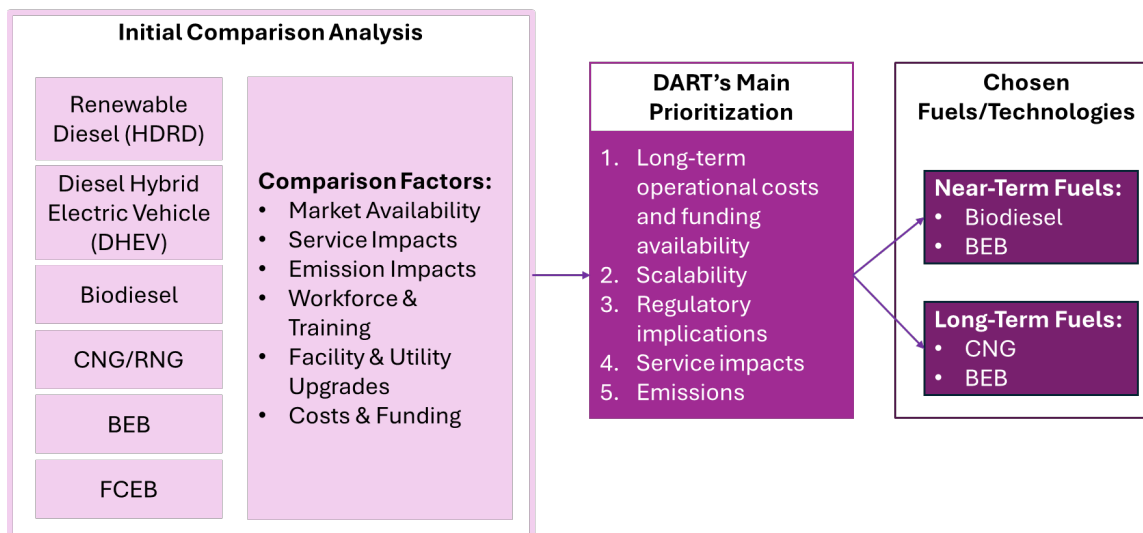
C. Zero-Emission Vehicle Transition Approach

C.1. Zero-Emission Transition Factors

To determine the most feasible fuel options for both near- and long-term transitions, DART worked with WSP USA to conduct a comparative fuel and technology analysis in 2025. The evaluation included hydrogenation-derived renewable diesel (HDRD), DHEBs, biodiesel, CNG, renewable natural gas (RNG), BEBs, and FCEBs. Each fuel type was assessed across multiple factors: market availability, service impacts, emission impacts, workforce and training requirements, facility and utility upgrades, and costs and funding availability.

The impacts were categorized as having no, minor, moderate, or significant effect on each factor. Given DART's limited capital budget, cost and funding availability were key considerations in this evaluation. As a result, DART acknowledges that most alternative fuels face a disadvantage under current financial constraints. Nonetheless, the agency established a set of priority criteria to evaluate potentially suitable fuels for both near- and long-term planning. These criteria, listed in order of priority, include:

1. Impacts to long-term operational costs and funding availability
2. Potential for scalability
3. Regulatory implications
4. Service impacts
5. Emission impacts



DART's fuel selection factors are dependent upon the infrastructure available to house and deploy new technologies, along with funding availability. Currently, DART's Operations & Maintenance (O&M) Facility significantly constrains the ability to deploy alternative fuels due to its undersized buildings, aging infrastructure, and site plan limitations.

For example, DART can only house up to 18 electric buses in its current facility without a large, multi-million-dollar expense to rehabilitate/renovate its aging bus storage area. While DART is building a new O&M facility at an alternative location, completing that project depends on receiving federal grants and could take several years. Any near-term fleet transitions must be feasible given existing constraints.

In addition to these fleet transition priorities, this plan is based upon a set of assumptions as described below:

- **Facility** – DART's current O&M Facility (comprised of four buildings) cannot support electric vehicles beyond the capacity of DART's Paratransit Storage Facility (18, 35-40' buses). Also, new fueling infrastructure, such as tanks and compressors, are not feasible until DART moves to its new O&M facility location.
- **Vehicle Availability** – Currently there are no available, viable, BABA compliant zero-emission bus options for DART's 30' HD, 31' MD, and <25' LD buses; therefore, it is assumed that by FY2035, the industry will be able to provide options for these vehicle types.
- **Funding** – DART would propose that the basic bus purchase be funded with local and federal formula capital funds and that the increased cost for zero-emission bus and charging/fueling infrastructure would/could be funded through future federal competitive grants.
- **Fleet Configuration** – This document assumes the fleet vehicle types and numbers of vehicles as of August 2025. DART is in the midst of a network redesign, and the fleet size and type of vehicles needed will be updated as that plan is implemented.

C.2. Zero-Emission Transition Strategies

After evaluating each fuel type against the criteria and incorporating contextual understanding of current operations and facility conditions, DART identified biodiesel, BEBs, and CNG as the potential preferred fuels for near- and long-term transition. The transition timeline is defined as follows:

NEAR-TERM TRANSITION (CURRENT FACILITY, ~0 TO 10 YEARS)

This phase covers transitions that can be implemented immediately and over the next several years while DART continues to operate out of its existing O&M facility. The potential fuels under consideration are:

- **Biodiesel:** Since DART's current fleet primarily operates on diesel, the existing facility is already equipped with diesel fueling infrastructure. Biodiesel blends (up to B20/20% biodiesel) can be adopted as a drop-in replacement with minimal modifications to current systems, offering a cost-effective short-term solution with modest tailpipe and greenhouse gas (GHG) emissions reductions. Additionally, Iowa is the largest biodiesel producer in the US, providing DART with access to a competitive supplier market, lower price, and strong local regulatory support. Higher blends, such as B100, could also be piloted if DART chooses to convert part of its bus fleet and determines that adding additional fuel storage at its existing O&M facility is feasible.
- **Battery Electric Buses (BEBs):** The current O&M facility is equipped with seven chargers and can be expanded to 18, supporting up to 18 BEBs. These chargers previously served the seven BEB pilot vehicles, which are being phased out in FY25. This infrastructure enables DART to continue piloting BEB technology, if preferred, particularly on routes that align with current BEB performance limitations. However, due to financial constraints and the higher upfront vehicle costs, broader BEB deployment will depend on funding availability.

Together, biodiesel and BEBs present a feasible near-term transition pathway that leverages existing infrastructure to reduce emissions without requiring major capital investments.

Although DART currently operates a small number of Diesel Hybrid Electric Buses (DHEBs), these buses are scheduled for replacement in FY25. Analysis indicates that DHEBs have higher operating costs than conventional diesel buses, without delivering significant reductions in diesel fuel consumption, resulting in marginal impact on fuel cost savings and emissions reductions. For this reason, DHEB is not included in this report's near-term technology selection. However, DART may continue to monitor advancements in DHEB technology and re-evaluate its viability if future models show meaningful improvements in cost-effectiveness. Because DHEBs are compatible with existing fueling infrastructure, reintroduction of the technology would not require additional facility investment.

LONG-TERM TRANSITION (FUTURE FACILITY, 10+ YEARS)

This phase includes fuel and technology transitions that could be implemented once the new facility—specifically DART's bus storage and fueling infrastructure—is fully funded and operational. DART continues to explore cleaner fuel alternatives for the long term, building upon the progress made in the near term. The new facility is being designed to accommodate a range of fuel types, including gaseous fuels, such as CNG and hydrogen, as well as BEBs.

However, after evaluating long-term fuel costs, regulatory considerations, and GHG emissions reduction potential, hydrogen was deemed infeasible—primarily due to the limited availability of

green hydrogen in the Des Moines area and the high costs associated with both green hydrogen production and Fuel-Cell Electric Buses (FCEBs). As a result, the potential long-term fuels under consideration are:

- **Compressed Natural Gas (CNG):** Although CNG has higher GHG emissions than biodiesel or BEBs, it provides significant reductions in local tailpipe pollutants, contributing to improved air quality for riders and communities served by DART. While CNG buses have higher capital costs than diesel, they are generally less expensive than BEBs and FCEBs. In addition, some transit agencies have reported long-term operations and maintenance cost savings when comparing CNG to conventional diesel.
- **BEB:** Among the two zero-emission technologies considered (BEBs and FCEBs), BEBs emerged as the more feasible option. While their capital costs remain high, BEBs are still more cost-effective than hydrogen alternatives. Electricity is also more reliable, affordable, and readily accessible compared to hydrogen. DART's previous experience operating BEBs and associated infrastructure could help ease future transition. For these reasons, DART is open to considering BEBs as a long-term fleet transition option alongside CNG. However, as with the near-term transition, full-scale BEB adoption will depend on future funding availability, technological advancements, and reductions in vehicle and infrastructure costs.

D. Required Elements for Zero-Emissions Fleet Transition Plan

D.1. Long-Term Fleet Management Plan

DART has developed a 20-year fleet plan that organizes revenue vehicles by class and documents planned replacement cycles and available funding by year. The average age of DART’s fixed route fleet is approximately seven years and is five years for the paratransit fleet. The chart on the next page lists all DART’s fixed-route and Paratransit revenue vehicles, their anticipated year of replacement and diesel/gas or BEB/CNG replacement.

In the table below, diesel refers to the engine type, but biodiesel could be used to fuel these engines (up to B20). BEB/CNG reflects the long-term strategy described in C.2, in which BEB or CNG could be pursued pending lifecycle cost-parity, funding availability, and facilities infrastructure. DART recognizes that CNG is only a zero-emissions propulsion system if renewable natural gas (RNG) is used.

DART'S CURRENT FLEET					
FIXED ROUTE					
Year	Make/Model	Quantity	Replacement Year	Diesel Replace.	BEB/CNG Replace.
2010	Orion Low Floor - 40' HD	15	2026	7	0
			2027	8	0
2011	Orion - Low Floor - 40' HD	2	2027	1	0
			2028	1	0
2012	Gillig - Low-Floor 30' HD	2	2028	2	0
2012	Orion - Low-Floor - 40' HD	5	2028	4	0
			2029	1	
2014	New Flyer - 40' HD	6	2029	6	0
2016	New Flyer Low Floor - 40' HD	25	2029	2	0
			2030	9	0
			2031	12	0
			2032	2	0
2020	Gillig - Low Floor 30' HD	5	2032	3	0
			2033	2	0
2018	New Flyer - Low Floor - 40' HD	3	2032	3	0
2018	New Flyer - Low Floor - 35' HD	4	2032	4	0

2020	New Flyer - Low Floor - 40' HD	5	2033	5	0
2021	Gillig - Low Floor 30' HD	5	2033	5	0
2021	New Flyer - Low Floor 40' HD	10	2033	1	0
			2034	6	0
			2035	0	3

DART'S CURRENT FLEET

FIXED ROUTE

Year	Make/Model	Quantity	Replacement Year	Diesel Replace.	BEB/CNG Replace.
2023	Gillig - Low Floor 30' HD	4	2034	4	0
					0
2025	Gillig - Low Floor 30' HD	4	2037	4	0
2025	Gilli - Low Floor 40' HD	10	2037	5	5
2026	Gilli - Low Floor 40' HD	7	2038	4	3
2027	Gilli - Low Floor 40' HD	9	2039	5	4
2028	Gillig - Low Floor 30' HD	2	2040	2	0
2028	Gilli - Low Floor 40' HD	5	2040	0	5
2029	Gilli - Low Floor 40' HD	9	2041	5	4
2030	Gilli - Low Floor 40' HD	9	2042	5	4
2031	Gilli - Low Floor 40' HD	12	2043	6	6
2032	Gillig - Low Floor 30' HD	3	2044	3	0
2032	Gilli - Low Floor 40' HD	9	2044	0	9
2033	Gillig - Low Floor 30' HD	7	2045	7	0
2033	Gilli - Low Floor 40' HD	6	2045	0	6

Diesel Replacement Required Due to Maximization of Current Facility Bus Storage Capable of Housing BEB

New Facility Available to House BEB

DART'S CURRENT FLEET					
PARATRANSIT					
Year	Make/Model	Quantity	Replacement Year	Gas/Diesel Replace.	BEB/CNG Replace.
2016	Champion Defender - 27' MD	5	2026	4	0
			2027	1	0
2017	Champion Defender - 27' MD	3	2027	3	0
2017	Champion Defender - 31' MD	3	2027	3	0
2018	Champion Defender - 27' MD	6	2027	2	0
			2028	4	0
DART'S CURRENT FLEET					
PARATRANSIT					
Year	Make/Model	Quantity	Replacement Year	Gas/Diesel Replace.	BEB/CNG Replace.
2019	Champion Defender - 27' MD	6	2028	4	0
			2029	2	0
2023	Front Runner 25' LD- 1st order	7	2029	6	0
			2030	1	0
2024	Front Runner 25' LD	5	2031	5	0
2026	Front Runner 25' LD	4	2032	4	0
2027	Front Runner 25' LD	9	2033	9	0
2028	Front Runner 25' LD	8	2034	8	0
2029	Front Runner 25' LD	8	2035	8	0
2030	Front Runner 25' LD	7	2036	7	0
2031	Front Runner 25' LD	5	2037	5	0
2032	Front Runner 25' LD	5	2038	5	0
2033	Front Runner 25' LD	9	2039	9	0
2034	Front Runner 25' LD	8	2040	8	0

2035	Front Runner 25' LD	8	2041	8	0
2036	Front Runner 25' LD	7	2042	7	0
2037	Front Runner 25' LD	5	2043	5	0
2038	Front Runner 25' LD	5	2044	5	0
2039	Front Runner 25' LD	9	2045	9	0
2040	Front Runner 25' LD	8	2046	8	0
2041	Front Runner 25' LD	8	2047	8	0

Diesel replacement required due to currently unavailable options for smaller revenue vehicles with anticipated viable options in FY2030.

D.2. Current And Future Resources to Meet Increased Zero-Emission Vehicle Costs

DART currently funds its vehicle replacements through its federal formula funds, Surface Transportation Block Grant (STBG) funding through the Des Moines Area Metropolitan Planning Organization and local match generated through DART's local property tax levy. DART receives very little funding from the State of Iowa for vehicle replacements.

