Metro Transit is inviting you to a scheduled Zoom meeting.

Topic: April 2026 Metro Board Meeting
Time: Apr 23, 2026, 08:30 AM Central Time (US and Canada)

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Meeting ID: 897 0988 6372
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AGENDA
REGULAR BOARD MEETING
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
April 23, 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 April 17, 2026

2. Approval of the Minutes of the Previous Meetings:

   a. Regular Meeting: March 26, 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, not on the agenda, for a maximum of 2 minutes.

4. Administrative Report (L. Cencic)

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

6. Resolution 2026-11: Request Approval to Enter into Contract for the Construction of the Boilers Replacement Project (J. Willoughby)

7. Resolution 2026-12: Request Approval to Award Work Order 6-Administration Building Upgrades Final Design as a Part of the A&E IDIQ Contract with SRF (J. Willoughby)

8. Resolution 2026-13: Request Approval of Federal Certificate & Assurances (E. Brooks)

9. Resolution 2026-14: Request Approval of Fiscal Year 2025 Audited Financials (W. Clingman)

10. Board Chair Report (C. Simon)

11. Date, Time, and Place of Next Board Meeting
    Thursday, May 28, 2026, at 8:30 a.m.
    Authority's Administrative Building

12. Adjournment

Tentative Resolutions for April
Public Transportation Agency Safety Plan (PTASP)

REGULAR BOARD MEETING
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
March 26, 2026
8:30 a.m.

Minutes

The Regional Metropolitan Transit Authority of Omaha Board met on Thursday, March 26, 2026, at 8:30 a.m., in person at the Authority's Administration Building, 2222 Cuming Street, Omaha, Nebraska 68102, and virtually. Notice of the Regular Meeting was published in the Omaha Daily Record on March 20, 2026, in advance of the meeting. For the benefit of the public in attendance, a copy of the Open Meetings Law is posted in the meeting room, and the Agenda is published on the display in the facility lobby.

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
Ms. Yanira Garcia
Mr. Tim Lonergan
Mr. Cornelius Williams

Authority Staff:
L. Cencic, CEO/Executive Director
K. Pendland, Deputy Executive Officer (Absent)
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 (Virtual)
A. Johnson, Civil Rights & Inclusion Director
J. Beverage, Maintenance Director (Absent)
N. Ebat, Sr. Manager of Communications & Community Relations
A. Summerfield, Senior Manager of Mobility
S. Perry, Executive Administrator & Board Secretary

Others Present:
Other Metro staff
Members of the public

Agenda Item #1 Call to Order at 8:30 am
Notice of the Regular Meeting was published in the Omaha Daily Record on March 20, 2026. For the benefit of the public in attendance, a copy of the Open Meetings Law is posted in the meeting room, and the Agenda is published on the display in the facility lobby.

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

Regular Meeting: February 26, 2026

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

Agenda Item #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, not on the agenda, for a maximum of 2 minutes.

Kyle Rossen 2464 Harney Street
Ms. Rossen commented on the ORBT emergency hatches located at the front and rear of the buses. She inquired whether Metro has an established policy regarding when these hatches may be opened for ventilation during hot weather.

Joel McGee 3108 Davenport Street
Mr. McGee addressed the Board with his concerns about the proposed change to end service hours at 8:25 pm on the Route 4 bus in the Regency area.

Agenda Item #4 Administrative Report (L. Cencic)
Ms. Cencic began her report by sharing Metro Transit's ridership numbers for February. Fixed route carried 277,303. Currently, this is a higher ridership level for this time of year (January & February) than the same time period during any of the last seven years. Of those fixed rides, 48,190 were on ORBT, and 50,397 were K-12 Rides Free. Microtransit completed 892 rides, with the majority of those in the North Zone.

Ms. Cencic reported that Metro had a successful Nebraska Public Transit Week and thanked the Board for recognizing the week during the February Board meeting. As part of the celebration, a ride-along was held with Omaha Mayor John Ewing and members of his team. The group met at the North Omaha Transit Center and boarded Route 18, providing an opportunity to engage directly with riders. Discussions focused on the importance of collaboration among local governments to enhance transit accessibility, the need for walkable communities and quality sidewalks, and how land use decisions outside of Metro's control impact service delivery. In a related social media post, the mayor noted, "It's clear transit is the heartbeat of our community."

Ms. Cencic also shared that on March 18th, Metro recognized National Public Transit Employee Appreciation Day. To celebrate, yard signs were placed at headquarters to thank employees, and Metro leadership visited transit centers and buses to personally express appreciation. Metro employees distributed treats, posted signage throughout key areas of the building, and ensured banners were displayed at transit centers. Ms. Cencic emphasized that all Metro employees play a vital role in the organization's success.

Additionally, Ms. Cencic announced that Metro is partnering with the Community Transportation Association of America (CTAA) to host the National Roadeo in Omaha on Mother's Day 2026. This annual event rotates among cities and serves as a national competition for transit agencies, featuring both fixed-route and paratransit operators. She noted that while Nebraska hosts an annual statewide competition, it is limited to paratransit vehicles.

Ms. Cencic further reported that Metro is actively training the new customer service contractor, with services scheduled to begin on April 1, 2026. A transition period is expected as the new team is onboarded.

Finally, Ms. Cencic shared that digital signage and a kiosk have been installed at Eppley International Airport, which she recently observed in operation. She also noted that Metro is partnering with Florence Futures, a local nonprofit organization, to install three new bus shelters along 30th Street.

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

Director Dombeck asked if the new shelters mentioned in the Florence area on 30th Street have digital signage.

Ms. Cencic indicated the shelters being installed on 30th Street will not have signage; they will look like the shelter right outside Metro's building on 22nd & Cuming, and she further explained that the shelters are being paid for by the non-profit. As a part of MetroNext, there are 50 locations identified to place bus shelters with digital signage; this phase is still in progress.

Director Williams asks operators participating in the Roadeo if they are being provided with any incentives.

Ms. Cencic responded that participants primarily receive bragging rights. If they are participating, they are paid to do so, and the event provides an opportunity to engage in a fun and competitive experience. She added that individuals selected through CTAA's roadeo may advance to the national competition, which has previously been held in locations such as Florida and California.

Director Simon asked where the Nebraska Roadeo is held.

Ms. Cencic advised that it's being held on Grand Island. For the past couple of years, Metro has sent two paratransit operators, and if they place in the state competition, they move on to nationals in the host state for that year.

There were no further questions or discussion.

Agenda Item #5 Administrative Reports

Administration/Human Resources (D. Grant)

Mr. Grant's report for February Metro welcomed 11 new employees and identified 11 additional hires for March. Of the 11 new hires, there were five fixed bus operators and six paratransit operators. Mr. Grant further explained that he updated the recruiting board report to make it easier to follow.

Mr. Grant concluded his report and opened the floor to the Board for questions. There were none.

Programs/Operation (A. Summerfield)

Aaron Summerfield, Director of Operations, presented the board report on behalf of Mr. Pendland. Last month, regarding customer service, there were 11,903 calls offered, and 10,985 calls answered, with an overall service level of 92%.

Fixed route revenue hours in February were 22,158, which reflects an increase in service delivery of 31 hours compared to February 2025. Passenger trips were at 277,303, which is an increase of 35,436 passenger trips compared to February 2025.

Route productivity level was 12.5 passengers per revenue hour across all fixed routes in February, which is the highest productivity number seen in February over the last 7 years.

On-time performance in February averaged 3% Early Departure, 14% Late Departure, with an On-time departure rate of 83%.

Service interruptions accounted for 2.5% of our total revenue hours, which was an increase of 1.2% from January, but includes the service interruptions that resulted from the winter storm. The winter storm on February 19th resulted in a loss of 100.26 revenue hours and accounted for 18% of all the service interruptions that occurred in February. As mentioned in last month's board report, Metro had planned for some reduction in service in preparation for the storm; however, due to the rapid deterioration of road conditions, Metro Transit was unable to continue service to the extent planned. Metro ended service on February 19th at 7 pm with the final Metro bus arriving safely back at the garage at 8:27 pm. Even with curtailed service hours, Metro was able to provide rides for 7,236 passengers that day.

For paratransit operations, a total of 7,577 trips in February were completed, which is an increase of 1,393 trips from last February. The average paratransit passengers per revenue hour in February increased slightly to 2.1.

For microtransit in February, there were 892 completed rides, with 461 of those within the North Zone, 131 in the South Zone, and 300 in the West Zone. Based on reporting from Metro's fare system, 118 riders were transferring from microtransit to fixed route service, and 108 riders who transferred from fixed route service to microtransit.

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

Director Corrigan asked if Metro is feeling any effects due to the transition to the new contractor for customer service.

Mr. Summerfield advised that at this time, a drastic impact has not been seen, but this may be different next month. Ms. Cencic agreed but did express that Metro is monitoring call hold times as this transition occurs. This week, there has been an issue with staffing due to representatives from the outgoing contractor staff finding new employment, but services provided have been within contractual standards.

There were no further questions or discussions.

Communications (N. Ebat)

Ms. Ebat reported that since the previous Board meeting, Metro has had four pieces of organic media and has had six outreach events largely surrounding Nebraska Public Transit Week (NPTW). She provided information on all the events during NPTW.

- March 15: Scavenger Hunt launch
- March 16: Fare-Free Day
- March 17: CEO and Mayor Ride Along
- March 18: Transit Employee Appreciation Day
- March 19: Books + Bus event with Omaha Public Library
- March 21: Bus + Crafts event at Gene Leahy Mall

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

Director Williams asked how the events went with the weather changes, and Director Simon commended Metro for their work during NPTW week.

Agenda Item #6 Resolution 2026-09: Request Approval of the 2027 Transportation Improvement Program (TIP) (E. Brooks)

Staff requested approval of the 2027 element of the 2027-2031 Transportation Improvement Program (TIP). This is to program funds and create the 2027 Program of Projects (POP).

Staff recommended programming Urbanized Area Apportionment Funds (5307) and Bus and Bus Facility Apportionment Funds (5339) in the FY 2027 element of the TIP.

Additionally, staff recommended approval of the 2027 Program of Projects in the following manner:

PROJECT	SOURCE OF FUNDS	AMOUNT	DESCRIPTION
SUPPORT EQUIPMENT AND FACILITIES	5307	Fed: $3,364,400 Local: $841,100 Total: $4,205,500	Update BGE equipment, Paratransit software, Radio replacements, design work for Administration Building repair
TRANSIT ENHANCEMENTS	5307	Fed: $160,000 Local: $40,000 Total: $200,000	Design work for transit center
UNIFIED WORK PROGRAM	5307	Fed: $1,600,000 Local: $400,000 Total: $2,000,000	Planning activities for 2027 and Onboard Survey.
OPERATIONS	5307	Fed: $13,650,200	Preventative Maintenance, partial ADA service, Employee and

		Local: $3,412,550 Total: $17,062,750	Staff Training, Project Administration.
PROJECT	**SOURCE OF FUNDS**	**AMOUNT**	**DESCRIPTION**
ROLLING STOCK	5339	Fed: $680,000 Local: $120,000 Total: $800,000	8 Moby vans
OPERATIONS	5339	Fed: $6,400 Local: $1,600 Total: $8,000	Training

Board approval will allow the projects to be committed for FY 2027. Projects will be submitted to MAPA for consideration at the April 2026 MAPA Board Meeting. Total new encumbrance of federal funds will be $19,461,000. Total new encumbrance of local funds will be $4,815,250. Total new encumbrance of all funds will be $24,276,250. Approval ensures Metro's compliance with FTA planning requirements.

This item was reviewed by the procurement committee prior to the Board Meeting.

The resolution was recommended to the Board for approval.

The Board invited public comments and Board discussion on this resolution. There were no public comments on this resolution.

Board Discussion

Director Corrigan asked if the onboard survey is a usual addition to the project's budget.

Ms. Cencic responded that yes, a usual occurrence due to Title VI and occurs every five years. This is also used for route planning purposes.

With no further questions or comments, the Board approved unanimously.

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

Agenda Item #7 Resolution 2026-10: Request Approval of the Title VI Service Equity Analysis for Proposed April 2026 Service Changes (A. Johnson)

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:

1. The addition and/or elimination of a bus route.
2. A ten percent or more addition or reduction in the system revenue miles.
3. A fifteen percent or more addition or reduction of revenue miles on any individual route.
    i. This includes a change in frequency, span of service, or route alignment beyond a three-quarter-mile buffer of the terminus and either side of an existing alignment.

The proposed service changes for April 2026 meet this definition of a Major Service Change due to proposed changes to the Route 11 schedule that would adjust the schedule more than seven minutes during peak hour periods, the revenue miles on Routes 13 and 30 would increase by more than 15% and the proposed route alignment for Route 30 is greater than the allowable three-quarter mile buffer.

A Title VI Service Equity Analysis was completed to identify the impact of the proposed changes to Routes 11, 13, and 30 on (racial) minority and low-income populations. The Title VI Service Equity Analysis found:

- **No disparate impact on minority populations.**

- The cumulative system level of the benefit of all proposed changes to minorities is 4.3% additional service, and to non-minorities is 4.8%. The negative difference of 0.5% does not exceed the 15% threshold of Metro Transit's Disparate Impact Policy.

- **No disproportionate burden on low-income populations.**

- The cumulative system level of the benefit of all proposed changes to low-income populations is 5.0% additional service, and to non-low-income populations is 4.6%. The negative difference of 0.5% does not exceed the 15% threshold of Metro Transit's Disproportionate Burden Policy.

- **No mitigation strategies are proposed as a result of the adverse effect reviews for Routes 11, 13, and 30.**
- **The proposed additions and changes to service on Routes 3, 4, 11, 13, 18, 26, 30, and 106 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 was available as part of the March 2026 Board Packet and available to the public upon request by emailing civilrights@ometro.com.

The resolution was recommended to the Board for approval.

The Board invited public comments and Board discussion on this resolution.

Public Comment
Clyde Anderson 7020 Burt Street, Omaha, NE - Vice Chair of Transit Advisory Committee (TAC)

Mr. Anderson stated that the proposed service changes that are scheduled for implementation on April 19, 2026, were presented to TAC. He noted that feedback from public meetings held in February was favorable. On March 11, 2026, TAC members unanimously approved the proposed bus service and route changes.

Mr. Anderson expressed concern regarding the Route 4 service to Regency ending earlier in the evening and apologized for not recognizing this impact during TAC's review of the proposal.

Board Discussion

The Board discussed several factors regarding the proposed changes to Route 4, including whether the service change should be delayed. Questions were raised regarding ridership levels, specifically the number of riders utilizing the Regency segment compared to the overall route.

The Planning Department reported that prior analysis indicated low utilization in the Regency area, with approximately 1,097 total riders on Route 4 and only 10 riders going to Regency daily.

The proposed changes would provide an additional 30 minutes of service to the downtown area. Ms. Cencic explained that the service changes could not be implemented on a partial basis; any modifications would require withdrawal of the entire service change package, resulting in a delay to the other service improvements.

The Board acknowledged that service changes may have a negative impact on some riders but emphasized the importance of maintaining service efficiency and aligning with Metro Transit's mission.

Staff noted that the Regency area could be reevaluated following implementation. The potential for microtransit service expansion to the area, in coordination with Via, was also discussed. It was confirmed that a new Title VI analysis would not be required if changes made to Route 4 differed from what was being proposed to the Board, as the changes fell within the 10% threshold.

The Board discussed several factors regarding Route 4, including whether this service change should be delayed. In the end, the Board agreed that with any changes, some will be negatively affected, but ultimately, a service is being provided, and Metro Transit must strive to follow its mission.

With no further questions or comments, the Board approved unanimously.

Motioned by Lonergan; Seconded by Padilla
ROLL CALL: 4-0, with 1 abstention (Williams), MOTION CARRIES

Agenda Item #8 Board Chair Report (C. Simon)

Director Simon congratulated Metro Transit on an incredible job during the week of NPTW.

Agenda Item #9 Date, Time, and Place of Next Board Meeting

Thursday, April 23, 2026, at 8:30 a.m.
Authority's Administrative Building

Agenda Item #10 Adjournment at 9:29 am

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

RESOLUTION: **2026-11 REQUEST APPROVAL TO ENTER INTO CONTRACT FOR THE CONSTRUCTION OF THE BOILERS REPLACEMENT PROJECT.**

EXPLANATION: Bids were received and opened at a public bid opening on April 8, 2026, at 2 pm to perform construction services associated with the Boiler Replacement Project. This project includes the following items:

- Removal of the two existing dual-fuel boilers, three pumps, and associated piping and ductwork
- Removal of wall-mounted heaters and associated piping
- Removal and replacement of existing air intake ductwork and equipment
- Installation of one dual fuel (Diesel/CNG) boiler and two condensing boilers and associated piping and ductwork
- Installation of three heating water pumps and associated equipment
- Installation of 30 unit heaters and associated piping
- Installation of 30 wall-mounted baseboard heaters and associated piping
- Installation of thermostats to control heater units, including connections to the building management system

A Notice to Bid was published on Metro's website, in The Daily Record, on Standardshare, and notices were sent directly to Contractor's on Metros' bidder's list. Four Contractors, Christopherson Mechanical, Cerris Systems, Fluid Mechanical, and Grunwald Mechanical, each submitted a bid. After review of the submitted bids, Christopherson Mechanical's bid was deemed non-responsive. The remaining three bids were responsive, with the lowest bid from Grunwald Mechanical for $1,429,809.

