



NOTICE OF COMMISSION MEETING AND AGENDA
DES MOINES AREA REGIONAL TRANSIT AUTHORITY
DART MULTIMODAL ROOM, 620 CHERRY STREET
OCTOBER 2, 2018 – 12:00 PM

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1.	CALL TO ORDER	
2.	ROLL CALL AND ESTABLISHMENT OF QUORUM	
3.	NOTICE OF MEETING	
4.	APPROVAL OF OCTOBER 2, 2018 AGENDA	
5.	PUBLIC COMMENT (Limit 3 minutes)	
6.	TRANSIT RIDERS ADVISORY COMMITTEE UPDATE	
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13.	NEXT MEETING: Regular DART Meeting - Tuesday, November 6, 2018 – 12:00 P.M.	
14.	ADJOURN	

Language, visual, hearing and transportation services are available at meetings upon request. For requests, please call DART at 515.283.8100 at least 48 hours in advance of the meeting.



**DES MOINES AREA REGIONAL TRANSIT AUTHORITY
COMMISSION MEETING MINUTES
620 CHERRY STREET – DES MOINES, IOWA 50309
SEPTEMBER 4, 2018**



ROLL CALL

Commissioners/Alternates Present and Voting:

Vern Willey, Gary Lorenz, Doug Elrod (departed at 1:18pm), Michael McCoy (arrived at 12:07pm), Frank Cownie, Jeremy Hamp, Paula Dierenfeld (arrived at 12:09pm, departed at 1:11pm), Ross Grooters, Angela Connolly, Tom Gayman, Tom Hadden (departed at 1:36pm), Zac Bales-Henry (arrived at 12:22pm)

Commissioners Absent:

John Hathaway and Mike Backous

Other Commissioners/Alternates Present:

Josh Mandelbaum (arrived at 12:26pm, departed at 1:45pm)

CALL TO ORDER

Tom Gayman, Chair 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

Tom Gayman, Chair requested a motion to approve the agenda as presented.

It was moved by Frank Cownie and seconded by Tom Hadden to approve the September 4, 2018 agenda. The motion carried unanimously.

PUBLIC COMMENT

Mr. Thomas Washington, a Des Moines resident, requested more transit services between Grand Avenue in Des Moines to destinations in West Des Moines. Planning Manager, Luis Montoya met and followed up appropriately with Mr. Washington. We will work with him to discuss transit service planning.

PRESENTATION

6A – DMARC Mobile Site at DART Central Station

Sarai Rice, Executive Director of The Des Moines Area Religious Council (DMARC), presented statistical information regarding usage of the DMARC mobile food pantry that serves DART Central Station on a bi-monthly basis.

CONSENT ITEMS

- 7A – Commission Meeting Minutes – August 7, 2018
- 7B – Revised Commission Meeting Minutes – June 5, 2018
- 7C – Revised Commission Meeting Minutes – July 10, 2018

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It was moved by Vern Willey and seconded by Frank Cownie to approve of consent items as presented. The motion carried unanimously.

PUBLIC HEARING OF SALE OF DART STORMWATER RETENTION POND

Chair, Tom Gayman opened a public hearing at 12:21 p.m. to discuss the SALE OF DART STORMWATER RETENTION POND was convened and asked for comments from the floor.

No public comment was heard regarding the SALE OF DART STORMWATER RETENTION POND.

Chair, Tom Gayman closed the public hearing at 12:23pm p.m. of the SALE OF DART STORMWATER RETENTION POND.

8A – ACTION – Approve the Sale of DART's Stormwater Retention Pond

The DART Board of Commissioners approved the Sale of DART's Stormwater Retention Pond. A motion by Angela Connolly and second by Vern Willey to approve the Sale of DART's Stormwater Retention Pond to the City of Des Moines for the price of \$346,000 contingent upon FTA approval to dispose of the property and to strike provision 18A in the City of Des Moines's draft agreement. 11 Yea's, Commissioner Frank Cownie abstained.

1100 DART WAY FACILITY ASSESMENT

9A – Presentation: Project Plan and Facility Projects in Grants

Elizabeth Presutti, Chief Executive Officer provided an update on a draft plan for how DART would fund a new facility based on preliminary cost estimates.

Jamie Schug, Chief Financial Officer, shared a potential plan for current projects in grants relating to improvements at 1100 DART Way and a recommendation on how these could be reallocated if the Commission decides to pursue a new facility.

ACTION ITEMS

10A – 2019 State Legislative Priorities

Elizabeth Presutti, Chief Executive Officer recapped the Commission Funding Workshop that took place on Friday, August 31, 2018 including efforts that have already been undertaken to sought long-term funding needs for transit in the region. The proposed 2019 State Legislative Priorities were presented, including increasing the property tax cap to \$1.95. DART's Legislative representatives will provide additional information for approval at the October DART Commission meeting.

It was moved by Vern Willey and seconded by Angela Connolly to authorize staff and lobbyists to discuss the potential legislative priorities with partners and other stakeholders in order to assess the potential of including DART's legislative priorities in area advocacy agendas. The motion was carried unanimously.

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10B – June 2018 Financials

Amber Dakan, Finance Manager, provided a presentation on the June 2018 Financials, outlining cash flows for YTD.

Fixed Route Operating revenue ended the year at 11.63% under budget projections. Operations expenses are 2% below budget projections year to date.

Paratransit Operating revenue is 33.72% lower than budget expectations. Operating expenses ended with budget savings of 2.923%.

Rideshare revenues were 4% below budget. Operating expenses exceeded budget expectations by 19.9%

It was moved by Vern Willey and seconded by Tom Hadden to approve the June 2018 Financials. The motion carried unanimously. The motion carried unanimously.

10C – July 2018 Financials

Amber Dakan, Finance Manager, provided a presentation on the July 2018 Financials, outlining cash flows for YTD.

Fixed Route Operating revenue ended the year at 15.59% ahead of budget projections. Operations expenses are 4.60% below budget projections year to date.

Paratransit Operating revenue is 33.55% lower than budget expectations. Operating expenses are 13.76% under budget.

Rideshare revenues were 6.61% below budget. Operating expenses saw a savings of 13.78%.

It was moved by Vern Willey and seconded by Zac Bales-Henry to approve the July 2018 Financials. The motion was carried unanimously.

DISCUSSION ITEMS

11A – Service Planning Update

Luis Montoya, Planning and Development Manager, provided a follow up on the proposal to examine potential service changes, which would address changing travel patterns and improve productivity in West Des Moines, Urbandale, Clive, Grimes and Ankeny. Information was provided as to the next steps for the Planning Committee, which will begin in Fall 2018. Elizabeth Presutti, Chief Executive Officer and Vicky Barr, Executive Coordinator and Commission Clerk will work on scheduling the Planning Committee.

11B – Transit Asset Management (TAM) Plan Update

Jamie Schug, Chief Financial Officer shared DART's Transit Asset Management (TAM) progress and will bring back plans to move forward at the October, 2018 DART Commission meeting.

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11C – HIRTA Rideshare Procurement

Amanda Wanke, Chief Engagement Officer, provided information about HIRTA's (Heart of Iowa Regional Transit Agency) vanpool service. HIRTA has issued a Request for Proposal to operate vanpooling services in their service area and shared potential scenarios and options with the DART Commission.

11E – Performance Report – July 2018

Elizabeth Presutti, Chief Executive Officer gave a brief overview from July 2018 that identified that overall ridership was up and Paratransit did see a slight decline. Shared that our new Data Analyst will be working on a better way to present the performance report for future Commission meetings. This will be shared at the October, 2018 meeting.

MONTHLY REPORTS

12A – Operations

Tim Sanderson, Chief Operating Officer provided a brief presentation on the 2018 DART Iowa State Fair service and an update on the DART services for the first day of school (Des Moines Public Schools).

12B – Engagement

Amanda Wanke, Chief External Affairs Officer shared that we will be working on the bi-annual community perception survey for riders and non-riders which we use to plan services for future, as well as funding and perception opportunities. Asked Commission members if they had any feedback or items that would like to see in the surveys to advise DART staff within the week.

12C – Procurement

No Update

12D - Chief Executive Officer

No Update

FUTURE AGENDA ITEMS

None

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COMMISSION MEETING MINUTES – SEPTEMBER 4, 2018



COMMISSION ITEMS

Angela Connolly asked DART staff for an update on bus efficiency for the future. DART staff will be working on a plan for this initiative and present to the DART Commission at a future meeting

Tom Gayman, Chair adjourned the meeting at 1.51pm

Chair

Clerk

Date

*****OFFICIAL NOTICE OF THE NEXT DART COMMISSION MEETING DATE IS HEREBY PUBLISHED:**

The next regular DART monthly Commission Meeting is scheduled for October 2, 2018 at 12:00 pm in the DART Multimodal Room at 620 Cherry Street, Des Moines, Iowa.



ACTION ITEM



8A: 2019 State Legislative Priorities

Action: Authorize staff and lobbyists to discuss the proposed legislative agenda with partners and other stakeholders.

Staff Resource: *Amanda Wanke, Chief External Affairs Officer and Elizabeth Presutti, Chief Executive Officer*

Background:

As DART staff and Commissioners have sought to address long-term funding needs for transit in the region, they have undertaken the following efforts and made the following changes:

- The DART Commission was reconstituted to have a new and more representative governance structure.
- The Transit Future Work Group, in collaboration with Des Moines Area Regional Transit Authority (DART), released the comprehensive Greater Des Moines Transit Funding Study to provide a long-term investment strategy for the region's public transportation system. The Transit Future Work Group is managed by the Greater Des Moines Partnership and made up of business and community leaders.
- DART staff have had an increased focus on securing private and business financial support for DART in order to diversify funding.
- The DART Commission has held numerous workshops, including a funding workshop on August 31, in order to discuss future funding options.
- Staff consulted with DART lobbyists John Cacciatore and Christopher Rants in the development of the DART's 2019 State Legislative Priorities.

Proposed Legislative Agenda:

- Commissioners want to seek an increase to the property tax cap to provide the Commission options to meet the changing transportation needs of the region.
 - **Long-term Funding:**
 - Authorize staff and lobbyists to ask the state legislature to increase the property tax cap to \$1.95, from \$0.95, This change allows the Commission to:
 - maintain current service through 2040,
 - consider additional service if so decided by the Commission, and
 - allow Commissioners flexibility to change the DART property tax rate structure that may reflect different demands and rates for DART member communities if needed in future years.
 - *Authorize staff and lobbyists to discuss any other potential revenue diversification options that may arise during the legislative session. Staff and lobbyists would bring any new revenue options to the Executive Committee for approval before moving forward.*



ACTION ITEM

8A: 2019 State Legislative Priorities

- **Medicaid:** Any legislative fix to current Medicaid challenges should ensure that the cost of transportation for trips previously funded by Medicaid should not be transferred to local transit authorities, and thereby, local property taxpayers.
- **Property Tax Backfill:** The elimination of the property tax backfill would mean a loss in revenue of more than \$600,000 annually for DART. Staff and lobbyists should encourage legislators to recognize DART's unique status and maintain the backfill.

Recommendation:

- Approve the 2019 State Legislative Priorities.



ACTION ITEM



8B:	Transit Asset Management Plan and Policy
Action:	Approve the Transit Asset Management Plan and Policy

Background:

- Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair (SGR).
- TAM is mandated by the Federal Transit Administration for all recipients of federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used in the provision of public transportation.
- The Transit Asset Management initiative is in response to estimates from the National Repair Assessment identifying an \$86 billion backlog in deferred maintenance and replacement needs, a backlog that continues to grow.
- DART has previously established an asset management and capital program, with the result being that only minor modifications are required in order to comply with FTA Guidance.
- As part of the overall Transit Asset Management (TAM) initiative, the DART Commission previously approved State of Good Repair (SGR) targets. The targets are shown below:

Category	Class	Performance Target
Rolling Stock	35' to 60' Heavy-Duty Buses	10% of fleet exceeds ULB of 13 years
	30' to 34' Heavy-Duty Buses	10% of fleet exceeds ULB of 11 years
	27' to 31' Medium-Duty Buses	10% of fleet exceeds ULB of 8 years
	25' Light-Duty Buses	10% of fleet exceeds ULB of 5 years
	Vans	10% of fleet exceeds ULB of 5 years
Equipment	Support Vehicles – Trucks and Autos	10% of fleet exceeds ULB of 7 years
Facilities	Administration & Passenger Facility - DCS	10% of facility rated under 3.0 on TERM Scale
	Maintenance & Operations Facility - DW	10% of facility rated under 3.0 on TERM Scale
	Parking Facility - N/A at this time	10% of facility rated under 3.0 on TERM Scale



ACTION ITEM

8B: Transit Asset Management Plan and Policy

Proposed Transit Asset Management Plan and Policy:

- FTA has identified nine required elements within a TAM Plan for Tier 1 agencies such as DART; Inventory of Assets, Condition Assessment, Decision Support Tool, Prioritized List of Investments, TAM and SGR Policy, Implementation Strategy, Key Annual Statistics, Identification of Resources, and an Evaluation Plan. These components have been highlighted in the attached plan document and heavily considered within the attached TAM Policy. Measures of Success are outlined below:

Criteria	Measure	FY 2019-2022	
		Goal	Actual
Safety Performance	Number of preventable accidents per 100K of revenue miles	1.12	TBD
Maintenance Performance	Number of vehicles out of service for 30 or more days	10	TBD
System Performance	Missed trips due to major breakdowns (percentage of total trips)	1%	TBD
System Reliability	On-Time Performance	85%	TBD

- DART Staff will review TAM Plan annually and adjust as necessary. At a minimum, a narrative report will be submitted annually and an updated TAM Plan will be submitted every four years to FTA.

Recommendation:

- Approve the FY2019 Transit Asset Management Plan and Policy to be submitted to FTA by October 31, 2018.



DES MOINES AREA REGIONAL
TRANSIT AUTHORITY

Transit Asset Management Plan



Effective: October 2, 2018

Transit Asset Management Overview

Consistent with its mission of “enriching lives, connecting communities, expanding opportunities”, DART offers a wide array of mobility options for Iowa’s capital region. To fulfill the agency’s mission, address safety objectives and strategic priorities, DART must effectively manage and maintain assets in a State of Good Repair (SGR). As part of MAP-21 and the subsequent *Fixing America’s Surface Transportation* (FAST) Act, the Federal Transit Authority (FTA) enacted regulations that require transit service providers to establish asset management performance measures, performance targets, and to develop a transit asset management (TAM) plan. The final TAM Rule was published on July 26, 2016 and went into effect on October 1, 2016. The rule itself amended the United States (U.S.) Code of Federal Regulations (CFR) Title 49 Parts 625 and 630, which relate to TAM and the National Transit Database (NTD) respectively. FTA requires transit providers to update TAM Plans in their entirety at least once every four years. DART’s asset management approach is consistent with current FTA’s regulations and provides a direction for compliance given the level of available funding.

Transit Asset Management Plan Elements

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies. Based on the criteria, and the type of service provided, DART is a Tier 1 provider (over 100 vehicles in peak service) and has therefore implemented a TAM plan and policy that includes the following nine elements specified by FTA for Tier 1 agencies.

1. Inventory of assets – A register of capital assets and information about those assets.
2. Condition assessment – A rating of the assets’ physical state.
3. Decision support tool – Analytic process/tool to assist in capital asset investment prioritization needs.
4. Prioritized list of investments – A prioritized list of projects or programs to manage or improve the SGR of capital assets.
5. TAM and SGR policy – Executive-level direction regarding expectations for transit asset management.
6. Implementation strategy – Operational actions to TAM goals and policies.
7. Key annual activities – A description of the key TAM activity four-year plan.
8. Identification of resources – A list of resources needed to carry out the TAM Plan.
9. Evaluation plan – Monitor and update to support continuous TAM improvement.



1. Asset Inventory

DART manages an asset portfolio with an acquisition cost of approximately \$100 million. Those assets are comprised of a fleet of 150 buses operating 30 fixed routes (local, express, shuttle, flex service) and 5 general public-demand services, as well as complementary Americans with Disabilities Act (ADA) services. Furthermore, DART has the largest Rideshare program in Iowa with 100 vans operating daily within an 18 county area. DART operates two facilities, the 1977 DART Way Operations and Maintenance Facility and the 2012 DART Central Station; both in downtown Des Moines. In addition, DART serves the 1999 FTA funded Center Street Park and Ride, which is owned by the City of Des Moines.

The TAM plan includes objectives and strategies that will optimize asset use and align with FTA reporting requirements for the NTD. Agency assets are recorded and monitored in a hierarchy of asset categories and classes. Categories include rolling stock, equipment and facilities. Each category is further defined by asset classes, such as vehicle type or building purpose. DART uses AssetWorks Enterprise Asset Management (EAM) software to track lifecycle management activities and Microsoft Dynamics Great Plains (GP) software for financial reporting. During the asset procurement and acceptance process, DART staff is responsible for collecting useful life, warranty and maintenance interval data from the manufacturer. Fleet and facilities maintenance programs are updated with scheduled maintenance activities required to meet manufacturer recommended maintenance intervals, along with safety and regulatory compliance. This practice ensures that asset data is properly recorded in EAM for effective and efficient lifecycle management. Asset data is captured and consolidated within the system to create the asset inventory report. The asset portfolio is comprised of the asset category, asset class and asset sub-class. A detailed inventory of each asset is listed in the appendix. Table 1 below illustrates the hierarchy of DART's current asset categories and classes.



Table 1 – Asset Inventory by Category, Class and Sub-Class

<i>Category</i>	<i>Class</i>	<i>Sub-Class</i>	<i>Quantity</i>
<i>Rollingstock</i>	<i>Heavy-Duty Buses</i>	<i>60' HD Buses (Artics)</i>	<i>6</i>
		<i>35 - 40' HD Buses</i>	<i>108</i>
		<i>30 - 34' HD Buses</i>	<i>2</i>
	<i>Medium-Duty Buses</i>	<i>30 – 34' MD Buses</i>	<i>5</i>
		<i>25 – 29' MD Buses</i>	<i>22</i>
	<i>Light-Duty Buses</i>	<i>25 – 28' LD Buses</i>	<i>7</i>
	<i>Passenger Vans</i>	<i>Maxi Vans</i>	<i>72</i>
		<i>Mini Vans</i>	<i>41</i>
<i>Equipment</i>	<i>Support Vehicles</i>	<i>SUV, Van, Auto</i>	<i>11</i>
		<i>Trucks</i>	<i>5</i>
<i>Facilities</i>	<i>Operations & Maintenance</i>	<i>DART Way – 5 Buildings</i>	<i>1</i>
	<i>Passenger & Administrative</i>	<i>DCS – 1 Building</i>	<i>1</i>
	<i>Parking Facilities</i>	<i>Center Street – 1 Building</i>	<i>1</i>

There are additional equipment sub-classes that are aggregated with facilities or vehicles if the acquisition costs exceed \$50,000. These equipment sub-classes include: fare collection equipment, shop and garage equipment, furniture and office equipment, miscellaneous equipment, communications equipment and computer equipment.