Under the Bipartisan Infrastructure Law, the Federal Transit Administration has allocated in FY 2024 \$1.1 billion for the Low-No program (zero-/low-emission buses) and \$390 million for general bus & facility upgrades. Over multiple years, this effort is channeling \$5.6 billion for zero-emission transit bus adoption and roughly \$2 billion for facility grants. DART could also seek funding from the MPO as part of its STBG grant funding cycles as well as any state funding that could become available for zero emission vehicles. DART was successful in 2017 with FTA No-Low funds to support the purchase of seven (7) battery electric buses and the necessary charging infrastructure.

It is anticipated that a zero-emission vehicle will cost an additional \$500,000-\$700,000 compared to a standard heavy-duty diesel bus. None of the available ZEB technologies have been shown to reduce total lifecycle costs relative to diesel. Therefore, in order for DART to focus on cost-effectiveness, DART does not anticipate pursuing ZEBs in the near future. DART will continue to monitor the market, compare lifecycles costs, and seek additional funding for its ZE transition. In the near-term, DART could pursue lower-emissions strategies that are more cost-effective, such as biodiesel.

D.3. Policy and Legislation Impacting Relevant Technologies

Biodiesel

Iowa has demonstrated strong policy support for biodiesel through a variety of incentive programs, particularly those targeting production and fuel supply infrastructure. While these incentives are not directed specifically at public transit agencies, they reflect the state's broader commitment to promoting biofuels as a core part of its alternative fuel strategy. For example, Iowa offers tax credits to ethanol and biodiesel retailers and provides infrastructure grants to support biofuel production facilities.

The Iowa Department of Transportation (IDOT) also administers a Biodiesel Fuel Revolving Fund, which can be used to purchase biodiesel fuel. Additionally, state policy mandates the use of biodiesel blends ranging from 2% to 99% for diesel vehicles in the state fleet. Although direct financial support for vehicle procurement or fleet conversions is limited, these policies help ensure a stable biodiesel supply chain and reinforce Iowa's ongoing investment in biofuel adoption.

At the federal level, biodiesel is often not classified as an alternative fuel under many competitive grant programs focused on GHG emissions reduction or zero-emission technologies. However, because the capital and operating costs of biodiesel are comparable to conventional diesel, external funding is generally less critical for implementation.

Battery Electric Buses (BEBs)

While the market for BEB's is gaining strength, these types of buses are currently only available from a limited number of Original Equipment Manufacturers (OEMs). The BEB market has seen significant volatility in recent years. Several manufacturers, including Proterra, ENC, Nova Bus, and Lightning eMotors, have exited the market or declared bankruptcy. While some of these companies were later acquired, their ability to fully resume production and maintain long-term service support remains uncertain. This raises concerns about parts availability, warranty fulfillment, and overall OEM stability, which are key factors to successful fleet electrification.

Procurement of BEBs using federal funds must comply with the Buy America provisions, which require domestically sourced materials. Additionally, the National Defense Authorization Act (NDAA) of 2020 prohibits the use of federal funds to procure rolling stock from companies with ties to certain foreign governments.

When factoring in these policy constraints, the major remaining standard bus OEMs that fully comply with federal requirements are Gillig and New Flyer. As a result, manufacturing capacity is concentrated, and lead times are extended. BEBs currently have an average lead time of 18 to 24 months, with some agencies reporting delivery times exceeding two years.

In the cutaway segment, Greenpower Motor Company and Optimal EV are the only OEMs currently offering electric cutaways built on dedicated electric chassis platforms. Both vehicles are Altoona tested. Other electric cutaway options on the market are typically retrofit conversions of existing internal combustion engine (ICE)-based vehicles.

Implications for DART

The availability of funding and regulatory support for both CNG and BEB technologies is expected to vary over time and will be shaped by broader policy priorities at the federal and state levels. Long-term commitments to either technology are challenging to predict, as support for clean fuels and zero-emission vehicles can shift significantly with changes in administration.

Given this uncertainty, DART will continue to monitor funding trends and regulatory developments at all levels of government. DART will prioritize flexible funding strategies, including pursuing fuel-neutral and broad-purpose competitive grants that support transit system improvements regardless of fuel type.

D.4. Current and Future Facility Needs and Plans

DART has two primary facilities that it operates from:

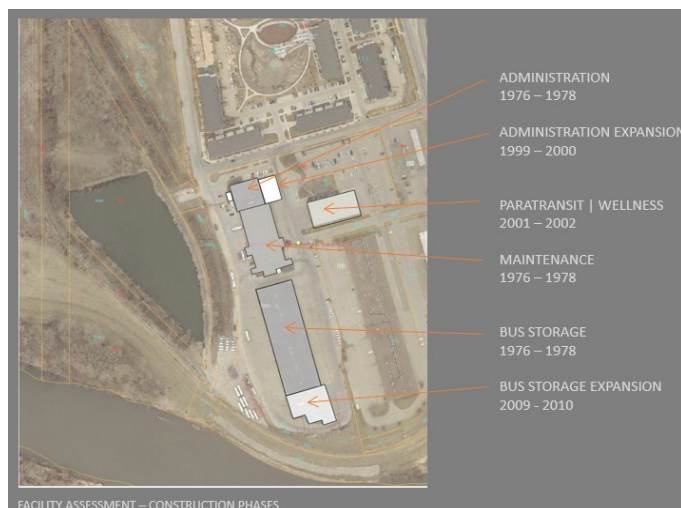
- DART Way Operations and Maintenance Facility – 1100 DART Way, Des Moines Iowa 50309
- DART Central Station – 620 Cherry Street Des Moines, Iowa 50309

DART Way Operations and Maintenance Facility

Overview

The DART Way Operations and Maintenance (DW) facility was constructed in 1978 to accommodate operations, maintenance, storage and administrative functions for the newly created transit authority, MTA. The DW campus lies in a flood plain adjacent to the Raccoon River and has been subject to numerous flooding events. The maintenance garage is antiquated, and, over the years, additions have resulted in a site that is severely constrained and inefficient to operate.

The DW facility has expanded over the years and now consists of four main buildings completed between 1978 and 2010, totaling over 137,000 square feet and sitting on 12 acres of land. Due to space limitations, most of the administrative staff were moved to the newly opened DART



Central Station in 2012. The campus buildings, size and age are listed as follows: Operations and Maintenance Building 48,000 sq. ft., 1977; Bus Barn 55,000 sq. ft., 1977; Paratransit Barn & Wellness Center 19,000 sq. ft., 2001; and the South Barn 15,000 sq. ft., 2010. A wetland basin and storm water retention pond occupy eight acres to the west. This land was sold to the City of Des Moines for a regional storm water system. The entire DW site is completely constrained geographically, with no feasible method of expansion given the flood plain.

In 2018 DART had a third party conduct a facility assessment for the property to determine the level of investment need for the facility as we look to the future. The existing facility presents many disadvantages and safety challenges.

- ▶ There is overall facility and system deterioration due to frequent flooding in the past, especially in the tunnel system that runs underneath the buildings housing most of the mechanical systems.
- ▶ The facility's electrical service and associated infrastructure is beyond its useful life and needs to be replaced and significantly upgraded to support expansion of DART's zero-emission bus fleet.



- ▶ The existing paint booth is too small to accommodate a heavy-duty bus, which means that vehicles must be dismantled, and individual panels carried into the booth to be painted. This is a very inefficient use of already stretched staffing resources.
- ▶ The service lane creates a safety hazard as it is located in the middle of the facility with no clear sight lines. This also forces staff to cross ice-covered pavement from the bus wash during the winter months, posing a significant safety risk.
- ▶ The construction of the original storage barn includes an excessive and inefficient use of doors. As a result of this design, there are more than 100 garage doors to house 145 buses between the storage building and maintenance garage. In addition, the doors on the original storage barn are sized from an era of smaller rolling stock and are so narrow they require the operator to fold in the mirrors upon entrance or exit, which poses ongoing safety and maintenance risks.
- ▶ The storage barn will need to be replaced in its entirety in order to accommodate new technology buses, such as electric buses, due to height restrictions. Anything taller than a standard diesel bus will not fit in the original storage barn. DART's hybrid electric buses are currently stored in the small storage addition completed in 2010. DART's battery electric buses are stored in the Paratransit barn, which is a pole barn and will need to be replaced within a decade.
- ▶ The developer who owns the land directly east of DART is also the same developer to the west who is building more than 1,700 residential units adjacent to the DW facility. DART is essentially landlocked with no room for necessary growth and is incompatible to the new land-uses of surrounding development named Gray's Landing. This area is being redeveloped into a high-density, mixed-use neighborhood and is soon to include the home stadium for a professional Iowa soccer team.



DART is categorized as an Emergency Support Function #1 in The National Emergency Plan and, as a result, has the duty to respond with transportation services to the region during times of extreme weather. However, the current DW facility lacks the infrastructure to sustain operations during periods of heavy rain or electrical surges and continues to be tested in the last years of weather patterns, including the derecho that caused widespread devastation in Iowa in August 2020.

In addition, the facility's four buildings are rated at or below 3,0 (marginal, should be prioritized for improvement/replacement) on the TERM scale FTA uses to assess the condition of the infrastructure.

Citing the above operational limitations, location next to the river and the frequency of flooding, the DART Commission authorized the purchase of land and construction of Phase I of a new O&M facility, rather than spend more than \$63 million needed in repairs over the next 20 years to remain at the existing property. The move to a new facility will provide DART with much needed space to meet current and future transit needs for Greater Des Moines.

Existing Zero-Emission Bus Infrastructure

As part of DART's battery electric bus pilot, upgrades to DART's electrical infrastructure were made to allow for the charging of the seven pilot buses and up to 11 additional expansion buses. These enhancements were made in DART's Paratransit barn due to electrical service constraints in the other buildings, as well as the need for adequate door height to fit the buses in the building. The infrastructure enhancements included:

- ▶ Installation of new distribution panels and pathways to the location in the garage where the 7 chargers are located.
- ▶ Replaced existing 208/120v, 200-amp service with 408/277v, 2000-amp service.
- ▶ Installation of pathways to 7 bus charging stations.

Planning for the Future

Given the constraints of the DW facility and the comparative cost of repairs, the DART Commission has authorized staff to proceed with building a new O&M facility at a new site. The design for the new facility will address the shortfalls of the DW facility and will also be essential to support a fleet transition.

- ▶ The new facility will be situated within a levee-protected flood zone and will be surrounded by other industrial properties, making it a good fit for the neighborhood for years to come.
- ▶ The new facility design focuses on safety and efficiencies by improving the overall circulation pattern. The design removes blind spots, mitigating pedestrian to vehicle conflicts on site, and eliminates the need to cross public right of ways when exiting and re-entering the shop and barns.
- ▶ New infrastructure, including a storage barn with space designed for modern fleets including zero-emissions vehicles, will allow DART to continue to leverage these new technologies that help achieve operational savings and reduce carbon emissions.
- ▶ The maintenance shop will be realigned to offer greater mobility for staff and increased visibility for safety. Parts and tool storage will be consolidated into a central location, increasing efficiency when sourcing these items. This will be especially important at a time when the economy is experiencing low supplies.
- ▶ The new facility will provide training rooms for both maintenance technicians and operators that will facilitate a better learning environment with access to hands-on training aids. Furthermore, in the maintenance shop there will be a dedicated training bay to allow for a more robust training experience.
- ▶ The new facility will have electrical service capacity to meet future zero-emissions vehicle needs, as well as the ability to scale for unforeseen future needs. It will also be backed up with a full facility generator; the current facility generator covers life safety systems only. Technology advances mean more systems are deemed critical to delivering



transportation service; thus power interruptions cause service delays in addition to safety issues. This is especially crucial with DART's current electric vehicles.

- ▶ The paint booth will be large enough to accommodate a full-sized bus, eliminating the need to dismantle bus panels to repair the vehicles, thereby increasing efficiency and removing opportunity for reassembly issues.
- ▶ The service lane and bus wash will improve safety and reduce vehicle/ employee conflict. A second service lane will be added to eliminate bottlenecks in the evening and improve efficiency. The bus wash will also be located inside the storage barn to mitigate driveway icing in the winter, which is a significant safety hazard and contributes to DART's workers compensation claims.
- ▶ The storage barn will have wider lanes and improved visibility, which will reduce vehicle damage and pedestrian mishaps. This is essential for the ability to complete full pre-check of wheelchair ramp deployments. The height will be tall enough to fit electric and specialty buses.
- ▶ The new storage facility roof will allow for the addition of solar panels to allow DART to produce electricity and potentially help fuel DART's current electric vehicle fleet.

The total project cost is estimated at nearly \$100 million, which has increased due to increases in land acquisition costs, inflation, labor shortages and supply chain challenges. DART's budget and funding plan for the total project estimates an 80 percent federal and 20 percent local split. To date, DART has received a \$17.275 million Federal 2019 Buses and Bus Facilities grant. DART will continue to apply to the Buses and Bus Facilities grant program to fund future phases of the project.

DART Central Station

DART Central Station (DCS) was constructed in 2012 and serves as the heart of the transit system throughout Greater Des Moines. The facility is designed to gather public transportation services (local bus, express bus, bikes, and taxi/rideshare services) into one location. DCS offers:

- ▶ 15 saw-tooth bays with covered walkways
- ▶ Climate controlled public waiting areas and restrooms
- ▶ Customer service center
- ▶ Bike storage and changing room
- ▶ Vendor space
- ▶ Employee restrooms and showers
- ▶ Operator break room
- ▶ Multi-purpose community room



► Administrative offices

DCS is a unique facility that embodies the local commitment to public transit and exhibits DART's commitment to the environment through its efficient design. In addition, it has been designated as a LEED Certified Platinum building and is an example of energy conservation and storm water management for the region.

This facility is rated at a 4.0 (good) on the TERM scale FTA uses to assess the condition of the infrastructure.

Planning for the Future

DART can increase the solar capacity at DCS and currently has a study underway to determine how many more arrays can be added to the canopy, as well as how much electricity can be generated with the additional arrays. As DART continues this analysis of what zero-emission technology is best given our operating conditions, it is essential to understand how much additional electricity could be generated at DCS. Also, DART could explore the possibility of adding electric bus charging capabilities at DCS and analyzing how that would extend the range of vehicles in service and reduce the need to swap vehicles midday. DART has not yet determined the financial impact of these infrastructure improvements but grant funding would be sought to fund them.

D.5. Utility or Alternative Fuel Provider

Biodiesel is readily available in Iowa. DART has occasionally used a 5% biodiesel mix, provided by its existing fuel supplier, and purchasing higher blends remains an option with limited additional investment.

