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Topic: October 2026 Metro Board Meeting
Time: Oct 22, 2026, 08:30 AM Central Time (US and Canada)

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Agenda
Regular Board Meeting
Regional Metropolitan Transit Authority of Omaha
2222 Cuming Street
Omaha, Nebraska, 68102
October 22, 2026
8:30 a.m.

Metro connects people, places, and opportunities through quality transit services.

1. Call to Order: Notice of the Regular Meeting was published in the Omaha Daily Record on October 16, 2026

2. Approval of the Minutes of the Previous Meetings:

   a. Regular Meeting: September 17, 2026

3. General Public Comment Period
   This is an opportunity for members of the audience to be heard regarding topics related to the Regional Metropolitan Transit Authority of Omaha, <u>not on the agenda,</u> for a maximum of 2 minutes.

4. Administrative Report (L. Cencic)

5. Administrative Reports:
   a. Administration/Human Resources (D. Grant)
   b. Programs/Operations (K. Pendland)
   c. Communications (N. Ebat)

6. Transit Advisory Committee (TAC) Report (TAC Representative)

7. Resolution 2026-31: Request Approval of Title VI Service Equity Analysis for Proposed December 2026 Service Changes (A. Johnson)

8. Resolution 2026-32: Request Approval to Award Contract to SRF Consulting Group for 24th Street Planning Study (L. Del Rio Lopez)

9. Resolution 2026-33: Request Approval to Award Phase I Task Order to SRF Consulting Group for 24th Street Planning Study (E. Schweitz)

10. Resolution 2026-34: Request Approval for Statement of Interest in the Property at 4224 N. 30th Street. (L. Cencic)

11. Resolution 2026-35: Request Approval to Change the Date of the Next Board Meeting (L. Cencic)

12. Board Chair Report (C. Simon)

13. Date, Time, and Place of Next Board Meeting
    Thursday, November 19, 2026, at 8:30 a.m.
    Authority's Administrative Building

14. Tentative Resolutions for November
    - Change the Date of the Next Board Meeting
    - Fare Equity Title VI Analysis
    - PTASP Update

15. Adjournment

REGULAR BOARD MEETING MINUTES

REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
September 17, 2026, 8:30 a.m.

The Regional Metropolitan Transit Authority of Omaha Board met on Thursday, September 17, 2026, at 8:30 a.m., in person at the Authority's Administration Building, 2222 Cuming Street, Omaha, Nebraska 68102, and virtually.

Attendance

The following were in attendance at the meeting:

Authority Board

Mr. Curt Simon, Board Chair
Mr. Daniel Padilla, Vice Chair
Mr. Josh Corrigan
Ms. Clarice Dombeck (Absent)
Ms. Yanira Garcia
Mr. Tim Lonergan
Mr. Cornelius Williams

Authority Staff

L. Cencic, CEO/Executive Director
K. Pendland, Deputy Executive Officer
D. Grant, Human Capital and Talent Development Director
E. Simpson, Legal Director (Absent)
E. Schweitz, Senior Manager of Planning and Scheduling
W. Clingman, Finance Director
J. Willoughby, Senior Project Manager (Absent)
A. Johnson, Civil Rights and Inclusion Director
J. Beverage, Maintenance Director (Absent)
N. Ebat, Sr. Manager of Communications and Community Relations (Absent)
A. Summerfield, Operations Director
S. Scheer, Safety and Training Director (Virtual)
S. Perry, Executive Administrator and Board Secretary (Absent)

Others Present

Other Metro staff
Members of the public

Agenda Item #1: Call to Order at 8:31 am

Notice of the Regular Meeting was published in the Omaha Daily Record on September 11, 2026. For the benefit of the public in attendance, a copy of the Open Meetings Law was posted in the meeting room, and the Agenda was displayed in the facility lobby.

Agenda Item #2: Approval of the Minutes of the Previous Meetings

Regular Meeting: August 27, 2026
Motioned by Lonergan; Seconded by Padilla
ROLL CALL: UNANIMOUS, MOTION CARRIES

Special Meeting: September 9, 2026
Motioned by Lonergan; Seconded by Corrigan
ROLL CALL: UNANIMOUS, MOTION CARRIES

Agenda Item #3: General Public Comment Period

This was an opportunity for members of the audience to be heard regarding topics related to the Regional Metropolitan Transit Authority of Omaha, not on the agenda, for a maximum of 2 minutes.

Chris Nanke, Transportation Workers Union 223

Mr. Nanke expressed concern regarding the absence of a proposed wage increase plan for Metro Transit's more than 200 hourly employees. He noted that contract negotiations have been ongoing for approximately one year and that employees have been working without a finalized contract since the previous agreement expired on December 31, 2025. Mr. Nanke stated that approving a budget before determining employee wage increases appears premature and that there has been limited discussion regarding employee compensation, despite progress on other contract-related issues. He indicated that no negotiation meetings have occurred since June and stated that meeting scheduling is the responsibility of Management and the Board, rather than the Union. Mr. Nanke expressed concern that employee contract negotiations do not appear to be a priority, despite employees continuing to work without a contract, and compared contract negotiations to other organizational priorities, such as fire remediation.

Director Williams shared that he saw Mr. Nanke driving the bus one day.

There were no other public comments.

Agenda Item #4: Administrative Report (L. Cencic)

Ms. Cencic reported Metro Transit's August ridership. Fixed-route ridership for the month totaled 304,748, which was 2.7% higher than 2025. Notably, ORBT carried 54,608 rides, which was 10.6% higher than in 2025. In terms of fixed-route ridership to date, Metro is running just shy of 6% higher than 2025, year-to-date. August was the highest August K-12 ridership year-to-date, and annual ridership is 6.7% higher than 2025.

Staff are working with partners to host a key stakeholder meeting for community nonprofits on Thursday, October 8, to educate about Micro Flex and options for purchasing passes.

Lastly, Ms. Cencic shared that construction at the Metro Community College South Transit Center is going well. The large volume of rain this week has slightly impacted the schedule, but the transit center should still be able to reopen by the end of the month. Opening next week is still a possibility, depending on the weather over the next few days.

Ms. Cencic concluded her report and opened the floor to the Board for questions.

Director Lonnergan asked if Metro is in any negotiations with the Union. Ms. Cencic said yes, there are two full days scheduled with the Union on September 28th and 29th, which will include a representative from the Union's international group.

There were no further questions or discussion.

Agenda Item #5: Administrative Reports

Administration/Human Resources (D. Grant)

Mr. Grant reported on Metro Transit's August hiring activities, welcoming 18 new hires and identifying 7 additional for September. Of the 18 new employees, there were 14 bus operators, one paratransit operator, a bus mechanic, a network security technician, and a custodian. Mr. Grant shared that in addition to welcoming new employees, Metro also celebrated the recent retirements of several long-term employees: Richard Vance, Bus Operator for 13 years; Lafern Stennis, Bus Operator for 27 years; Chris Smith, Bus Operator for 18 years; and David Kozol, MOBY operator for 10 years.

Mr. Grant concluded the report and opened the floor to the Board for questions.

Director Simon congratulated all the retirees and thanked Mr. Grant for sharing the retirements with the Board.

There were no further questions or discussion.

Programs/Operations (K. Pendland)

Mr. Pendland reported on customer service in August. A total of 12,280 calls were offered, with 11,983 calls answered, resulting in an overall service level of 93%.

Fixed route revenue hours in August were 25,472, which reflects an increase in service delivery of 1,522 hours compared to August 2025. This is largely due to an increase in service hours that began on April 19th. Passenger trips were at 304,748, an increase of 8,048 passengers compared to August 2025. This brings Metro's cumulative ridership for 2026 to 2,403,630, which

is 5.9% higher than the pace set last year and the highest totals seen for August since 2015. Ridership for the K-12 program was 52,194, which is the highest ridership for August in the program's history and represents a cumulative increase of 6.7% over the pace set in 2025. Metro operated over 25,000 hours of fixed route service in August, which is 6.4% more service than August 2025. This increase in service contributed to a route productivity level of 12 passengers per revenue hour across all fixed routes. On-time performance in August averaged 4.3% early and 14.2% late, with an on-time departure rate of 81.5%. In August, service interruptions accounted for 2.1% of total revenue hours compared to 2.6% in August 2025. This is a 1.3% reduction from July 2026.

For paratransit operations, MOBY completed a total of 8,265 trips in August, which is an increase of 573 trips from August 2025. The average paratransit passenger per revenue hour was 2.0.

For microtransit, there were 1,276 completed rides, with 610 in the North Zone, 131 in the South Zone, and 535 in the West Zone. Based on reporting from the fare systems, 142 riders transferred from microtransit to fixed-route service, 123 riders transferred from fixed-route service to microtransit, three riders transferred from microtransit to paratransit service, and four riders transferred from paratransit service to microtransit. Staff are seeing an uptick in intermodality. In the expanded microtransit areas for August, there were not any completed rides in the McKinley Road area or the Carter Lake/Levi Carter Park area. There were five departures and five arrivals in the Regency/Trader Joe's area and 16 departures and 15 arrivals in the Westwood Plaza/Montclair Shopping Center.

Mr. Pendland concluded his report and opened the floor to the Board for questions.

Director Corrigan asked if there is an understanding of the month-to-month variation in Micro Flex service and if a trend has been identified. Mr. Pendland shared that staff are looking at service month-over-month and how the public outreach is transferring into those numbers. Mr. Pendland said staff are not seeing as much movement as desired but noted that it is still early in the process with just a year into service. Looking at year-over-year data is currently skewed because of the fare-free period during launch. For totals August-to-August, there were 28,157 completed rides, 18,753 in the North Zone, 2,592 in the South Zone, and 6,430 in the West Zone. Mr. Pendland provided an example of how the data is skewed: 7,373 of the completed rides were within the fare-free period, which accounts for 26% of the total.

Director Simon asked Mr. Pendland what he attributes to no Micro Flex activity on McKinley Road, noting that previous activity in the area had been consistent. Mr. Pendland stated that Metro included the McKinley Road area to expand service to that area because of past requests. When staff look at the microtransit data for requested pickups and drop-off locations, it's hard to say exactly how many individuals are responsible for those data points. However, staff did see a very large uptick in the area, which prompted expansion. In the first few months of microtransit service, staff did see several riders taking advantage of the service, but that has

dropped off. Mr. Pendland noted that staff are unclear of the reason but are still reviewing requests and completed trips for the area.

Director Simon asked Mr. Pendland to get in contact with the employers in the McKinley Road area because they have always been fairly vocal about wanting that type of service in their area. He noted there may be some reason why people are not using the service that Metro can help with. Ms. Cencic shared that staff do have a lot of coordination with employers in that area and are doing ongoing outreach.

Director Simon asked about the recent virtual meeting for route changes. Ms. Cencic deferred the response to the Communications report.

There were no further questions or discussion.

Communications (A. Pigaga)
Ms. Pigaga, Senior Creative and Communications Specialist, presented on behalf of Ms. Ebat.

Ms. Pigaga reported that since the previous Board meeting, Metro Transit received 5 earned media placements and participated in four outreach opportunities and events, two of which were transit training. Public meetings being held during the period of the Board meeting were not included in these numbers.

Outreach staff have been focused on public meetings regarding proposed service changes and proposed fare payment option changes. Staff have been creating infographics, handouts, maps, and presentations. There will be four public meetings. Two virtual meetings were held this week, one in English and one in Spanish. Both recordings of those meetings are available on Metro Transit's website, along with text transcriptions, slide decks, and a comment form. Staff have started receiving a fair number of comments from the public about the proposed changes and are excited to see early engagement.

There is another public meeting on Friday, September 18 at the North Omaha Transit Center from 10 a.m. to 1 p.m. Staff will be distributing informational handouts, checking in with people before they transfer to their next bus, and really meeting riders where they're at to talk to them about the proposed changes, especially those for Routes 3 and 24. The last public meeting will be on Wednesday, September 23 either at the MCC South Transit Center, or at the temporary transit center, depending on construction completion. Public comments on all the proposed changes will be accepted through Sunday, October 4.

Ms. Pigaga concluded her report and opened the floor to the Board for questions.

Director Simon asked how participation was for the virtual public meetings. Ms. Pigaga shared that attendance was moderate and there tend to be more viewings of the recording when people can watch the recording on their own time. The recording views are tracked.

Director Garcia asked for clarification about the number of in-person meetings. Ms. Pigaga noted that two virtual meetings have occurred, one in English and one in Spanish, and that the first in-person meeting would be the following day.

There were no further questions or discussion.

Agenda Item #6: Transit Advisory Committee (TAC) Report (TAC Representative)

Transit Advisory Committee Vice Chair Clyde Anderson shared that TAC met on September 9 following the Budget Hearing and that Board Directors stayed to attend the TAC meeting. In addition to the TAC and Board members discussing the proposed 2027 annual budget, a member of the public in attendance commented how much he likes using the Micro Flex service. However, he believes the service needs more publicity, especially on the Metro website.

TAC Member Alex Mendoza suggested that Metro Transit provide transit information and Umo card sales at the new Omaha Central Public Library. In response during the TAC meeting, Ms. Ebat noted that she has talked to the library management and they are exploring options. Mr. Anderson suggested an informational display in the library like the one he is familiar with from his time working at Union Pacific.

Lastly, Mr. Anderson shared that Mr. Evan Schweitz presented the proposed service changes to TAC and the TAC members were very supportive of the increased frequency of service on Routes 24 and 3. There were no negative comments shared about the proposed changes.

There were no questions or discussion.

Agenda Item #7: Resolution 2026-28: Request Approval of the 2027 Tax Levy (W. Clingman)

Staff requested approval of the 2027 tax levy, which was the first of two resolutions that would set the 2027 budget for Metro Transit. The tax levy and budget approval must be completed by September 30 of each year as a Nebraska Statutory requirement; failure to do either would result in Metro not operating the following year. Mr. Clingman noted that the tax levy accounts for about 60% of Metro Transit's annual revenue. The proposed 2027 tax levy maintained the 10 mills with a total revenue of $58,740,357.25. This resolution was recommended to the Board for approval.

Public Comment
There were none.

Motioned by Lonergan; Seconded by Padilla

Board Discussion
There was none.
ROLL CALL: UNANIMOUS, MOTION CARRIES

Agenda Item #8: Resolution 2026-29: Request Approval of the Proposed 2027 Annual Budget (W. Clingman)

Mr. Clingman shared that approval of this resolution would establish Metro Transit's budget for the state form and statutory requirements for the coming year. Some highlights from the budget include a 10% service level increase by the end of 2027, compared to current levels, increased facility staff to expand bus cleaning to 6 days instead of 5, and increased capital expenditures when compared to the 2026 budget. The proposed revenue is very similar to the revenue for 2026. This resolution was recommended to the Board for approval.

Public Comment
There were none.

Motioned by Lonergan; Seconded by Williams

Board Discussion
Director Lonergan asked if the budget being voted on is the overall budget. Yes, Mr. Clingman responded; the second page shows what was published and matches what was presented during the public hearing on September 9. He noted that the Board statutorily approves the expenditure amount for the entire entity for the coming year.

Director Simon commented that entirety of the board was present for the budget hearing on September 9th and that the Board has been well briefed on this year's budget.

There were no further questions or discussion.

ROLL CALL: UNANIMOUS, MOTION CARRIES

Agenda Item #9: Resolution 2026-30: Request Approval of the Renewal with Cubic Transportation Systems, Inc. (W. Clingman)

Staff requested approval of the renewal with Cubic Transportation Systems, Inc. to November 9, 2027. Mr. Clingman shared that the major change is an increase to $65 per vehicle per month over the current $55, the Umo cards maintain the cost of $3.50 each. Staff estimate the cost will fluctuate by approximately $120,000 a year to maintain the service. This resolution was recommended to the Board for approval.

Public Comment
There were none.

Motioned by Lonergan; Seconded by Williams

Board Discussion
Director Simon asked whether there are changes for the public in the contract. Mr. Clingman said no, the contract extension maintains the existing service with the cost per vehicle increased from $55 to $65 per month.

Director Corrigan shared that Umo has been great as a rider and that it is very convenient to use his phone. He suggested that after this contract period it would be useful for Metro Transit to look at more uses of the technology, such as being able to tap a debit card and board to remove even more friction. Ms. Cencic shared that Metro Transit has aging fare boxes and is using two fare systems, so staff are having early conversations about combining fare systems and that she would be happy to work with the Board, especially the Operations Committee, on that exploration of functionality.

There were no further questions or discussion.

ROLL CALL: UNANIMOUS, MOTION CARRIES

Agenda Item #10: Board Chair Report (C. Simon)

Director Simon thanked the TAC committee for their commitment and said it was encouraging to see the very well attended meeting. He stated appreciation that a report from a TAC representative is on the monthly Board agenda.

Director Simon enjoyed hearing about the retiring employees from Mr. Grant and suggested adding retirees to the monthly report, if relevant.

Agenda Item #11: Date, Time, and Place of Next Board Meeting

Thursday, October 22, 2026, at 8:30 a.m.
Authority's Administrative Building

Agenda Item #12: Tentative Resolutions for October

- 24th Street Transit Corridor Study
- Change the Date of the Next Board Meeting

Agenda Item #13: Adjournment at 9:00 a.m.

Motioned by Lonergan; Seconded by Garcia
ROLL CALL: UNANIMOUS, MOTION CARRIES

_____
Curt Simon, Board Chair

_____
Selina Perry, Board Secretary

Resolution 2026-31: Request Approval of Title VI Service Equity Analysis for Proposed December 2026 Service Changes

Metro Transit's Title VI Policy requires a Service Equity Analysis to be completed for any proposed changes that meet Metro Transit's definition of a Major Service Change, including:

- The addition and/or elimination of a bus route.
- A ten percent or more addition or reduction in the system revenue miles.
- A fifteen percent or more addition or reduction of revenue miles on any individual route.

The proposed service changes for December 2026 meet this definition of a Major Service Change due to proposed changes to Route 24 that would increase weekly revenue miles by more than 15% and adjust the headways by more than fifteen minutes during non-peak hour periods.

A Title VI Service Equity Analysis was completed to identify the cumulative impact of the proposed changes to Routes 3, 24, and 94 on (racial) minority and low-income populations. The Title VI Service Equity Analysis found:

- No disparate impact on minority populations.
    - The cumulative impact of all proposed service changes to minority populations is 3.4% and to non-minority populations is 2.0%, a positive difference of 1.4%.
- No disproportionate burden on low-income populations.
    - The cumulative impact of all proposed service changes to the low-income population is 3.2% and to the non-low-income population is 2.5%, a positive difference of 0.7%.
- No mitigation strategies are proposed as a result of the adverse effect review of the proposed changes to Route 24.
- The proposed changes to service on Routes 3, 24, and 94 do not come at the expense of reductions in service on other routes.
- Minority and/or low-income individuals will not be limited by or denied the benefits of the proposed service increases.

Board approval will ensure Metro Transit's continued compliance with the Federal Transit Administration's Title VI requirements. The Title VI Service Equity Analysis is available as part of the October 2026 Board Packet and is available to the public upon request by emailing civilrights@ometro.com.

Recommend approval.

The foregoing resolution was duly adopted by the Board of Regional Metropolitan Transit Authority of Omaha at a meeting held on the 22nd day of October 2026, and the undersigned hereby certifies the adoption of this resolution.

_____

Curt Simon, Board Chair

_____

Selina Phillips, Board Secretary

Service Equity Analysis for December 2026 Proposed Service Changes

October 22, 2026

Regional Metropolitan Transit Authority of Omaha (dba Metro Transit)

Alicia Johnson, Title VI Coordinator
civilrights@ometro.com

If you need this information in an alternative format, please email civilrights@ometro.com or call 402-341-7560 extension 2550 and specify the format needed.

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1. Purpose

Title VI of the Civil Rights Act of 1964 ensures that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Regional Metropolitan Transit Authority of Omaha (dba Metro Transit) has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B, ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

This analysis of Metro Transit’s proposed service changes was prepared in conformity with Chapter IV of the FTA’s Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients". The Circular states that any FTA recipient located in an Urbanized Area of 200,000 or more in population and operates more than fifty vehicles in peak service "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact.” The evaluation requirement includes low-income populations, even though low-income populations are not a protected class under Title VI, as the FTA acknowledges the importance of evaluating the impacts of service and fare changes on passengers whose mobility options may be limited to public transit. For this reason, the FTA requires transit providers to evaluate proposed service and fare changes for whether low-income populations would bear a disproportionate burden of the changes.

Overview of Metro Transit

Metro Transit, a political subdivision of the State of Nebraska, is a direct recipient of FTA financial assistance; a transit provider located in an Urbanized Area of 200,000 or more in population; and operates more than fifty vehicles in peak service. Metro Transit’s fixed-route service includes rapid, local, express/commuter routes, and a downtown circulator. Additionally, Metro Transit operates Americans with Disabilities Act (ADA) Complementary Paratransit (MOBY) service and is piloting microtransit service.

2. Summary of Proposed Service Changes

The changes below have been proposed by staff to make progress on MetroNEXT goals (increase frequency of service), meet ridership demand, and respond to public feedback. Throughout this document, the changes will be evaluated for the system-level impact on (racial) minority and low-income populations in the service area and potential adverse effects at the route-level, when appropriate.

Proposed Changes to Routes

The proposed changes are limited to Routes 3, 24, and 94.

1. **Route 3**
    a. Increase weekday evening frequency from every 60 minutes to every 30 minutes starting at approximately 7:15 pm, depending on the direction of travel.
    b. Route 3 would no longer interline with Route 24 on weekday evenings. Routes 3 and 24 would still interline in the evening on Saturdays and Sundays.
    c. The Sunday schedule would not change.
    d. MOBY service would not be impacted by the proposed changes to Route 3.

2. **Route 24**
    a. Increase weekday and Saturday daytime service from every 20 minutes to every 15 minutes between North Omaha Transit Center and MCC South Transit Center.
    b. Increase weekday evening service from every 60 minutes to every 30 minutes around 6:45 pm, depending on direction of travel.
    c. Reduce frequency from every 20 minutes to every 30 minutes for the southern loop of Route 24 from MCC South Transit Center to 30th and Harrison Streets on weekdays and Saturdays.
    d. Route 24 would no longer interline with Route 3 on weekday evenings. Routes 24 and 3 would still interline in the evening on Saturdays and Sundays.
    e. The Sunday schedule would not change.
    f. MOBY service would not be impacted by the proposed changes to Route 24.

3. **Route 94**
    a. Add a second trip to the morning and afternoon schedule
        - AM: Depart Lakeside Park and Ride (168th and West Center) at 7:26 am, arrive Downtown (12th & Dodge) at 8:06 am.
        - PM: Depart Downtown (12th & Dodge) at 4:39 pm, arrive at Lakeside Park & Ride at 5:23 pm.
    b. MOBY service would not be impacted by the proposed changes to Route 94.
    c. Changes to express routes are exempt from Metro Transit's Major Service Change Policy.

3. Finding of a Major Service Change

According to Metro Transit's Title VI Major Service Change Policy (Appendix A), a major service change is any significant change in transit service for twelve or more months that meets at least one of the following:

- The **addition** and/or **elimination** of a bus route.
- **10%** or more system revenue miles.
- **15%** or more revenue miles on any individual route.

Additionally, headway adjustments greater than 7 minutes during the peak hour periods and 15 minutes during non-peak hour periods require adverse effect reviews.

Table 1 below outlines the change in weekly revenue miles for the system as a whole and for each route. **The system revenue miles would increase 2.6% with approval of the proposed service changes.** This percentage does not meet or exceed the 10% threshold to constitute a major service change. However, the proposed change to Route 24 meets the major service change threshold for an individual route. Route 24 revenue miles would increase by more than 15%, and the headways would adjust more than fifteen minutes during non-peak hour periods. The proposed change to Route 24 constitutes a major service change and thus prompts the current service equity analysis in alignment with Metro Transit's Title VI Program. The proposed changes to Routes 3 and 94 are included in the cumulative analysis, but do not require an adverse effect review at the individual route level. Route 3 revenue miles would increase less than 15% and routes with fewer than 10 total trips in a typical service day, such as Route 94, are exempt from Metro's Major Service Change Policy unless the proposal is to eliminate the route.

All major service changes are subject to a service equity analysis. Metro Transit recognizes that additions to service may also result in disparate impacts and disproportionate burdens, especially if the additions come at the expense of reductions in service on other routes. Metro Transit shall consider the degree of adverse effects and analyze those effects when planning major service changes. The currently proposed changes for December 2026 do not create adverse effects on other routes.

Table 1: Change in Weekly Revenue Miles as a Result of the Proposed Service Changes

Route	July 2026 Weekly Revenue Miles	December 2026 Weekly Revenue Miles	Percent Change
System	**82,362.7**	**84,499.4**	**2.6%**
ORBT	10,092.7	10,092.7	0.0%
3	**5,946.2**	**6,207.9**	**4.4%**
4	9,006.9	9,006.9	0.0%
5	2,156.8	2,156.8	0.0%
8	1,830.5	1,830.5	0.0%
11	2,836.0	2,836.0	0.0%
13	5,740.6	5,740.6	0.0%
14	2,797.0	2,797.0	0.0%
15	4,418.9	4,418.9	0.0%

Route	July 2026 Weekly Revenue Miles	December 2026 Weekly Revenue Miles	Percent Change
18	10,669.8	10,669.8	0.0%
24	**6,098.6**	**7,632.6**	**25.2%**
26	1,243.5	1,243.5	0.0%
30	5,169.2	5,169.2	0.0%
35	2,356.9	2,356.9	0.0%
36	1,169.9	1,169.9	0.0%
41 (Blue Route)	1,640.3	1,640.3	0.0%
43 (Yellow Route)	1,872.9	1,872.9	0.0%
55	2,120.8	2,120.8	0.0%
92	1,261.0	1,261.0	0.0%
93	259.8	259.8	0.0%
94	**347.9**	**688.9**	**98.0%**
95	453.0	453.0	0.0%
97	674.2	674.2	0.0%
106	1,559.5	1,559.5	0.0%
120	270.9	270.9	0.0%
200 (Green Route)	369.3	369.3	0.0%

Table Summary: This table shows the weekly revenue miles in July 2026 and December 2026 along with the percent change from July to December for the system and by route. The system revenue miles increase from 82,362.7 to 84,499.4, a 2.6% change. Route 3 increases from 5,946.2 to 6,207.9, a 4.4% change. Route 24 increases from 6,098.6 to 7,632.6, a 25.2% increase. Route 94 increases from 347.9 to 688.9, a 98.0% increase. Revenue miles do not change on any other route.

4. Methodology

Data Selection

Metro Transit used the 2020 Decennial U.S. Census and U.S Census Bureau's 2023 Five-Year American Community Survey (ACS) data to conduct the Title VI Service Equity Analysis. 2020 Decennial U.S. Census block level data was utilized for overall population and (racial) minority population data. 2023 Five Year ACS data provided low-income population numbers and percentages at the tract level which was then applied to the 2020 Decennial Census block level population numbers. Data utilized were the most current data sets available from the U.S. Census at the time the analysis began (August 2026).

A quarter mile buffer was applied to individual route alignments for fixed route service to identify the affected population. U.S. Census blocks with centroids located within the boundary of the defined quarter mile buffer of each route were isolated to identify the affected minority and total populations. The percent of low-income populations within corresponding tracts identified in the 2023 Five-Year ACS data were then applied to each block to calculate the affected low-income population. The percent of minority and low-income populations deemed to be within the service buffer of the proposed change was then compared to the percent of minority and low-income populations in Metro Transit's service area.

Route-Level and Cumulative Analysis

Pursuant to Metro Transit's Board-approved Title VI Plan, the proposed service changes were analyzed cumulatively. To identify the cumulative impact to minority and low-income populations, the number of weekly revenue miles was multiplied by the percentage of minority or low-income population residing in the service buffer. If the cumulative impact is 15% or greater, further analysis is conducted to identify mitigation measures, including access to alternative routes.

Metro Transit conducted a route-level adverse effect review for the proposed major service changes to Route 24. However, final determinations for disparate impact to racial minority populations and disproportionate burden to low-income populations are cumulative evaluations made at the system level.

5. Effects of Major Service Change on Minority and Low-Income Populations

Metro Transit analyzed the cumulative effects of all proposed service changes and conducted an adverse effect review for the proposed major service changes to Route 24.

Analysis of Cumulative Effects of Proposed Service Changes

Tables 2 through 9 below compare the weekly revenue miles, total population, minority or low-income population, percent minority or low-income, and minority or low-income service miles for all routes in July 2026 (as the routes currently operate) and December 2026 (if the proposed service changes are approved and go into effect). The cumulative impact is shared as a percentage calculated from the net change to minority or low-income service miles as a result of the proposed changes.

The cumulative impact to minority populations shows that racial minority populations experience greater benefits than non-racial minority populations. The cumulative impact of all proposed service changes to minority populations is 3.4% and to non-minority populations is 2.0%, a positive difference of 1.4%. Since minority populations experience greater benefits as a result of the proposed service changes, no mitigation strategies are proposed.

The cumulative impact to low-income populations shows that low-income populations experience greater benefits than non-low-income populations. The cumulative impact of all proposed service changes to the low-income population is 3.2% and to the non-low-income population is 2.5%, a positive difference of 0.7%. Since low-income populations experience greater benefits as a result of the proposed service changes, no mitigation strategies are proposed.

At the system level, no disparate impact on racial minority populations and no disproportionate burden on low-income populations were found.

Table 2: Cumulative Impact to Minority Populations, July 2026 Routes

Route	Weekly Revenue Miles	Total Population	Minority Population	Percent Minority	Minority Service Miles
ORBT	10,092.7	18,859	5,256	27.9%	2,812.8
3	**5,946.2**	**24,451**	**13,137**	**53.7%**	**3,194.7**
4	9,006.9	27,991	11,048	39.5%	3,555.0
5	2,156.8	21,032	10,992	52.3%	1,127.2
8	1,830.5	25,561	13,925	54.5%	997.2
11	2,836.0	21,243	7,164	33.7%	956.4
13	5,740.6	24,933	11,666	46.8%	2,686.0
14	2,797.0	30,005	13,445	44.8%	1,253.3
15	4,418.9	27,742	8,134	29.3%	1,295.6
18	10,669.8	26,250	15,929	60.7%	6,474.6
24	**6,098.6**	**27,571**	**18,643**	**67.6%**	**4,123.7**
26	1,243.5	13,958	9,552	68.4%	850.9
30	5,169.2	24,181	10,809	44.7%	2,310.6
35	2,356.9	22,382	12,920	57.7%	1,360.5
36	1,169.9	12,424	5,965	48.0%	561.7
41	1,640.3	19,746	3,913	19.8%	325.0
43	1,872.9	18,704	3,946	21.1%	395.1
55	2,120.8	13,554	4,271	31.5%	668.3
92	1,261.0	6,444	1,491	23.1%	291.8
93	259.8	26,876	9,935	37.0%	96.0
94	**347.9**	**31,814**	**10,055**	**31.6%**	**110.0**
95	453.0	45,561	21,115	46.3%	209.9
97	674.2	31,622	9,966	31.5%	212.5
106	1,559.5	6,516	3,491	53.6%	835.5
120	270.9	39,672	12,513	31.5%	85.4
200	369.3	2,598	690	26.6%	98.1
TOTAL:	**82,362.7**	**591,690.0**	**249,971.0**	**42.2%**	**36,888.1**

Table 3: Cumulative Impact to Minority Populations, December 2026 Routes and Net Change

Route	Weekly Revenue Miles	Total Population	Minority Population	Percent Minority	Minority Service Miles	Net Change in Minority Service Miles
ORBT	10,092.7	18,859	5,256	27.9%	2,812.8	0
3	**6,207.9**	**24,451**	**13,137**	**53.7%**	**3,335.4**	**140.6**
4	9,006.9	27,991	11,048	39.5%	3,555.0	0
5	2,156.8	21,032	10,992	52.3%	1,127.2	0
8	1,830.5	25,561	13,925	54.5%	997.2	0
11	2,836.0	21,243	7,164	33.7%	956.4	0
13	5,740.6	24,933	11,666	46.8%	2,686.0	0
14	2,797.0	30,005	13,445	44.8%	1,253.3	0
15	4,418.9	27,742	8,134	29.3%	1,295.6	0
18	10,669.8	26,250	15,929	60.7%	6,474.6	0
24	**7,632.6**	**50,534**	**33,821**	**67.0%**	**5,123.7**	**999.9**
26	1,243.5	13,958	9,552	68.4%	850.9	0
30	5,169.2	24,181	10,809	44.7%	2,310.6	0
35	2,356.9	22,382	12,920	57.7%	1,360.5	0
36	1,169.9	12,424	5,965	48.0%	561.7	0
41	1,640.3	19,746	3,913	19.8%	325.0	0
43	1,872.9	18,704	3,946	21.1%	395.1	0
55	2,120.8	13,554	4,271	31.5%	668.3	0
92	1,261.0	6,444	1,491	23.1%	291.8	0
93	259.8	26,876	9,935	37.0%	96.0	0
94	**688.9**	**31,814**	**10,055**	**31.6%**	**217.7**	**107.8**
95	453.0	45,561	21,115	46.3%	209.9	0
97	674.2	31,622	9,966	31.5%	212.5	0
106	1,559.5	6,516	3,491	53.6%	835.5	0
120	270.9	39,672	12,513	31.5%	85.4	0
200	369.3	2,598	690	26.6%	98.1	0
TOTAL:	**84,499.4**	**614,653.0**	**265,149.0**	**43.1%**	**38,136.4**	**1,248.3**

Cumulative Impact to Minority Populations: 3.4%

Summary of Tables 2 and 3: Weekly minority service miles would increase by a total of 1,248.3 with the proposed service changes. By route, minority service miles increase by 140.6 for Route 3, 999.9 for Route 24, and 107.8 for Route 94. Weekly minority service miles do not increase on any other route.

Table 4: Cumulative Impact to Non-Minority Populations, July 2026 Routes

Route	Weekly Revenue Miles	Total Population	Non-Minority Population	Percent Non-Minority	Non-Minority Service Miles
ORBT	10,092.7	18,859	13,603	72.1%	7,279.9
3	**5,946.2**	**24,451**	**11,314**	**46.3%**	**2,751.4**
4	9,006.9	27,991	16,943	60.5%	5,451.9
5	2,156.8	21,032	10,040	47.7%	1,029.6
8	1,830.5	25,561	11,636	45.5%	833.3
11	2,836.0	21,243	14,079	66.3%	1,879.6
13	5,740.6	24,933	13,267	53.2%	3,054.6
14	2,797.0	30,005	16,560	55.2%	1,543.7
15	4,418.9	27,742	19,608	70.7%	3,123.3
18	10,669.8	26,250	10,321	39.3%	4,195.1
24	**6,098.6**	**27,571**	**8,928**	**32.4%**	**1,974.8**
26	1,243.5	13,958	4,406	31.6%	392.5
30	5,169.2	24,181	13,372	55.3%	2,858.5
35	2,356.9	22,382	9,462	42.3%	996.4
36	1,169.9	12,424	6,459	52.0%	608.2
41	1,640.3	19,746	15,833	80.2%	1,315.2
43	1,872.9	18,704	14,758	78.9%	1,477.8
55	2,120.8	13,554	9,283	68.5%	1,452.5
92	1,261.0	6,444	4,953	76.9%	969.2
93	259.8	26,876	16,941	63.0%	163.8
94	**347.9**	**31,814**	**21,759**	**68.4%**	**237.9**
95	453.0	45,561	24,446	53.7%	243.1
97	674.2	31,622	21,656	68.5%	461.7
106	1,559.5	6,516	3,025	46.4%	724.0
120	270.9	39,672	27,159	68.5%	185.4
200	369.3	2,598	1,908	73.4%	271.2
TOTAL:	**82,362.7**	**591,690.0**	**341,719.0**	**57.8%**	**45,474.6**

Table 5: Cumulative Impact to Non-Minority Populations, December 2026 Routes and Net Change

Route	Weekly Revenue Miles	Total Population	Non-Minority Population	Percent Non-Minority	Non-Minority Service Miles	Net Change in Non-Minority Service Miles
ORBT	10,092.7	18,859	13,603	72.1%	7,279.9	0
3	**6,207.9**	**24,451**	**11,314**	**46.3%**	**2,872.5**	**121.1**
4	9,006.9	27,991	16,943	60.5%	5,451.9	0
5	2,156.8	21,032	10,040	47.7%	1,029.6	0
8	1,830.5	25,561	11,636	45.5%	833.3	0
11	2,836.0	21,243	14,079	66.3%	1,879.6	0
13	5,740.6	24,933	13,267	53.2%	3,054.6	0
14	2,797.0	30,005	16,560	55.2%	1,543.7	0
15	4,418.9	27,742	19,608	70.7%	3,123.3	0
18	10,669.8	26,250	10,321	39.3%	4,195.1	0
24	**7,632.6**	**50,534**	**16,713**	**33.1%**	**2,508.9**	**534.1**
26	1,243.5	13,958	4,406	31.6%	392.5	0
30	5,169.2	24,181	13,372	55.3%	2,858.5	0
35	2,356.9	22,382	9,462	42.3%	996.4	0
36	1,169.9	12,424	6,459	52.0%	608.2	0
41	1,640.3	19,746	15,833	80.2%	1,315.2	0
43	1,872.9	18,704	14,758	78.9%	1,477.8	0
55	2,120.8	13,554	9,283	68.5%	1,452.5	0
92	1,261.0	6,444	4,953	76.9%	969.2	0
93	259.8	26,876	16,941	63.0%	163.8	0
94	**688.9**	**31,814**	**21,759**	**68.4%**	**471.1**	**233.2**
95	453.0	45,561	24,446	53.7%	243.1	0
97	674.2	31,622	21,656	68.5%	461.7	0
106	1,559.5	6,516	3,025	46.4%	724.0	0
120	270.9	39,672	27,159	68.5%	185.4	0
200	369.3	2,598	1,908	73.4%	271.2	0
TOTAL:	**84,499.4**	**614,653.0**	**349,504.0**	**56.9%**	**46,362.9**	**888.4**

Cumulative Impact to Non-Minority Populations: 2.0%

Summary of Tables 4 and 5: Weekly non-minority service miles would increase by a total of 888.4 with the proposed service changes. By route, non-minority service miles increase by 121.1 for Route 3, 534.1 for Route 24, and 233.2 for Route 94. Weekly non-minority service miles would not increase on any other route.