2. Condition Assessment

The TAM Rule requires inclusion of condition assessments in the agency’s TAM Plan for which a provider has direct capital responsible. The condition assessment must provide a sufficient level of detail to monitor and predict the performance of the assets and to guide investment prioritization.

- **Condition Assessment – Rolling stock and Support Vehicles**

Vehicle Condition Assessment: Condition ratings for vehicles are expressed in terms of the percentage of assets that are 'at', or 'beyond' the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a.

- **Condition Assessment – Facilities and Equipment**

Facilities and Facility Equipment Condition Assessment: Condition ratings for facilities are calculated based on FTA’s Transit Economic Requirements Model (TERM) scale. A TERM scale condition rating ranges from (5) Excellent to (1) Poor. Per the FTA TAM Final Ruling, assets with a condition rating score of three and above are in a state of good repair. Assets with a condition score lower than three are not in a state of good repair, and may require prioritization during capital programming to ensure safe, efficient, and



reliable transit service.

DART utilizes the ratings in the table below when completing a facility asset condition assessment and when reporting year-end vehicle condition to the Iowa Office of Public Transit (OPT) and NTD:

Table 2 - Asset Condition Assessment Rating

<i>Rating</i>	<i>Assessment</i>	<i>Criteria</i>
5	<i>Excellent</i>	<i>Asset performs its designed function</i>
		<i>Asset is new and within the warranty period</i>
		<i>Asset does not pose a known unacceptable safety risk</i>
4	<i>Good</i>	<i>Asset performs its designed function</i>
		<i>Asset has not met its useful life</i>
		<i>Asset does not pose a known unacceptable safety risk</i>
3	<i>Adequate</i>	<i>Asset performs its designed function</i>
		<i>Asset has not met its useful life</i>
		<i>Asset does not pose a known unacceptable safety risk</i>
2	<i>Marginal</i>	<i>Asset performs its designed function</i>
		<i>Asset has met its useful life</i>
		<i>Asset does not pose a known unacceptable safety risk</i>
1	<i>Poor</i>	<i>Asset has met its useful life</i>
		<i>Asset does not perform its designed function</i>
		<i>Asset poses a known unacceptable safety risk</i>

Condition assessments are completed annually along with the physical asset inventory by DART staff or, when particular skills or experience are necessary, outside contractors. The results are then weighted to aggregate the asset to the class level. Note that these condition scores can represent individual asset conditions or can represent the condition of all assets in each class or sub-class depending on category.

Figure 1 provides an example of a facilities and equipment asset condition summary report for one of the buildings.



Figure 1 – Facility Asset Condition Summary Report Example



FACILITY - DW Operations Building			Inspector: Keith Welch	Date: 7/25/2018	
ID	Primary Level	Percent of Facility	Sub-Level	Rating	Percent of Sub Level
A	Substructure	25.00%	Foundations: Walls, columns, pilings, etc.	2	70.00%
			Basement: Materials, insulation, slab, floor underpinnings	3	30.00%
B	Shell	30.00%	Superstructure/structural frame: Columns, pillars, walls	3	40.00%
			Roof: Roof surface, gutters, eaves, skylights, chimney surrounds	3	40.00%
			Exterior: Windows, doors, and all finishes (paint, masonry)	2	15.00%
			Shell appurtenances: Balconies, fire escapes, gutters, downspouts	2	5.00%
C	Interiors	20.00%	Partitions: Walls, interior doors, fittings and signage	3	60.00%
	Covers all interior spaces, regardless of use		Stairs: Interior stairs and landings		0.00%
			Finishes: Materials used on walls, floors, and ceilings	3	10.00%
			Furnishings & Office Equipment: Cubicles, Desks, etc.	3	30.00%
D	Conveyance	0.00%	Elevators		0.00%
			Escalators		0.00%
			Lifts: Any other such fixed apparatuses for the movement of goods or people		0.00%
E	Plumbing	3.00%	Fixtures	3	10.00%
			Water distribution	2	35.00%
			Sanitary waste	2	35.00%
			Rain water drainage	3	20.00%
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable			
4	Good	Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional			
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life			
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life			
1	Poor	Critically damaged or in need of immediate repair; well past useful life			
F	HVAC	3.00%	Energy supply	2	20.00%
			Heat generation and distribution systems	3	40.00%
			Cooling generation and distribution systems	3	30.00%
			Testing, balancing, controls and instrumentation	3	5.00%
			Chimneys and vents	3	5.00%



3. Decision Support Tools

The TAM Rule states that plans must include a description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and to development its investment prioritization. DART's Maintenance Department uses lifecycle cost analysis as part of its decision-making process when establishing and/or changing maintenance intervals on assets and when setting replacement schedules and corresponding project requests. This allows the agency to analyze the cost effects of maintenance practices over the life of the equipment and therefore maximize asset performance.

DART also utilizes an integrated data management software system called Transtrack, which captures operating, maintenance and financial data from the different agency software programs and produces a plethora of reports and analytics. Executive reports are produced for each core area to monitor service demands, cost effectiveness, and reliability of the DART System. Figure 3 below highlights key performance indicators (KPI) for vehicle maintenance over the last fiscal year, which can be segmented down to the series or asset level for additional analysis.

Figure 2 – Lifecycle Asset Management

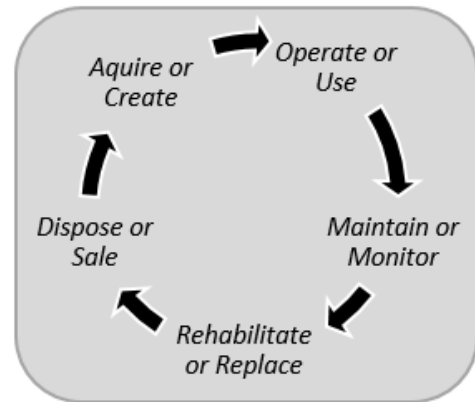
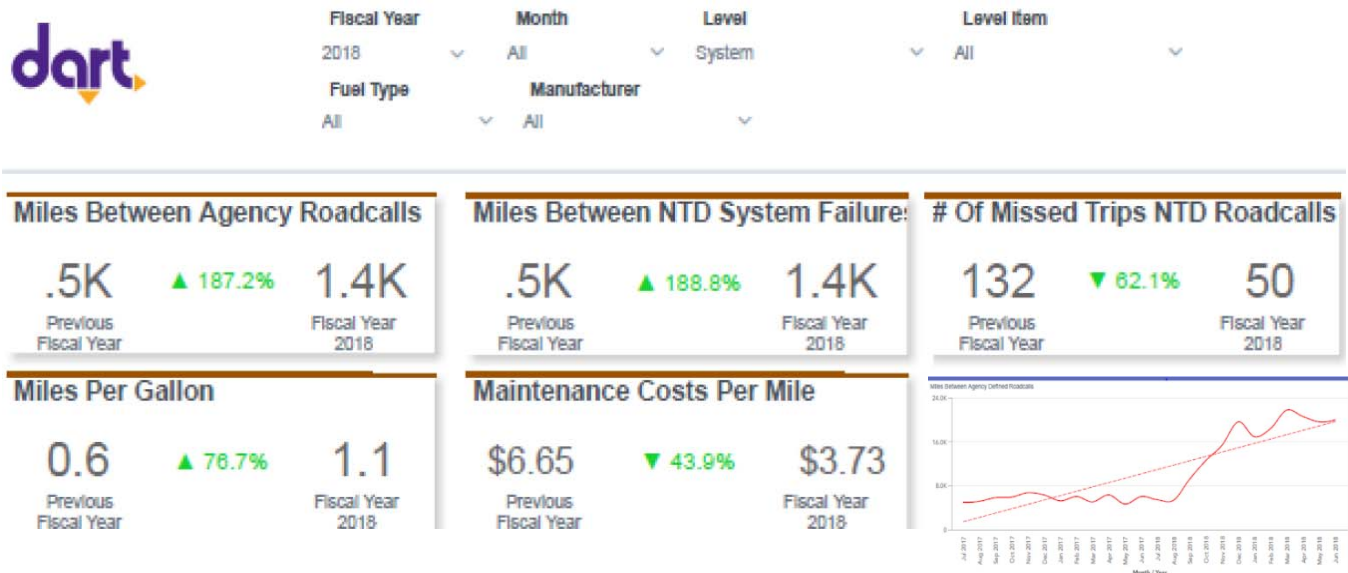


Figure 3 – KPI's Vehicle Maintenance Example



Additionally, DART is a member of the American Bus Benchmarking Group (ABBG), which is a coalition of medium-sized transit agencies who meet and report annually on KPI's and best practices. Participation in ABBG has been extremely helpful in expanding data collection and better identifying DART's weaknesses and/or strengths



compared to similar sized agencies. DART is transparent with its operational statistics and posts a monthly performance report to our website with the commission packet, in addition to annual KPI's from the ABBG assessments.

DART staff then uses asset inventory and condition assessments to create individual project requests, which is the basis for prioritization and inclusion in the capital budget. Requests can cover individual or an aggregate of assets, and include a cost estimate, sponsoring department and project manager along with any relevant documentation. Figure 4 shows the form used to request capital projects. Furthermore, DART staff meets at least quarterly to review the capital program, report on the progress of ongoing projects and discuss any possible changes to the short or long term needs of the agency.

4. Investment Prioritization

Part of the asset management process is optimizing how funds are allocated based on conditional assessments to help achieve and maintain a state of good repair. This includes both capital and operating funds. DART's capital budget funds the planning, design, and acquisition of all assets subject to the TAM Plan. The operating budget funds the use and maintenance of those same assets.

DART's Capital Improvement Plan (CIP) establishes the process for submission and approval of capital projects by the CEO and commission. The basic process for assembling a multi-year CIP are shown in Figure 5 below.

Figure 4 – Capital Project Request Form

DART Capital Improvement Project - Request Form

A Capital Project is defined as an activity with a cost of \$5,000 or more and with a useful life of greater than one year.

Safety Objective (1 to 4): _____ Strategic Priority (1 to 4): _____

CONTACT INFORMATION

Contact Name	Estimated Total Cost
Department	Estimated Useful Life (years)
Project Title	Previously Submitted (Y or N)

TYPE OF PROJECT

Revenue Equipment Facilities Support Equipment
 Technologies Enhancements Other

Note – Technology Projects require IT Manager approval prior to submission. IT Manager: _____

REASONS FOR REQUEST

Safeguards Public/Employee health or safety Responds to Federal or State requirements
 Alleviates substandard conditions or deficiencies Provides added capacity to serve growth
 Continues existing project Improves quality of existing services/infrastructure
 Reduces long-term operating costs Responds to public demand

PROJECT DESCRIPTION AND JUSTIFICATION (attach examples, brochures, quotes, etc.)

Project Priority: (check one)

1 - Cannot be delayed for health, safety, or ADA compliance Proposed Funding:
 2 - Needed within 5 years to maintain basic quality/level of service/infrastructure Formula Funds
 3 - Needed within 5-10 years to improve quality/level of service/infrastructure Discretionary Grants
 4 - Can hold for 10+ years, but supports development goals Lease/Purchase
 5 - Needs more research, planning, and coordination Operating
 Other

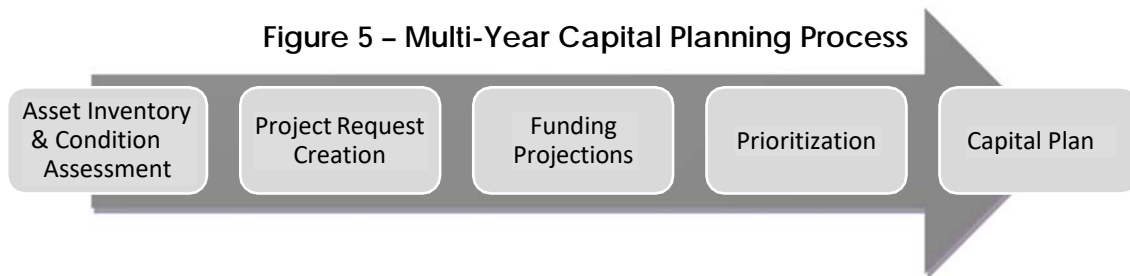
Projected Needs by Fiscal Year:

FY 20__	FY 20__	FY 20__	FY 20__	FY 20__
\$	\$	\$	\$	\$

APPROVAL

Department Manager: _____ CEO/GM: _____

Figure 5 – Multi-Year Capital Planning Process



DART uses this existing capital project prioritization process, which considers asset condition or age along with investment categorization for the TAM plan as well. There

are three main fields for prioritization. The first field lists the safety objective being addressed by the project: (1) Promotes safety and wellbeing of all DART employees, passengers and the community, (2) Minimizes damages, loss of property and injuries, (3) Instills safety awareness in DART employees, and (4) Provides for the identification and elimination of safety hazards. The second field categorizes the project within four agency strategic priorities: (1) Safety & Operational Excellence, (2) Financial Stewardship & Sustainability, (3) Workplace Performance, Readiness, & Wellbeing, and (4) Partnerships & Engagements. The third field consists of a time based rating and is described below and on the following page.

- Tier 1 projects are the highest priority with funding allocated in years one and two of the plan; the assets are past useful life and have a high risk of failure. Tier 1 projects also include safety, expansion or development projects that are needed to support the agency's mission.
- Tier 2 projects are medium priority; the assets are still in working condition and likely to last another three to five years.
- Tier 3 projects are lower priority, but the assets are nearing the end of useful life and require replacement within the next six to 10 years.

Prioritization and subsequent programming is performed by a capital committee, which is comprised of the department managers from maintenance, procurement, finance, planning, and technology, along with the operating, finance and executive officers. The committee uses the prioritization fields and cost estimates from the project requests along with the capital funding projections to assemble the plan. The outcome is a year-by-year list of projects that is approved by the CEO and ultimately the DART Commission. The plan is used to estimate spending levels in any given year for inclusion in the budgeting process. The charts that follow show DART's prioritized capital projects and projected funding resources over the next four years.



Table 3 – Prioritized Investments – FY2019 to FY2022

<i>Projects</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
Fleet	\$ 6,034,003	\$6,922,166	\$ 6,555,743	\$ 6,160,017
<i>Bus Lease - 20 Fixed-Route Buses</i>	\$ 888,063	\$ 888,063	\$ 888,063	\$ 888,063
<i>Heavy-Duty Bus Replacements</i>	\$ 4,545,000	\$ 4,424,243	\$ 4,026,061	\$ 3,588,946
<i>Medium-Duty Bus Replacements</i>	\$ -	\$ 884,749	\$ 977,826	\$ 985,772
<i>Rideshare Van Replacements/Expansions</i>	\$ 600,940	\$ 725,111	\$ 663,792	\$ 697,236
Facilities	\$ 601,552	\$20,219,405	\$37,309,078	\$ 772,655
<i>Facility A&E</i>	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
<i>Facility Construction/Relocation</i>	\$ -	\$20,000,000	\$37,000,000	\$ -
<i>Facility Renovations</i>	\$ 270,000	\$ -	\$ -	\$ -
<i>Fac. HVAC, Electric, Plumbing & Tanks</i>	\$ 231,552	\$ -	\$ 49,195	\$ 602,983
<i>Facility Doors, Gates, & Fences</i>	\$ -	\$ -	\$ 36,896	\$ 69,672
<i>Concrete Replacement</i>	\$ -	\$ 119,405	\$ 122,987	\$ -
Support Equipment	\$ 39,508	\$ 66,867	\$ 211,941	\$ 571,313
<i>Shop & Facility Equipment</i>	\$ 39,508	\$ 23,881	\$ 34,839	\$ 571,313
<i>Support Vehicles</i>	\$ -	\$ 42,986	\$ 177,102	\$ -
Technology	\$ 77,138	\$ 34,731	\$ 35,395	\$ 77,331
<i>Computer and Technology Equipment</i>	\$ 77,138	\$ 34,731	\$ 35,395	\$ 77,331
Passenger Amenities	\$ 880,759	\$ 82,500	\$ 84,563	\$ 86,438
<i>Bus Shelters & Pedestrian Access</i>	\$ 880,759	\$ 82,500	\$ 84,563	\$ 86,438
Operations	\$ 2,595,000	\$ 2,595,000	\$ 2,595,000	\$ 2,595,000
<i>Prev. Maintenance</i>	\$ 2,595,000	\$ 2,595,000	\$ 2,595,000	\$ 2,595,000
Total Costs	\$ 6,034,003	\$6,922,166	\$ 6,555,743	\$ 6,160,017



Table 4 – Projected Funding – FY2019 to FY2022

<i>Funding Plan</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
Federal	\$ 8,123,261	\$18,642,226	\$ 28,515,071	\$ 8,867,938
<i>Section 5307/5340 Funds</i>	\$ 6,137,000	\$ 6,267,240	\$ 6,076,085	\$ 6,535,586
<i>Section 5310 Funds</i>	\$ -	\$ 325,000	\$ 325,000	\$ 167,656
<i>Section 5339 Formula Funds</i>	\$ 686,261	\$ 699,986	\$ 713,986	\$ 724,696
<i>Section 5339 Discretionary Funds</i>	\$ -	\$10,000,000	\$ 20,000,000	\$ -
<i>Surface Transportation Funds</i>	\$ 1,300,000	\$ 1,350,000	\$ 1,400,000	\$ 1,440,000
State	\$ 92,500	\$ 500,000	\$ 500,000	\$ -
<i>Public Transit Infrastructure Grant</i>	\$ 92,500	\$ -	\$ -	\$ -
<i>State Funding (Earmark)</i>	\$ -	\$ 500,000	\$ 500,000	\$ -
Local	\$ 2,012,199	\$10,778,443	\$ 17,776,650	\$ 1,394,815
<i>DART Capital Local</i>	\$ 1,222,690	\$ 1,278,443	\$ 1,276,650	\$ 1,394,815
<i>Other DART Local - Bonds, Sale Proceeds</i>	\$ -	\$ -	\$ -	\$ -
<i>Insurance Proceeds</i>	\$ 789,509	\$ -	\$ -	\$ -
<i>Public/Private Commitments</i>	\$ 10,227,960	\$29,920,669	\$ 46,791,720	\$10,262,753
Total Funding	\$ 0	\$ 0	\$ 0	\$ 0
Annual Shortfall	\$ 8,123,261	\$18,642,226	\$ 28,515,071	\$ 8,867,938

Please note that highlighted projects will only move forward if discretionary funding is awarded. More details on the individual projects are provided in the appendix.

5. TAM & SGR Policy

DART is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair to support safe, efficient and reliable transit service. A capital asset is in a SGR when each of the following standards are met:

- If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR;
- The asset is able to perform its manufactured design function;
- The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility; and
- The assets life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation and replacements (ULB).