Des Moines is fortunate to be the home of MidAmerican Energy, the largest utility in the state of Iowa. MidAmerican is one of the top employers in the region and is a supporter of public projects to help meet their goal to reach net-zero greenhouse gas emissions by 2050. DART has an excellent working relationship and ongoing partnership with MidAmerican, which supported DART's battery electric bus pilot by giving DART over \$800,000 towards the project. MidAmerican was also a key resource as we worked through updating some of our transformers at our maintenance facility, as well as specifying the charging infrastructure to prepare for the pilot. DART continues to meet with MidAmerican on a regular basis to plan for utility needs and expansion options at DART's new operations and maintenance facility.

D.6. Workforce Training

Workforce training has been recognized and emphasized as a critical success factor with DART's fleet transition strategy. It is our goal that as we transition our fleet, our operators and technicians are provided with ample training to perform at the optimum level.

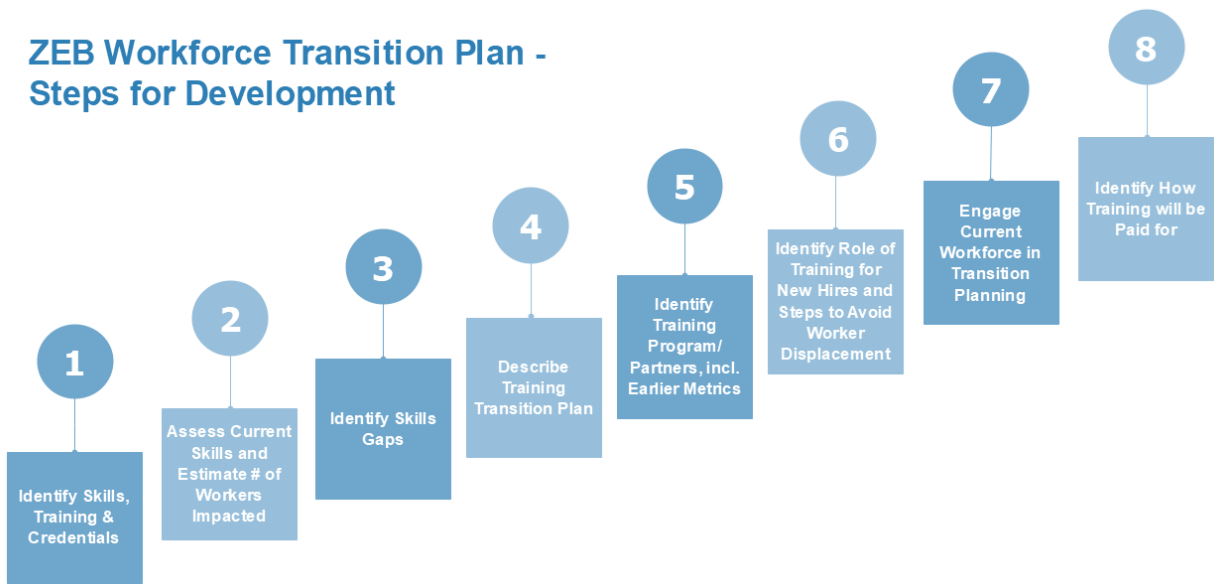
As part of the electric bus pilot, DART invested in a significant amount of training for our bus technicians, as well as our bus operators. These trainings include:

- ▶ Wide-ranging introductory Proterra training of more than 36 hours for DART's electric bus technicians. DART employed a train-the-trainer approach in which those technicians served as the primary experts on the electric vehicles and also trained other technicians throughout the staff in order to expand knowledge.
- ▶ Conducted an 8-hour train-the-trainer on electric bus operations with operations management, supervisors and trainers.
- ▶ Extensive bus operator training that included a presentation on the bus as well as a paid and required opportunity to drive the bus on a 15-mile route, which allowed them to experience a variety of turns in an operating environment, such as changes in elevation, and travel at a variety of speeds.
- ▶ Ongoing training by Proterra as they were on-site for warranty repairs, maintenance campaigns and more.



As DART plans for the further transition of fleet technologies, it is continually reevaluating training needs using the following process recommended by the Transit Workforce Center and skill gaps were identified using this methodology for DART's initial electric bus pilot program.

ZEB Workforce Transition Plan - Steps for Development



7C: June FY 2025 Consolidated Financial Report

Action: Approve the June FY 2025 Consolidated Financial Report

Staff Resource: Kayley Alexander, Accounting Manager

Year-to-Date Budget Highlights:

Revenue:

- Fixed Route operating revenue exceeded the budget by 1.9% in FY25. Other contracted services, school funding, and unlimited access came in at the highest levels above budget.
- Fixed Route non-operating revenue came in at 6.8% above budget. Interest income was the biggest contributing factor.
- Mobility Services operating revenue exceeded budget by 9.4%. Polk County funding for contracted trips was the largest piece of this excess.
- Mobility Services non-operating revenue exceeded budget by 4.0% due to an increased allocation of our 5310 elderly/disabled grant funds to reimburse expenses from our overflow TNC and taxi services.
- Caravan revenues for FY25 came in under budget by 37.6% due to fewer vanpools in operation than projected.

Operating Expense:

- Fixed Route operating expenses came in 2.1% under budget. Areas with the most savings included salaries, wages, & fringes, insurance, and services.
- Mobility Services operating expenses came in under budget by 2.5%. The two areas with the largest budget savings were salaries, wages & fringes and equipment repairs.
- Caravan had budget savings of 35.2% in FY25. Fuel and lubricants along with services saw the most savings.

Recommendation:

Approve the June FY2025 Consolidated Financial Report.

**** TOTAL Un-Audited Performance of June FY 2025 Year-to-Date as Compared to Budget:**

Fixed Route	\$ 3,032,298	Reserve for Accidents (See Balance Sheet):
Mobility Services	\$ 391,969	\$403,341
Caravan	\$ (15,854)	
Total	\$ 3,408,413	

*** The final financial report will include year-end adjustments that are not yet made, and not shown in the above-listed numbers. Final financials will be included in the year-end auditor report presentation as the audited financial statements.**

FY2025 Financials:

June 2025

FIXED ROUTE	June 2025			Year-To-Date-(12) Months Ending 6/30/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	272,705	375,766	(103,061)	4,593,155	4,509,195	83,960
Non-Operating Revenue	3,252,495	2,661,339	591,156	34,092,579	31,936,070	2,156,509
Subtotal	3,525,200	3,037,105	488,095	38,685,734	36,445,265	2,240,469
Operating Expenses	3,861,533	3,109,011	(752,522)	36,516,301	37,308,130	791,829
Gain/(Loss)	(336,333)	(71,905)	(264,428)	2,169,433	(862,865)	3,032,298

MOBILITY SERVICES	June 2025			Year-To-Date-(12) Months Ending 6/30/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	55,623	55,583	40	729,772	667,000	62,772
Non-Operating Revenue	434,734	397,767	36,967	4,965,025	4,773,200	191,825
Subtotal	490,357	453,350	37,007	5,694,797	5,440,200	254,597
Operating Expenses	521,651	453,350	(68,301)	5,302,828	5,440,200	137,372
Gain/(Loss)	(31,294)	-	(31,294)	391,969	-	391,969

CARAVAN	June 2025			Year-To-Date-(12) Months Ending 6/30/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	16,223	39,939	(23,716)	265,885	479,270	(213,385)
Non-Operating Revenue	8,958	15,292	(6,334)	147,500	183,500	(36,000)
Subtotal	25,181	55,231	(30,050)	413,385	662,770	(249,385)
Operating Expenses	40,776	55,231	14,455	429,239	662,770	233,531
Gain/(Loss)	(15,595)	-	(15,595)	(15,854)	-	(15,854)

SUMMARY	June 2025			Year-To-Date-(12) Months Ending 6/30/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	344,551	471,289	(126,738)	5,588,812	5,655,465	(66,653)
Non-Operating Revenue	3,696,187	3,074,398	621,790	39,205,104	36,892,770	2,312,334
Subtotal	4,040,738	3,545,686	495,052	44,793,916	42,548,235	2,245,681
Operating Expenses	4,423,960	3,617,592	(806,368)	42,248,368	43,411,100	1,162,732
Gain/(Loss)	(383,222)	(71,905)	(311,317)	2,545,548	(862,865)	3,408,413

7D: August FY 2026 Consolidated Financial Report

Action: Approve the August FY 2026 Consolidated Financial Report

Staff Resource: Kayley Alexander, Accounting Manager

Year-to-Date Budget Highlights:

Revenue:

- Fixed Route operating revenue is above budget by 30.8% through the first two months of the fiscal year. Cash fares and mobile ticketing revenues peaked due to the Iowa State Fair.
- Fixed Route non-operating revenue is trending very close to budget so far. Interest income is trending well above budget, but that is offset by grant revenues trending well below budget as funds have not been drawn down yet.
- Mobility Services operating revenue is coming in 1.3% under budget so far in the new fiscal year. Other contracted services and cash fares are the furthest under budget, but they are projected to increase as we move through the new fiscal year.
- Mobility Services non-operating revenue is coming in very close to budget due to timing and recognition of property tax revenues and grant dollars.
- Caravan revenues are under budget by 52.2% due to fewer vanpools in operation than projected. Another revenue source from the Iowa DOT will not begin until September.

Operating Expense:

- Fixed Route operating expenses are under budget by 4.2% year-to-date. Insurance and services are the two areas seeing the most budget savings so far.
- Mobility Services operating expenses are over budget by 6.2% year-to-date. Insurance is the area trending the highest due to a large claim that was recently settled and paid out.
- Caravan operating expenses are over budget by 19.2% so far in FY26. Due to a change in insurance expense allocation, Caravan's insurance expense is coming in higher than budgeted. Finance staff will work to reallocate the insurance budget accordingly in the coming months.

One-Time Expenses (Reserves)

- Through the first two months of the fiscal year, \$3,527 has been expensed of the \$650,000 Reimagine DART Implementation budget.

Recommendation:

Approve the August FY2026 Consolidated Financial Report.

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

Fixed Route	\$ 525,463	Reserve for Accidents (See Balance Sheet):
Mobility Services	\$ (59,824)	\$401,741
<u>Caravan</u>	<u>\$ (58,466)</u>	
Total	\$ 407,173	

FY2026 Financials:

August 2025

FIXED ROUTE	August 2025			Year-To-Date-(2) Month Ending 8/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	615,863	385,617	230,246	1,008,429	771,233	237,196
Non-Operating Revenue	2,641,884	2,825,493	(183,609)	5,668,843	5,650,987	17,856
Subtotal	3,257,747	3,211,110	46,637	6,677,272	6,422,220	255,052
Operating Expenses	3,362,972	3,202,115	(160,857)	6,133,819	6,404,230	270,411
Gain/(Loss)	(105,225)	8,995	(114,220)	543,453	17,990	525,463

MOBILITY SERVICES	August 2025			Year-To-Date-(2) Month Ending 8/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	60,015	61,150	(1,135)	120,757	122,300	(1,543)
Non-Operating Revenue	436,137	431,511	4,626	865,981	863,022	2,959
Subtotal	496,152	492,661	3,491	986,738	985,322	1,416
Operating Expenses	547,150	492,661	(54,489)	1,046,562	985,322	(61,240)
Gain/(Loss)	(50,998)	-	(50,998)	(59,824)	-	(59,824)

CARAVAN	August 2025			Year-To-Date-(2) Month Ending 8/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	17,884	32,750	(14,866)	34,110	65,500	(31,390)
Non-Operating Revenue	-	2,917	(2,917)	-	5,833	(5,833)
Subtotal	17,884	35,667	(17,783)	34,110	71,333	(37,223)
Operating Expenses	60,600	55,224	(5,376)	131,691	110,448	(21,243)
Gain/(Loss)	(42,716)	(19,558)	(23,159)	(97,581)	(39,115)	(58,466)

SUMMARY	August 2025			Year-To-Date-(2) Month Ending 8/31/2025		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	693,762	479,517	214,245	1,163,296	959,033	204,263
Non-Operating Revenue	3,078,021	3,259,921	(181,900)	6,534,824	6,519,842	14,982
Subtotal	3,771,783	3,739,438	32,345	7,698,120	7,478,875	219,245
Operating Expenses	3,970,722	3,750,000	(220,722)	7,312,072	7,500,000	187,928
Gain/(Loss)	(198,939)	(10,563)	(188,377)	386,048	(21,125)	407,173

One-Time Expenses (Reserves)	August 2025 YTD	
	Actual	Budgeted
Reimagine DART Implementation	3,527	650,000
Workforce Shuttles	-	100,000
Process Improvement	-	200,000
	3,527	950,000

8A: Reimagine DART Public Input Results

Staff Resource: *Erin Hockman, Chief Strategy Officer*

Principal Associate with Jarrett Walker and Associates Ricky Angueira will join virtually to present results from public input gathered throughout September on the Reimagine DART Draft Bus Network. Erin Hockman will present an updated timeline outlining next steps involved in finalizing the new bus network.

8B:

Funding Formula Update

Staff Resource: *Erin Hockman, Chief Strategy Officer*

Staff will present a recommendation for updating the funding formula to align with the Reimagined bus network. The DART Commission will need to decide before the end of the calendar year if it wants to update the formula or use the current formula to determine Fiscal Year 2027 member community contributions and levy rates.

8C: Paratransit Only Update

Staff Resource: *Mike Gulick, Interim Finance Lead; Senior Manager, Procurement and Compliance*

Staff will present an update on the Paratransit Only options for the Commission to consider.

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

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

- **Tim Moroney's Retirement:** A retirement celebration was held on September 30 to congratulate Tim Moroney on 27 years of service at DART. Through his tenure as a Fixed Route operator, Tim demonstrated his dedication to DART's mission statement through his on-time performance and customer service. Tim has been serving on the safety committee and providing his experience and operator perspective on issues and trends. Tim will be missed but leaves behind a legacy of respect, safety, and reliability.
- **Windsor Elementary School Trip:** On September 29 we had the opportunity to transport more than 30 students and adults from Windsor Elementary to visit the Windsor Heights Fire Station on Route 3. The Transportation department was excited to collaborate with them.