Table 6: Cumulative Impact to Low-Income Populations, July 2026 Routes

Route	Weekly Revenue Miles	Total Population	Low-Income Population	Percent Low-Income	Low-Income Service Miles
ORBT	10,092.7	18,859	1,310	6.9%	701.0
3	**5,946.2**	**24,451**	**2,295**	**9.4%**	**558.1**
4	9,006.9	27,991	2,513	9.0%	808.6
5	2,156.8	21,032	1,804	8.6%	185.0
8	1,830.5	25,561	2,101	8.2%	150.5
11	2,836.0	21,243	1,488	7.0%	198.7
13	5,740.6	24,933	2,262	9.1%	520.8
14	2,797.0	30,005	2,415	8.0%	225.1
15	4,418.9	27,742	1,658	6.0%	264.1
18	10,669.8	26,250	2,194	8.4%	891.8
24	**6,098.6**	**27,571**	**2,933**	**10.6%**	**648.9**
26	1,243.5	13,958	1,526	10.9%	136.0
30	5,169.2	24,181	2,100	8.7%	448.9
35	2,356.9	22,382	2,227	9.9%	234.5
36	1,169.9	12,424	1,193	9.6%	112.3
41	1,640.3	19,746	1,395	7.1%	115.9
43	1,872.9	18,704	1,379	7.4%	138.1
55	2,120.8	13,554	762	5.6%	119.3
92	1,261.0	6,444	304	4.7%	59.5
93	259.8	26,876	1,961	7.3%	19.0
94	**347.9**	**31,814**	**2,149**	**6.8%**	**23.5**
95	453.0	45,561	4,032	8.8%	40.1
97	674.2	31,622	2,249	7.1%	47.9
106	1,559.5	6,516	617	9.5%	147.7
120	270.9	39,672	2,470	6.2%	16.9
200	369.3	2,598	204	7.9%	29.0
TOTAL:	**82,362.7**	**591,690.0**	**47,541.0**	**8.0%**	**6,841.0**

Table 7: Cumulative Impact to Low-Income Populations, December 2026 Routes and Net Change

Route	Weekly Revenue Miles	Total Population	Low-Income Population	Percent Low-Income	Low-Income Service Miles	Low-Income Service Miles
ORBT	10,092.7	18,859	1,310	6.9%	701.0	0
3	**6,207.9**	**24,451**	**2,295**	**9.4%**	**582.7**	**24.6**
4	9,006.9	27,991	2,513	9.0%	808.6	0
5	2,156.8	21,032	1,804	8.6%	185.0	0
8	1,830.5	25,561	2,101	8.2%	150.5	0
11	2,836.0	21,243	1,488	7.0%	198.7	0
13	5,740.6	24,933	2,262	9.1%	520.8	0
14	2,797.0	30,005	2,415	8.0%	225.1	0
15	4,418.9	27,742	1,658	6.0%	264.1	0
18	10,669.8	26,250	2,194	8.4%	891.8	0
24	**7,632.6**	**50,534**	**5,450**	**10.8%**	**819.9**	**171.1**
26	1,243.5	13,958	1,526	10.9%	136.0	0
30	5,169.2	24,181	2,100	8.7%	448.9	0
35	2,356.9	22,382	2,227	9.9%	234.5	0
36	1,169.9	12,424	1,193	9.6%	112.3	0
41	1,640.3	19,746	1,395	7.1%	115.9	0
43	1,872.9	18,704	1,379	7.4%	138.1	0
55	2,120.8	13,554	762	5.6%	119.3	0
92	1,261.0	6,444	304	4.7%	59.5	0
93	259.8	26,876	1,961	7.3%	19.0	0
94	**688.9**	**31,814**	**2,149**	**6.8%**	**46.5**	**23.0**
95	453.0	45,561	4,032	8.8%	40.1	0
97	674.2	31,622	2,249	7.1%	47.9	0
106	1,559.5	6,516	617	9.5%	147.7	0
120	270.9	39,672	2,470	6.2%	16.9	0
200	369.3	2,598	204	7.9%	29.0	0
Total:	84,499.4	614,653.0	50,057.7	8.1%	7,059.6	**218.7**

Cumulative Impact to Low-Income Populations: 3.2%

Summary of Tables 6 and 7: Weekly low-income service miles would increase by a total of 218.7 with the proposed service changes. By route, low-income service miles increase by 24.6 for Route 3, 171.1 for Route 24, and 23.0 for Route 94. Weekly low-income service miles would not increase on any other route.

Table 8: Cumulative Impact to Non-Low-Income Populations, July 2026 Routes

Route	Weekly Revenue Miles	Total Population	Non-Low-Income Pop.	Percent Non-Low-Income	Non-Low-Income Service Miles
ORBT	10,092.7	18,859	17,549	93.1%	9,391.7
3	5,946.2	24,451	22,156	90.6%	5,388.0
4	9,006.9	27,991	25,478	91.0%	8,198.3
5	2,156.8	21,032	19,228	91.4%	1,971.8
8	1,830.5	25,561	23,460	91.8%	1,680.0
11	2,836.0	21,243	19,755	93.0%	2,637.3
13	5,740.6	24,933	22,671	90.9%	5,219.8
14	2,797.0	30,005	27,590	92.0%	2,571.9
15	4,418.9	27,742	26,084	94.0%	4,154.9
18	10,669.8	26,250	24,056	91.6%	9,778.0
24	6,098.6	27,571	24,638	89.4%	5,449.7
26	1,243.5	13,958	12,432	89.1%	1,107.5
30	5,169.2	24,181	22,081	91.3%	4,720.3
35	2,356.9	22,382	20,155	90.1%	2,122.4
36	1,169.9	12,424	11,231	90.4%	1,057.6
41	1,640.3	19,746	18,351	92.9%	1,524.4
43	1,872.9	18,704	17,325	92.6%	1,734.8
55	2,120.8	13,554	12,792	94.4%	2,001.5
92	1,261.0	6,444	6,140	95.3%	1,201.5
93	259.8	26,876	24,915	92.7%	240.8
94	347.9	31,814	29,665	93.2%	324.4
95	453.0	45,561	41,529	91.2%	412.9
97	674.2	31,622	29,373	92.9%	626.3
106	1,559.5	6,516	5,899	90.5%	1,411.8
120	270.9	39,672	37,202	93.8%	254.0
200	369.3	2,598	2,394	92.1%	340.3
Total:	**82,362.7**	**591,690.0**	**544,149.0**	**92.0%**	**75,521.7**

Table 9: Cumulative Impact to Non-Low-Income Populations, December 2026 Routes and Net Change

Route	Weekly Revenue Miles	Total Population	Non-Low-Income Pop.	Percent Non-Low-Income	Non-Low-Income Service Miles	Net Change for Non-Low-Income Service Miles
ORBT	10,092.7	18,859	17,549	93.1%	9,391.7	0
3	6,207.9	24,451	22,156	90.6%	5,625.2	237.2
4	9,006.9	27,991	25,478	91.0%	8,198.3	0
5	2,156.8	21,032	19,228	91.4%	1,971.8	0
8	1,830.5	25,561	23,460	91.8%	1,680.0	0
11	2,836.0	21,243	19,755	93.0%	2,637.3	0
13	5,740.6	24,933	22,671	90.9%	5,219.8	0
14	2,797.0	30,005	27,590	92.0%	2,571.9	0
15	4,418.9	27,742	26,084	94.0%	4,154.9	0
18	10,669.8	26,250	24,056	91.6%	9,778.0	0
24	7,632.6	50,534	45,084	89.2%	6,812.6	1,362.9
26	1,243.5	13,958	12,432	89.1%	1,107.5	0
30	5,169.2	24,181	22,081	91.3%	4,720.3	0
35	2,356.9	22,382	20,155	90.1%	2,122.4	0
36	1,169.9	12,424	11,231	90.4%	1,057.6	0
41	1,640.3	19,746	18,351	92.9%	1,524.4	0
43	1,872.9	18,704	17,325	92.6%	1,734.8	0
55	2,120.8	13,554	12,792	94.4%	2,001.5	0
92	1,261.0	6,444	6,140	95.3%	1,201.5	0
93	259.8	26,876	24,915	92.7%	240.8	0
94	688.9	31,814	29,665	93.2%	642.3	317.9
95	453.0	45,561	41,529	91.2%	412.9	0
97	674.2	31,622	29,373	92.9%	626.3	0
106	1,559.5	6,516	5,899	90.5%	1,411.8	0
120	270.9	39,672	37,202	93.8%	254.0	0
200	369.3	2,598	2,394	92.1%	340.3	0
Total:	**84,499.4**	**614,653.0**	**564,595.3**	**91.9%**	**77,439.7**	**1,918.0**

Cumulative Impact to Non-Low-Income Populations: 2.5%

Summary of Tables 8 and 9: Weekly non-low-income service miles would increase by a total of 1,918 with the proposed service changes. By route, non-low-income service miles increase by 237.2 for Route 3, 1,362.9 for Route 24, and 317.9 for Route 94. Weekly non-low-income service miles would not increase on any other route.

Adverse Effect Review for the Proposed Major Service Change to Route 24

The adverse effect review of the proposed major service change to Route 24 included assessing the impact to minority and low-income populations.

Non-minority populations experience greater benefits with the proposed service change to Route 24. The benefits result from increased weekday and weekday evening frequency between the North Omaha Transit Center and the MCC South Transit Center. The percentage of the benefits experienced by the racial minority population is 24.2% and the non-minority population is 27.0%. The difference shows that racial minority populations experience 2.8% fewer benefits than non-racial minority populations. Image 1 shows the minority population residing within the Route 24 service buffer as of July 2026 and Image 2 shows the population in December 2026.

Image 1: Minority Population within the Route 24 Service Buffer, July 2026

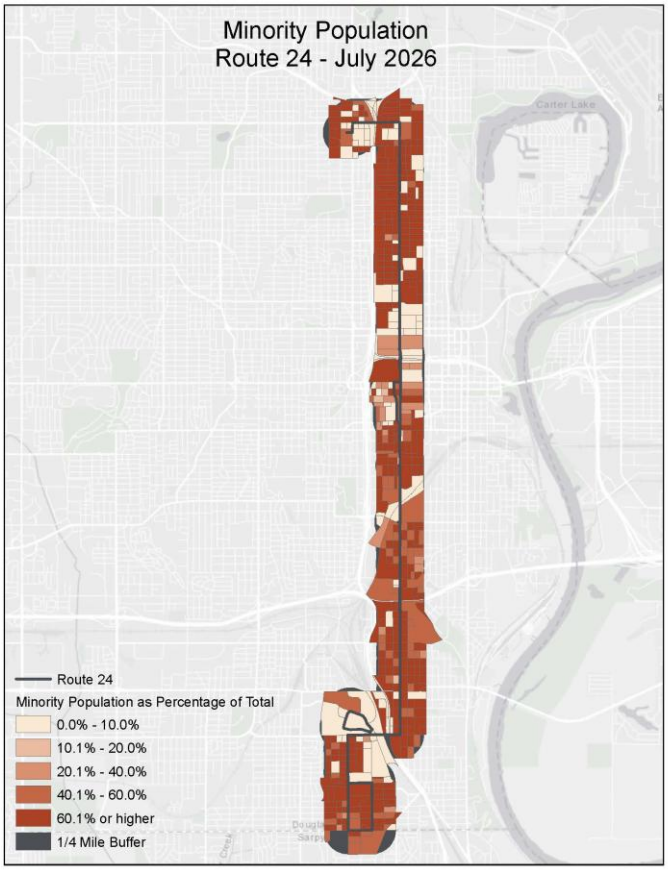
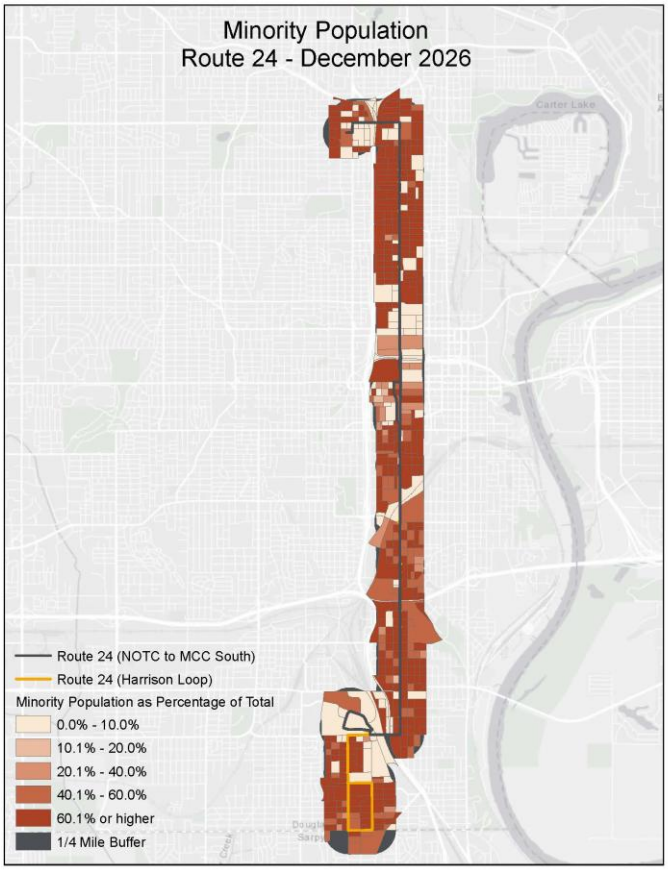


Image 2: Minority Population within the Route 24 Service Buffer, December 2026



Low-income populations experience greater benefits with the proposed service change to Route 24. The percentage of the benefits experienced by the low-income population along the route is 26.4% and the non-low-income population is 25.0%. The difference shows that low-income populations experience 1.4% greater benefits than non-low-income populations. Image 3 shows the low-income population residing within the Route 24 service buffer as of July 2026 and Image 2 shows the population in December 2026.

Image 3: Low-Income Population within the Route 24 Service Buffer, July 2026

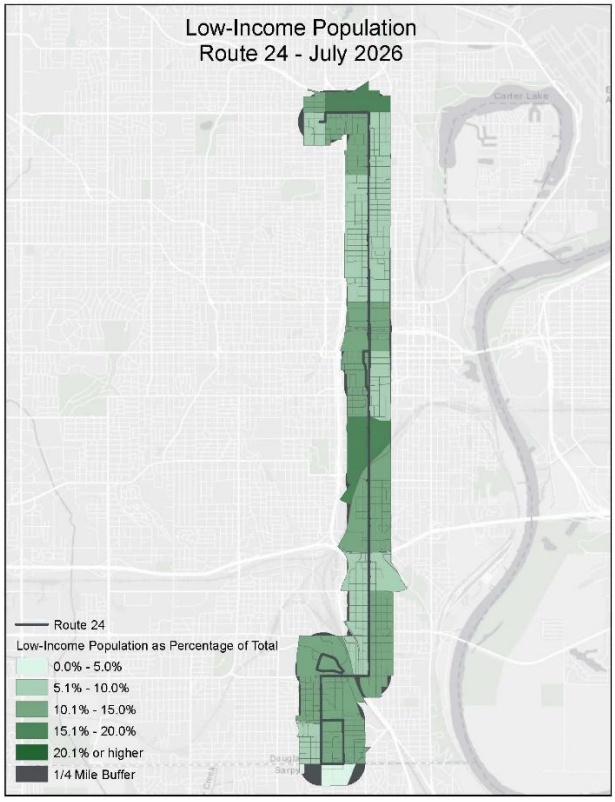
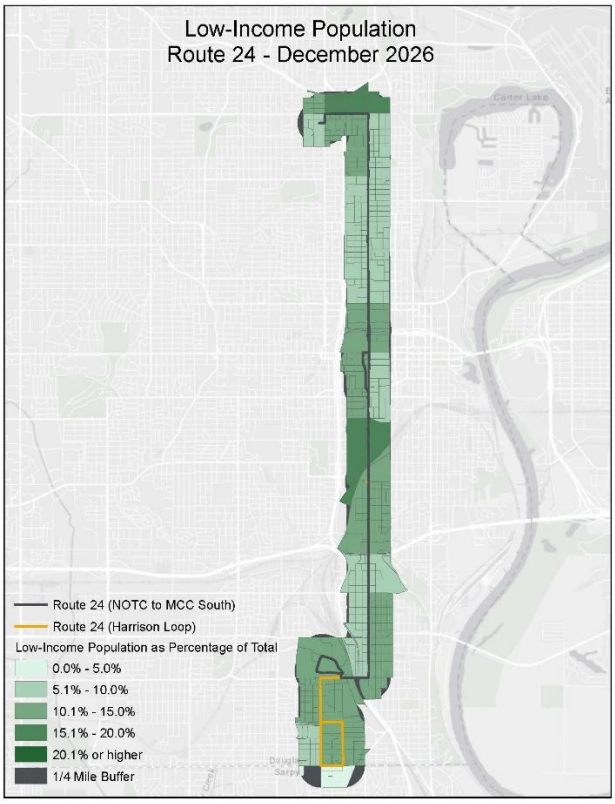
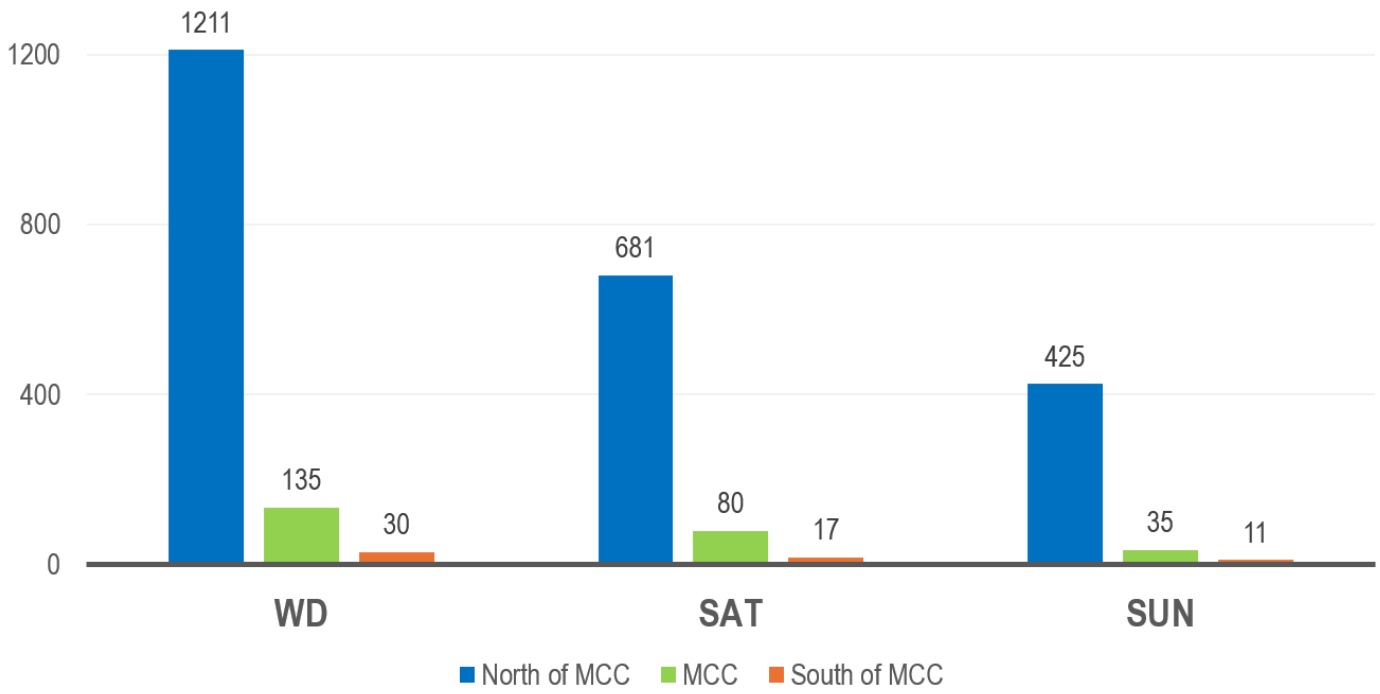


Image 4: Low-Income Population within the Route 24 Service Buffer, December 2026



Minority populations experience fewer benefits than non-minority populations and low-income populations experience greater benefits than non-low-income populations with the proposed service changes to Route 24. Even though minority populations experience slightly fewer benefits than non-minority populations, minority populations would experience an overall addition of 999.9 weekly revenue miles. Image 5 shows the average daily ridership for Route 24 by route segment in April 2026. On weekdays, 88% of all riders board Route 24 between the North Omaha Transit Center and MCC South Transit Center and 9.8% board at MCC South Transit Center. This means that 97.8% of boarding riders will benefit from the increased frequency. While there are 2.2% of riders who will experience a slight decrease in frequency from 20 to 30 minutes, these riders do have access to Metro Transit's pilot microtransit service, Micro Flex // driven by Metro. Additionally, the proposed service change would add a half hour of service later in the evening for this portion of the route. The last trip to 30th and Harrison Streets would depart from MCC South Transit Center at 10:49 pm. Currently the last bus serving that area leaves at 10:19 pm. With these considerations, no further mitigation strategies are proposed.

Image 5: Average Daily Ridership for Route 24 by Segment, April 2026



Text description: A bar chart of Route 24 average daily ridership in April 2026. Weekday average daily ridership was 1,211 north of MCC South Transit Center, 135 at MCC South Transit Center, and 30 south of MCC South Transit Center. Saturday average daily ridership was 681 north of, 80 at MCC South Transit Center, and 30 south of MCC South Transit Center. Sunday average daily ridership was 425 north of, 35 at, and 11 south of MCC South Transit Center.

6. Public Engagement

Four (4) public meetings were held to solicit public input on the proposed service changes. The dates, times, and locations for each meeting are listed below.

1. **Online Meeting (Recorded)**
    - Tuesday, September 15, 2026 from 12:00 to 1:00pm on Zoom
    - The presentation was delivered in English. English ASL interpretation was scheduled but was unavailable during the presentation. Attendees were notified that accurate closed captions would be uploaded with the recording.
2. **Online Meeting (Recorded)**
    - Wednesday, September 16, 2026 from 12:00 to 1:00pm on Zoom
    - The presentation was delivered in Spanish.
3. **In-Person Meeting**
    - Friday, September 18 from 10:00am to 1:00pm at the North Omaha Transit Center, 4308 N. 30th street Omaha, NE 68111
4. **In-Person Meeting**
    - Wednesday, September 23 from 2:30 to 6:00pm at the MCC South Transit Center, 2801 Edward Babe Gomez Ave, Omaha, NE 68107

Public Notification

The public was notified about the meetings through publication in the Daily Record (Appendix C) and a media press release to local media contacts (WOWT, KETV, KMTV, OWH). A couple media sites published stories after receiving the media press release. Notices were published on social media sites, including Facebook, Instagram, and LinkedIn. The posts included links to Metro Transit's website, which allows for multi-language translation. The summary of Metro Transit social media posts about the public meetings and open comment period is outlined in Table 10.

Media stories:

- WOWT: Metro Transit seeks rider feedback on proposed service changes
- Morning Omaha: Metro Transit will hold four public meetings soon to gather rider feedback on proposed changes to bus routes, fares and passes

Table 10: Social Media Post Summary

Platform	Date	Reach	Comments	Shares	Reactions	Interactions
Facebook	11-Sep	1426	5	5	27	226
Instagram	11-Sep	246	0	3	18	25
Twitter	11-Sep	151	0	2	2	4
LinkedIn	11-Sep	113	0	0	1	24
Facebook	12-Sep	365	5	1	10	17
Instagram	12-Sep	191	0	2	5	9
Twitter	12-Sep	50	0	0	0	0
Facebook	15-Sep	524	3	4	10	17
Instagram	15-Sep	236	5	1	21	29
Twitter	15-Sep	81	1	0	0	1
LinkedIn	15-Sep	151	0	1	3	5
Facebook	22-Sep	206	3	0	4	7
Instagram	22-Sep	270	1	2	9	13
Twitter	22-Sep	64	0	0	0	0
LinkedIn	22-Sep	65	0	0	0	0
Facebook	1-Oct	850	0	7	14	22
Instagram	1-Oct	102	0	0	11	11
Twitter	1-Oct	61	0	0	1	1
LinkedIn	1-Oct	32	0	0	0	0
TOTAL	**19**	**5,184**	**23**	**28**	**136**	**411**

Table summary: Metro Transit staff notified the public about the proposed service changes through social media a total of 19 times across four platforms (Facebook, Instagram, Twitter, and LinkedIn) from September 11 to October 1, 2026. Through the posts, there was a collective reach of 5,184, 23 total comments, 28 shares, 136 reactions, and 411 interactions.

Digital signs were displayed in kiosks at Metro Transit's transit centers and administrative facility's public space where fare media is purchased, half-fare IDs are processed, route schedules/maps are available, and riders can receive trip planning assistance. Bilingual Rider Alerts were distributed on buses.

Historically underrepresented populations including minorities, low-income populations, persons with Limited English Proficiency, persons with disabilities, and seniors were encouraged to participate with the assistance of community-based organizations, social service agencies, and advocacy groups. These partners included Canopy South, City of Omaha, Clover24, Educare (Indian Hills), Heartland Hope Mission, Heartland Workforce Solutions, HomeWoven, InCommon, Latino Economic Development Council, OneWorld Stephen Center Clinic, OneWorld Teen & Young Adult Health Center South, South Omaha Neighborhood Alliance, Subby Anzaldo Columbus Park Community Center, Whispering Roots, and World Speaks. All were asked to share the information with their individual constituents.

The notices and releases included contact information for requesting reasonable accommodations or language interpretation other than Spanish to encourage full participation in the public meetings. A contact person, phone number, and email were provided for the arrangement of the aforementioned. The notices also stated that both virtual meetings would begin with a brief presentation to go through the proposed changes with remaining time reserved for any questions or comments and that the in-person meetings would be held in an open-house format without a formal presentation. The notice included that at all meetings, members of the public would be able to ask any questions and submit their comments on the proposed changes verbally or in print/text at the time of the meeting or through a web form, email, social media, and physical mail.

Information about the public comment period lasting for 10 days after the last public meeting was included in the notices and releases. Public comments could be submitted by physical or electronic mail or online from September 15 through October 4, 2026. Key documents and other presentation materials were posted on the Metro Transit website (ometro.com) and available in print at Metro Transit's headquarters (2222 Cuming Street) for the duration of the comment period. See Appendix D for information presented during the in-person and virtual meetings.

Additional outreach was conducted by dropping off copies of the information shared during in-person public meetings (Appendix D). Materials were dropped off for dissemination at Educare (Indian Hills), El Museo Latino, Girls Inc., Heartland Workers Center, Highland Elementary, Kroc Center, Latino Center of the Midlands, Nebraska Urban Indian Health Center, OneWorld Community Health Livestock Exchange Health Campus, Omaha 360, OneWorld Learning Community Center of South Omaha, South Omaha Business Improvement District (Pesek Law), South Omaha Community Care Council, South Omaha Library, Stephen Center, and Washington Branch Library.

Summary of Public Meetings and Comments

There were 305 participants across the four public meetings, including additional views of the virtual meeting recording through October 4, 2026.

Table 11: Public Meeting Locations and Participant Numbers

Date	Location	Format	Number of Participants
September 15	Zoom – English + ASL	Online	13
Through October 4, 2026	Views of the English virtual meeting recording	Online	24
September 16	Zoom – Spanish	Online	2
Through October 4, 2026	Views of the Spanish virtual meeting recording	Online	13
September 18	North Omaha Transit Center 4308 North 30th Street	In person	143
September 23	MCC South Transit Center 2801 Edward Babe Gomez Ave	In person	110

English American Sign Language (ASL) interpretation was scheduled for the September 15th virtual meeting but was unavailable during the live meeting. Participants were notified that automated closed captions were enabled and that corrected and accurate captions would be uploaded with the recording. The September 16th meeting was facilitated fully in Spanish. A recording of the virtual meetings was available online in English and Spanish to allow for additional input during the public comment period. Bilingual staff members were in attendance for Spanish interpretation assistance at the September 23rd meeting. Staff were prepared to use translation assistance at the remainder of the meetings, if needed.

Presentation and outreach materials were available in both English and Spanish. There were no requests for language interpretation or translation beyond English or Spanish. Metro Transit also sought to accommodate lower literacy skills through clear and concise language to the greatest degree possible.

Transit Advisory Committee Support

In addition to the public meetings and open comment period, the proposed service changes were presented to and discussed with Metro Transit's Transit Advisory Committee (TAC). The TAC is an advisory committee formed to inform the Metro Transit Board of Directors concerning any service area program(s) or project(s) of local community concern. It is one way in which Metro Transit involves members of the community from diverse populations, identities, backgrounds, and geographies of the area served by Metro Transit.

More information about the TAC, including meeting agendas and minutes, is available on Metro Transit's website: ometro.com/tac.

Public Comments

All public comments about Metro Transit services are documented and appreciated, whether specific to the proposed service changes or any other Metro Transit service. Metro Transit staff consistently work to address concerns and improve service.

A total of 48 public comments were received during the public meetings and open comment period (Appendix E). Metro Transit responded to public comments during public meetings and on social media. Comments submitted through the website are anonymous. Metro Transit responses to the public comments submitted are included in Appendix E.

Of the 48 public comments received, 32 were directly related to the proposed service changes. Some comments included feedback on multiple routes. Overall, there were 20 positive comments made about the proposed service changes, 6 neutral (questions or suggestions), and 6 negative comments. The negative comments about the Route 24 proposed changes included comments about on-time performance and reliability concerns and reduced frequency for the route segment south of MCC South Transit Center. Table 12 provides a summary of the type of public comments received overall and by route specific to the proposed service changes.

Table 12: Summary of Public Comments About the Proposed Service Changes

Comment Type	Route 3	Routes 3 & 24	Route 24	Routes 24 & 94	Route 94	Overall	Totals
Positive	4	3	2	1	10	0	20
Neutral/Suggestion	0	0	4	0	2	0	6
Negative	0	0	4	0	0	2	6
Totals	4	3	10	1	12	2	32

Conclusion

No disparate impact or disproportionate burden were identified and thus no mitigation strategies are proposed at this time.

If the proposed service changes are approved, the changes would go into effect on December 13, 2026, and the respective route schedules would be updated in MyRide OMA (ometro.com/maps-schedules/myride-oma) and on Metro Transit's website: ometro.com/maps-schedules/map.

Appendix A: Metro Transit Title VI Policies

Metro Transit first established Major Service Change, Disproportionate Burden, and Disparate Impact Policies to comply with applicable federal requirements under Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" which became effective October 1, 2012. This Circular requires any FTA funding recipient that operates 50 or more fixed route vehicles in peak service and serving a population of 200,000 or greater to evaluate all fare changes and any major service change at the planning and programming stages to determine whether those changes have a Disparate Impact on the minority population or Disproportionate Burden on low-income population.

The following policies regarding Major Service Change, Disparate Impact, and Disproportionate Burden were approved by the Metro Transit Board of Directors on December 22, 2022, and were subsequently submitted to the FTA. At the time of submission to the FTA, the policies became effective.

Metro Transit's Major Service Change, Disparate Impact, and Disproportionate Burden Policies

Major Service Change

- The **addition** and/or **elimination** of a bus route
- **10%** or more for system revenue miles
- **15%** or more revenue miles on any individual route

Disparate Impact

- Any major service change that requires a minority population to bear adverse effects of **15%** or greater of the cumulative impact.

Disproportionate Burden

- When the burden of any fare or major service change requires a low-income population to bear adverse effects **15%** or greater of the cumulative burden.

Exempt Service Changes with No Adverse Effect Review

1. Any service change that does not meet the conditions of a major service change as defined above.
2. Headway adjustments up to 7 minutes during the peak hour periods, and 15 minutes during non-peak hour periods.
3. Changes to a service on a route with fewer than 10 total trips in a typical service day unless service on that route is eliminated completely on any such day.
4. Reduction in revenue miles on one transit route that is offset by an increase in revenue miles on the overlapping section of an alternative transit route (an overlapping section is where two or more bus routes share the same alignment, stops, etc. for a short distance).
5. Changing a route number, name or other designation.
6. The introduction, modification, or discontinuation of any temporary or limited-term service (e.g., promotional, demonstrational, seasonal or emergency service, or service activities), as long as the service will be/has been operated for no more than 12 months.

7. Changes on special service routes such as sporting events, special events or service contracted with other cities, agencies, employers, etc.
8. Route changes/detours caused by outside factors including, but not limited to, road construction/maintenance closures, emergencies, major construction, inadequate fuel supplies, and safety concerns.
9. Actions of other service providers or public agencies providing/administering transit services that are not the responsibility of Metro Transit.
10. Service addition, change or discontinuance of transit service contracts operated by Metro Transit, but not within Metro Transit's taxing service area.
11. Forces of nature such as tornados, snow emergencies, or other natural, or human-caused catastrophic disasters that may force the suspension of transit service for public safety or technical reasons.
12. Failures of auxiliary transportation infrastructure such as vehicular bridges, highway bridge overpasses, tunnels, or elevated highways that force the suspension of transit service.

Appendix B: Definitions

1. **Major Service Change:** The addition and/or elimination of a bus route, a ten percent or more addition or reduction in the system revenue miles, a fifteen percent or more addition or reduction of revenue miles on any individual route, and/or a change in frequency, span of service, or route alignment beyond a quarter mile buffer of the terminus and either side of an existing alignment.

2. **Adverse Effect:** Geographical or temporal reduction in service which includes but is not limited to the span of service changes, frequency changes, route segment elimination, reduced span of service hours, re-routing, and route elimination.

3. **Benefits:** Geographical or temporal additions in service, including added routes, added route segments, increased frequency, and increased span of service hours.

4. **Disparate Impact:** The impact of any fare or major service change that requires a minority population to bear adverse effects fifteen percent or greater of a cumulative impact compared to those adverse effects borne by the nonminority population.

5. **Disproportionate Burden:** The burden of any fare or major service changes that requires a low-income population to bear adverse effects fifteen percent or greater of the cumulative burden compared to the effects borne by the non-low-income population.

6. **Express Transit Service:** Metro Transit-designated express routes.

7. **Local Transit Service:** Metro Transit fixed-route bus routes not designated as express routes.

8. **Low-Income:** Any readily identifiable group of households who live in geographic proximity and whose median household income is at or below the Department of Health and Human Services Poverty Guidelines, which are based on the U.S. Census Bureau's poverty thresholds.

9. **Minority:** Those persons who self-identify as being one or more of any ethnicity other than "white" alone.

10. **Minority Populations:** Those persons who self-identity as being one or more of the following ethnic groups: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander, as defined in the FTA Title VI Circular.

11. **Minority Areas:** Residential land use areas within Census tracts where the percentage of minority persons is higher than the Metro Transit service area average.

12. **Revenue Mile:** For technical purposes, one revenue mile represents a bus traveling one mile while available for use by the general public. Three revenue miles represents one bus being on the road for three miles or three buses being on the road for one mile each. By using revenue miles instead of revenue dollars, Metro Transit can control for currency inflation and can better prepare for and evaluate major service changes.

13. **Route Level:** Refers to the geographic level of analysis by which the performance of a transit route is measured for equity.

14. **Route Service Area:** A three-quarter mile buffer on both sides and terminus of a transit route's alignment.

15. **Service Level:** Refers to the span of service (hours of operation), days of operation, trips, and headways (service frequencies) for a transit route or the regional transit system.

16. **Service Area:** According to 49 CFR 604.3, geographic service area means "the entire area in which a recipient is authorized to provide public transportation service under appropriate local, state, and federal law."

17. **Service Span:** The span of hours over which service is operated (e.g., 6 a.m. to 10 p.m.). The service span may vary by weekday, Saturday, or Sunday.

18. **System-wide:** Refers to the geographic level of analysis by which the performance of the entire transit system is measured for equity.

19. **Transit Center:** A transit facility that serves as the connection point for three or more bus routes.

Appendix C: Public Meeting Notice

The Daily Record

Public Notice Placement Confirmation

Please notify us of any changes ASAP at legals@omahadailyrecord.com

Scheduled Publication **9/11**

METRO TRANSIT
PUBLIC MEETING NOTICE

Metro Transit is seeking public comments on proposed minor service changes to Routes 3 and 94, a proposed major service change to Route 24, and changes to fare product options. Metro will hold four (4) meetings for the public to attend and share comments.

The virtual meeting will begin with a brief presentation highlighting the proposed changes and the remaining time will be reserved for questions and comments. The in-person meetings will be held in an open-house format with no formal presentation.

Tuesday, September 15
Virtual – On Zoom
Link:
https://us06web.zoom.us/j/83282101593?pwd=5vYMnaqmAVYCunjHKQNXI8KOEFKmb2.1
Phone Call-In: 1-346-248-7799
Meeting ID: 832 8210 1593
Passcode: 779932
12 p.m. – 1 p.m.

ASL interpretation (English) will be provided for this meeting. The session will be recorded, and the recording will be made available on Metro's website and YouTube channel.

Wednesday, September 16
Virtual – On Zoom
Link:
https://us06web.zoom.us/j/87007435846?pwd=CXlGipkVno672wYF3p0oQbk#4n86mr.1
Phone Call-In: 1-346-248-7799
Meeting ID: 870 0743 5846
Passcode: 221830
12 p.m. – 1 p.m.

This meeting will be held in Spanish. The session will be recorded, and the recording will be made available on Metro's website and YouTube channel.