Accordingly, DART commits to the following objectives:

- Maintain an asset inventory that includes vehicles, facilities, and facility equipment used in the delivery of transit service;

- Identify safety-critical assets within the asset inventory and prioritize efforts to maintain those assets in a SGR;
- Clearly define ownership, control, accountability, and reporting requirements for assets;
- Set asset performance targets and monitor and report on progress towards meeting those targets;
- Base capital project prioritization and other asset management decisions on asset condition, performance, funding resources, safety considerations, and on the evaluation of alternatives that consider full lifecycle benefits, costs and risks; and
- Maintain an agency-wide TAM Plan current with Federal Transit Administration requirements, DART Policies, Fleet and Facilities Maintenance Plans, Standard Operating Procedures and Transit Asset Management best practices.

In order to comply with the FTA requirements associated with SGR, performance measures for capital assets have been established for each asset class along with performance targets. The following is a summary of the FTA requirements.

- Targets for rolling stock and equipment are expressed in terms of percentage of assets that are at or beyond the Useful Life Benchmark (ULB) established by the agency.
- Targets for facilities are expressed in terms of percentage of assets that are rated below the 3.0 benchmark condition score on FTA's TERM scale.

The ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use of a capital asset for a particular transit provider's operating environment. When developing the benchmarks, DART considered local conditions, maintenance records, manufacturer guidelines, and the standard useful life guidance from FTA. DART's targets are reflected in tables 5 and 6 on the following page and were approved by the DART Commission, along with the TAM policy, which is provided in the appendix.



Table 5 – Fleet Performance Targets

Asset Class	FTA Useful Life	Useful Life Benchmark (ULB)	Target	Rationale
<i>Rolling Stock</i>				
60 foot Heavy-Duty Buses	12	13	10%	<i>Percentage of vehicles that have exceeded the useful life benchmark.</i>
35-40 foot Heavy-Duty Buses	12	13	10%	
30-34 foot Heavy-Duty Buses	10	11	10%	
25-30 foot Medium-Duty Buses	7	8	10%	
25-28 foot Light-Duty Buses	5	5	10%	
Passenger Vans	4	5	10%	
<i>Equipment (Non-Revenue Vehicles)</i>				
Car/SUV/Van	4	7	10%	<i>Percentage of vehicles that have exceeded the useful life benchmark.</i>
Truck	4	7	10%	<i>Target based on reasonable expectations for non-revenue vehicles.</i>

Table 6 – Facility Performance Targets

Asset Class	Condition Benchmark (TERM Scale)	Target	Rationale
<i>Facilities</i>			
Administrative & Passenger Facilities	3	10%	<i>Percentage of assets with condition rating below 3.0 on FTA's TERM Scale.</i>
Maintenance & Operations Facilities	3	10%	
Parking Facilities	3	10%	

In addition to the performance targets and TAM Plan, the TAM Final Rule requires that two asset management reports be submitted to the NTD annually. The following reports are due to the NTD no later than four months after DART's fiscal year ends, starting in October 2019:

- The **Data Report** should describe the current condition of the transportation system and the SGR performance targets for the upcoming year.

- The **Narrative Report** should describe changes in the transportation system condition and report progress on meeting the performance targets from the prior year.

Agencies must also designate an accountable executive to implement the TAM Plan. DART's Accountable Executive shall be the Chief Executive Officer (CEO). The Accountable Executive must balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan and safety plan.

6. Implementation Strategy

A data-driven set of activities will be used to evaluate the cost, condition, and performance of each class of assets over their entire lifecycle. DART will rank selected projects to improve and manage the SGR of capital assets for which the agency has direct capital responsibility. The ranking criteria of projects and programs shall be consistent throughout the TAM Plan. Priority consideration will be given to projects that improve or correct an identified safety risk or address accessibility features. Furthermore, when developing the prioritization list, DART shall take into consideration reasonable expectations of funding from all sources that will be available during the four-year period of the TAM Plan. Figure 6 outlines the overall TAM framework with activities and responsibilities listed below.

Figure 6 - TAM Framework



- TAM Policy – Outline objectives, leadership commitment, expectations and guidance. Responsibility of the leadership team.
- TAM Plan – Implement the policy, monitor targets, performance and set capital prioritization. Responsibility of the entire organization, oversight by CEO, COO, Maintenance Manager, CFO and Finance Manager.
- Fleet & Facility Management Plans – Address lifecycle management for assets along with preventive maintenance schedules. Responsibility of the COO, Maintenance Manager and Maintenance and Facility Supervisors.
- Execution – Assign work orders and procedures, collect data, monitor and assess performance. Responsibility of maintenance and finance staff with oversight by Maintenance and Finance Managers.

7. Key annual activities

Key annual activities supporting the TAM Plan and asset lifecycle management are detailed below. These activities align with DART's safety objectives, strategic priorities, and goals to ensure consistent collection and review of data that is crucial to TAM and Capital plans. Asset lifecycle management is a changing environment with advances in technology, changes in regulation, funding availability and asset management best practices. Therefore, the TAM Plan will be considered a "living document" reviewed annually and revised as necessary, but at a minimum of every four years. Any revisions will be reviewed and approved by the DART leadership team with inputs from various internal and external stakeholders.

The resources required to implement the TAM Plan over the next four years are as follows:

- Training with staff on TAM policy and corresponding plan, including commission members
- Assess the need for outside examination of the TAM plan (consultant) and/or hiring or utilization of additional staff
- Review and improve procedures for documenting asset lifecycle management activities, conditional assessments and asset prioritization
- Evaluate the need for software tools to assist with lifecycle costing analysis

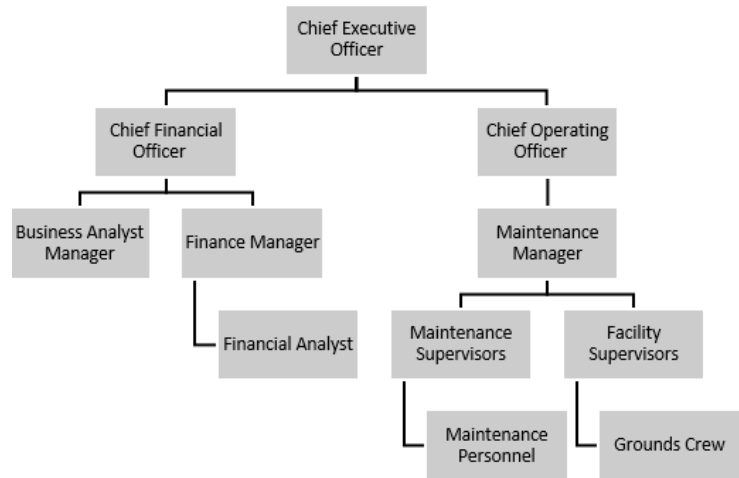
8. Identification of Resources

Implementation of the TAM Plan requires staff resources and commitment from DART leadership. The designated Accountable Executive shall be responsible to ensure the development and implementation of the TAM Plan, in accordance with §625.25 (Transit Asset Management Plan requirements). Additionally, the Accountable Executive shall be responsible for ensuring the reporting requirements, in accordance with both § 625.53 (Recordkeeping for Transit Asset Management) and § 625.55 (Annual Reporting for Transit Asset Management), are completed. Furthermore, the Accountable Executive shall approve the annual asset performance targets, TAM Plan document and SGR Policy. These required approvals shall be self-certified by the Chief Executive Officer via the annual FTA Certifications and Assurances forms in TrAMS. DART has designated the CEO as the Accountable Executive, as seen in Figure 7. In addition to the CEO, the following personnel will be primarily responsible for implementing the TAM Plan.

- Chief Operating Officer, Maintenance Manager, Maintenance and Facility Supervisors – Sets maintenance procedures, reports on conditions, reviews lifecycle costing, prioritizes projects and assigns work orders to maintenance and facility personnel.

- Chief Finance Officer, Finance Manager and Business Analyst Manager – Prepares annual inventory, projects funding resources and assists with asset lifecycle costing analysis.
- Financial Analyst – Reports annual condition and performance targets to NTD, Iowa OPT and the MPO.

Figure 7 – Staff Resources for TAM



DART has developed a financial model to reconcile transit improvement needs with available financial resources. In the financial model, the estimated costs of providing the agency's existing and planned new services are projected over a 20-year horizon, including capital and maintenance needs.

Through the development of the financial plan, DART determines which improvements are feasible and establishes a timeline for development. DART receives funding from multiple sources and is currently in the process of exploring alternative options given the long-term limitations on local property tax revenue, which is capped for regional transit agencies at \$0.95 per \$1,000 of valuation in Iowa. DART expects a reduction in services could be needed in the near future if the levy cap is not lifted/raised or if alternative funding sources do not materialize. This would then trickle down to the TAM Plan and require a marked change in performance targets and/or lifecycle management.

9. Evaluation Plan

The TAM Plan aims to optimize the costs, risks, and performance of the transit system, and provide a range of benefits to DART through ongoing planning efforts as depicted in Figure 8.

DART has set agency TAM goals beyond the performance targets in order to evaluate this impact to the system as a whole. Table 8 on the following page lists these system goals.

Figure 8 – Asset Management
Optimizes cost, performance and risk

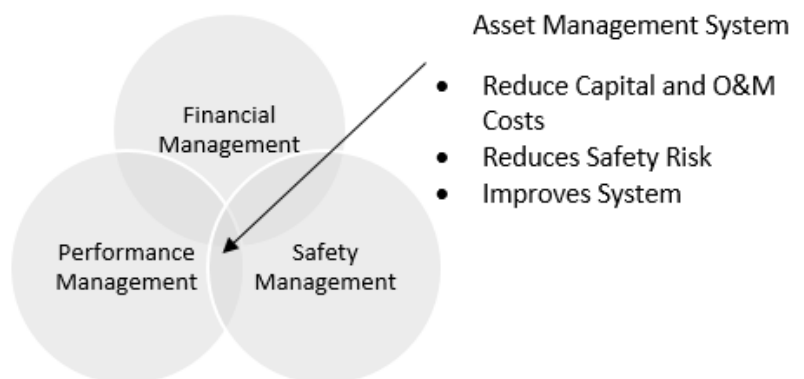




Table 8 – Four-Year TAM Goals

Criteria	Measure	FY 2019-2022	
		Goal	Actual
Safety Performance	Number of preventable accidents per 100K of revenue miles	1.12	TBD
Maintenance Performance	Number of vehicles out of service for 30 or more days	10	TBD
System Performance	Missed trips due to major breakdowns (percentage of total trips)	1%	TBD
System Reliability	On-Time Performance	85%	TBD

The TAM Plan enhances DART's ability to communicate with stakeholders about the agency's approach to asset management, the benefits of investing in the transit system and the consequences of underinvestment. The plan will be updated at a minimum of every four years, but changes in asset utilization, prioritization, funding, or best practices could necessitate an update much earlier. DART will report on asset conditions and performance targets annually to the NTD and share with the MPO, Iowa OPT and DART Commission.

This TAM Plan outlines DART's overall asset management approach in a manner consistent with current federal regulations (49 U.S.C. 5326), and sets the direction for establishing and maintaining asset management strategies and plans that are achievable with available funds. The Plan is designed to be a living document, in that the processes, strategies, and funding levels described in it are all subject to adjustments. DART leadership also recognize there is high probability of modifications as staff begins embedding this newly created plan into daily operations.

APPENDIX

Inventory & Conditional Assessments

Public Transportation Assets

Facility Inventory

Agency Des Moines DART

<i>Inspector:</i>	<i>Keith Welch, Maintenance Manager</i>
<i>Date:</i>	<i>26-Jul-18</i>

Year	Facility Code	Facility Name	Condition Rating Point (1-5)	Age (Year)	Remaining Useful Life	Replacement Cost (2019 \$)	Comments <i>(If more than two lines, attach a separate comment page)</i>
1977	Ad/Mt	DART Way Operations Building - 5 Bldgs	3	37	3	\$48,000,000.00	<i>135,181 square feet</i>
2012	A-BTC	DART Central Station	4	6	34	\$30,750,000.00	<i>21,520 square feet</i>
1999	Park	Center Street Park & Ride		19	21	\$36,920,000.00	<i>860,000 square feet</i>
		Owned by the City of Des Moines					

DART Way Weighted Age and Condition

Year	Score	Age	Replacement Cost	Weighted Condition	Weighted Age
DART Way Operations Building	2.7	41.0	\$ 12,200,000	0.69	10.42
DART Way Maintenance Building	2.6	41.0	\$ 16,900,000	0.92	14.44
DART Way Storage Barn	2.7	41.0	\$ 12,000,000	0.68	10.25
DART Way Wellness & Paratransit Barn	3.0	17.0	\$ 3,500,000	0.22	1.24
DART Way New Barn	3.0	7.0	\$ 3,400,000	0.21	0.50
<i>Total</i>			\$ 48,000,000	2.71	36.84

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Fixed-Route

Year	Make/Model	Vehicle Code	Size	Vehicle Identification Number (VIN)	Agency Vehicle Number	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2010	Orion VII	BU	40	1VHFH3G27A6705974	1001	40	Diesel	Y	Y	13	513760	280946	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G29A6705975	1002	40	Diesel	Y	Y	13	513760	262378	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G27A6705991	1003	40	Diesel	Y	Y	13	513760	263204	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G29A6706009	1005	40	Diesel	Y	Y	13	513760	268964	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G25A6706010	1006	40	Diesel	Y	Y	13	513760	266191	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G22A6706014	1007	40	Diesel	Y	Y	13	513760	269289	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G26A6706016	1008	40	Diesel	Y	Y	13	513760	271696	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G21A6706019	1009	40	Diesel	Y	Y	13	513760	281259	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G26A6706047	1010	40	Diesel	Y	Y	13	513760	256699	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G28A6706048	1011	40	Diesel	Y	Y	13	513760	264814	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G2XA6706052	1012	40	Diesel	Y	Y	13	513760	279364	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G21A6706053	1013	40	Diesel	Y	Y	13	513760	284557	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G20A6706061	1014	40	Diesel	Y	Y	13	513760	267705	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G22A6706062	1015	40	Diesel	Y	Y	13	513760	273425	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G26A6706100	1016	40	Diesel	Y	Y	13	513760	269860	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G21A6706103	1017	40	Diesel	Y	Y	13	513760	278610	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G24A6706113	1018	40	Diesel	Y	Y	13	513760	265721	8	Y	Y	Y	4	Y
2010	Orion VII	BU	40	1VHFH3G23A6706118	1020	40	Diesel	Y	Y	13	513760	250035	8	Y	Y	Y	4	Y
2011	Orion VII	BU	40	1VHFH3G27B6707774	1021	40	Diesel	Y	Y	13	513760	205399	7	Y	Y	Y	4	Y
2011	Orion VII	BU	40	1VHFH3G29B6707775	1022	40	Diesel	Y	Y	13	513760	208102	7	Y	Y	Y	4	Y
2012	Orion VII	BU	40	1VHFH3G27C6708361	1023	40	Diesel	Y	Y	13	513760	188069	6	Y	Y	Y	4	Y
2012	Orion VII	BU	40	1VHFH3G29C6708362	1024	40	Diesel	Y	Y	13	513760	178039	6	Y	Y	Y	4	Y
2012	Orion VII	BU	40	1VHFH3G20C6708363	1025	40	Diesel	Y	Y	13	513760	178504	6	Y	Y	Y	4	Y
2012	Orion VII	BU	40	1VHFH3G22C6708364	1026	40	Diesel	Y	Y	13	513760	184031	6	Y	Y	Y	4	Y
2012	Orion VII	BU	40	1VHFH3G24C6708365	1027	40	Diesel	Y	Y	13	513760	188917	6	Y	Y	Y	4	Y
2010	Orion VII Hybrid	BU	40	1VHHH3V50A6707135	1028	35	Hybrid	Y	Y	13	713760	100061	8	Y	Y	Y	4	Y
2013	New Flyer XDE35 Hybrid	BU	35	5FYH8KU04DB041520	1029	32	Hybrid	Y	Y	13	708760	138191	5	Y	Y	Y	4	Y
2013	New Flyer XDE35 Hybrid	BU	35	5FYH8KU06DB041521	1030	32	Hybrid	Y	Y	13	708760	118693	5	Y	Y	Y	4	Y
2013	New Flyer XDE35 Hybrid	BU	35	5FYH8KU08DB041522	1031	32	Hybrid	Y	Y	13	708760	124629	5	Y	Y	Y	4	Y
2013	New Flyer XDE35 Hybrid	BU	35	5FYH8KU00XDB041523	1032	32	Hybrid	Y	Y	13	708760	132175	5	Y	Y	Y	4	Y
2013	New Flyer XDE40 Hybrid	BU	40	5FYH8FU07CB041503	1033	40	Hybrid	Y	Y	13	713760	122035	5	Y	Y	Y	4	Y
2013	New Flyer XDE40 Hybrid	BU	40	5FYH8FU09CB041504	1034	40	Hybrid	Y	Y	13	713760	125554	5	Y	Y	Y	4	Y
2014	New Flyer XD40	BU	40	5FYD8FV09EB045049	1411	40	Diesel	Y	Y	13	513760	137642	4	Y	Y	Y	4	Y
2014	New Flyer XD40	BU	40	5FYD8FV05EB045050	1412	40	Diesel	Y	Y	13	513760	125409	4	Y	Y	Y	4	Y
2014	New Flyer XD40	BU	40	5FYD8FV07EB045051	1413	40	Diesel	Y	Y	13	513760	121892	4	Y	Y	Y	4	Y
2014	New Flyer XD40	BU	40	5FYD8FV09EB045052	1414	40	Diesel	Y	Y	13	513760	137642	4	Y	Y	Y	4	Y
2014	New Flyer XD40	BU	40	5FYD8FV00EB045053	1415	40	Diesel	Y	Y	13	513760	128161	4	Y	Y	Y	4	Y
2014	New Flyer XD40	BU	40	5FYD8FV02EB045054	1416	40	Diesel	Y	Y	13	513760	138416	4	Y	Y	Y	4	Y
2000/15	New Flyer Artic (Remanuf.)	AB	60	5FYD2UM09YU021494	1501	66	Diesel	Y	Y	10	948989	209977	18/3	Y	Y	Y	4	Y
2000/15	New Flyer Artic (Remanuf.)	AB	60	5FYD2UM0XYU021505	1502	66	Diesel	Y	Y	10	948989	323959	18/3	Y	Y	Y	4	Y
2000/15	New Flyer Artic (Remanuf.)	AB	60	5FYD2UM03YU021507	1503	66	Diesel	Y	Y	10	948989	305753	18/3	Y	Y	Y	4	Y
2000/15	New Flyer Artic (Remanuf.)	AB	60	5FYD2UM07YU021509	1504	66	Diesel	Y	Y	10	948989	249244	18/3	Y	Y	Y	4	Y
2000/15	New Flyer Artic (Remanuf.)	AB	60	5FYD2UM07YU021512	1505	66	Diesel	Y	Y	10	948989	275125	18/3	Y	Y	Y	4	Y
2000/15	New Flyer Artic (Remanuf.)	AB	60	5FYD2UM09YU021513	1506	66	Diesel	Y	Y	10	948989	238595	18/3	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV00GB050353	1607	40	Diesel	Y	Leased	13	513760	71964	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV02GB050354	1608	40	Diesel	Y	Leased	13	513760	77878	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV04GB050355	1609	40	Diesel	Y	Leased	13	513760	73224	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV06GB050356	1610	40	Diesel	Y	Leased	13	513760	83913	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV08GB050357	1611	40	Diesel	Y	Leased	13	513760	74782	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV0XGB050358	1612	40	Diesel	Y	Leased	13	513760	77163	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV01GB050359	1613	40	Diesel	Y	Leased	13	513760	79478	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV08GB050360	1614	40	Diesel	Y	Leased	13	513760	84149	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV0XGB050361	1615	40	Diesel	Y	Leased	13	513760	77373	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV01GB050362	1616	40	Diesel	Y	Leased	13	513760	74293	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV03GB050363	1617	40	Diesel	Y	Leased	13	513760	83425	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV05GB050364	1618	40	Diesel	Y	Leased	13	513760	82006	2	Y	Y	Y	4	Y