An Independent Cost Estimate (ICE) was completed with a project cost of $1,390,776. The bid submitted by Grunwald Mechanical was 2.8% higher than the ICE. Staff have reviewed the bid and determined the price to be fair and reasonable.

Staff is requesting that the Board authorize the CEO to prepare and execute a contract with Grunwald Mechanical for the construction of the Boiler Replacement Project.

This item was forwarded to the Finance/Procurement and Operations Committees, prior to the Board meeting, for their review.

The foregoing resolution was duly adopted by the Board of the Regional Metropolitan Transit Authority of Omaha at a meeting held on the 23rd day of April 2026, and the undersigned hereby certifies the adoption of this resolution.

Curt Simon, Board Chair

Selina Perry, Board Secretary

Resolution: **2026-12 Request Approval to Award Work Order 6-Administration Building Upgrades Final Design as a Part of the A&E IDIQ Contract with SRF**

Explanation: The Architectural & Engineering (A&E) Contract with SRF is split into multiple work orders. These Work Orders are based on each individual project and are negotiated based on the scope of work of the project. Work Order 6 – Administration Building Upgrades Final Design includes the design and construction administration for several improvements to the Administration Building. This work order includes the replacement of 120 metal doors throughout the building and along the exterior. New door hardware will be installed at all interior and exterior doors, and a new access control card system will be installed throughout the building. All exterior windows will be replaced, and the metal façade along the top of the building and front entry will be painted. The lights within the main interior portions of the building will also be replaced with LED lights, and the front desk will be reconstructed with a more secure desk and window. In order to create a more secure environment throughout the building, an access control system will be installed, where access will be granted with badges. The existing doors that will have access control need to be replaced to accommodate the system, and the remaining metal doors have several deficiencies, not limited to rusting, settling, and hardware malfunctions. The current exterior windows and the majority of the lighting are not energy efficient and are either obsolete or will become obsolete. Finally, the exterior metal façade is rusting, and the metal is becoming exposed. Painting and sealing the metal will keep it from degrading and requiring replacement.

Metro negotiated Work Order 6 with SRF in three steps. The first step was the negotiation of the scope of work, which was approved by Metro and SRF to include the design and construction administration of the items listed above. The second step was the negotiation of the fixed fee percentage based on the size and type of project. The third step was the negotiation of the hours required to complete the Work Order. Metro and SRF agreed on 2,071 hours. The negotiated hours were 7.8% higher than the Independent Cost Estimate developed by Metro. After negotiations, Metro and SRF agreed to a total fee of $465,652.21. The negotiated fee amount was 3.62% higher than the Independent Cost Estimate developed by Metro. Metro has determined that the price is fair and reasonable.

Staff is requesting Board authority to enter into Work Order 6 – Administration Building Upgrades Final Design as a part of the A&E IDIQ Contract with SRF for the amount of $465,652.21.

This item was reviewed with the Finance/Procurement Committee, prior to the Board meeting.

The foregoing resolution was duly adopted by the Board of the Regional Metropolitan Transit Authority of Omaha at a meeting held on the 23rd day of April 2026, and the undersigned hereby certifies the adoption of this resolution.

_____

Curt Simon, Board Chair

_____

Selina Perry, Board Secretary

ATTACHMENT B SCOPE OF SERVICES

WO #6 – Administration Building Upgrades Final Design (Windows, Doors, Door Access Control, Lighting and Painting)

Project Overview

The SRF Team will provide professional services for the following elements:

Replace all exterior windows.

Replace most metal doors and access wood doors for replacement.

Provide for a combination of card area access control and keyed door access control.

Replace interior lighting.

Develop a plan for painting selected exterior areas of the headquarters building.

Task 0. IDIQ Project Initiation Activities

Tasks to be completed by the consultant team are:

- Facilitate a kick-off meeting for the design and construction administration phase of the multi-facetted project.
- Conduct a site visit to augment data collection and/or collect additional photos from the completed scoping phase.
- Organize and assemble data required for the project.
- Execute Sub-Consultant Agreements with team members for approved work. Meeting #1 – Convene a single kick-off meeting with Metro and team members to review the scope of each element.
- Coordinate exchange of drawing files, schedule information, etc.
- Bi-weekly all-projects check-ins to update the project status and needs.

Task 1. Project Management

The SRF Team will provide the following project management services:

- Prepare documents required to activate subconsultants work.
- Participate and document design meetings for the individual project focus areas.
- Update the scope to address unforeseen design items.
- Prepare and submit invoices.
- Facilitate approximately bi-weekly team check-in meeting.

Task 2. Windows/Doors/Door Security System/Painting Scope

The SRF Team will:

- Provide construction drawings and specifications for replacement of all exterior windows, replacement of most metal doors (interior and exterior), and selected interior doors identified through the scoping phase.
- Provide construction drawings and specifications for replacing lighting fixtures in locations defined as part of the completed scoping phase.
- Prepare drawings detailing exterior sections of the headquarters building to be stripped, surfaces prepared and repainted.
- Develop construction drawings and specifications for the reception/information window area to provide enhanced security measures for the space.
- Facilitate appropriate design phase meetings to coordinate with Metro staff and integrate various project elements. The budget assumes a minimum of three (3) design period meetings covering various project elements.
- Provide two (2) full-size sets of design plans.
- Provide two (2) half-size sets of design plans.
- Provide two (2) sets of design specifications.
- Provide ACAD design files.

Task 3. Electrical System Design

The SRF Team will:

- Assess power requirements to support the security system.
- Prepare electrical system design drawings for the security system.
- Prepare electrical system design specifications.
- Conduct coordination meetings with Metro staff.

Task 4. Bid Negotiation

The following Invitation For Bid (IFB) development and bid negotiation services will be provided:

- Prepare Division 1 Project Description, Division 3 Supplemental Conditions; Division 5 Forms; Division 6 AIA Contract, Division 7 Technical Specifications and Division 8 Drawings.
- Prepare material for pre-bid meeting.
- Provide material for addenda that may be issued.
- Review submittals for prior approval.
- Answer bidder questions.

Task 5. Construction Administration

The following construction administration services will be provided:

- Respond to Contractor requests for information or interpretation (RFI). SRF, Alvine Engineering and SCOPPA will each have responsibility in addressing requests.
- Review the following submittals:
    A. Submittals defined within the specifications for each of the project elements.
    B. Fixtures, hardware, equipment submittals specified by others that include connections to project elements designed by SCOPPA and Alvine Engineering.
- Prepare proposal requests required to clarify the project scope. Changes to the project scope may be considered additional services during construction administration.
- Review and provide replies to Construction Submittals.
- Coordinate permit requirements (if applicable) with contractor.
- Address City permitting comments, if required.

Construction Project Management Trips/Meetings

The following trips/meetings are included as part of this proposal:

- Travel to the project site and Client's office to complete the project design and coordination. The cost estimate assumes 5 trips will be made to Metro by each firm to address needs during construction to address questions and at milestones to review work.
- Travel to the project site to attend construction meetings and/or conduct observation of construction, including preparation of a final punch list. The cost estimate assumes 10 meetings for each of the team firms.

Deliverables

The following deliverables will be provided:

1. Preliminary basis of design (BOD) narrative in .pdf format to be used for reproduction
2. Contract/construction documents in .pdf format to be used for reproduction
3. Technical and system performance specifications
4. Opinions of probable construction cost

Construction Closeout

The SRF Team will:

- Perform one (1) On-Site Construction Walk-Through. The expectation is that up to two staff from Alvine, two staff from SCOPPA and one from SRF will participate.
- Perform one (1) Punch-List walk through. The expectation is that up to two staff from Alvine, two staff from SCOPPA and one from SRF will participate.

METRO TRANSIT DOOR SCOPE CLARIFICATION

Replacing doors in a large facility like Metro Transit is more complex than it may seem at first glance.

This building is over 300,000 square feet and contains many different types of spaces, each with different safety, security, and operational requirements. As a result, the doors are not all the same. Each one may require specific hardware, fire ratings, accessibility compliance, and coordination with existing conditions.

A significant effort is required to verify the existing conditions in a building of this size. Doors and hardware are often modified over time, so each opening must be carefully reviewed to confirm what is actually in place. This level of verification helps avoid conflicts and costly issues during construction.

The scope varies for each individual door even if they are the same door material (wood vs hollow metal). Door frames anchored into masonry are different than door frames anchored into concrete or into light-gauge studs. Some doors will have Lites and others will not. Some doors will have tight existing tolerances to meet. Some doors will not have simple design solutions that meet today's codes and will need to be reviewed, researched, and discussed with the team.

The door hardware required also varies by door, and it is more sophisticated than it appears. Each opening includes multiple coordinated components such as hinges, closers, locks, latches, and exit devices, each with multiple functions and options.

A sampling of the reasons that you have multiple hardware sets includes:

- Single vs Pair of Doors
- On Pairs of Doors: No center mullion (less secure and durable) vs removable (more secure and durable), depending on use locations
- Exit Hardware Required (Push Bar) vs Not Required
- Different grades of exit hardware (industrial heavy-duty vs. less expensive office grade vs fire-rated at doors in fire-rated walls)
- Cylindrical locksets to save cost at low-use locations vs mortise locksets for durability at high-use and high-security (exterior) locations
- Function of the lockset
- Push/Pull sets on restroom doors instead of locksets

SCOPPA ARCHITECTURE

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- For retrofits on existing doors, the exact backset of the lockset needs to match the existing condition and may vary from door to door
- For retrofits on existing doors, different strikes are sometimes required at different conditions
- Door hardware finish and base material (interior vs exterior, stainless steel at truck wash)
- Type of stop depending on location and available mounting surface (wall, floor, heavy-duty in shop areas)
- Various door closer variants to address specific situations
- Number of hinges required (wider or taller doors require 4 per leaf instead of 3)
- Inclusion of or exclusion of Door Gasketing (Exterior or to separate various spaces or provide acoustic control)
- Inclusion or Exclusion of Door Thresholds and Sweeps (sometimes specifically excluded to preserve door undercut and mechanical airflow)
- If access control is required:
    - Incorporation of electric strikes
    - At specific locations, the inclusion of electric latch retraction on exit devices, combined with electrified hinges
    - Card readers
    - Proximity sensors
    - Request-to-exit buttons
- ADA push buttons and powered operators
- And more

When all of these variables are combined, the variety of combinations of the above elements produces a significant number of unique door hardware sets. The variation is typical of all complex projects and is required to ensure that each door functions correctly while tailoring the cost and durability of each hardware package relative to its use.

As an example, on a recent renovation project, we replaced 40 doors, and the project had 19 door hardware sets.

SCOPPA ARCHITECTURE

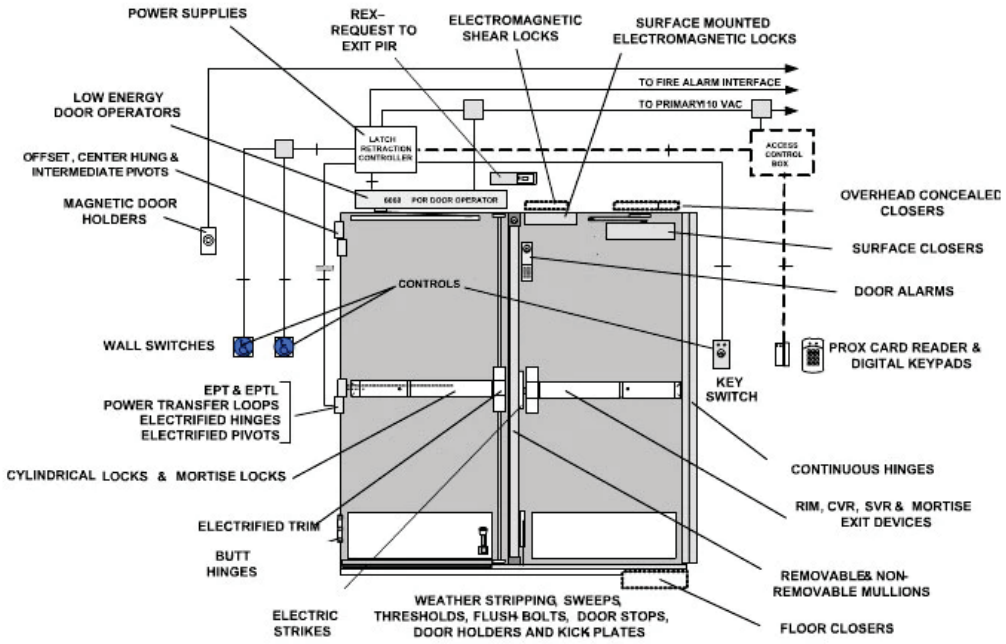
A // 1901 Howard St. No. 226, Omaha, NE 68108 P // 402.881.0005 W // www.scoppaarch.com

DOOR SCHEDULE

In addition, developing the door schedule is a detailed and time-intensive process. Every door must be individually reviewed and documented, including its size, type, rating, hardware set, and function. The door schedule seen on the drawings **documents** the work, review, and coordination that went on behind the scenes to ensure that everything is coordinated and that the correct options and combinations are being ordered for each situation. For a project of this scale, the design work means working through a large number of openings and coordinating each one so it can be accurately priced and constructed. It means reviewing, and sometimes re-reviewing, photos and documentation from the initial door inventory. It takes multiple passes and QC checks across a high volume of data to ensure each door is correct, minimizing reorders and RFIs during construction. That said, given the number of doors being replaced and the variety of conditions in which they are located, the design team still anticipates a high number of RFIs during construction.

Overall, the number of hours reflects not just filling out the schedule but the level of investigation, coordination, and technical detail required to ensure the doors function properly, meet current code, and support ongoing operations in an occupied building.

For reference, see the diagram below showing the multiple number of door hardware options that might be required on a pair of doors.



ATTACHMENT A - FEE SCHEDULE

	SRF CONSULTING GROUP, INC							
	Principal		Professional V		Clerical		Total	
Raw Hrly Rate	*$98.64*		*$73.91*		*$57.78*			
Tasks	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
TASK 6.0 - IDIQ PROJECT INITIATION ACTIVITIES								
0.1 Kick-off Meeting with Metro	4	$394.56		$0.00		$0.00	4	$394.56
0.2 Site Visit and Photography		$0.00		$0.00		$0.00	0	$0.00
0.3 Assemble Historical Data	2	$197.28	2	$147.82		$0.00	4	$345.10
0.4 Bi-weekly Coordination/Check-in Meetings	4	$394.56	6	$443.46		$0.00	10	$838.02
Subtotal Task 6.0	*10*	*$591.84*	*8*	*$147.82*	*0*	*$0.00*	*18*	*$739.66*
TASK 6.1 - PROJECT MANAGEMENT								
1.0 Project Management (Design and Construction Administration)	4	$394.56	20	$1,478.20	20	$1,155.60	44	$3,028.36
1.1 Meeting 1/Notes - Individual Project Assumptions	2	$197.28	1	$73.91		$0.00	3	$271.19
1.2 Support Design Review Meeting(s)	2	$197.28	1	$73.91		$0.00	3	$271.19
1.3 Support Option Development and Documentation	2	$197.28	1	$73.91		$0.00	3	$271.19
1.4 Support Meeting 2/Notes - Initial Option Review	2	$197.28	1	$73.91		$0.00	3	$271.19
1.5 Support Scope Refinement	2	$197.28	1	$73.91		$0.00	3	$271.19
1.6 Support Meeting 3/Notes - Final Option Review	2	$197.28	1	$73.91		$0.00	3	$271.19
Subtotal Task 6.1	*16*	*$1,578.24*	*26*	*$1,921.66*	*20*	*$1,155.60*	*62*	*$4,655.50*
TASK 6.2 - WINDOWS, DOORS, DOOR SECURITY SYSTEM, EXTERIOR PAINTING SCOPE								
2.1 Support Drawing and Specifications Development	6	$591.84	12	$886.92		$0.00	18	$1,478.76
2.2 Support Meetings (3 Meetings)	6	$591.84		$0.00		$0.00	6	$591.84
2.3 Participate in Selected Site Walks	6	$591.84		$0.00		$0.00	6	$591.84
Subtotal Task 6.2	*18*	*$1,775.52*	*12*	*$886.92*	*0*	*$0.00*	*30*	*$2,662.44*
TASK 6.3 - ELECTRICAL LIGHTING SCOPE								
3.1 Support Meetings (3 Meetings)	6	$591.84		$0.00		$0.00	6	$591.84
Subtotal Task 6.3	*6*	*$591.84*	*0*	*$0.00*	*0*	*$0.00*	*6*	*$591.84*
TASK 6.4 - BID NEGOTIATIONS								
4.1 Pre-Bid Meeting	6	$591.84	8	$591.28		$0.00	14	$1,183.12
4.2 Respond to Bidding Questions	6	$591.84	6	$443.46		$0.00	12	$1,035.30
4.3 Prepare Supporting Bid Information (Description/Plans/Specification/Bid Form)	12	$1,183.68	8	$591.28		$0.00	20	$1,774.96
Subtotal Task 6.4	*24*	*$2,367.36*	*22*	*$1,626.02*	*0*	*$0.00*	*46*	*$3,993.38*
TASK 6.5 - CONSTRUCTION ADMINISTRATION								
5.1 Site visits, address submittals, RFIs, punch list	20	$1,972.80	2	$147.82		$0.00	22	$2,120.62
		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.5	*20*	*$1,972.80*	*2*	*$147.82*	*0*	*$0.00*	*22*	*$2,120.62*
Hours & Raw Labor Costs Subtotal	***94***	***$9,074.88***	***70***	***$4,951.97***	***20***	***$1,155.60***	***184***	***$15,182.45***
Rate								
O/H Costs ***169%***		$15,330		$8,365.36		$1,952.16		$25,647.71
Labor+O/H Costs		$24,405.07		$13,317.33		$3,107.76		$40,830.16
Fixed Fee Costs ***13%***		$3,172.66		$1,731.25		$404.01		$5,307.92
Total Labor Costs		$27,577.73		$15,048.59		$3,511.76		$46,138.08
SUBCONSULTANTS								$418,519.13
ODCs								$995.00
Prime Total	**94**	**$27,578**	**70**	**$15,049**	**20**	**$3,512**	**184**	**$465,652.21**