Planning – Tony Filippini, AICP, Planning & Development Manager

- **Shelter Removal:** An old-style shelter at 6th & Ascension (Southbound) will be removed in late September 2025 due to the deteriorating conditions of the shelter. DART plans to locate a new shelter approximately 250 feet south in 2026 in coordination with the City of Des Moines 6th Avenue Improvements project.
- **Shelter Pad Construction:** Shelter pad at SW 9th & Hackley Ave (Des Moines) will start construction in the next few weeks. The shelter is anticipated to be installed next year.
- **Bench Pad Construction:** 7 bench pads will be constructed over the coming month to facilitate a new bench. Substantial completion is scheduled by October 31 for the following locations.
 - E 30th St and Walker St – SB
 - E Grand Ave and E 14th St – EB
 - E Grand Ave and E 14th St – WB
 - E University Ave and E 33rd St – SB
 - University Ave and 17th St – EB

- MLK Jr Pkwy and Forest Ave – SB
- 6th Ave and Holcomb Ave - SB

9A1:

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

Staff Resources: *Mike Gulick, Interim Finance Lead/Senior Manager, Procurement and Compliance*
Luis Montaya, Chief Operating and Planning Officer

Construction Activities

- **Progress Update (Top Priorities for next 30 Days):**
 - **Finalize Key Procurements** – Complete orders for roof crossover stairs, trench drain grates, door hardware, and plumbing equipment.
 - **Advance Site Development** – Finish fencing, irrigation, plantings, natural gas lines, sidewalks/walkways, approaches, and parking lot lighting.
 - **Complete Structural Work** – Wrap up prime joists, exterior frames/doors, and install roof crossover stairs.
 - **Progress West Bay Buildout** – Close lube room updates, water and plumbing rough-ins, fire riser, and start electrical, sprinkler, and mechanical system installations.
 - **Launch East Bay Buildout** – Begin wall layout, CMU interior wall installation, and electrical rough-ins.



Financial Management Update

- **Budget Status:** On-track; expended \$20,721,074 of the approved \$34,789,700. See *Phase I Budget attachment in the packet for details.*
 - *See the Aug 2025 construction progress payments attachment for details.*

- **Change Orders:**

- October 2024: None.
- November 2024: None
- December 2024: Three (3) complete
- January 2025: None
- February 2025: None
- March 2025: None
- April 2025: Six (6) Complete
- May 2025: None
- June 2025: None
- July 2025: Fourteen (14) Complete
- Aug 2025: None
- Sept 2025: Five (5)
 - BP12 Baker Group -\$75,717.00 (deduct) Design Modification and Regulatory Requirement
 - BP12 Baker Group \$4,014.00 Other: Back charge for repairing damage to storm pipe – no cost to DART
 - BP02 Absolute Group -\$4,014.00 (deduct) Other: Back charge for repairing damage to storm pipe – no cost to DART
 - BP11 Kline Electric -\$12,601.00 (deduct) Design Modification and Regulatory Requirement
 - PO57474 Steril Koni \$553,203.57 Design Modification for substituting three lifts – the deduct for the lifts being replaced was in July 2025 from BP13 Seneca Companies -\$388,963.00 previously ratified. The net difference is \$164,240.57 for substituting the three lifts.
- Oct 2025: *Expecting 2-4 change orders*

- **Funding Plan:** On Track

Issues & Risk Management

- None

Operations and Maintenance Facility Phase I Construction Budget (as of 10/01/2025)

Project Overview:

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

		Original Budget	Adjusted Budget 10.1.2025	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	\$5,141,846.00	\$3,806,054.77
Owner's Representation:	Sidekick Development LLC	\$380,000.00	\$380,000.00	\$322,000.00
Project Management Fees		\$380,000.00	\$380,000.00	\$322,000.00
Reimbursable Expenses				
Architect:	Substance, LLC	\$2,618,837.61	\$2,095,030.00	\$1,914,364.88
Architectural & Engineering Design Fees		\$2,618,837.61	\$2,095,030.00	\$1,913,614.50
Reimbursable Expenses				\$750.38
Construction Manager (as Agent):	DCI Group Inc	\$2,666,816.00	\$2,666,816.00	\$1,569,689.89
Construction Management Fixed Fee		\$810,000.00	\$810,000.00	\$475,803.33
General Conditions Costs		\$1,856,816.00	\$1,856,816.00	\$1,093,886.56
Construction Costs:	Prime Contractor	\$22,048,536.24	\$23,219,734.67	\$12,905,040.43
Tree Clearing	Wright Outdoor Solutions	\$4,896.49	\$4,896.49	\$4,896.49
Special Testing	Terracon	\$0.00	\$42,257.00	\$27,463.88
BP01 - Site demolition, Earthwork, Utilities & Landscaping	Elder Corporation	\$2,073,700.00	\$2,092,059.00	\$1,775,009.00
BP02 - Concrete & paving	Absolute Group	\$2,669,844.75	\$2,794,835.80	\$2,404,677.16
BP03 - Masonry	Forrest & Associate Inc	\$516,210.00	\$524,846.00	\$317,349.00
BP04 - Steel and precast Total	PDM Precast Inc	\$3,563,092.00	\$3,540,257.00	\$3,485,517.00
BP05 - General carpentry & finishes	Core Construction Services LLC	\$892,000.00	\$916,386.84	\$51,949.96
BP06 - Roofing	T&K Roofing Company	\$940,000.00	\$940,000.00	\$929,500.00
BP07 - Overhead & coiling doors	Adams Door Company	\$318,713.00	\$318,713.00	
BP09 - Exterior fencing	Des Moines Steet Fence Co Inc	\$224,900.00	\$224,900.00	
BP10 - Fire suppression	Elite Fire	\$296,880.00	\$293,988.00	\$119,148.00
BP11 - Electrical	Kline Electric	\$3,411,300.00	\$3,483,635.00	\$1,026,792.61
BP12 - Mechanical and plumbing	Baker Mechancial Inc	\$5,600,000.00	\$5,603,762.00	\$2,306,942.00
BP13 - Equipment	Seneca Companies	\$1,537,000.00	\$1,885,994.97	\$455,795.33
PO57474	Stertil Koni	\$0.00	\$553,203.57	
Allocated Contingency and Escalation:		\$1,718,838.63	\$1,550,000.00	\$0.00
Construction Contingency		\$1,218,838.63	\$1,200,000.00	
Design Contingency		\$500,000.00	\$350,000.00	
Project Soft Costs:		\$987,000.00	\$555,000.00	\$0.00
Furniture, Fixtures, and Equipment (FFE) OFOI		\$732,000.00	\$400,000.00	
Moving and Relocation Costs		\$20,000.00	\$20,000.00	
IT Infrastructure		\$200,000.00	\$100,000.00	
Training Costs/Commissoning		\$35,000.00	\$35,000.00	
Legal and Insurance:		\$60,000.00	\$50,000.00	\$45,558.90
Legal Fees		\$10,000.00	\$10,000.00	\$13,515.90
Insurance Premiums		\$50,000.00	\$40,000.00	\$32,043.00
Non-Allocated Contingency and Escalation:		\$400,341.52	\$362,464.00	\$92,735.23
Reserved fund for unexpected costs		\$400,341.52	\$362,464.00	\$92,735.23
Grand Total Construction Budget:				
Sum of all the above categories		\$34,798,732.00	\$34,797,406.67	\$20,721,074.33

Commission Approved Budget (September 5, 2023)

\$34,789,700.00

*includes retainage for Prime Contractors Construction Costs

\$643,896.53



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									
	BP01_23-005	Elder Corporation	\$2,073,700.00	\$19,209.00	\$2,092,909.00	08/31/2025	\$16,100.00	\$1,775,009.00	84.81%
	BP02_23-005	Absolute Group	\$2,669,844.75	\$124,991.05	\$2,794,835.80	08/31/2025	\$554,197.00	\$2,404,677.16	86.04%
	BP03_23-005	Forrest & Associates, Inc.	\$516,210.00	\$8,636.00	\$524,846.00	08/31/2025	\$255,776.00	\$317,349.00	60.47%
	BP04_23-005	PDM Precast	\$3,563,092.00	(\$22,835.00)	\$3,540,257.00	08/31/2025	\$28,375.00	\$3,485,517.00	98.45%
	BP05_23-005	Core Construction, LLC	\$892,000.00	\$24,386.84	\$916,386.84	08/31/2025	\$21,032.96	\$51,949.96	5.67%
	BP06_23-005	T&K Roofing Company	\$940,000.00	\$0.00	\$940,000.00	08/31/2025	\$5,250.00	\$934,750.00	99.44%
	BP10_23-005	Elite Fire Sprinkler Systems, Inc	\$296,880.00	(\$2,892.00)	\$293,988.00	08/31/2025	\$99,148.00	\$119,148.00	40.53%
	BP11_23-005	Kline Electric	\$3,411,300.00	\$72,335.00	\$3,483,635.00	08/31/2025	\$132,281.55	\$1,026,792.61	29.47%
	BP12_23-005	Baker Group	\$5,600,000.00	\$3,762.00	\$5,603,762.00	08/31/2025	\$172,550.00	\$2,306,942.00	41.17%



DART Phase I Construction Change Order Cover Sheet

Date: 09/02/2025

Contract Number: Bid Package 12 **Change Order Number:** 04

Contractor: Baker Group

Original Contract Value: \$5,600,000.00

Current Contract Value: \$5,603,762.00 (plus \$92,732.00 pending approval of PCO 03)

Change Order Amount: (\$75,717.00) Deduct

New Contract Value: \$5,620,777.00 (Assuming approval of both PCO 03 and 04)

Description of Change:

This change order is for ASI 08R which removed the requirement to provide and install Exhaust Fans (EF 8, 9 and 10) which are no longer needed per the City of Des Moines based on DART's decision to not have the facility prepped for electric busses anytime in the foreseeable future (10+ years). This also allowed for the elimination of the smoke control system and panel.

Reason for Change:

- Unforeseen Site Conditions
- Design Modification
- Regulatory Requirement
- Other: [Specify]

Impact on Project Schedule:

- No Impact
- Schedule Adjustment: [Specify adjustment]

Supporting Documentation:

- Contractor Proposal
- Independent Cost Estimate
- Schedule Adjustment Report
- Other: [Specify]

DCI Group Inc:

Name: Adam Byrne Date: September 3, 2025 | 10:14 AM CDT

Title: Project Manager *Adam Byrne*



DART Phase I Construction Change Order Cover Sheet

Substance, LLC:

Name: Matt Rodekamp Date: September 24, 2025 | 10:52 AM PDT

Title: Principal Matt Rodekamp

Sidekick Development:

Name: Angie Pfannkuch Date: September 24, 2025 | 11:41 AM PDT

Title: Owner's Rep Angie Pfannkuch

-----Completed by DART-----

Price Fair and Reasonableness Determination:

- Cost Analysis - contractor's proposal was reviewed in detail (e.g., labor hours, material costs, equipment usage, indirect costs, and profit)
- Price Analysis - overall proposed price is compared with similar work, independent cost estimate, published price lists, historical costs, or market rates

Impact on Project Budget:

- Within Approved Budget
- Requires Additional Commission Approval

Approval Authority:

- CEO/COPO (Change Order ≤ 5% of contract value or ≤ \$200,000)
- Commission Approval Required (Change Order > 5% or > \$200,000)

DART Project Manager:

Name: Mike Gulick Date: September 24, 2025 | 4:05 PM CDT

Title: Procurement & Contract Manager Mike Gulick

CEO/COPO Approved By:

Name: Wis Mathy Date: 9/30/25

Title: COPO W Mathy

Commission Approval Date:

[Insert date of Commission ratification or approval]

Ratification October 7, 2025 Commission



DART Phase I Construction Change Order Cover Sheet

Date: 09/02/2025

Contract Number: Bid Package 12 **Change Order Number:** 05

Contractor: Baker Group

Original Contract Value: \$5,600,000.00

Current Contract Value: \$5,603,762.00 (plus \$17,015 pending approval of PCO 03, 04)

Change Order Amount: \$4,014.00

New Contract Value: \$5,624,791.00 (Assuming approval of PCO 03, 04, 05)

Description of Change:

This change order is for repairs done to an 8" storm pipe that was broken off during subgrade prep by Absolute Group. The repair was made by Baker Group, and Absolute Group is being back charged for the repair cost.

Reason for Change:

- Unforeseen Site Conditions
- Design Modification
- Regulatory Requirement
- Other: Back Charge

Impact on Project Schedule:

- No Impact
- Schedule Adjustment: [Specify adjustment]

Supporting Documentation:

- Contractor Proposal
- Independent Cost Estimate
- Schedule Adjustment Report
- Other: [Specify]

DCI Group Inc:

Name: Adam Byrne Date: September 3, 2025 | 10:15 AM CDT

Title: Project Manager *Adam Byrne*

Substance, LLC:

Name: Matt Rodekamp Date: September 24, 2025 | 8:22 AM PDT



DART Phase I Construction Change Order Cover Sheet

Title: Principal Matt Rodiekamp

Sidekick Development:

Name: Angie Pfannkuch Date: September 24, 2025 | 11:42 AM PDT

Title: Owner's Rep Angie Pfannkuch

-----Completed by DART-----

Price Fair and Reasonableness Determination:

- Cost Analysis - contractor's proposal was reviewed in detail (e.g., labor hours, material costs, equipment usage, indirect costs, and profit)
- Price Analysis - overall proposed price is compared with similar work, independent cost estimate, published price lists, historical costs, or market rates

Impact on Project Budget:

- Within Approved Budget
- Requires Additional Commission Approval

Approval Authority:

- CEO/COPO (Change Order ≤ 5% of contract value or ≤ \$200,000)
- Commission Approval Required (Change Order > 5% or > \$200,000)

DART Project Manager:

Name: Mike Gulick Date: September 24, 2025 | 4:03 PM CDT

Title: Procurement & Contract Manager Mike Gulick

CEO/COPO Approved By:

Name: [Signature] Date: 9/30/25

Title: COPO [Signature]

Commission Approval Date:

[Insert date of Commission ratification or approval]

Ratification October 7, 2025 Commission



DART Phase I Construction Change Order Cover Sheet

Date: 09/02/2025

Contract Number: Bid Package 02 **Change Order Number:** 05

Contractor: Absolute Group

Original Contract Value: \$2,669,844.75

Current Contract Value: \$2,794,835.80

Change Order Amount: - \$4,014.00 (Deduct)

New Contract Value: \$2,790,821.8

Description of Change:

This change order is for repairs done to an 8" storm pipe that was broken off during subgrade prep by Absolute Group. The repair was made by Baker Group, and Absolute Group is being back charged for the repair cost.

