



FREQUENTLY ASKED QUESTIONS

What is ORBT?

- ORBT is a high-capacity bus rapid transit service that will offer many of the time-saving features of light rail without the added cost of tracks in the ground.
- Compressed natural gas (CNG)-powered vehicles will serve stations every 10 minutes during rush hour.
- Riders will be able to buy tickets at stations before boarding, enter ORBT vehicles from a level platform, and store bikes onboard.
- Stations will feature real-time arrival displays, Wi-Fi connectivity, bike racks, and Heartland B-cycle stations.

Why does Omaha need ORBT?

Managing Traffic Growth

- Traffic congestion is getting worse in Omaha. If we want to keep our “20-minute city” commute claim, solutions are needed to give people better alternatives to driving.
- ORBT will allow us to transport more people without widening roads and manage increasing congestion before it reaches levels seen in larger cities.

Connecting People & Places

- Systems similar to ORBT have been proven to be implemented more quickly and cost-effectively than other modes of rapid transit, such as light rail.
- Dodge Street was chosen as the first route in a future rapid transit network because it is the spine of the Metro system, intersecting with almost every other bus route.
- ORBT will help people visit diverse destinations along the route, including education centers, medical facilities, recreational venues, and retailers.

Impacting Local Economy

- Investments like ORBT have been proven to draw significant economic investment to their locations — every dollar invested in this project has the potential for an \$8.05 return, meaning the project will bring more than \$240 million to Omaha.
- ORBT is expected to bring in more than 1,200 new jobs and provide improved access to employment areas along the route.

How will ORBT impact traffic?

- ORBT will have fewer stops than current bus routes, resulting in less time spent waiting and more efficient travel for riders and drivers alike.
- Transit Signal Priority (TSP) technology will be utilized, which means traffic signals will recognize an oncoming ORBT vehicle and extend a green light; other motorists will also benefit from these extended lights.

How is the project being funded?

- ORBT will be the most significant transit investment in Omaha in more than 40 years, with a projected cost of \$30.5 million.
- In 2014, Metro was awarded a highly competitive TIGER grant for \$14.9 million from the U.S. Department of Transportation for this project.
- In addition to acquiring grants and reallocating other federal funds for the project, Metro has received generous contributions from private entities, including the Peter Kiewit Foundation, The Sherwood Foundation, The Nebraska Environmental Trust, the Metropolitan Utilities District, and in-kind contributions from the City of Omaha, the Metropolitan Area Planning Agency (MAPA), and Heartland B-cycle.

Why would Omaha need both ORBT and a streetcar?

- ORBT and a streetcar would be complementary in nature, serving different audiences. ORBT will provide frequent service to major destinations, bringing people into and out of the core of the city; a streetcar would function as an urban circulator.

Isn't fixing Omaha's streets more important than ORBT?

- While Metro operates on city streets and relies on this critical infrastructure, contributing funds allocated for ORBT can only be spent on this project; if ORBT was not implemented, the funding would not be available for street repairs.
- Metro is not a department within the City of Omaha; it is a political subdivision of the State of Nebraska with its own funding stream separate from the City's budget.

Do people even ride the bus?

- In 2016, Metro provided more than 3.7 million passenger trips.
- ORBT is anticipated to move 2,740 people on opening day, and Metro projects ridership to increase as the transit system grows.