Friday, September 18
North Omaha Transit Center
4308 North 30th Street
Omaha, NE 68111
10 a.m. – 1 p.m.
Nearby Bus Routes:
3, 5, 8, 14, 18, 24, 26, 30, 35

Wednesday, September 23
MCC South Transit Center
2801 Edward Babe Gomez Ave,
Omaha, NE 68107
2:30 p.m. – 6 p.m.
Nearby Bus Routes:
3, 13, 24, 95

Spanish interpretation will be available at all in-person meetings. If you need a reasonable accommodation or language interpretation other than ASL or Spanish to fully participate in one of the public meetings, please contact **Dr. Alicia Johnson** (she/her), Director of Civil Rights and Inclusion, at civilrights@ometro.com or 402.341.7560 x 2550 (711 for TTY/TDD).

Members of the public who are unable to attend any of the meetings can also submit comments through Metro's website at ometro.com/September2026 or by mail:

Metro Transit
Attn: Proposed Service Changes
2222 Cuming Street
Omaha, NE 68102

Emailed comments should be sent to info@ometro.com.

The public comment period will run from **September 15 through October 4**.

9/11 ZNEZ

All notice submissions, changes and cancellations must be made by 12 p.m. two weekdays prior to publication, or by earlier deadlines noted in your confirmation email in advance of court holidays. Please note the The Daily Record reserves the right to delay publication if we are unable to reach you to resolve questions or concerns.

The Daily Record Public Notice Placement Confirmation
Scheduled publication 9/11

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Phone Call-In: 1-346-248-7799
Meeting ID: 870 0743 5846
Passcode: 221830
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This meeting will be held in Spanish. The session will be recorded, and the recording will be made available on Metro's website and YouTube channel.

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4308 North 30th Street Omaha, NE 68111
10 am – 1 pm
Nearby Bus Routes: 3, 5, 8, 14, 18, 24, 26, 30, 35

Wednesday, September 23
MCC South Transit Center
2801 Edward Babe Gomez Ave, Omaha, NE 68107
2:30 pm – 6 pm
Nearby Bus Routes: 3, 13, 24, 95

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Metro Transit
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2222 Cuming Street
Omaha, NE 68102

Emailed comments should be sent to info@ometro.com.

The public comment period will run from **September 15 through October 4**.

Appendix D: Public Meeting Presentation Materials

Information about proposed changes to fare collection methods was presented along with the proposed service changes. For the purposes of this document, only the public meeting presentation materials related to the proposed service changes are included.

The major service change analysis data presented during the public meetings is slightly different from the data presented as part of this final analysis. However, the final determinations for both remained the same.

Information Presented During the English Virtual Meeting

The presentation slides follow. The slide images have been marked as decorative for those who may be using a screen reader. The slide text is below the image. A text-only file of the slides was made available prior to the meeting.



Slide 1, Title: Metro Transit Public Meeting Overview

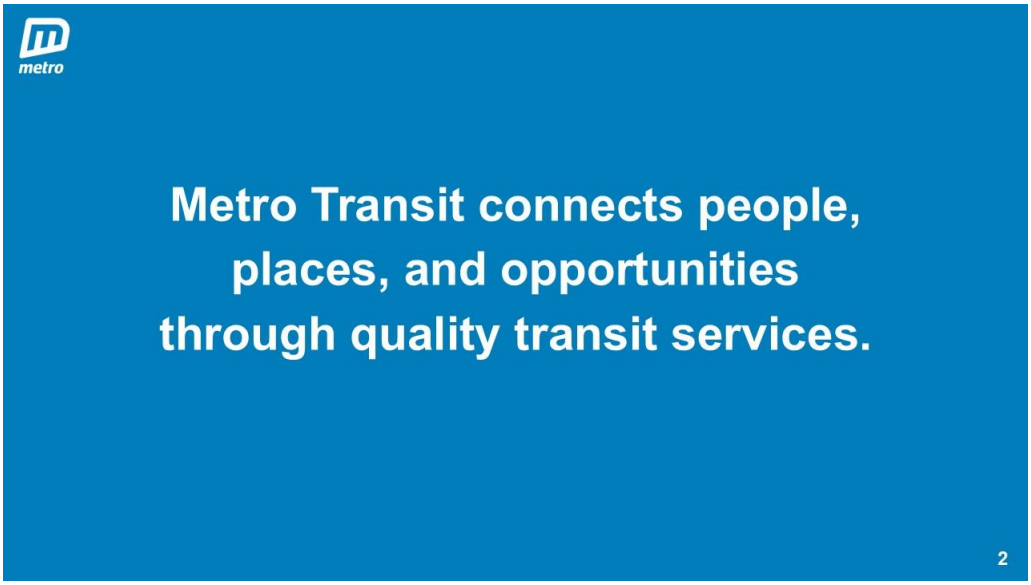
Metro Transit Public Meeting
September 15, 2026
12:00 – 1:00 p.m.

This meeting will be recorded. The recording will be available on Metro's YouTube channel and at ometro.com/September2026.

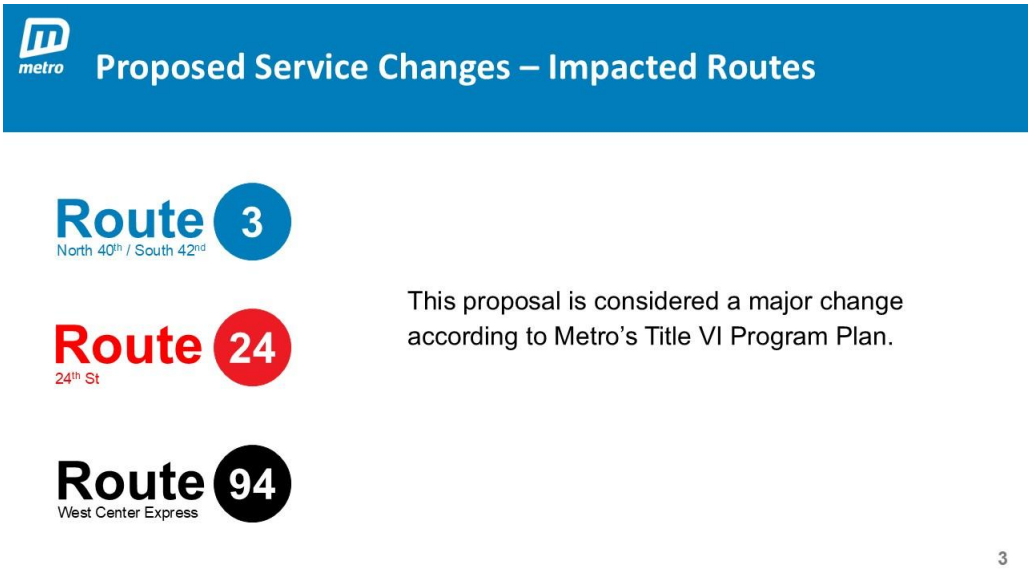
Available features:

- Automated closed captions
- American Sign Language interpretation (only in English)

Este material se presentará en español el 16 de septiembre de 2026, de 12:00 a 1:00 p.m., por Zoom. El enlace está disponible en ometro.com/September2026.



Slide 2: Metro's Mission
Metro Transit connects people, places, and opportunities through quality transit services.



Slide 3: Proposed Service Changes – Impacted Routes

- Route 3, North 40th/South 42nd
- Route 24, 24th St
- Route 94, West Center Express

This proposal is considered a major change according to Metro's Title VI Program Plan.

Proposed Service Changes - Why

Why:

- Make progress on MetroNEXT goals
  - Increase service frequency
- Meet ridership demand
- Respond to public feedback



4

Slide 4: Proposed Service Changes - Why
Why:

- Make progress on MetroNEXT goals
  - Increase service frequency
- Meet ridership demand
- Respond to public feedback

On this slide there is a photo of a group of three individuals discussing proposed service changes at a previous public meeting.

Proposed Changes for Route 3

- Increase weekday evening frequency from every 60 minutes to every 30 minutes starting at approximately 7:15 p.m., depending on the direction of travel.
- Route 3 would no longer interline with Route 24 on weekday evenings.
  - Routes 3 and 24 will still interline in the evening on Saturdays and Sundays.
- No change to the Sunday schedule
- No impact to MOBY service

5

Slide 5: Proposed Changes for Route 3

- Increase weekday evening frequency from every 60 minutes to every 30 minutes starting at approximately 7:15 pm, depending on the direction of travel.
- Route 3 would no longer interline with Route 24 on weekday evenings.
  - Routes 3 and 24 will still interline in the evening on Saturdays and Sundays.
- No change to the Sunday schedule
- No impact to MOBY service



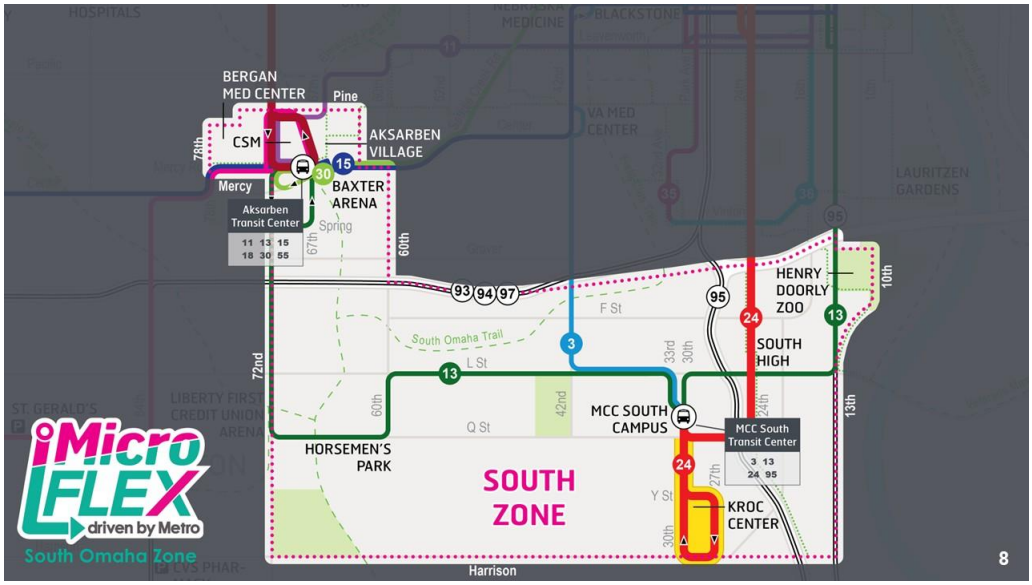
Slide 6: Proposed Changes for Route 24 - Slide 1 of 3

- Increase weekday and Saturday daytime service from every 20 minutes to every 15 minutes between North Omaha Transit Center and MCC South Transit Center.
- Increase weekday evening service from every 60 minutes to every 30 minutes around 6:45 pm, depending on direction of travel.



Slide 7: Proposed Changes for Route 24 - Slide 2 of 3

- Reduce frequency from every 20 minutes to every 30 minutes for the southern loop of Route 24 from MCC South Transit Center to 30th and Harrison Streets on weekdays and Saturdays.
- This area is part of the South Zone of Micro Flex // driven by Metro.



Slide 8: Map of Micro Flex // driven by Metro South Zone with the Harrison Loop of Route 24
Map of the Micro Flex // driven by Metro South Zone with the southern Harrison loop of Route 24 highlighted. The Harrison Loop is between the MCC South Transit Center and 30th and Harrison Streets.

metro

Proposed Changes for Route 24

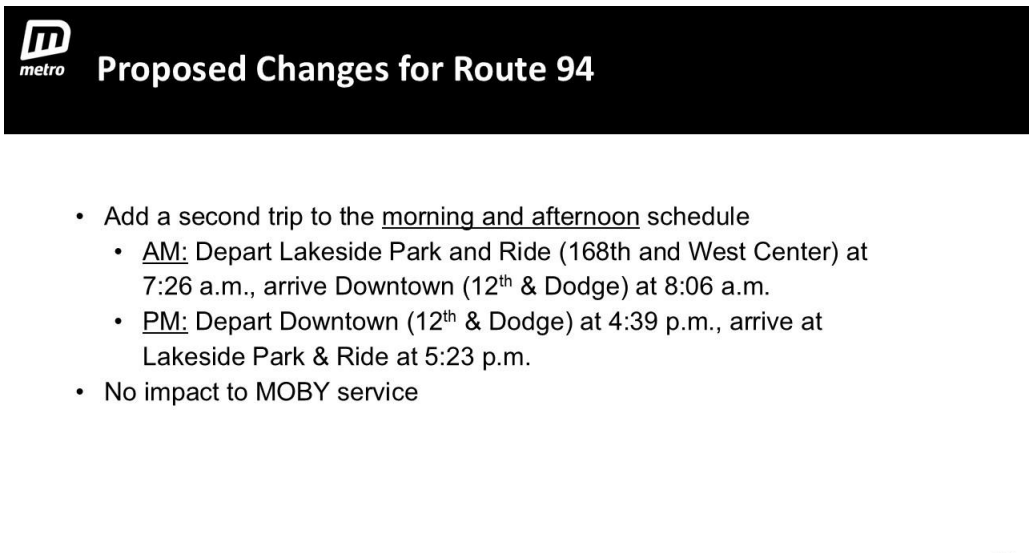
Slide 3 of 3

- Route 24 would no longer interline with Route 3 on weekday evenings.
  - Routes 3 and 24 would still interline in the evening on Saturdays and Sundays.
- The Saturday evening schedule would not change.
- The Sunday schedule would not change.
- No impact to MOBY service

9

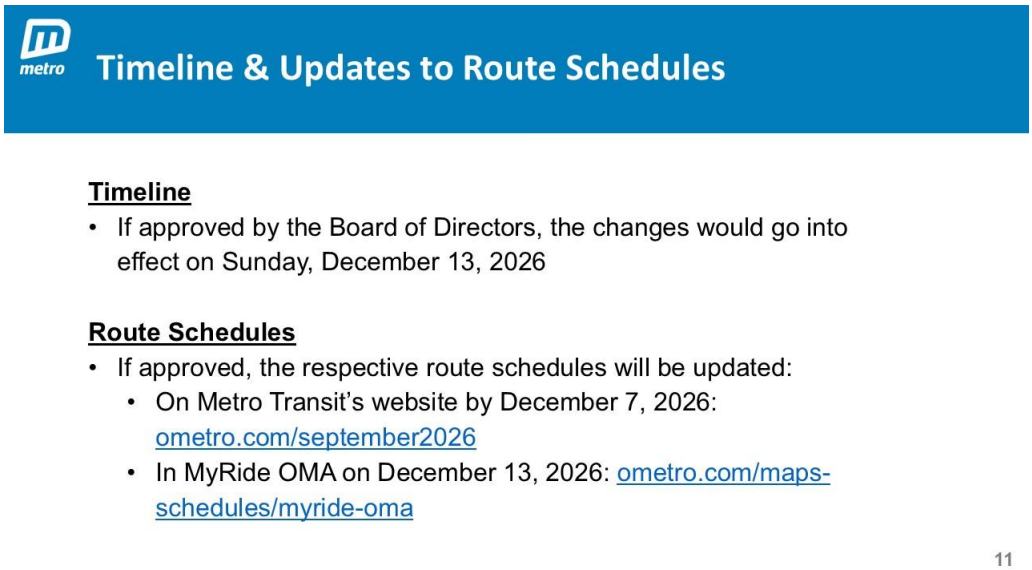
Slide 9: Proposed Changes for Route 24 - Slide 3 of 3

- Route 24 would no longer interline with Route 3 on weekday evenings.
  - Routes 3 and 24 would still interline in the evening on Saturdays and Sundays.
- The Saturday evening schedule would not change.
- The Sunday schedule would not change.
- No impact to MOBY service



Slide 10: Proposed Changes for Route 94

- Add a second trip to the morning and afternoon schedule
  - AM: Depart Lakeside Park and Ride (168th and West Center) at 7:26 am, arrive Downtown (12th & Dodge) at 8:06 am
  - PM: Depart Downtown (12th & Dodge) at 4:39 p.m., arrive at Lakeside Park & Ride at 5:23 pm
- No impact to MOBY service



Slide 11: Timeline & Updates to Route Schedules

Timeline

- If approved by the Board of Directors, the changes would go into effect on Sunday, December 13, 2026

Route Schedules:

If approved, the respective route schedules will be updated:

- On Metro Transit's website by December 7, 2026: ometro.com/september2026
- In MyRide OMA on December 13, 2026: ometro.com/maps-schedules/myride-oma



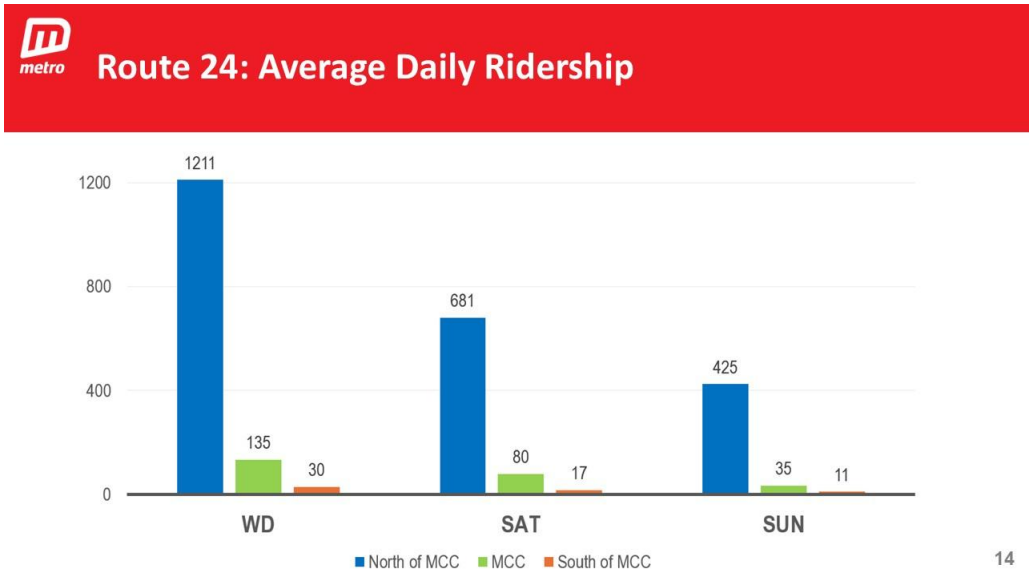
Slide 12: Major Service Changes

- This proposal is considered a major service change according to Metro's Title VI Program Plan
- All changes were evaluated cumulatively for disparate impact to racial minority populations and disproportionate burden to low-income populations

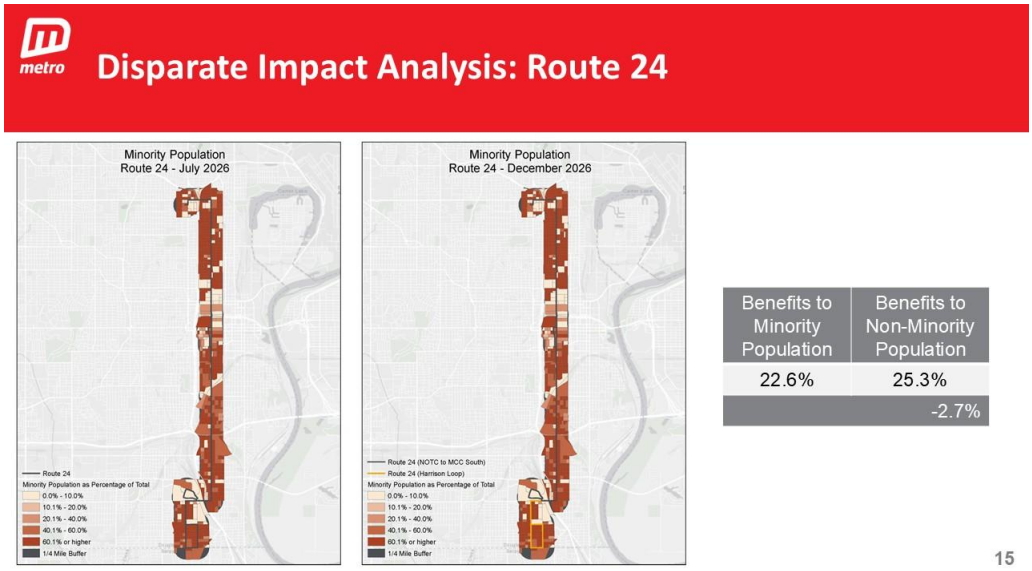


Slide 13: Major Service Change: Route 24

- Route 24 will increase service by more than 15%
- The Harrison Loop of Route 24 will decrease from 20-minute to 30-minute service.- Considerations for the reduced frequency:
    - Approximately 30 rides in the impacted portion of the route each weekday
    - The area is part of the South Zone of Micro Flex // driven by Metro



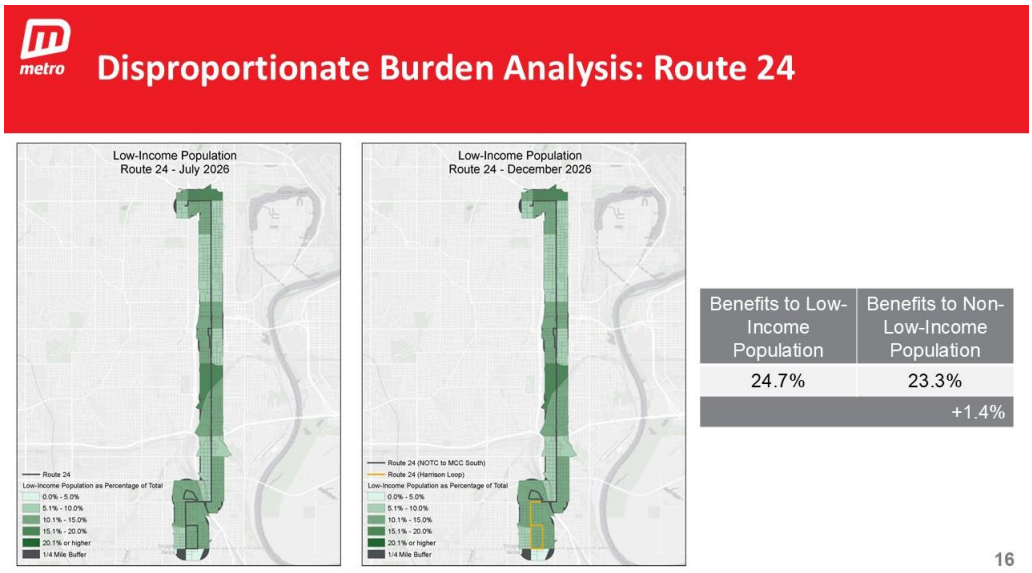
Slide 14: Route 24: Average Daily Ridership
A bar chart of Route 24 average daily ridership in April 2026. Weekday average daily ridership was 1,211 north of MCC South Transit Center, 135 at MCC South Transit Center, and 30 south of MCC South Transit Center. Saturday average daily ridership was 681 north of, 80 at MCC South Transit Center, and 30 south of MCC South Transit Center. Sunday average daily ridership was 425 north of, 35 at, and 11 south of MCC South Transit Center.



Slide 15: Disparate Impact Analysis: Route 24
An image of an aerial map view of the City of Omaha where Route 24 travels and the quarter mile radius around the route. There are varying shades of red to indicate the percentage of residents identifying as a racial minority according to the decennial census. The lighter shade represents a lower percentage of the racial minority population in that area, and a darker shade represents a higher percentage. This image is the population surrounding the route as it existed in July 2026.

This is the same image as the first one on the left but represents the population surrounding the route if the proposed changes are approved and go into effect in December 2026. The Southern Loop of Route 24 (MCC South Transit Center to 30th and Harrison) is in gold instead of black as that area would have reduced frequency. There are no other identifiable differences between the two images, as the proposed service change does not include route alignment.

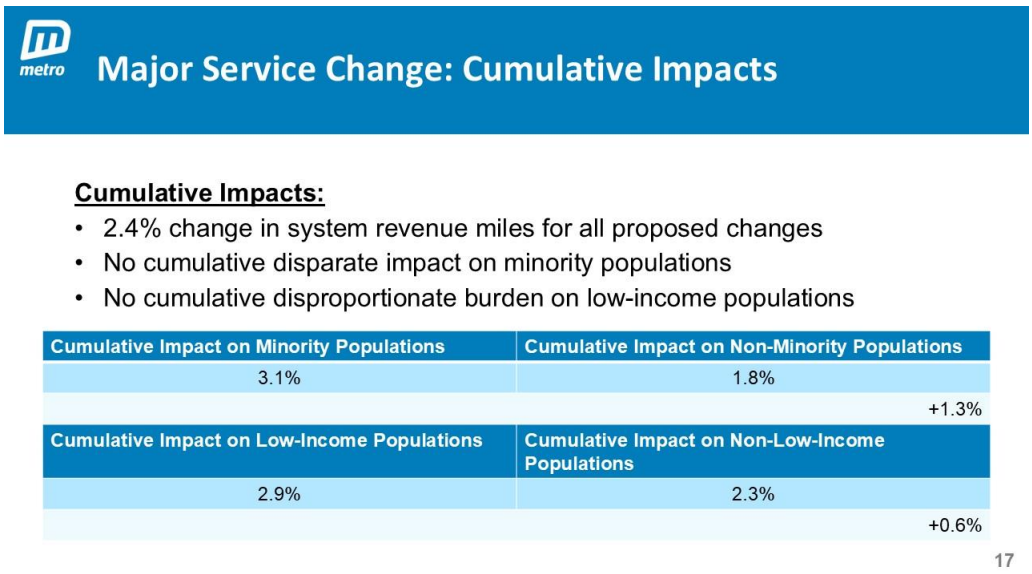
A table that indicates the percentage of the benefits experienced by the racial minority population along the route, which is 22.6% additional service, and to non-minority populations, which is 25.3%. The difference shows that racial minority populations experience 2.7% fewer benefits than non-racial minority populations.



Slide 16 - Disproportionate Burden Analysis: Route 24
An image of an aerial map view of the City of Omaha where Route 24 travels and the quarter mile radius around the route. There are varying shades of green to indicate the percentage of residents identified as low-income according to the American Community Survey. The lighter shade represents a lower percentage of the low-income population in that area, and a darker shade represents a higher percentage. This image is the population surrounding the route as it existed in July 2026.

This is the same image as the first one on the left but represents the population surrounding the route if the proposed changes are approved and go into effect in December 2026. The Southern Loop of Route 24 (MCC South Transit Center to 30th and Harrison) is in gold instead of black as that area would have reduced frequency. There are no other identifiable differences between the two images, as the proposed service change does not include route alignment changes.

A table that indicates the percentage of the benefits experienced by the low-income population along the route, which is 24.7% additional service, and to the non-low-income population, which is 23.3%. The difference shows that low-income populations experience 1.4% greater benefits than non-low-income populations.



Slide 17 - Major Service Change: Cumulative Impacts
Cumulative Impacts:
-2.4% change in system revenue miles for all proposed changes
-No cumulative disparate impact on minority populations
-No cumulative disproportionate burden on low-income populations

Two tables stacked on top of one another. The first table indicates the percentage of the cumulative impact of all proposed service changes to the racial minority population, which is 3.1% additional service, and to the non-racial minority population, which is 1.8%. The difference shows that racial minority populations experience 1.3% greater benefits than non-racial minority populations.

The second table shows the percentage of the cumulative impact of all proposed service changes to the low-income population, which is 2.9% additional service, and to the non-low-income population, which is 2.3%. The difference shows that low-income populations experience 0.6% greater benefits than non-low-income populations.



Slide 26 - Metro Transit Contact Slide
Facebook: MetroTransitOMA
Instagram:@METROTRANSITOMA
YouTube: Metro Transit Omaha
Website: ometro.com

Image description: A row of buses in a garage.

Information Presented During the Spanish Virtual Meeting



Diapositiva 1: Resumen de la reunión pública de Metro Transit
Reuniones Públicas de Metro Transit
15 de septiembre de 2026
12:00 – 1:00 p.m.

Esta reunión será grabada. La grabación estará disponible en el canal de YouTube de Metro y en ometro.com/September2026.

Con subtítulos automáticos disponibles.



Diapositiva 2: La Misión de Metro Transit
Metro Transit conecta personas, lugares y oportunidades a través de servicios de transporte de calidad.

Cambios Propuestos al Servicio

Rutas afectadas:

Ruta 3 — Calle 42 Norte / Calle 42 Sur

Ruta 24 — Calle 24

Ruta 94 — Expreso del Centro Oeste

Esta propuesta se considera un cambio mayor según el Programa del Título VI de Metro.

3

Diapositiva 3: Cambios Propuestos al Servicio
Las rutas afectadas por los cambios propuestos incluyen 3, 24, y 94. Esta propuesta se considera un cambio mayor según el Programa del Título VI.

Cambios Propuestos en el Servicio

El Por Qué?:

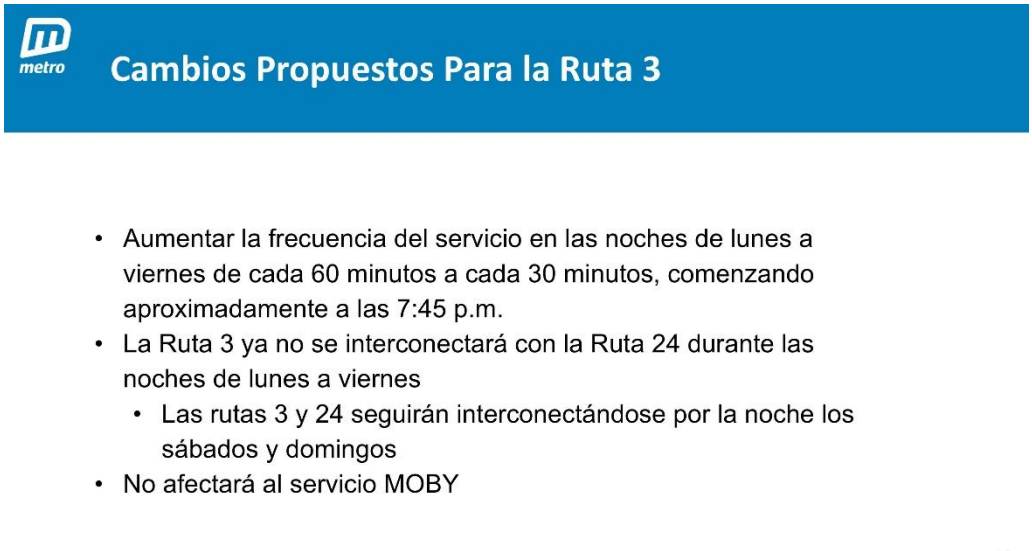
- Avanzar en los objetivos de MetroNEXT
  - Aumentar la frecuencia del servicio
- Satisfacer las demandas de los pasajeros
- Responder a los comentarios del público



5

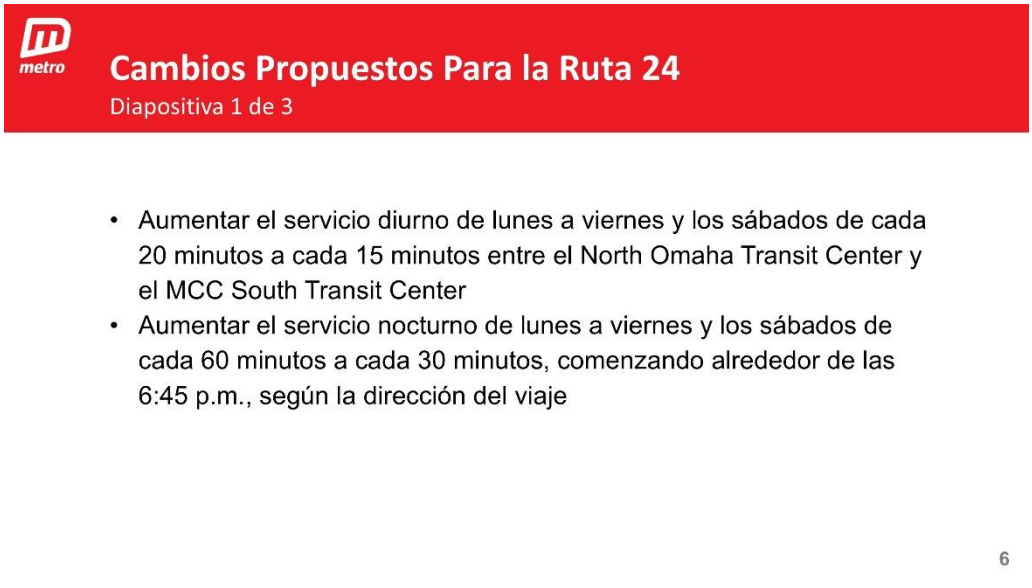
Diapositiva 4: Cambios Propuestos al Servicio
El Por Qué?:

- Avanzar en los objetivos de MetroNEXT:
- Aumentar la frecuencia del servicio
- Satisfacer las demandas de los pasajerosResponder a los comentarios del público



Diapositiva 5: Cambios Propuestos Para la Ruta 3

- Aumentar la frecuencia del servicio en las noches de lunes a viernes de cada 60 minutos a cada 30 minutos, comenzando aproximadamente a las 7:45 p.m.
- La Ruta 3 ya no se interconectará con la Ruta 24 durante las noches de lunes a viernes
    - Las rutas 3 y 24 seguirán interconectándose por la noche los sábados y domingos
- No afectará al servicio MOBY



Diapositiva 6: Cambios Propuestos Para la Ruta 24 - Diapositiva 1 de 3

- Aumentar el servicio diurno de lunes a viernes y los sábados de cada 20 minutos a cada 15 minutos entre el North Omaha Transit Center y el MCC South Transit Center
- Aumentar el servicio nocturno de lunes a viernes y los sábados de cada 60 minutos a cada 30 minutos, comenzando alrededor de las 6:45 p.m., según la dirección del viaje



Diapositiva 7: Cambios Propuestos Para la Ruta 24 - Diapositiva 2 de 3

- Reducir la frecuencia del servicio de cada 20 minutos a cada 30 minutos para el circuito sur de la Ruta 24, desde el MCC South Transit Center hasta las calles 30th y Harrison, los días de semana y los sábados
- Esta área forma parte de la Zona Sur de Micro Flex // driven by Metro

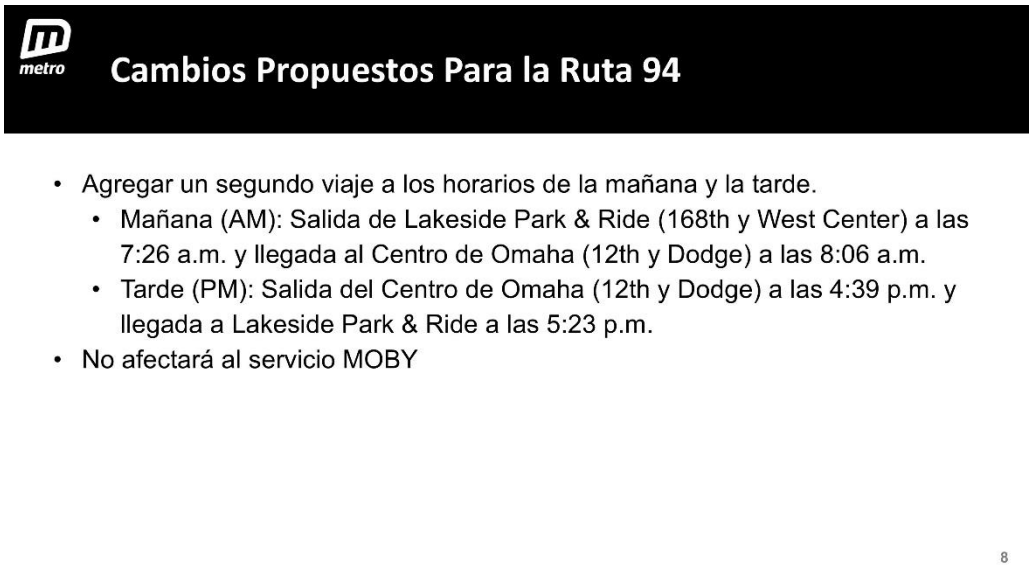
Diapositiva 8: Mapa de Micro Flex // operado por la Zona Sur de Metro con el circuito Harrison de la Ruta 24

Mapa de Micro Flex // operado por la Zona Sur de Metro, con el circuito sur de Harrison de la Ruta 24 resaltado. El circuito Harrison se encuentra entre el Centro de Tránsito MCC South y las calles 30 y Harrison.