Reason for Change:

- Unforeseen Site Conditions
- Design Modification
- Regulatory Requirement
- Other: Back Charge

Impact on Project Schedule:

- No Impact
- Schedule Adjustment: [Specify adjustment]

Supporting Documentation:

- Contractor Proposal
- Independent Cost Estimate
- Schedule Adjustment Report
- Other: [Specify]

DCI Group Inc:

Name: Adam Byrne Date: September 3, 2025 | 10:12 AM CDT

Title: Project Manager *Adam Byrne*

Substance, LLC:

Name: Matt Rodekamp Date: September 24, 2025 | 8:15 AM PDT



DART Phase I Construction Change Order Cover Sheet

Title: Principal Matt Rodekamp

Sidekick Development:

Name: Angie Pfannkuch Date: September 24, 2025 | 11:43 AM PDT

Title: Owner's Rep Angie Pfannkuch

-----Completed by DART-----

Price Fair and Reasonableness Determination:

- Cost Analysis - contractor's proposal was reviewed in detail (e.g., labor hours, material costs, equipment usage, indirect costs, and profit)
- Price Analysis - overall proposed price is compared with similar work, independent cost estimate, published price lists, historical costs, or market rates

Impact on Project Budget:

- Within Approved Budget
- Requires Additional Commission Approval

Approval Authority:

- CEO/COPO (Change Order ≤ 5% of contract value or ≤ \$200,000)
- Commission Approval Required (Change Order > 5% or > \$200,000)

DART Project Manager:

Name: Mike Gulick Date: September 24, 2025 | 4:02 PM CDT

Title: Procurement & Contract Manager Mike Gulick

CEO/COPO Approved By:

Name: MS Marby Date: 9/30/25

Title: COPO R Marby

Commission Approval Date:

[Insert date of Commission ratification or approval]

Ratification October 7, 2025 Commission



DART Phase I Construction Change Order Cover Sheet

Date: 09/02/2025

Contract Number: Bid Package 11 Change Order Number: 09

Contractor: Kline Electric

Original Contract Value: \$3,411,300.00

Current Contract Value: \$3,483,635.00

Change Order Amount: (\$12,601.00) Deduct

New Contract Value: \$3,471,034.00

Description of Change:

This change order is for ASI 08R which removed the requirement to provide and install Exhaust Fans (EF 8, 9 and 10) which are no longer needed per the City of Des Moines based on DART's decision to not have the facility prepped for electric busses anytime in the foreseeable future (10+ years). This also allowed for the elimination of the electrical pathways and connections to these exhaust fans.

Reason for Change:

- Unforeseen Site Conditions
- Design Modification
- Regulatory Requirement
- Other: [Specify]

Impact on Project Schedule:

- No Impact
- Schedule Adjustment: [Specify adjustment]

Supporting Documentation:

- Contractor Proposal
- Independent Cost Estimate
- Schedule Adjustment Report
- Other: [Specify]

DCI Group Inc:

Name: Adam Byrne Date: September 3, 2025 | 10:13 AM CDT

Title: Project Manager *Adam Byrne*



DART Phase I Construction Change Order Cover Sheet

Substance, LLC:

Name: Matt Rodekamp Date: September 24, 2025 | 10:53 AM PDT

Title: Principal Matt Rodekamp

Sidekick Development:

Name: Angie Pfannkuch Date: September 24, 2025 | 11:41 AM PDT

Title: Owner's Rep Angie Pfannkuch

-----Completed by DART-----

Price Fair and Reasonableness Determination:

- Cost Analysis - contractor's proposal was reviewed in detail (e.g., labor hours, material costs, equipment usage, indirect costs, and profit)
- Price Analysis - overall proposed price is compared with similar work, independent cost estimate, published price lists, historical costs, or market rates

Impact on Project Budget:

- Within Approved Budget
- Requires Additional Commission Approval

Approval Authority:

- CEO/COPO (Change Order ≤ 5% of contract value or ≤ \$200,000)
- Commission Approval Required (Change Order > 5% or > \$200,000)

DART Project Manager:

Name: Mike Gulick Date: September 24, 2025 | 4:06 PM CDT

Title: Procurement & Contract Manager Mike Gulick

CEO/COPO Approved By:

Name: [Signature] Date: 9/30/25

Title: COPO

Commission Approval Date:

[Insert date of Commission ratification or approval]

Ratification October 7, 2025 Commission



Purchase Order No.	PO57474
Date	08/06/2025
Revision Number	

Vendor: STERTILKONI

STERTIL KONI
 200 LOG CANOE CIRCLE
 STEVENSVILLE MD 21666
 (800) 336-6637 (Phone)

Bill To:

Amber Dakan
 DART
 1100 Dart Way
 Des Moines IA 50309
 (515) 283-8100 (Phone)
 () - Ext. (Fax)

Ship To:

Amber Dakan
 DART
 1100 Dart Way
 Des Moines IA 50309
 (515) 283-8100 Ext. (Phone)
 () - Ext. (Fax)

Shipping Method		Payment Terms	Confirm With	Page			
		Upon Receipt		Page 1 of 1			
L/N	Item Number	Description / Reference Number	Req. Date	U/M	Ordered	Unit Price	Ext. Price
1	QUOTE 3055	DIAMOND 70FCR-13 3 LIFTS AND ASSOCIATED EQUIPMENT QUOTE 3055	07/29/2025	EACH	1	\$553,203.57	\$553,203.57
From Req/Line: 85042/1 Dept: 110 - Purchasing							

DART Procurement Disclaimer: Acceptance of this Purchase Order is certification that the provider of goods and services complies with all of the applicable Des Moines Area Regional Transit Authority (DART) Terms and Conditions, listed hereafter.

1. No Government Obligation to Third Parties
2. Program Fraud and False or Fraudulent Statements or Related Acts
3. Access to Records and Reports
4. Changes to Federal Requirements
5. Termination
6. Civil Rights Requirements and Equal Opportunity
7. Disadvantaged Business Enterprise (DBE)
8. Government-Wide Debarment and Suspension (Debarment, Suspension, Ineligibility and Voluntary Exclusion)
9. Buy America
10. Resolution of Disputes, Breaches, or Other Litigation
11. Lobbying
12. Clean Air Act and Federal Water Pollution Control Act
13. Cargo Preference
14. Fly America
15. Prevailing Wage and Anti-Kickback.
16. Contract Work Hours and Safety Standards Act
17. Contract Work Hours and Safety Standards for Awards Not Involving Construction
18. Bonding Requirements
19. Seismic Safety
20. Public Transportation Employee Protective Arrangements
21. Bus Testing
22. Charter Service

Full Terms and Co

23. School Bus Operations
24. Safe Operation of Motor Vehicle
25. Substance Abuse Requirements
26. Patent Rights and Rights in Data
27. Energy Conservation
28. Recycled Products (Recovered Materials)
29. Conformance with National ITS Architecture
30. Access for Individuals with Disabilities
31. Incorporation of Federal Transit Administration (FTA) Terms

Full terms and conditions can be found at: http://ridedart.com/business-center/contractual_terms_and_conditions

Subtotal	\$553,203.57
Trade Discount	\$0.00
Freight	\$0.00
Miscellaneous	\$0.00
Tax	\$0.00
Order Total	\$553,203.57

9B:

External Affairs Team Report

Staff Resources: Erin Hockman, Chief Strategy Officer

Economic Impact Study: Metro Analytics has completed the transit economic impact analysis on DART's existing network, the Reimagine DART Draft Network (10% smaller) as well as a 33% smaller network. The 33% smaller network is being analyzed to understand the impact if the State Legislature caps the transit levy at 2% and major cuts are necessary in the future. The results for the existing network and draft network were initially shared during a public workshop on Friday, Oct. 3 with representatives from the Des Moines MPO and DART's Board well as staff from member communities. A representative from Metro Analytics will join the October 20 workshop virtually to present a summary of the findings to the full Commission. A full report will be published in November.

Federal Government Shutdown: Federal Transit Administration (FTA) employees are not furloughed during the shutdown because the agency is financed through the Highway Trust Fund's Mass Transit Account. The FTA received advance appropriated money from the 2021 Infrastructure Investment and Jobs Act (IIJA) so formula and discretionary reimbursements at FTA will continue for previously executed grants. *It is unlikely the FTA will be able to approve new grants during the shutdown and any activities involving other federal agencies could be stalled.*

New Federal Guidance on Disadvantaged Business Enterprises (DBEs): The U.S. Department of Transportation recently published a directive that changes regulations around DBEs. All currently certified DBEs must be recertified and cannot be found to be disadvantaged based in whole or part on race or sex. Unified Certification Programs (UCP) will be the entity responsible for recertification. Staff will share more if there is significant impact to DART.

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

Reimagine DART Public Input: The Communications Team led public input efforts on the Draft Bus Network throughout September. Engagement included:

- 75+ nonprofit, business and community leaders attended a Reimagine DART presentation.
- 150+ residents and DART riders attended a public meeting or spoke with staff at tabling's and other community events.
- Nearly 900 people completed a survey.
- 9 unique media outlets in central Iowa covered the topic.

The team is preparing to communicate a summary of initial results with DART staff and those who participated in public input following the October 7 Commission meeting. DART will also share a full public input report and changes to the draft network after the Commission views an updated map at the October 20 workshop.

Bus Stop Signage: As a part of implementing a new bus network, DART is redesigning its bus stop signs. The goals of this project are to improve clarity of information, make the network more accessible, allow flexibility with future changes, and support consistent brand visibility. Progress on this project includes identifying core sign content and priority of information. The design incorporates high-contrast route information and a high-visibility flag and has been refined to feature 1-6 routes on the sign and allow for cost-effective updates. In October, DART will finalize

sign options and costs; get feedback from staff and TRAC; and prepare content and design for final review.

ROI Campaign: DART's Marketing Team ran the second installment of a ROI Campaign across digital display, social, and digital audio to highlight the economic and community benefits of transit. Creative refinements for this round (see examples below) included stronger branding and messaging, action-oriented Calls To Action (CTAs), and optimized imagery. Advertising targeting shifted from a broad radius to zip codes within DART's service area. A refreshed [Transit Benefits webpage](#) aligned to campaign messaging, with updated graphics and streamlined content.



Results included:

- Display advertising had a 0.47% click-through rate to the Transit Benefits page, which is three times the industry average.
- Social advertising had 7,471 engagements and the click-through rate increased from the previous campaign.
- Digital audio advertising had a 96% listen-through rate, which is above the 85% benchmark.
- The landing page had nearly 5,000 page views and time on page more than tripled.

DART will continue testing messages, while applying refined targeting and webpage alignment practices to strengthen ROI in future campaigns.

DART in the News

[DART proposes fewer routes under redesign of transit network. What to know](#)
WOI, 9/3/25

[Fewer routes with buses that come faster: How DART plans to rehaul the metro bus system](#)
Des Moines Register, 9/3/25

[Seeking sustainable transit](#)
Business Record, 9/5/25

Caravan – Victoria Henderson Weber, Caravan Manager

TPI Update: Vanpool discussions remain on hold as the company navigates its recently announced bankruptcy proceedings and evaluates the steps needed to establish payroll deduction for participating employees. TPI has indicated they intend to reconnect with us in October to continue these conversations.

Ridership Decline: Ridership is down this month due to driver shortages. Quantum Plastics lost a paid driver, which has temporarily prevented transportation for their Newton Correctional Work Release participants, and the company is working to recruit a replacement but reports challenges in doing so. Additionally, one of Vermeer's volunteer drivers left the company, resulting in no current drivers available for that shift. DART staff are working closely with Vermeer to promote volunteer driver opportunities and stabilize service. While driver shortages are one of the most common hurdles in vanpooling, employer participation is key, and we are encouraged by the long-standing commitment of both companies involved to supporting vanpool solutions.

9C:

Human Resources Team Report – October 2025

Staff Resources: *Alex Brokaw – Human Resources Business Partner*
Matt Johnson – Training Manager
Jake Comstock – Safety Manager

Human Resources:

Fixed Route Operator Sara Tootill was named August Employee of the Month for her quick thinking and professionalism during an emergency. When a fire broke out on her bus, Sara calmly evacuated all passengers, called for help, and ensured everyone stayed at a safe distance. Her actions not only protected her riders but also impressed the Altoona Fire Chief, who commended her for demonstrating safety and professionalism under pressure.



Recruitment Update: The HR department is currently interviewing for the following openings:

- Assistant Transportation Manager (Completed second round interviews 09/29)
- Fixed Route Operator

Recent Hires:

- 2 – Fixed Route Operator

9D: Finance/Procurement Team Report

Staff Resources: *Amber Dakan - Finance Director*
Mike Gulick - Interim Finance Lead, Senior Manager, Procurement and Compliance

Finance Department – Amber Dakan, Finance Director

- **Fiscal Year 2025 Financial Audit:** Finance team hosted external auditor, Baker Tilly, the week of September 22 for onsite review of financials, grant oversight, fixed assets, as well as IT systems control review. Finalized statements are projected to be reviewed with DART's Executive Committee in December and presented for approval at the full commission meeting in January 2026.
- **FY2025 National Transit Database (NTD) reporting:** In conjunction with the completion of the financial audit, DART's finance team is working with Baker Tilly to complete an Agreed Upon Procedure (AUP) review of the financial and statistical information related to FY25. This review is required as part of the submission of data to the NTD database, which is how our Federal Formula grant dollars are apportioned.
- **FY 2027 Budget Preparation:** The Finance staff have begun preparations for the FY 2027 budget process, which will entail a more robust categorization and analysis of expenses than done previously. In conjunction with the operating budget, staff are preparing to further integrate the capital budget into the same timeline of events. These changes aim to provide better data for decision making as well as efficiency of aligned processes between operating and capital budget planning.

Procurement Department – Mike Gulick, Senior Manager, Procurement and Compliance

- **Triennial Review Final Report & Closeout:** FTA staff along with a third-party auditor completed a full review of 23 federal program areas culminating with an onsite interview process on June 9 and 10. DART has received the final report summarizing this intensive exercise, which identified minor administrative deficiencies within two sections: Procurement and Disadvantaged Business Enterprise (DBE) and no deficiencies in the remaining 21 sections. Staff were able to quickly close out the deficiencies related to the Procurement program and have received formal close out on those corrections from FTA. The DBE corrective measure is delayed as FTA works to address a technology issue preventing staff from filing the needed documents. Staff anticipate a final close out prior to the end of the calendar year.