SUBCONSULTANT BREAKOUT

Alvine Engineering		**$176,046.38**
Electrical/Lighting	$93,352.48	
Door Security	$82,693.90	
SCOPPA		**$242,472.75**
Doors, Windows, Door Security Support	$210,561.50	
Lighting Replacement Support	$11,560.00	
Exterior Painting	$20,351.25	

Other Direct Costs (ODCs)			
Item	**Unit**	**Rate**	**Total**
Airfare	0	$650.00	$0.00
Meals	0	$64.00	$0.00
Lodging	0	$123.20	$0.00
Ground Transportation	0	$0.00	$0.00
Car Rental	0	$60.00	$0.00
Parking	0	$5.00	$0.00
Mileage	200	$0.73	$145.00
AIA Contracts Fees (Construction Contract, Change Orders, Closeout)	7	$50.00	$350.00
Plan Sets	5	$100.00	$500.00
Delivery #1	0	$25.00	$0.00
Delivery #2	0	$15.00	$0.00
Total ODCs			**$995.00**

ATTACHMENT A - FEE SCHEDULE

	Alvine Engineers																									
	Principal		Associate Principal		Technical Lead		Sr. Lighting Designer		Sr. Project Manager		Sr. Project Engineer / Designer		Project Manager		Project Engineer 2 / Project Designer 2		Project Engineer 1 / Project Designer 1		Sr Engineering Technician		Engineer / Designer		Engineering Technician		Clerical		Total	
Raw Hrly Rate	*$80.00*		*$72.16*		*$55.95*		*$55.77*		*$80.52*		*$52.64*		*$56.08*		*$48.59*		*$48.59*		*$37.34*		*$38.98*		*$29.98*		*$27.92*			
Tasks	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Cost**
6.0 - IDIQ PROJECT INITIATION ACTIVITIES																												
6.0.1 Kick-off Meeting with Metro		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.0.2 Site Visit and Photography		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.0.3 Assemble Historical Data		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.0	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
6.1 - PROJECT SCOPING																												
6.1.1 Meeting 1/Notes - Individual Project Assumptions		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.2 Utility Meeting(s)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.3 Option Development and Documentation		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.4 Meeting 2/Notes - Initial Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.5 Refine Scope		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.6 Meeting 3/Notes - Final Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.1	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
6.2 - SECURITY SYSTEM SCOPE																												
6.2.1 Initial Site Investigation and Photography		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00	8	$388.72		$0.00		$0.00		$0.00		$0.00	16	$872.88
6.2.2 Assemble site notes		$0.00		$0.00		$0.00		$0.00	4	$242.08		$0.00		$0.00		$0.00	12	$583.08		$0.00		$0.00		$0.00		$0.00	16	$825.16
6.2.3 Security Systems Investigation and Research		$0.00		$0.00		$0.00		$0.00	24	$1,452.48		$0.00		$0.00		$0.00	8	$388.72		$0.00		$0.00		$0.00	1	$27.92	33	$1,869.12
6.2.4 Meeting 1/Notes - Security Systems Discussion		$0.00		$0.00		$0.00		$0.00	2	$121.04		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00		$0.00		$218.22
6.2.5 Security Drawing Development		$0.00		$0.00		$0.00		$0.00	16	$968.32		$0.00		$0.00		$0.00	112	$5,442.08		$0.00		$0.00	112	$3,357.76		$0.00	240	$9,768.16
6.2.6 Meeting 2/Notes - Initial Drawing and Systems Review		$0.00		$0.00		$0.00		$0.00	2	$121.04		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00	1	$27.92	5	$246.14
6.2.7 Site Walk To Review Security Drawings		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00	8	$388.72		$0.00		$0.00		$0.00		$0.00	16	$872.88
6.2.8 Door Hardware Coordination with Architect		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	8	$484.16
6.2.9 Finalize Security Drawings and Specifications		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00	4	$194.36	30	$1,457.70		$0.00		$0.00	24	$719.52	1	$27.92	67	$2,883.66
6.2.10 Meeting 3/Notes - Final Drawings and Systems Review		$0.00		$0.00		$0.00		$0.00	4	$242.08		$0.00		$0.00		$0.00	4	$194.36		$0.00		$0.00		$0.00	1	$27.92	9	$464.36
6.2.11 Issue Security Drawings and Specifications for Bid		$0.00		$0.00		$0.00		$0.00	1	$60.52		$0.00		$0.00		$0.00	4	$194.36		$0.00		$0.00	4	$119.92	1	$27.92	10	$402.72
Subtotal Task 6.2	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*85*	*$5,144.20*	*0*	*$0.00*	*0*	*$0.00*	*4*	*$194.36*	*190*	*$9,232.10*	*0*	*$0.00*	*0*	*$0.00*	*140*	*$4,197.20*	*5*	*$139.60*	*424*	*$18,907.46*
6.3 - ELECTRICAL SYSTEM SCOPE																												
6.3.1 Power Site Investigation for Security Systems		$0.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00	4	$155.92		$0.00		$0.00	10	$541.74
6.3.2 Power Drawings and Specifications For New Security Systems		$0.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	24	$935.52	16	$479.68	1	$27.92	53	$2,120.48
6.3.3 Meeting 3/Notes - Final Drawings and Systems Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	8	$311.84		$0.00		$0.00	16	$700.56
6.3.4 Issue Electrical Drawings and Specifications for Bid		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	4	$194.36		$0.00	4	$155.92		$0.00		$0.00	8	$350.28
Subtotal Task 6.3	*0*	*$0.00*	*8*	*$577.28*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*22*	*$1,068.98*	*0*	*$0.00*	*40*	*$1,559.20*	*16*	*$479.68*	*1*	*$27.92*	*87*	*$3,713.06*
6.4 - BID NEGOTIATIONS																												
6.4.1 Pre-Bid Meeting		$0.00	2	$144.32		$0.00		$0.00	2	$121.04		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00		$0.00	6	$362.54
6.4.2 Respond to Bidding Questions		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00		$0.00	2	$59.96		$0.00	10	$448.68
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.4	*0*	*$0.00*	*2*	*$144.32*	*0*	*$0.00*	*0*	*$0.00*	*2*	*$121.04*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*10*	*$485.90*	*0*	*$0.00*	*0*	*$0.00*	*2*	*$59.96*	*0*	*$0.00*	*16*	*$811.22*
6.5 - CONSTRUCTION ADMINISTRATION																												
6.5.1 Site visits, submittals, RFIs, punch list		$0.00	4	$288.64		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00	40	$1,943.60		$0.00		$0.00	4	$119.92	2	$55.84	58	$2,892.16
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.5	*0*	*$0.00*	*4*	*$288.64*	*0*	*$0.00*	*0*	*$0.00*	*8*	*$484.16*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*40*	*$1,943.60*	*0*	*$0.00*	*0*	*$0.00*	*4*	*$119.92*	*2*	*$55.84*	*58*	*$2,892.16*
Hours & Raw Labor Costs Subtotal	***0***	***$0***	***14***	***$1,010***	***0***	***$0***	***0***	***$0***	***95***	***$5,749***	***0***	***$0***	***0***	***$0***	***4***	***$194***	***262***	***$12,731***	***0***	***$0***	***40***	***$1,559***	***162***	***$4,857***	***8***	***$223***	***583***	***$26,324***
Rate																												
O/H Costs ***178%***		$0		$1,798		$0		$0		$10,234		$0		$0		$346		$22,660		$0		$2,775		$8,645		$398		$46,857
Labor+O/H Costs		$0		$2,808		$0		$0		$15,983		$0		$0		$540		$35,391		$0		$4,335		$13,502		$621		$73,180
Fixed Fee Costs ***13%***		$0		$365		$0		$0		$2,078		$0		$0		$70		$4,601		$0		$563		$1,755		$81		$9,513
Total Labor Costs		$0		$3,174		$0		$0		$18,061		$0		$0		$611		$39,992		$0		$4,898		$15,257		$702		$82,694
ODCs																												$0.00
Prime Total	**0**	**$0**	**14**	**$3,174**	**0**	**$0**	**0**	**$0**	**95**	**$18,061**	**0**	**$0**	**0**	**$0**	**4**	**$811**	**262**	**$39,992**	**0**	**$0**	**40**	**$4,898**	**162**	**$15,257**	**8**	**$702**	**583**	**$82,693.90**

Metro IDIQ
Task Order #10
2018 Bus and Bus Facilities Grant

Attachment A - Price Proposal

	Alvine Engineers																											
	Principal		Associate Principal		Technical Lead		Sr. Lighting Designer		Sr. Project Manager		Sr. Project Engineer / Designer		Project Manager		Project Engineer 2 / Project Designer 2		Project Engineer 1 / Project Designer 1		Sr Engineering Technician		Engineer / Designer		Engineering Technician		Clerical		Total	
Raw Hrly Rate	$80.00		$72.16		$55.35		$55.77		$60.62		$52.64		$55.08		$48.59		$48.59		$37.34		$38.98		$29.98		$27.92			
Tasks	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
1.0 - IDIQ PROJECT INITIATION ACTIVITIES																												
1.0.1 Kick-off Meeting with Metro		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.0.2 Site Visit and Photography		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.0.3 Assemble Historical Data		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.0	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
1.1 - PROJECT SCOPING																												
1.1.1 Meeting 1/Notes - Individual Project Assumptions		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.2 Utility Meeting(s)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.3 Option Development and Documentation		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.4 Meeting 2/Notes - Initial Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.5 Refine Scope		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.6 Meeting 3/Notes - Final Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.1	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
1.2 - MECHANICAL SYSTEM SCOPE																												
1.2.1 Fin tube replacement in lobby area		$0.00	1	$72.16		$0.00		$0.00	4	$242.08	2	$105.28		$0.00	2	$97.18	6	$291.54	6	$224.04		$0.00	2	$59.96	1	$27.92	24	$1,120.16
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.2	*0*	*$0.00*	*1*	*$72.16*	*0*	*$0.00*	*0*	*$0.00*	*4*	*$242.08*	*2*	*$105.28*	*0*	*$0.00*	*2*	*$97.18*	*6*	*$291.54*	*6*	*$224.04*	*0*	*$0.00*	*2*	*$59.96*	*1*	*$27.92*	*24*	*$1,120.16*
1.3 - ELECTRICAL SYSTEM SCOPE																												
1.3.1 Lighting calculations in lower level space (Orange)		$0.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	4	$149.36	36	$1,403.28		$0.00		$0.00	52	$2,230.00
1.3.2 Lighting calculations in upper level space (Orange)		$0.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	4	$149.36	36	$1,403.28		$0.00		$0.00	52	$2,230.00
1.3.3 Lighting calculations in lower level hazard space (Red)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.4 Lighting calculations in lower level Maintenance and Bus Storage (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.5 Lighting calculations in upper level Shop and Penthouse (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.6 Lighting fixture and controls design in LL space (Orange)		$0.00	8	$577.28		$0.00	2	$111.54		$0.00		$0.00		$0.00	12	$583.08		$0.00	24	$896.16	48	$1,871.04	16	$479.68		$0.00	110	$4,518.78
1.3.7 Lighting fixture and controls design in UL space (Orange)		$0.00	8	$577.28		$0.00	2	$111.54		$0.00		$0.00		$0.00	12	$583.08		$0.00	24	$896.16	48	$1,871.04	16	$479.68		$0.00	110	$4,518.78
1.3.8 Lighting fixture and controls design in LL hazard space (Red)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.9 Lighting fixture and controls design in LL Maintenance and Bus Storage (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.10 Lighting fixture and controls design in UL Shop and Penthouse (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.11 Initial Site Investigation and Photograhy		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	6	$291.54		$0.00	2	$74.68	8	$311.84		$0.00		$0.00	18	$822.38
1.3.12 Assemble site notes		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00	2	$74.68	1	$38.98		$0.00	2	$55.84	9	$411.00
1.3.13 Meeting 1/Notes - Lighting Fixtures and Controls		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00	2	$77.96		$0.00	1	$27.92	7	$347.38
1.3.14 Meeting 2/Notes - Initial Drawing and Control System Review		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00	2	$77.96		$0.00	1	$27.92	7	$347.38
1.3.15 Site Walk To Verify Lighting Drawings		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	6	$291.54		$0.00		$0.00	2	$77.96		$0.00		$0.00	8	$369.50
1.3.16 Ceiling Coordination with Architect		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	4	$194.36		$0.00	6	$224.04		$0.00		$0.00		$0.00	10	$418.40
1.3.17 Finalize Lighting Drawings and Specifications	4	$320.00	4	$288.64		$0.00	2	$111.54		$0.00		$0.00		$0.00	8	$388.72		$0.00	32	$1,194.88		$0.00	12	$359.76		$0.00	62	$2,663.54
1.3.18 Meeting 3/Notes - Final Drawings and Systems Review		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00	2	$74.68	2	$77.96		$0.00	1	$27.92	9	$422.06
1.3.19 Issue Lighting Drawings and Specifications for Bid	2	$160.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	8	$298.72		$0.00	8	$239.84	2	$55.84	32	$1,431.76
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.3	*6*	*$480.00*	*42*	*$3,030.72*	*0*	*$0.00*	*6*	*$334.62*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*80*	*$4,032.72*	*185*	*$7,211.30*	*52*	*$1,558.96*	*7*	*$195.44*	*486*	*$20,730.96*
1.4 - BID NEGOTIATIONS																												
1.4.1 Pre-Bid Meeting		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00		$0.00	2	$55.84	6	$297.34
1.4.2 Respond to Bidding Questions		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	6	$291.54		$0.00		$0.00		$0.00		$0.00	2	$55.84	10	$491.70
1.4.3 Review lighting prior approvals		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	16	$777.44		$0.00	4	$149.36	8	$311.84		$0.00	2	$55.84	32	$1,438.80
Subtotal Task 1.4	*0*	*$0.00*	*6*	*$432.96*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*24*	*$1,166.16*	*0*	*$0.00*	*4*	*$149.36*	*8*	*$311.84*	*0*	*$0.00*	*6*	*$167.52*	*48*	*$2,227.84*
1.5 - CONSTRUCTION ADMINISTRATION																												
1.5.1 Site visits, submittals, RFIs, punch list	4	$320.00	24	$1,731.84		$0.00		$0.00		$0.00		$0.00		$0.00	32	$1,554.88		$0.00	18	$672.12	32	$1,247.36		$0.00	4	$111.68	114	$5,637.88
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.5	*4*	*$320.00*	*24*	*$1,731.84*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*32*	*$1,554.88*	*0*	*$0.00*	*18*	*$672.12*	*32*	*$1,247.36*	*0*	*$0.00*	*4*	*$111.68*	*114*	*$5,637.88*
Hours & Raw Labor Costs Subtotal	***10***	***$800***	***73***	***$5,268***	***0***	***$0***	***6***	***$335***	***4***	***$242***	***2***	***$105***	***0***	***$0***	***138***	***$6,705***	***6***	***$292***	***136***	***$5,078***	***225***	***$8,771***	***54***	***$1,619***	***18***	***$503***	***672***	***$29,717***
Rate																												
O/H Costs ***178%***		$1,424		$9,376		$0		$596		$431		$187		$0		$11,936		$519		$9,039		$15,611		$2,882		$895		$52,896
Labor+O/H Costs		$2,224		$14,644		$0		$930		$673		$293		$0		$18,641		$810		$14,118		$24,382		$4,501		$1,397		$82,613
Fixed Fee Costs ***13%***		$289		$1,904		$0		$121		$87		$38		$0		$2,423		$105		$1,835		$3,170		$585		$182		$10,740
Total Labor Costs		$2,513		$16,548		$0		$1,051		$760		$331		$0		$21,064		$916		$15,953		$27,552		$5,086		$1,579		$93,352
ODCs																												$0.00
Prime Total	**10**	**$2,513**	**73**	**$16,548**	**0**	**$0**	**6**	**$1,051**	**4**	**$760**	**2**	**$331**	**0**	**$0**	**138**	**$21,064**	**6**	**$916**	**136**	**$15,953**	**225**	**$27,552**	**54**	**$5,086**	**18**	**$1,579**	**672**	**$93,352.48**