Diapositiva 9: Cambios Propuestos Para la Ruta 24 - Diapositiva 3 de 3

- La Ruta 24 ya no se interconectará con la Ruta 3 durante las noches de lunes a viernes
- Las rutas 3 y 24 seguirán interconectándose por la noche los sábados y domingos
- El horario de los domingos no cambiará
- No afectará al servicio MOBY



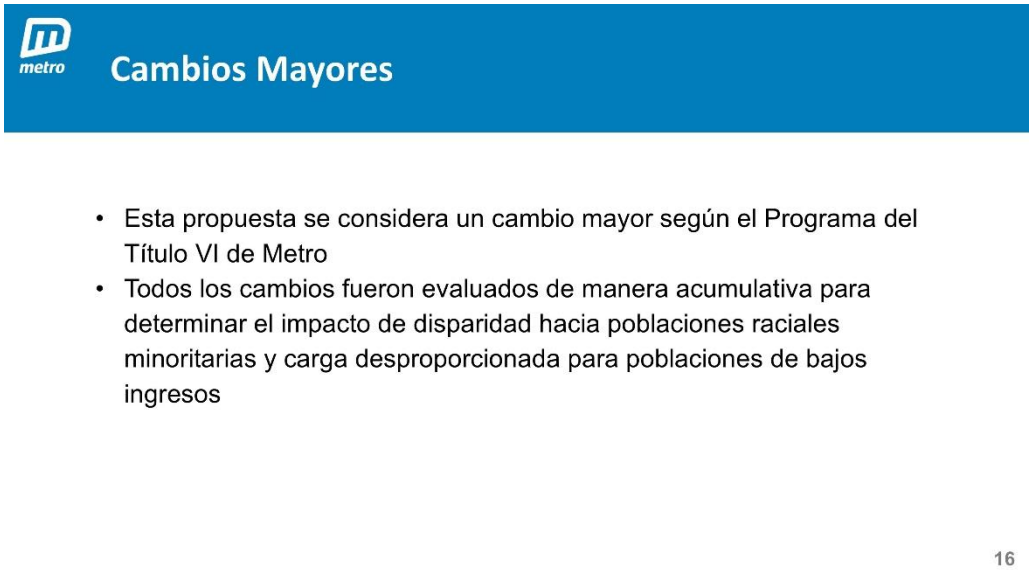
Diapositiva 10: Cambios Propuestos Para la Ruta 94

- Agregar un segundo viaje a los horarios de la mañana y la tarde.
  - Mañana (AM): Salida de Lakeside Park & Ride (168th y West Center) a las 7:26 a.m. y llegada al Centro de Omaha (12th y Dodge) a las 8:06 a.m.
  - Tarde (PM): Salida del Centro de Omaha (12th y Dodge) a las 4:39 p.m. y llegada a Lakeside Park & Ride a las 5:23 p.m.
- No afectará al servicio MOBY



Diapositiva 11: Cronograma y Actualización de Horarios
Cronograma

- Si son aprobados por la Junta Directiva de Metro Transit, sería el 13 de Diciembre de 2026
- Horarios de Ruta:
- Si se aprueba, los horarios correspondientes de las rutas estarán disponibles:
  - En el sitio web de Metro Transit antes del 7 de diciembre de 2026.: ometro.com/maps-schedules/map
  - En MyRide OMA el 13 de diciembre de 2026 : ometro.com/maps-schedules/myride-oma



Diapositiva 12: Cambios Mayores

- Esta propuesta se considera un cambio mayor según el Programa del Título VI de Metro
- Todos los cambios fueron evaluados de manera acumulativa para determinar el impacto de disparidad hacia poblaciones raciales minoritarias y carga desproporcionada para poblaciones de bajos ingresos

Cambio de Servicio Mayor: Ruta 24

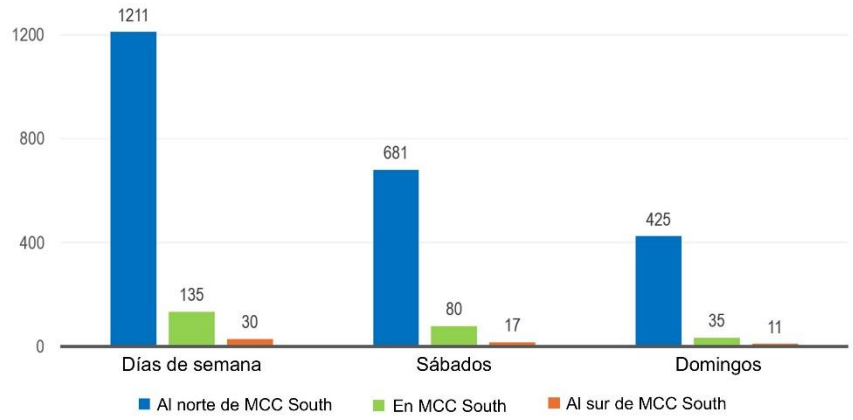
- La Ruta 24 aumentará el servicio en más de un 15%
- El circuito Harrison de la Ruta 24 reducirá su frecuencia de servicio de cada 20 minutos a cada 30 minutos
- Consideraciones para la reducción de frecuencia:
  - Aproximadamente 30 viajes diarios entre semana en la sección afectada de la ruta
  - El área forma parte de la Zona Sur de Micro Flex // driven by Metro

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Diapositiva 13: Cambio de Servicio Mayor: Ruta 24

- La Ruta 24 aumentará el servicio en más de un 15%
- El circuito Harrison de la Ruta 24 reducirá su frecuencia de servicio de cada 20 minutos a cada 30 minutos
- Consideraciones para la reducción de frecuencia:
  - Aproximadamente 30 viajes diarios entre semana en la sección afectada de la ruta
  - El área forma parte de la Zona Sur de Micro Flex // driven by Metro

Ruta 24: Promedio Diario de Pasajeros



14

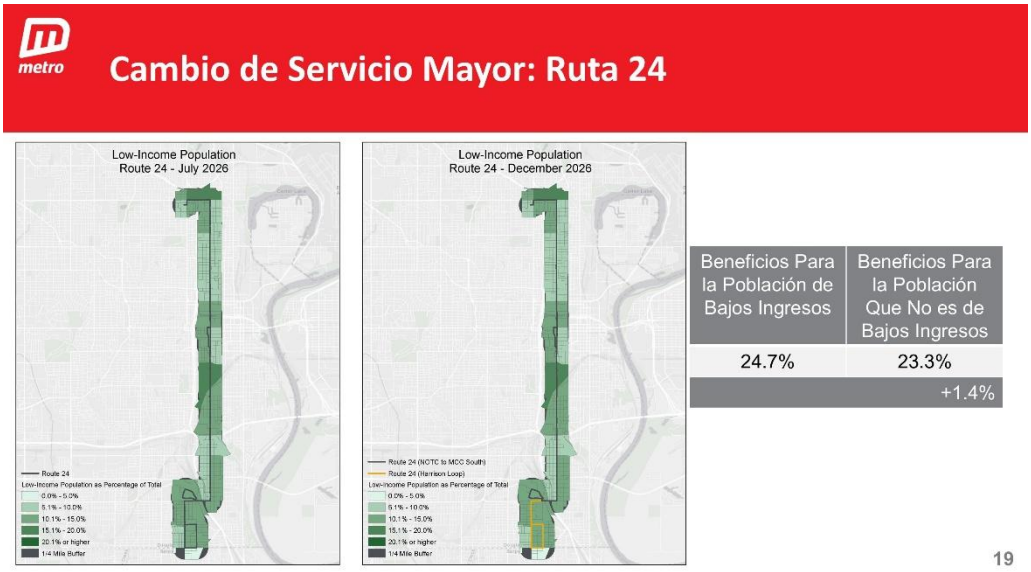
Diapositiva 14: Ruta 24: Promedio Diario de Pasajeros
Gráfico de barras del promedio diario de pasajeros de la Ruta 24 en abril de 2026. El promedio diario de pasajeros entre semana fue de 1,211 al norte del Centro de Tránsito MCC South, 135 en el Centro de Tránsito MCC South y 30 al sur del Centro de Tránsito MCC South. El promedio diario de pasajeros los sábados fue de 681 al norte, 80 en el Centro de Tránsito MCC South y 30 al sur del Centro de Tránsito MCC South. El promedio diario de pasajeros los domingos fue de 425 al norte, 35 en el Centro de Tránsito MCC South y 11 al sur del Centro de Tránsito MCC South.



Diapositiva 15: Cambio de Servicio Mayor: Ruta 24
Una imagen de vista aérea del mapa de la Ciudad de Omaha que muestra el recorrido de la Ruta 24 y el radio de un cuarto de milla alrededor de la ruta. Se utilizan diferentes tonalidades de rojo para indicar el porcentaje de residentes que se identifican como una minoría racial según el censo decenal. Los tonos más claros representan un menor porcentaje de población perteneciente a minorías raciales en esa área, mientras que los tonos más oscuros representan un porcentaje mayor. Esta imagen refleja la población que rodeaba la ruta según su configuración existente en julio de 2026.

Esta es la misma imagen que la primera a la izquierda, pero representa la población que rodea la ruta si los cambios propuestos son aprobados y entran en vigor en diciembre de 2026. El Circuito Sur de la Ruta 24 (MCC South Transit Center a 30th y Harrison) aparece en color dorado en lugar de negro para indicar que esa zona tendría una frecuencia de servicio reducida. No existen otras diferencias identificables entre las dos imágenes, ya que el cambio de servicio propuesto no incluye modificaciones en el trazado de la ruta.

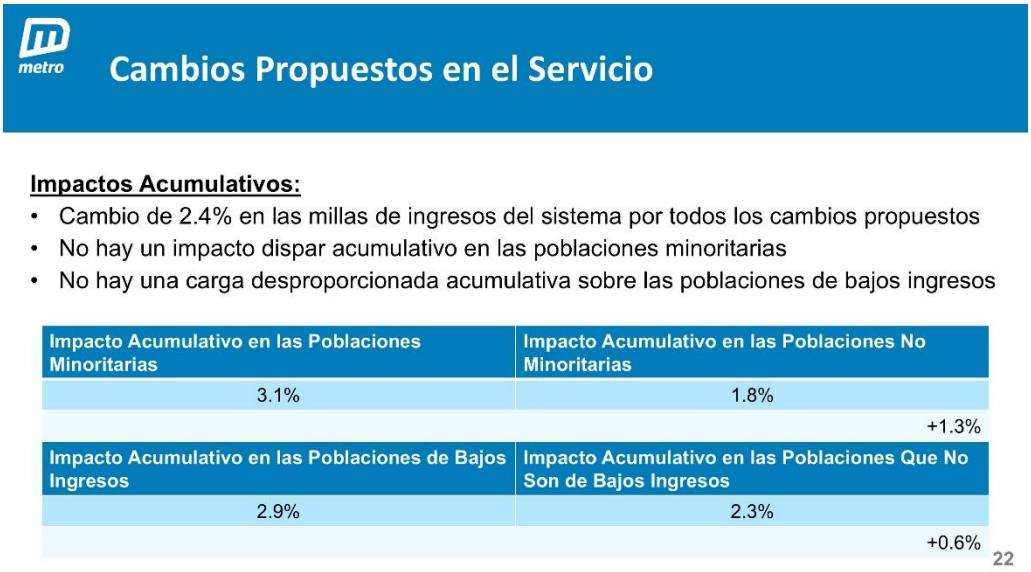
Una tabla que indica el porcentaje de beneficios experimentados por la población de minorías raciales a lo largo de la ruta, que es de un 22.6% de servicio adicional, y por las poblaciones que no pertenecen a minorías raciales, que es de un 25.3%. La diferencia muestra que las poblaciones de minorías raciales experimentan un 2.7% menos de beneficios que las poblaciones que no pertenecen a minorías raciales.



Diapositiva 16: Cambio de Servicio Mayor: Ruta 24
Una imagen de vista aérea del mapa de la Ciudad de Omaha que muestra el recorrido de la Ruta 24 y el radio de un cuarto de milla alrededor de la ruta. Se utilizan diferentes tonalidades de verde para indicar el porcentaje de residentes identificados como de bajos ingresos según la Encuesta sobre la Comunidad Estadounidense (American Community Survey). Los tonos más claros representan un menor porcentaje de población de bajos ingresos en esa área, mientras que los tonos más oscuros representan un porcentaje mayor. Esta imagen refleja la población que rodeaba la ruta según su configuración existente en julio de 2026.

Esta es la misma imagen que la primera a la izquierda, pero representa la población que rodea la ruta si los cambios propuestos son aprobados y entran en vigor en diciembre de 2026. El Circuito Sur de la Ruta 24 (desde MCC South Transit Center hasta 30th y Harrison) aparece en color dorado en lugar de negro para indicar que esa zona tendría una frecuencia de servicio reducida. No existen otras diferencias identificables entre las dos imágenes, ya que el cambio de servicio propuesto no incluye modificaciones en el trazado de la ruta.

Una tabla que indica el porcentaje de beneficios experimentados por la población de bajos ingresos a lo largo de la ruta, que recibe un 24.7% de servicio adicional, y por la población que no es de bajos ingresos, que recibe un 23.3%. La diferencia muestra que las poblaciones de bajos ingresos experimentan un 1.4% más de beneficios que las poblaciones que no son de bajos ingresos.



Diapositiva 17: Cambios Propuestos en el Servicio
Impactos Acumulativos:

- Cambio de 2.4% en las millas de ingresos del sistema por todos los cambios propuestos
- No hay un impacto dispar acumulativo en las poblaciones minoritarias
- No hay una carga desproporcionada acumulativa sobre las poblaciones de bajos ingresos

Dos tablas apiladas una sobre la otra. La primera tabla indica el porcentaje del impacto acumulado de todos los cambios de servicio propuestos sobre la población de minorías raciales, que recibiría un 3.1% de servicio adicional, y sobre la población que no pertenece a minorías raciales, que recibiría un 1.8%. La diferencia muestra que las poblaciones de minorías raciales experimentan un 1.3% más de beneficios que las poblaciones que no pertenecen a minorías raciales.

La segunda tabla muestra el porcentaje del impacto acumulado de todos los cambios de servicio propuestos sobre la población de bajos ingresos, que recibiría un 2.9% de servicio adicional, y sobre la población que no es de bajos ingresos, que recibiría un 2.3%. La diferencia muestra que las poblaciones de bajos ingresos experimentan un 0.6% más de beneficios que las poblaciones que no son de bajos ingresos.



Diapositiva 26: Diapositiva de contacto de Metro Transit

Fila de autobuses dentro de un garaje. En la parte inferior de la imagen aparecen las cuentas de redes sociales y el sitio web de Metro:
Facebook: MetroTransitOMA
Instagram: MetroTransitOMA
YouTube: Metro Transit Omaha
Sitio web: ometro.com.

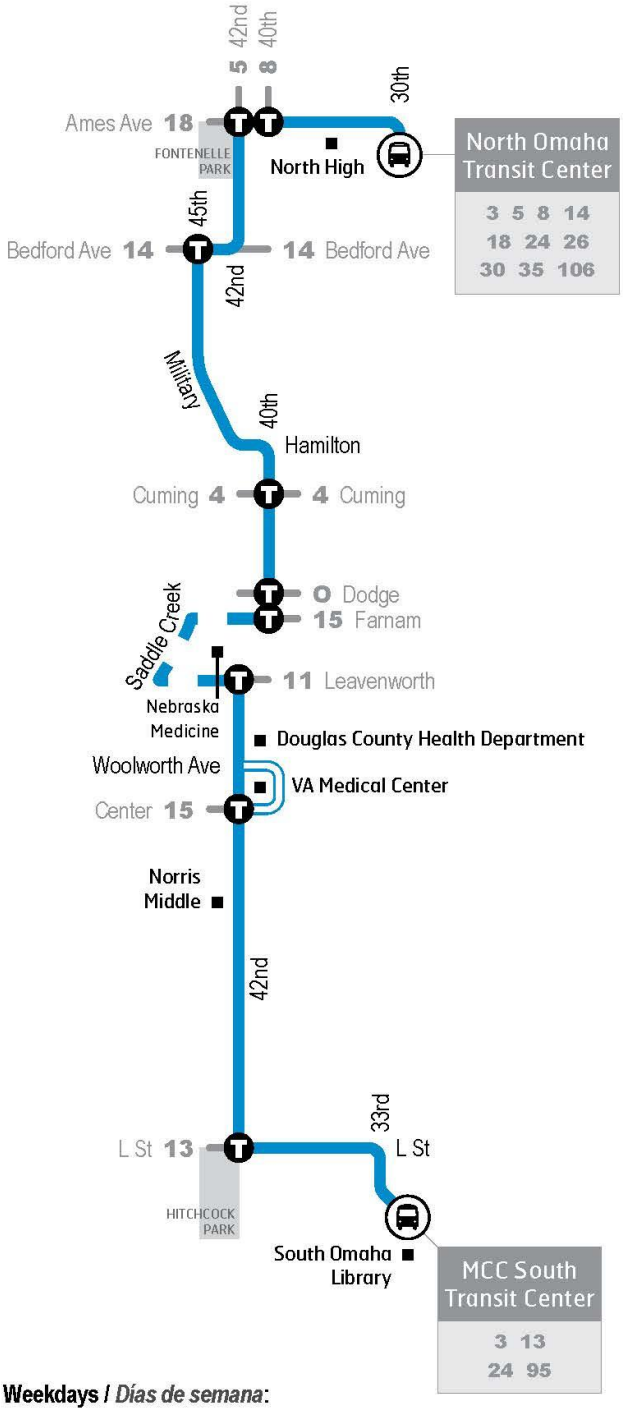
Information Presented During In-Person Public Meetings

A text-only version of the information presented during the in-person public meetings was available on Metro Transit's website along with the service change proposal information.



ROUTE *RUTA* 3

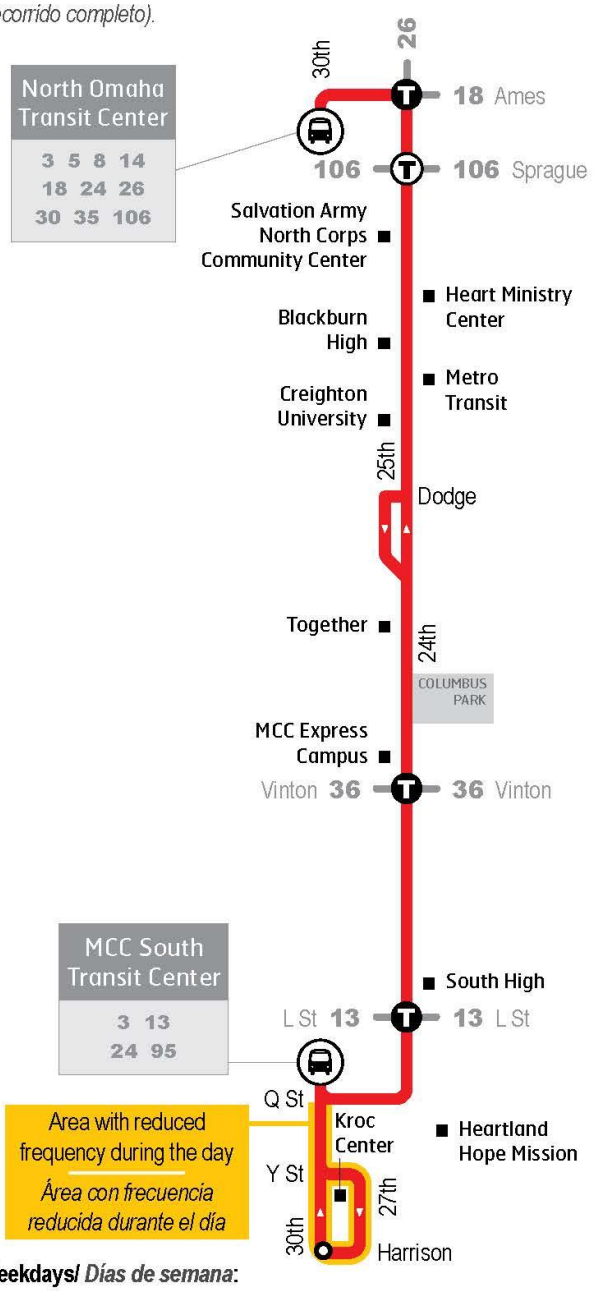
Weekdays / *Días de semana*:
Last southbound bus leaves NOTC at 9:15 p.m. (full trip)
El último autobús en dirección sur sale del NOTC a las 9:15 p.m. (recorrido completo)



Weekdays / *Días de semana*:
Last northbound bus leaves MCC South at 9:56 p.m. (full trip)
El último autobús en dirección norte sale de MCC South a las 9:56 p.m. (recorrido completo).

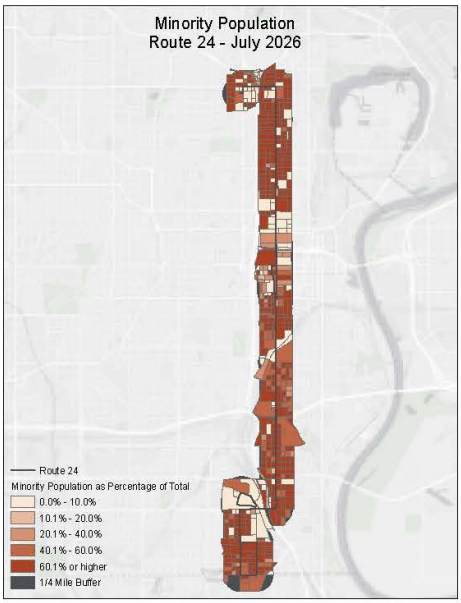
ROUTE *RUTA* 24

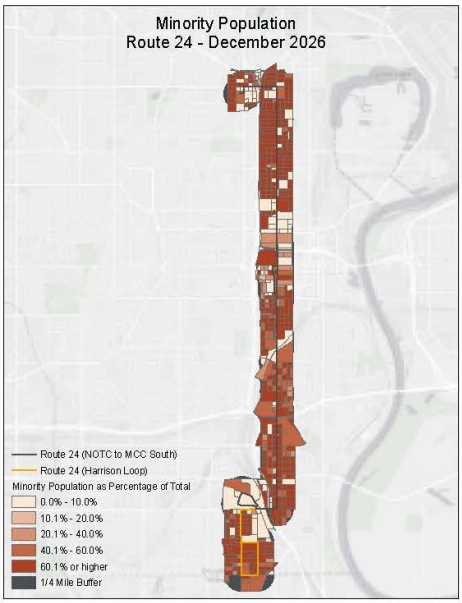
Weekdays / *Días de semana*:
Last southbound bus leaves NOTC at 10:15 p.m. (full trip)
El último autobús en dirección sur sale de NOTC a las 10:15 p.m. (recorrido completo).
Saturdays / *Sábados*:
Last southbound bus leaves NOTC at 8:45 p.m. (full trip)
El último autobús en dirección sur sale de NOTC a las 8:45 p.m. (recorrido completo).



Weekdays/ *Días de semana*:
Last northbound bus leaves MCC South at 11:07 p.m.
El último autobús en dirección norte sale de MCC South a las 11:07 p.m.
Saturdays / *Sábados*:
Last northbound bus leaves MCC South at 9:37 p.m.
El último autobús en dirección norte sale de MCC South a las 9:37 p.m.

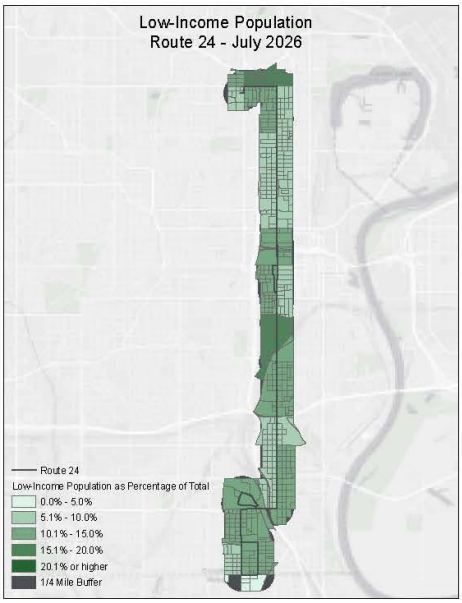
TITLE VI ANALYSIS
ANÁLISIS DEL TÍTULO VI

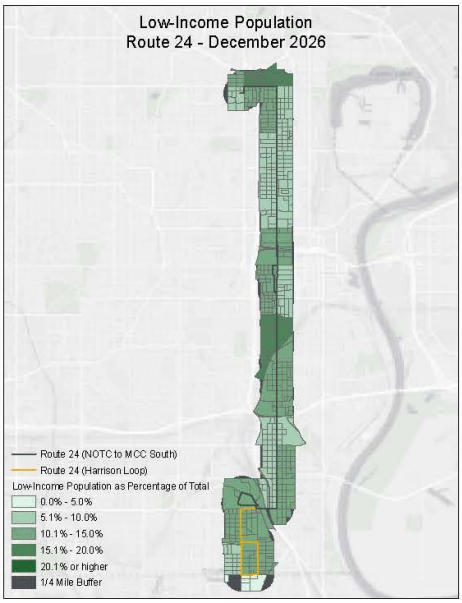




Cumulative Impact on Minority Populations	Cumulative Impact on Non-Minority Populations
3.1%	1.8%
TOTAL	+1.3%

Impacto Acumulativo en las Poblaciones Minoritarias	Impacto Acumulativo en las Poblaciones No Minoritarias
3.1%	1.8%
TOTAL	+1.3%





Cumulative Impact on Low-Income Populations	Cumulative Impact on Non-Low-Income Populations
2.9%	2.3%
TOTAL	+0.6%

Impacto Acumulativo en las Poblaciones de Bajos Ingresos	Impacto Acumulativo en las Poblaciones Que No Son de Bajos Ingresos
2.9%	2.3%
TOTAL	+0.6%

Cumulative Impacts / *Impactos Acumulativos*:

2.4% change in system revenue miles for all proposed changes

Cambio de 2.4% en las millas de ingresos del sistema por todos los cambios propuestos

No cumulative disparate impact on minority populations

No hay un impacto adverso acumulativo en las poblaciones minoritarias

No cumulative disproportionate burden on low-income populations

No hay una carga desproporcionada acumulativa sobre las poblaciones de bajos ingresos

Appendix E: Public Comments

Comments about proposed changes to fare collection methods were received along with the proposed service changes. For the purposes of this document, only the comments related to the proposed service changes and overall service are included.

Table 13: Public Comments About the Proposed Service Changes

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
1	Social Media	September 14	24	Are you people serious, you're trying to get that bus 24 to run every 15 minutes? You tried that before and it's back-to-back and it's full and they got over turn each other. That's ridiculous. And then that not going all the way to Harrison only every half hour, that's not right, I'm going to see if I can come to the meeting on the 23rd of the South Omaha campus, which is not open. I don't know how anybody's going to go to your board meeting. You guys are going to change anything whether anybody likes it or not and adding a couple stops here and there for the number three, or whatever it is you're trying to do, it's ridiculous. Why you guys keep changing this stuff? It' not good for the customers. You got enough drivers now. What the h*ll are you doing?	Not listed	Thank you for your feedback. Metro Transit's Planning and Operations Departments work closely together and are aware of the previous schedule challenges with Route 24. The challenges have been considered and addressed with the proposed changes to Route 24. The public meeting at the MCC South Transit Center was scheduled for after the planned re-opening date.
2	Online Comment Form	September 15	94	This is a good one, and it will definitely help people. Right now, at least 15 people are using the service every day.	68130	Thank you for your feedback and support for the proposed service changes to Route 94.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
3	Online Comment Form	September 15	94	I would like to request an additional Route 94 bus service around 7:30 AM or 8:00 AM. An earlier morning service would provide more flexibility for passengers who need to get to work, school, or other morning commitments. I believe this would be a valuable addition to the proposed route schedule.	68144	Thank you for your feedback and support for the proposed service changes to Route 94.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
4	Online Comment Form	September 15	94	I strongly support the proposal to add an additional Route 94 trip 30 minutes after the current morning service and an extra early evening trip. I'm a regular rider few months back, I find the current morning trip schedule a bit too early and often difficult to catch. Even minor delays caused by family responsibilities, weather, traffic, or connecting transportation can make it challenging to reach the stop in time. A trip 30 minutes later would provide much-needed flexibility and make public transit a practical option for me and likely many other riders with similar schedules. Adding this later morning trip could help increase ridership by serving commuters who currently cannot use Route 94 because the existing departure time is too early. The additional early evening trip would also provide greater flexibility for riders whose workdays do not align with the current schedule. Expanding service in this way would make Route 94 more accessible, reliable, and useful for working professionals and other community members who depend on public transportation. I appreciate Metro's efforts to improve transit service and encourage decisionmakers to approve this proposal. Thank you for considering rider feedback.	68144	Thank you for your feedback and support for the proposed service changes to Route 94.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
5	Online Comment Form	September 15	Not listed	Thank you for your proposal. This is going to be very helpful to me	68130	Thank you for your feedback and support for the proposed service changes.
6	Online Comment Form	September 15	94	I request you to please add one more service for the Route 94 to Douglas Street. 7:40am and 4:40pm	68130	Thank you for your feedback. The request for an additional trip beyond what is currently proposed was shared with the Planning Department for future consideration.
7	Online Comment Form	September 15	94	Thanks. This will really help me.	68144	Thank you for your feedback.
8	Customer Service	September 15	94	I would like to voice support for myself and my fellow riders of the 94 bus line to please add the additional run times as proposed in the upcoming planning meetings.	Not specified	Thank you for your feedback and support for the proposed service changes to Route 94.
9	Online Comment Form	September 16	94	This is a welcome change. I've been taking the 94 express route for many, many years and while I understood the why behind removing the second service following Covid it has become apparent this route's ridership is increasing and the added service is necessary. Plus, it doesn't hurt that if I miss the first bus I know there will be another. So, thank you.	68144	Thank you for your feedback and support for the proposed service changes to Route 94.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
10	Online Comment Form	September 17	All	The consumers that need the transportation the most are more likely to not have a working cell phone, or a charged cell phone. The consumers that need transportation the most won't find out about these public meetings. The consumers that need transportation the most will never hear about this potential service change. If you're going to make/propose changes, you need to be at the bus stops talking to the target population.	68127	Thank you for your feedback. The public was provided notice in both digital and analog formats. Additionally, both in-person meetings were held at transit centers that are served by Routes 3 and 24. It is part of Metro Transit's outreach philosophy to go to where riders already are, such as at transit centers.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
11	Online Comment Form	September 17	94	I strongly support the proposed service improvements to Route 94, particularly the addition of another morning trip and an earlier evening trip. These additional options would make Route 94 much more convenient and practical for commuters who depend on the West Center Express to travel between West Omaha and downtown. The limited number of trips currently makes it difficult for many people to choose public transportation because their work schedules may not align exactly with the existing departure times. Adding more flexibility in the morning and evening would allow more employees with different work schedules to use the bus. I believe these changes could also encourage more people who currently drive to work to consider using Route 94. Reliable and convenient express service can help reduce individual car trips, parking needs, traffic congestion, and commuting costs. I strongly encourage Metro to implement the proposed additional Route 94 trips and, if ridership increases, consider expanding the frequency even further in the future. Providing more departure options is an important step toward making public transportation a realistic and attractive commuting choice for more people in West Omaha. Thank you for considering these improvements and for continuing to invest in Route 94.	68144	Thank you for your feedback and support for the proposed service changes to Route 94. We look forward to welcoming additional riders aboard Route 94 if the proposed service changes are approved.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
12	Online Comment Form	September 18	3, 24	3&24: I'm in School for Automotive Technology (Mechanics) at Metropolitan Community College; I Live on 24th Between M & N; I Work at 60th & Ames...So I Greatly Appreciate the Increased Busses Improving my Access and Speed to Destinations as my Weekly Schedule is Packed: School (Mornings): 16 Hours; Work (Afternoons): 24 Hours; Bus: 20-30 Hours. Other: While in School and After School there's Not Very Much Access to Dealerships on West Dodge (Gregg Young, Edwards, Etc) Nor the Ones in Papillion (H&H, Etc). Thank You for Your Service!!!!	68107	Thank you for your feedback and support for the proposed service changes to Routes 3 and 24.
13	Online Comment Form	September 18	24	This is a great idea for people who tend to be late in the morning	68110	Thank you for your feedback and support for the proposed service changes to Route 24.
14	In-Person Meeting Comment (Recorded by Staff)	September 18	3	I like the changes to Route 3.	Not specified	Thank you for your feedback and support for the proposed service changes to Route 3.
15	In-Person Meeting Comment (Recorded by Staff)	September 18	3	I like the changes to Route 3.	Not specified	Thank you for your feedback and support for the proposed service changes to Route 3.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
16	In-Person Meeting Comment (Recorded by Staff)	September 18	24	Later service on weekends on the 24 would really help.	Not specified	Thank you for your feedback. It has been shared with the Planning Department and recorded as part of the ongoing record of public feedback referenced when future service changes are considered.
17	In-Person Meeting Comment (Recorded by Staff)	September 18	24, 94	I like the 24 change and the 94 additional trips.	Not specified	Thank you for your feedback and support for the proposed service changes to Routes 24 and 94.
18	In-Person Meeting Comment (Recorded by Staff)	September 18	3, 24	Those are good changes.	Not specified	Thank you for your feedback and support for the proposed service changes to Routes 3 and 24.
19	In-Person Meeting Comment (Recorded by Staff)	September 18	3, 24	That would be really nice	Not specified	Thank you for your feedback and support for the proposed service changes to Routes 3 and 24.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
20	In-Person Meeting Comment (Recorded by Staff)	September 18	24	That makes sense about the south part. 15 minutes would be nice.	Not specified	Thank you for your feedback and support for the proposed service changes to Route 24.
21	Online Comment Form	September 19	24	Route 24 runs better now than it has ever because of the 20 mins apart spacing. This route runs like butter if the right drivers & the right buses are on it. It's when a bus is missing/broke down or an operator with little to no experience this is when this route is mayhem. Keep it the same 5 buses M-F & Saturday same timing. Add a bus on Sunday from 9 am till 17:00 or 17:30.	68111	Metro Transit's Planning and Operations Departments work closely together and are aware of the previous schedule challenges with Route 24. The challenges have been considered and addressed with the proposed changes to Route 24.
22	Online Comment Form	September 20	24	I'd Love To See #24 Route Change From 30 Minutes To 15 Minutes. That Would Be Good For Our #24 Route.	68105	Thank you for your feedback.
23	Online Comment Form	September 23	3	I think making it every 30 minutes is the best decision. It provides more bus care for more people and makes catching it much more efficient.	68111	Thank you for your feedback and support for the proposed service changes to Route 3.
24	In-Person Meeting Comment (Recorded by Staff)	September 23	24	30-minute frequency would not impact their travel (two siblings)	Not specified	Thank you for your feedback.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
25	Online Comment Form	September 24	24	I would have to walk 40 minutes to reach my house compared to 10. And you would be not having late buses go there. I work nights and I would have to leave work early to arrive home. Losing hrs and money	68107	Thank you for your feedback. The proposed changes to Route 24 do not include reducing the service hours for any part of the route, including the part south of MCC South Transit Center. The proposed changes would extend the service time by adding an additional departure time from MCC South Transit Center toward 30th and Harrison Streets.
26	Online Comment Form	September 27	24	I like the service at 20 minutes very reliable good to know that I don't have to wait long especially living by the Kroc center	68107	Thank you for your feedback.
27	Online Comment Form	September 27	24	They are making lots of new apartments over here, lots of new families & opportunities just keep the service at the same every 20 minutes.	68107	Thank you for your feedback. Metro Transit is aware of the new development in the area and is monitoring it for future service opportunities. The area is additionally served by Micro Flex // driven by Metro.
28	Online Comment Form	September 30	94	If frequency is improved, there would be more people using the bus. Thanks for the consideration!!	68022	Thank you for your feedback and support for the proposed service changes to Route 94.

Comment Number	Platform	Date	Route	Comments about the Proposed Service Changes	Zip Code	Metro Transit Response
29	Online Comment Form	September 30	94	Nice, would there be additional stops added in future, expanding the route further to Elkhorn? That would be nice with growing population in the area.	68022	Thank you for your feedback and support for the proposed service changes to Route 94. There are no current plans to extend Route 94 to Elkhorn. However, Metro Transit's strategic plan, MetroNEXT, does include a goal of extending Route 92 to the MCC Elkhorn Valley Campus.
30	Online Comment Form	September 30	24	I'm very excited to have 15-minute service on Route 24 since it's one of the routes I live closest to. That kind of frequency can make transit so much easier to take.	68110	Thank you for your feedback and support for the proposed service changes to Route 24.
31	Online Comment Form	October 1	94	I would definitely support more frequency on route 94.	68135	Thank you for your feedback and support for the proposed service changes to Route 94.
32	Online Comment Form	October 2	3	I used to ride route 3 to work, but on days it was late it was challenging to get to work on time as a long wait for the next bus could make me late to work. Increasing the frequency of this bus would help many people use it as a commuter option.	68111	Thank you for your feedback and support for the proposed service changes to Route 3.