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Fixed-Route

Year	Make/Model	Vehicle Code	Size	Vehicle Identification Number (VIN)	Agency Vehicle Number	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2016	New Flyer XD40	BU	40	5FYD8FV07GB050365	1619	40	Diesel	Y	Leased	13	513760	64216	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV09GB050366	1620	40	Diesel	Y	Leased	13	513760	69430	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV00GB050367	1621	40	Diesel	Y	Leased	13	513760	85089	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV02GB050368	1622	40	Diesel	Y	Leased	13	513760	81302	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV04GB050369	1623	40	Diesel	Y	Leased	13	513760	72782	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV00GB050370	1624	40	Diesel	Y	Leased	13	513760	71466	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV02GB050371	1625	40	Diesel	Y	Leased	13	513760	70124	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV04GB050372	1626	40	Diesel	Y	Leased	13	513760	73154	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV06GB050373	1627	40	Diesel	Y	Y	13	513760	68573	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV08GB050374	1628	40	Diesel	Y	Y	13	513760	72357	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV0XGB050375	1629	40	Diesel	Y	Y	13	513760	72978	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV01GB050376	1630	40	Diesel	Y	Y	13	513760	72057	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV03GB050377	1631	40	Diesel	Y	Y	13	513760	50180	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV05GB050378	1632	40	Diesel	Y	Y	13	513760	70974	2	Y	Y	Y	4	Y
2016	New Flyer XD40	BU	40	5FYD8FV07GB050379	1633	40	Diesel	Y	Y	13	513760	58262	2	Y	Y	Y	4	Y
2018	New Flyer XD35	BU	35	5FYD8KV08JB054165	1807	35	Diesel	Y	Y	13	508760	2368	0	Y	Y	Y	5	Y
2018	New Flyer XD35	BU	35	5FYD8KV0XJB054166	1808	35	Diesel	Y	Y	13	508760	2347	0	Y	Y	Y	5	Y
2018	New Flyer XD35	BU	35	5FYD8KV01JB054167	1809	35	Diesel	Y	Y	13	508760	2560	0	Y	Y	Y	5	Y
2018	New Flyer XD35	BU	35	5FYD8KV03JB054168	1810	35	Diesel	Y	Y	13	508760	2446	0	Y	Y	Y	5	Y
2018	New Flyer XD40	BU	40	5FYD8KV09JB054246	1811	40	Diesel	Y	Y	13	513760	1992	0	Y	Y	Y	5	Y
2018	New Flyer XD40	BU	40	5FYD8FV00JB054247	1812	40	Diesel	Y	Y	13	513760	2655	0	Y	Y	Y	5	Y
2018	New Flyer XD40	BU	40	5FYD8FV02JB054248	1813	40	Diesel	Y	Y	13	513760	2429	0	Y	Y	Y	5	Y
2002	Gillig Low-Floor	BU	40	15GGD271X21072746	22409	38	Diesel	Y	Y	13	0	382695	16	Y	Y	Y	3	Ready for Disposal
2002	Gillig Low-Floor	BU	40	15GGD271121072747	22410	38	Diesel	Y	Y	13	0	407194	16	Y	Y	Y	3	Ready for Disposal
2002	Gillig Low-Floor	BU	40	15GGD271321072748	22411	38	Diesel	Y	Y	13	0	449668	16	Y	Y	Y	3	Ready for Disposal
2002	Gillig Low-Floor	BU	40	15GGD271521072749	22412	38	Diesel	Y	Y	13	513760	408598	16	Y	Y	Y	3	N
2002	Gillig Low-Floor	BU	40	15GGD271121072750	22413	38	Diesel	Y	Y	13	513760	359262	16	Y	Y	Y	3	N
2002	Gillig Low-Floor	BU	40	15GGD271821072751	22414	38	Diesel	Y	Y	13	513760	396771	16	Y	Y	Y	3	N
2002	Gillig Low-Floor	BU	40	15GGD271521072752	22415	38	Diesel	Y	Y	13	513760	412885	16	Y	Y	Y	3	N
2003	Gillig Low-Floor	BU	40	15GGD271531072882	23416	38	Diesel	Y	Y	13	513760	415538	15	Y	Y	Y	3	N
2003	Gillig Low-Floor	BU	40	15GGD271731072883	23417	38	Diesel	Y	Y	13	513760	423325	15	Y	Y	Y	3	N
2003	Gillig Low-Floor	BU	40	15GGD271931072884	23418	38	Diesel	Y	Y	13	513760	394373	15	Y	Y	Y	3	N
2003	Gillig Low-Floor	BU	40	15GGD271031072885	23419	38	Diesel	Y	Y	13	513760	398929	15	Y	Y	Y	3	N
2003	Gillig Low-Floor	BU	40	15GGD271123072886	23420	38	Diesel	Y	Y	13	513760	413867	15	Y	Y	Y	3	N
2003	Gillig Low-Floor	BU	40	15GGD271431072887	23421	38	Diesel	Y	Y	13	513760	398088	15	Y	Y	Y	3	N
2003	Gillig Low-Floor	BU	40	15GGD271631072888	23422	38	Diesel	Y	Y	13	513760	369866	15	Y	Y	Y	3	N
2006	Orion VII	BU	40	1VHFH3G2066702308	26429	40	Diesel	Y	Y	13	513760	278079	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2566702367	26430	40	Diesel	Y	Y	13	513760	312281	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2766702368	26431	40	Diesel	Y	Y	13	513760	310498	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2966702369	26432	40	Diesel	Y	Y	13	513760	324430	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2466702375	26433	40	Diesel	Y	Y	13	513760	275208	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2666702376	26434	40	Diesel	Y	Y	13	513760	279156	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2X66702378	26435	40	Diesel	Y	Y	13	513760	281245	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2166702379	26436	40	Diesel	Y	Y	13	513760	272361	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2166702382	26437	40	Diesel	Y	Y	13	513760	295367	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2366702383	26438	40	Diesel	Y	Y	13	513760	279618	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2566702384	26439	40	Diesel	Y	Y	13	513760	332724	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2766702385	26440	40	Diesel	Y	Y	13	513760	282577	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2066702518	26441	40	Diesel	Y	Y	13	513760	291194	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2966702520	26442	40	Diesel	Y	Y	13	513760	274454	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2466702523	26443	40	Diesel	Y	Y	13	513760	268221	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2066702535	26444	40	Diesel	Y	Y	13	513760	266003	12	Y	Y	Y	3	Y
2006	Orion VII	BU	40	1VHFH3G2866702539	26445	40	Diesel	Y	Y	13	513760	298951	12	Y	Y	Y	3	Y
2008	Orion VII	BU	40	1VHFH3G2586704266	28455	40	Diesel	Y	Y	13	513760	284084	10	Y	Y	Y	3	Y
2008	Orion VII	BU	40	1VHFH3G2286704371	28456	40	Diesel	Y	Y	13	513760	294656	10	Y	Y	Y	4	Y
2008	Orion VII	BU	40	1VHFH3G2486704372	28457	40	Diesel	Y	Y	13	513760	292282	10	Y	Y	Y	4	Y

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Fixed-Route

Year	Make/Model	Vehicle Code	Size	Vehicle Identification Number (VIN)	Agency Vehicle Number	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2008	Orion VII	BU	40	1VHFH3G2186704393	28458	40	Diesel	Y	Y	13	513760	252482	10	Y	Y	Y	4	Y
2008	Orion VII	BU	40	1VHFH3G2386704394	28459	40	Diesel	Y	Y	13	513760	234841	10	Y	Y	Y	4	Y
2008	Orion VII	BU	40	1VHFH3G2586704395	28460	40	Diesel	Y	Y	13	513760	273243	10	Y	Y	Y	4	Y
2008	Orion VII	BU	40	1VHFH3G2086704403	28461	40	Diesel	Y	Y	13	513760	249551	10	Y	Y	Y	4	Y
2009	Orion VII Hybrid	BU	40	1VHHH3P2296705062	29462	40	Hybrid	Y	Y	13	713760	179962	9	Y	Y	Y	4	Y

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Flex On-Call

Year	Make/Model	Vehicle Code	Size	Vehicle Identification Number	Agency Vehicle Number (VIN)	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2014	Champion Defender	CU	27	1FVACWDU2FHGF7262	1401	19	Diesel	Y	Y	8	172640	85189	4	Y	Y	Y	3	Y
2014	Champion Defender	CU	27	1FVACWDU8FHGF7265	1402	19	Diesel	Y	Y	8	172640	91734	4	Y	Y	Y	3	Y
2014	Champion Defender	CU	27	1FVACWDU8FHGF7264	1403	19	Diesel	Y	Y	8	172640	83166	4	Y	Y	Y	3	Y
2014	Champion Defender	CU	27	1FVACWDU4FHGF7263	1404	19	Diesel	Y	Y	8	172640	88890	4	Y	Y	Y	3	Y
2016	Champion Defender	CU	27	1FVACWDU6GHHK8291	1601	19	Diesel	Y	Y	8	172640	55054	2	Y	Y	Y	4	Y
2016	Champion Defender	CU	27	1FVACWDU8GHHK8292	1602	19	Diesel	Y	Y	8	172640	56130	2	Y	Y	Y	4	Y
2016	Champion Defender	CU	27	1FVACWDXGHHK8293	1603	19	Diesel	Y	Y	8	172640	56465	2	Y	Y	Y	4	Y
2017	Champion Defender	CU	27	1FVACWDU7HHJC3898	1701	19	Diesel	Y	Y	8	172640	28532	1	Y	Y	Y	5	Y
2017	Champion Defender	CU	27	1FVACWDU9HHJC3899	1702	19	Diesel	Y	Y	8	172640	27469	1	Y	Y	Y	5	Y
2017	Champion Defender	CU	27	1FVACWDU5HHJC3897	1703	19	Diesel	Y	Y	8	172640	30229	1	Y	Y	Y	5	Y
2018	Champion Defender	CU	27	1FVACWFD7HJW2174	1803	19	Diesel	Y	Y	8	172640	2339	0	Y	Y	Y	5	Y
2018	Champion Defender	CU	27	1FVACWFD7HJW2175	1804	19	Diesel	Y	Y	8	172640	1515	0	Y	Y	Y	5	Y
2012	Eldorado Aeotech	CU	25	1FDFE4FS8CDA86999	8212	18	Gas	Y	Y	5	172640	163980	6	Y	Y	Y	2	N
2011	Eldorado Aeotech	CU	25	1FDFE4FS9BDA83480	7511	18	Gas	Y	Y	5	0	198950	7	Y	Y	Y	2	Ready for Disposal

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Paratransit

Year	Make/Model	Vehicle Code	Size	Vehicle Identification Number (VIN)	Agency Vehicle Number	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2015	Champion Defender	CU	27	1FVACWDU2FHGF7259	1405	19	Diesel	Y	Y	8	168480	112331	3	Y	Y	Y	3	Y
2015	Champion Defender	CU	27	1FVACWDU0FHGF7261	1406	19	Diesel	Y	Y	8	168480	123853	3	Y	Y	Y	3	Y
2015	Champion Defender	CU	27	1FVACWDU9FHGF7260	1407	19	Diesel	Y	Y	8	168480	149791	3	Y	Y	Y	3	Y
2015	Champion Defender	CU	31	1FVACWDU6FHGF7278	1408	27	Diesel	Y	Y	8	174720	106776	3	Y	Y	Y	3	Y
2015	Champion Defender	CU	31	1FVACWDU4FHGF7277	1409	27	Diesel	Y	Y	8	174720	121614	3	Y	Y	Y	3	Y
2015	Champion Defender	CU	31	1FVACWDU8FHGF7279	1410	27	Diesel	Y	Y	8	174720	131969	3	Y	Y	Y	3	Y
2016	Champion Defender	CU	27	1FVACWDU4GHHK8290	1605	19	Diesel	Y	Y	8	168480	78476	2	Y	Y	Y	4	Y
2016	Champion Defender	CU	27	1FVACWDU6GHHK8288	1606	19	Diesel	Y	Y	8	168480	86890	2	Y	Y	Y	4	Y
2017	Champion Defender	CU	27	1FVACWDU1HHJC3900	1704	19	Diesel	Y	Y	8	168480	36738	1	Y	Y	Y	5	Y
2017	Champion Defender	CU	31	1FVACWDU8HHJC3893	1705	27	Diesel	Y	Y	8	174720	36737	1	Y	Y	Y	5	Y
2017	Champion Defender	CU	31	1FVACWDXHHJC3894	1706	27	Diesel	Y	Y	8	174720	34598	1	Y	Y	Y	5	Y
2018	Champion Defender	CU	27	1FVACWFD3JHJW2172	1801	19	Diesel	Y	Y	8	168480	9036	0	Y	Y	Y	5	Y
2018	Champion Defender	CU	27	1FVACWFD5JHJW2173	1802	19	Diesel	Y	Y	8	168480	8990	0	Y	Y	Y	5	Y
2018	Champion Defender	CU	27	1FVACWFD0JHJW2176	1805	19	Diesel	Y	Y	8	168480	7719	0	Y	Y	Y	5	Y
2018	Champion Defender	CU	27	1FVACWFD2JHJW2177	1806	19	Diesel	Y	Y	8	168480	8996	0	Y	Y	Y	5	Y
2010	ElDorado Aeotech	CU	27	1FDFE4FS5ADA68764	6610	19	Gas	Y	Y	5	0	277802	8	Y	Y	Y	2	Aging out of System
2011	ElDorado Aeotech	CU	25	1FDFE4FS2ADA97395	7011	18	Gas	Y	Y	5	0	334430	7	Y	Y	Y	2	Ready for Disposal
2011	ElDorado Aeotech	CU	25	1FDFE4FS0ADA97394	7111	18	Gas	Y	Y	5	0	255156	7	Y	Y	Y	2	Ready for Disposal
2011	ElDorado Aeotech	CU	25	1FDFE4FS6ADA97397	7211	18	Gas	Y	Y	5	0	279127	7	Y	Y	Y	2	Ready for Disposal
2011	ElDorado Aeotech	CU	25	1FDFE4FS8ADA97398	7311	18	Gas	Y	Y	5	168480	294043	7	Y	Y	Y	2	Retained in Place of 1604
2012	Gillig Low-Floor	BU	30	15GGE2714C1091775	7612	25	Diesel	Y	Y	11	493760	198636	6	Y	Y	Y	4	Y
2012	Gillig Low-Floor	BU	30	15GGE2716C1091776	7712	25	Diesel	Y	Y	11	493760	200551	6	Y	Y	Y	4	Y
2012	ElDorado Aeotech	CU	25	1FDFE4FS9CDA87000	7812	18	Gas	Y	Y	5	168480	225108	6	Y	Y	Y	2	N
2012	ElDorado Aeotech	CU	25	1FDFE4FS0CDA87001	7912	18	Gas	Y	Y	5	168480	205221	6	Y	Y	Y	2	N
2012	ElDorado Aeotech	CU	25	1FDFE4FS2CDA87002	8012	18	Gas	Y	Y	5	168480	282188	6	Y	Y	Y	2	N
2012	ElDorado Aeotech	CU	25	1FDFE4FS4CDA87003	8112	18	Gas	Y	Y	5	168480	180329	6	Y	Y	Y	2	N

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Rideshare

Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2010	Dodge Caravan ADA	MV	2D4RN4DE9AR120539	RS245	7	Gas	Y	Y	5	56160	97122	8	Y	Y	Y	2	N
2010	Dodge Caravan ADA	MV	2D4RN4DE7AR120541	RS246	7	Gas	Y	Y	5	56160	64916	8	Y	Y	Y	2	N
2011	Toyota Sienna	MV	5TDZK3DCXBS053439	RS260	7	Gas	N	Y	5	30680	92296	7	Y	Y	Y	3	Retained in Place of 299
2011	Toyota Sienna	MV	5TDZK3DC2BS136296	RS266	7	Gas	N	Y	5	0	96757	7	Y	Y	Y	3	Ready for Disposal
2011	Toyota Sienna	MV	5TDZK3DC0BS134823	RS267	7	Gas	N	Y	5	0	108860	7	Y	Y	Y	2	Ready for Disposal
2012	Chevy Express	VN	1GAZG1FG4C1112062	RS290	15	Gas	N	Y	5	31720	101050	6	Y	Y	Y	2	N
2013	Chevy Express	VN	1GBZG1FAOD1178729	RS293	12	Gas	N	Y	5	31720	101621	5	Y	Y	Y	2	Y
2013	Chevy Express	VN	1GBZG1FA5D1177849	RS294	12	Gas	N	Y	5	31720	96186	5	Y	Y	Y	2	Y
2013	Chevy Express	VN	1GBZG1FA1D1177508	RS295	12	Gas	N	Y	5	31720	88103	5	Y	Y	Y	3	Y
2013	Chevy Express	VN	1GBZG1FAXD1178057	RS296	12	Gas	N	Y	5	31720	102322	5	Y	Y	Y	2	Y
2013	Chevy Express	VN	1GBZG1FAOD1177936	RS297	12	Gas	N	Y	5	31720	85924	5	Y	Y	Y	3	Y
2013	Chevy Express	VN	1GBZG1FA5D1179424	RS298	12	Gas	N	Y	5	31720	91854	5	Y	Y	Y	3	Y
2013	Chevy Express	VN	1GBZG1FA4D1178913	RS300	12	Gas	N	Y	5	31720	90925	5	Y	Y	Y	3	Y
2013	Chevy Express	VN	1GBZG1FAXD1178513	RS301	11	Gas	N	Y	5	31720	90639	5	Y	Y	Y	3	Y
2013	Chevy Express	VN	1GBZG1FAXD1177250	RS302	11	Gas	N	Y	5	31720	92087	5	Y	Y	Y	3	Y
2013	Chevy Express	VN	1GBZG1FAOD1178570	RS303	11	Gas	N	Y	5	31720	108333	5	Y	Y	Y	3	Y
2014	Chevy Express	VN	1GBZG1FA2E1211456	RS304	12	Gas	N	Y	5	31720	83693	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA0E1213559	RS305	12	Gas	N	Y	5	31720	86234	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA1E1212050	RS306	12	Gas	N	Y	5	31720	61191	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA3E1212602	RS307	12	Gas	N	Y	5	31720	80649	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA1E1210900	RS308	12	Gas	N	Y	5	31720	76851	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA2E1213787	RS309	11	Gas	N	Y	5	31720	81766	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA8E1213289	RS310	11	Gas	N	Y	5	31720	62530	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FAXE1212256	RS311	11	Gas	N	Y	5	31720	65954	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA4E1211507	RS312	11	Gas	N	Y	5	31720	68503	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA5E1213556	RS313	11	Gas	N	Y	5	31720	61684	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA4E1213290	RS314	11	Gas	N	Y	5	31720	76046	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA2E1211506	RS315	11	Gas	N	Y	5	31720	68437	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA5E1212990	RS316	11	Gas	N	Y	5	31720	58410	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA2E1212753	RS317	11	Gas	N	Y	5	31720	72081	4	Y	Y	Y	4	Y
2014	Chevy Express	VN	1GBZG1FA7E1210576	RS318	11	Gas	N	Y	5	31720	41597	4	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG8F1167632	RS319	12	Gas	N	Y	5	31720	35005	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FGXF1189065	RS320	12	Gas	N	Y	5	31720	31713	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG7F1214701	RS321	12	Gas	N	Y	5	31720	58405	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG1F1280127	RS322	12	Gas	N	Y	5	31720	35872	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FGXF1280708	RS323	12	Gas	N	Y	5	31720	45987	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FGXF1280983	RS324	12	Gas	N	Y	5	31720	48351	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG5F1279708	RS325	11	Gas	N	Y	5	31720	66948	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG3F1280226	RS326	11	Gas	N	Y	5	31720	41525	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG3F1280890	RS327	11	Gas	N	Y	5	31720	58282	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG8F1280514	RS328	11	Gas	N	Y	5	31720	64624	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG3F1280954	RS329	11	Gas	N	Y	5	31720	29250	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG7F1280651	RS330	11	Gas	N	Y	5	31720	47080	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG6F1280785	RS331	11	Gas	N	Y	5	31720	23542	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG9F1280666	RS332	11	Gas	N	Y	5	31720	56215	3	Y	Y	Y	4	Y