WORK ORDER 6.1 - HQ DOORS & WINDOWS

Role	Project Architect	Architectural Design Technician 3			
Rate	$ 215.00	$ 175.00			
	Hours	Hours	Qnty	Total Hours	Total Fee
Life Safety Review	12	4	1	16	**$ 3,280.00**
Design Client Meetings					
Finalize Scope **(Included in Scoping Work Order)**					$ -
Project Kick Off Meeting	2	2	1	4	$ 780.00
Progress Meetings	2		5	10	$ 2,150.00
90% Page Turn	2	2	1	4	$ 780.00
Total	**9**	**4**		**13**	**$ 4,355.00**
Design Project Management					
Set up and & manage BIM 360 Model Hosting & Consultant Invites **(Included in Scoping Work Order)**					$ -
Consultant Coordination Meetings	1.25	0.75	8	16	$ 3,200.00
General Project Management & Coordination	2	0.5	24	60	$ 12,420.00
	3.25	**1.25**		**76**	**$ 15,620.00**
Field Measure & Document Existing Conditions					
Exterior Window Bands @ SW Offices Areas	0.5	0.75	16	20	$ 3,820.00
Exterior Window Bands @ West Elevation	0.5	0.75	2	2.5	$ 477.50
Exterior Personnel Doors **(Included in Scoping Work Order)**					$ -
Exterior Roof Penthouse Doors **(Omitted from Scope)**					$ -
Exterior Overhead Doors **(Omitted from Scope)**					$ -
Interior Personnel Doors (Hollow Metal) **(Included in Scoping Work Order)**					$ -
Interior Personnel Doors (Wood) **(Included in Scoping Work Order)**					$ -
Total	**1**	**1.5**		**22.5**	**$ 4,297.50**
Design					
Select Overhead Doors **(Omitted from Scope)**					$ -
Select & Coordinate Window System	20	12	1	32	$ 6,400.00
Door Hardware Consultant Coordination	20	4	1	24	$ 5,000.00
Finish Selections	2	20	1	22	$ 3,930.00
Design Solution to Leaking Fiberglass Sandwich Panel Skylights **(Omitted from Scope)**					$ -
General Project Design Tasks	20	40	1	60	$ 11,300.00
Total	**62**	**76**		**138**	**$ 26,630.00**
Drawing Documentation					
Coversheet & Coordinating Professional Duties	0.25	1	1	1.25	$ 228.75
Life Safey Sheet (s)	10	5	1	15	$ 3,025.00
Wall Types	0.5	0.5	1	1	$ 195.00
Overall Plans	1	3	3	12	$ 2,220.00
Demolition Plans	2	8	3	30	$ 5,490.00
Partial Floor Plans	2	6	12	96	$ 17,760.00
Partial Roof Plans **(Omitted from Scope)**					$ -
Enlarged Plans (Bullet Proof Desk Design)	1	1	2	4	$ 780.00
Interior Elevations (Bullet Proof Desk Design)	0.5	1	2	3	$ 565.00
Door Schedule (Hollow Metal Doors)	0.3	0.2	120	60	$ 11,940.00
Door Schedule (Wood Doors)	0.2	0.2	48	19.2	$ 3,744.00
Door Hardware Sets	1.5		40	60	$ 12,900.00
Skylight Details **(Omitted from Scope)**					$ -
Window Elevations	0.5	1	18	27	$ 5,085.00
Window Details	0.5	0.75	16	20	$ 3,820.00
Door Details	0.5	0.75	24	30	$ 5,730.00
Finish Schedule	1	12	1	13	$ 2,315.00
Final QC Review, including consultant sets	16	8	1	24	$ 4,840.00
Package Set for release to Bid & Permit	2	3	1	5	$ 955.00
Total	**39.75**	**51.4**		**91.15**	**$ 81,592.75**
Specifications	24	2	1	26	**$ 5,510.00**
Cost Estimates	12		2	24	**$ 5,160.00**
Permitting					
Submit for Permit **(Omitted from Scope)**					**$ -**
Monitor Permit **(Omitted from Scope)**					**$ -**

Respond to Permit Comments (Including Coordinating Consultant Responses) **(Omitted from Scope)**				**$**	**-**
Total				**$**	**-**
				$	**-**
Bidding					
Contact Contractors & Build Bidding Interest	2		1	2	**$ 430.00**
Respond to Bidding RFIs	12	6	1	18	**$ 3,630.00**
Modify Drawings and Specifications, and draft an Architectural Addendum Narrative to incorporate bidding changes, questions, and substitution approvals into Bid Documents, before sending to Metro for packaging and release.	12	16	1	28	**$ 5,380.00**
Attend Pre-Bid Meeting	2		1	2	**$ 430.00**
Attend Bid-Award Meeting	2		1	2	**$ 430.00**
Total	**30**	**16**		**46**	**$ 10,300.00**
				$	**-**
Construction Administration				**$**	**-**
Review Door + Door Hardware Submittals	18		1	18	$ 3,870.00
Review Other Submittals	2	0.5	15	37.5	$ 7,762.50
Respond to RFIs (Multiple Anticipate due to Door Counts and unique existing situations)	1	0.25	50	62.5	$ 12,937.50
Attend Select OAC Meetings	1.5		10	15	$ 3,225.00
General Construction Admin & Coordination	2		24	48	$ 10,320.00
Site Visits	1.25		15	18.75	$ 4,031.25
Mid Project Punch	4	4	1	8	$ 1,560.00
Final Punch	16	16	1	32	$ 6,240.00
Total	**45.75**	**0.25**		**46**	**$ 49,946.25**
Closeout					
Closeout, Process Substantial & Final Completion, Review Close Out Submittals, etc.	3		6	18	**$ 3,870.00**
Total	**3**			**3**	**$ 3,870.00**

	Project Architect	Architectural Design Technician 3		Total Fee
Total				**$ 210,561.50**

WORK ORDER 6.2 - LIGHTING REPLACEMENT AT HQ

Role		Project Architect		Architectural Design Technician 3
Rate	$	215.00	$	175.00

ADD TO SCOPE 6.1 FOR LIGHTING REPLACMENT AT HQ

	Hours	Hours	Qnty	Total Hours		Total Fee
Design Client Meetings						
Progress Meetings	0.5		4	2	$	430.00
90% Page Turn	2	2	1	4	$	780.00
Total	2.5	2		4.5	$	1,210.00

Design Project Management						
Lighting Fixture Selection Input	20	10	1	30	$	6,050.00
General Project Management, Coordinating Profesional Repsonsibilties	20		1	20	$	4,300.00
Total	40	10		50	$	10,350.00

	Project Architec	Architectural Design Technician 3	Total Fee
Total			$ 11,560.00

WORK ORDER 6.3 - HQ EXTERIOR PAINTING

Role		Project Architect		Architectural Design Technician 3
Rate	$	215.00	$	175.00

ADD TO SCOPE 6.1 FOR PAINTING AT MAIN FACILITY

	Hours	Hours	Qnty	Total Hours	Total Fee
Design					
Coordinate Paint Prep and Paint Systems with Manufacturers Representatives	6	6	1	12	$ 2,340.00
Solicit and Manage Design Phase Adhesion Tests, if required	12	4	1	16	$ 3,280.00
Develop Final Paint Systems	3	2	1	5	$ 995.00
Total	18	10		28	$ 6,615.00
Drawing Documentation					
Exterior Elevations	1.5	2	4	14	$ 2,690.00
Partial / Enlarged Exterior Elevations (documenting "fins" at Entry)	0.75	1.5	3	6.75	$ 1,271.25
Incorporate Painting Bid Alternates into Design	4	2	1	6	$ 1,210.00
No Penthouse Elevations - Document Painting on Roof Plans	2	4	1	6	$ 1,130.00
Update Paint Systems on Finish Schedule	1	3	1	4	$ 740.00
Final QC Review, including consultant	1	1	1	2	$ 390.00
Total	10.25	13.5		23.75	$ 7,431.25
Specifications	5		1	5	$ 1,075.00
					$ -
Bidding					
Respond to Bidding RFIs	3	1	1	4	$ 820.00
Issue Addenda to incorporate bidding questions into Bid Documents	0.5	0.5	1	1	$ 195.00
Total	3.5	0.5		4	$ 1,015.00
					$ -
Construction Administration					$ -
Review Paint Submittals	0.5	1.25	4	7	$ 1,305.00
Respond to RFIs (Multiple Anticipate due to Door Counts and unique existing s	1	0.25	10	12.5	$ 2,587.50
Final Punch	1.5		1	1.5	$ 322.50
Total	3	0.25		3.25	$ 4,215.00
MAIN FACILITY PAINTING TOTAL					$ 20,351.25

Total Hours	64

ATTACHMENT A - FEE SCHEDULE

	SRF CONSULTING GROUP, INC							
	Principal		Professional V		Clerical		Total	
Raw Hrly Rate	*$98.64*		*$73.91*		*$57.78*			
Tasks	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Cost**
TASK 6.0 - IDIQ PROJECT INITIATION ACTIVITIES								
0.1 Kick-off Meeting with Metro	4	$394.56		$0.00		$0.00	4	$394.56
0.2 Site Visit and Photography		$0.00		$0.00		$0.00	0	$0.00
0.3 Assemble Historical Data	2	$197.28	2	$147.82		$0.00	4	$345.10
0.4 Bi-weekly Coordination/Check-in Meetings	4	$394.56	8	$591.28		$0.00	12	$985.84
Subtotal Task 6.0	*10*	*$591.84*	*10*	*$147.82*	*0*	*$0.00*	*20*	*$739.66*
TASK 6.1 - PROJECT MANAGEMENT								
1.0 Project Management (Design and Construction Administration)	6	$591.84	24	$1,773.84	24	$1,386.72	54	$3,752.40
1.1 Meeting 1/Notes - Individual Project Assumptions	2	$197.28	1	$73.91		$0.00	3	$271.19
1.2 Support Design Review Meeting(s)	2	$197.28	1	$73.91		$0.00	3	$271.19
1.3 Support Option Development and Documentation	2	$197.28	1	$73.91		$0.00	3	$271.19
1.4 Support Meeting 2/Notes - Initial Option Review	2	$197.28	1	$73.91		$0.00	3	$271.19
1.5 Support Scope Refinement	2	$197.28	1	$73.91		$0.00	3	$271.19
1.6 Support Meeting 3/Notes - Final Option Review	2	$197.28	1	$73.91		$0.00	3	$271.19
Subtotal Task 6.1	*18*	*$1,775.52*	*30*	*$2,217.30*	*24*	*$1,386.72*	*72*	*$5,379.54*
TASK 6.2 - WINDOWS, DOORS, DOOR SECURITY SYSTEM, EXTERIOR PAINTING SCOPE								
2.1 Support Drawing and Specifications Development	6	$591.84	12	$886.92		$0.00	18	$1,478.76
2.2 Support Meetings (3 Meetings)	6	$591.84		$0.00		$0.00	6	$591.84
2.3 Participate in Selected Site Walks	6	$591.84		$0.00		$0.00	6	$591.84
Subtotal Task 6.2	*18*	*$1,775.52*	*12*	*$886.92*	*0*	*$0.00*	*30*	*$2,662.44*
TASK 6.3 - ELECTRICAL LIGHTING SCOPE								
3.1 Support Meetings (3 Meetings)	6	$591.84		$0.00		$0.00	6	$591.84
Subtotal Task 6.3	*6*	*$591.84*	*0*	*$0.00*	*0*	*$0.00*	*6*	*$591.84*
TASK 6.4 - BID NEGOTIATIONS								
4.1 Pre-Bid Meeting	4	$394.56	10	$739.10		$0.00	14	$1,133.66
4.2 Respond to Bidding Questions	6	$591.84	6	$443.46		$0.00	12	$1,035.30
4.3 Prepare Supporting Bid Information (Description/Plans/Specification/Bid Form	16	$1,578.24	8	$591.28		$0.00	24	$2,169.52
Subtotal Task 6.4	*26*	*$2,564.64*	*24*	*$1,773.84*	*0*	*$0.00*	*50*	*$4,338.48*
TASK 6.5 - CONSTRUCTION ADMINISTRATION								
5.1 Site visits, address submittals, RFIs, punch list	24	$2,367.36	2	$147.82		$0.00	26	$2,515.18
		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.5	*24*	*$2,367.36*	*2*	*$147.82*	*0*	*$0.00*	*26*	*$2,515.18*
Hours & Raw Labor Costs Subtotal	***102***	***$9,864.00***	***78***	***$5,469.34***	***24***	***$1,386.72***	***204***	***$16,720.06***
	Rate							
O/H Costs	***169%***	$16,663		$9,239.36		$2,342.59		$28,245.20
Labor+O/H Costs		$26,527.26		$14,708.70		$3,729.31		$44,965.26
Fixed Fee Costs	***13%***	$3,448.54		$1,912.13		$484.81		$5,845.48
Total Labor Costs		$29,975.80		$16,620.83		$4,214.12		$50,810.74
SUBCONSULTANTS								$397,536.78
ODCs								$995.00
Prime Total	**102**	**$29,976**	**78**	**$16,621**	**24**	**$4,214**	**204**	**$449,342.52**

SUBCONSULTANT BREAKOUT

Alvine Engineering		**$162,491.78**
Electrical/Lighting	$90,177.19	
Door Security	$72,314.59	
SCOPPA		**$235,045.00**
Doors, Windows, Door Security Support	$212,310.00	
Lighting Replacement Support	$6,855.00	
Exterior Painting	$15,880.00	

Other Direct Costs (ODCs)

Item	Unit	Rate	Total
Airfare	0	$650.00	$0.00
Meals	0	$64.00	$0.00
Lodging	0	$123.20	$0.00
Ground Transportation	0	$0.00	$0.00
Car Rental	0	$60.00	$0.00
Parking	0	$5.00	$0.00
Mileage	200	$0.73	$145.00
AIA Contracts Fees (Construction Contract, Change Orders, Closeout)	7	$50.00	$350.00
Plan Sets	5	$100.00	$500.00
Delivery #1	0	$25.00	$0.00
Delivery #2	0	$15.00	$0.00
Total ODCs			**$995.00**

WORK ORDER 6.1 - HQ DOORS & WINDOWS

Role	Project Architect	Architectural Design Technician 3			
Rate	**$ 215.00**	**$ 175.00**			
	Hours	**Hours**	**Qnty**	**Total Hours**	**Total Fee**
Life Safety Review	8	6	1	14	**$ 2,770.00**
Design Client Meetings					
Finalize Scope **(Included in Scoping Work Order)**					$ -
Project Kick Off Meeting	2	2	1	4	$ 780.00
Progress Meetings	2		6	12	$ 2,580.00
90% Page Turn	2	1	1	3	$ 605.00
Total	**9**	**3**		**12**	**$ 4,610.00**
Design Project Management					
Set up and & manage BIM 360 Model Hosting & Consultant Invites **(Included in Scoping Work Order)**					$ -
Consultant Coordination Meetings	1	1	10	20	$ 3,900.00
General Project Management & Coordination	2	1	20	60	$ 12,100.00
	3	**2**		**80**	**$ 16,000.00**
Field Measure & Document Existing Conditions					
Exterior Window Bands @ SW Offices Areas	1	1	15	30	$ 5,850.00
Exterior Window Bands @ West Elevation	1	1	2	4	$ 780.00
Exterior Personnel Doors **(Included in Scoping Work Order)**					$ -
Exterior Roof Penthouse Doors **(Omitted from Scope)**					$ -
Exterior Overhead Doors **(Omitted from Scope)**					$ -
Interior Personnel Doors (Hollow Metal) **(Included in Scoping Work Order)**					$ -
Interior Personnel Doors (Wood) **(Included in Scoping Work Order)**					$ -
Total	**2**	**2**		**34**	**$ 6,630.00**
Design					
Select Overhead Doors **(Omitted from Scope)**					$ -
Select & Coordinate Window System	18	16	1	34	$ 6,670.00
Door Hardware Consultant Coordination	10	4	2	28	$ 5,700.00
Finish Selections	2	20	1	22	$ 3,930.00
Design Solution to Leaking Fiberglass Sandwich Panel Skylights **(Omitted from Scope)**					$ -
General Project Design Tasks	18	18	2	72	$ 14,040.00
Total	**48**	**58**		**156**	**$ 30,340.00**
Drawing Documentation					
Coversheet & Coordinating Professional Duties	1	1	1	2	$ 390.00
Life Safey Sheet (s)	10	2	1	12	$ 2,500.00
Wall Types	1	1	1	2	$ 390.00
Overall Plans	1	4	2	10	$ 1,830.00
Demolition Plans	2	6	4	32	$ 5,920.00
Partial Floor Plans	2	4	10	60	$ 11,300.00
Partial Roof Plans **(Omitted from Scope)**					$ -
Enlarged Plans (Bullet Proof Desk Design)	1	1	2	4	$ 780.00
Interior Elevations (Bullet Proof Desk Design)	1	1	2	4	$ 780.00
Door Schedule (Hollow Metal Doors)	1	1	65	130	$ 25,350.00
Door Schedule (Wood Doors)	1	1	12	24	$ 4,680.00
Door Hardware Sets	3		20	60	$ 12,900.00
Skylight Details **(Omitted from Scope)**					$ -
Window Elevations	1	1	18	36	$ 7,020.00
Window Details	1	1	12	24	$ 4,680.00
Door Details	1	1	20	40	$ 7,800.00
Finish Schedule	1	15	1	16	$ 2,840.00
Final QC Review, including consultant sets	12	8	1	20	$ 3,980.00
Package Set for release to Bid & Permit	2	3	1	5	$ 955.00
Total	**42**	**51**		**93**	**$ 94,095.00**
Specifications	28	2	1	30	**$ 6,370.00**