Table 14: Other Public Comments

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
33	Social Media	September 15	92	Any word on expanding Express 92 to MCC Elkhorn area?	Not listed	The Route 92 expansion is one of Metro Transit's projects in MetroNEXT. It's planned to be completed by 2030, and we are collaborating with our partners at MCC Elkhorn to make progress on the goal.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
34	Online Comment Form	September 15	92	Route 92 was one of the most popular bus services before the pandemic and was widely used by many commuters. After the ORBT service was launched, Route 92 was shortened and now only operates to the Westroads Transit Center. As a result, riders must take two buses to complete trips that were previously served by a single route. This change has caused many former riders to stop using public transit altogether. Restoring direct Route 92 service between Village Pointe and downtown would provide a more convenient option for commuters and encourage greater transit usage. It would also help reduce the number of cars on the highway, benefiting both the city and working residents. If restoring the full Route 92 service is not feasible, please consider extending ORBT service to Village Pointe during morning and evening commute hours.	68130	Thank you for your feedback. Please see Metro Transit's response following the table.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
35	In-Person Meeting Comment	September 18	14	#14 needs route changes. Include Sundays. Weekdays every 30 min. Due to Title VI - OHA shifted/relocated populations NW of 102nd. Also, "homeless" hotel residents who WORK need the additional routes - thus Title VI compliant.	68102	Thank you for your feedback about the Route 14 schedule. Service levels are reviewed regularly based on ridership demand, system needs, and available resources. Your suggestion for increased frequency and Sunday service has been shared with the Planning Department and added to the ongoing record of public feedback referenced when future service changes are considered.
36	In-Person Meeting Comment	September 18	Not listed	Transit Center Stations Necessary. All Transit Centers Need to be Remodeled to include Food/Water stations/Bathrooms and an enclosure that accommodates at least 50 people occupancy. A Downtown Transit Center w/ Retail Space is Necessary!!! And please redo some of the covered bus shelters	68102	Thank you for your feedback about the transit amenities. Your feedback has been shared with the Planning Department and recorded as part of the ongoing record of public feedback referenced when future transit amenities are considered for addition or replacement.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
37	In-Person Meeting Comment	September 18	35	I have regular issues with Route 35 running late	Not listed	Thank you for your feedback. Your feedback has been shared with Metro Transit's Planning and Operations Departments for review. Both departments regularly monitor on-time performance and make corrections to the extent possible. Route 35 has been impacted by streetcar construction and detours in recent months. However, those detours have recently been lifted, and late departures have decreased. We encourage riders to track the real-time arrival of their bus through the app, web browser, or SMS versions of MyRide OMA. More information is available on our website: ometro.com/maps-schedules/myride-oma.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
38	Online Comment Form	September 20	8	I would like to see the number 8 run every 30 minutes and run on Sundays	68134	Thank you for your feedback about the Route 8 schedule. Service levels are reviewed regularly based on ridership demand, system needs, and available resources. Your suggestion for increased frequency and Sunday service has been shared with the Planning Department and added to the ongoing record of public feedback referenced when future service changes are considered.
39	Online Comment Form	September 22	92	Route 92 - Request to run it from Village Pointe to Downtown as it used to before starting the ORBT	68116	Thank you for your feedback. Please see Metro Transit's response following the table.
40	Online Comment Form	September 22	92	Please have direct express bus 92 all the way to downtown and open 96 express again!	68128	Thank you for your feedback. Please see Metro Transit's response following the table.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
41	Online Comment Form	September 22	Not listed	With huge expansion in elkhorn area, would be nice to see the route expand further west.	68022	One of Metro Transit's projects in the current strategic plan, MetroNEXT, is to extend Route 92 to the MCC Elkhorn Valley campus. Metro is collaborating with our partners at MCC Elkhorn to make progress on the goal.
42	Online Comment Form	September 22	92	I would like to request a direct Route 92 bus service from Lakeside to Downtown Omaha. This route would provide a convenient and direct connection for commuters traveling from Lakeside to downtown. Many employees working at Union Pacific, First National Bank, and other companies currently rely on the ORBT service from Westroads to reach downtown. A direct Route 92 service would reduce travel time, improve convenience, and encourage more people to use public transportation. This route would benefit a large number of daily commuters and would be a valuable transportation option for current and future riders.	68116	Thank you for your feedback. Please see Metro Transit's response following the table.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
43	Online Comment Form	September 23	Not specified	Please consider adding later buses, e.g. 11:30pm-12:30am, to accommodate 2nd shift workers as they finish work.	51501, 51503	Thank you for your feedback. Your suggestion for later evening service has been shared with the Planning Department and added to the ongoing record of public feedback referenced when future service changes are considered. If this request includes Council Bluffs service, please note that Metro Transit operates the Blue and Yellow Routes by contract with the City of Council Bluffs. The determination to add or alter service to either route would be made by the City of Council Bluffs.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
44	Online Comment Form	September 23	14	Second Route 14 bus runs every 30 minutes instead of every hour	68102	Thank you for your feedback about the Route 14 schedule. Service levels are reviewed regularly based on ridership demand, system needs, and available resources. Your suggestion for increased frequency and Sunday service has been shared with the Planning Department and added to the ongoing record of public feedback referenced when future service changes are considered.
45	Online Comment Form	September 28	93	Route 93: Have you ever considered expanding the bus route further into the La Vista and Papillion area? Although Papillion and La Vista are small on their own, La Vista has 16.5k people, and Papillion has 25.1k people; I feel like with the combined 41.6k people, that should be enough to warrant more of a bus route than two stops there.	68128	Metro Transit operates Route 93 by contract with the Cities of Ralston, La Vista, and Papillion. The determination to add or alter service to Route 93 would be made by all three city councils.

Comment Number	Platform	Date	Route	Other Comments	Zip Code	Metro Transit Response
46	Online Comment Form	September 30	92	Please start non stop 92 Dodge Express from downtown. You may have data how popular 92 dodge bus route was? Currently you have to switch bus at west road mall, which does not make sense, if you miss connection to village point bus then it cost a lot of money.	68130	Thank you for your feedback. Please see Metro Transit's response following the table.
47	Online Comment Form	October 1	Not listed	When are you going to start having evening trips for people who live out in Millard? There is no way to enjoy the theater, etc. downtown because of how early we have to return back to the Millard area.	68144	Thank you for your feedback. Your suggestion for later evening service has been shared with the Planning Department and added to the ongoing record of public feedback referenced when future service changes are considered.
48	Front Desk	October 2	4	Reroute Route 4 to go down Nicholas St. between 16th and 19 St. because that would be closer to the Sienna Francis House Shelter. All the people getting on the bus at the 16th and Cuming St bus stop are from that shelter.	Not listed	Thank you for your feedback. This bus stop is utilized by a diverse population because of its North Downtown location. The routing suggestion was shared with the Planning Department.

Metro Transit Response to Comments Route 92 Service to Downtown

Thank you for your feedback. Route 92 was altered when ORBT opened to reduce duplication of service. Additionally, the altered routing allows for a greater number of trips to be offered. Currently there are five morning pickup times and six afternoon dropoff times from Village Pointe. This provides individuals with flexible travel times, particularly considering ORBT has 10-minute frequency from 5 am to 7 pm during the week. However, staff will evaluate alternatives to address the desire for a more direct trip from the Park and Rides to the downtown area.

Appendix F: Board of Directors Approval

Pending

RESOLUTION 2026-32: Request Approval to Award Contract to SRF Consulting Group for the 24th Street Transit Corridor Study

A Request for Proposals (RFP) was issued on July 21, 2026, seeking qualified firms to perform the 24th Street Transit Corridor Study under a three-year contract with an optional two-year extension. Three proposals were received by the August 17, 2026, submission deadline. A selection committee consisting of one MAPA staff member and three Metro staff members evaluated and scored the proposals. Based on the committee's evaluation, SRF Consulting Group was identified as the highest-ranked firm and is recommended for award.

Staff is requesting Board authorization for the CEO to prepare, negotiate, and execute a contract with SRF Consulting Group for an initial three-year term, with an optional two-year extension, to provide consultant services associated with the 24th Street Transit Corridor Study. Specific scopes of work and corresponding fees will be negotiated and issued incrementally through task orders during the contract term. Any work order exceeding the CEO's delegated purchasing authority, as established by the Purchasing Policy, will be presented to the Board for approval prior to execution.

This item was forwarded to the Procurement Committee for review prior to consideration by the Board.

Recommend Approval.

The foregoing resolution was duly adopted by the Board of the Regional Metropolitan Transit Authority of Omaha at a meeting held on the 22nd day of October 2026, and the undersigned hereby certifies the adoption of this resolution.

_____

Curt Simon, Board Chair

_____

Selina Phillips, Board Secretary

RESOLUTION 2026-33: Request Approval to Award Phase I Task Order to SRF Consulting Group for 24th Street Transit Corridor Study

Staff is requesting Board authorization for the CEO to prepare, negotiate, and execute a contract with SRF Consulting Group for the Phase I Task Order. The Phase I Task Order includes onboard survey work, existing conditions inventory and analysis, transit corridor concept development and analysis, including a Planning and Environmental Linkages Study and community and stakeholder engagement. Subsequent task orders are anticipated for other project elements, including but not limited to National Environmental Policy Act (NEPA) analysis and advanced conceptual engineering.

Metro negotiated the Phase 1 Task Order with SRF in several steps. The first step was refinement of the scope of work to clarify understanding of the task items listed above. The second step was to verify the overhead rate, fixed fee percentage, and assigned hourly rates by employee classification were in the range of industry standards. The third step was the negotiation of hours required to fulfill each task. Through confirmation of the expected level of effort for each item, Metro and SRF agreed on a total of 7,111 hours. The final step was assigning Other Direct Costs (ODCs). Negotiations concluded with Metro and SRF agreeing to a total fee of $1,221,933.09. The negotiated fee was 4.9% lower than the initial submission from SRF, and 1.0% higher than the Independent Cost Estimate developed by Metro.

This item was forwarded to the Procurement Committee for review prior to consideration by the Board.

Recommend Approval.

The foregoing resolution was duly adopted by the Board of the Regional Metropolitan Transit Authority of Omaha at a meeting held on the 22nd day of October 2026, and the undersigned hereby certifies the adoption of this resolution.

_____

Curt Simon, Board Chair

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Selina Phillips, Board Secretary

24th Street Transit Corridor Study – Scope of Work

Introduction

In accordance with the Nebraska Consultants' Competitive Negotiation Act (Neb. Rev. Stat.§81-1712), the Brooks Act (40 USC 544), and 49 CFR Subtitle B Ch VI, the Regional Metropolitan Transit Authority of Omaha (Metro) is issuing a Request for Proposals (RFP) for professional consultant services (herein referred to as the Consultant) to assist in the completion of a transit corridor study (herein referred to as the Study) to evaluate the 24th Street project area (Figure 1) for transit amenities including enhanced bus or expansion of its Bus Rapid Transit system, called ORBT. The Study is intended to prepare the corridor for further project development and grant consideration under grant programs available through the Federal Transit Administration (FTA).

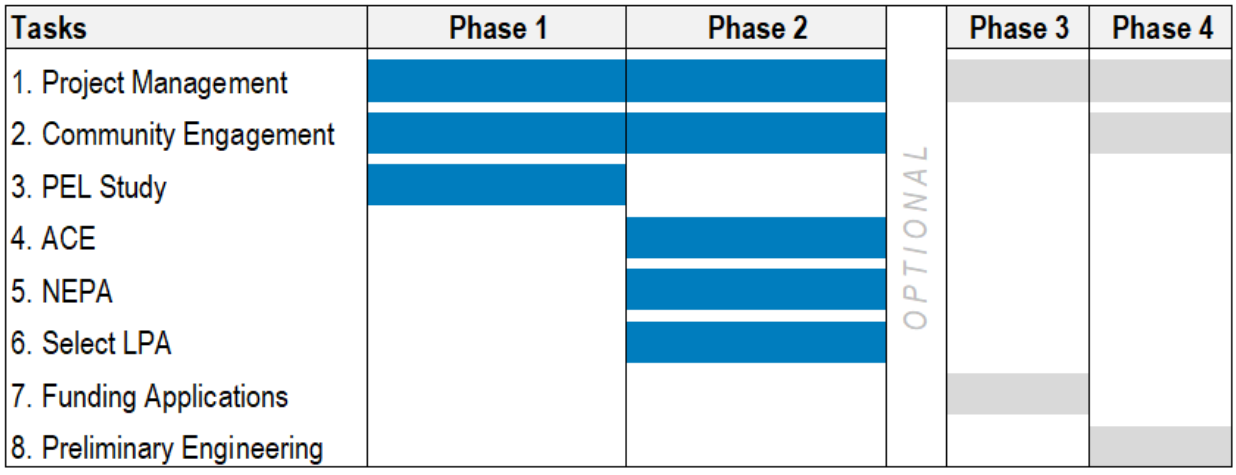
Work will be awarded on a Task Order basis, with the initial Task Order including:

1. Project Management
2. Stakeholder & Community Engagement
3. Planning & Environmental Linkages (PEL) Study

4. Additional task orders may be issued from this solicitation and will be negotiated when Metro decides to proceed with given tasks. Tasks under those task orders could include (but are not limited to):

5. Advanced Conceptual Engineering (at least 15% design level)
6. Completion of the FTA National Environmental Policy Act (NEPA) process and approvals
   NEPA Class of Action to be determined by FTA.
7. Selection of a Locally Preferred Alternative (LPA)
8. Preparation for potential federal funding opportunities
9. Preliminary Engineering

Task Orders will be issued in phases according to the general timeline below, but may be subject to change:

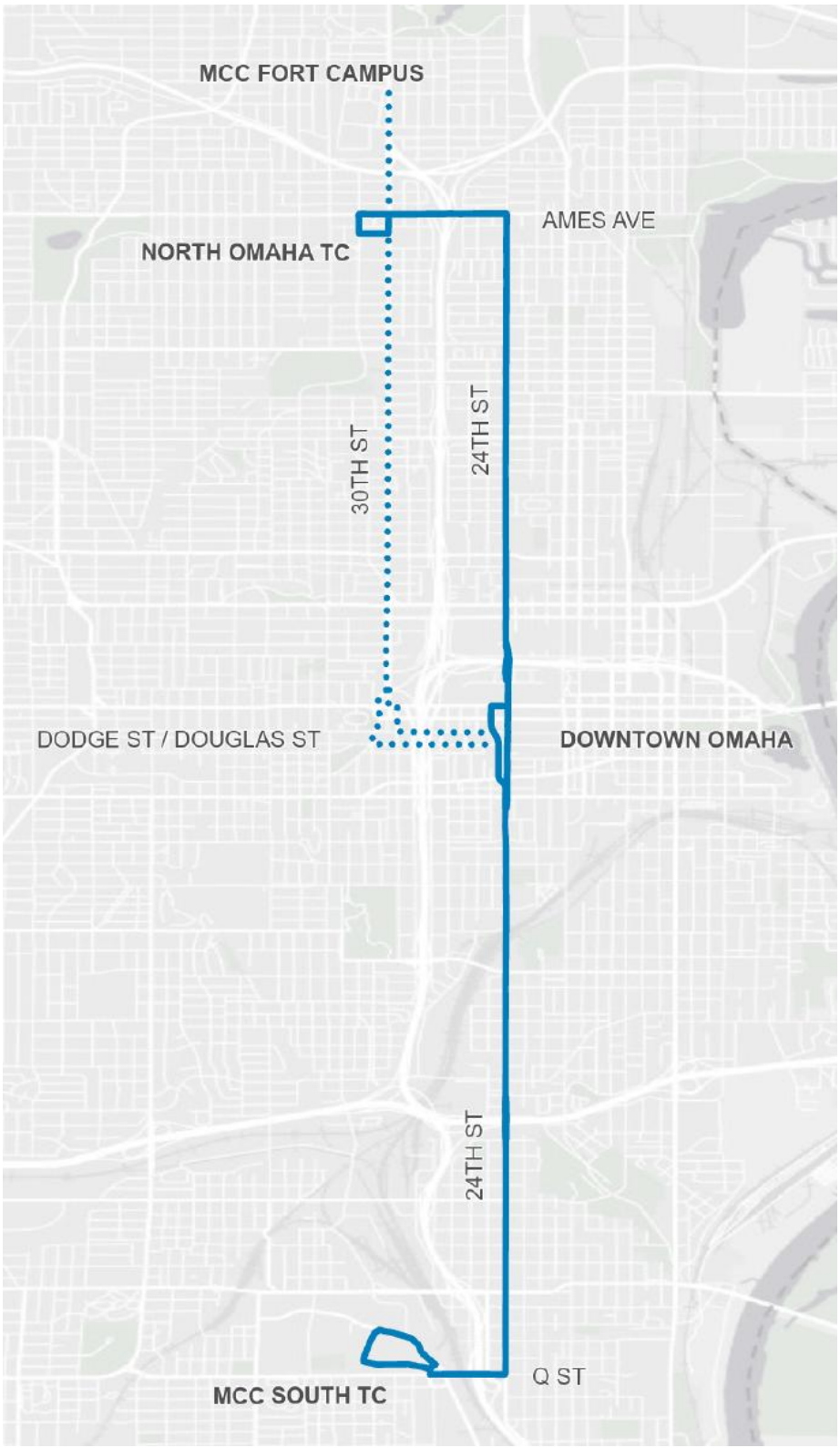


The Study will build upon previous efforts in this corridor, and the Consultant shall review pertinent plans and documents related to the corridor including but not limited to:

- MetroNEXT
- Forever North
- North 24th Streetscape Improvements
- ConnectGO
- North 24th Street Master Streetscape Plan
- South Omaha Development Project
- Central 24th Street Multimodal Transportation Corridor Study
- Housing Affordability Assessment
- 2050 Long Range Transportation Plan
- Transit Return on Investment Study
- Landscape Listening Report
- Urban Core Strategic Plan
- Regional Bicycle-Pedestrian Master Plan
- Complete Streets Design Guide

This draft scope of work serves as a guideline of the tasks necessary for project success. It is expected that the Consultant proposals will expand upon this scope and recommend additional strategies based on their experience, expertise, and evaluation of Metro's needs. The final scope will be developed in collaboration with the selected Consultant.

Figure 1: 24th Street Transit Corridor Study Area



24th Street Transit Corridor Study Area

The Study will promote community connections along a 7.9 mile corridor from the North Omaha Transit Center located near 30th & Ames Avenue, to the Metropolitan Community College South Transit Center located near 30th & Q Streets, via the 24th Street corridor.

Various design alternatives will be evaluated, including a deviation to 30th Street north of Dodge / Douglas, and potential extensions of the termini on the north and/or south ends of the corridor.

Scope of Services for Task Order #1

1. Project Management

This task will involve the development of a study management structure that will include a core project management team (PMT) consisting of Metro staff and other partnering agencies as needed.

1.1. Project Management Plan (PMP)

The Consultant shall prepare a Project Management Plan (PMP) that follows the FTA CIG Guidelines for oversight and administrative tasks required to support overall project needs, external and internal committees/support teams, communication protocol, and materials and technical assistance. The Project Management Plan shall address the following topics:

- Development and description of project management protocols
- Roles and responsibilities of project managers and team members, including a plan for allocating staff time and resources.
- Workflow relationships between the Consultant, Metro, and any subcontractors
- A data management plan
- A plan for assuring and shepherding inter-agency coordination

1.2. Quality Assurance / Quality Control Plan

Within one month from Notice to Proceed, the Consultant shall submit a Quality Management Plan (QMP) that follows the FTA guidelines for ensuring deliverables are void of technical and format-related errors. The Quality Management Plan shall cover all quality assurance/quality control activities which will be implemented for all work during this Project. The Quality Management Plan should include, at a minimum:

- Project description and goals
- Project scope of work
- Project team organizational chart
- Names and responsibilities of Project Manager, Quality Assurance Manager, and major discipline Task Manager(s)
- Document control system description
- Description of plan-checking process, AutoCAD, and computer file maintenance
- Data Management Plan
- Auditing frequency

1.3. Project Schedule

The Consultant shall create a schedule based on the scope requirements and milestones. The schedule may be refined during the project. Any substantial impacts to the proposed schedule due to design refinements, changes in class of action or approach or other risk factors should be identified by the Consultant and reflected in a revised schedule. The schedule will include the following:

- All project activities and deliverables, including satisfactory completion of draft and final deliverables.

Deliverable completion dates should anticipate a 2-week minimum review period for each major submittal package and a 3-week review period for final project documents.

- Timeline outlining the amount of time required to complete each task
- Progression of work to at least 15% design
- Outreach and engagement activities (e.g., virtual engagement, open house meetings, newsletters, small group/stakeholder meetings, public notices, public comment periods, etc.)
- Group meetings (see Task 2)
- Third Party agreement development and negotiation process
- Other steps required to apply for entry into the FTA Project Development Phase

1.4. Ongoing Progress & Coordination meetings

The Consultant will organize, schedule, and facilitate ongoing progress meetings for the project management team through the duration of the project.

Several other concurrent projects impacting the corridor will require ongoing coordination meetings, including but not limited to the North 24th Streetscaping project (Omaha Public Works) and the Omaha Streetcar final design (Omaha Streetcar Authority).

1.5. Project reports & Invoicing

The Consultant shall provide Metro Staff with monthly progress reports and invoices.

Task 1 Deliverables:

- Draft and Final Project Management Plan
- Draft and Final Quality Management Plan
- Monthly Progress Reports
- Ongoing progress meeting agendas and notes

2. Stakeholder and Community Engagement

2.1. Community Engagement Plan

This task will result in the development and implementation of a Community Engagement Plan identifying key milestones, involvement strategies, and participation methods. Involvement strategies and participation methods should be consistent with Metro's adopted Title VI Public Participation Plan. Outreach efforts should be early, continuous, and meaningful, with additional emphasis at key steps in the Study process.

The Consultant will coordinate with Metro Transit to build a structure needed to execute the study area stakeholder and community engagement plan. As the team includes organizations with ties to the community, we will build from their strengths and experiences to build a comprehensive plan. Work in this task will include:

- A stakeholder mapping workshop will be conducted with Metro and the Consultant team early in the process to comprehensively understand those that will be impacted by, interested in, or have an impact on the project. Identifying

these individuals and organizations will help determine outreach strategies for each group.

- Support Metro Transit in their effort to organize the Stakeholder Committee and other outreach efforts.
- With Metro Transit, develop a process for reaching out to selecting and working with constituent groups. The process and product will be documented in the public engagement plan.
- Identifying accessibility concerns/barriers to engaging stakeholders and other constituents and providing recommendations for addressing them.
- Identifying outreach targets, metrics, and other measures of success to monitor the effectiveness of the Community Engagement Plan. The consultant will track and update outreach metrics at key project milestones to ensure adequate representation and distribution is obtained. If necessary, the Consultant will recommend modifications and/or supplemental strategies to ensure engagement goals are achieved.

During this phase, we will utilize the IAP2 Public Participation Spectrum to clearly define the role of the public and stakeholders at each milestone. This ensures expectations are clearly set and that the level of engagement appropriately matches the impact of the design decisions being made. Results of the stakeholder mapping exercise will be used to provide added input to the public engagement plan, including:

- Groups to engage
- Frequency of engagement by constituent group
- Methods of engagement

2.2. Stakeholder Committee meetings

A Stakeholder Committee shall be formed to guide and support the Study by providing information and feedback, promoting and participating in outreach efforts, helping identify issues and solutions, and acting as champions for the Study and its recommendations. Stakeholder meetings will be scheduled and facilitated by Metro staff; the Consultant may be asked to present key project updates and provide meeting materials but will not be expected to attend all stakeholder meetings. The budgeted hours reflect the following key assumptions:

- 12 Stakeholder meetings will be held virtually across Phase 1 and Phase 2. Nine meetings will be budgeted in Phase 1 and three in Phase 2. Adjustments to the Phase 2 number will be discussed when the phase scope is negotiated.
- There will be one kick-off meeting in addition to the 12 “regular” Stakeholder committee meetings.
- The Consultant will be responsible for preparing meeting material. It is assumed most of the material for Stakeholder meetings will be generated through other tasks and packaging the material for the meeting (except for PowerPoint decks) will require a minor labor effort. All meeting materials shall be designed for accessibility, including large print versions of documents. PowerPoint decks shall be compliant with WCAG 2.1 Level AA guidelines and shall have an accompanying text-only file. Consultant staff will attend 5 of the Phase 1 Stakeholder meetings. Meetings are assumed to be 90 minutes.

Any materials to be presented to the stakeholder committee should be provided in both English and Spanish at least five (5) days before the meeting to allow for revisions. The stakeholder committee is expected to meet approximately every two months or at major project milestones outlined in this scope. Specifically, a project kick-off meeting will introduce the planning process and define draft vision, goals, and objectives for the Study.

2.3. Community Leader Briefings

Metro anticipates project briefings with elected officials and community leaders at key phases throughout the Study process. The Project Manager and other members of the Consultant team may be asked to facilitate, attend, and/or prepare materials in advance of up to six (6) briefing sessions as determined by Metro.

The budgeted hours reflect the following key assumptions:

- Six meetings will be held across Phase 1 and Phase 2. Four meetings will be budgeted in Phase 1 and two in Phase 2. Adjustments to the Phase 2 number will be discussed when the Phase scope is negotiated.
- The Consultant will be responsible for preparing meeting material. It is assumed most of the material for briefings will be generated through other tasks and packaging the material for the meeting will require a minor labor effort.
- Consultant staff will attend half of the Community Leader briefings. Meetings are assumed to be 60 minutes.

2.4. Public surveys

The Consultant will facilitate a passenger survey that meets the FTA requirements of a Title VI onboard survey. The effort will include enough valid surveys to achieve +/- 3% at the 95% confidence level from passengers across the system to better understand usage characteristics and travel patterns of existing riders. Additional focus will be assigned to Route 15 and Route 24 to oversample from the systemwide targets. A 10% sample will be collected for these focus routes, which would provide a 7% error with a 95% confidence interval. To be considered valid, a survey must include at a minimum mapped locations for origin, boarding stop, alighting stop, destination, as well as fare payment method. Surveying efforts must continue until the necessary number of valid survey responses have been obtained for Route 15, Route 24, and the system overall, including all day types.

Subtasks to be completed include:

- The 2022 sampling plan will be updated with input from Metro staff for the 2027 survey. A hybrid survey collection strategy will be deployed, allowing for surveyors to utilize tablets for most survey collection, and supplementing with paper surveys during peak periods where the surveyor must interact with multiple riders at a time. When utilizing the tablet, the surveyor should verbally ask each question, confirm and enter each response, and clarify when needed to ensure proper completion.
- Develop the survey instrument in coordination with Metro staff, including a version translated into Spanish.
- Develop a staffing plan and obtain, train, and supervise local data collection staff to be used in the oversampling.

    - The Consultant team shall provide bilingual staffing capable of gathering surveys in both English and Spanish.
    - Staff training shall include effective communication with riders with disabilities and those with limited reading proficiency. Staff shall also be prepared to assist riders who are deaf or hard of hearing in understanding the purpose of the survey.
- Conduct onboard survey. It is assumed that survey collection will be completed over no more than a five-week period in April and early May 2027.
- Obtain and distribute incentives for riders completing the survey, to be determined in coordination with Metro.
- Process and analyze survey data, including validation of origin, boarding location, alighting location, and destination (OBAD) addresses/ locations.
- Prepare a survey report for Metro Transit's use. A final report of survey results should include mapped travel patterns, major activity centers, rider demographics, and up to three cross-tabulations to be identified with Metro staff.
- Share raw data files with Metro Transit for recordkeeping.

A non-rider and community questionnaire will be completed early in the effort to understand gaps in service, amenities and accessibility, desired upgrades, and other feedback to support the Study. This survey should be targeted to businesses, non-profits, and other community organizations in the study area.

2.5. Public Meetings

Public Open Houses will be held at integral points during the Study pursuant to the approved schedule to gain the perspective of area residents, community leaders and other entities or specific groups recommended by Metro. Outreach methods will include in-person and virtual opportunities for engagement, specifically adapted for smart phone navigation. Key assumptions associated with the open houses are:

- There will be three total rounds of public meetings conducted as open houses. There will be a live or virtual presentation at each meeting.
- Each round of public meetings will include:
    - A virtual presentation to the Transit Advisory Committee (TAC), attended by 1 member of the consultant team.
    - Virtual briefings with the Metro Board of Directors, conducted through three separate subcommittee meetings. The Project Manager or an approved substitute will attend each Board briefing.
    - three separate in-person meetings (held at key locations in North, Downtown, and South portions of the study area). The consultant team will book and organize logistics for these venues.
    - A virtual meeting conducted in English, as well as a virtual meeting conducted entirely in Spanish. The consultant will lead the virtual Spanish meeting with support from Metro staff, while Metro staff will lead the English meeting with support from the Consultant team.
    -
    - All presentations shall be designed for WCAG 2.1 Level AA compliance and have an accompanying text-only file.

- An ASL interpreter will be scheduled by the Consultant at any of these meetings at Metro's request..
- Metro will staff the public open houses. The Consultant shall provide materials/displays and have two staff members present at each meeting.
    - Material/displays will be provided in English and Spanish.
    - Large print format of materials will be provided.

In addition to meetings hosted by Metro, it is also anticipated that staff will provide information at various community events hosted by other partners in the study area (such as parades, festivals, and other community meetings). The Consultant shall have one person in attendance, as requested by Metro staff, at up to 6 community events. Each event is assumed to be 4 hours.

The Consultant is responsible for the development of outreach materials and tools in both English and Spanish as well as reserving access to American Sign Language (ASL) interpretation at the request of Metro staff. All public-facing materials should have an executive summary that is professionally translated and submitted to Metro for review and approval before being released and shall be designed for WCAG 2.1 Level AA compliance. As part of the corridor concept planning design process, at least one hands-on public workshop (virtual and/or in-person) included to engage the community in design expectations and desires. The Consultant shall provide a written summary of public feedback after each phase of outreach, as well as providing access to all full original comment submissions.

2.6. Other Communication Materials

The Consultant shall be responsible for working with Metro to provide content to a project webpage, ongoing newsletter, social media pages, maps, images, and other graphics updated on a regular basis throughout the project. All communication materials should be developed and reviewed for accessibility, including availability in English, Spanish, large-print, and compatible with screen-reader technology. The Consultant may suggest to Metro, and upon approval, develop additional outreach materials relevant to the Study process as necessary.

Task 2 Deliverables:

- Draft and Final Community Engagement Plan
- Draft and Final surveys, questionnaires, comment cards, letters, and other materials with associated feedback/results provided to Metro
- Onboard Survey final report including cross-tabulations and raw survey response data in excel format
- Draft and Final meeting materials including marketing materials, sign-in sheets, exhibits, etc.
- Community Engagement summaries of each meeting in Microsoft Word format within five (5) business days of each public engagement session
- Draft and Final content for posting on the project website and ongoing project email newsletter

3. Planning & Environmental Linkages (PEL) Study

The outcome of this task will be a PEL report and associated documentation which can be adopted and incorporated within NEPA following local, federal, and state requirements. Prior to subsequent steps in this task, the Consultant will document the intended Study approach for review and concurrence from Metro and FTA Region VII. The Study process is anticipated to include the following activities:

3.1. **Existing Conditions Inventory & Analysis**

The Consultant will organize key findings from past efforts, as well as current and relevant data related to the demographics and geographic characteristics of the project area. The Consultant will collect and compile any data necessary to evaluate baseline transportation, land use, market, and environmental (natural, built, human) conditions within the project Study limits and identify potential fatal flaws. Data layers should include but are not limited to pedestrian, transit and bicycle facilities, streetscapes and street sections, traffic operations, parking, safety, land use zoning, development market trends, existing built form/building types, right-of-way lines, zoning, historic properties, parks and public spaces, and opportunities for economic development.

The existing conditions review will include summarizing previous plans, studies, policies and projects relevant to the Study limits, including but not limited to:

- MetroNEXT
- Forever North
- ConnectGO
- South Omaha Development Project
- North 24th Street Master Streetscape Plan
- Central 24th Street Multimodal Transportation Corridor Study
- Housing Affordability Assessment
- 2050 Long Range Transportation Plan
- Transit Return on Investment Study
- Landscape Listening Report
- Transit Development Plan
- Urban Core Strategic Plan
- Regional Bicycle-Pedestrian master Plan
- Complete Streets Design Guide

An integral component when planning corridor alternatives will be compatibility with Metro's Board-approved ORBT corridor principles (see Figure 6 below).

Figure 2: Metro's Board-Approved ORBT Corridor Principles

Corridor Principles		Minimum	Goal
1	**Branding**	All vehicles & Stations	
2	**Frequency**	Every 12 minutes during peak hours on weekdays Every 30 minutes during evenings and weekends	Every 10 minutes or better during peak hours on weekdays Every 15 minutes or better during evenings and weekends
3	**Span of Service**	18 hours on weekdays 16 hours on Saturdays 14 hours on Sundays	21 hours on weekdays 19 hours on Saturdays 17 hours on Sundays
4	**Boarding**	All doors	
5	**Dedicated Bus Lanes**	10% of corridor	75% or more of corridor
6	**Transit Signal Priority**	50% of signalized intersections	100% of signalized intersections
7	**Station Amenities** *Full Station Amenities* Near-level boarding Real-time arrival information Digital Kiosks Bike and/or bikeshare parking Monument marker Lighting *Basic Station Amenities* Signage Weather protection Seating	75% of stations should include full amenities 100% of stations should include basic amenities	100% of stations should include full amenities
8	**Station Spacing**	Average stop spacing should be between 0.35 and 0.65 miles 0.2 minimum distance between adjacent stops	0.5 mile average stop spacing
9	**Pedestrian Access**	100% of stations should be accessible by sidewalk	100% of stops should be accessible by safe sidewalks with painted & signalized crosswalks
10	**Corridor Length**	Should be between 3 and 20 miles long each direction of travel	Should be between 5 and 15 miles long in each travel direction

3.1.1. *Existing Transit Performance Characteristics*

The Consultant shall analyze available transit data to evaluate current trends related to ridership, on-time performance, transit delay, travel demand, asset conditions, and other transit performance information to identify needs, goals, and priorities for planned transit enhancements.

3.1.2. *Roadway Characteristics*

Baseline traffic and roadway information will be compiled by the consultant in coordination with City of Omaha, MAPA, and Metro staff. New traffic count data and/or location-based service data (LBS) may be needed within the project area and on the local street network where impacts are anticipated.

The Consultant shall propose a methodology for analyzing traffic in the Study area. It is expected that this analysis will require projected traffic conditions on and along the corridor to assess the expected performance of buses and general traffic. This analysis will assist in determining the need for and nature of potential traffic calming and pedestrian safety features on nearby streets. It is acknowledged that a single, detailed traffic model of the full corridor is likely not reasonable nor cost effective. The Consultant should account for this while developing a traffic analysis approach that satisfies the analytical needs of the project. The Consultant should also consider traffic incident management and special event impacts in the traffic analysis.

3.1.3. *Environmental Screening*

In anticipation of more in-depth environmental study in later project phases, baseline data should be compiled related to any anticipated environmental concerns to allow for screening, prioritization, and refinement of alternatives. This shall include an inventory of the corridor historic districts, a list of currently registered historic properties, a list of properties eligible for historic status within the next 10 years, and an archeological desktop review. The Consultant shall also initiate informal discussions with applicable Native American Tribes to identify any areas of concern. As part of Phase 2, additional environmental screening criteria will be developed and applied in the detailed screening review.

3.1.4. *Public Right of Way Review*

In coordination with City of Omaha Public Works staff, the consultant shall research and identify relevant property lines and public right of way measurements for applicable roadway cross sections in the study area to inform the development of alignment alternatives and preliminary placement of stations.

3.1.5. *Utility screening*

Locations of major underground and overhead utilities will be identified and compiled by the consultant in coordination with City of Omaha, Omaha Public Power District, Metropolitan Utilities District, and other providers (i.e. fiberoptic

communication lines) to inform the development of alignment alternatives and preliminary placement of stations.

3.2. Transit Corridor Concept Development

This task will develop and evaluate numerous alternatives that meet the established purpose and need, conform with known feasibility constraints, and comply with local, federal, and state requirements. Design alternatives will incorporate stakeholder and public feedback and consider multiple design solutions to advance the project.

3.2.1. Purpose & Need

The Consultant will establish a process to involve all project stakeholders and the public in shaping the purpose and need in early phases of the project. This effort will establish a vision for the future transportation system in the Study area, prioritize needs to be addressed, and define any related goals and objectives. The Consultant will develop the purpose and need such that the PEL study can be conducted in accordance with FTA guidance for incorporation into subsequent NEPA evaluation and project funding programs.

3.2.2. Screening Criteria

The Consultant will work with Metro, partner agencies, stakeholders, and the public to establish corridor screening criteria in alignment with the purpose, need, and goals of the project. Screening criteria will be used to compare and prioritize corridor alignments for further study. Screening examples may include but are not limited to:

- Opportunity for bus lanes and other measures to enhance speed and reliability.
- Operational efficiency and cost effectiveness
- Impact on ridership and travel patterns
- Access to major destinations and essential services
- Connectivity to the transit network
- Multimodal connections and pedestrian access
- Right of way and parking constraints

3.2.3. Development of Corridor Alternatives

Various design alternatives will be evaluated to establish a transit connection from the North Omaha Transit Center located near 30th & Ames Avenue, to the Metropolitan Community College South Transit Center located near 30th & Q Streets, via the 24th Street corridor. Corridor alternatives include a deviation to 30th Street north of Dodge/Douglas, potential extensions of the termini on the north and/or south ends of the corridor, and other alternatives that may arise during the Study process. Each corridor alternative will consider the location and feasibility of bus lanes, identify preliminary station locations and property impacts, modifications to traffic operations at key intersections, and develop typical section layouts for the various design alternatives.

Corridor alternatives shall identify relevant enhancements to the roadway, vehicles, stops, and other modifications to maximize the corridor performance,

transportation network, and supportive land uses, that if implemented, will enhance mobility, connectivity, accessibility, safety, and various multimodal travel options. Alternatives should also support economic and community development in the area, improve environmental quality, and enhance the sense of place. The corridor concepts should propose future cross-sections informed by community desires and existing city plans and ensure that there is sufficient right-of-way to develop and construct the corridor. The corridor concepts should also define:

- Proposed cross-sections by context zone
- Station footprints
- Connections to other major transportation corridors such as ORBT on Dodge/Douglas, the Farnam/Harney Streetcar, the Harney Bikeway, North Omaha Trail, and other major multimodal connections.
- Impacts to parking and curbside management including calculations of lost on-street parking, reduced access to driveways, and potential overlap with delivery vehicles.

3.2.4. Capital & Operating Cost Projections

Based on the anticipated design features of each alternative and utilizing standard cost categories, the Consultant will work with Metro staff to develop expected travel times, frequency and span of service, calculation of annual service hours and miles, and other projections to estimate capital and operational costs.

3.2.5. Community Development Evaluation

Each alignment will be evaluated for its potential impact to community development, with consideration for zoning, vacant and city-owned property, existing and planned developments, community desires, transit-oriented development potential, and other considerations. The Consultant will work with Metro and other partners to identify a methodology to quantify the economic impacts and other community benefits of each alternative.

3.2.6. Benefit to Cost ratios

The Consultant will work with Metro and FTA to establish a methodology for calculating and comparing benefit / cost ratios of each corridor alternative.

3.2.7. Environmental Evaluation

In consultation with Metro and other stakeholders, the Consultant shall establish the environmental analysis area of the Study and produce a report examining the various environmental impacts and risks of each alternative. This information should be sufficiently detailed such that differences in consequences of alternatives can be readily identified based on current data, defensible analytical methods, and reasonable/clearly stated assumptions.

3.3. Other Project Elements

Numerous over-arching elements of the project will be determined independently from the screening of geographic corridor alternatives. These elements will shape the direction of the project and should be considered early in the planning process.

3.3.1. Station Design

With consideration for existing ORBT stations, the Consultant will identify preferred and minimum standard station amenities and features such as architectural elements, wayfinding signage, lighting, bike storage, landscaping, snowmelt systems, digital screens, seating, real-time arrival displays, and other station elements. This process will incorporate a review of existing ORBT station amenities to determine which elements should be retained or reconsidered when designing future stations.