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Rideshare

Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2015	Chevy Express	VN	1GBZG1FG9F1280912	RS333	11	Gas	N	Y	5	31720	42385	3	Y	Y	Y	4	Y
2015	Chevy Express	VN	1GBZG1FG5F1280969	RS334	11	Gas	N	Y	5	31720	51743	3	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF7G1230112	RS335	11	Gas	N	Y	5	31720	51468	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF8G1231852	RS336	11	Gas	N	Y	5	31720	28144	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF5G1230805	RS337	11	Gas	N	Y	5	31720	61115	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF2G1230857	RS338	11	Gas	N	Y	5	31720	16041	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF2G1229322	RS339	11	Gas	N	Y	5	31720	24197	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF1G1230557	RS340	11	Gas	N	Y	5	31720	43361	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF2G1230325	RS341	11	Gas	N	Y	5	31720	16147	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GPZGPF3G1229880	RS342	11	Gas	N	Y	5	31720	47670	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF5G1230383	RS343	11	Gas	N	Y	5	31720	32570	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF1G1232213	RS344	11	Gas	N	Y	5	31720	28678	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF9G1230631	RS345	11	Gas	N	Y	5	31720	24523	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF9G1231357	RS346	11	Gas	N	Y	5	31720	10639	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPF1G1232504	RS347	11	Gas	N	Y	5	31720	33980	2	Y	Y	Y	4	Y
2016	Chevy Express	VN	1GBZGPFXG1229701	RS348	11	Gas	N	Y	5	31720	33793	2	Y	Y	Y	4	Y
2017	Chevy Express	VN	1GAZGNFF9H1232591	RS349	15	Gas	N	Y	5	31720	35727	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF4H1232465	RS350	15	Gas	N	Y	5	31720	21128	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF2H1237549	RS351	15	Gas	N	Y	5	31720	27205	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF8H1237619	RS352	15	Gas	N	Y	5	31720	25146	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF2H1235591	RS353	15	Gas	N	Y	5	31720	28160	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFFXH1234561	RS354	15	Gas	N	Y	5	31720	7673	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF6H1236498	RS355	15	Gas	N	Y	5	31720	22199	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF2H1237227	RS356	15	Gas	N	Y	5	31720	14255	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF0H1232284	RS357	15	Gas	N	Y	5	31720	20630	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF0H1232740	RS358	15	Gas	N	Y	5	31720	27958	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF6H1236971	RS359	15	Gas	N	Y	5	31720	19089	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF9H1237824	RS360	15	Gas	N	Y	5	31720	188	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF2H1234912	RS361	15	Gas	N	Y	5	31720	15363	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF3H1237642	RS362	15	Gas	N	Y	5	31720	10166	1	Y	Y	Y	5	Y
2017	Chevy Express	VN	1GAZGNFF2H1237597	RS363	15	Gas	N	Y	5	31720	5433	1	Y	Y	Y	5	Y
2013	Dodge Grand Caravan	MV	2C4RDGCG8DR795002	RS400	7	Gas	N	Y	5	30680	96587	5	Y	Y	Y	3	Y
2013	Dodge Grand Caravan	MV	2C4RDGCG6DR794995	RS401	7	Gas	N	Y	5	30680	78784	5	Y	Y	Y	3	Y
2013	Dodge Grand Caravan	MV	2C4RDGCGXDR794997	RS402	7	Gas	N	Y	5	30680	92881	5	Y	Y	Y	3	Y
2013	Dodge Grand Caravan	MV	2C4RDGCG6DR795001	RS403	7	Gas	N	Y	5	30680	102291	5	Y	Y	Y	2	Y
2013	Dodge Grand Caravan	MV	2C4RDGCG1DR794998	RS404	7	Gas	N	Y	5	30680	83242	5	Y	Y	Y	3	Y
2013	Dodge Grand Caravan	MV	2C4RDGCG4DR795000	RS405	7	Gas	N	Y	5	30680	93662	5	Y	Y	Y	3	Y
2013	Dodge Grand Caravan	MV	2C4RDGCG8DR794996	RS406	7	Gas	N	Y	5	30680	103748	5	Y	Y	Y	2	Y
2013	Dodge Grand Caravan	MV	2C4RDGCG3DR794999	RS407	7	Gas	N	Y	5	30680	94835	5	Y	Y	Y	3	Y
2013	Dodge Grand Caravan	MV	2C4RDGCGXDR795003	RS408	7	Gas	N	Y	5	30680	100354	5	Y	Y	Y	2	Y
2014	Dodge Grand Caravan	MV	2C4RDGCG8ER366492	RS409	7	Gas	N	Y	5	30680	47549	4	Y	Y	Y	4	Y
2014	Dodge Grand Caravan	MV	2C4RDGCG9ER366498	RS410	7	Gas	N	Y	5	30680	93921	4	Y	Y	Y	4	Y
2014	Dodge Grand Caravan	MV	2C4RDGCG3ER366495	RS411	7	Gas	N	Y	5	30680	73234	4	Y	Y	Y	4	Y
2014	Dodge Grand Caravan	MV	2C4RDGCGXER366493	RS412	7	Gas	N	Y	5	30680	69978	4	Y	Y	Y	4	Y
2014	Dodge Grand Caravan	MV	2C4RDGCG7ER466497	RS413	7	Gas	N	Y	5	30680	80486	4	Y	Y	Y	4	Y

Des Moines Area Regional Transit Authority FY2018 Inventory and Condition Report - Rideshare

Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Seating Capacity	Fuel Type	ADA Access Yes/No	Title Yes/No	Agency's ULB (Year)	Replacement Cost 2019 \$	Actual Life Odometer	Age	Maintenance Current? Yes/No	Performs its Designed Function? Yes/No	Is the Vehicle Safe? Yes/No	Condition	Meets SGR & TAM Targets? Yes/No
2014	Dodge Grand Caravan	MV	2C4RDGCG6ER366491	RS414	7	Gas	N	Y	5	30680	62587	4	Y	Y	Y	4	Y
2014	Dodge Grand Caravan	MV	2C4RDGCG5ER366496	RS415	7	Gas	N	Y	5	30680	52313	4	Y	Y	Y	4	Y
2014	Dodge Grand Caravan	MV	2C4RDGCG1ER366494	RS416	7	Gas	N	Y	5	30680	69700	4	Y	Y	Y	4	Y
2015	Dodge Grand Caravan	MV	2C4RDGCGXFR585889	RS417	7	Gas	N	Y	5	30680	60753	3	Y	Y	Y	4	Y
2015	Dodge Grand Caravan	MV	2C4RDGCG5FR567820	RS418	7	Gas	N	Y	5	30680	43502	3	Y	Y	Y	4	Y
2015	Dodge Grand Caravan	MV	2C4RDGCG9FR567822	RS419	7	Gas	N	Y	5	30680	99063	3	Y	Y	Y	4	Y
2015	Dodge Grand Caravan	MV	2C4RDGCG3FR567816	RS420	7	Gas	N	Y	5	30680	56209	3	Y	Y	Y	4	Y
2015	Dodge Grand Caravan	MV	2C4RDGCG9FR567819	RS421	7	Gas	N	Y	5	30680	62067	3	Y	Y	Y	4	Y
2015	Dodge Grand Caravan	MV	2C4RDGCG5FR567817	RS422	7	Gas	N	Y	5	30680	46720	3	Y	Y	Y	4	Y
2017	Toyota Sienna	MV	5TDZZ3DC3HS822576	RS423	7	Gas	N	Y	5	30680	26434	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC4HS821193	RS424	7	Gas	N	Y	5	30680	15433	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC5HS820652	RS425	7	Gas	N	Y	5	30680	24361	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC8HS853063	RS426	7	Gas	N	Y	5	30680	9890	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC6HS831322	RS427	7	Gas	N	Y	5	30680	16338	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC9HS852097	RS428	7	Gas	N	Y	5	30680	24364	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC4HS852623	RS429	7	Gas	N	Y	5	30680	20862	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DCXHS851914	RS430	7	Gas	N	Y	5	30680	15580	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC8HS851684	RS431	7	Gas	N	Y	5	30680	15789	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DC6HS851456	RS432	7	Gas	N	Y	5	30680	10324	1	Y	Y	Y	5	Y
2017	Toyota Sienna	MV	5TDZZ3DCXHS851508	RS433	7	Gas	N	Y	5	30680	11368	1	Y	Y	Y	5	Y
2018	Toyota Sienna	MV	5TDZZ3DC5JS903469	RS434	7	Gas	N	Y	5	30680	741	0	Y	Y	Y	5	Y
2018	Toyota Sienna	MV	5TDZZ3DC4JS913944	RS435	7	Gas	N	Y	5	30680	210	0	Y	Y	Y	5	Y
2018	Toyota Sienna	MV	5TDZZ3DC5JS911555	RS436	7	Gas	N	Y	5	30680	544	0	Y	Y	Y	5	Y
2018	Toyota Sienna	MV	5TDZZ3DC8JS904115	RS437	7	Gas	N	Y	5	30680	365	0	Y	Y	Y	5	Y
2018	Toyota Sienna	MV	5TDZZ3DC6JS915520	RS438	7	Gas	N	Y	5	30680	340	0	Y	Y	Y	5	Y

Asset Inventory Support Vehicles	Inspector:	Keith Welch, Maintenance Manager
	Date:	3-Jul-18

Agency: Des Moines DART
Support vehicles

ID	Code	Equipment Description	Condition Rating Point (1-5)	Age (years)	Remaining ULB (years)	Replacement Cost (2019 \$)	Meets SGR & TAM Targets? Yes/No	Comments <i>(If more than two lines, attach a separate comment page)</i>
A409	AO	2009 Toyota Prius	2	9	-2	\$28,000.00	N	<i>Replacement on Order</i>
A001	SV	2013 Jeep Grand Cherokee	4	5	2	\$41,734.00	Y	
2	SV	2014 Chevrolet Tahoe	4	4	3	\$41,734.00	Y	
3	SV	2014 Chevrolet Tahoe	4	4	3	\$41,734.00	Y	
4	SV	2014 Chevrolet Tahoe	4	4	3	\$41,734.00	Y	
5	SV	2014 Chevrolet Tahoe	4	4	3	\$41,734.00	Y	
8	T	2016 Chevrolet Silverado	5	2	5	\$79,321.00	Y	
9	T	2016 Chevrolet Silverado	5	2	5	\$71,081.00	Y	
10	T	2016 Chevrolet Silverado	5	2	5	\$40,562.00	Y	
14	SV	2016 Chevrolet Tahoe	5	2	5	\$41,734.00	Y	
11	T	2017 Chevrolet Silverado	5	1	6	\$53,782.00	Y	
12	T	2017 Chevrolet Silverado	5	1	6	\$54,804.00	Y	
15	SV	2018 Ford Explorer	5	0	7	\$41,734.00	Y	
16	SV	2018 Ford Explorer	5	0	7	\$41,734.00	Y	
17	SV	2018 Ford Explorer	5	0	7	\$41,734.00	Y	
261	MV	2011 Toyota Sienna	3	7	0	\$0.00	Y	<i>Already replaced, retained for deliveries</i>
265	MV	2011 Toyota Sienna	3	7	0	\$0.00	Y	<i>Already replaced, retained as supply van</i>
2551	T	2005 Ford F350	2	13	-6	\$0.00	N	<i>Already replaced, retained for snow removal</i>



FACILITY - DW Operations Building			Built: 1977 Square Feet: 16,837		Inspector: Keith Welch		Date: 7/25/2018	
ID	Primary Level	Percent of Facility	Sub-Level	Rating	Percent of Sub-Level	Notes		
A	Substructure	25.00%	Foundations: Walls, columns, pilings, etc.	2	70.00%	Tunnels crumbling		
			Basement: Materials, insulation, slab, floor underpinnings	3	30.00%			
B	Shell	30.00%	Superstructure/structural frame: Columns, pillars, walls	3	40.00%			
			Roof: Roof surface, gutters, eaves, skylights, chimney surrounds	3	40.00%			
			Exterior: Windows, doors, and all finishes (paint, masonry)	2	15.00%			
			Shell appurtenances: Balconies, fire escapes, gutters, downspouts	2	5.00%			
C	Interiors	20.00%	Partitions: Walls, interior doors, fittings and signage	3	60.00%			
			Stairs: Interior stairs and landings		0.00%			
			Finishes: Materials used on walls, floors, and ceilings	3	10.00%			
			Furnishings & Office Equipment: Cubicles, Desks, etc.	3	30.00%			
D	Conveyance	0.00%	Elevators		0.00%			
			Escalators		0.00%			
			Lifts: Any other such fixed apparatuses for the movement of goods or people		0.00%			
E	Plumbing	3.00%	Fixtures	3	10.00%			
			Water distribution	2	35.00%			
			Sanitary waste	2	35.00%			
			Rain water drainage	3	20.00%			
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable						
4	Good	Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional						
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life						
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life						
1	Poor	Critically damaged or in need of immediate repair; well past useful life						
F	HVAC	5.00%	Energy supply	2	20.00%			
			Heat generation and distribution systems	3	40.00%			
			Cooling generation and distribution systems	3	30.00%			
			Testing, balancing, controls and instrumentation	3	5.00%			
			Chimneys and vents	3	5.00%			
G	Fire Protection	2.00%	Sprinklers	2	70.00%			
			Standpipes	2	20.00%			
			Hydrants and other fire protection specialties	2	10.00%			
H	Electrical	5.00%	Electrical service and distribution	2	30.00%			
			Lighting and branch wiring (interior and exterior)	3	50.00%			
			Communications and security	3	5.00%			
			Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	3	15.00%			
I	Equipment	0.00%	Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies		0.00%			
			Fare Collection Equipment		0.00%			
J	Site	10.00%	Roadways/driveways and associated signage, markings and equipment	3	45.00%			
			Parking lots and associated signage, markings, and equipment	2	35.00%			
			Pedestrian areas and associated signage, markings, and equipment	3	5.00%			
			Site development such as fences, walls, and miscellaneous structures	3	8.00%			
			Landscaping and irrigation	3	5.00%			
			Site utilities	3	2.00%			
Total		100.00%		2.7				



FACILITY - DW Maintenance Building			Built: 1977 Square Feet: 29,009		Inspector: Keith Welch		Date:		
ID	Primary Level	Percent of Facility	Sub-Level	Rating	Percent of Sub-Level	Notes			
A	Substructure	25.00%	Foundations: Walls, columns, pilings, etc.	2	70.00%				
			Basement: Materials, insulation, slab, floor underpinnings	3	30.00%				
B	Shell	30.00%	Superstructure/structural frame: Columns, pillars, walls	3	40.00%				
			Roof: Roof surface, gutters, eaves, skylights, chimney surrounds	3	40.00%				
			Exterior: Windows, doors, and all finishes (paint, masonry)	2	15.00%				
			Shell appurtenances: Balconies, fire escapes, gutters, downspouts	2	5.00%				
C	Interiors	20.00%	Partitions: Walls, interior doors, fittings and signage	3	60.00%				
			Stairs: Interior stairs and landings		0.00%				
			Finishes: Materials used on walls, floors, and ceilings	2	10.00%				
			Furnishings & Office Equipment: Cubicles, Desks, etc.	3	30.00%				
D	Conveyance	0.00%	Elevators		0.00%				
			Escalators		0.00%				
			Lifts: Any other such fixed apparatuses for the movement of goods or people		0.00%				
E	Plumbing	3.00%	Fixtures	3	10.00%				
			Water distribution	3	35.00%				
			Sanitary waste	2	35.00%				
			Rain water drainage	3	20.00%				
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable							
4	Good	Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional							
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life							
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life							
1	Poor	Critically damaged or in need of immediate repair; well past useful life							
F	HVAC	5.00%	Energy supply	3	20.00%				
			Heat generation and distribution systems	2	50.00%				
			Cooling generation and distribution systems	3	20.00%				
			Testing, balancing, controls and instrumentation	3	5.00%				
			Chimneys and vents	3	5.00%				
G	Fire Protection	2.00%	Sprinklers	2	70.00%				
			Standpipes	2	20.00%				
			Hydrants and other fire protection specialties	2	10.00%				
H	Electrical	5.00%	Electrical service and distribution	2	30.00%				
			Lighting and branch wiring (interior and exterior)	2	50.00%				
			Communications and security	3	5.00%				
			Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	2	15.00%				
I	Equipment	0.00%	Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies	3	50.00%	Inground lifts and			
			Fare Collection Equipment	3	50.00%				
J	Site	10.00%	Roadways/driveways and associated signage, markings and equipment	3	60.00%				
			Parking lots and associated signage, markings, and equipment	3	10.00%				
			Pedestrian areas and associated signage, markings, and equipment	3	10.00%				
			Site development such as fences, walls, and miscellaneous structures	3	10.00%				
			Landscaping and irrigation		0.00%				
			Site utilities	2	10.00%				
Total		100.00%		2.6					