Cost Estimates	12		2	24	**$**	**5,160.00**
Permitting						
Submit for Permit **(Omitted from Scope)**					**$**	-
Monitor Permit **(Omitted from Scope)**					**$**	-
Respond to Permit Comments (Including Coordinating Consultant Responses) **(Omitted from Scope)**					**$**	-
Total					**$**	-
					$	-
Bidding						
Contact Contractors & Build Bidding Interest	2		1	2	**$**	**430.00**
Respond to Bidding RFIs	10	6	1	16	**$**	**3,200.00**
Modify Drawings and Specifications, and draft an Architectural Addendum Narrative to incorporate bidding changes, questions, and substitution approvals into Bid Documents, before sending to Metro for packaging and release.	4	12	1	16	**$**	**2,960.00**
Attend Pre-Bid Meeting	2		1	2	**$**	**430.00**
Attend Bid-Award Meeting	2		1	2	**$**	**430.00**
Total	**20**	**12**		**32**	**$**	**7,450.00**
					$	-
Construction Administration					**$**	-
Review Door + Door Hardware Submittals	18		1	18	$	3,870.00
Review Other Submittals	2	1	17	51	$	10,285.00
Respond to RFIs (Multiple Anticipate due to Door Counts and unique existing situations)	1	1	10	20	$	3,900.00
Attend Select OAC Meetings	2		6	12	$	2,580.00
General Construction Admin & Coordination	2		8	16	$	3,440.00
Site Visits	2		15	30	$	6,450.00
Mid Project Punch	4	4	1	8	$	1,560.00
Final Punch	12	2	1	14	$	2,930.00
Total	**43**	**1**		**44**	**$**	**35,015.00**
Closeout						
Closeout, Process Substantial & Final Completion, Review Close Out Submittals, etc.	3		6	18	**$**	**3,870.00**
Total	**3**			**3**	**$**	**3,870.00**

	Project Architect	Architectural Design Technician 3		Total Fee	
Total				**$**	**212,310.00**

WORK ORDER 6.2 - LIGHTING REPLACEMENT AT HQ

Role		Project Architect		Architectural Design Technician 3
Rate	$	215.00	$	175.00

ADD TO SCOPE 6.1 FOR LIGHTING REPLACMENT AT HQ

	Hours	Hours	Qnty	Total Hours		Total Fee
Design Client Meetings						
Progress Meetings	1		4	4	$	860.00
90% Page Turn	1	1	1	2	$	390.00
Total	**2**	**1**		**3**	**$**	**1,250.00**
Design Project Management						
Lighting Fixture Selection Input	10	5	1	15	$	3,025.00
General Project Management, Coordinating Profesional Repsonsibilties	12		1	12	$	2,580.00
Total	**22**	**5**		**27**	**$**	**5,605.00**
	Project Architect	**Architectural Design Technician 3**			**Total Fee**	
Total					**$**	**6,855.00**

WORK ORDER 6.3 - HQ EXTERIOR PAINTING

Role	Project Architect	Architectural Design Technician 3
Rate	$ 215.00	$ 175.00

ADD TO SCOPE 6.1 FOR PAINTING AT MAIN FACILITY

	Hours	Hours	Qnty	Total Hours	Total Fee
Design					
Coordinate Paint Prep and Paint Systems with Manufacturers Representatives	6	2	1	8	$ 1,640.00
Solicit and Manage Design Phase Adhesion Tests, if required	8	1	1	9	$ 1,895.00
Develop Final Paint Systems	3	2	1	5	$ 995.00
Total	**14**	**3**		**17**	**$ 4,530.00**
Drawing Documentation					
Exterior Elevations	1	2	3	9	$ 1,695.00
Partial / Enlarged Exterior Elevations (documenting "fins" at Entry)	1	1	3	6	$ 1,170.00
Incorporate Painting Bid Alternates into Design	2	2	1	4	$ 780.00
No Penthouse Elevations - Document Painting on Roof Plans	2	2	1	4	$ 780.00
Update Paint Systems on Finish Schedule	1	4	1	5	$ 915.00
Final QC Review, including consultant	1	1	1	2	$ 390.00
Total	**8**	**12**		**20**	**$ 5,730.00**
Specifications	5		1	5	**$ 1,075.00**
					$ -
Bidding					
Respond to Bidding RFIs	3	1	1	4	**$ 820.00**
Issue Addenda to incorporate bidding questions into Bid Documents	1	1	1	2	**$ 390.00**
Total	**4**	**1**		**5**	**$ 1,210.00**
					$ -
Construction Administration					**$ -**
Review Paint Submittals	1	1	3	6	**$ 1,170.00**
Respond to RFIs (Multiple Anticipate due to Door Counts and unique existing si	1	1	5	10	**$ 1,950.00**
Final Punch	1		1	1	**$ 215.00**
Total	**3**	**1**		**4**	**$ 3,335.00**
MAIN FACILITY PAINTING TOTAL					**$ 15,880.00**

Metro IDIQ
Task Order #10
2018 Bus and Bus Facilities Grant

Attachment A - Price Proposal

	Alvine Engineers																											
	Principal		Associate Principal		Technical Lead		Sr. Lighting Designer		Sr. Project Manager		Sr. Project Engineer / Designer		Project Manager		Project Engineer 2 / Project Designer 2		Project Engineer 1 / Project Designer 1		Sr Engineering Technician		Engineer / Designer		Engineering Technician		Clerical		Total	
Raw Hrly Rate	$80.00		$72.16		$55.35		$55.77		$60.52		$52.64		$56.08		$48.59		$48.59		$37.34		$38.98		$29.98		$27.92			
Tasks	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Cost**
1.0 - IDIQ PROJECT INITIATION ACTIVITIES																												
1.0.1 Kick-off Meeting with Metro		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.0.2 Site Visit and Photography		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.0.3 Assemble Historical Data		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.0	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
1.1 - PROJECT SCOPING																												
1.1.1 Meeting 1/Notes - Individual Project Assumptions		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.2 Utility Meeting(s)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.3 Option Development and Documentation		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.4 Meeting 2/Notes - Initial Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.5 Refine Scope		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.1.6 Meeting 3/Notes - Final Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.1	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
1.2 - MECHANICAL SYSTEM SCOPE																												
1.2.1 Fin tube replacement in lobby area		$0.00	1	$72.16		$0.00		$0.00	4	$242.08	2	$105.28		$0.00	2	$97.18	4	$194.36	4	$149.36		$0.00	2	$59.96	1	$27.92	20	$948.30
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.2	*0*	*$0.00*	*1*	*$72.16*	*0*	*$0.00*	*0*	*$0.00*	*4*	*$242.08*	*2*	*$105.28*	*0*	*$0.00*	*2*	*$97.18*	*4*	*$194.36*	*4*	*$149.36*	*0*	*$0.00*	*2*	*$59.96*	*1*	*$27.92*	*20*	*$948.30*
1.3 - ELECTRICAL SYSTEM SCOPE																												
1.3.1 Lighting calculations in lower level space (Orange)		$0.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	4	$149.36	24	$935.52		$0.00		$0.00	40	$1,762.24
1.3.2 Lighting calculations in upper level space (Orange)		$0.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00	6	$291.54		$0.00	4	$149.36	20	$779.60		$0.00		$0.00	34	$1,509.14
1.3.3 Lighting calculations in lower level hazard space (Red)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.4 Lighting calculations in lower level Maintenance and Bus Storage (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.5 Lighting calculations in upper level Shop and Penthouse (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.6 Lighting fixture and controls design in LL space (Orange)		$0.00	4	$288.64		$0.00	2	$111.54		$0.00		$0.00		$0.00	10	$485.90		$0.00	40	$1,493.60	40	$1,559.20	12	$359.76		$0.00	108	$4,298.64
1.3.7 Lighting fixture and controls design in UL space (Orange)		$0.00	4	$288.64		$0.00	2	$111.54		$0.00		$0.00		$0.00	11	$534.49		$0.00	40	$1,493.60	40	$1,559.20	26	$779.48		$0.00	123	$4,766.95
1.3.8 Lighting fixture and controls design in LL hazard space (Red)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.9 Lighting fixture and controls design in LL Maintenance and Bus Storage (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.10 Lighting fixture and controls design in UL Shop and Penthouse (Blue)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
1.3.11 Initial Site Investigation and Photograhy		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	2	$74.68	8	$311.84		$0.00		$0.00	20	$919.56
1.3.12 Assemble site notes		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00	2	$74.68	1	$38.98		$0.00	2	$55.84	9	$411.00
1.3.13 Meeting 1/Notes - Lighting Fixtures and Controls		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00	2	$77.96		$0.00	1	$27.92	7	$347.38
1.3.14 Meeting 2/Notes - Initial Drawing and Control System Review		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00	2	$77.96		$0.00	1	$27.92	7	$347.38
1.3.15 Site Walk To Verify Lighting Drawings		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	6	$291.54		$0.00		$0.00	2	$77.96		$0.00		$0.00	8	$369.50
1.3.16 Ceiling Coordination with Architect		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	4	$194.36		$0.00	6	$224.04		$0.00		$0.00		$0.00	10	$418.40
1.3.17 Finalize Lighting Drawings and Specifications	4	$320.00	4	$288.64		$0.00	2	$111.54		$0.00		$0.00		$0.00	8	$388.72		$0.00	40	$1,493.60		$0.00	12	$359.76		$0.00	70	$2,962.26
1.3.18 Meeting 3/Notes - Final Drawings and Systems Review		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00	2	$74.68	2	$77.96		$0.00	1	$27.92	9	$422.06
1.3.19 Issue Lighting Drawings and Specifications for Bid	2	$160.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00	20	$971.80		$0.00	8	$298.72		$0.00	8	$239.84	2	$55.84	44	$2,014.84
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.3	*6*	*$480.00*	*34*	*$2,453.44*	*0*	*$0.00*	*6*	*$334.62*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*89*	*$4,324.51*	*0*	*$0.00*	*148*	*$5,526.32*	*141*	*$5,496.18*	*58*	*$1,738.84*	*7*	*$195.44*	*489*	*$20,549.35*
1.4 - BID NEGOTIATIONS																												
1.4.1 Pre-Bid Meeting		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00		$0.00	2	$55.84	6	$297.34
1.4.2 Respond to Bidding Questions		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	4	$194.36		$0.00		$0.00		$0.00		$0.00	2	$55.84	8	$394.52
1.4.3 Review lighting prior approvals		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00	18	$874.62		$0.00	4	$149.36	6	$233.88		$0.00	2	$55.84	32	$1,458.02
Subtotal Task 1.4	*0*	*$0.00*	*6*	*$432.96*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*24*	*$1,166.16*	*0*	*$0.00*	*4*	*$149.36*	*6*	*$233.88*	*0*	*$0.00*	*6*	*$167.52*	*46*	*$2,149.88*
1.5 - CONSTRUCTION ADMINISTRATION																												
1.5.1 Site visits, submittals, RFIs, punch list	4	$320.00	26	$1,876.16		$0.00		$0.00		$0.00		$0.00		$0.00	28	$1,360.52		$0.00	8	$298.72	28	$1,091.44		$0.00	4	$111.68	98	$5,058.52
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 1.5	*4*	*$320.00*	*26*	*$1,876.16*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*28*	*$1,360.52*	*0*	*$0.00*	*8*	*$298.72*	*28*	*$1,091.44*	*0*	*$0.00*	*4*	*$111.68*	*98*	*$5,058.52*
Hours & Raw Labor Costs Subtotal	***10***	***$800***	***67***	***$4,835***	***0***	***$0***	***6***	***$335***	***4***	***$242***	***2***	***$105***	***0***	***$0***	***143***	***$6,948***	***4***	***$194***	***164***	***$6,124***	***175***	***$6,822***	***60***	***$1,799***	***18***	***$503***	***653***	***$28,706***
Rate																												
O/H Costs ***178%***		$1,424		$8,606		$0		$596		$431		$187		$0		$12,368		$346		$10,900		$12,142		$3,202		$895		$51,097
Labor+O/H Costs		$2,224		$13,441		$0		$930		$673		$293		$0		$19,316		$540		$17,024		$18,964		$5,001		$1,397		$79,803
Fixed Fee Costs ***13%***		$289		$1,747		$0		$121		$87		$38		$0		$2,511		$70		$2,213		$2,465		$650		$182		$10,374
Total Labor Costs		$2,513		$15,188		$0		$1,051		$760		$331		$0		$21,828		$611		$19,237		$21,429		$5,651		$1,579		$90,177
ODCs																												$0.00
Prime Total	**10**	**$2,513**	**67**	**$15,188**	**0**	**$0**	**6**	**$1,051**	**4**	**$760**	**2**	**$331**	**0**	**$0**	**143**	**$21,828**	**4**	**$611**	**164**	**$19,237**	**175**	**$21,429**	**60**	**$5,651**	**18**	**$1,579**	**653**	**$90,177.19**

ATTACHMENT A - FEE SCHEDULE

	Alvine Engineers																									
	Principal		Associate Principal		Technical Lead		Sr. Lighting Designer		Sr. Project Manager		Sr. Project Engineer / Designer		Project Manager		Project Engineer 2 / Project Designer 2		Project Engineer 1 / Project Designer 1		Sr Engineering Technician		Engineer / Designer		Engineering Technician		Clerical		Total	
Raw Hrly Rate	*$80.00*		*$72.16*		*$55.95*		*$55.77*		*$80.52*		*$52.64*		*$56.08*		*$48.59*		*$48.59*		*$37.34*		*$38.98*		*$29.98*		*$27.92*			
Tasks	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Costs**	**Hrs**	**Cost**
6.0 - IDIQ PROJECT INITIATION ACTIVITIES																												
6.0.1 Kick-off Meeting with Metro		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.0.2 Site Visit and Photography		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.0.3 Assemble Historical Data		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.0	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
6.1 - PROJECT SCOPING																												
6.1.1 Meeting 1/Notes - Individual Project Assumptions		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.2 Utility Meeting(s)		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.3 Option Development and Documentation		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.4 Meeting 2/Notes - Initial Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.5 Refine Scope		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
6.1.6 Meeting 3/Notes - Final Option Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.1	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*
6.2 - SECURITY SYSTEM SCOPE																												
6.2.1 Initial Site Investigation and Photography		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00	4	$194.36		$0.00		$0.00		$0.00		$0.00	12	$678.52
6.2.2 Assemble site notes		$0.00		$0.00		$0.00		$0.00	4	$242.08		$0.00		$0.00		$0.00	16	$777.44		$0.00		$0.00		$0.00		$0.00	20	$1,019.52
6.2.3 Security Systems Investigation and Research		$0.00		$0.00		$0.00		$0.00	12	$726.24		$0.00		$0.00		$0.00	8	$388.72		$0.00		$0.00		$0.00	1	$27.92	21	$1,142.88
6.2.4 Meeting 1/Notes - Security Systems Discussion		$0.00		$0.00		$0.00		$0.00	2	$121.04		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00		$0.00		$218.22
6.2.5 Security Drawing Development		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00	100	$4,859.00		$0.00		$0.00	112	$3,357.76		$0.00	220	$8,700.92
6.2.6 Meeting 2/Notes - Initial Drawing and Systems Review		$0.00		$0.00		$0.00		$0.00	2	$121.04		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00	1	$27.92	5	$246.14
6.2.7 Site Walk To Review Security Drawings		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00	8	$388.72		$0.00		$0.00		$0.00		$0.00	16	$872.88
6.2.8 Door Hardware Coordination with Architect		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	8	$484.16
6.2.9 Finalize Security Drawings and Specifications		$0.00		$0.00		$0.00		$0.00	8	$484.16		$0.00		$0.00	4	$194.36	24	$1,166.16		$0.00		$0.00	24	$719.52	1	$27.92	61	$2,592.12
6.2.10 Meeting 3/Notes - Final Drawings and Systems Review		$0.00		$0.00		$0.00		$0.00	4	$242.08		$0.00		$0.00		$0.00	4	$194.36		$0.00		$0.00		$0.00	1	$27.92	9	$464.36
6.2.11 Issue Security Drawings and Specifications for Bid		$0.00		$0.00		$0.00		$0.00	1	$60.52		$0.00		$0.00		$0.00	4	$194.36		$0.00		$0.00	4	$119.92	1	$27.92	10	$402.72
Subtotal Task 6.2	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*65*	*$3,933.80*	*0*	*$0.00*	*0*	*$0.00*	*4*	*$194.36*	*172*	*$8,357.48*	*0*	*$0.00*	*0*	*$0.00*	*140*	*$4,197.20*	*5*	*$139.60*	*386*	*$16,822.44*
6.3 - ELECTRICAL SYSTEM SCOPE																												
6.3.1 Power Site Investigation for Security Systems		$0.00	2	$144.32		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	2	$97.18		$0.00	4	$155.92		$0.00		$0.00	8	$397.42
6.3.2 Power Drawings and Specifications For New Security Systems		$0.00	4	$288.64		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	6	$291.54		$0.00	12	$467.76	16	$479.68	1	$27.92	39	$1,555.54
6.3.3 Meeting 3/Notes - Final Drawings and Systems Review		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	8	$388.72		$0.00	8	$311.84		$0.00		$0.00	16	$700.56
6.3.4 Issue Electrical Drawings and Specifications for Bid		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	4	$194.36		$0.00	4	$155.92		$0.00		$0.00	8	$350.28
Subtotal Task 6.3	*0*	*$0.00*	*6*	*$432.96*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*20*	*$971.80*	*0*	*$0.00*	*28*	*$1,091.44*	*16*	*$479.68*	*1*	*$27.92*	*71*	*$3,003.80*
6.4 - BID NEGOTIATIONS																												
6.4.1 Pre-Bid Meeting		$0.00	2	$144.32		$0.00		$0.00	2	$121.04		$0.00		$0.00		$0.00	2	$97.18		$0.00		$0.00		$0.00		$0.00	6	$362.54
6.4.2 Respond to Bidding Questions		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	4	$194.36		$0.00		$0.00	2	$59.96		$0.00	6	$254.32
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.4	*0*	*$0.00*	*2*	*$144.32*	*0*	*$0.00*	*0*	*$0.00*	*2*	*$121.04*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*6*	*$291.54*	*0*	*$0.00*	*0*	*$0.00*	*2*	*$59.96*	*0*	*$0.00*	*12*	*$616.86*
6.5 - CONSTRUCTION ADMINISTRATION																												
6.5.1 Site visits, submittals, RFIs, punch list		$0.00	4	$288.64		$0.00		$0.00	6	$363.12		$0.00		$0.00		$0.00	36	$1,749.24		$0.00		$0.00	4	$119.92	2	$55.84	52	$2,576.76
		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00		$0.00	0	$0.00
Subtotal Task 6.5	*0*	*$0.00*	*4*	*$288.64*	*0*	*$0.00*	*0*	*$0.00*	*6*	*$363.12*	*0*	*$0.00*	*0*	*$0.00*	*0*	*$0.00*	*36*	*$1,749.24*	*0*	*$0.00*	*0*	*$0.00*	*4*	*$119.92*	*2*	*$55.84*	*52*	*$2,576.76*
Hours & Raw Labor Costs Subtotal	***0***	***$0***	***12***	***$866***	***0***	***$0***	***0***	***$0***	***73***	***$4,418***	***0***	***$0***	***0***	***$0***	***4***	***$194***	***234***	***$11,370***	***0***	***$0***	***28***	***$1,091***	***162***	***$4,857***	***8***	***$223***	***519***	***$23,020***
Rate																												
O/H Costs ***178%***		$0		$1,541		$0		$0		$7,864		$0		$0		$346		$20,239		$0		$1,943		$8,645		$398		$40,975
Labor+O/H Costs		$0		$2,407		$0		$0		$12,282		$0		$0		$540		$31,609		$0		$3,034		$13,502		$621		$63,995
Fixed Fee Costs ***13%***		$0		$313		$0		$0		$1,597		$0		$0		$70		$4,109		$0		$394		$1,755		$81		$8,319
Total Labor Costs		$0		$2,720		$0		$0		$13,879		$0		$0		$611		$35,718		$0		$3,429		$15,257		$702		$72,315
ODCs																												$0.00
Prime Total	**0**	**$0**	**12**	**$2,720**	**0**	**$0**	**0**	**$0**	**73**	**$13,879**	**0**	**$0**	**0**	**$0**	**4**	**$611**	**234**	**$35,718**	**0**	**$0**	**28**	**$3,429**	**162**	**$15,257**	**8**	**$702**	**519**	**$72,314.59**