3.3.2. Vehicle Design

With consideration for existing ORBT vehicles, the Consultant will identify minimum and preferred vehicle characteristics such as propulsion technology, vehicle sizes, floor heights, and door placement. Attention should be given to design requirements based on station and platform configurations (such as median stations, platform heights, onboard bike storage, etc.).

3.3.3. Fare Collection & Enforcement

With consideration for Metro's existing fare payment system, the Consultant will review fare payment technologies and industry practices to identify and evaluate options to streamline passenger boarding such as prepaid boarding, mobile ticketing, and cash accommodations such as ticket vending machines and fareboxes. Proposed fare solutions shall be evaluated for capital, operating, maintenance, and life-cycle costs and shall include a benefit / cost calculation.

3.3.4. Safety & Security Assessment

A safety and security risk assessment shall be conducted to identify the likelihood and severity of risks associated with the project. Mitigation strategies should be identified and prioritized based on the corresponding risk assessment score. In alignment with the City of Omaha Vision Zero initiative, the Consultant shall assess the entire corridor for safety risks to pedestrians, transit passengers and employees, bicycle users, motorists, as well as impacts to emergency response teams. Proposed safety measures shall be evaluated for capital, operating, maintenance, and life-cycle costs and shall include a benefit / cost calculation.

3.3.5. Multimodal considerations

The Consultant shall consider various ways to integrate multimodal connectivity into the project, such as connections to surrounding trails, bike lanes, sidewalks and pedestrian crossings. Strategies may include but are not limited to bike storage at stations and onboard, integration of bikeshare docks at stations, consideration for curbside management and micro-mobility, first / last mile connections, streetscape improvements, signal infrastructure, and other improvements to the pedestrian realm. Strategies should facilitate appropriate levels of access and balance the needs of multiple users along the corridor.

Proposed measures shall be evaluated for capital, operating, maintenance, and life-cycle costs and shall include a benefit / cost calculation.

3.3.6. Assessment of Funding Alternatives

The Consultant shall evaluate funding options available to advance the project through final design and construction. Options will be evaluated against published scoring and financial criteria to determine which options are more or less likely to be successful.

3.3.7. Identification of Recommended Alternative(s)

The PEL Study will ultimately result in one or more alternatives recommended to move forward for further design and environmental evaluation, with the intent for the Metro Board to adopt.

Task 3 Deliverables:

- Draft and Final PEL Report including:
  - Existing Conditions Report (Summarizing all findings from tasks 3.1)
  - Description of considered alternatives (Including all analysis from tasks 3.2)
  - Study area map of all considered alternatives, flood zones, historic properties, major utility conflicts, and other design constraints
  - Reports for additional project elements (including all elements from task 3.3)
  - Provide a final PEL report, with recommended alternative(s), in digital form that complies with Web Content Accessibility Guidelines (WCAG) 2.1 Level AA.

Attachment A - Price Proposal
24th Street Transit Corridor Study – Phase 1 (Task Order #1)

	ALL FIRMS															
	SRF Consulting		Spark & other Local Partners		Emspace + Lovgren		Felsburg Holt & Ullevig		Confluence		AECOM		ETC Institute		Total	
Tasks	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
1.1 - PROJECT MANAGEMENT PLAN																
1.1.1 Draft and final Project Management Plan following FTA CIG guidelines; one round of Metro comments.	18	$1,522.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	18	$1,522.00
Subtotal Task 1.1	*18*	*$1,522.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*18*	*$1,522.00*
1.2 - QUALITY ASSURANCE / QUALITY CONTROL PLAN																
1.2.1 Draft and final Quality Management Plan within one month of NTP; one round of Metro comments.	20	$1,654.00	0	$0.00	0	$0.00	12	$1,142.88	4	$255.98	5	$407.87	0	$0.00	41	$3,460.73
Subtotal Task 1.2	*20*	*$1,654.00*	*0*	*$0.00*	*0*	*$0.00*	*12*	*$1,142.88*	*4*	*$255.98*	*5*	*$407.87*	*0*	*$0.00*	*41*	*$3,460.73*
1.3 - PROJECT SCHEDULE																
1.3.1 Develop project schedule and provide 18 monthly updates, including review periods, engagement activities, and FTA Project Development steps.	32	$2,816.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	32	$2,816.00
Subtotal Task 1.3	*32*	*$2,816.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*32*	*$2,816.00*
1.4 - ONGOING PROGRESS & COORDINATION MEETINGS																
1.4.1 Facilitate up to 39 biweekly one-hour virtual PMT progress meetings; prepare agendas and notes.	150	$12,792.00	154	$10,199.45	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	304	$22,991.45
1.4.2 Up to eight one-hour coordination meetings with concurrent projects (North 24th Streetscape, Farnam/Harney Streetcar final design), with summaries.	28	$2,054.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	28	$2,054.00
1.4.3 Up to 18 monthly one-hour virtual consultant team coordination meetings.	72	$6,216.00	98	$7,021.70	10	$851.00	27	$2,417.94	18	$1,151.91	18	$1,350.18	0	$0.00	243	$19,008.73
Subtotal Task 1.4	*250*	*$21,062.00*	*252*	*$17,221.14*	*10*	*$851.00*	*27*	*$2,417.94*	*18*	*$1,151.91*	*18*	*$1,350.18*	*0*	*$0.00*	*575*	*$44,054.17*
1.5 - PROJECT REPORTS & INVOICING																
1.5.1 Monthly progress reports and invoices (18), including subconsultant invoice review and DBE reporting.	36	$2,862.00	97	$6,797.37	36	$1,260.00	36	$2,251.62	9	$432.18	36	$2,194.11	0	$0.00	250	$15,797.28
1.5.2 Subconsultant contract preparation and administration (six subconsultants).	16	$1,362.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	16	$1,362.00
Subtotal Task 1.5	*52*	*$4,224.00*	*97*	*$6,797.37*	*36*	*$1,260.00*	*36*	*$2,251.62*	*9*	*$432.18*	*36*	*$2,194.11*	*0*	*$0.00*	*266*	*$17,159.28*
2.1 - COMMUNITY ENGAGEMENT PLAN																
2.1.1 Stakeholder mapping workshop with Metro and the consultant team to identify those affected by, interested in, or influencing the project.	18	$1,282.00	19	$1,848.65	15	$915.90	0	$0.00	0	$0.00	0	$0.00	0	$0.00	52	$4,046.55
2.1.2 Outreach targets, metrics, and measures of success; track and report at key milestones and recommend supplemental strategies as needed.	14	$874.00	56	$3,560.83	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	70	$4,434.83
2.1.3 Stakeholder mapping, IAP2 Spectrum application by milestone, constituent group outreach process, and accessibility barrier recommendations.	6	$388.00	73	$5,162.38	11	$695.70	0	$0.00	0	$0.00	0	$0.00	0	$0.00	90	$6,246.08
2.1.4 Draft and final Community Engagement Plan; one round of Metro comments.	13	$991.00	74	$5,108.66	7	$445.45	0	$0.00	0	$0.00	0	$0.00	0	$0.00	94	$6,545.11
2.1.5 Develop the project brand and visual identity (name, logo, and templates for all materials).	4	$408.00	52	$4,506.06	38	$2,332.30	0	$0.00	0	$0.00	0	$0.00	0	$0.00	94	$7,246.36
Subtotal Task 2.1	*55*	*$3,943.00*	*274*	*$20,186.58*	*71*	*$4,389.35*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*400*	*$28,518.93*
2.2 - STAKEHOLDER COMMITTEE MEETINGS																
2.2.1 Kick-off meeting: prepare materials introducing the planning process and draft vision, goals, and objectives; attend and summarize.	14	$1,400.00	90	$6,016.39	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	104	$7,416.39
2.2.2 Package materials and PowerPoint decks for nine regular meetings (content generated in other tasks); large-print documents and WCAG 2.1 AA decks with text-only versions.	31	$2,262.00	60	$3,239.12	46	$2,832.80	0	$0.00	0	$0.00	0	$0.00	0	$0.00	137	$8,333.92
2.2.3 Attend five regular virtual meetings (two staff).	20	$2,012.00	0	$0.00	0	$0.00	0	$0.00	9	$575.96	0	$0.00	0	$0.00	29	$2,587.96
2.2.4 Summaries for attended meetings.	0	$0.00	18	$1,367.38	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	18	$1,367.38
Subtotal Task 2.2	*65*	*$5,674.00*	*168*	*$10,622.90*	*46*	*$2,832.80*	*0*	*$0.00*	*9*	*$575.96*	*0*	*$0.00*	*0*	*$0.00*	*288*	*$19,705.65*
2.3 - COMMUNITY LEADER BRIEFINGS																
2.3.1 Prepare materials for up to four briefings.	16	$1,020.00	0	$0.00	20	$1,221.20	0	$0.00	0	$0.00	0	$0.00	0	$0.00	36	$2,241.20
2.3.2 Attend up to two briefings.	8	$816.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	8	$816.00
2.3.3 Briefing summaries.	0	$0.00	8	$630.87	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	8	$630.87
Subtotal Task 2.3	*24*	*$1,836.00*	*8*	*$630.87*	*20*	*$1,221.20*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*52*	*$3,688.07*
2.4 - PUBLIC SURVEYS																
2.4.1 Update the 2022 sampling plan with Metro for weekday system, Route 15, Route 24, Saturday, and Sunday targets; set the hybrid tablet/paper approach and surveyor hours.	25	$1,635.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	25	$1,635.00

Attachment A - Price Proposal
24th Street Transit Corridor Study – Phase 1 (Task Order #1)

	ALL FIRMS															
	SRF Consulting		Spark & other Local Partners		Emspace + Lovgren		Felsburg Holt & Ullevig		Confluence		AECOM		ETC Institute		Total	
Tasks	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
2.4.2 Develop the survey instrument with Metro, including a Spanish version; program survey tablets; prepare print-ready paper surveys.	34	$1,692.00	20	$1,553.92	11	$695.70	0	$0.00	0	$0.00	0	$0.00	0	$0.00	65	$3,941.62
2.4.3 Develop staffing plan, training materials, scripts, and trip logs; recruit bilingual surveyors; train staff to assist riders with disabilities, limited reading proficiency, or hearing loss.	88	$5,432.00	53	$3,436.51	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	141	$8,868.51
2.4.4 Manage fieldwork until valid-survey targets are met for the weekday system, Routes 15 and 24, and Saturday and Sunday ridership; distribute rider incentives.	370	$21,478.00	63	$3,358.25	0	$0.00	0	$0.00	0	$0.00	0	$0.00	607	$28,390.43	1,040	$53,226.68
2.4.5 Create the valid response database: data entry, cleaning, geocoding, and origin-destination and OBAD address validation.	199	$9,963.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	199	$9,963.00
2.4.6 Expand and weight survey data by day type and route; calculate statistical accuracy; analyze results, including up to three cross-tabulations.	118	$6,254.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	118	$6,254.00
2.4.7 Final survey report with mapped travel patterns, activity centers, and rider demographics; executive summary for the Metro Board; raw data files to Metro.	122	$6,590.00	0	$0.00	23	$1,356.30	0	$0.00	0	$0.00	0	$0.00	0	$0.00	145	$7,946.30
2.4.8 Supplemental non-rider questionnaire (bilingual) targeted to businesses, nonprofits, and community organizations in the study area.	48	$2,944.00	92	$6,108.61	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	140	$9,052.61
2.4.9 Survey promotion: on-board and stop posters, QR-code cards, and social media posts.	8	$440.00	0	$0.00	45	$2,627.50	0	$0.00	0	$0.00	0	$0.00	0	$0.00	53	$3,067.50
Subtotal Task 2.4	*1,012*	*$56,428.00*	*228*	*$14,457.29*	*79*	*$4,679.50*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*607*	*$28,390.43*	*1,926*	*$103,955.22*
2.5 - PUBLIC MEETINGS																
2.5.1 Displays, handouts (including large print), and a live or virtual presentation for three rounds (English and Spanish; WCAG 2.1 AA with text-only versions); virtual TAC presentation and three Metro Board subcommittee briefings per round.	36	$3,672.00	217	$14,076.74	27	$1,576.50	0	$0.00	0	$0.00	0	$0.00	0	$0.00	280	$19,325.24
2.5.2 English virtual meeting (Metro-led, consultant support) and Spanish virtual meeting (consultant-led) for each round, with smartphone-optimized materials.	12	$1,224.00	59	$3,210.47	10	$610.60	0	$0.00	0	$0.00	0	$0.00	0	$0.00	81	$5,045.07
2.5.3 Staff nine in-person open houses (two staff each); book venues and organize logistics; schedule ASL interpreters at Metro's request.	64	$4,964.00	110	$9,543.35	0	$0.00	0	$0.00	4	$243.00	0	$0.00	0	$0.00	178	$14,750.35
2.5.4 One hands-on corridor design workshop (moved to Task 3.2.3.1 as a half-day internal design workshop).	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00
2.5.5 Attend up to six community events (one staff, four hours each).	0	$0.00	45	$3,979.02	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	45	$3,979.02
2.5.6 Written summary of public feedback after each round within five business days (Word); provide access to all original comment submissions.	0	$0.00	72	$3,968.72	8	$680.80	0	$0.00	0	$0.00	0	$0.00	0	$0.00	80	$4,649.52
2.5.7 Promote each open house round with flyers, yard signs, and social media.	0	$0.00	0	$0.00	38	$2,332.30	0	$0.00	0	$0.00	0	$0.00	0	$0.00	38	$2,332.30
Subtotal Task 2.5	*112*	*$9,860.00*	*503*	*$34,778.29*	*83*	*$5,200.20*	*0*	*$0.00*	*4*	*$243.00*	*0*	*$0.00*	*0*	*$0.00*	*702*	*$50,081.49*
2.6 - OTHER COMMUNICATION MATERIALS																
2.6.1 Project webpage content and periodic updates.	4	$408.00	0	$0.00	23	$1,356.30	0	$0.00	0	$0.00	0	$0.00	0	$0.00	27	$1,764.30
2.6.2 Content for up to six project newsletters.	2	$204.00	0	$0.00	26	$1,611.60	0	$0.00	0	$0.00	0	$0.00	0	$0.00	28	$1,815.60
2.6.3 Social media content.	2	$204.00	0	$0.00	40	$2,322.20	0	$0.00	0	$0.00	0	$0.00	0	$0.00	42	$2,526.20
2.6.4 Maps, images, and graphics; WCAG 2.1 AA accessibility review of all public-facing materials.	24	$1,008.00	0	$0.00	24	$1,441.40	0	$0.00	0	$0.00	0	$0.00	0	$0.00	48	$2,449.40
2.6.5 Coordinate draft and final content review with Metro.	6	$612.00	0	$0.00	19	$1,136.10	0	$0.00	0	$0.00	0	$0.00	0	$0.00	25	$1,748.10
Subtotal Task 2.6	*38*	*$2,436.00*	*0*	*$0.00*	*132*	*$7,867.60*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*170*	*$10,303.60*
3.1 - EXISTING CONDITIONS INVENTORY & ANALYSIS																
3.1.1.1 Review and summarize 14 previous plans, studies, and policies.	58	$3,030.00	0	$0.00	0	$0.00	20	$1,020.64	0	$0.00	0	$0.00	0	$0.00	78	$4,050.64
3.1.1.2 Analyze existing transit performance: ridership, on-time performance, delay, travel demand, and asset conditions.	76	$4,068.00	0	$0.00	0	$0.00	16	$1,273.60	0	$0.00	0	$0.00	0	$0.00	92	$5,341.60
3.1.2.1 Inventory future pedestrian, bicycle, and transit facilities based on planned North 24th Street designs, using aerial review with limited field verification of bike lane and sidewalk widths.	12	$552.00	0	$0.00	0	$0.00	0	$0.00	72	$2,971.72	0	$0.00	0	$0.00	84	$3,523.72
3.1.2.2 Compile baseline traffic and roadway data with the City, MAPA, and Metro; propose traffic analysis methodology.	12	$748.00	0	$0.00	0	$0.00	16	$892.72	0	$0.00	0	$0.00	0	$0.00	28	$1,640.72
3.1.2.3 Baseline and projected traffic operations analysis at key intersections, including incident management and special events.	12	$748.00	0	$0.00	0	$0.00	50	$2,277.28	0	$0.00	0	$0.00	0	$0.00	62	$3,025.28
3.1.3.1 Screen for TIP districts, major upcoming projects, and OPA work, to the extent known and to the degree they differentiate the alternatives; assumes other existing conditions data is available.	4	$184.00	0	$0.00	0	$0.00	0	$0.00	72	$2,971.72	0	$0.00	0	$0.00	76	$3,155.72

Attachment A - Price Proposal
24th Street Transit Corridor Study – Phase 1 (Task Order #1)

	ALL FIRMS															
	SRF Consulting		Spark & other Local Partners		Emspace + Lovgren		Felsburg Holt & Ullevig		Confluence		AECOM		ETC Institute		Total	
Tasks	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
3.1.3.2 Environmental screening: historic districts, registered properties, and properties eligible within the next 10 years; archaeological desktop review; other screening data; informal Tribal outreach.	68	$3,796.00	0	$0.00	0	$0.00	64	$4,292.80	0	$0.00	0	$0.00	0	$0.00	132	$8,088.80
3.1.4 Public right-of-way review with City of Omaha Public Works for applicable cross sections.	4	$320.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	28	$1,656.72	0	$0.00	32	$1,976.72
3.1.5 Utility screening with the City of Omaha, OPPD, MUD, and other providers.	4	$320.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	30	$2,078.90	0	$0.00	34	$2,398.90
Subtotal Task 3.1	*250*	*$13,766.00*	*0*	*$0.00*	*0*	*$0.00*	*166*	*$9,757.04*	*144*	*$5,943.44*	*58*	*$3,735.62*	*0*	*$0.00*	*618*	*$33,202.10*
3.2 - TRANSIT CORRIDOR CONCEPT DEVELOPMENT																
3.2.1.1 Document the PEL study approach and methodology for Metro and FTA Region VII concurrence.	54	$3,836.00	0	$0.00	0	$0.00	8	$756.24	0	$0.00	0	$0.00	0	$0.00	62	$4,592.24
3.2.1.2 Up to four FTA Region VII coordination meetings with agendas and summaries.	22	$1,740.00	0	$0.00	0	$0.00	12	$1,074.64	0	$0.00	0	$0.00	0	$0.00	34	$2,814.64
3.2.1.3 Respond to one round of Metro and FTA comments and finalize the study approach.	18	$1,212.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	18	$1,212.00
3.2.1.4 Purpose and need, vision, goals, and objectives shaped with stakeholder and public input.	48	$3,386.00	133	$9,608.67	0	$0.00	10	$932.52	0	$0.00	0	$0.00	0	$0.00	191	$13,927.19
3.2.2 Screening criteria and evaluation framework; apply criteria to compare alternatives.	82	$4,956.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	82	$4,956.00
3.2.3.1 Develop up to four corridor alternatives: alignments, bus lane feasibility, and preliminary station locations; one half-day internal design workshop after concept development (not a public session)	242	$15,476.00	24	$2,105.77	4	$340.40	38	$2,390.96	4	$243.00	0	$0.00	0	$0.00	312	$20,556.13
3.2.3.2 Typical sections by context zone, station footprints, intersection modifications, and multimodal connections.	28	$2,240.00	0	$0.00	0	$0.00	34	$2,004.32	64	$3,093.52	0	$0.00	0	$0.00	126	$7,337.84
3.2.3.3 Parking and curbside impacts: lost on-street parking, driveway access, and delivery conflicts.	20	$1,420.00	0	$0.00	0	$0.00	0	$0.00	32	$1,546.76	0	$0.00	0	$0.00	52	$2,966.76
3.2.4.1 Capital cost projections for each alternative.	76	$5,288.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	76	$5,288.00
3.2.4.2 High-level operating plans (travel time, frequency, span, annual hours and miles), including the trade-off between wider station spacing and added frequency, and O&M cost projections using Metro's existing ORBT operating costs	36	$1,956.00	0	$0.00	0	$0.00	21	$1,684.40	0	$0.00	0	$0.00	0	$0.00	57	$3,640.40
3.2.5 Qualitative summary and comparison of community development benefits across alternatives.	36	$2,662.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	21	$1,430.25	0	$0.00	57	$4,092.25
3.2.6 Benefit/cost methodology with Metro and FTA; calculate ratios for each alternative.	44	$2,716.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	28	$1,754.70	0	$0.00	72	$4,470.70
3.2.7 Environmental evaluation: define the analysis area and report impacts and risks by alternative.	74	$3,986.00	0	$0.00	0	$0.00	50	$2,300.00	0	$0.00	0	$0.00	0	$0.00	124	$6,286.00
Subtotal Task 3.2	*780*	*$50,874.00*	*157*	*$11,714.44*	*4*	*$340.40*	*173*	*$11,143.08*	*100*	*$4,883.28*	*49*	*$3,184.95*	*0*	*$0.00*	*1,263*	*$82,140.15*
3.3 - OTHER PROJECT ELEMENTS																
3.3.1 Station amenities: inventory of preferred and minimum amenities to include at stations, with comparison to existing ORBT stations.	44	$2,898.00	0	$0.00	0	$0.00	0	$0.00	38	$1,798.97	18	$1,251.75	0	$0.00	100	$5,948.72
3.3.2 Vehicle design: minimum and preferred vehicle characteristics.	18	$1,301.00	0	$0.00	0	$0.00	4	$318.40	0	$0.00	0	$0.00	0	$0.00	22	$1,619.40
3.3.3 Fare collection and enforcement options with lifecycle costs and benefit/cost.	36	$2,094.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	36	$2,094.00
3.3.4 Safety and security risk assessment (Vision Zero), mitigation priorities, lifecycle costs, and benefit/cost.	30	$1,718.00	0	$0.00	0	$0.00	8	$454.88	0	$0.00	0	$0.00	0	$0.00	38	$2,172.88
3.3.5 Multimodal connections near stations (bikeshare, crossings, first- and last-mile connections, sidewalk gaps), focused on the likely cost of new investments associated with the project	55	$3,385.00	0	$0.00	0	$0.00	8	$454.88	20	$1,029.36	0	$0.00	0	$0.00	83	$4,869.24
3.3.6 Summary of potential funding options available to Metro (no funding recommendation).	50	$2,787.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	50	$2,787.00
3.3.7.1 Identify recommended alternative(s) and support Metro Board presentation.	40	$3,672.00	0	$0.00	20	$1,221.20	0	$0.00	0	$0.00	0	$0.00	0	$0.00	60	$4,893.20
3.3.7.2 Existing conditions summary and fatal flaw identification for the PEL Report.	60	$3,628.00	0	$0.00	0	$0.00	18	$1,057.60	0	$0.00	0	$0.00	0	$0.00	78	$4,685.60
3.3.7.3 Compile draft PEL Report and study area constraints map.	160	$9,256.00	0	$0.00	20	$1,221.20	6	$562.92	0	$0.00	0	$0.00	0	$0.00	186	$11,040.12
3.3.7.4 QA/QC review of the draft PEL Report.	24	$2,336.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	24	$2,336.00
3.3.7.5 Respond to one round of Metro and FTA comments; maintain comment log.	52	$3,234.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	52	$3,234.00
3.3.7.6 Final PEL Report with accessible (WCAG 2.1 AA) digital version.	12	$688.00	0	$0.00	20	$1,221.20	0	$0.00	0	$0.00	0	$0.00	0	$0.00	32	$1,909.20

Attachment A - Price Proposal
24th Street Transit Corridor Study – Phase 1 (Task Order #1)

	ALL FIRMS															
	SRF Consulting		Spark & other Local Partners		Emspace + Lovgren		Felsburg Holt & Ullevig		Confluence		AECOM		ETC Institute		Total	
Tasks	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
Subtotal Task 3.3	*581*	*$36,997.00*	*0*	*$0.00*	*60*	*$3,663.60*	*44*	*$2,848.68*	*58*	*$2,828.33*	*18*	*$1,251.75*	*0*	*$0.00*	*761*	*$47,589.36*
Hours & Raw Labor Costs Subtotal	***3,289***	***$213,092***	***1,686***	***$116,409***	***541***	***$32,306***	***458***	***$29,561***	***346***	***$16,314***	***184***	***$12,124***	***607***	***$28,390***	***7,111***	***$448,197***
O/H Costs		$351,750.96		$17,461.33		$51,482.28		$62,456.99		$28,861.23		$14,434.19		$47,548.30		$573,995.29
Labor+O/H Costs		$564,842.96		$133,870.21		$83,787.93		$92,018.23		$45,175.31		$26,558.67		$75,938.73		$1,022,192.05
Profit		$73,429.59		$0.00		$10,892.43		$11,962.37		$5,872.79		$3,452.63		$9,872.04		$115,481.84
Total Labor Costs		$638,272.55		$133,870.21		$94,680.37		$103,980.60		$51,048.09		$30,011.30		$85,810.77		$1,137,673.89
ODCs		$65,045.00		$338.00		$2,576.00		$1,659.40		$1,500.00		$1,598.40		$11,542.40		$84,259.20
FIRM TOTAL (Units and Dollars)	**3,289**	**$703,317.55**	**1,686**	**$134,208.21**	**541**	**$97,256.37**	**458**	**$105,640.00**	**346**	**$52,548.09**	**184**	**$31,609.70**	**607**	**$97,353.17**	**7,111**	**$1,221,933.09**

PROJECT TOTAL	**$1,221,933.09**

RESOLUTION 2026-34: Request Approval for Statement of Interest in the Property at 4224 N 30th Street

Staff requests approval of a Statement of Interest in the Property at 4224 N 30th Street to the Omaha Inland Port Authority (OIPA) on behalf of the Board of Directors of the Regional Metropolitan Transit Authority of Omaha. The aforementioned property is immediately south of Metro Transit's North Omaha Transit Center (NOTC) and is owned by the Omaha Public Schools. The subject property is within the OIPA's innovation district and planning jurisdiction. The letter to OIPA includes both a statement of interest in acquiring the property if it becomes available as well as a request to preserve the North Beltline corridor as a potential future exclusive-guideway rapid transit line.

This Statement of Interest builds on the letter of interest from the Board of Directors from July 2026 encouraging Transit Oriented Development throughout the innovation district and near NOTC.

Recommend Approval.

The foregoing resolution was duly adopted by the Board of the Regional Metropolitan Transit Authority of Omaha at a meeting held on the 22nd day of October 2026, and the undersigned hereby certifies the adoption of this resolution.

_____

Curt Simon, Board Chair

_____

Selina Phillips, Board Secretary

Regional Metropolitan Transit Authority of Omaha
2222 Cuming Street
Omaha, NE 68102
402.341.0800
TDD: 402.341.0807
Fax: 402.342.0949
ometro.com

October 22, 2026

Garry Clark, Executive Director
Board of Commissioners,
Omaha Inland Port Authority
4411 Florence Blvd. Unit 001
Omaha, NE 68110

Re: Statement of Interest in the Property at 4224 N. 30th Street

Dear Mr. Clark & the OIPA Board of Commissioners,

The Regional Metropolitan Transit Authority of Omaha (Metro Transit) Board of Directors is pleased to express continued support for the OIPA Innovation District surrounding 30th & Ames Avenue. The area surrounding Metro's North Omaha Transit Center has access to some of the highest levels of transit service in the region. The MetroNEXT strategic plan identifies this area for even further transit investment in the future, and several key opportunities will ensure this district reaches its full potential.

In pursuit of this potential, Metro Transit is extremely interested in acquiring the property at 4224 N 30th Street if it becomes available. This parcel is directly adjacent to the North Omaha Transit Center, as well as the North Beltline, and serves as a keystone site to connect surrounding amenities. Future options for this site could include expanded transit center features, new rapid transit station(s), community spaces, Metro support facilities, and other neighborhood uses. Metro is engaged in the study of a future 24th Street Transit Corridor project, and this property has the potential to be an important component of the anticipated future transit corridor that will terminate at the North Omaha Transit Center. If this property becomes available, Metro asks OIPA for consultation before any action is taken to transfer ownership of this property.

Furthermore, as site plans continue to develop for this area, Metro advocates for the preservation of the North Beltline corridor (highlighted in image below) as a future exclusive-guideway rapid transit line. Site layouts should avoid new facilities that block or impede the ability to reassemble these properties along the North Beltline for future multimodal corridor development.

Regional Metropolitan Transit Authority of Omaha
2222 Cuming Street
Omaha, NE 68102
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Fax: 402.342.0949
ometro.com



We are excited to continue to collaborate with OIPA to ensure shared visions reach their full potential, including efforts to incorporate transit-oriented development principles to ensure connectivity and accessibility for the surrounding community. We look forward to partnering further to implement these important projects.

Sincerely,

Curt Simon Board Chair	Daniel Padilla Board Vice Chair	Josh Corrigan Board Member
Clarice Dombeck Board Member	Yanira Garcia Board Member	Tim Lonergan Board Member

Regional Metropolitan Transit Authority of Omaha
2222 Cuming Street
Omaha, NE 68102
402.341.0800
TDD: 402.341.0807
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ometro.com

_____	_____
Cornelius Williams	Lauren Cencic
Board Member	Chief Executive Officer

Resolution 2026-35: Request Approval to Change the Date of the Next Board of Directors Meeting

Staff requests approval to change the date of the next regular Board of Directors meeting to Thursday, November 19, 2026, at 8:30 a.m. at the Transit Authority Offices located at 2222 Cuming Street, Omaha, Nebraska.

Recommend Approval

The foregoing resolution was duly adopted by the Board of the Regional Metropolitan Transit Authority of Omaha at a meeting held on the 22nd day of October 2026, and the undersigned hereby certifies the adoption of this resolution.

_____
Curt Simon, Board Chair

_____
Selina Phillips, Board Secretary

PURPOSE

The Omaha metro area needs reliable, quality public transportation to grow sustainably and serve the diverse needs of our residents.

MISSION

Metro connects people, places, and opportunities through quality transit services.

VISION

Metro strives to be a valued transportation choice for all members of our community and a vital partner for Omaha's future.

Metro aims to realize this vision by cultivating and investing in:

- Collaborative communication
- Employee empowerment
- Culture of respect & appreciation
- Well-maintained equipment & facilities
- Up-to-date technology & processes
- Ongoing training & safety efforts
- Collaborative partnerships to improve our service
- Outstanding rider communication & experience
- Recognition of Metro's value to the community

VALUES

Unity: We are a team with a common purpose.

Responsibility: We take pride in our work and are committed to going above and beyond.

Care: We care about our customers and each other.

Resourcefulness: We are adaptable and driven to overcome challenges.

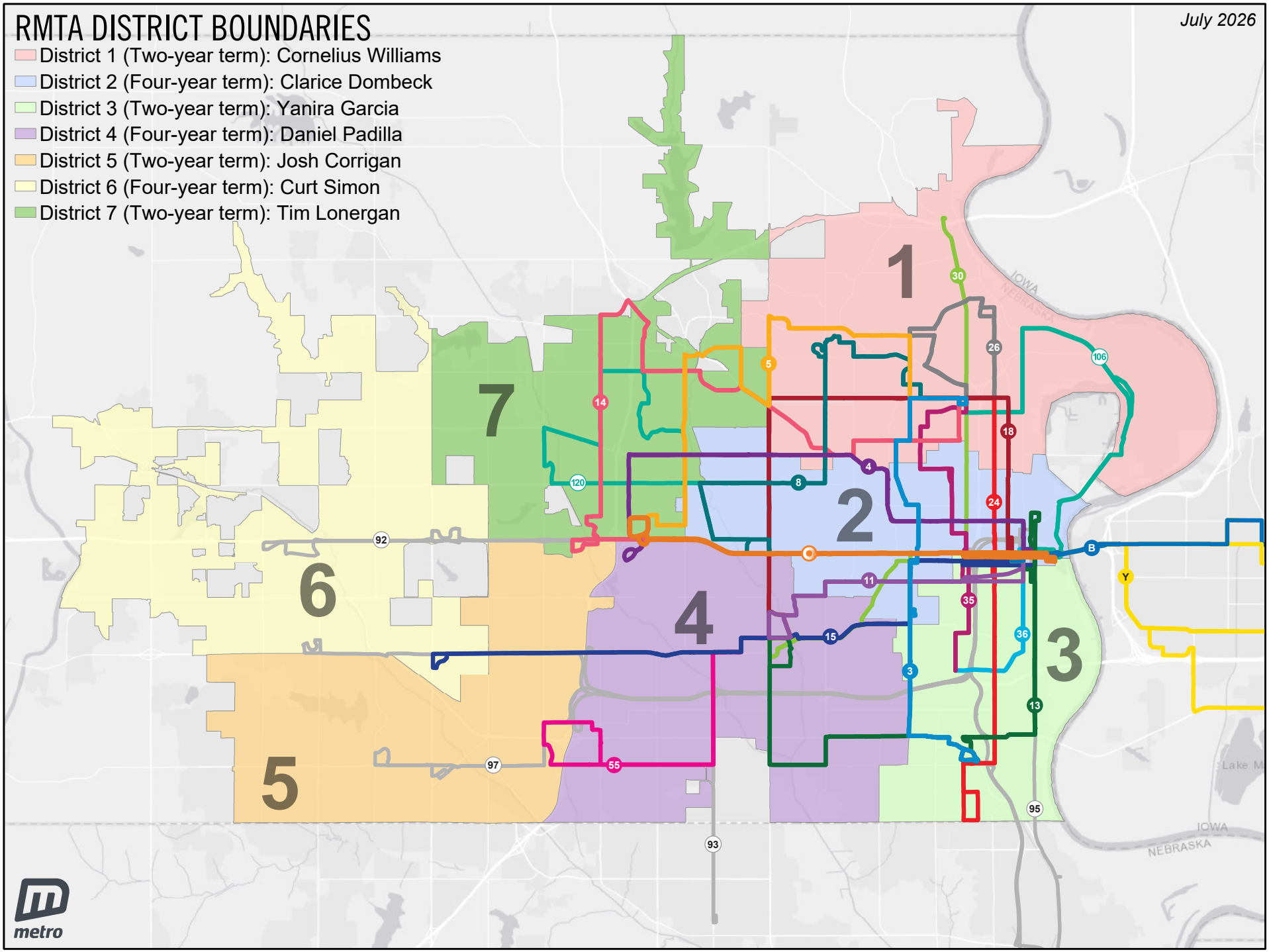
Learning: We are always training for tomorrow.

Appreciation: We are motivated to provide a quality of life for those we love through competitive wages and compensation.

RMTA DISTRICT BOUNDARIES

July 2026

- District 1 (Two-year term): Cornelius Williams
- District 2 (Four-year term): Clarice Dombeck
- District 3 (Two-year term): Yanira Garcia
- District 4 (Four-year term): Daniel Padilla
- District 5 (Two-year term): Josh Corrigan
- District 6 (Four-year term): Curt Simon
- District 7 (Two-year term): Tim Lonergan



Sept	Monthly Recruiting Report

Definition Key:

# of Employees: Total number of employees in stated or similar roles.

Mthly Hires: The number of new employees, promotions, or transfers in the given month.
Mthly Turnover: The number of employees who retire, quit, terminate, promote, or transfer in given month.
Current Needs: # of stated or similar positions vacant.
Trained: Operators who've completed 6-8 week new hire training period and are operational.

Monthly Movement	Mthly Hires	Mthly Turnover
	11	8

Recruiting Activity Notes

11 employees began new roles at Metro during Sept and identified 10 additional hires for Oct.

Operations	Current Needs				Recruiting Activity Notes
	8				
Fixed Bus Operators	Current Goal	Winter Goal	# of ee's	Need	
↳ Trained Fixed	176	**TBD**	**170**	6	
↳ *In Training*	N/A	N/A	15	N/A	7 Operators started in Sept. 7 were identified for an Oct start date.
Paratransit Operators	Current Goal	Winter Goal	# of ee's	Need	
↳ Trained Para	37	**37**	**35**	2	2 Paratransit Operators started in Sept. 2 Paratransit Operators identified for an Oct start
↳ *In Training*	N/A	N/A	3	N/A	

Sept	Monthly Recruiting Report

Definition Key:

# of Employees: Total number of employees in stated or similar roles.

Current Needs: # of stated or similar positions vacant.

Maintenance, Building, & Admin	Goal	# of ee's	Current Needs	Recruiting Activity Notes
Maintenance	**34**	**31**	**3**	
Bus Mechanic	24	21	3	**1 New Hire started in Sept**
Parts	2	2	0	
Utility	7	7	0	
Body Shop Mechanic	1	1	0	
Building	**19**	**18**	**1**	
BG&E - Field	5	5	0	
Custodial	14	13	1	**Candidate expected to start in Oct**

Admin Staff			0	Recruiting Activity Notes
HR Generalist			0	**Rachel Hoyer started in Sept**

SOCIAL MEDIA SUMMARY

9.1.26 - 9.30.26

Facebook: Metro Transit Omaha

Posts: 15

Reach: 7,233

Reactions: 117

Comments: 20

Shares: 39

11 new followers | 0.31% increase



Twitter: @rideORBT

Tweets: 13

Impressions: 958

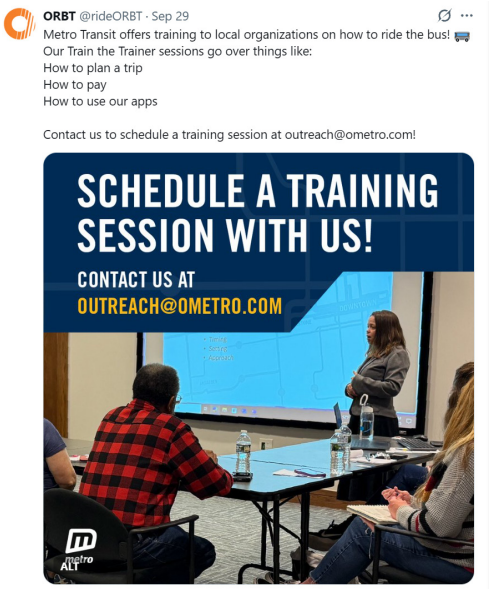
Avg. 81.49 impressions/post for the year

Likes: 6

Retweets: 2

Replies: 1

6 new followers | 0.52% increase



Instagram: @metrotransitoma

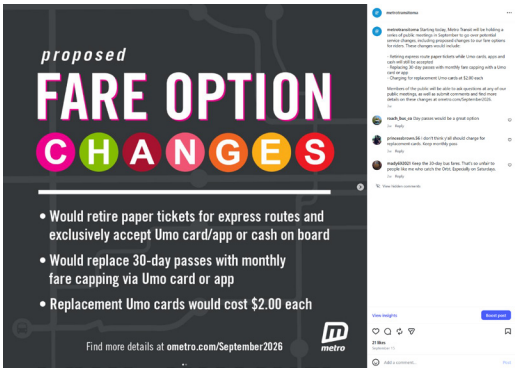
Posts: 15

Likes: 149

Avg. 21.53 likes/post for the year

Comments: 9

17 new followers | 0.87% increase



COMMUNICATIONS

EARNED MEDIA SUMMARY
9.1.26 - 9.30.26

7 stories | 6 outlets



Transit Oriented Devt - Grow Omaha



Service Changes - WOWT



Board - Flatwater Free Press

OUTREACH
9.1.26 - 9.30.26

September 5
Afro Fest
Metro Transit staff tabled at the festival celebrating African cultures, talking with community members about transit.