Staff Resource: *Kayley Alexander, Accounting Manager*

Revenue

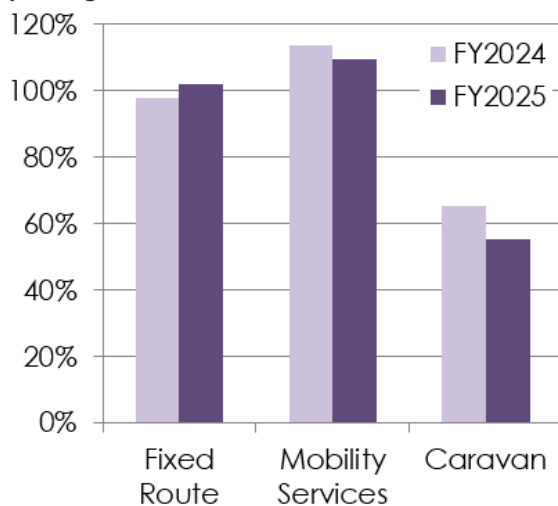
Operating Revenue

- Fixed Route operating revenue performed at 101.86% of the annual budget compared to 97.89% in FY24. Budgets were reduced in FY25 for Unlimited Access and other contracted services, and those categories performed well above those adjusted budgets.
- Mobility Services operating revenue for FY25 was 109.41% of budget in comparison to 113.65% in the prior year. A couple of areas, DART on Demand and mobile ticketing, performed at or above the prior year dollar-wise, but budgets were also increased as ridership was forecasted to increase.
- Caravan operating revenue for FY25 was 55.48% of budget compared to 65.33% in FY24. The budget was increased in anticipation of new partners that have not materialized. Overall revenue dollars were slightly higher than the prior year.

Revenue, Percent of Budget

July - June

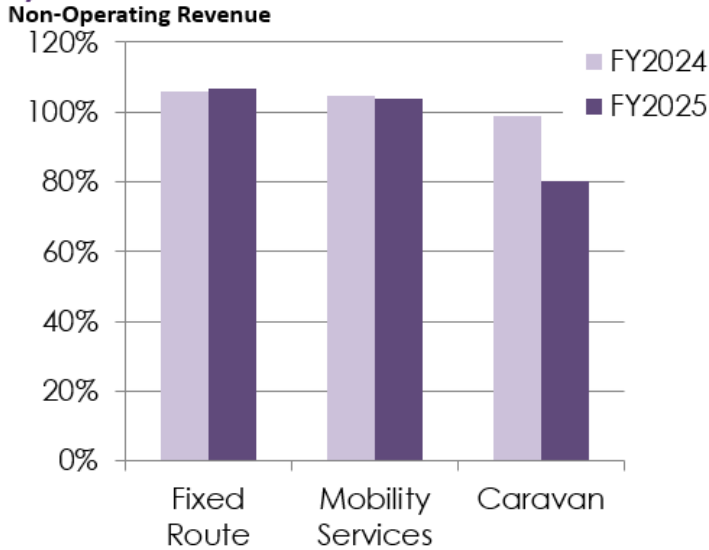
Operating Revenue



Non-Operating Revenue

- Fixed Route non-operating revenue for FY25 was 106.75% of budget compared to 105.85% in FY24. Overall, budget and revenue dollars were similar between the two years.
- Mobility Services non-operating revenue as a percentage of budget for FY25 was 104.02% compared to 104.76% in FY24. In FY25 Mobility Services was allocated more of the property tax dollars, and we have been diverting more of our 5310 Elderly/Disabled grant funds to cover our overflow cab and TNC expenses. Both of these changes are reflected in budgeted and actual figures.
- Caravan non-operating revenue was 80.38% of budget in FY25 compared to 98.94% in FY24. There was revenue from Iowa DOT related to our Qryde system that was budgeted for in FY25 but will not start to be received until FY26.

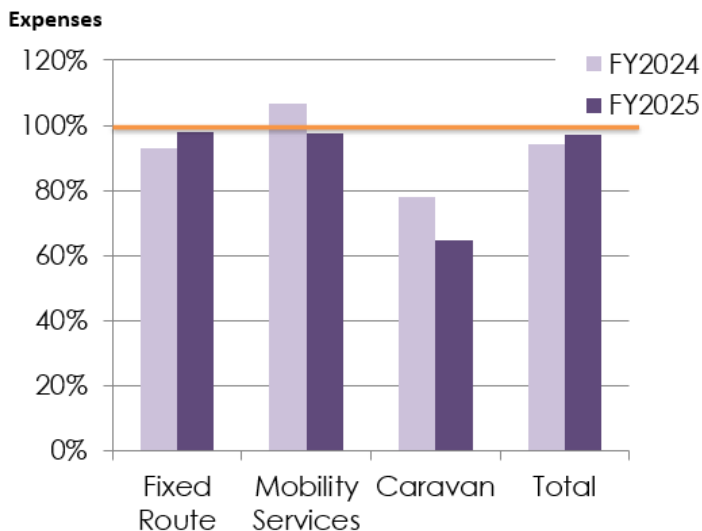
**Revenue, Percent of Budget
July - June**



Expenses

- Fixed Route operating expenses as a percentage of budget were at 97.88% in FY25 compared to 92.82% in FY24. Both budgets and actuals increased from one year to the next, with the actual increases outpacing the budget increases.
- Mobility Services operating expenses in FY25 were at 97.47% of budget compared to 106.80% in FY24. One main driver is that the FY25 budget was adjusted to reflect the higher use of overflow cab and TNC services.
- Caravan operating expense utilization for FY25 was 64.76% compared to 77.94% in FY24. Expenses in dollars were a little higher in FY25, but the budget also increased significantly for FY25 due to anticipation of new vanpools.
- Expenses for all divisions combined came in at 97.32% of budget in FY25 compared to 94.22% in FY24.

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

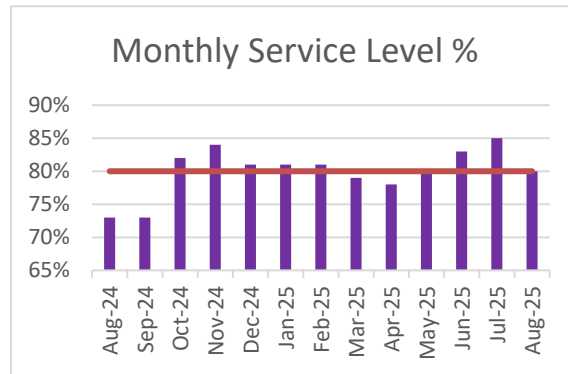


9E:

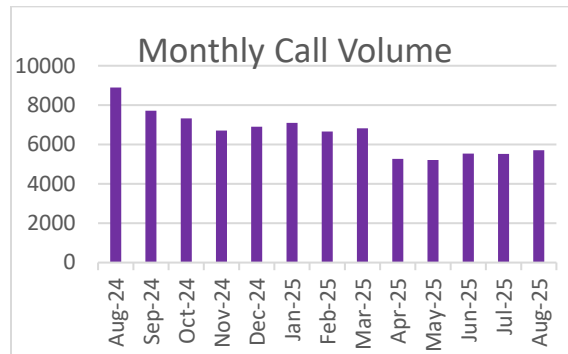
Customer Service Report

Staff Resources: Kyle Foster, Chief Information Technology Officer

Customer Experience – Alyson Reimers, Customer Service Supervisor



Service Level: The percentage of calls answered within 60 seconds. Our goal is 80%.



Call Trends – We have continued to see normal call trends; overall call volumes and complaint numbers have stayed steady month over month.

Commendations –

“Vanessa is a great driver. She drives safe and is always nice and helpful.”

"Para client called to give a compliment to two Para drivers and a supervisor. Client was on her way to Jordan Creek Mall when the Para bus she was riding broke down. Edmund, her driver, called dispatch and a supervisor and driver with another bus showed up. All 3 DART superheroes worked together to get her and her power wheelchair off the stalled bus and onto the change-up bus safely. They were very polite; she was extremely impressed and wanted to have the three DART people recognized for doing a great and outstanding job."

"I want to specifically call out Will Wilder. He has excellent customer service skills, greeting passengers and having a positive attitude. On the safety side, he does an outstanding job by making PA announcements as we were leaving Center Street by notifying those standing to hold on to the stanchions and hand straps. He also made a PA announcement when we were approaching Gate 10, telling people to watch their steps while deboarding and thanked them for riding DART. I appreciated all the proactive communication."

9F: Chief Executive Officer

Staff Resource: *Amanda Wanke, Chief Executive Officer*

- **DART Executive Committee:** The DART Executive Committee met on Monday, September 22, 2025. Discussion items presented during the meeting included:
 - 28E Update
 - Funding Formula and Paratransit Only Updates
- **Reimagine DART Member City Conversations:** I wanted to thank you and your City staff for taking the time to meet with us over the last several weeks to discuss and gather your feedback related to the Reimagine DART draft plan, how the draft plan impacts the level of service in your community, and gather your perspectives on updating the property tax formula. These meetings have been very helpful to DART staff to help us understand our member city needs as we plan for the future.
- **Bus and Bus Facility Grant Timing:** With the federal government shutdown, we are experiencing a delay in hearing about our Bus and Bus Facility grant application. We have been informed by our Federal Lobbyist's that the statutory deadline for those awards was September 27 but with the furloughs and the shut-down situation they do expect more delays. The hope is that the awards will be announced shortly after the federal government reopens.
- **American Transportation Association (ATA) Annual Meeting** - I had the opportunity, with Commissioner Bridget Carberry Montgomery and Kyle Foster (CIO), to attend the ATA Annual meeting September 14-17. This is the largest transit conference of the year and an opportunity to learn and connect with transit professionals and vendors. Many of the sessions focused on safety at transit agencies, workforce development, innovative ways to deliver transportation, innovative procurement ideas and future transit sustainability.

During the conference, I joined other transit CEOs from across the nation for a roundtable conversation on the evolving challenges and innovation in public transit. This was a great opportunity to highlight both the work we are doing to reimagine our transit network and to be nimble in how we deliver transit services in a rapidly changing world.

- **Letters and Petition Received:** Included in your packet are two letters that we have received; one from the Penelope 38 Apartments (with a signed petition) and the other from AHEPA Senior Living, both in Ankeny. The letters share their concerns about the new proposed DART schedules in their areas through the changes of Reimagine DART. As we work through the public input received and what was shared with you today, DART staff are working to see what changes can be made to alleviate these concerns while considering the long-term ramifications of these decisions. More will be discussed at the October 20 workshop.
- **HR Transition:** Alaina Severino, our HR Manager resigned from DART to take a new position with Excell Marketing. Her last day was on September 19. Since her notice I have been working closely with the HR team to ensure continuity across our HR functions and additionally collaborating with Jennifer Bryant, our HR consultant, to identify bridge resources and support the team, our managers, and employees. We have completed several interviews over the past few weeks and will be updating the DART Commission and staff appropriately.

- **Employee Appreciation and Safety Recognition Lunch:** Each fall, we take time to appreciate our employees, recognize their safety records and other accomplishments, and thank them for all they did to provide another year of State Fair shuttle service. This year, we had lots to celebrate when we held our Employee Appreciation and Safety Luncheon on September 10! More details on this event were sent in the September 26 Friday Update.
- **Town Hall Employee Meetings:** During the month of September, we held several employee town hall meetings to share updates on the proposed draft network, and information on these changes in terms of hours, bus locations and frequency of routes. Staff appreciated the time to connect and hear information first-hand. Employee town halls will continue on a regular basis.
- **Partnership Regional Summit:** I was encouraged by the inclusion of public transit as a topic at the Greater Des Moines Partnership's Regional Summit. Jo Christine Miles with Principal, Chris Costa with Knapp Properties, and I spoke about the role regional public transit plays in fostering economic growth and a strong talent pipeline, and we shared ways in which the business community can support regional transit.

Petition to Preserve Accessible DART Transportation for Penelope 38 Residents

We, the undersigned residents of Penelope 38 Apartments in Ankeny, Iowa, are concerned about the proposed changes to DART transportation. The proposed changes will negatively impact our safety, mobility, and ability to access essential services.

Proposed DART Changes We Oppose:

1. Limiting the DART On Demand service zone.
2. Eliminating front-door pick-up at Penelope 38, moving pick-up to the corner of NE 5th Street and NE Trilein Drive.
3. Removing the ability to schedule rides in advance, requiring same-day reservations only.

Concerns:

- **Service Zone:** The new zone does not serve Sam's Club or the Department of Transportation (DOT) and is too small to meet residents' needs.
- **Pick-up Location:**
 - Unsafe to load and unload passengers on a busy street, especially those who are older, that use walkers, and need the ramp
 - Many residents cannot walk to the new pick-up point
 - Hazardous during extreme weather (snow, rain, heat)
 - Uneven sidewalks make access difficult for those with walkers
 - Carrying groceries from the new location is impractical for many residents
- **Scheduling:** Lack of advance scheduling makes transportation unreliable for medical appointments and other essential trips.

We, the undersigned, urge the City Council and DART to reconsider these changes and maintain safe, reliable, and accessible transportation for all residents of Ankeny, IA.

27 Kara Bz (C)
Janet Taylor
Joyce Watts
Sheila Mackey
Sally McDonald
Sparyl Rooney
Mary Harrington
Dana Brown
Denny Zane
? Cindy Insley
Martha Jals
Marie Smith #114
Joanne Van Loon
Linda Jalt
Jackie Warner
Jodie Krage
Kimberly Jalt
Keb Hall
Shayna Dallman
Debra Anderson
Rhonda Lopez
Annie Hovey
Olga Meyerson
Diana Murray

Jane Kepley
Sheril Gibson 28
Gard King 204
Dana Fisher
Ricky Knight 206
Wally Korbell 20
Carol Meier
Lanora Hunt
Luc Titus 2
Loyce Gordon
Pat Eyerly
DIXIE TINSLEY
Bethy Lewis
Sally Krueger
Lanora Krueger
Carol Krueger

9/11/2025

DART Board of Commissioners

Des Moines Area Regional Transit Authority

Dear Commissioners,

I am writing on behalf of the residents of AHEPA Senior Living to express concerns regarding the proposed service changes to DART On Demand, specifically those related to pickup locations and trip booking procedures. While I understand the need for efficiency and the goal of meeting increased demand, I worry about the unintended consequences these changes may have on older adults in our community.