Resolution:	**2026-13 Request for Approval of Federal Certificate & Assurances**
Explanation:	Each year, as a part of Metro's receipt of federal grant funding, Metro and its attorney are required annually to sign and file Certifications & Assurances (C&As) that federally mandated programs and requirements will be followed. Included in the Board packet is the list of 20 compliance areas covered by the C&As. Staff is requesting authority to authorize the CEO/Executive Director and Attorney to execute the 2026 C&As. Resolution 2026-13 authorizing the same is included in the Board packet. Recommend full Board approval.

The foregoing resolution was duly adopted by the Board of the Regional Metropolitan Transit Authority of Omaha at a meeting held on the 23rd day of April 2026, and the undersigned hereby certifies the adoption of this resolution.

_____

Curt Simon, Board Chair

_____

Selina Perry, Board Secretary

RESOLUTION NO. 2026-13

April 23, 2026
Omaha, Nebraska

RESOLVED BY THE BOARD of DIRECTORS of the REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA:

WHEREAS, the Regional Metropolitan Transit Authority of Omaha exists and is in being by virtue of Section 18-801 through 18-825, Neb, Rev. Stat. as amended from time to time ("Regional Metropolitan Transit Authority Act"), together with such other state and local laws as may be applicable from time to time;

WHEREAS, the Regional Metropolitan Transit Authority of Omaha is a governmental subdivision of the State of Nebraska, a body politic and corporate, and pursuant to the Regional Metropolitan Transit Authority Act has broad powers relating to public transportation, excluding railroads and taxi-cabs; and

WHEREAS, the Regional Metropolitan Transit Authority of Omaha is a "Designated Recipient" (as defined by 49 USC §5307 (a)(2), of Urbanized Area Formula Program assistance and the Master Agreement) and other federal assistance and other programs in keeping with the Federal Transit Administration, an operating administration of the United States Department of Transportation (the "FTA") award of federal transit assistance (funding or funds) in the form of a federal grant, a cooperative agreement, a loan, a line of credit, a loan guarantee or otherwise to support a public transportation project (individually or collectively, "Federal Assistance"); and

WHEREAS, application for, grant and receipt of, such Federal Assistance has, may, will require or impose certain obligations upon the Regional Metropolitan Transit Authority of Omaha from time to time as a prerequisite to, or condition of, such application, grant or receipt of Federal Assistance, including without limitation, the execution and performance of and in respect of the "Master Agreement" and any related cooperative or other agreement and any related programs, providing the local share of the project cost, making any and all required certifications and assurances to the FTA as may be time to time required for specific projects or otherwise as a prerequisite to, or condition of, such application, grant, receipt or award of Federal Assistance and related programs; and

WHEREAS, among other matters, it is intended that this Resolution shall authorize the Regional Metropolitan Transit Authority of Omaha to file applications for Federal Assistance in the manner and form as may be and to execute, deliver, perform, and to otherwise comply with, under and in respect of, the "Master Agreement" and any related cooperative or other agreement and any related programs, and such other obligations as required or imposed by the FTA from time to time as a prerequisite to, or as condition of, such application, grant, receipt or award of Federal Assistance and related programs.

NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA:

1. The CEO/Executive Director of the Regional Metropolitan Transit Authority of Omaha (and his/her written designee) is hereby authorized on behalf of the Regional Metropolitan Transit Authority of Omaha and to execute and file applications with the FTA for federal transportation assistance authorized by 49 USC Chapter 53, Title 23, United States Code,

and any and all other federal statutes administered by the FTA authorizing a project administered by the FTA for projects programmed in the then current first-year element of the Transportation Improvement Program (TIP) of the Regional Metropolitan Transit Authority of Omaha, including any amendments thereto.

2. The CEO/Executive Director of the Regional Metropolitan Transit Authority of Omaha (and his/her written designee) is hereby authorized to execute, deliver, perform and to otherwise comply with, under and in respect of, the "Master Agreement" and any related cooperative or other agreement and any related programs, and such other obligations as required or imposed by the FTA from time to time as a prerequisite to, or as a condition of, such application, grant, receipt or award of Federal Assistance at any time and to execute and file application for such other federal financial assistance and related programs in keeping with the FTA's award of federal transit assistance (funding or funds) as may be approved by this Board from time to time in fiscal year 2026/2027 or calendar year 2026 and, together with any such application to execute such annual certification and assurances and other documents as may be required by the FTA as a prerequisite to, or as condition of, such application, grant, receipt or award of Federal Assistance and related programs.

ADOPTED BY:

_____
Curt Simon, Board Chair

CERTIFICATE

The undersigned, duly qualified Recording Secretary, acting on behalf of the Regional Metropolitan Transit Authority of Omaha, certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Board of Directors held on April 23, 2026.

_____
Signature of Recording Officer

Board Secretary/Executive Administrator
Title of Recording Officer

_____
Date

FEDERAL FISCAL YEAR 2026 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Regional Metropolitan Transit Authority of Omaha

The Applicant certifies to the applicable provisions of all categories: (*check here*) x.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category		Certification
01	Certifications and Assurances Required of Every Applicant	
02	Public Transportation Agency Safety Plans	
03	Tax Liability and Felony Convictions	
04	Private Sector Protections	
05	Transit Asset Management Plan	
06	Rolling Stock Buy America Reviews and Bus Testing	
07	Urbanized Area Formula Grants Program	
08	Formula Grants for Rural Areas	
09	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	
10	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	
11	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	

12	State of Good Repair Grants	_____
13	Infrastructure Finance Programs	_____
14	Alcohol and Controlled Substances Testing	_____
15	Rail Safety Training and Oversight	_____
16	Demand Responsive Service	_____
17	Interest and Financing Costs	_____
18	Cybersecurity Certification for Rail Rolling Stock and Operations	_____
19	Tribal Transit Programs	_____
20	Emergency Relief Program	_____

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Regional Metropolitan Transit Authority of Omaha

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may seek in the future, of federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq*., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature_____ Date: _____

Name_____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Regional Metropolitan Transit Authority of Omaha

As the undersigned Attorney for the above-named Applicant, I hereby affirm the Applicant has the authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature_____ Date: _____

Name_____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Resolution: 2026-14 Request Approval of Fiscal Year 2025 Audited Financials

Explanation: Staff is seeking approval of the 2025 audited financial statements. Eide Bailly audited Metro's financial statements as of and for the year ended December 31, 2025, and produced the audit report. The 2025 audit report was reviewed with Metro's Finance/Procurement Committee prior to the Board meeting.

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 23rd day of April 2026, and the undersigned hereby certifies the adoption of this resolution.

_____

Curt Simon, Board Chair

_____

Selina Perry, Board Secretary

April 15, 2026

To the Governing Board and Management of the
Regional Metropolitan Transit Authority of Omaha
Omaha, Nebraska

We have audited the financial statements of the Regional Metropolitan Transit Authority of Omaha (Transit Authority) as of and for the year ended December 31, 2025, and have issued our report thereon April 15, 2026. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance

As communicated in our letter dated March 31, 2026, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether the Transit Authority complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Transit Authority's major federal program. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Transit Authority solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of the Transit Authority major federal program compliance, is to express an opinion on the compliance for each of the Transit Authority's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the Transit Authority's internal control over compliance.

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We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated April 15, 2026. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated April 15, 2026.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

Significant Risks Identified

As stated in our auditor's report, professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as "significant risks." We have identified the following as significant risks.

- *Management Override of Controls* – professional standards require auditors to address the possibility of management overriding controls. Accordingly, we considered the possibility that management of the organization may have the ability to override controls that the organization has implemented. Management may override the organization's controls in order to modify the financial records with the intent of manipulating the financial statements to overstate the organization's financial performance or with the intent of concealing fraudulent transactions. We are pleased to report that no such matters were identified during our audit.

- *Improper Revenue Recognition* – professional standards require auditors to presume that revenue recognition is a fraud risk. Therefore, improper revenue recognition was identified as a fraud risk due to possibility that revenue is not recorded in the proper period, in the incorrect amount, etc. either due to error or fraud. We are pleased to report that no actual instances were identified during our audit.

- *Estimates* – Generally Accepted Auditing Standards require a presumed risk of management bias when assumptions are used to calculate significant account balances, which for the Transit Authority applies to pension benefits.

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Transit Authority is included in Note 1 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during the year. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements relates to pension benefits.

Management's estimate of the net pension liabilities of the salaried and hourly pension plans and related deferred inflows of resources and deferred outflows of resources is based on an actuarial valuation. We evaluated the key factors and assumptions used to develop the estimates and determined that they are reasonable in relation to the basic financial statements taken as a whole.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting Transit Authority's financial statements relate to:

- **Note 1** summarizes the Transit Authority's significant accounting policies.

- **Notes 5** describes the valuation of the Transit Authority's net pension liabilities and related deferred outflows and inflows of resources. Such amounts are sensitive to the underlying actuarial assumptions used including, but not limited to, the investment rate of return and discount rate. As disclosed, a one percent increase or decrease in the discount rate has a material effect on the Authority's net pension liability.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit. There were no uncorrected or corrected missstatements identified as a result of our audit procedures.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Circumstances that Affect the Form and Content of the Auditor's Report

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report. We did not identify any circumstances that affect the form and content of the auditor's report.

Representations Requested from Management

We have requested certain written representations from management which are included in the management representation letter dated April 15, 2026.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the Transit Authority, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Transit Authority's auditors.

This report is intended solely for the information and use of the Governing Board, and management of the Transit Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

Eide Bailly LLP

Menlo Park, California

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December 31, 2025 and 2024

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

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Independent Auditor's Report

The Board of Directors
Regional Metropolitan Transit Authority of Omaha d/b/a Metro
Omaha, Nebraska

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of the Regional Metropolitan Transit Authority of Omaha d/b/a Metro (Transit Authority), as of and for the years ended December 31, 2025 and December 31, 2024, and the related notes to the financial statements, which collectively comprise the Transit Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the Regional Metropolitan Transit Authority of Omaha d/b/a Metro as of December 31, 2025 and December 31, 2024, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Transit Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

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In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transit Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Transit Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transit Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedules of changes in net pension liability of the Administrative and Collective Bargaining plans, schedules of contributions of the Administrative and Collective Bargaining plans, and schedules of money-weighted rate of return of the Administrative and Collective Bargaining plans be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Transit Authority's basic financial statements. The schedule of expenditures of federal awards as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated April 15, 2026 on our consideration of the Transit Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Transit Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transit Authority's internal control over financial reporting and compliance.

Eide Bailly LLP

Menlo Park, California
April 15, 2026

Introduction

This management's discussion and analysis of the financial performance of the Regional Metropolitan Transit Authority of Omaha d/b/a Metro (Transit Authority) provides an overview of the Transit Authority's financial activities for the year ended December 31, 2025, with comparative information for 2024 and selected trend information for 2023. It should be read in conjunction with the accompanying financial statements and notes to the financial statements.

Financial Highlights

The Transit Authority's net position increased by $45,731,321, or 37.79%, during 2025. Total net position was $166,747,113 at December 31, 2025, compared to $121,015,792 at December 31, 2024.

Operating revenues were $4,596,466 in 2025, an increase of $3,388, or 0.07%, from 2024. Operating expenses were $54,108,291 in 2025, a decrease of $130,161, or 0.24%, from 2024. As a result, operating loss improved slightly to $49,511,825 in 2025 from $49,645,374 in 2024.

Total nonoperating revenues were $75,607,020 in 2025, an increase of $7,813,392, or 11.52%, from 2024. This increase was driven primarily by higher property tax revenues, higher federal and state operating grants, and increased investment income.

Capital grants and contributions totaled $19,636,126 in 2025, compared to $7,138,093 in 2024. Capital asset additions during 2025 were significant and contributed to an increase in capital assets, net, to $66,175,918 at year-end.

Cash and investments totaled $57,401,726 at December 31, 2025, compared to $35,763,193 at December 31, 2024, reflecting continued growth in liquidity and reserves.

Fiduciary net position restricted for pensions increased by $5,508,924, from $44,245,080 at December 31, 2024 to $49,754,004 at December 31, 2025.

Overview of the Financial Statements

The financial statements consist of the following components: (1) basic financial statements, (2) notes to the financial statements, (3) required supplementary information, and (4) supplementary information.

The basic financial statements include separate statements for the Transit Authority's business-type activities and fiduciary activities. The notes to the financial statements provide additional information that is essential to understanding the data presented in the basic financial statements.

Basic Financial Statements

Business-type Activities

The Transit Authority reports its operating activities as business-type activities. The basic financial statements for the business-type activities include a statement of net position, a statement of revenues, expenses, and changes in net position, and a statement of cash flows. These statements are prepared using the economic resources measurement focus and the accrual basis of accounting.

The Statement of Net Position and the Statement of Revenues, Expenses, and Changes in Net Position

These statements report all assets, deferred outflows of resources, liabilities, deferred inflows of resources, revenues, and expenses of the Transit Authority's business-type activities. The statements provide information about the Transit Authority's financial position and the results of operations for the year. Net position, which is the difference between assets and deferred outflows of resources and liabilities and deferred inflows of resources, is one indicator of financial condition.

The Statement of Cash Flows

The statement of cash flows reports cash receipts, cash payments, and net changes in cash and cash equivalents resulting from operating activities, noncapital financing activities, capital and related financing activities, and investing activities. This statement provides information about the sources and uses of cash and changes in cash and cash equivalents during the year.

Fiduciary Activities

The fiduciary activities consist of the Transit Authority's pension trust funds. The fiduciary financial statements include a statement of fiduciary net position and a statement of changes in fiduciary net position. These statements report resources that are held for the benefit of plan participants and beneficiaries and, accordingly, are not available to support the Transit Authority's own programs.