September 10
Restoring Dignity - Train the Trainer
Metro Transit staff provided an overview of Metro's services and how to ride the bus. Trainees planned and took a trip on a Metro bus.

September 12
Fiestas Patrias Parade
Metro staff, friends, and family walked and rolled in the Fiestas Patrias parade along with a decorated Metro bus to celebrate Latin American independence days with the Omaha community.

September 15
Proposed service changes - virtual English meeting
Metro staff presented information about the proposed service and fare option changes in English in a virtual meeting with a chance for attendees to ask questions. A recording was posted on Metro's YouTube channel.

September 16
South Omaha Community Care Council
Community organizations and resource providers gathered to share updates and collaborate. Metro Transit offered rider education opportunities and information about the proposed service changes.

September 16
Proposed service changes - virtual Spanish meeting
A Metro staff member presented information about the proposed service and fare option changes in Spanish in a virtual meeting with a chance for attendees to ask questions. A recording was posted on Metro's YouTube channel.

September 18
Proposed service changes - NOTC meeting
Members of Metro's Outreach and Communication teams talked to riders at the North Omaha Transit Center about the proposed service and fare option changes and collected comments. Information was distributed in handouts for the convenience of riders.

September 23
Proposed service changes - MCC South meeting
Members of Metro's Outreach and Communications teams talked to riders at the MCC South Transit Center about the proposed service and fare option changes and collected comments. Information was distributed in handouts for the convenience of riders.

September 24
NE Vocational Rehab - Transit training
Metro staff presented an overview of all services for staff and students in the NE Vocational Rehab Omaha program. The service promotes independence for students ages 14-21 with disabilities. The program is planning to do a follow-up training in more detail and a ride-along.









COMMUNICATIONS

Metro Transit - Balance Sheet
For the Period Ending: August 31, 2026
Unaudited Preliminary Report

Asset	
Current Assets	
Cash and Cash Equivalents	7,391,582
Investments	86,151,483
Cash at County Treasurer	-
Receivables	
Property Tax	3,697,288
Grants	1,110,846
Service Accounts	199,786
Materials and Supplies Inventory	1,984,540
Prepaid Expenses and Other Assets	537,678
Total Current Assets	101,073,203
Noncurrent Assets	
Capital Assets	60,211,956
Other Noncurrent Assets	52,241
Total Noncurrent Assets	60,264,197
Total Assets	**$ 161,337,400**
Liabilities	
Accounts Payable	1,589,409
Accrued Wages, Sick Leave and Vacation	2,086,731
Accrued Payroll Taxes and Benefits	122,230
Accrued Expenses	352,353
Subscription Payable	-
Claims	1,731,621
Total Current Liabilities	5,882,345
Noncurrent Subscription Payable	51,181
Noncurrent Claims	5,832,546
Net Pension Liability	4,716,677
Other Long-Term Liabilities	173,074
Total Noncurrent Liabilities	15,317,081
Due To/Due From	6,693,231
Total Liabilities	23,349,054
Deferred Inflows of Resources Pension Related	8,829,193
Deferred Outflows of Resources Pension Related	(3,195,507)
Total Pension Related	5,633,686
Net Position	
Unrestricted	132,354,660
Total Liabilities & Fund Balance	**$ 161,337,400**

Metro Transit - Income Statement Report
For the Period Ending: August 31, 2026
Unaudited Preliminary Report

Revenue

ACCOUNT DESCRIPTION	ACTUAL MTD REVENUE	REVISED ESTIM REV	ACTUAL YTD REVENUE	REMAINING REVENUE	% YTD COLL
4140 Advertising	(1,000)	(275,000)	(115,943)	(159,057)	42%
5339 BFac Cap	-	(15,520,000)	-	-	
4112 Contract Serv	(18,741)	(2,146,881)	(1,071,071)	(1,075,810)	50%
5303 Metro Planning	(16,419)	-	(23,061)	23,061	
4150 Other Revenues	(237,228)	(6,000,000)	(2,179,722)	(3,820,278)	36%
4111 Passenger Fares	(217,182)	(1,902,300)	(1,424,014)	(478,286)	75%
4230 Property Tax	(5,703)	(57,947,685)	(286,638)	(57,661,047)	0%
4410 State	-	(200,000)	-	-	
5307 Urbanized Oper	-	(6,000,000)	-	-	
Revenue Total	(496,273)	(89,991,866)	(5,100,449)	(84,891,417)	6%

Expense

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
	85,000	-	236,992	(236,992)	
FR 5015 Fringe Benefits	670,216	9,304,554	5,355,253	3,949,301	58%
FL 5031 Fuel/Lubricants	234,655	4,953,375	1,784,473	3,168,902	36%
MI 5090 Misc Expenses	254	-	254	(254)	
OP 5012 Op Paid Absen	38,513	-	534,206	(534,206)	
OS 5011 Oper Sal/Wages	920,371	14,436,650	6,911,448	7,525,202	48%
MS 5039 Oth Mat & Supp	214,800	2,446,000	1,681,771	764,229	69%
OE 5200 Other Op Exp	-	20,000	6,502	13,498	33%
OA 5014 Other Pd Absen	26,789	-	291,958	(291,958)	
OW 5013 Other Sal/Wag	268,531	5,396,952	2,847,018	2,549,934	53%
SR 5020 Services	95,841	4,168,344	1,024,252	3,144,092	25%
TT 5032 Tires & Tubes	11,762	281,370	137,737	143,633	49%
UT 5040 Utilities	-	170,000	86,526	83,474	51%
Fixed (MBDO)	**2,566,732**	**41,177,245**	**20,898,391**	**20,278,854**	**51%**

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
	7,809	-	12,947	(12,947)	
FR 5015 Fringe Benefits	85,702	1,312,947	738,594	574,353	56%
FL 5031 Fuel/Lubricants	26,636	368,890	196,026	172,864	53%
OP 5012 Op Paid Absen	4,311	-	84,174	(84,174)	
OS 5011 Oper Sal/Wages	125,775	2,100,000	1,004,871	1,095,129	48%
MS 5039 Oth Mat & Supp	19,466	461,000	76,615	384,385	17%
OA 5014 Other Pd Absen	2,346	-	30,735	(30,735)	
OW 5013 Other Sal/Wag	29,457	565,894	358,724	207,170	63%
SR 5020 Services	269,888	3,705,000	2,363,495	1,341,505	64%
TT 5032 Tires & Tubes	1,035	20,000	6,822	13,178	34%
UT 5040 Utilities	-	17,000	758	16,242	4%

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
CL 5050 Cslty/Liab Cost	72,667	1,280,000	705,314	574,686	55%
FR 5015 Fringe Benefits	139,330	2,159,421	1,330,210	829,211	62%
MI 5090 Misc Expenses	34,203	1,518,732	673,452	845,280	44%
OS 5011 Oper Sal/Wages	2,770	60,000	22,245	37,755	37%
MS 5039 Oth Mat & Supp	9,122	778,870	199,304	579,566	26%
OA 5014 Other Pd Absen	25,709	-	254,540	(254,540)	
OW 5013 Other Sal/Wag	249,474	4,573,489	2,438,776	2,134,713	53%
SR 5020 Services	111,924	3,141,863	1,077,017	2,064,846	34%
TX 5060 Taxes	-	1,000	192	808	19%
UT 5040 Utilities	42,627	590,000	358,421	231,579	61%
Administrative	**687,825**	**14,103,375**	**7,059,472**	**7,043,903**	**50%**

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
Operating Expense Total	**3,826,982**	**63,831,351**	**32,831,623**	**30,999,728**	**51%**

Totals					
Operating Expense Total	3,826,982	63,831,351	32,831,623	30,999,728	51%
Revenue Total	(496,273)	(89,991,866)	(5,100,449)	(84,891,417)	6%
(Gain)/Loss	**3,330,709**	**-**	**27,731,174**	**(53,891,689)**	
Depreciation Exp	800,356	12,376,000	6,643,282	5,732,718	
Capital Exp	358,672	20,149,715	785,693	19,364,022	

	MTD Total	REVISED BUDGET	YTD Total
Revised Exp	4,986,010	96,357,066	40,260,598
Revised Rev	(496,273)	(89,991,866)	(5,100,449)
Revised Net (Gain)/Loss	**4,489,737**	**6,365,200**	**35,160,149**

Metro Transit - Balance Sheet
For the Period Ending: September 30, 2026
Unaudited Preliminary Report

Asset	
Current Assets	
Cash and Cash Equivalents	7,142,462
Investments	84,704,735
Cash at County Treasurer	-
Receivables	
Property Tax	1,816,650
Grants	1,094,426
Service Accounts	460,846
Materials and Supplies Inventory	2,036,801
Prepaid Expenses and Other Assets	467,732
Total Current Assets	97,723,652
Noncurrent Assets	
Capital Assets	59,516,416
Other Noncurrent Assets	51,718
Total Noncurrent Assets	59,568,134
Total Assets	**$ 157,291,786**
Liabilities	
Accounts Payable	1,860,622
Accrued Wages, Sick Leave and Vacation	2,156,286
Accrued Payroll Taxes and Benefits	196,010
Accrued Expenses	338,863
Subscription Payable	-
Claims	1,731,621
Total Current Liabilities	6,283,401
Noncurrent Subscription Payable	51,181
Noncurrent Claims	5,832,546
Net Pension Liability	4,716,677
Other Long-Term Liabilities	172,551
Total Noncurrent Liabilities	15,317,081
Due To/Due From	6,693,231
Total Liabilities	23,749,587
Deferred Inflows of Resources Pension Related	8,829,193
Deferred Outflows of Resources Pension Related	(3,195,507)
Total Pension Related	5,633,686
Net Position	
Unrestricted	127,908,513
Total Liabilities & Fund Balance	**$ 157,291,786**

Metro Transit - Income Statement Report
For the Period Ending: September 30, 2026
Unaudited Preliminary Report

Revenue

ACCOUNT DESCRIPTION	ACTUAL MTD REVENUE	REVISED ESTIM REV	ACTUAL YTD REVENUE	REMAINING REVENUE	% YTD COLL
4140 Advertising	(15,186)	(275,000)	(131,128)	(143,872)	48%
5339 BFac Cap	-	(15,520,000)	-	-	
4112 Contract Serv	(268,802)	(2,146,881)	(1,339,873)	(807,008)	62%
5303 Metro Planning	-	-	(23,061)	23,061	
4150 Other Revenues	(235,266)	(6,000,000)	(2,414,988)	(3,585,012)	40%
4111 Passenger Fares	(182,188)	(1,902,300)	(1,606,202)	(296,098)	84%
4230 Property Tax	(8,216)	(57,947,685)	(294,854)	(57,652,831)	1%
4410 State	-	(200,000)	-	-	
5307 Urbanized Oper	-	(6,000,000)	-	-	
Revenue Total	(709,657)	(89,991,866)	(5,810,107)	(62,461,760)	6%

Expense

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
FR 5015 Fringe Benefits	661,987	9,304,554	6,017,240	3,287,314	65%
FL 5031 Fuel/Lubricants	235,836	4,953,375	2,020,309	2,933,066	41%
MI 5090 Misc Expenses	-	-	254	(254)	
OP 5012 Op Paid Absen	82,081	-	616,287	(616,287)	
OS 5011 Oper Sal/Wages	840,725	14,436,650	7,752,173	6,684,477	54%
MS 5039 Oth Mat & Supp	231,168	2,446,000	1,912,939	533,061	78%
OE 5200 Other Op Exp	-	20,000	6,502	13,498	33%
OA 5014 Other Pd Absen	44,310	-	336,269	(336,269)	
OW 5013 Other Sal/Wag	350,552	5,396,952	3,434,562	1,962,390	64%
SR 5020 Services	110,891	4,168,344	1,135,143	3,033,201	27%
TT 5032 Tires & Tubes	101,238	281,370	238,976	42,394	85%
UT 5040 Utilities	-	170,000	86,526	83,474	51%
Fixed (MBDO)	**2,658,789**	**41,177,245**	**23,557,180**	**17,620,065**	**57%**

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
FR 5015 Fringe Benefits	96,546	1,312,947	835,141	477,806	64%
FL 5031 Fuel/Lubricants	26,039	368,890	222,065	146,825	60%
OP 5012 Op Paid Absen	15,833	-	100,007	(100,007)	
OS 5011 Oper Sal/Wages	132,236	2,100,000	1,137,107	962,893	54%
MS 5039 Oth Mat & Supp	6,489	461,000	83,103	377,897	18%
OA 5014 Other Pd Absen	5,765	-	36,500	(36,500)	
OW 5013 Other Sal/Wag	39,275	565,894	410,946	154,948	73%
SR 5020 Services	296,990	3,705,000	2,660,485	1,044,515	72%
TT 5032 Tires & Tubes	2,415	20,000	9,237	10,763	46%
UT 5040 Utilities	-	17,000	758	16,242	4%
Paratransit/Moby (DRDO)	**621,588**	**8,550,731**	**5,495,349**	**3,055,382**	**64%**

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
CL 5050 Cslty/Liab Cost	73,425	1,280,000	778,739	501,261	61%
FR 5015 Fringe Benefits	155,651	2,159,421	1,485,861	673,560	69%
MI 5090 Misc Expenses	8,067	1,518,732	681,518	837,214	45%
OS 5011 Oper Sal/Wages	2,599	60,000	24,844	35,156	41%
MS 5039 Oth Mat & Supp	1,351	778,870	200,656	578,214	26%
OA 5014 Other Pd Absen	49,245	-	303,785	(303,785)	
OW 5013 Other Sal/Wag	276,880	4,573,489	2,715,656	1,857,833	59%
SR 5020 Services	90,131	3,141,863	1,167,148	1,974,715	37%
TX 5060 Taxes	-	1,000	192	808	19%
UT 5040 Utilities	42,152	590,000	400,573	189,427	68%
Administrative	**699,501**	**14,103,375**	**7,758,972**	**6,344,403**	**55%**

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
Operating Expense Total	**3,979,877**	**63,831,351**	**36,811,500**	**27,019,850**	**58%**

Totals					
Operating Expense Total	3,979,877	63,831,351	36,811,500	27,019,851	58%
Revenue Total	(709,657)	(89,991,866)	(5,810,107)	(88,825,759)	6%
(Gain)/Loss	**3,270,220**	**(26,160,515)**	**31,001,394**	**(61,374,809)**	
Depreciation Exp	792,052	12,376,000	7,435,334	4,940,666	
Capital Exp	480,388	20,149,715	1,266,081	34,483,589	

	MTD Total	REVISED BUDGET	YTD Total
Revised Exp	5,252,317	96,357,066	45,512,915
Revised Rev	(709,657)	(89,991,866)	(5,810,107)
Revised Net (Gain)/Loss	**4,542,660**	**6,365,200**	**39,702,809**

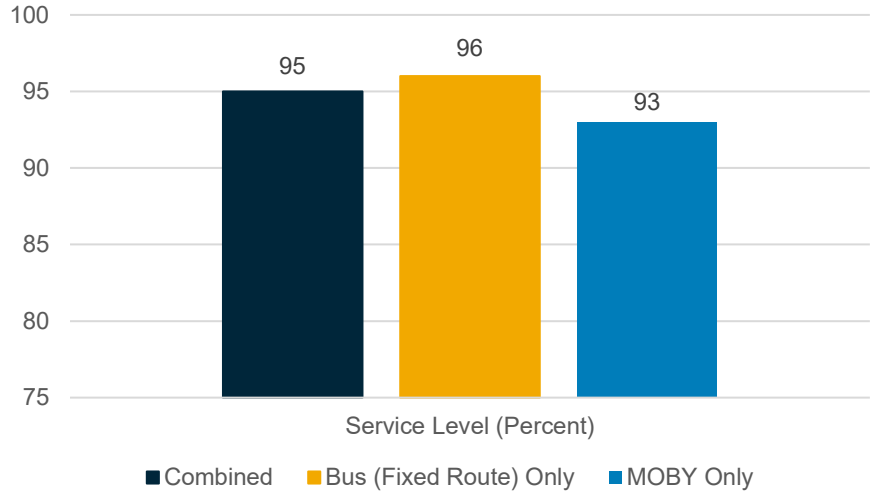
September 2026 Customer Service Report

A new contract and new contractor began providing Customer Service Contact Center services for Metro Transit on April 1, 2026. Performance metrics reported under the combined category now include four queues: bus (fixed route)/general, MOBY, bus/general – Spanish, MOBY – Spanish.

Call Center Service Level

The Call Center Service Level is the percentage of total calls offered that were answered within the service level agreement threshold of 60 seconds, not including time spent navigating the auto attendant. The current contract requires a Service Level of 80% or better.

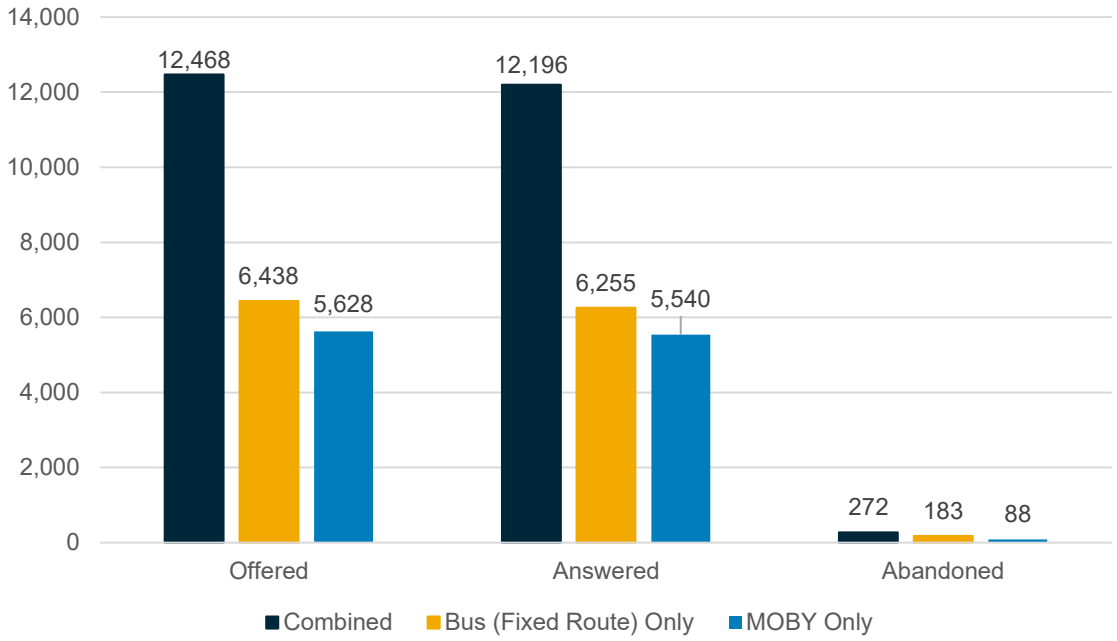
Figure 1: Call Center Service Level



Text summary of the Call Center Service Level chart: The chart displays the percent service level by queue – combined, bus (fixed route) only, and MOBY only – during the month of September 2026. The combined service level was 95%, the bus-only queue was 96%, and the MOBY-only queue was 93%.

Incoming Calls

Figure 2: Offered, Answered, and Abandoned Incoming Calls



Text summary of the Incoming Calls chart: The chart displays the number of incoming calls that were offered, answered, and abandoned by queue – combined, bus (fixed route) only, and MOBY only – during the month of September 2026. Combined, there were 12,468 calls offered, 12,196 calls answered, and 272 calls abandoned. For the bus-only queue, there were 6,438 calls offered, 6,255 calls answered, and 183 calls abandoned. For the MOBY-only queue, there were 5,628 calls offered, 5,540 calls answered, and 88 calls abandoned.

The related contract key performance indicator for this section is the abandon rate, which is the percentage of customers who hang up without having been answered within the applicable 60 seconds Service Level. The abandon rate for the combined queues in September 2026 was 2.18%, 2.84% for the bus/general queue, and 1.56% for the MOBY queue. The current contract requires the abandon rate to be less than 5%.

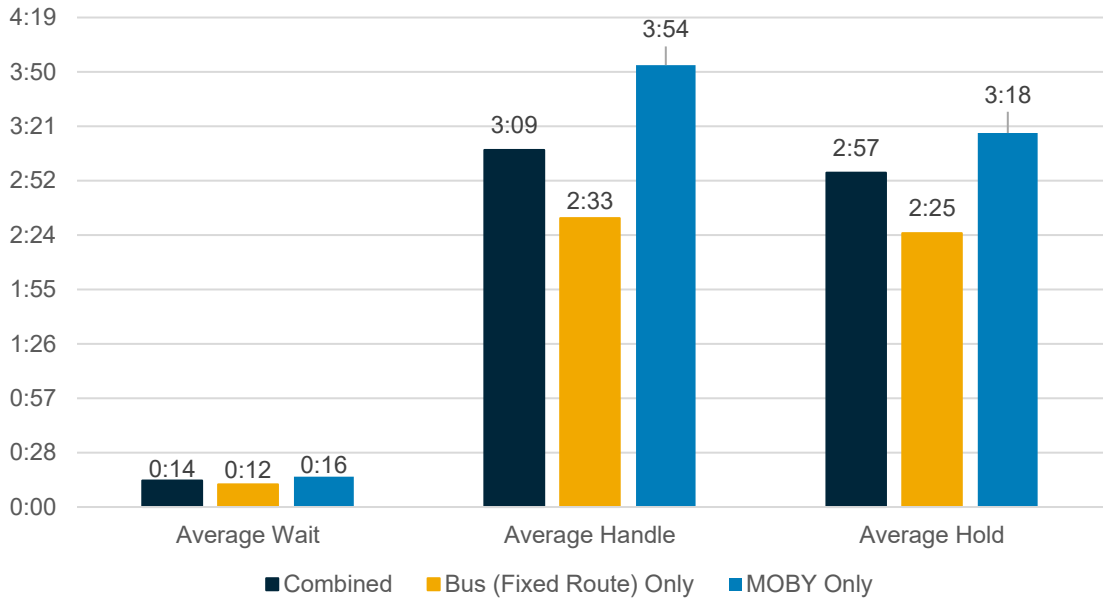
Call Times

Average Wait Time (AWT) is the average time a caller waits for their call to be answered by an agent after the call leaves the call tree. The current contract requires the AWT to be less than three minutes for bus/general calls and less than five minutes for MOBY calls.

Average Handle Time (AHT) is the average length of call from the time the call is answered by the agent to the time the call concludes (is disconnected) plus the wrap time associated with the respective call. The current contract requires the AHT to be 2 minutes, 30 seconds or less for the Bus/General Queue and 5 minutes or less for the MOBY queue.

Average Hold Time (HT) is the wait time and any length of time the agent puts the caller on hold between answering the call and the call being disconnected. The current contract requires the HT for the bus/general queue to be less than two minutes and for the MOBY queue to be less than three minutes. However, this HT contract requirement does not include AWT. HT exceeding five minutes are subject to review, and the contractor may need to take corrective action to ensure adherence to the aforementioned HT standards.

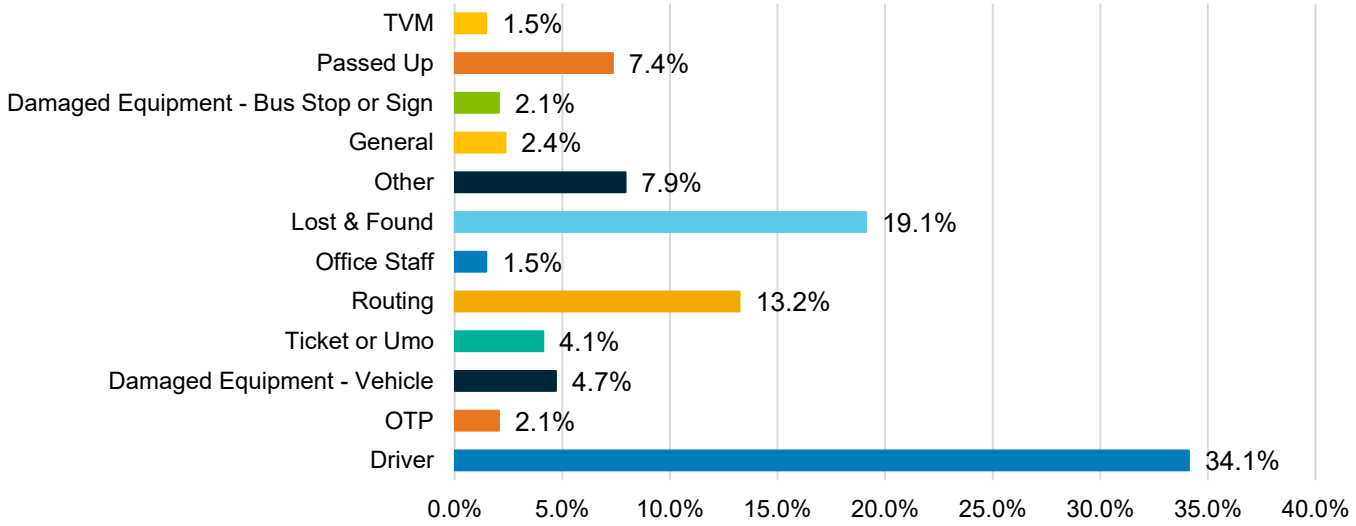
Figure 3: Average Wait, Average Handle, and Average Hold Call Times



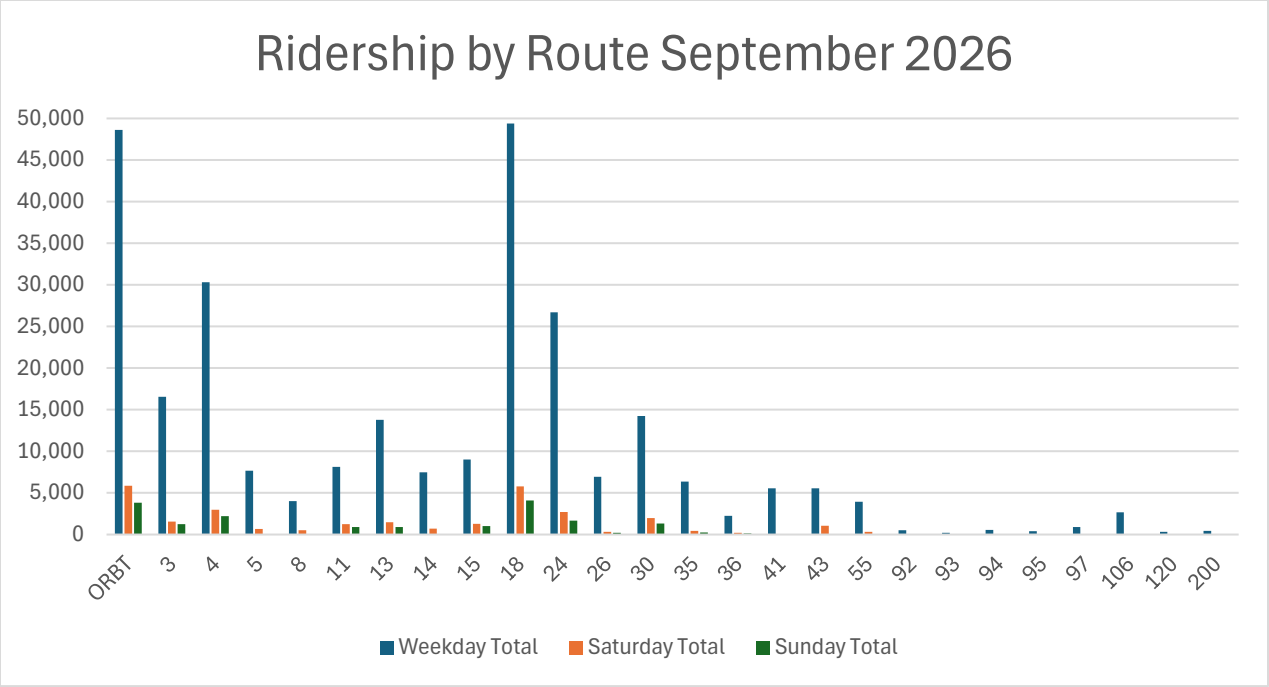
Text summary of the Call Times chart: The chart displays the call times broken down by the average wait, average handle, and average hold times and by queue – combined, bus (fixed route) only, and MOBY only – during the month of September. For the combined queues, the average wait time was 14 seconds, the average handle time was three minutes, nine seconds, and the average hold time was two minutes, 57 seconds. For the bus-only queue, the average wait time was 12 seconds, the average handle time was two minutes, 33 seconds, and the average hold time was two minutes, 25 seconds. For the MOBY-only queue, the average wait time was 16 seconds, the average handle time was three minutes, 54 seconds, and the average hold time was three minutes, 18 seconds.

Logged Feedback and Inquiry Categories

Figure 4: Logged Feedback and Inquiry Categories

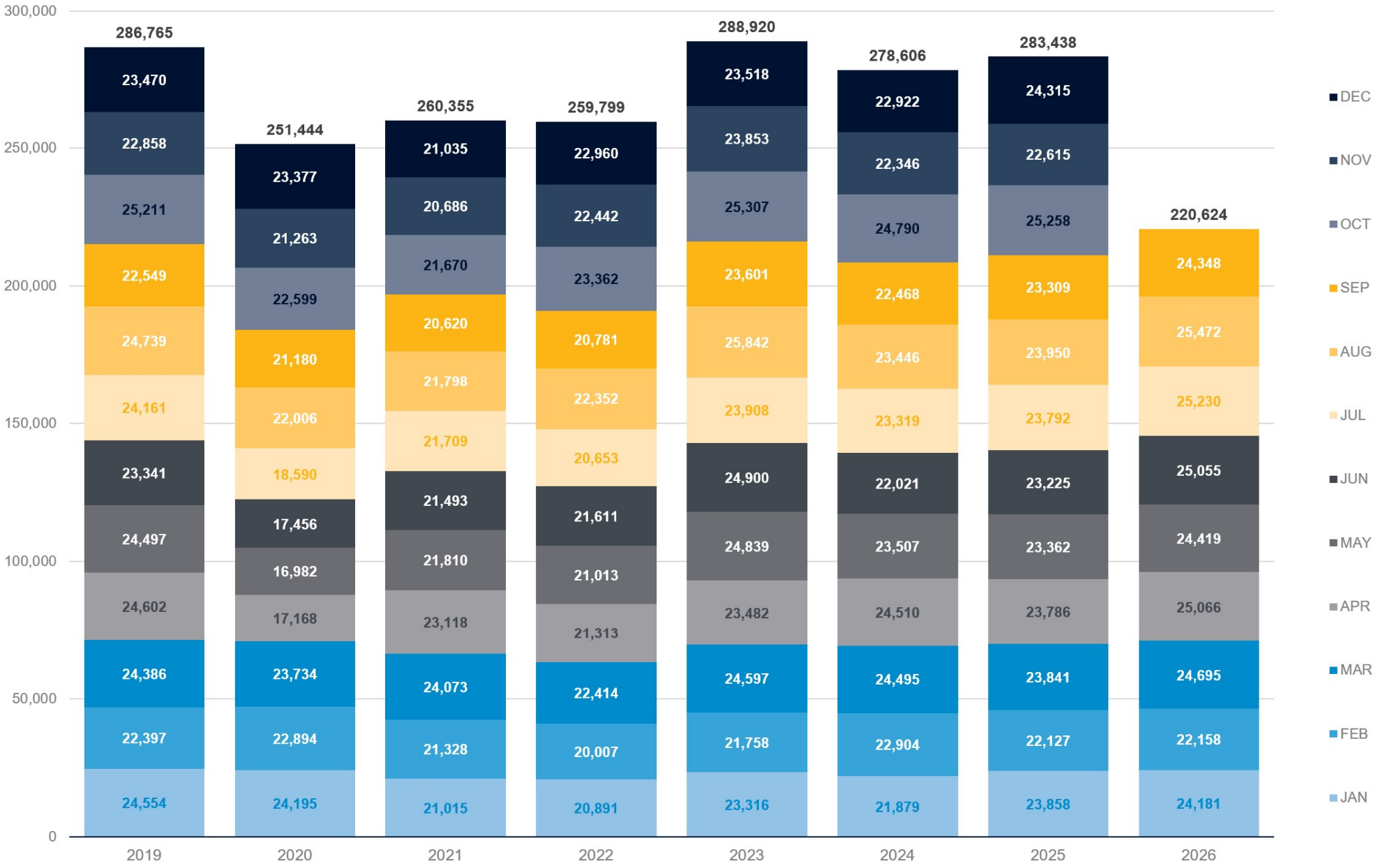


Text summary of the Logged Feedback and Inquiry Categories chart: The chart displays the logged feedback and inquiries broken into categories: ticket vending machine (TVM) – 1.5%, passed up – 7.4%, damaged equipment – bus stop or sign –2.1%, general – 2.4%, other – 7.9%, lost and found – 19.1%, office staff – 1.5%, routing – 13.2%, ticket or Umo – 4.1%, damaged equipment - vehicle – 4.7%, on-time performance (OTP) – 2.1%, and driver – 34.1%. The total number of logged inquiries was 340.