First, the suggestion that riders meet vehicles at the corner of a main road rather than at their residence presents a significant barrier for many of my residents. Even a short walk of 0.1 mile can be difficult for seniors with limited mobility, those using walkers or wheelchairs, or individuals with health conditions that restrict their endurance. In addition, safety is a major concern—navigating uneven sidewalks, inclement weather, or busy intersections may discourage seniors from using the service altogether. For many, DART On Demand is their only reliable connection to medical care, groceries, worship services, and community engagement, and requiring them to reach a distant pickup point could effectively cut off access.

Second, the proposed shift away from advance booking and toward strictly 'on demand' scheduling is also troubling. Many of our seniors rely on predictable transportation for critical appointments and activities. The ability to book trips in advance provides peace of mind, reduces anxiety, and ensures that important commitments—such as doctor visits—are not jeopardized by uncertainty. While I recognize the value of flexibility in the system, I strongly encourage DART to consider maintaining at least a partial option for advance reservations, especially for older adults and individuals with disabilities.

I also want to highlight that the lack of a fixed bus stop near our senior living facilities already severely limits transportation options for our residents. With the

rising cost of cabs, Uber, or Lyft, and many seniors living solely on Social Security income, DART On Demand is not just an option but a necessity. The service is widely utilized by our residents and has been a key factor in many of them feeling comfortable relinquishing their driving privileges. This transition to relying on DART has promoted both independence and safety within our community and preserving that reliability is critical.

I greatly appreciate DART's commitment to serving our community, and I know that balancing efficiency with accessibility is not easy. However, I respectfully ask that you take these concerns into account and consider adjustments to the proposals so that seniors and individuals with mobility challenges are not left behind. Our residents value their independence and dignity, and accessible, reliable transportation is a critical part of that.

Thank you for your time and your continued service to the community. I would welcome the opportunity to provide additional feedback or to facilitate a listening session with our residents, so their voices can be heard directly.

Sincerely,

Desiray Walker

Service Coordinator

AHEPA II & III Senior Living

Email: dewalker@ahepaseniorliving.org

9G:

Performance Report – August 2025

Staff Resource: *Nate Bleadorn, Business Intelligence Manager*

Summary of August 2025 Monthly Performance:

- Total August ridership was down 0.79% compared to last August.
 - Fixed Route ridership was relatively flat, down 0.45% compared to August of last year.
 - This number is heavily influenced by Iowa State Fair Ridership (ISF). Fair-specific ridership was down compared to 2024.
 - Fixed Route ridership, not including ISF, was up 3% for the month compared to 2024.
 - Paratransit ridership was down 8.85% compared to August of last year.
 - DART On Demand ridership was up 7.61% compared to last August.
 - Caravan ridership for August was down 27.55% from August 2024. See the External Affairs report for more details.
- Preventable accidents were 2.49 per 100,000 miles, while non-preventable accidents were 0.23 per 100,000 miles. We are monitoring this increase closely and coaching operators to return to our target range.
- On-Time Performance (OTP) was 78.20% in August. This follows an observed seasonal downturn with the Iowa State Fair. Increased service hours, additional driver hours, and heavy traffic near the fairgrounds all contribute to slower travel times and impact OTP.
- Road calls per 100,000 miles, when buses need service while in operation, were 12.48 for fixed route in August, missing our goal of 7 or fewer.
- Staff are working on rebuilding the fare reports to properly reflect on an updated GL coding structure. This is currently under reporting, which is affecting our farebox recovery ratio as well as our operating costs. We intend to have this resolved and back dated by next month's commission meeting.

dart Performance Summary -

August 2025

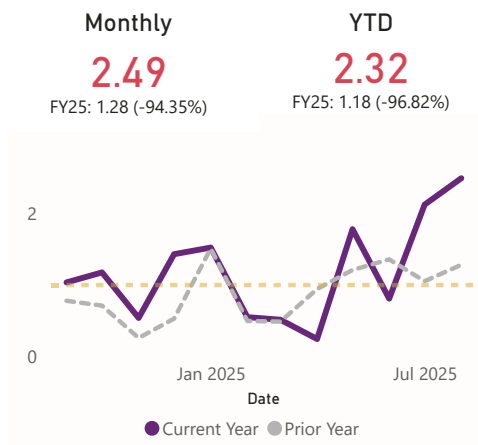
9/1/2024

8/31/2025

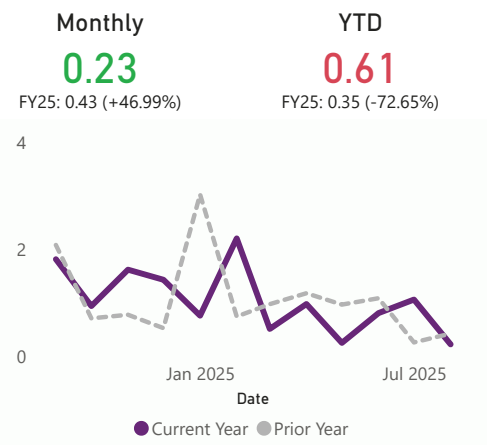
Ridership



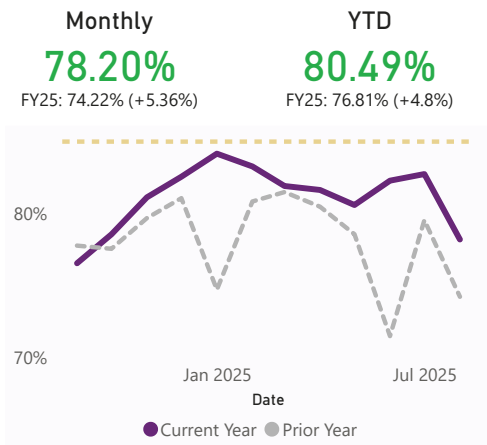
Preventable Accidents/100k Miles



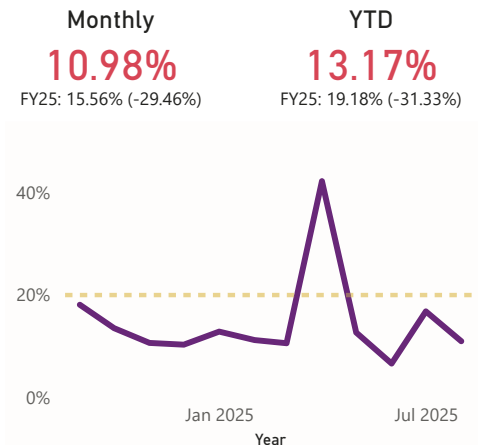
Non-Preventable Accidents/100k



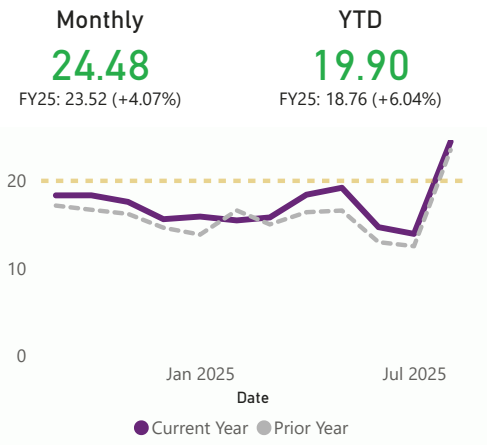
On-Time Performance



Farebox Recovery Ratio



FR Passengers / Revenue Hour





Fixed Route Performance

9/1/2024

8/31/2025

Ridership

Monthly

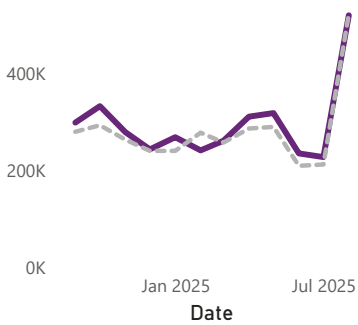
YTD

518,781

746,443

FY25: 521,103 (-0.45%)

FY25: 733,553 (+1.76%)



● Current Year ● Prior Year

On-Time Performance

Monthly

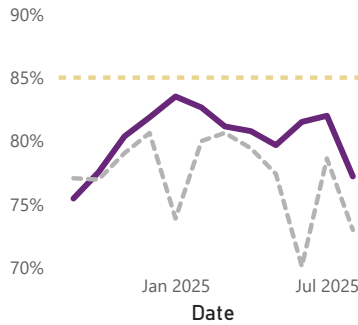
YTD

77.21%

79.63%

FY25: 72.99% (+5.78%)

FY25: 75.73% (+5.15%)



● Current Year ● Prior Year

Operating Cost/Rev. Hour

Monthly

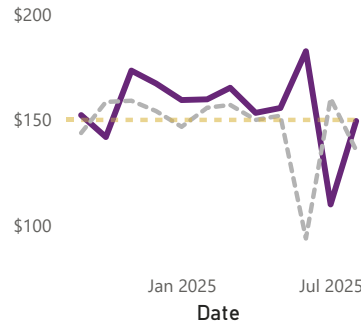
YTD

\$149.47

\$132.31

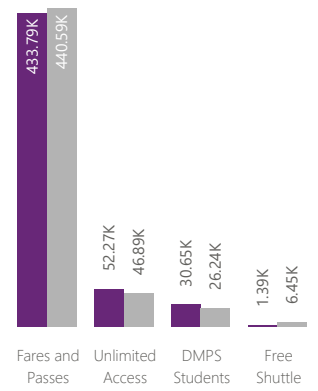
FY25: \$135.69 (-10.15%)

FY25: \$146.31 (+9.56%)



● Current Year ● Prior Year

Monthly Ridership by Fare Group



● Current Year ● Prior Year

Preventable Acc./100k

Monthly

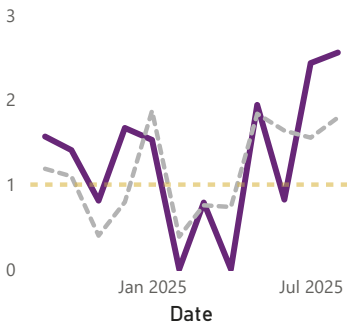
YTD

2.56

2.51

FY25: 1.79 (-42.92%)

FY25: 1.69 (-48.39%)



● Current Year ● Prior Year

Non-Preventable Acc./100k

Monthly

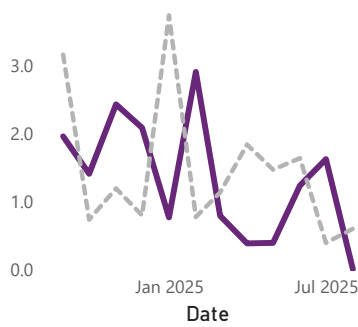
YTD

0.00

0.72

FY25: 0.60 (+100%)

FY25: 0.51 (-41.32%)



● Current Year ● Prior Year

Road Calls/100k Miles

Monthly

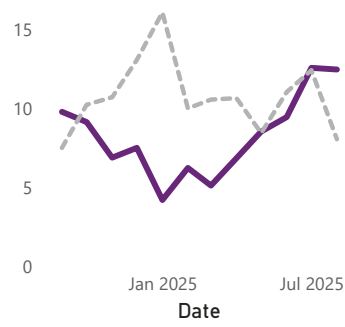
YTD

12.48

12.53

FY25: 8.06 (-54.83%)

FY25: 9.96 (-25.75%)



● Current Year ● Prior Year

Complaints/100k Passengers

Monthly

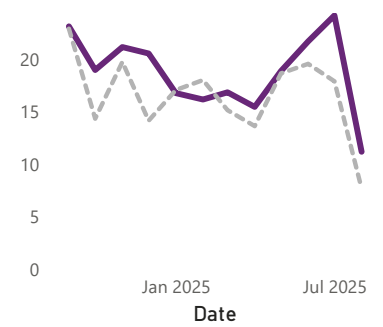
YTD

11.18

15.14

FY25: 7.68 (-45.65%)

FY25: 10.63 (-42.37%)