There are two separate pension plans for the Transit Authority included in fiduciary activities – the Administrative Employees' Pension Plan and the Collective Bargaining Employees' Pension Plan.

Administrative Employees' Pension Plan

The Metro Area Transit Administrative Employees' Pension Plan (Administrative Plan) is a defined benefit plan, which provides retirement, death, termination, and disability benefits. Administrative employees become eligible under the Administrative Plan the first day of the month following completion of 120 days of service. Vesting for employer contributions under the Administrative Plan is achieved upon completion of ten years of service. Employee contributions are fully vested.

Collective Bargaining Employees' Pension Plan

The Metro Area Transit Collective Bargaining Employees' Pension Plan (Collective Bargaining Plan) is a defined benefit plan, which provides retirement, death, termination, and disability benefits. Hourly employees who are covered by a collective bargaining agreement between the Transit Authority and the Transportation Workers of America are deemed eligible to participate under the Collective Bargaining Plan. Vesting for employer contributions under the Collective Bargaining Plan is achieved upon completion of ten years of service. Employee contributions are fully vested.

Notes to the Financial Statements

The notes to the financial statements provide additional detail regarding the Transit Authority's significant accounting policies, cash and investments, capital assets, subscriptions payable, pension plans, claims liabilities, commitments, contingencies, and other matters necessary to support the basic financial statements.

Other Information

In addition to the basic financial statements and notes, this report includes required supplementary information related to the Transit Authority's pension plans, including schedules of changes in net pension liability, schedules of contributions, schedules of money-weighted rate of return, and related notes. The report also includes supplementary information related to federal awards.

Analysis of Basic Financial Statements

The Transit Authority's total net position increased by $45,731,321 during 2025, compared to an increase of $25,286,347 during 2024. Total net position was $166,747,113 at December 31, 2025.

Total assets increased by $44,563,897 in 2025. The increase was driven primarily by growth in cash and investments, receivables, and capital assets. Cash and investments increased by $21,638,533, or 60.51%, and capital assets, net, increased by $13,861,789, or 26.50%.

Total liabilities decreased by $3,870,195, or 16.38%, during 2025. The decrease was primarily attributable to reductions in accounts payable and net pension liability, partially offset by an increase in claims liabilities.

Deferred outflows of resources decreased by $242,167, while deferred inflows of resources increased by $2,460,604, both related to pension reporting.

Net investment in capital assets increased to $66,025,376 at December 31, 2025, compared to $51,219,391 at December 31, 2024. Restricted net position totaled $4,126,275 at December 31, 2025 on receipt of a new micro-transit operating grant. Unrestricted net position increased to $96,595,462 from $69,796,400.

Table 1: Condensed Statements of Net Position

	2025	2024	2023
Assets			
Cash and investments	$ 57,401,726	$ 35,763,193	$19,293,188
Other current assets	68,502,337	59,432,486	46,462,412
Capital assets, net	66,175,918	52,314,129	52,838,838
Other noncurrent assets	56,425	62,701	68,977
Total assets	192,136,406	147,572,509	118,663,415
Deferred Outflows of Resources	3,195,507	3,437,674	4,874,071
Liabilities			
Accounts payable	2,566,585	3,813,257	1,831,052
Accrued expenses	3,018,319	2,873,761	2,510,144
Claims liabilities	9,106,226	7,225,766	4,747,409
Net pension liability	4,716,677	9,165,572	14,436,988
Other long-term liabilities	347,800	547,446	419,084
Total liabilities	19,755,607	23,625,802	23,944,677
Deferred Inflows of Resources	8,829,193	6,368,589	3,863,364
Net Position			
Net investment in capital assets	66,025,376	51,219,392	52,612,875
Restricted	4,126,275	-	-
Unrestricted	96,595,462	69,796,400	43,116,570
Total net position	$ 166,747,113	$ 121,015,792	$ 95,729,445

Transit Authority continues to capture allowable operating costs and capitalizes these expenditures in the annual appropriation of the 5307 FTA Formula funds. These funds give the Transit Authority a greater means of working capital and allow for investments. The 2025 operating expenses had a decrease over what was reported in 2024 as the amount decreased by $130,161 or 0.24% over 2024, the primary reason for this decrease was due to the personnel, legal and insurance expenditure. There were also decrease in revenue vehicle operations during 2025. We anticipate material costs to continue to increase during 2026. Refer to Table 2.

Table 2: Condensed Statements of Changes in Net Position

	2025	2024	2023
Operating Revenues	$ 4,596,466	$ 4,593,078	$ 5,003,798
Operating Expenses	54,108,291	54,238,452	51,522,786
Operating Loss	(49,511,825)	(49,645,374)	(46,518,988)
Nonoperating Revenues			
Property taxes	56,227,484	53,071,459	42,045,878
Federal and state grants	17,290,702	13,481,283	9,291,000
Other revenue	2,088,834	1,240,886	326,967
Total nonoperating revenues	75,607,020	67,793,628	51,663,845
Net Income (Loss) before Capital Grants and Contributions	26,095,195	18,148,254	5,144,857
Capital Grants and Contributions	19,636,126	7,138,093	3,397,577
Change in Net Position	45,731,321	25,286,347	8,542,434
Net Position, Beginning of Year	121,015,792	95,729,445	87,187,011
Net Position, End of Year	$ 166,747,113	$ 121,015,792	$ 95,729,445

Operating Results

The Transit Authority continued to report an operating loss in 2025, which is consistent with its mission to provide public transportation services supported by property taxes and governmental assistance. Operating loss improved modestly in 2025, decreasing by $133,549, or 0.27%, from 2024.

Operating revenues were essentially flat year over year, increasing by $3,388. Operating expenses decreased by $130,161, or 0.24%. The Transit Authority's cost structure continues to be driven largely by labor, benefits, maintenance, insurance, and depreciation and amortization.

Nonoperating revenues increased by $7,813,392, or 11.52%, in 2025. Property taxes increased by $3,156,025, federal and state operating grants increased by $4,034,825, and other revenue increased by $622,542. These revenues are significant to the Transit Authority's ability to fund operations and capital needs.

Capital grants and contributions increased by $12,498,033 in 2025. Combined with nonoperating revenues, these inflows more than offset the operating loss and resulted in the overall increase in net position for the year.

Table 3: Statement of Fiduciary Net Position

The following displays the pension plan assets and net position as of December 31, 2025, 2024, and 2023:

	2025	2024	2023
Trust Assets	$ 49,757,854	$ 44,245,080	$ 39,302,352
Trust Liabilities	$ 3,850	$ -	$ -
Restricted for Pensions	$ 49,754,004	$ 44,245,080	$ 39,302,352

Table 4: Changes in Fiduciary Net Position

The following displays the changes in fiduciary net position for the Transit Authority's pension plans for the years ended December 31, 2025, 2024, and 2023:

	2025	2024	2023
Contributions	$ 3,029,495	$ 2,940,760	$ 2,544,615
Investment Income (Loss)	6,485,065	5,762,275	5,869,437
Total additions	9,514,560	8,703,035	8,414,052
Benefits Paid	3,871,622	3,606,882	3,612,434
Administrative Expenses	134,014	153,425	66,238
Total deductions	4,005,636	3,760,307	3,678,672
Net Change in Fiduciary Net Position	5,508,924	4,942,728	4,735,380
Fiduciary Net Position, Beginning of Year	44,245,080	39,302,352	34,566,972
Fiduciary Net Position, End of Year	$ 49,754,004	$ 44,245,080	$ 39,302,352

The Transit Authority administers two defined benefit pension plans: the Administrative Employees' Pension Plan and the Collective Bargaining Employees' Pension Plan. Total fiduciary net position restricted for pensions increased by $5,508,924 during 2025 to $49,754,004.

Total additions to fiduciary net position were $9,514,560 in 2025, consisting primarily of contributions and investment income. Total deductions were $4,005,636, consisting primarily of benefit payments and administrative expenses. The increase in fiduciary net position reflects positive investment performance and ongoing contributions to the plans.

Capital Assets and Long-Term Financing Activity

At December 31, 2025, the Transit Authority reported capital assets, net of accumulated depreciation and amortization, of $66,175,918, compared to $52,314,129 at December 31, 2024. During 2025, capital asset additions totaled $23,478,807 for nondepreciable assets and $29,384,517 for depreciable and amortizable assets before retirements and transfers. Significant additions included building and improvements and motor coaches.

Depreciation and amortization expense totaled $9,114,538 in 2025, compared to $9,585,623 in 2024.

The Transit Authority had subscription payables of $149,542 at December 31, 2025, compared to $323,857 at December 31, 2024. The Transit Authority did not enter into any new subscription contracts in 2025.

Additional information regarding capital assets and subscriptions payable is provided in Notes 3 and 4 to the financial statements.

As of December 31, 2025, the Transit Authority also had outstanding construction commitments of $727,861. Management expects these commitments to be funded through a combination of federal capital grants and unrestricted operating resources. Additional information is provided in Note 9 to the financial statements.

Other Economic Factors and Next Year's Budget

The Transit Authority adopted its 2026 budget through the required public process in accordance with state law. Management expects operating costs and service levels to increase in 2026, Service levels and costs continue to be influenced by ridership levels, labor and benefit costs, fuel and maintenance costs, capital procurement timing, property tax collections, and the availability of federal and state operating and capital assistance.

Management will continue to monitor liquidity, reserve levels, capital replacement needs, and operating trends as the Transit Authority implements its service and capital plans.

Contacting the Transit Authority's Financial Management

This financial report is designed to provide a general overview of the Transit Authority's finances and to demonstrate the Transit Authority's accountability for the resources it receives. Questions concerning this report or requests for additional financial information should be directed to the Transit Authority's Finance Director or Chief Executive Officer by telephoning (402) 341-7560 or by emailing wclingman@ometro.com or lcencic@ometro.com.

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Statements of Net Position

December 31, 2025 and 2024

	2025	2024
Assets		
Current Assets		
Cash and cash equivalents	$ 28,347,445	$ 14,159,888
Investments	29,054,281	21,603,305
Receivables		
Property tax	54,593,476	51,424,341
Grants	10,548,602	4,565,182
Service accounts	900,546	829,697
Materials and supplies inventory	1,962,539	2,240,172
Prepaid expenses and other assets	497,174	373,094
Total current assets	125,904,063	95,195,679
Noncurrent Assets		
Nondepreciable capital assets	5,154,617	11,317,719
Capital assets, net of accumulated depreciation and amortization	61,021,301	40,996,410
Other noncurrent assets	56,425	62,701
Total noncurrent assets	66,232,343	52,376,830
Total assets	192,136,406	147,572,509
Deferred Outflows of Resources		
Pension related	3,195,507	3,437,674
Liabilities		
Current Liabilities		
Accounts payable	2,566,585	3,813,257
Accrued wages, sick leave and vacation payable	1,947,089	1,817,017
Accrued payroll taxes and benefits	244,778	304,242
Accrued expenses	826,452	752,502
Subscription payable	98,361	174,315
Claims	2,731,621	5,472,786
Total current liabilities	8,414,886	12,334,119
Noncurrent Liabilities		
Subscription payable	51,181	149,597
Claims	6,374,605	1,752,980
Aggregate net pension liability	4,716,677	9,165,572
Other long-term liabilities	198,258	223,534
Total noncurrent liabilities	11,340,721	11,291,683
Total liabilities	19,755,607	23,625,802
Deferred Inflows of Resources		
Pension related	8,829,193	6,368,589
Net Position		
Net investment in capital assets	66,025,376	51,219,392
Restricted	4,126,275	-
Unrestricted	96,595,462	69,796,400
Total net position	$ 166,747,113	$ 121,015,792

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Statements of Revenue, Expenses, and Changes in Net Position

Years Ended December 31, 2025 and 2024

	2025	2024
Operating Revenues		
Passenger fares	$ 2,267,382	$ 2,290,876
Service contracts	2,011,887	1,960,433
Other	317,197	341,769
Total operating revenues	4,596,466	4,593,078
Operating Expenses		
Administration of transportation operations	1,447,586	1,073,078
Revenue vehicle movement control	1,646,568	1,706,996
Scheduling of transportation operations	416,649	102,069
Revenue vehicle operations	20,738,585	20,908,081
Maintenance administration	837,760	690,936
Servicing revenue vehicles	585,099	604,737
Maintenance of revenue vehicles	5,600,423	5,035,875
Maintenance of other equipment	1,927,166	1,825,749
Ticketing and fare collection	63,818	266,229
Customer services and promotion	1,901,999	786,169
Personnel, legal and insurance	3,427,767	3,712,265
Finance, accounting and data processing	1,452,833	1,474,589
Purchasing and stores	437,962	422,299
General management	2,948,276	2,721,963
General and administrative	1,561,262	3,321,794
Depreciation and amortization	9,114,538	9,585,623
Total operating expenses	54,108,291	54,238,452
Operating loss	(49,511,825)	(49,645,374)
Nonoperating Revenues		
Property taxes	56,227,484	53,071,459
Federal operating grants	13,058,660	12,442,825
State and local operating grants	4,232,042	1,038,458
Investment income	2,051,063	1,227,131
Gain on disposal of capital assets	37,771	13,755
Total nonoperating revenue	75,607,020	67,793,628
Income Before Capital Grants and Contributions	26,095,195	18,148,254
Capital Grants and Contributions	19,636,126	7,138,093
Change in Net Position	45,731,321	25,286,347
Net Position, Beginning of Year	121,015,792	95,729,445
Net Position, End of Year	$ 166,747,113	$ 121,015,792

	2025	2024
Cash Flows from Operating Activities		
Cash received from customers	$ 4,525,617	$4,491,988
Cash paid to suppliers	(15,237,662)	(12,004,800)
Cash paid to employees	(30,595,592)	(29,592,557)
Net Cash Used for Operating Activities	(41,307,637)	(37,105,369)
Cash Flows from Noncapital Financing Activities		
State and local operating grants received	5,213,884	1,038,458
Federal operating grants received	13,058,660	11,569,465
Property taxes received	53,058,349	41,939,889
Net Cash Provided by Noncapital Financing Activities	71,330,893	54,547,812
Cash Flows from Capital and Related Financing Activities		
Acquisition of capital assets	(23,144,421)	(8,913,666)
Proceeds on sale of capital assets	37,771	13,755
Federal capital grants received	12,670,864	6,700,342
Net Cash Used for Capital and Related Financing Activities	(10,435,786)	(2,199,569)
Cash Flows from Investing Activities		
Purchase of Investments	(7,450,976)	(11,559,396)
Investment income received	2,051,063	1,227,131
Net Cash Provided by Investing Activities	(5,399,913)	(10,332,265)
Net Change In Cash and Cash Equivalents	14,187,557	4,910,609
Cash and Cash Equivalents, Beginning of Year	14,159,888	9,249,279
Cash and Cash Equivalents, End of Year	$ 28,347,445	$ 14,159,888

	2025	2024
Reconciliation of Operating Loss to Net Cash Used for Operating Activities		
Operating loss	$ (49,511,825)	$ (49,645,374)
Adjustments to reconcile operating loss to net cash used in operating activities		
Depreciation	9,114,538	9,585,623
Changes in assets and liabilities		
Decrease in service accounts receivable	(70,849)	(101,090)
(Increase) decrease in materials and supplies inventory	277,633	(436,617)
(Increase) decrease in prepaid expenses and other assets	(124,080)	10,314
(Increase) in pension related deferred outflows of resources	242,167	1,436,397
(Decrease) in accounts payable and accrued expenses	753,070	4,811,569
Increase (decrease) in net pension liability	(4,448,895)	(5,271,416)
Increase (decrease) in deferred inflows of resources	2,460,604	2,505,225
Net Cash Used in Operating Activities	$ (41,307,637)	$ (37,105,369)
Noncash Capital, Investing, and Financing Activities		
Purchases of equipment on accounts payable	$ -	$ -
Subscription asset obtained with subscription liability	$ 513,444	$ 477,823

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Statements of Fiduciary Net Position

December 31, 2025 and 2024

	2025	2024
Assets		
Cash	$ 1,587,183	$ 1,367,742
Contributions receivable	90	78,740
Accrued income	4,599	4,988
Investments:		
Domestic fixed income securities	11,009,608	9,875,272
Domestic equities	29,172,713	27,595,698
International equities	7,983,661	5,322,640
Total investments	48,165,982	42,793,610
Total assets	49,757,854	44,245,080
Liabilities		
Accounts Payable	3,850	-
Total Liabilities	3,850	-
Net Position		
Restricted for pensions	$ 49,754,004	$ 44,245,080

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Statements of Changes in Fiduciary Net Position

Years Ended December 31, 2025 and 2024

	2025	2024
Additions		
Contributions		
Employee contributions	$ 1,505,244	$ 1,461,602
Employer contributions	1,524,251	1,479,158
Total contributions	3,029,495	2,940,760
Investment earnings		
Net change in fair value of investments	3,588,546	4,345,413
Interest, dividends and other income	2,911,520	1,431,862
Total investment earnings	6,500,066	5,777,275
Less Investment expenses	(15,001)	(15,000)
Net investment earnings	6,485,065	5,762,275
Total additions	9,514,560	8,703,035
Deductions		
Benefits paid	3,871,622	3,606,882
Administrative expenses	134,014	153,425
Total deductions	4,005,636	3,760,307
Change in fiduciary net position	5,508,924	4,942,728
Net position, beginning of year	44,245,080	39,302,352
Net position, end of year	$ 49,754,004	$ 44,245,080

Note 1 - Summary of Significant Accounting Policies

The financial statements of the Regional Metropolitan Transit Authority of Omaha d/b/a Metro (Transit Authority) have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to state and local governments as prescribed by the Governmental Accounting Standards Board (GASB). GASB is the accepted standard setting body for establishing governmental accounting and financial reporting principles.