Ridership by Route September 2026
50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
ORBT
3
4
5
8
11
13
14
15
18
24
26
30
35
36
41
43
55
92
93
94
95
97
106
120
200
Weekday Total
Saturday Total
Sunday Total

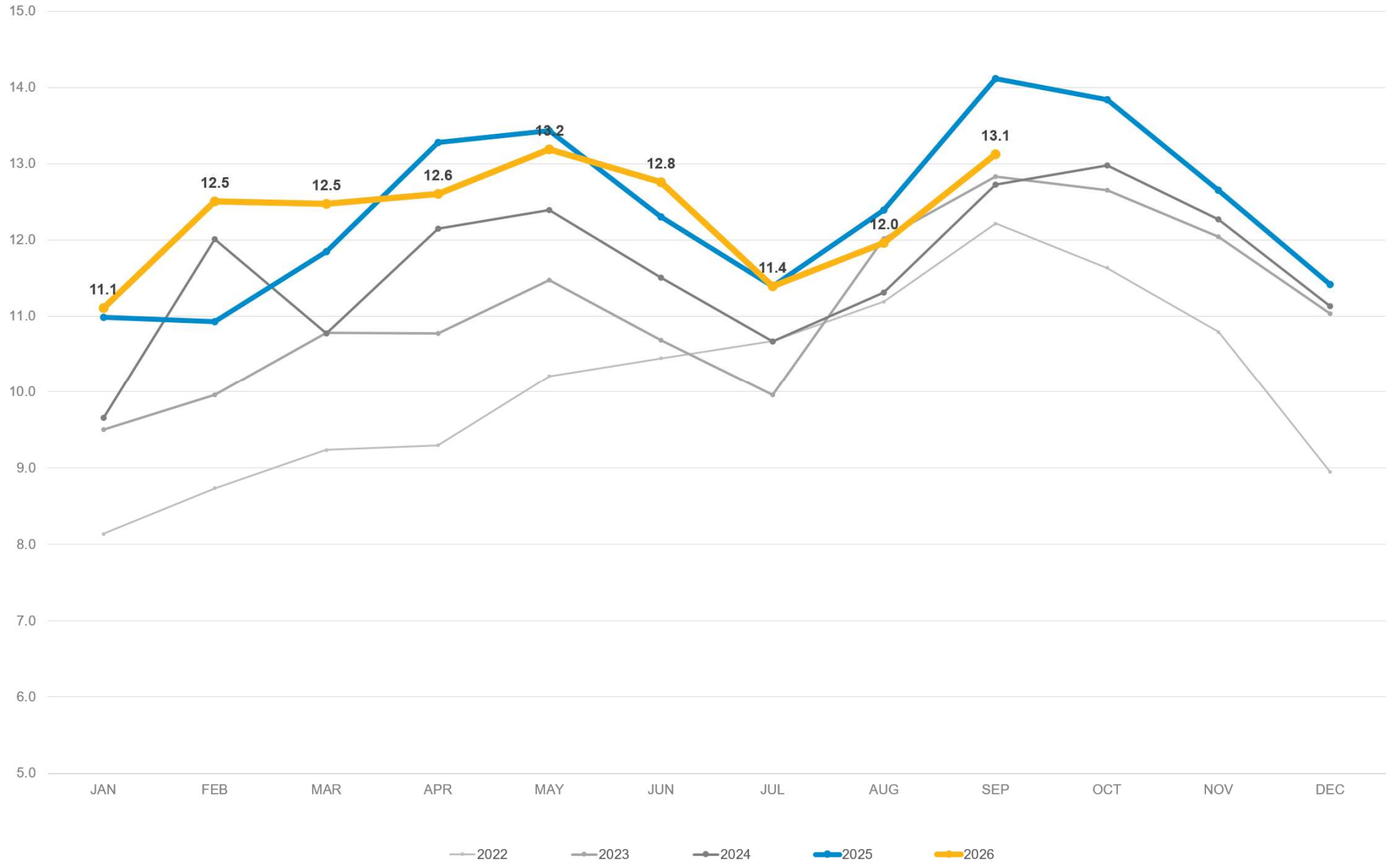
Fixed-Route Revenue Hours

2019 - 2026

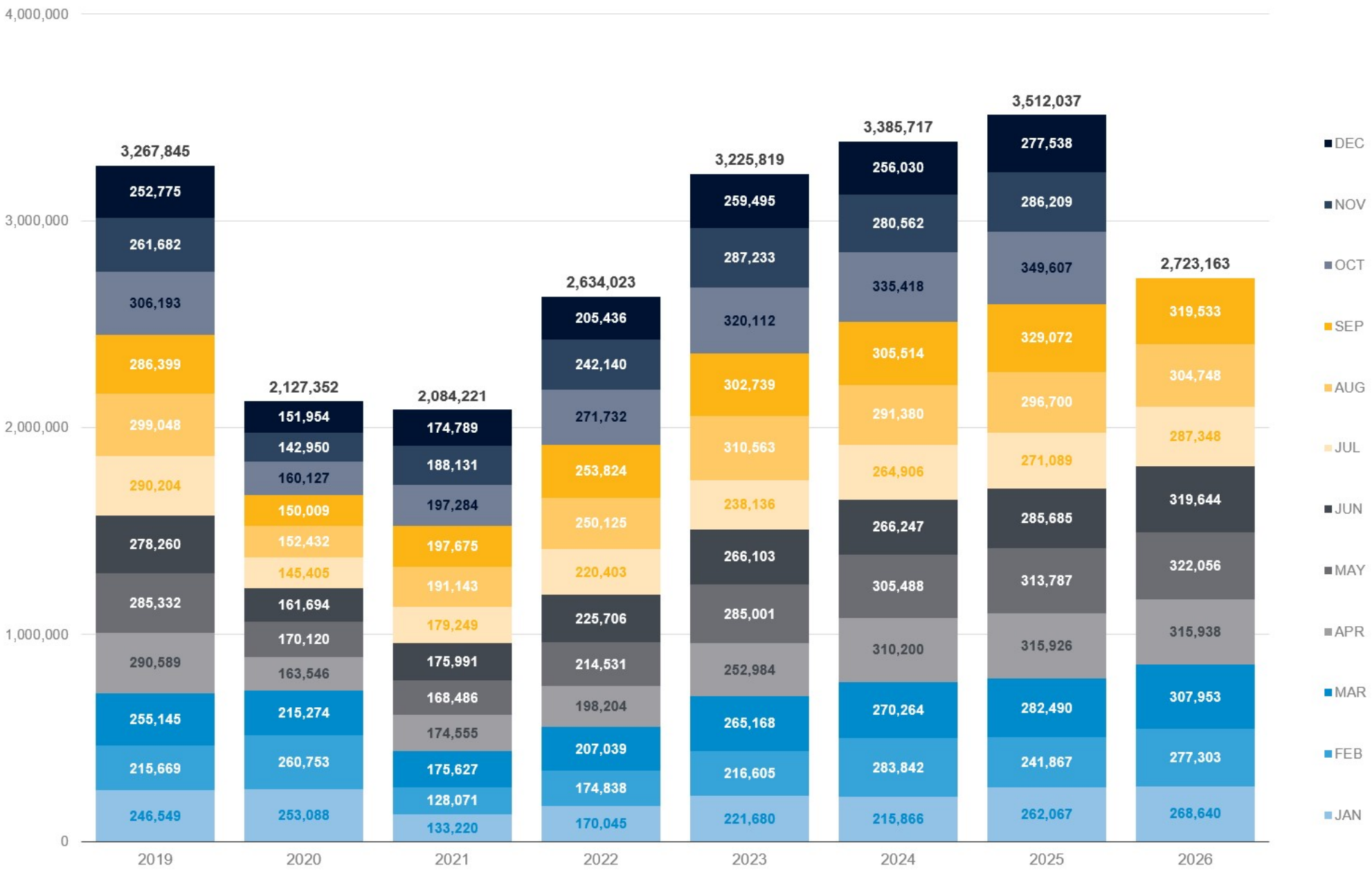


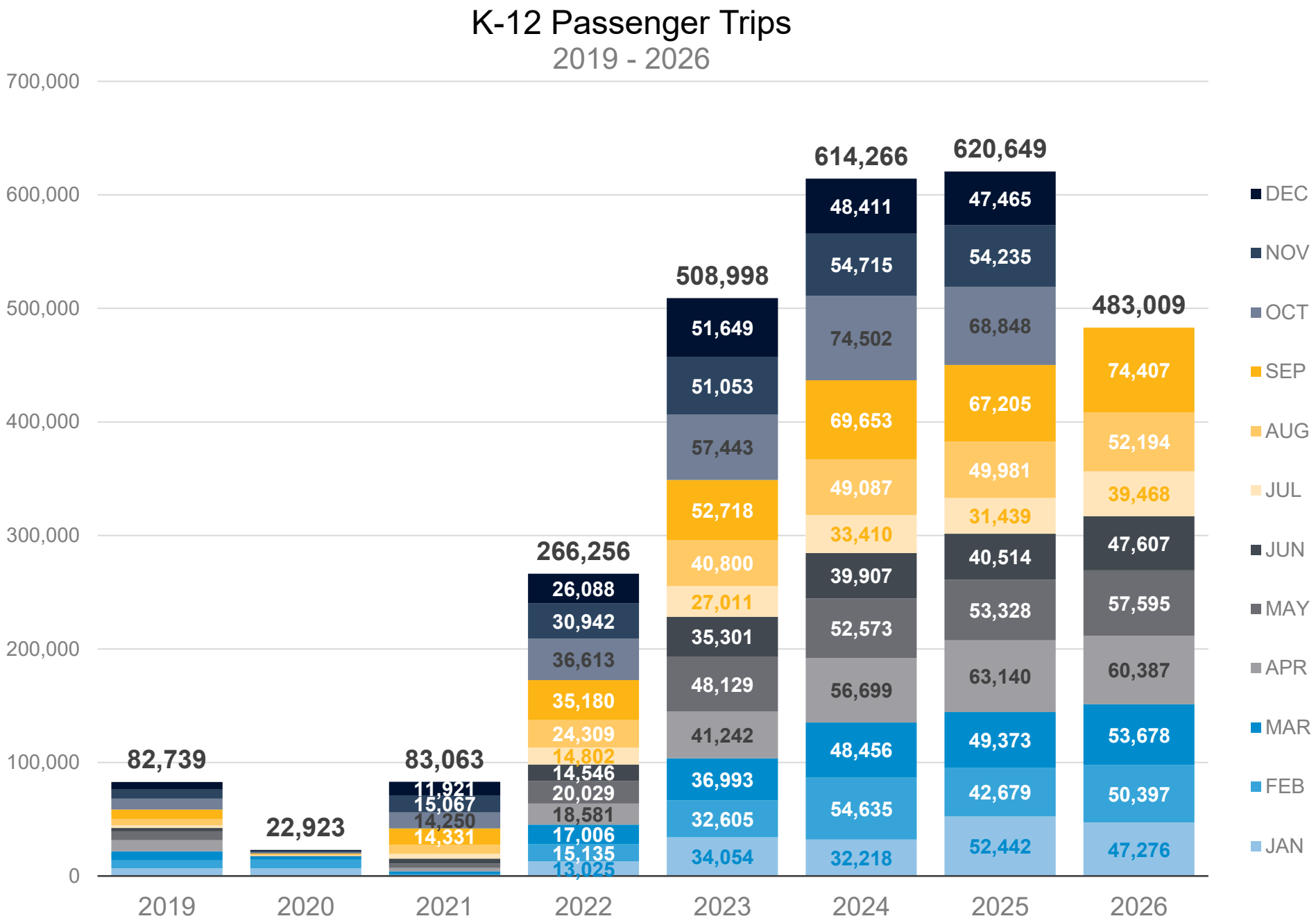
Fixed-Route Passengers per Revenue Hour

2022 - 2026

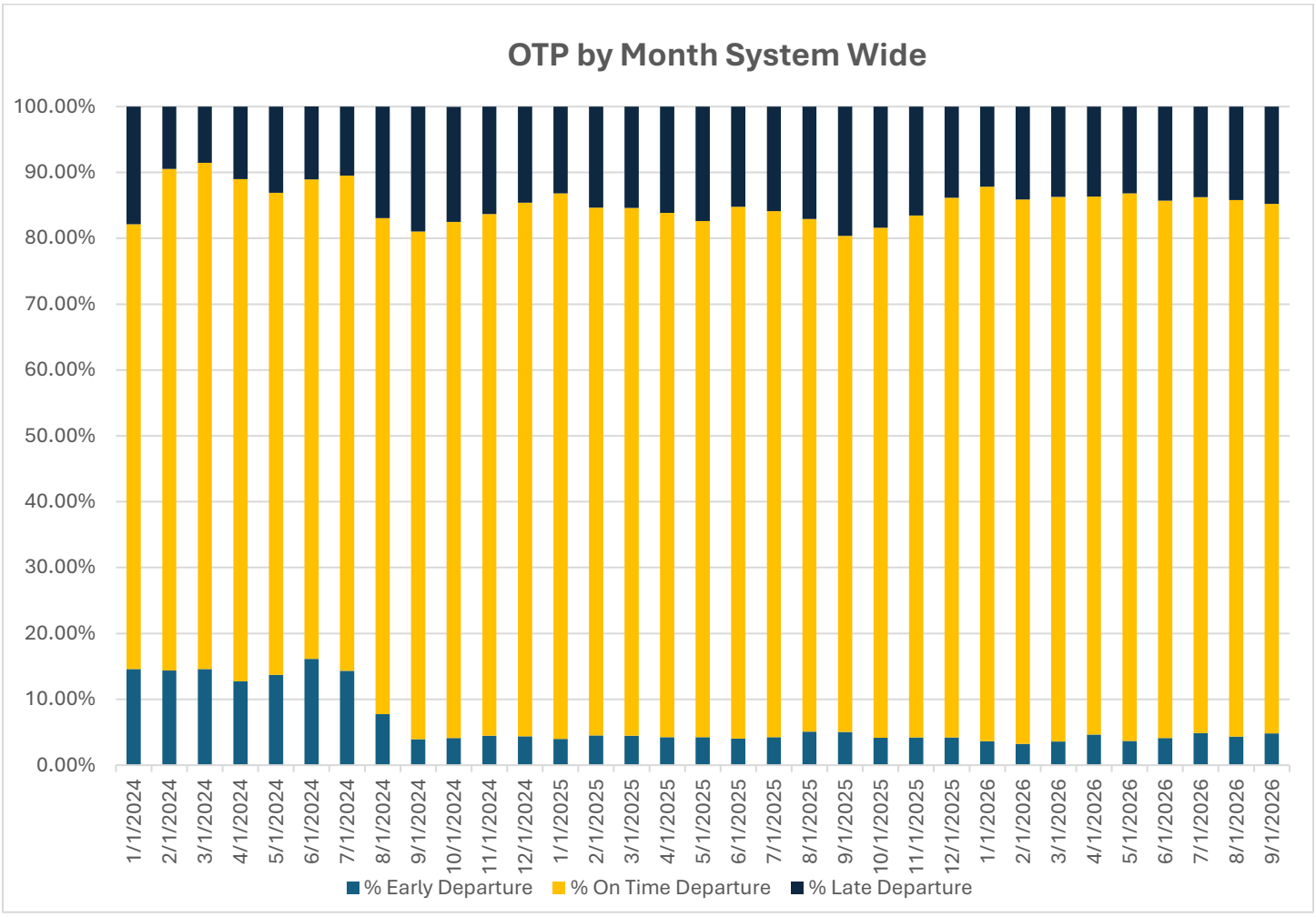


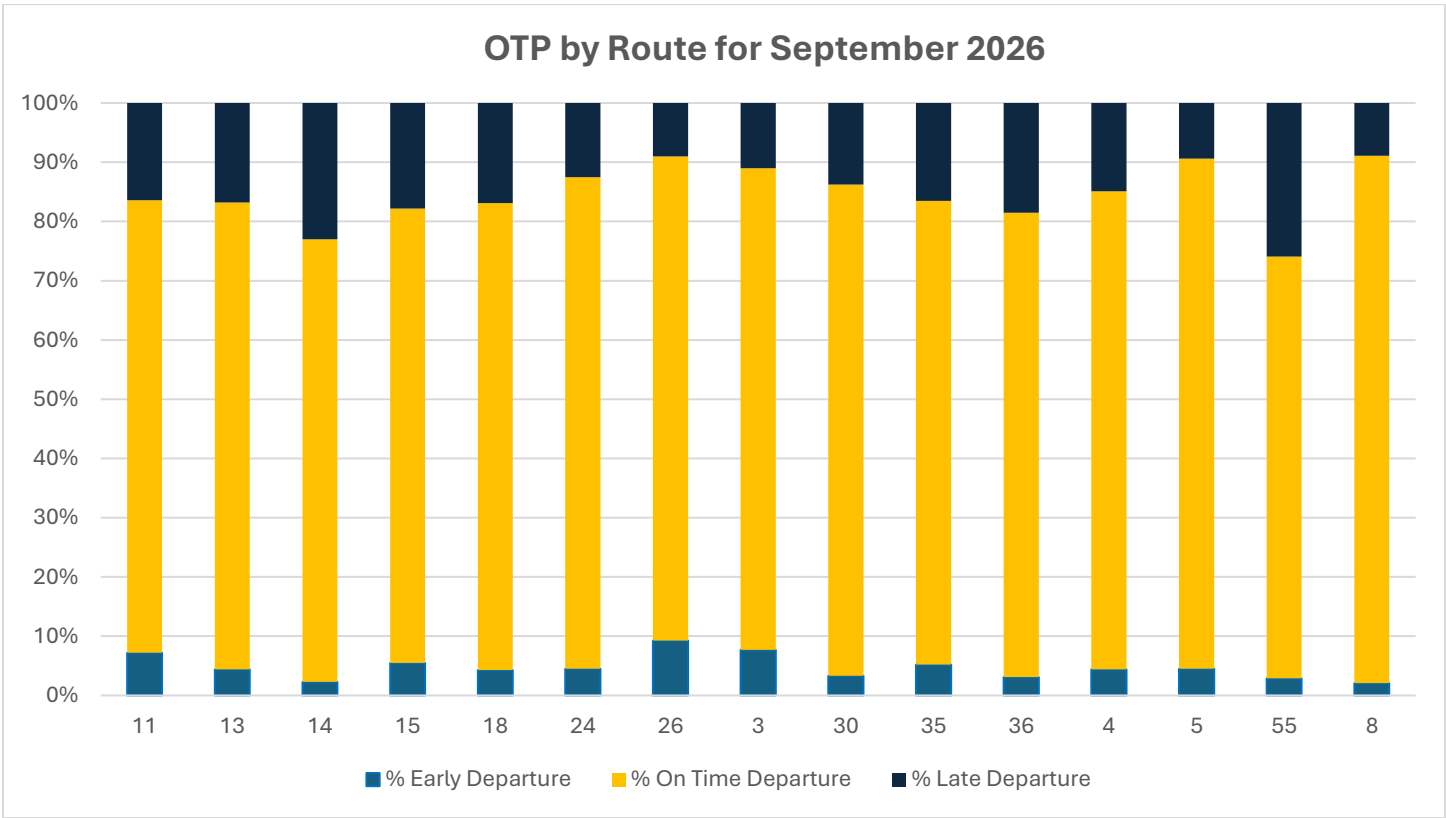
Fixed-Route Passenger Trips
2019 - 2026



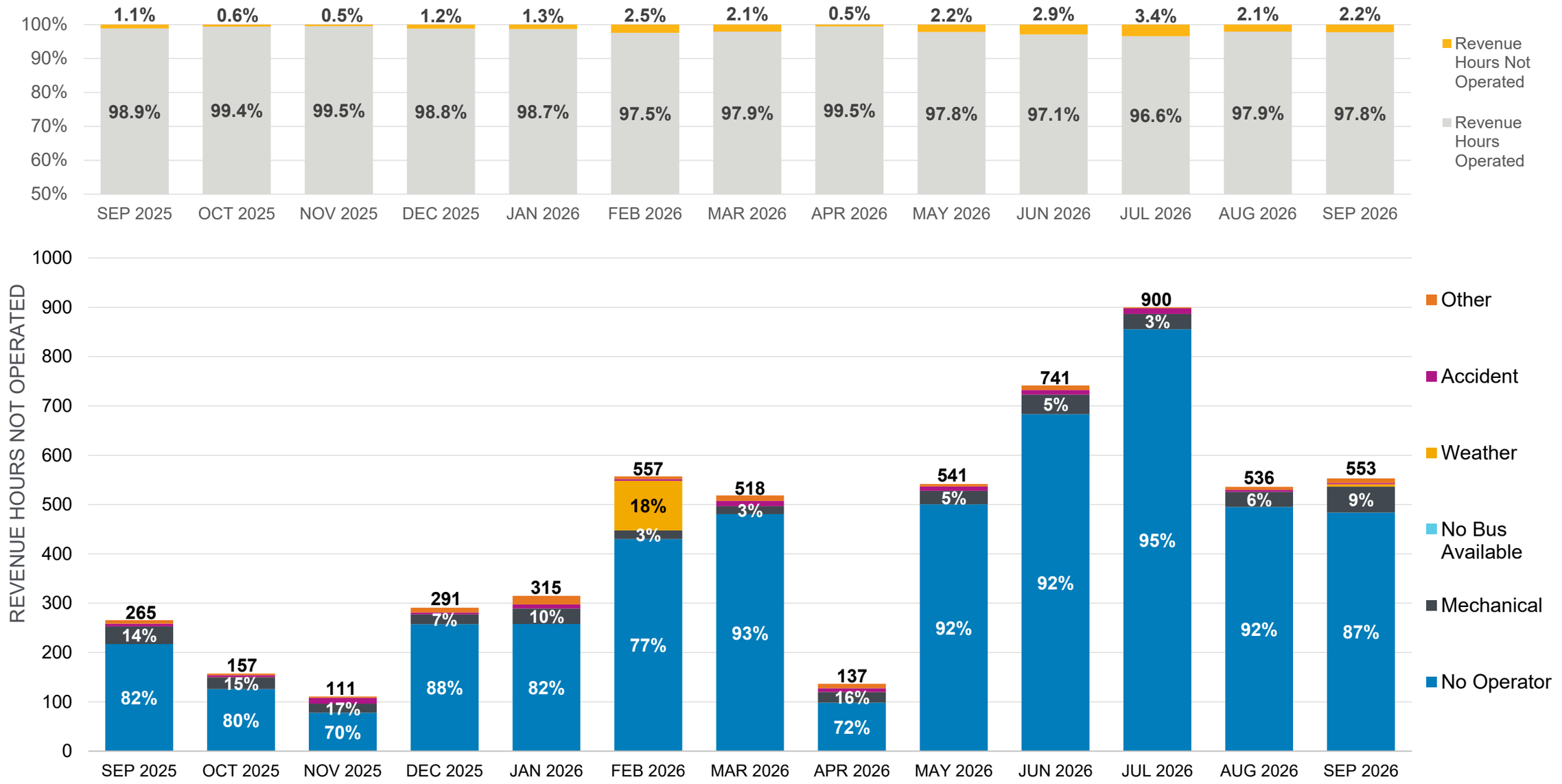


*K-12 Rides Free Program first began on 5/10/2021.


OTP by Month System Wide
100.00%
90.00%
80.00%
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
1/1/2024
2/1/2024
3/1/2024
4/1/2024
5/1/2024
6/1/2024
7/1/2024
8/1/2024
9/1/2024
10/1/2024
11/1/2024
12/1/2024
1/1/2025
2/1/2025
3/1/2025
4/1/2025
5/1/2025
6/1/2025
7/1/2025
8/1/2025
9/1/2025
10/1/2025
11/1/2025
12/1/2025
1/1/2026
2/1/2026
3/1/2026
4/1/2026
5/1/2026
6/1/2026
7/1/2026
8/1/2026
9/1/2026
% Early Departure
% On Time Departure
% Late Departure


OTP by Route for September 2026
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
11
13
14
15
18
24
26
3
30
35
36
4
5
55
8
% Early Departure
% On Time Departure
% Late Departure

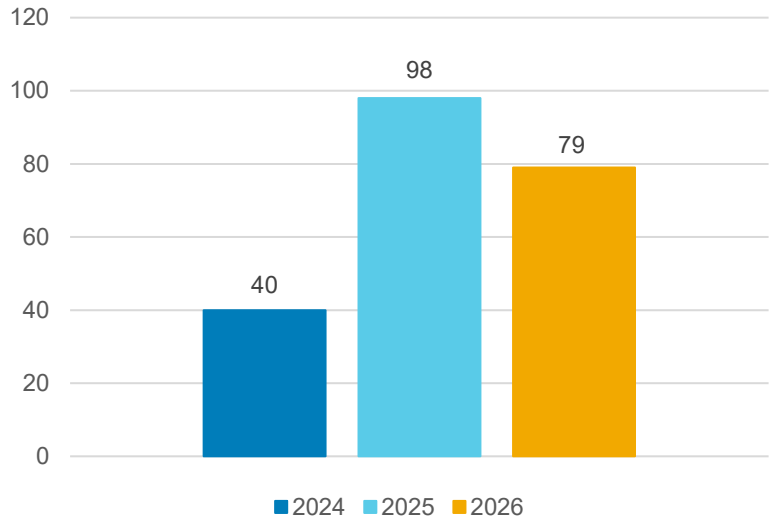
MONTHLY SERVICE INTERRUPTIONS
Revenue Hours Not Operated by Type
Percent of Total Revenue Hours



September 2026 MOBY Eligibility + Operations Report

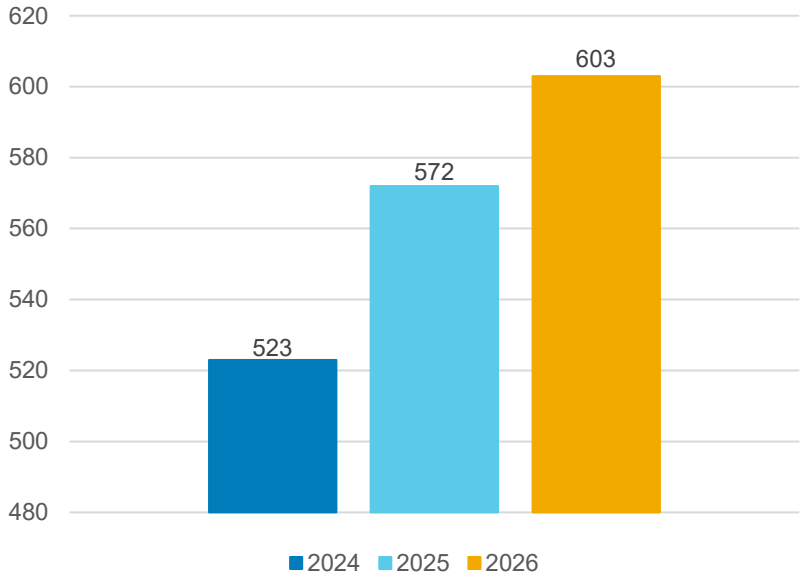
MOBY Eligibility

Figure 1: Number of MOBY Applications Processed in September



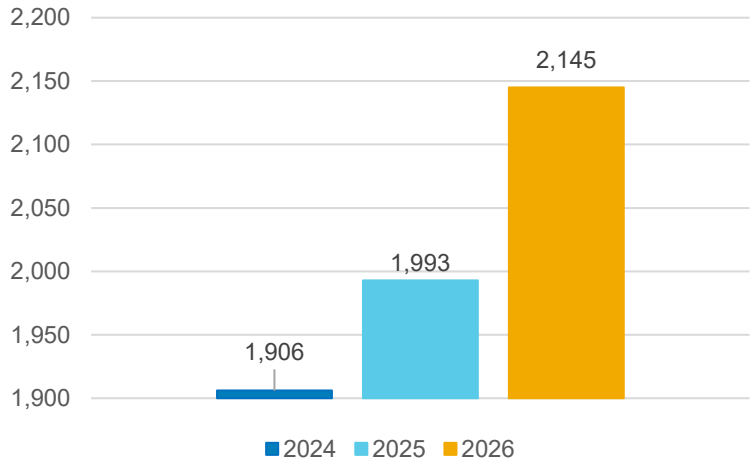
Text summary of the chart: The chart displays the number of MOBY applications processed in September for the last three years. There were 40 applications processed in September 2024, 98 in September 2025, and 79 in September 2026.

Figure 2: Number of MOBY Applications Year-to-Date (January – September)



Text summary of the above chart: The chart displays the number of MOBY applications processed year-to-date (January through September) for the last three years. Through September 30, 523 applications were processed in 2024, 572 in 2025, and 603 in 2026.

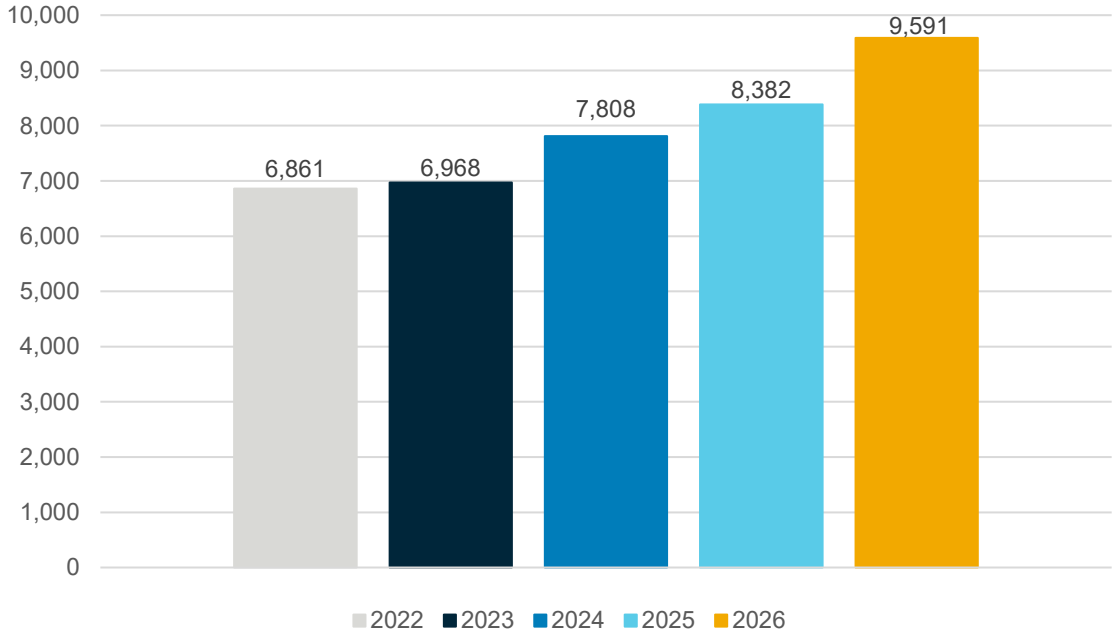
Figure 3: Total Number of Eligible MOBY Riders as of September 30



Text summary of the above chart: The chart displays the total number of eligible MOBY riders as of September 30 for the last three years. As of September 30, there were 1,906 eligible MOBY riders in 2024, 1,993 in 2025, and 2,145 in 2026.

MOBY Operations

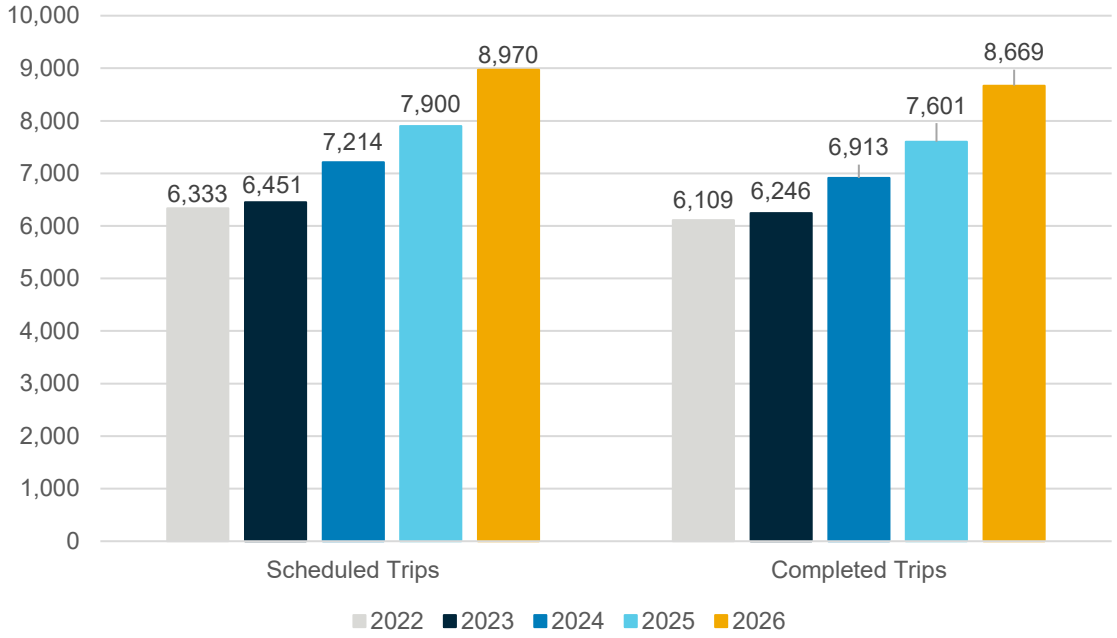
Figure 4: Number of MOBY Passengers in September



Includes clients, companions, PCAs, and other passengers.

Text summary of the above chart: The chart displays the number of MOBY passengers in September for the last five years. In September 2022, 6,861 passengers rode MOBY, including clients, companions, PCAs, and other passengers. There were 6,968 passengers in September 2023, 7,808 in September 2024, 8,382 in September 2025, and 9,591 in September 2026.

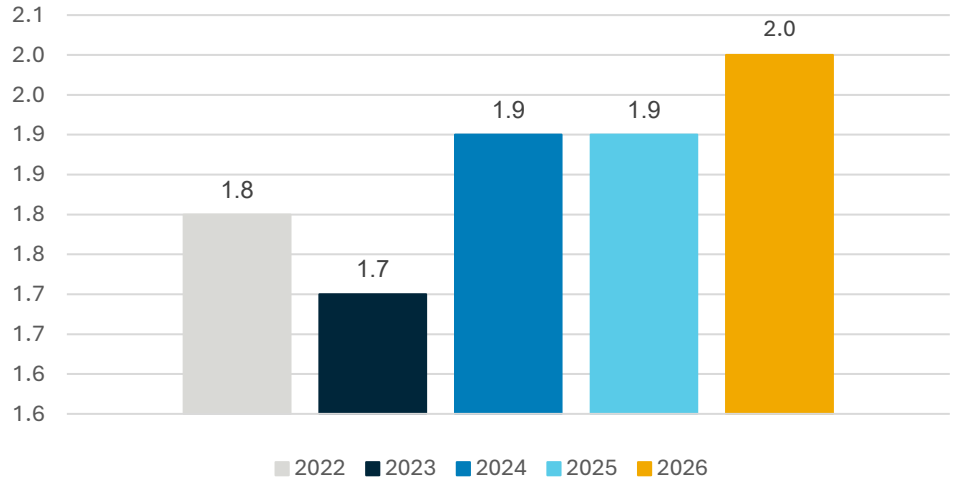
Figure 5: Number of MOBY Trips in September



Text summary of the above chart: The chart displays the number of scheduled and completed MOBY trips in September for the last five years. In September 2022, 6,333 trips were scheduled, and 6,109 trips were completed. In September 2023, 6,451 trips were scheduled, and 6,246 trips were completed. In September 2024, 7,214 trips were scheduled, and 6,913 trips were completed. In September 2025, 7,900 trips were scheduled, and 7,601 trips were completed. In September 2026, 8,970 trips were scheduled, and 8,669 trips were completed.

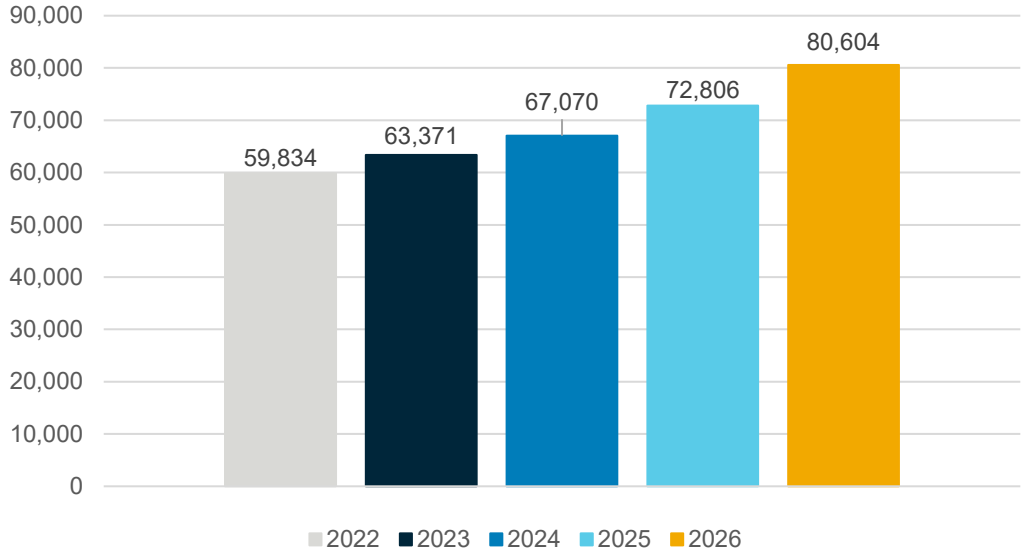
Please note: Operators are staffed according to scheduled trips. All MOBY trips must be scheduled no later than 4:30 p.m. prior to the day of travel. The number of scheduled trips reported may be lower than the actual number of scheduled trips at the close of daily trip bookings due to cancellations not captured by the reporting software.

Figure 6: Average Passenger per Revenue Hour in September



Text summary of the above chart: The chart displays the average number of passengers per revenue hour for the month of September over the last five years. The average number of passengers per hour was 1.8 in 2022, 1.7 in 2023, 1.9 in 2024, 1.9 in 2025, and 2.0 in 2026.

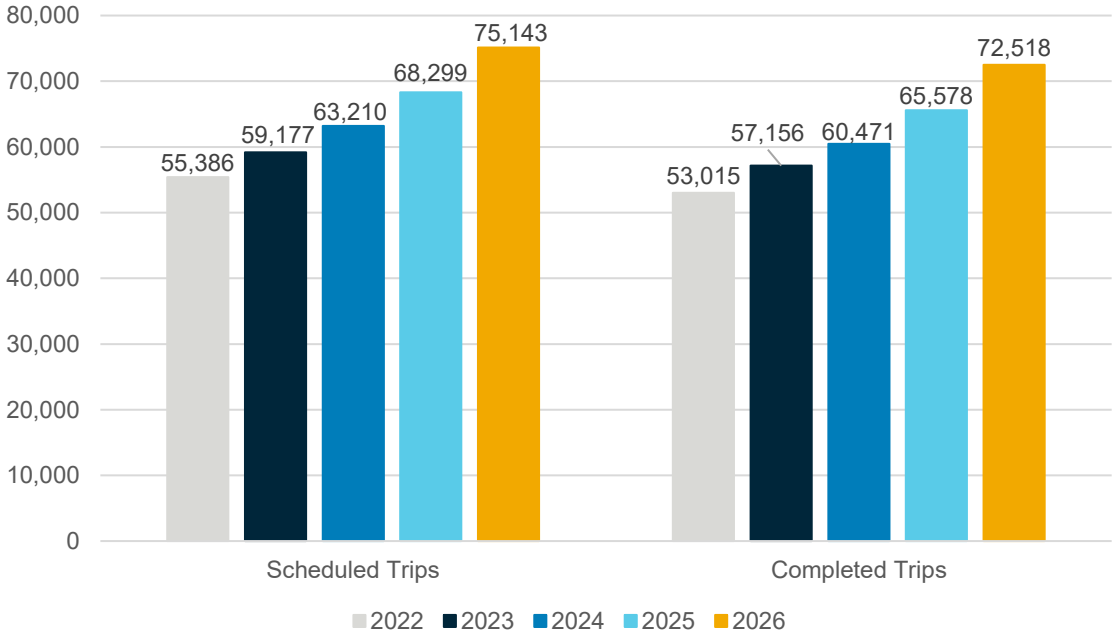
Figure 7: Number of MOBY Passengers Year-to-Date (YTD)



Includes clients, companions, PCAs, and other passengers.

Text summary of the above chart: The chart displays the year-to-date number of MOBY passengers over the last five years. From January 1 to September 30, 2022, 59,834 passengers rode MOBY, including clients, companions, PCAs, and other passengers. There were 63,371 passengers in 2023, 67,070 passengers in 2024, 72,806 passengers in 2025, and 80,604 passengers in 2026.

Figure 8: Number of MOBY Trips Year-to-Date (YTD)



Text summary of the above chart: The chart displays the year-to-date number of scheduled and completed MOBY trips over the last five years. From January 1 to September 30, 2022, 55,386 trips were scheduled, and 53,015 trips were completed. In 2023, 59,177 trips were scheduled, and 57,156 trips were completed. In 2024, 63,210 trips were scheduled, and 60,471 trips were completed. In 2025, 68,299 trips were scheduled, and 65,578 trips were completed. In 2026, 75,143 trips have been scheduled, and 72,518 trips have been completed.