FACILITY - DW Storage Barn			Built: 1977 Square Feet: 54,839		Inspector: Keith Welch		Date:		
ID	Primary Level	Percent of Facility	Sub-Level	Rating	Percent of Sub-Level	Notes			
A	Substructure	25.00%	Foundations: Walls, columns, pilings, etc.	3	70.00%				
			Basement: Materials, insulation, slab, floor underpinnings	3	30.00%				
B	Shell	30.00%	Superstructure/structural frame: Columns, pillars, walls	3	40.00%				
			Roof: Roof surface, gutters, eaves, skylights, chimney surrounds	3	40.00%				
			Exterior: Windows, doors, and all finishes (paint, masonry)	2	15.00%				
			Shell appurtenances: Balconies, fire escapes, gutters, downspouts	3	5.00%				
C	Interiors	20.00%	Partitions: Walls, interior doors, fittings and signage	2	60.00%				
			Stairs: Interior stairs and landings		0.00%				
			Finishes: Materials used on walls, floors, and ceilings	2	40.00%				
			Furnishings & Office Equipment: Cubicles, Desks, etc.		0.00%				
D	Conveyance	0.00%	Elevators						
			Escalators						
			Lifts: Any other such fixed apparatuses for the movement of goods or people						
E	Plumbing	3.00%	Fixtures		0.00%				
			Water distribution	2	10.00%				
			Sanitary waste		0.00%				
			Rain water drainage	3	90.00%				
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable							
4	Good	Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional							
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life							
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life							
1	Poor	Critically damaged or in need of immediate repair; well past useful life							
F	HVAC	5.00%	Energy supply	2	20.00%				
			Heat generation and distribution systems	2	70.00%				
			Cooling generation and distribution systems		0.00%				
			Testing, balancing, controls and instrumentation	3	5.00%				
			Chimneys and vents	3	5.00%				
G	Fire Protection	2.00%	Sprinklers	3	90.00%				
			Standpipes	3	10.00%				
			Hydrants and other fire protection specialties		0.00%				
H	Electrical	5.00%	Electrical service and distribution	2	30.00%				
			Lighting and branch wiring (interior and exterior)	2	50.00%				
			Communications and security	3	5.00%				
			Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	3	15.00%				
I	Equipment	0.00%	Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies		0.00%				
			Fare Collection Equipment		0.00%				
J	Site	10.00%	Roadways/driveways and associated signage, markings and equipment	3	45.00%				
			Parking lots and associated signage, markings, and equipment	3	35.00%				
			Pedestrian areas and associated signage, markings, and equipment	3	8.00%				
			Site development such as fences, walls, and miscellaneous structures	3	10.00%				
			Landscaping and irrigation		0.00%				
			Site utilities	2	2.00%				
Total		100.00%		2.7					



FACILITY - DW Wellness & Para Barn			Built: 2001 Square Feet: 19,100		Inspector: Keith Welch		Date:		
ID	Primary Level	Percent of Facility	Sub-Level	Rating	Percent of Sub-Level	Notes			
A	Substructure	25.00%	Foundations: Walls, columns, pilings, etc.	3	70.00%				
			Basement: Materials, insulation, slab, floor underpinnings	3	30.00%				
B	Shell	30.00%	Superstructure/structural frame: Columns, pillars, walls	3	40.00%				
			Roof: Roof surface, gutters, eaves, skylights, chimney surrounds	3	40.00%				
			Exterior: Windows, doors, and all finishes (paint, masonry)	3	15.00%				
			Shell appurtenances: Balconies, fire escapes, gutters, downspouts	3	5.00%				
C	Interiors	20.00%	Partitions: Walls, interior doors, fittings and signage	3	60.00%				
			Stairs: Interior stairs and landings		0.00%				
			Finishes: Materials used on walls, floors, and ceilings	3	10.00%				
			Furnishings & Office Equipment: Cubicles, Desks, etc.	3	30.00%				
D	Conveyance	0.00%	Elevators		0.00%				
			Escalators		0.00%				
			Lifts: Any other such fixed apparatuses for the movement of goods or people		0.00%				
E	Plumbing	3.00%	Fixtures	3	10.00%				
			Water distribution	3	35.00%				
			Sanitary waste	3	35.00%				
			Rain water drainage	3	20.00%				
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable							
4	Good	Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional							
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life							
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life							
1	Poor	Critically damaged or in need of immediate repair; well past useful life							
F	HVAC	5.00%	Energy supply	3	20.00%				
			Heat generation and distribution systems	3	45.00%				
			Cooling generation and distribution systems	4	25.00%				
			Testing, balancing, controls and instrumentation	3	5.00%				
			Chimneys and vents	3	5.00%				
G	Fire Protection	2.00%	Sprinklers	3	70.00%				
			Standpipes	3	20.00%				
			Hydrants and other fire protection specialties	3	10.00%				
H	Electrical	5.00%	Electrical service and distribution	3	30.00%				
			Lighting and branch wiring (interior and exterior)	3	50.00%				
			Communications and security	4	5.00%				
			Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	3	15.00%				
I	Equipment	0.00%	Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies	3	100.00%				
			Fare Collection Equipment						
J	Site	10.00%	Roadways/driveways and associated signage, markings and equipment	3	55.00%				
			Parking lots and associated signage, markings, and equipment	2	25.00%				
			Pedestrian areas and associated signage, markings, and equipment	3	5.00%				
			Site development such as fences, walls, and miscellaneous structures	3	8.00%				
			Landscaping and irrigation	3	5.00%				
			Site utilities	3	2.00%				
Total		100.00%		3.0					



FACILITY - DW New Storage Barn			Built: 2011 Square Feet: 15,396		Inspector: Keith Welch		Date:		
ID	Primary Level	Percent of Facility	Sub-Level	Rating	Percent of Sub-Level	Notes			
A	Substructure	25.00%							
			Foundations: Walls, columns, pilings, etc.	3	70.00%				
			Basement: Materials, insulation, slab, floor underpinnings	3	30.00%				
B	Shell	30.00%							
			Superstructure/structural frame: Columns, pillars, walls	3	40.00%				
			Roof: Roof surface, gutters, eaves, skylights, chimney surrounds	3	40.00%				
			Exterior: Windows, doors, and all finishes (paint, masonry)	3	15.00%				
			Shell appurtenances: Balconies, fire escapes, gutters, downspouts	3	5.00%				
C	Interiors	20.00%							
	<i>Covers all interior spaces, regardless of use</i>		Partitions: Walls, interior doors, fittings and signage	3	60.00%				
			Stairs: Interior stairs and landings	3	0.00%				
			Finishes: Materials used on walls, floors, and ceilings	3	38.00%				
			Furnishings & Office Equipment: Cubicles, Desks, etc.	3	2.00%				
D	Conveyance	0.00%							
			Elevators		0.00%				
			Escalators		0.00%				
			Lifts: Any other such fixed apparatuses for the movement of goods or people		0.00%				
E	Plumbing	3.00%							
			Fixtures	3	5.00%				
			Water distribution	3	50.00%				
			Sanitary waste	3	25.00%				
			Rain water drainage	3	20.00%				
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable							
4	Good	Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional							
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life							
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life							
1	Poor	Critically damaged or in need of immediate repair; well past useful life							
F	HVAC	5.00%							
			Energy supply	3	20.00%				
			Heat generation and distribution systems	3	70.00%				
			Cooling generation and distribution systems		0.00%				
			Testing, balancing, controls and instrumentation	3	5.00%				
			Chimneys and vents	3	5.00%				
G	Fire Protection	2.00%							
			Sprinklers	3	80.00%				
			Standpipes	3	20.00%				
			Hydrants and other fire protection specialties	3	0.00%				
H	Electrical	5.00%							
			Electrical service and distribution	3	30.00%				
			Lighting and branch wiring (interior and exterior)	3	50.00%				
			Communications and security	3	5.00%				
			Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	3	15.00%				
I	Equipment	0.00%							
			Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies	3	100.00%				
			Fare Collection Equipment		0.00%				
J	Site	10.00%							
			Roadways/driveways and associated signage, markings and equipment	3	30.00%				
			Parking lots and associated signage, markings, and equipment	3	30.00%				
			Pedestrian areas and associated signage, markings, and equipment	3	20.00%				
			Site development such as fences, walls, and miscellaneous structures	3	20.00%				
			Landscaping and irrigation	3	0.00%				
			Site utilities	3	0.00%				
Total		100.00%		3.0					



FACILITY - DART Central Station			Built: 2012 Square Feet: 21,520			
			Inspector: Keith Welch	Date:	7/26/2018	
ID	Primary Level	Percent of Facility	Sub-Level	Rating	Percent of Sub-Level	Notes
A	Substructure	25.00%				
			Foundations: Walls, columns, pilings, etc.	4	70.00%	
			Basement: Materials, insulation, slab, floor underpinnings	4	30.00%	
B	Shell	30.00%				
			Superstructure/structural frame: Columns, pillars, walls	4	40.00%	
			Roof: Roof surface, gutters, eaves, skylights, chimney surrounds	4	40.00%	
			Exterior: Windows, doors, and all finishes (paint, masonry)	4	15.00%	
			Shell appurtenances: Balconies, fire escapes, gutters, downspouts	4	5.00%	
C	Interiors	20.00%				
	<i>Covers all interior spaces, regardless of use</i>		Partitions: Walls, interior doors, fittings and signage	4	30.00%	
			Stairs: Interior stairs and landings	4	10.00%	
			Finishes: Materials used on walls, floors, and ceilings	4	30.00%	
			Furnishings & Office Equipment: Cubicles, Desks, etc.	4	30.00%	
D	Conveyance	0.00%				
			Elevators	4	100.00%	
			Escalators			
			Lifts: Any other such fixed apparatuses for the movement of goods or people			
E	Plumbing	3.00%				
			Fixtures	4	10.00%	
			Water distribution	4	35.00%	
			Sanitary waste	4	35.00%	
			Rain water drainage	4	20.00%	
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable				
4	Good	Good condition, no longer new, may be slightly defective or deteriorated, but is overall functional				
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life				
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life				
1	Poor	Critically damaged or in need of immediate repair; well past useful life				
F	HVAC	5.00%				
			Energy supply	4	20.00%	
			Heat generation and distribution systems	4	35.00%	
			Cooling generation and distribution systems	4	35.00%	
			Testing, balancing, controls and instrumentation	4	8.00%	
			Chimneys and vents	4	2.00%	
G	Fire Protection	2.00%				
			Sprinklers	4	70.00%	
			Standpipes	4	30.00%	
			Hydrants and other fire protection specialties		0.00%	
H	Electrical	5.00%				
			Electrical service and distribution	4	30.00%	
			Lighting and branch wiring (interior and exterior)	4	50.00%	
			Communications and security	3	5.00%	
			Other electrical system-related pieces such as lightning protection, generators, and emergency lighting	4	15.00%	
I	Equipment	0.00%				
			Equipment related to the function of the facility, including maintenance or vehicle service equipment – does not include supplies	4	100.00%	
			Fare Collection Equipment		0.00%	
J	Site	10.00%				
			Roadways/driveways and associated signage, markings and equipment	4	53.00%	
			Parking lots and associated signage, markings, and equipment	4	5.00%	
			Pedestrian areas and associated signage, markings, and equipment	4	25.00%	
			Site development such as fences, walls, and miscellaneous structures	4	10.00%	
			Landscaping and irrigation	4	2.00%	
			Site utilities	4	5.00%	
Total		100.00%		4.0		

Project Descriptions

Budget Year	Tier	Quantity	Series Replacement	Unit Cost	Total Cost
Capital Lease for 20 Forty-Foot Heavy-Duty Buses					
Continue the lease of twenty 40' heavy-duty buses from FY2015. The lease payments will be made using formula 5307 funding.					
FY2019 - 2022	Tier 1	20	2000 - 2002 Gilligs	\$ 888,063	\$ 3,552,252
Bus Replacements - 40-Foot Heavy-Duty Buses					
The purchase of 30 new 40-foot heavy-duty buses over 4 years to replace aging models from 2002 to 2010. The buses will be secured using formula 5307, 5339, and STP funding.					
FY2019	Tier 1	9	2003 Gilligs, 2006 Orions	\$ 505,000	\$ 4,545,000
FY2020	Tier 1	8	2006 Orions	\$ 553,030	\$ 4,424,243
FY2021	Tier 2	7	2006 & 2008 Orions	\$ 575,152	\$ 4,026,061
FY2022	Tier 2	6	2008 - 2010 Orions	\$ 598,158	\$ 3,588,946
Bus Replacements - 27/31-Foot Medium-Duty Buses					
The purchase of 11 new 27-foot and 4 new 31-foot medium-duty buses over 4 years to replace aging models from 2012 to 2016. The buses will be secured using formula 5307 and 5310 funding.					
FY2020	Tier 1	5	2014 Champions	\$ 176,950	\$ 884,749
FY2021	Tier 2	5	2014 Champions	\$ 195,565	\$ 977,826
FY2022	Tier 2	2	2012 Gilligs	\$ 196,536	\$ 393,072
FY2022	Tier 2	3	2016 Champions	\$ 197,566	\$ 592,699
Vehicle Replacements - Passenger Vans					
The purchase of 79 passenger vans over 4 years to replace aging models from 2010 to 2018. The vehicles will be secured using formula 5307 funding.					
FY2019	Tier 1	19	2014 & 2015 Chevy Expresses, 2014 & 2015 Dodge Caravans	\$ 31,628	\$ 600,940
FY2020	Tier 1	18	2015 & 2016 Chevy Expresses	\$ 34,044	\$ 612,791
FY2020 - ADA	Tier 1	2	2010 Dodge Caravans ADA	\$ 56,160	\$ 112,320
FY2021	Tier 2	20	2016 & 2017 Chevy Expresses, 2017 Toyota Sienna's	\$ 33,190	\$ 663,792
FY2022	Tier 2	20	2017 & 2018 Chevy Expresses, 2017 & 2018 Toyota Sienna's	\$ 34,862	\$ 697,236
Support Vehicles					
Purchase of vehicles used to support operations, including maintenance, facilities services, supervisory, and administrative functions. The vehicles date from 2009 to 2013 and have a useful life of seven years. The vehicles will be secured using formula 5307 funding.					
FY2020	Tier 1		Operations Vehicle - 1	\$ 42,986	\$ 42,986
FY2021	Tier 2		Supervisory Vehicles - 4	\$ 44,276	\$ 177,102

Budget Year	Tier	Quantity	Series Replacement	Total Cost
DART Way Facility				
<p>Improvements at the DART Way Operations/Maintenance Facility to keep the buildings functional and in a state of good repair. The buildings range in age from 41 years old for the original structures down to seven years for the latest barn addition. Many of the systems, components, and infrastructure will need to be updated over the next four years. Projects include updating the HVAC systems, fire panels, concrete drives and lots, electrical infrastructure, and fences. The improvements have a useful life of 10 to 40 years and will be secured using formula 5307, 5339, and state PTIG funding.</p>				
FY2019 - 2022	Tiers 1 - 2		Architecture & Engineering	\$ 326,605
FY2019	Tier 1		Air Handler - Transmission Shop	\$ 115,927
FY2019	Tier 1		Electrical Updates	\$ 115,625
FY2019	Tier 1		Parts Office Renovation	\$ 200,000
FY2020	Tier 1		New Operations/ Maintenance Facility	\$ 20,000,000
FY2020	Tier 1		Deteriorating Concrete	\$ 119,405
FY2021	Tier 2		New Operations/ Maintenance Facility	\$ 37,000,000
FY2021	Tier 2		Fire Alarm Panels - Old & PT Barn	\$ 49,195
FY2021	Tier 2		Fence Replacement - Employee Lot	\$ 36,896
FY2021	Tier 2		Deteriorating Concrete	\$ 122,987
FY2022	Tier 2		HVAC Condensers 1 & 2	\$ 253,354
DART Central Station Facility				
<p>Improvements at DART Central Station to keep the facility in a state of good repair. Projects include updates to the building controls, fire panel, well-loop and cistern, snow-melt system, light and shade controls and revolving doors. The improvements have a useful life of 10 years and will be secured using formula 5307 funding.</p>				
FY2019 - 2022	Tiers 1 - 2		Architecture & Engineering	\$ 73,395
FY2019	Tier 1		Terrazo Floors Treatment	\$ 70,000
FY2022	Tier 2		Building Controls	\$ 38,003
FY2022	Tier 2		Well-Loop System	\$ 31,669
FY2022	Tier 2		Cistern	\$ 50,671
FY2022	Tier 2		Snow Melt System	\$ 25,335
FY2022	Tier 2		Fire Alarm Panel	\$ 10,134
FY2022	Tier 2		Control System - Lighting	\$ 126,677
FY2022	Tier 2		Control System - Shades	\$ 67,139
FY2022	Tier 2		Revolving Doors	\$ 69,672

Budget Year	Tier	Project	Total Cost
Shop Equipment			
Purchase of equipment to repair and maintain the fleet. Projects include replacing the following equipment, which dates from 1993 to 2012: Portable hoists, parts washer, freon recovery unit, welder, metal brake and metal shear. The equipment has a useful life of 10 to 20 years. The equipment will be secured using formula 5307 funding.			
FY2020	Tier 1	Aqueous Parts Washer	\$ 23,881
FY2021	Tier 2	Freon Recovery	\$ 9,839
FY2022	Tier 2	Portable Lifts - 3 Sets	\$ 133,011
FY2022	Tier 2	Shop Presses - 2	\$ 13,934
FY2022	Tier 2	Metal Brake/Metal Shear	\$ 12,668
FY2022	Tier 2	Welder	\$ 6,334
Facility Equipment			
Purchase of equipment needed to keep the facility in a state of good repair. Projects include replacing the following equipment, which dates from 2012 to 2014: Scrubbers, safety & security equipment and UPS system. The equipment has a useful life of five to 10 years. The equipment will be secured using formula 5307 funding.			
FY2019	Tier 1	UPS System	\$ 14,508
FY2019	Tier 1	Safety & Security Equipment	\$ 25,000
FY2021	Tier 2	Safety & Security Equipment	\$ 25,000
FY2022	Tier 2	Drive Scrubber - DW	\$ 86,140
FY2022	Tier 2	Drive Scrubber - DCS	\$ 96,275
FY2022	Tier 2	Walk-Behind Scrubber - DW	\$ 16,468
FY2022	Tier 2	Walk-Behind Scrubber - DCS	\$ 16,468
FY2022	Tier 2	Security System - DCS	\$ 190,016
Budget Year	Tier	Project	Total Cost
Computer Hardware & Equipment			
Purchase and installation of servers and related equipment that support core data processing functions. The hardware equipment has a useful life of three to five years. The equipment will be secured using formula 5307 funding.			
FY2019	Tier 1	Computer Hardware	\$ 47,138
FY2019	Tier 1	POS System	\$ 30,000
FY2020	Tier 1	Computer Hardware	\$ 34,731
FY2021	Tier 2	Computer Hardware	\$ 35,395
FY2022	Tier 2	Computer Hardware	\$ 36,794
FY2022	Tier 2	AV equipment	\$ 40,537
Budget Year	Tier	Project	Total Cost
Bus Shelters			
Purchase and installation of bus shelters along heavy-traveled routes. The shelters have a useful life of 10 years and will be secured using formula 5307 funding.			
FY2019	Tier 1	Shelters	\$ 880,509
FY2020	Tier 1	Shelters	\$ 82,500
FY2021	Tier 2	Shelters	\$ 84,563
FY2022	Tier 2	Shelters	\$ 86,438

TAM Policy



Tranist Asset Management Policy



Scope:	DART Commission
Responsible Department:	Finance
Effective Date:	October 2, 2018
Approved By:	DART Commission

PURPOSE

The intent of the Transit Asset Management (TAM) policy is to communicate to the Commission, management, staff, and external stakeholders DART's commitment to maintain our system in a State of Good Repair (SGR); and foster a culture of continuous improvement in asset management and performance.