● Current Year ● Prior Year

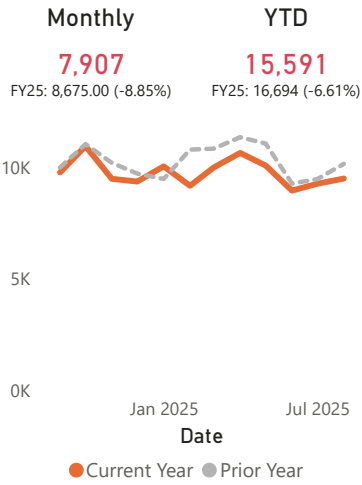


Paratransit Performance

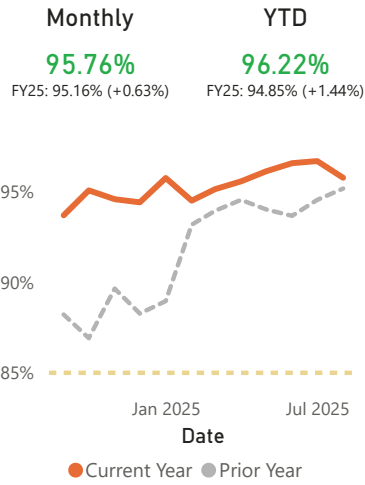
9/1/2024

8/31/2025

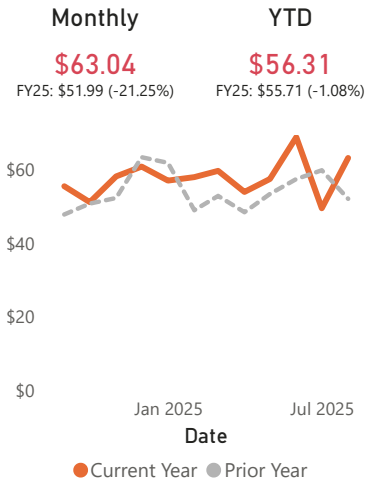
Ridership



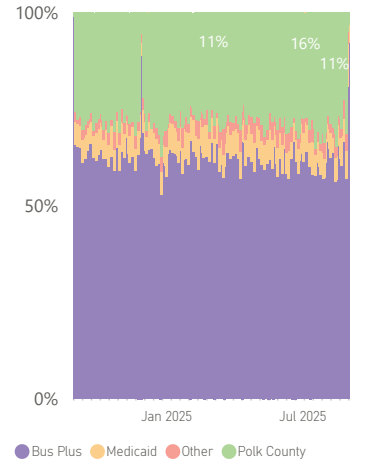
On-Time Performance



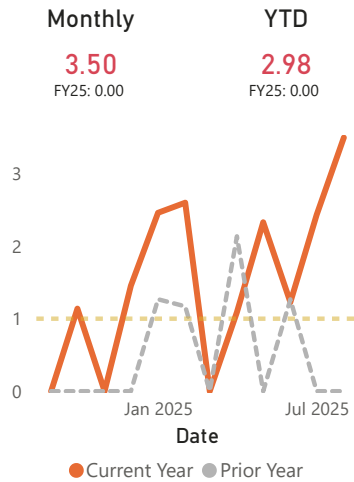
Operating Cost/Passenger



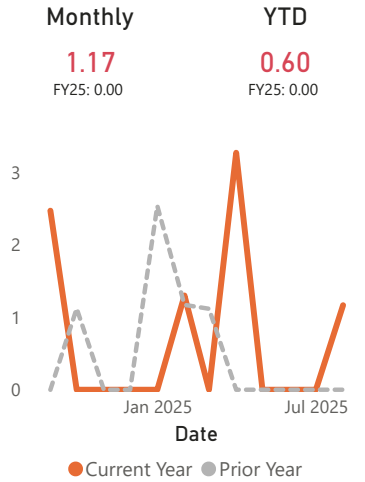
Paratransit Customer Type Breakdown



Preventable Acc./100k



Non-Preventable Acc./100k



RideShare - Ridership



RideShare - Op. Cost/Passenger*





DART On Demand Performance

Request Zone
All

Booking Type
All

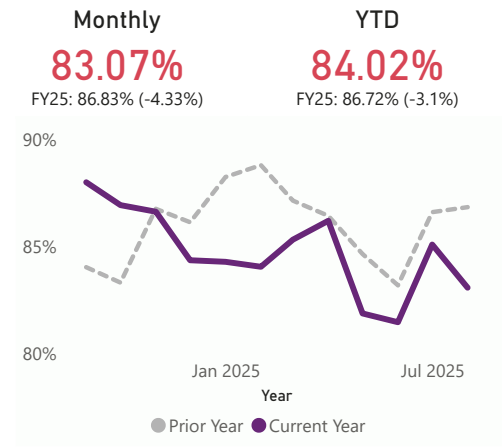
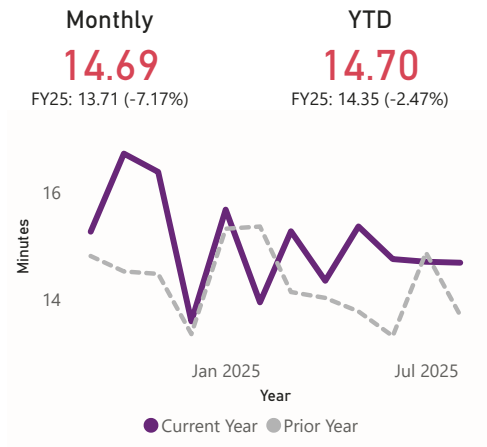
9/1/2024

8/31/2025

Completed Trips

Avg. Wait Time (On Demand)

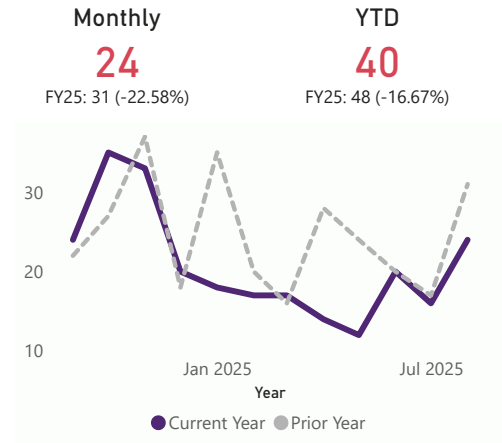
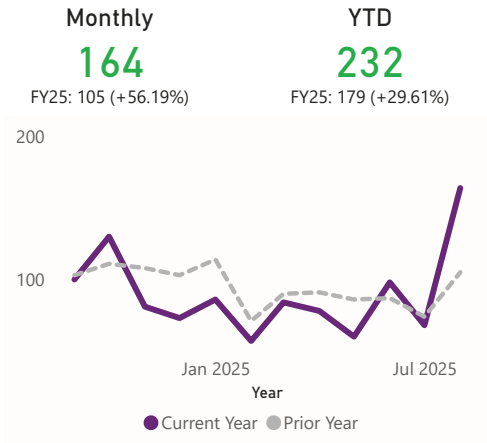
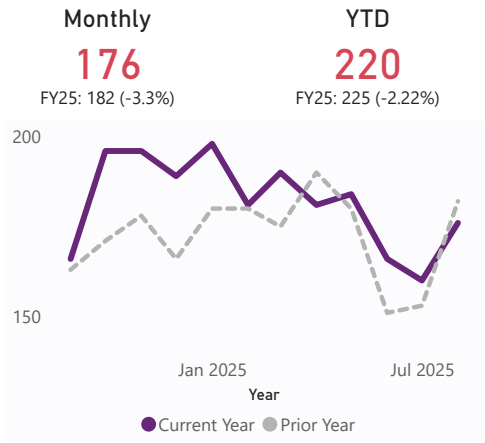
Mobile Booking Rate



Unique Active Riders

New Accounts Created

First Time Riders





Route Details

Month

August 2025

Program	Route	Month Ridership	Month Last Year	YTD Ridership	Last Year YTD Ridership	YTD Change	YTD Change %	YTD Passengers/Revenue Hour	YTD On-Time Performance
1. Local	#1 - Fairgrounds	276,258	284,713	285,805	293,365	-7,560	-2.6%	43.41	65.36%
	#2 - Maury St	167	156	272	316	-44	-13.9%	2.83	76.53%
	#3 - University	30,265	29,940	58,945	57,847	1,098	1.9%	18.80	80.78%
	#4 - E. 14th	10,819	11,517	21,082	23,240	-2,158	-9.3%	12.43	86.44%
	#5 - Franklin Ave/Johnston	10,470	9,279	20,123	16,756	3,367	20.1%	9.71	79.84%
	#6 - Indianola	21,301	22,116	38,924	39,256	-332	-0.8%	18.94	85.36%
	#7 - SW 9th St.	26,570	25,724	48,617	45,943	2,674	5.8%	25.01	87.61%
	#8 - Fleur Dr.	1,809	1,924	3,388	3,144	244	7.8%	10.29	83.45%
	#10 - East University	1,077	1,025	2,068	1,913	155	8.1%	7.33	88.24%
	#11 - Ingersoll/Valley Junction	2,628	2,377	4,622	4,139	483	11.7%	13.72	78.98%
	#13 - Evergreen	2,165	1,992	2,577	2,387	190	8.0%	18.08	82.40%
	#14 - Beaver Ave.	10,310	10,382	18,913	18,070	843	4.7%	10.93	87.46%
	#15 - 6th Ave.	15,167	16,043	28,852	28,816	36	0.1%	19.13	71.27%
	#16 - Douglas Ave.	30,009	28,567	57,176	54,564	2,612	4.8%	19.04	78.89%
	#17 - Hubbell Ave.	25,176	20,666	49,050	39,584	9,466	23.9%	18.43	72.63%
	#50 - Euclid	5,123	5,242	10,092	10,041	51	0.5%	7.52	79.08%
	#52 - Valley West/Jordan Creek	14,100	13,595	27,787	26,349	1,438	5.5%	12.90	76.14%
#60 - Ingersoll/University	26,437	21,892	50,392	40,861	9,531	23.3%	16.67	80.68%	
#72 - West Des Moines Loop	2,570	2,819	5,218	5,824	-606	-10.4%	5.89	86.17%	
#74 - NW Urbandale	543	445	1,103	918	185	20.2%	4.41	85.33%	
2. Shuttle	Link Shuttle	944	991	2,011	1,679	332	19.8%	3.56	82.55%
	Downtown Shuttle		4,843		9,107	-9,107	-100.0%		
3. Express	#92 - Hickman	620	436	1,037	801	236	29.5%	5.27	65.98%
	#93 - NW 86th	779	794	1,349	1,594	-245	-15.4%	4.15	84.11%
	#94 - Westown	518	341	1,063	721	342	47.4%	7.80	74.33%
	#95 - Vista	163	173	403	371	32	8.6%	4.22	79.72%
	#96 - E.P. True	627	667	1,271	1,279	-8	-0.6%	6.36	71.28%
	#98 - Ankeny	1,915	1,991	3,779	3,784	-5	-0.1%	6.20	74.49%
#99 - Altoona	247	430	499	861	-362	-42.0%	3.19	75.29%	
5. On Call	Ankeny								
	NW Johnston / Grimes								
	Regional	6	2	27	23	4	17.4%	4.77	66.67%
6. DART On Demand	#31 - DART On Demand - Jordan Creek								
	#32 - DART On Demand - River Bend								
	DART On Demand - Ankeny	1,583	1,471	3,158	2,625	533	20.3%	0.59	
Cab	Paratransit: Taxi	383	850	709	1,611	-902	-56.0%	3.53	
Paratransit	Paratransit: Bus/Van	6,937	7,762	13,659	15,295	-1,636	-10.7%	1.67	96.22%
RideShare	RideShare	3,347	4,620	8,026	8,962	-936	-10.4%	4.62	
TNC	UZURV	587		1,223		1,223	Infinity	3.70	

Future Agenda Items:

October 20, 2025 – 12:00 P.M. (SPECIAL MEETING)	
Information Items	
<ul style="list-style-type: none"> • Reimagine DART Draft Network Plan Presentation • Funding Formula and Paratransit Only Membership Discussions • Economic Impact Study Update 	
November 4, 2025 – 12:00 P.M.	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> • Signature Policy • Paratransit Only DART Membership • Public Transportation Agency Safety Plan Approval • Resolution for Membership with NeoRide 	<ul style="list-style-type: none"> • Transit Riders Advisory Committee Update • Commission Nominating Committee • Final Proposed New Bus Network • Funding Formula Update
December 2, 2025 – 12:00 P.M.	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> • Approval of New Bus Network • Funding Formula for FY27 • Weighted Vote Approval • Transit Riders Advisory Committee Member Approval • FY25 Audited Financials 	<ul style="list-style-type: none"> • Transit Riders Advisory Committee Update • FY 2027 DART Budget Update • Commission Nominating Committee Update • Paratransit Service Area Analysis
January 20, 2026 – 12:00 P.M. (ANNUAL MEETING)	
Consent/Action Items	Information Items
<ul style="list-style-type: none"> • Officer Election/Executive Committee Slate • Privacy Policy Approval • Pleasant Hill Withdrawal Approval 	<ul style="list-style-type: none"> • Transit Advisory Committee Update • FY 2026 DART Budget Update • Advertising Policy • Reimagine DART Success Outcomes • Caravan and Workforce Shuttles Update

Upcoming DART Commission Meetings:

MEETING	DATE	TIME	LOCATION
DART Executive Committee Meeting	Wednesday, October 15 2025	12:00 P.M.	Zoom
Special DART Commission Meeting	Monday, October 20, 2025	12:00 P.M.	DART Central Station/Zoom
DART Commission Meeting	Tuesday, November 4, 2025	12:00 P.M.	DART Central Station/Zoom
DART Executive Committee Meeting	Wednesday, November 19, 2025	12:00 P.M.	Zoom

10A: Nominating Committee Appointments
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Staff Resource: *Amanda Wanke, Chief Executive Officer*

Rules Relating to Nominating Committee Appointment:

- As stated in Article V, Section 2 of the 28E agreement (page 13), the Nominating Committee shall be appointed by the Chair at a regular Commission meeting held at least **three (3) months prior to the annual meeting in January**.
- As stated in Article III, Section 4 of the 28e agreement (page 10), the officers of the Commission shall be elected every year by and from the members of the Commission present at the annual meeting of the Commission for that year.
 - The Nominating Committee shall select and offer nominations for each office at the annual meeting. Nominations for the officer positions shall also be accepted from the representatives present at that annual meeting.
 - All nominees, including those offered by the Nominating Committee, must receive a second in order to be considered a candidate and voted on for said office.
- The officers of the Commission shall be the Chair, the Vice Chair and the Secretary/Treasurer, each of whom shall be elected each year by vote of the Commission at the annual meeting of the Commission for that year. Officers shall be elected for a one (1) year term, with a possible second term available. In no event shall a person hold one specific officer position for more than two (2) one-year terms. Although not required, it is anticipated that the Vice-Chair shall move into the position of the Chair, and the Secretary/Treasurer shall move into the position of Vice-Chair.

Nominating Committee Appointment and Proposed Schedule:

- The Nominating Committee shall meet and be prepared to share the proposed nominations ahead of the January 2026 Annual Commission meeting; action will be taken at that meeting.
- **NOTE:** Due to timing constraints with local elections and the seating of newly elected officials, the Annual Meeting will be held on January 20, 2026, in order to give time for member governments to select their representatives for the DART Commission for calendar year 2026. DART Officers for 2025 will remain in effect until the January 21, 2026, meeting and vote of the new Officer slate.

10B: 2026 DART Commission Meeting Dates and Times

Staff Resource: *Vicky Barr, Executive Coordinator & Commission Clerk*

The proposed 2026* DART Commission Meeting dates and times are as follows:

- January 20, 2026, at 12:00 pm (Annual Meeting)
- February DATE TBD, 2026** – DART Commission and City Manager Budget Workshop – NO COMMISSION MEETING IN FEBRUARY
- March 3, 2026, at 12:00 pm
- April 7, 2026, at 12:00 pm
- May 5, 2026, at 12:00 pm
- June 2, 2026, at 12:00 pm
- July 7, 2026, at 12:00 pm
- August 4, 2026, at 12:00 pm
- September 1, 2026, at 12:00 pm
- October 6, 2026, at 12:00 pm
- November 3, 2026, at 12:00 pm (election day)
- December 8, 2026, at 12:00 pm

*The February budget workshop will likely be either the week of February 16 or February 23 and will be finalized later this fall.