This directive outlines the agency's overall asset management approach in a manner consistent with current federal regulations (49 U.S. Code § 5326) and sets the direction for establishing and following through with transit asset management strategies and plans that are achievable with available funds. This mandate also complies with the Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Ruling on July 26, 2016.

Specifically, this policy relates to the management of Transit Assets, as defined by the FTA, which have a value of \$50,000 or more and are included in DART's Transit Asset Inventory.

POLICY

A. Commitment to Maintaining Assets in a State of Good Repair

DART is committed to maintaining assets in a State of Good Repair through financial stewardship and reinvestment, transparency, and collaboration with community partners; promoting a culture that supports asset management across the organization; and by focusing on high quality data-driven asset condition and performance information to provide safe, reliable, sustainable service for member communities.

DART's asset management program supports the timely implementation of projects and programs which maintain transit assets in a State of Good Repair.

B. Transit Asset Management Plan Elements

FTA regulations define DART as a Tier 1 agency and, as such, require DART to implement a TAM plan that includes the nine TAM elements listed below.

- Inventory of Assets
- Condition Assessment
- Decision Support Tools
- Investment Prioritization
- TAM and SGR Policy
- Implementation Strategy
- List of Key Annual Activities



- Identification of Resources
- Evaluation of Plan

C. **Authority**

The DART Chief Executive Officer or designee will have overall responsibility for overseeing the development and implementation of the TAM Plan and ongoing reporting requirements.

D. **Attachments**

DART Transit Asset Management Policy

REVISION LOG:

1. DATE:

DRAFT



ACTION ITEM



8C: DART Facility Grant Amendments

Action: Approve staff to request grant reprogramming from FTA

Staff Resource: Jamie Schug, Chief Financial Officer

Background:

- A Facility Assessment Process was conducted regarding the 1100 DART Way operations and maintenance facility.
- The assessment found a significant level of investment is required to maintain the facility over the next ten years. Therefore, the feasibility of a new operations and maintenance facility is being considered.
- To ensure that infrastructure spending is being done judiciously staff is proposing to reallocate dollars in current grants to advance new facility design and potential land acquisition.

Proposal:

- DART currently has \$2.164 Million in funding is allocated in current grants to the following six projects:
 - Electric Bus Project – \$1.041 million (electric service upgrade and generator
 - Bus Wash - \$425,000
 - Concrete Replacement – \$270,000
 - Shop Drains - \$90,000
 - Air Handler - \$115,927
 - Parts Office Renovations - \$221,000
- Staff is proposing the reallocation of \$2.164 Million to complete more due diligence and secure the land for new facility project. The funds would be used to cover the following costs:
 - Real Estate Acquisition:
 - Appraisal and purchase of preferred new site
 - Architecture and Engineering:
 - 15% design
- The Executive Committee recommended moving forward with this action so that the design process could proceed to a stage where better cost and phasing information would be available to better guide the process forward.

Recommendation:

- Approve staff taking action to reprogram grant dollars as proposed with the Federal Transit Administration (FTA).



ACTION ITEM



8D: August FY2019 Consolidated Financial Report

Action: Approve the August 2018 Consolidated Financial Report

Staff Resource: Amber Dakan, Finance Manager

Year-to-Date Budget Highlights:

Revenue:

- Fixed Route Operating revenue year to date is 15.15% ahead of budget projections. This is primarily due Other Contracted Services contributions received in July to support the DLine for FY19 as well as State Fair revenue in the month of August.
- Fixed Route Non-Operating revenue is on target at currently .33% over budget.
- Paratransit Operating revenue is 32.22% lower than budget expectations. Other Contracted Services trips accounts for the shortfall to revenue.
- Paratransit Non-Operating revenue is 0.75% under budget.
- Rideshare revenues are 6% below budget. It is important to note Fiscal Year 19 has an increased annual budget for revenues by nearly \$30,000.

Operating Expense:

- Fixed Route Budget Summary – Operating expenses are 4.24% above budget projections. Salaries, Wages, and Fringes are over budget year to date which is attributed to Iowa State Fair service levels. Supplies and Materials are also over budget due to a large order of passes tied to new fareboxes.
- Paratransit Budget Summary – Operating expenses are 12.34% under budget. Salaries, Wages, and Fringes, Purchased Transportation, and Insurance Expense are seeing the largest savings.
- Rideshare Budget Summary – Rideshare has a budget savings of 16.51% year to date. Fuel and Lubricants and Services are the only two categories not seeing savings.

Recommendation:

- Approve the August 2018 Consolidated Financial Report.

**** TOTAL Un-Audited Performance of August FY2018 Year to Date as Compared to Budget:**

Fixed Route	\$	(22,664)	Reserve for Accidents (See Balance Sheet):
Paratransit	\$	(21,939)	\$308,105.49
Rideshare	\$	<u>14,982</u>	
Total	\$	(29,621)	

FY2019 Financials:

August 2018

FIXED ROUTE	August 2018			Year-To-Date-(2) Months Ending 08/31/2018		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	538,723	470,500	68,223	1,083,559	941,000	142,559
Non-Operating Revenue	2,036,747	1,952,302	84,445	3,917,421	3,904,605	12,816
Subtotal	2,575,470	2,422,802	152,668	5,000,979	4,845,605	155,375
Operating Expenses	2,710,606	2,409,538	(301,068)	5,023,643	4,819,077	(204,567)
Gain/(Loss)	(135,136)	13,264	(148,400)	(22,664)	26,528	(49,192)

PARATRANSIT	August 2018			Year-To-Date-(2) Months Ending 08/31/2018		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	96,011	133,333	(37,322)	180,755	266,667	(85,912)
Non-Operating Revenue	132,872	133,872	(1,000)	265,744	267,744	(2,000)
Subtotal	228,883	267,205	(38,322)	446,498	534,410	(87,912)
Operating Expenses	237,802	267,205	29,403	468,438	534,410	65,973
Gain/(Loss)	(8,919)	-	(8,919)	(21,939)	-	(21,939)

RIDESHARE	August 2018			Year-To-Date-(2) Months Ending 08/31/2018		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	67,438	71,283	(3,845)	134,009	142,567	(8,558)
Non-Operating Revenue	-	-	-	-	-	-
Subtotal	67,438	71,283	(3,845)	134,009	142,567	(8,558)
Operating Expenses	57,565	71,283	13,719	119,027	142,567	23,540
Gain/(Loss)	9,874	-	9,874	14,982	-	14,982

Summary	August 2018			Year-To-Date-(2) Months Ending 08/31/2018		
	Actual	Budgeted	Variance	Actual	Budgeted	Variance
Operating Revenue	702,172	675,117	27,055	1,398,323	1,350,233	48,089
Non-Operating Revenue	2,169,619	2,086,174	83,445	4,183,164	4,172,348	10,816
Subtotal	2,871,791	2,761,291	110,500	5,581,487	5,522,581	58,905
Operating Expenses	3,005,973	2,748,027	(257,946)	5,611,108	5,496,053	(115,054)
Gain/(Loss)	(134,182)	13,264	(147,446)	(29,621)	26,528	(56,149)



DISCUSSION ITEM



9A: Mobility Coordinator Update

Staff Resource: Catlin Curry, Mobility Coordinator

- A presentation and update will be shown to the Commission on the recent community outreach programs DART has participated in.



System Summary Performance Report

August 2018

	February 2018	March 2018	April 2018	May 2018	June 2018	July 2018	August 2018	August 2017	August % Change FY19	FY19 August YTD	FY18 August YTD	YTD % Change FY19
Fixed Route												
Passengers	310,431	336,253	344,027	355,541	287,585	274,911	545,619	554,538	(1.61%)	820,530	820,279	0.03%
Mobile Ticketing Ridership	8,332	10,188	9,489	9,872	10,794	12,491	30,349	264	11,395.83%	42,840	264	16,127.27%
OTT Ridership	17,750	20,248	17,537	15,645	15,734	17,180	18,722	20,542	(8.86%)	35,902	38,696	(7.22%)
Unlimited Access Ridership	25,053	27,077	27,052	28,046	29,384	31,223	33,801	28,678	17.86%	65,024	52,646	23.51%
Bike Rack Usage	1,756	3,008	3,631	8,490	6,194	6,987	6,811	7,141	(4.62%)	13,798	13,301	3.74%
Passengers Per Revenue Hour	18.1	17.8	19.0	18.9	16.0	15.1	23.6	24.7	(4.78%)	19.9	20.7	(3.91%)
Average Passenger Trip Length	4.20	4.19	4.17	4.15	4.22	4.13	2.37	4.26	(44.44%)	2.96	4.26	(30.68%)
Complaints Per 100,000 Passengers	9.02	12.79	9.01	9.00	17.04	16.01	12.28	14.25	(13.80%)	13.53	13.65	(0.92%)
Commendations Per 100,000 Passengers	1.93	0.89	1.45	0.00	1.74	1.82	1.10	1.62	(32.24%)	1.34	2.19	(38.91%)
On-Time Performance	82.49%	86.85%	85.07%	82.75%	83.60%	84.21%	77.21%	76.98%	0.30%	80.56%	79.35%	1.52%
Accident Frequency Rate by Service:												
Preventable/100,000 Miles	3.75	2.75	2.12	1.02	0.73	0.36	0.27	2.53	(89.20%)	0.31	1.62	(80.82%)
Non-Preventable/100,000 Miles	3.00	2.06	1.06	2.39	1.46	1.81	0.27	2.25	(87.85%)	0.93	2.27	(58.91%)
Maintenance:												
Total Service Miles	266,443.2	290,865.4	282,544.5	293,025.7	273,710.7	276,675.6	366,209.8	355,970.0	2.88%	642,885.4	616,364.5	4.30%
Roadcalls/100,000 Miles	12.76	5.16	4.96	9.56	6.58	4.70	4.10	31.46	(86.98%)	4.36	36.34	(88.02%)
Active Vehicles In Fleet	123	123	123	123	124	124	124	123	0.81%	124	125	(0.40%)
Paratransit												
Passengers	7,530	8,867	8,642	8,787	8,107	7,757	8,857	9,402	(5.80%)	16,614	17,732	(6.30%)
Passengers Per Revenue Hour	2.2	2.2	2.3	2.2	2.2	2.3	2.4	2.4	1.04%	2.4	2.4	(0.96%)
Average Passenger Trip Length	8.95	8.84	8.81	8.80	8.69	7.50	7.41	8.74	(15.31%)	7.45	8.74	(14.81%)
Complaints Per 100,000 Passengers	159.36	90.22	57.86	56.90	49.34	77.35	101.61	85.09	19.42%	90.29	101.51	(11.06%)
Commendations Per 100,000 Passengers	26.56	22.56	0.00	0.00	49.34	0.00	22.58	10.64	112.31%	12.04	16.92	(28.85%)
On-Time Performance	82.43%	87.39%	84.48%	84.81%	84.80%	86.83%	84.57%	84.54%	0.03%	85.63%	83.89%	2.08%
Accident Frequency Rate by Service:												
Preventable/100,000 Miles	4.56	1.34	0.00	2.71	1.47	0.00	1.58	0.00	0.00%	0.81	0.65	24.80%
Maintenance:												
Total Service Miles	65,843.9	74,874.0	71,793.3	73,914.7	68,022.0	59,419.0	63,455.4	78,868.0	(19.54%)	122,874.4	153,359.1	(19.88%)
Roadcalls/100,000 Miles	9.11	5.34	1.39	8.12	4.41	3.37	1.58	10.14	(84.46%)	2.44	7.17	(65.96%)
Active Vehicles In Fleet	22	22	26	26	26	24	24	23	4.35%	24	24	0.00%
Rideshare												
Passengers	19,845	21,725	20,353	21,897	19,288	16,806	19,584	19,429	0.80%	36,390	35,512	2.47%
Passengers Per Revenue Hour	5.9	5.7	5.7	5.9	5.5	4.7	4.9	5.5	(10.71%)	4.8	5.3	(9.46%)
Rideshare Customers	707	694	691	684	666	659	640	633	1.11%	650	632	2.85%
Average Passenger Trip Length	38.67	37.92	37.90	38.02	37.89	38.33	37.89	38.76	(2.23%)	38.09	38.94	(2.18%)
Complaints Per 100,000 Passengers	0.00	0.00	0.00	0.00	0.00	0.00	5.11	0.00	0.00%	2.75	5.63	(51.21%)
Commendations Per 100,000 Passengers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00	0.00%
Maintenance:												
Total Service Miles	156,887.0	175,302.3	162,572.7	168,907.4	159,249.0	143,853.7	174,150.0	166,241.0	4.76%	318,003.7	306,055.0	3.90%
Active Vehicles In Fleet	106	106	106	111	111	111	111	109	1.83%	111	109	1.83%
System Total												
Farebox Recovery Ratio	21.50%	19.46%	20.40%	16.02%	11.01%	16.51%	20.48%	25.34%	(19.18%)	18.65%	21.71%	(14.07%)



System Performance Ridership Report

August 2018

	February 2018	March 2018	April 2018	May 2018	June 2018	July 2018	August 2018	August 2017	August % Change FY19	FY19 August YTD	FY18 August YTD	YTD % Change FY19
Fixed Route	310,431	336,253	344,027	355,541	287,585	274,911	545,619	554,538	(1.61%)	820,530	820,279	0.03%
1. Local:												
#1 - Fairgrounds	16,967	18,903	19,587	19,247	14,000	12,913	246,676	247,010	(0.14%)	259,589	260,071	(0.19%)
#3 - University	26,607	29,749	28,679	29,922	29,729	28,474	31,299	31,544	(0.78%)	59,773	60,059	(0.48%)
#4 - E. 14th	14,432	15,806	16,780	17,575	17,047	15,590	16,757	16,396	2.20%	32,347	30,445	6.25%
#5 - Franklin Ave	9,880	9,495	11,336	11,990	8,448	9,131	8,918	7,164	24.48%	18,049	12,254	47.29%
#6 - Indianola Ave	26,297	28,313	29,440	29,454	20,393	19,985	23,371	26,008	(10.14%)	43,356	45,933	(5.61%)
#7 - SW 9th St	31,380	33,711	34,136	33,235	25,704	22,306	29,764	30,791	(3.34%)	52,070	55,310	(5.86%)
#8 - Fleur Dr	5,033	4,442	5,372	5,800	2,057	1,908	3,057	3,792	(19.38%)	4,965	5,961	(16.71%)
#10 - East University	2,704	3,358	3,815	3,865	2,429	2,474	2,510	2,902	(13.51%)	4,984	4,835	3.08%
#11 - Ingersoll Ave	1,579	1,807	1,592	1,874	2,017	1,861	2,175	2,031	7.09%	4,036	3,625	11.34%
#13 - Evergreen/SE Park Ave	7,360	6,112	7,692	8,128	548	583	2,682	3,170	(15.39%)	3,265	3,793	(13.92%)
#14 - Beaver Ave	18,523	18,987	20,193	21,037	15,163	13,480	17,232	18,176	(5.19%)	30,712	32,023	(4.09%)
#15 - 6th Ave	21,951	22,475	24,613	25,849	17,707	16,821	21,640	21,920	(1.28%)	38,461	39,754	(3.25%)
#16 - Douglas Ave	32,377	35,623	36,285	37,699	30,560	29,827	32,571	31,302	4.05%	62,398	56,514	10.41%
#17 - Hubbell Ave	21,339	23,502	23,665	25,230	24,711	23,851	25,184	23,365	7.79%	49,035	44,285	10.73%
#50 - Euclid/Douglas Crosstown	0	0	0	0	0	0	1,388	0	0.00%	1,388	0	0.00%
#52 - Valley West/Jordan Creek	11,775	14,732	13,130	13,758	12,887	12,744	13,063	14,816	(11.83%)	25,807	27,755	(7.02%)
#60 - Ingersoll/University	29,860	32,811	33,039	34,284	28,590	27,074	28,575	31,299	(8.70%)	55,649	57,396	(3.04%)
2. Shuttle:												
Hy-Vee Shuttle	0	0	0	0	0	315	542	0	0.00%	857	0	0.00%
Dline	11,560	14,218	13,565	15,898	15,000	14,898	15,251	16,165	(5.65%)	30,149	31,182	(3.31%)
Link Shuttle	545	477	397	379	439	311	334	714	(53.22%)	645	1,485	(56.57%)
3. Express:												
#91 - Merle Hay Express	0	0	0	0	0	0	0	1,380	(100.00%)	0	2,445	(100.00%)
#92 - Hickman Express	2,572	2,582	2,553	2,462	2,292	2,194	2,368	2,368	0.00%	4,562	4,041	12.89%
#93 - NW 86th Express	2,698	2,796	2,805	2,823	2,601	2,759	3,396	3,061	10.94%	6,155	5,656	8.82%
#94 - Westown	874	868	809	876	931	939	1,066	1,265	(15.73%)	2,005	2,306	(13.05%)
#95 - Vista	1,005	1,018	862	1,011	1,036	1,042	1,080	1,308	(17.43%)	2,122	2,452	(13.46%)
#96 - E.P. True	1,664	2,017	1,931	1,954	1,984	1,914	2,148	2,500	(14.08%)	4,062	4,690	(13.39%)
#98 - Ankeny	6,685	7,090	6,654	6,036	6,027	5,961	6,426	6,799	(5.49%)	12,387	12,466	(0.63%)
#99 - Altoona	1,306	1,414	1,228	1,223	1,229	1,276	1,444	1,582	(8.72%)	2,720	3,012	(9.69%)
4. Flex:												
#72 Flex: West Des Moines/Clive	2,456	3,099	2,972	2,876	3,163	3,154	3,607	4,512	(20.06%)	6,761	8,376	(19.28%)
#73 Flex: Urbandale/Windsor Heights	199	158	159	165	153	111	112	213	(47.42%)	223	395	(43.54%)
#74 Flex: NW Urbandale	493	422	474	633	453	735	748	677	10.49%	1,483	1,215	22.06%
5. On Call:												
Deer Ridge Shuttle	0	0	0	4	30	23	16	0	0.00%	39	0	0.00%
On-Call: Ankeny	102	96	98	100	107	96	120	106	13.21%	216	183	18.03%
On-Call: Johnston/Grimes	183	144	148	137	109	129	93	138	(32.61%)	222	242	(8.26%)
On-Call: Regional	25	28	18	17	41	32	6	64	(90.63%)	38	120	(68.33%)
Paratransit	7,530	8,867	8,642	8,787	8,107	7,757	8,857	9,402	(5.80%)	16,614	17,732	(6.30%)
Cab	1,227	1,082	940	918	558	566	742	783	(5.24%)	1,308	1,500	(12.80%)
Bus/Van	6,303	7,785	7,702	7,869	7,549	7,191	8,115	8,619	(5.85%)	15,306	16,232	(5.70%)
Rideshare	19,845	21,725	20,353	21,897	19,288	16,806	19,584	19,429	0.80%	36,390	35,512	2.47%
Total Ridership	337,806	366,845	373,022	386,225	314,980	299,474	574,060	583,369	(1.60%)	873,534	873,523	0.00%

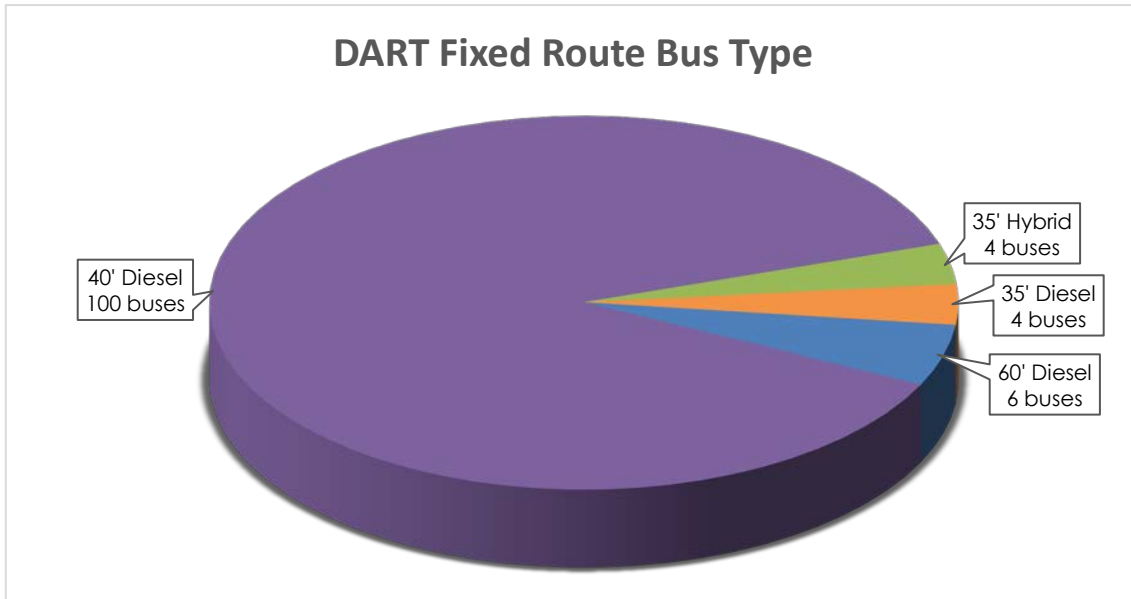


10A: Operations Team Report

Staff Resources: Tim Sanderson, Chief Operating Officer

Fleet Vehicle Size Analysis:

- The Operations Team is currently undertaking an analysis and review of the vehicle types that we currently utilize for regular fixed route service.
- Our current fleet make-up is detailed in the chart below.
- Over the next few months, the DART Operations team will be reviewing the fleet mix and the associated total operating cost for each fleet along with the capacity needs for service in order to make a recommendation on DART's future fleet make-up.





MONTHLY REPORT



10B: External Affairs Team Report

Staff Resources: Amanda Wanke, Chief External Affairs Officer

Marketing and Communications – Erin Hockman, Marketing and Communications Manager

- **MyDART App** – The app saw significant increases during the Iowa State Fair. During the 11 days of the Fair, the app was downloaded 1,754 times, 3,080 accounts were created and \$11,882 was generated in ticket sales.
- **CultureALL and Drake University** – DART is partnering with CultureAll and Drake University to have students in two freshman seminar courses ride DART and document their experience using photo ethnography. The students completed a pre-survey documenting their perceptions of public transportation and will complete a post-survey at the end of the course in addition to their photo ethnography project.
- **Public Affairs** – Staff will begin implementing a public affairs plan this fall using the theme of “Connecting our Communities, Making us Stronger”. In addition to producing a quarterly print newsletter, DART will introduce an e-newsletter, social media campaign, print material and a new section on ridedart.com for rider stories, partner testimonials and more.
- **Farebox and fare policy rider communications** – Staff is deploying the final phase of its farebox rider communications plan, alerting riders all buses now have new fareboxes and the new fare policy, including the elimination of paper transfers, will go into effect on Nov. 1.
- **Community events** – DART staff participated in a number of events throughout the month of September. This included:
 - Sponsoring the Clive Chamber lunch on Sept. 6.
 - Providing a bus for the West Side Chamber Economic Development bus tour on Sept. 7.
 - Assisting the Altoona Chamber to host a happy hour networking event in downtown Des Moines on Sept. 13, using DART's Local Route 17 to get to and from the event.
 - Participating in the Beavertdale Fall Festival Parade on Sept. 15.

MyDART App Report

Metric	Mar. 2018	Apr. 2018	May 2018	June 2018	July 2018	August 2018	TOTAL
Downloads	354	606	628	733	716	2,751	7,435
iOS	153	267	310	215	180	973	2,792
Android	201	339	318	517	536	1,778	4,642
Accounts Created	230	324	361	550	582	4,240	7,437
Orders Placed	1,420	1,462	1,559	2,021	2,134	5,943	19,090
Passes Purchased	1,824	1,892	1,923	2,505	2,699	12,227	28,943
Revenue	\$12,846	\$13,017	\$13,456	\$14,355	\$14,864	\$25,053	\$112,479

MONTHLY REPORT
10B: External Affairs



Marketing Analytics Report

Metric	Mar. 2018	Apr. 2018	May 2018	June 2018	July 2018	Aug. 2018	Aug. 2017	% Change Year Prior
MyDART App Accounts	2,035	2,359	2,720	3,270	3,852	4,240	n/a	n/a
Website Unique Visitors	37,000	36,952	40,261	38,698	35,799	59,932	38,486	35.78%
Facebook Likes	3,143	3,223	3,258	3,351	3,441	3,490	2,927	16.13%
Twitter Followers	2,046	2,076	2,129	2,143	2,157	2,147	1,953	9.04%
Email Subscribers	5,760	7,780	7,870	8,640	8,690	8,710	4,940	43.28%
Next DART Bus	3,487	29,304	55,846	95,996	257,746	235,599	3,618	98.46%
Real-time Map	n/a	8,368	21,284	28,755	33,173	51,364	n/a	n/a
Trip Plans	5,944	8,274	11,322	15,435	18,666	27,238	9,678	64.47%
SMS Text Messaging	98,368	94,161	96,165	81,301	92,841	116,088	65,834	43.29%
IVR	7,549	8,103	7,809	8,466	8,938	10,990	10,180	7.37%

DART in the News

Date	Headline	Source	Medium	Reach	Sentiment	Topic
11-Sep-18	DART considers levy increase - Business Record	Business Record	Online	8,535	Neutral	Funding
7-Sep-18	Flooded Hy-Vee Getting Closer to Opening Doors	WHOTV.com	Online	208,336	Positive	Hy-Vee Shuttle
29-Aug-18	No DART service on Labor Day	Iowa Patch.com	Online	4,595,378	Neutral	Holiday service communication
15-Sep-18	Channel 13 News at 10	WHO-DM (NBC)	Broadcast	77,583	Neutral	Accident – not involving DART
7-Sep-18	13 News at Nine on FOX 17	KDSM-DM (FOX)	Broadcast	8,442	Positive	Hy-Vee Shuttle
7-Sep-18	Channel 13 News at Four	WHO-DM (NBC)	Broadcast	15,956	Positive	Hy-Vee Shuttle
				Total Reach		4,914,230

Customer Experience

Total Calls for August 2018

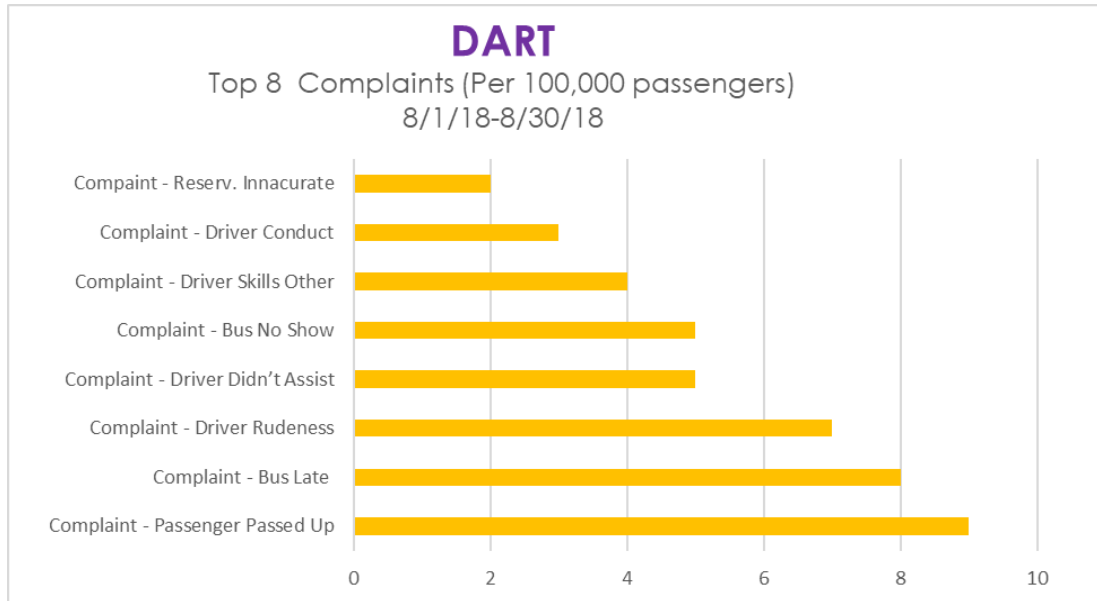
- Schedule Information – 4,900
- Paratransit – 3,100
- Spanish Line – 19
- Receptionist – 398
- RideShare – 165

Website Communication and Messages for August 2018

- Bus Stop/Shelter Requests = 0
- Contact/Feedback Form = 48
- Voicemails = 123



Top 8 Valid Complaints (per 100,000 passengers) as of August 31, 2018



Mobility Coordination - August 2018

8/1, 8/8, 8/15, 8/22, 8/29	Plymouth Place	42
8/2, 8/7, 8/14, 8/21, 8/28	Fort Des Moines	89
8/2	Lutheran Services of Iowa	3
8/6	Grandview University/DMACC	14
8/10, 8/31	Fresh Start Women's Center	6
8/14	USCRI	1
8/15, 8/31	Bridges of Iowa	3
8/17	Goodwill Connection Center	2
8/27	Prelude Behavioral Health	18
8/28	Beacon of Life	7
8/29	House of Mercy	10
Totals:		191

Planning – Luis Montoya, Planning and Development Manager

- **Transit Service Planning:** Staff have begun conducting analysis and planning public outreach activities to study service changes to provide better and more efficient service to the Western suburbs and Ankeny. The first monthly Planning Committee of the DART Commission will meet in October, with public outreach to follow.
- **Windsor Heights Wal-Mart Bus Stop Improvements:** Improvements to the bus stops at the Walmart in Windsor Heights are underway. DART received a federal grant for the improvements, which will include designated waiting areas with bus shelters and landscaping.



Business and Community Partnerships – Matt Harris, Business and Community Partnerships Manager

- **Unlimited Access Renewals:** Principal Financial Group has signed a one-year unlimited access contract extension through 2019. Other Unlimited Access Partners coming up for renewal prior to the end of calendar year 2018 include Cognizant, Voya, EMC Insurance Companies and the Greater Des Moines Partnership.
- **RideShare Program:** Business Partnerships Coordinator, Nick Peterson, is serving as interim RideShare lead until a RideShare Coordinator is hired.
- **HIRTA RFP:** Heart of Iowa Regional Transit Agency (HIRTA) recently issued a request for proposals for commuter vanpooling services. DART submitted a response to the RFP, outlining the benefits of a possible vanpooling partnership between the two central Iowa agencies under the umbrella of the existing RideShare program. DART was invited to present to HIRTA staff and expects to hear a selection decision from HIRTA in October.
- **Shelter Funding:** Staff gave a presentation to the Greater Des Moines Public Art Foundation Board of Directors updating them on DART's shelter expansion plans and overall art shelter concept. Locations for new and additional shelters are being finalized by staff to help inform strategic conversations with prospective funding partners as well as opportunities for coordination with local streetscape projects.
- **Mobility Coordinator:** This position has been reassigned to the Business & Community Partnerships team to better coordinate external partnerships with businesses and human services while working together to advance mobility within the region. Catlin Curry, DART Mobility Coordinator, will now report to Business & Community Partnerships Manager Matt Harris.
- **Hy-Vee Shuttle:** Hy-Vee will continue to contract with DART to provide shuttle service between their Harding Hills and East Euclid stores until the Harding Hills store's remodel is complete. The shuttle runs from 9 a.m. to 5 p.m. seven days a week.



MONTHLY REPORT



10C: Procurement

Staff Resource: Mike Tiedens, Procurement Manager

Upcoming Procurements:

Employment / Staffing Services – DART is seeking a Contractor to provide temporary staffing and personnel services to fulfill DART's short term contractor and temporary staffing needs as they arise.

- Request for Quotes to be published in November 2018

Contracts and Task Orders Approved Recently:

Compact Tractor – DART is seeking a vendor to provide a 3400 Series Tractor/All Terrain Vehicle to provide support at 1100 DART Way and DART Central Station. The vehicle will be used for landscaping, snow removal and general maintenance at both facilities. The vehicle will replace the current ATV which has met its useful life.

- DART utilized the State of Iowa, Department of Administrative Services contract to purchase the vehicle. The contracted price is \$30,419.31 and the contracted vendor is Turfwerks, Inc.

HVAC Maintenance Services – DART solicited quotes from qualified Contractors to provide HVAC preventative maintenance and general diagnostics/repair services at DART Central Station and 1100 DART Way.

- The winning quote for the two year term is \$39,654 and the lowest bidder was AJ Allen Mechanical Contractors, Inc.

Future Procurements:

- Bus Wash
- Uniforms
- IT Consulting Services
- Shop Drains
- Printing Services
- Financial Advisory Services
- On Call Planning Consulting Services



MONTHLY REPORT



10D: Chief Executive Officer

Staff Resource: Elizabeth Presutti, Chief Executive Officer

- **DART Executive Committee:** The DART Executive Committee met on Friday, September 21, 2018. The discussion items presented during the meeting included:
 - Commission governance – reviewing Commissioner reappointment and Nominating Committee procedures per the 28e agreement
 - 2019 State Legislative Priorities
 - DART Business Planning process
 - A review on the preliminary budget/current grant projects in grants for a new O&M Facility (1100 DART Way).

The next DART Executive Committee meeting is scheduled for Friday, October 19, 2018 at 8:00 a.m.

- **Strategic/Business Planning:** As part of our continual efforts to ensure that we are being as effective as possible as an organization, staff is embarking on a business planning process that will tie in with the Commission's updated Vision. The DART Management team will engage in several business planning sessions, which will support the DART the budget process.
- **DART Planning Committee:** The newly constructed DART Planning Committee will have their first meeting on Tuesday, October 2. The Committee will discuss DART's planning efforts on a monthly basis and provide process reports to the full Commission as needed.
- **American Public Transportation Association Annual Meeting:** I attended the American Public Transportation Association (APTA) Annual Meeting with other DART Staff members. One of the primary topics of focus was the new mobility paradigm and how transit agencies serve as the backbone and integrator of mobility options.



FUTURE DART COMMISSION ITEMS



FUTURE AGENDA ITEMS:

November 6, 2018 – 12:00 P.M.	
Action Items	Information Items
<ul style="list-style-type: none"> • Safety Management System Policy • DART Vision Statement and Strategic Priority Areas 	<ul style="list-style-type: none"> • FY 2020 DART Budget Calendar • Quarterly Investment Report • Quarterly Safety Report
December 4, 2018 – 12:00 P.M.	
Action Items	Information Items
<ul style="list-style-type: none"> • FY 2018 Annual Audit 	<ul style="list-style-type: none"> • Procurement Policy and Procedures Manual • FY2020 DART Budget Development Update • Winter Service Change
January 8, 2019 – 12:00 P.M. (Annual Meeting)	
Action Items	Information Items
<ul style="list-style-type: none"> • Winter Service Change • Labor Contract • Procurement Policy and Procedures Manual • Rideshare Van Donation 	<ul style="list-style-type: none"> • Mobility Coordinator Quarterly Update • FY2020 DART Budget Development Update

Other Future Agenda Items:

- Business Planning
- IT Consulting Contract
- Planning Consulting Services Contract
- Electrical Infrastructure Upgrade

Upcoming DART Meetings:

- DART Executive Committee - Friday, October 19, 2018 at 8:00 am
 - Location - DART Central Station



COMMISSIONER ITEM



12A: Nominating Committee Appointments
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Staff Resource: Elizabeth Presutti, 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 make nominations at the November 2018 DART Commission meeting.



COMMISSIONER ITEM



12B: 2019 DART Commission Meeting Dates and Times

Staff Resource: Vicky Barr, Executive Coordinator & Commission Clerk

- **The proposed 2019 DART Commission Meeting dates and times are as follows:**
 - January 8, 2019 at 12:00 pm (moved from January 1st due to New Year's Day)
 - February 5, 2019 at 12:00 pm
 - March 5, 2019 at 12:00 pm
 - April 2, 2019 at 12:00 pm
 - May 7, 2019 at 12:00 pm
 - June 4, 2019 at 12:00 pm
 - July 9, 2019 at 12:00 pm (moved from July 2nd due to 4th of July week)
 - August 6, 2019 at 12:00 pm
 - September 3, 2019 at 12:00 pm
 - October 1, 2019 at 12:00 pm
 - November 5, 2019 at 12:00 pm
 - December 3, 2019 at 12:00 pm