The significant accounting and reporting policies and practices used by Transit Authority are described below.

Reporting Entity

The Transit Authority of the City of Omaha d/b/a Metro, Regional Metropolitan Transit Authority of Omaha, Nebraska, by Ordinance No. 26335 on May 10, 1972, under statutes of Nebraska known as the Transit Authority Law. Effective August 1, 2022, pursuant to the Regional Metropolitan Transit Authority Act (Nebraska Revised Statutes sections 18-1801 to 18-1825), the Transit Authority of the City of Omaha d/b/a Metro was converted to the Regional Metropolitan Transit Authority of Omaha d/b/a Metro. The Transit Authority is an independent political subdivision of the State of Nebraska.

As a political subdivision, it is distinct from, and is not an agency of, the State of Nebraska or any other local governmental unit. The Transit Authority has the right to eminent domain and the power to enter into contracts and to purchase equipment. The Transit Authority consists of a seven-member board appointed by the mayor and confirmed by Omaha's City Council and the County Board of Douglas County, Nebraska. The Transit Authority is solely responsible for financing deficits or the disposition of surplus funds. The Transit Authority collects revenues, controls disbursements and has title to all assets. The Transit Authority has and retains full and exclusive jurisdiction and control over all public passenger transportation systems in the City of Omaha, excluding taxicabs and railroad systems.

The Regional Metropolitan Transit Authority (Transit Authority) provides a timed-transfer system that includes fixed routes, express/commuter lines, and circulator services. Covering 100 square miles, it serves about 85% of Omaha. Additionally, the Transit Authority offers MOBY, an ADA-compliant para-transit service that provides curb-to-curb, origin-to-destination transportation within the city limits and new microtransit pilot project. Services outside Omaha’s city limits are handled through agreements between the Transit Authority and other local governments or agencies.

Measurement Focus, Basis of Accounting and Financial Statement Presentation

The basic financial statements provide information about the Transit Authority’s business-type and fiduciary (Pension Trust Funds) activities. Separate statements for business-type activities and fiduciary activities are presented.

The basic financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized when earned, and expenses are recognized when a liability is incurred, regardless of the timing of the related cash flows. On an accrual basis, revenues from operating activities are recognized in the fiscal year that the operations are provided.

Operating revenues occur from passenger fares, service contracts, rental of property, and sale of advertising space. Passenger fares are recorded as revenue at the time the service is provided. Property taxes are recognized as revenues in the year for which they are levied. The Transit Authority recognizes federal and state grant income when eligibility requirements are met. The Federal Transit Administration ("FTA") and the State of Nebraska provide financial assistance and distribute grants directly to the Transit Authority for operations and acquisition of property and equipment. Operating grants made on the basis of entitlement periods are recorded as grant receivables and revenues over the entitlement periods, based on qualifying expenditures. Capital grants for the acquisition of property and equipment (reimbursement type grants) are recorded as grant receivables when the related grant expenditures are incurred.

Operating expenses include the cost of sales and service, administrative expenses and depreciation on capital assets. All revenue and expenses not meeting this definition are reported as non-operating revenues and expenses. Resources received or recognized as receivable before time requirements are met, are reported as deferred revenues.

Cash and Cash Equivalents

Cash and cash equivalents consist of cash on hand, demand deposits and highly liquid investments with an original maturity of three months or less.

Service Accounts, Grants and Property Taxes Receivable

Service accounts receivable consist of amounts due from customers for the Transit services and various other items. Grants receivables consist of amounts due from the federal and state government under grant contracts as reimbursement for funds expended in accordance with those grant agreements. Tax collections receivable consist of uncollected property taxes. The Transit Authority has evaluated outstanding receivables and determined that no allowance for uncollectible accounts is necessary at December 31, 2025 and 2024.

Materials and Supplies Inventory

Materials and supplies are stated at the lower of cost (first-in, first-out method) or market. Inventory generally consists of maintenance parts and supplies for rolling stock and other miscellaneous items. Costs are recognized as expenses at the time inventory items are used.

Prepaid expenses

Certain payments to vendors reflect costs or deposits applicable to future accounting periods and are recorded as prepaid expenses in the financial statements.

Capital Assets

Assets which cost $5,000 or more, and with a useful life of more than one year, are capitalized in the year they are placed in service. Capital assets are reported at cost, or if contributed property, at their fair value at the time of contribution. Costs of maintenance and repairs are charged to operations as incurred; costs of improvements are capitalized and depreciated over the remaining useful lives of the related assets.

Depreciation of capital assets is charged as an expense against operations. When capital assets are disposed, the cost and applicable accumulated depreciation are removed from the respective accounts, and the resulting gain or loss is recognized. The Transit Authority computes depreciation using the straight-line method over the estimated useful lives of the assets as follows:

Motor coaches	2 - 12 years
Building and improvements	3 - 40 years
Service cars and other equipment	3 - 7 years
Office furniture and equipment	3 - 7 years

Right to use subscription IT assets are recognized at the subscription commencement date and represent the Transit Authority's right to use the underlying IT asset for the subscription term. Right to use subscription IT assets are measured at the initial value of the subscription liability plus any payments made to the vendor at the commencement of the subscription term, less any subscription incentives received from the vendor at or before the commencement of the subscription term, plus any capitalizable initial implementation costs necessary to place the subscription asset into service. Right to use subscription IT assets are amortized over the shorter of the subscription term or useful life of the underlying asset using the straight-line method. The amortization period varies from 3 to 5 years.

Deferred Outflows of Resources

Deferred outflows of resources represent a consumption of net assets that applies to a future period(s) and will not be recognized as an outflow of resources (expense) until then. Deferred outflows of resources consist of unrecognized items not yet charged to pension and contributions from the employer after the measurement date, but before the end of the employer's reporting period.

Compensated absences

The Transit Authority recognizes a liability for compensated absences for leave time that (1) has been earned for services previously rendered by employees, (2) accumulates and is allowed to be carried over to subsequent years, and (3) is more likely than not to be used as time off or settled (for example paid in cash to the employee) during or upon separation from employment. Based on the criteria listed, two types of leave qualify for liability recognition for compensated absences – vacation and sick leave, as described below. The liability for compensated absences includes salary-related benefits, where applicable.

The Transit Authority policies permit union employees to accumulate vacation benefits that may be realized as paid time off. Union employees may carry over up to one week of unused vacation into the following year if requested in writing, otherwise, remaining amounts are paid out by the end of the year. Under the terms of the relative collective bargaining agreements, union employees of the Transit Authority are granted vacation varying from one to five weeks based upon length of service. Expense and related liability for accrued vacation pay is earned once the union employee passes their anniversary in the current year. Accrued vacation pay is computed using the regular pay rates in effect at the statement of net position date plus an additional amount for compensation-related payments such as pension, social security and Medicare taxes computed using rates in effect at that date.

Administrative employees accrue vacation each pay period. These amounts are prorated ranging from two to five weeks-based on anniversary date and length of service. Vacation time is paid when used or paid as a lump sum following termination.

The Transit Authority's policy permits administrative and union employees to accumulate earned but unused sick leave. For administrative employees, sick leave lapses when employees leave the employment of the Transit Authority and, upon separation from service, no monetary obligation exists. Under the terms of the collective bargaining agreements, union employees are paid out any unused sick leave by the end of year. In addition, union employees who officially retire are paid unused sick leave as a lump sum following termination. A liability for estimated value of sick leave that will be used by employees as time off is included in the liability for accrued wages, sick leave and vacation payable. Changes in compensated absences are as follows:

Balance 12/31/2024	Net Change	Balance 12/31/2025	Due Within One Year
$ 761,871	$ 13,704	$ 775,575	$ 775,575

Balance 12/31/2023	Net Change	Balance 12/31/2024	Due Within One Year
$ 580,338	$ 181,533	$ 761,871	$ 761,871

Long Term Obligations

Subscription payables represent the Transit Authority's obligation to make subscription payments arising from subscription contracts. Subscription payables are recognized at the commencement date based on the present value of future subscription payments expected to be made during the subscription term. The present value of subscription payments are discounted based on a borrowing rate determined by the Transit Authority.

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Transit Authority's defined benefit plans and additions to/deductions from the Transit Authority's defined benefit plans fiduciary net position have been determined on the same basis by the Transit Authority's defined benefit plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Claims Liabilities

Liabilities for workers' compensation, employee health insurance, and casualty liability claims are recognized as incurred on the basis of the estimated cost to the Transit Authority upon resolution. Estimated liabilities for injury and damage claims are charged to operations in the year the claim event occurs.

Self-insured liabilities are reported when it is probable that a loss has occurred, and the amount of the loss can be reasonably estimated. Liabilities include an amount for claims that have been incurred but not reported. Since self-insured claims depend on complex factors such as inflation, changes in legal doctrines, and damage awards, the process used in computing claims liability does not necessarily result in an exact amount. Claims liabilities are evaluated on a case-by-case basis and are re-evaluated periodically to take into consideration historical experience of recently settled claims, the frequency of claims, and other economic and social factors.

Deferred Inflows of Resources

Resources received or recognized before the applicable time requirements are met are reported as deferred inflows of resources. Deferred inflows of resources represent an acquisition of net position that applies to a future reporting period and will not be recognized as an inflow of resources (revenue) until that time.

Net Position

Net position is required to be classified into three components – net investment in capital assets, restricted, and unrestricted. These classifications are defined as follows:

Net investment in capital assets – This component of net position consists of capital assets, net of accumulated depreciation and amortization and costs to be recovered from future revenues, reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. Net investment in capital assets includes owned capital assets and subscription-based IT assets, net of accumulated amortization and related subscription liabilities. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets.

Restricted – This component of net position consists of constraints placed on net position use through external constraints imposed by creditors (such as through debt covenants), contributors, or law or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation.

Unrestricted – This component of net position consists of net position that do not meet the definition of "restricted" or "net investment in capital assets." When both restricted and unrestricted resources are available for use, it is the Transit Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

Property Taxes

The tax levies for all political subdivisions in Douglas County are certified by the county board on or before October 15. Real estate taxes are due and become an enforceable lien on property on December 31. The first half of the real estate taxes becomes delinquent on April 1 and the second half become delinquent on August 1 following the levy date. Personal property taxes are due on December 31 and become delinquent on April 1 and August 1 following the levy date. Delinquent taxes bear interest.

Budget Process

The Transit Authority prepares the operating budget for the business-type fund. The operating budget includes disbursements and transfers. Public hearings are conducted to obtain taxpayer comments. The budget is legally adopted by the Board of Directors through passage of a resolution in accordance with state statutes.

Use of Estimates

Preparing financial statements in accordance with accounting principles generally accepted in the United States requires management to use estimates and assumptions that impact the reported amounts at the date of the financial statements, as well as the changes in net position during the reporting period. Actual results may differ from these estimates.

Note 2 - Cash and Investments

Cash and investments held by the Transit Authority's Hourly and Salaried pension trust funds are discussed in Note 5 and are excluded from the discussion in this section.

It is the policy of the Transit Authority to invest its funds in a manner which will provide the highest investment return with the maximum security while meeting the daily cash flow demands of the Transit Authority and confirming to all state and local statutes governing the investment of public funds, using the "prudent person" standard for managing the overall portfolio. The primary objectives of the policy are safety (preservation of capital), liquidity, and yield.

Cash Deposits with Financial Institutions

Custodial credit risk – deposits Custodial credit risk for deposits is the risk that, in the event of a bank failure, the Transit Authority's deposits may not be returned to it. The Transit Authority's policy is to maintain deposits either in financial institutions participating in the Nebraska Single Bank Pooled Collateral Program or in deposit placement programs structured to maintain full Federal Deposit Insurance Corporation (FDIC) coverage.

The Transit Authority's primary operating bank, American National Bank, participates in the Nebraska Single Bank Pooled Collateral Program administered through the Nebraska Bankers Association in accordance with Nebraska State Statute. Under this program, public deposits in excess of FDIC insurance limits are secured by collateral pledged on a pooled basis for the benefit of participating public entities. Accordingly, deposits held at American National Bank in excess of FDIC limits are collateralized in accordance with Nebraska law through the pooled collateral program.

As of December 31, 2025 and 2024, the carrying amount of the Transit Authority's cash and cash equivalents was $28.3 million and $14.2 million, respectively. Management believes the Transit Authority's deposits were either insured by FDIC or secured in accordance with Nebraska State Statute through the pooled collateral program.

Investments

State statutes authorize the Transit Authority, whenever it has accumulated a surplus of any fund in excess of its current needs to invest such surplus in excess of current needs in certificates of deposit, in time deposits, and any investments authorized by the Nebraska Capital Expansion Act and the Nebraska State Funds Investment Act, and as provided in the authorized investment guidelines of the Nebraska Investment Council in effect on the date the investment is made.

Interest Rate Risk - Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of the Transit Authority's investments. In accordance with its investment policy, the Transit Authority manages its exposure to declines in fair values by investing in short term non-negotiable certificates of deposit. As of December 31, 2025 and December 31, 2024 the investments of $29.1 million and $21.6 million had a remaining maturity of less than one year.

Credit Risk - Generally, credit risk is the risk that the issuer of an investment will not fulfill its obligation to the holder of the investment. The Transit Authority's investments of non-negotiable certificates of deposit were unrated as of December 31, 2025 and December 31, 2024.

Custodial credit risk, investments - The Transit Authority's investments consist of non-negotiable certificates of deposit. The Transit Authority places certificates of deposit through the Certificate of Deposit Account Registry Service (CDARS) network. Under this program, deposits are allocated among participating financial institutions in amounts intended to keep each individual deposit balance within applicable FDIC insurance limits. As a result, management believes all certificates of deposit were fully covered by FDIC insurance at December 31, 2025 and 2024.

Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty, the Transit Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Because the Transit Authority's certificates of deposit were placed through CDARS in amounts intended to remain within FDIC insurance limits at each participating institution, management believes the Transit Authority did not have investments exposed to custodial credit risk at December 31, 2025 and 2024.

As of December 31, 2025 and 2024, the Transit Authority's investments totaled $29.1 million and $21.6 million, respectively. These investments had remaining maturities of less than one year.

Concentration of credit risk - The concentration of credit risk is the risk of loss that may be caused by the Transit Authority's investment in a single issuer. The Transit Authority mitigates this risk by purchasing non-negotiable certificates of deposits issued by multiple banks.

Fair Value Measurements - The Transit Authority measures and records its investments using fair value measurement guidelines established by generally accepted accounting principles (GAAP). These guidelines recognize a three-tiered fair value hierarchy as follows:

- Level 1: Quoted prices for identical investments in active markets
- Level 2: Observable inputs other than those in Level 1
- Level 3: Unobservable inputs

The Transit Authority's non-negotiable certificates of deposit are valued at acquisition price as of December 31, 2025 and December 31, 2024. These positions are uncategorized in the fair value hierarchy.

Note 3 - Capital Assets

Capital assets activity for the years ended December 31, 2025 and 2024 were as follows:

	Balance January 1, 2025	Additions	Adjustments and Retirements	Transfers	Balance December 31, 2025
Nondepreciable					
Land	$ 2,828,335	$ -	$ -	$ -	$ 2,828,335
Construction in progress	8,489,384	23,478,807	(29,641,909)	-	2,326,282
Total non-depreciable	11,317,719	23,478,807	(29,641,909)	-	5,154,617
Depreciable and Amortizable					
Building and improvements	65,072,303	12,338,500	-	-	77,410,803
Motor coaches	50,722,904	17,011,097	(5,225,708)	-	62,508,293
Service cars and other equipment	20,373,220	34,920	(12,585)	-	20,395,555
Subscription based IT arrangement assets	1,476,135	-	(834,959)	-	641,176
Office furniture and equipment	9,338,024	-	(379)	-	9,337,645
Total Depreciable	146,982,586	29,384,517	(6,073,631)	-	170,293,472
Less Accumulated Depreciation and amortization					
Building and improvements	(59,372,323)	(5,965,707)	4,980,999	-	(60,357,031)
Motor coaches	(27,825,843)	(392,087)	-	-	(28,217,930)
Service cars and other equipment	(16,685,684)	(1,528,558)	-	-	(18,214,242)
Subscription based IT arrangement	(713,344)	(513,444)	834,959	-	(391,829)
Office furniture and equipment	(1,388,982)	(714,742)	12,585	-	(2,091,139)
Total Accumulated Depreciation and Amortization	(105,986,176)	(9,114,538)	5,828,543	-	(109,272,171)
Total depreciable, net	40,996,410	20,269,979	(245,088)	-	61,021,301
Total capital assets, net	$ 52,314,129	$ 43,748,786	$ (29,886,997)	$ -	$ 66,175,918

	Balance January 1, 2024	Additions	Adjustments and Retirements	Transfers	Balance December 31, 2024
Nondepreciable					
Land	$ 2,828,335	$ -	$ -	$ -	$ 2,828,335
Construction in progress	1,734,781	10,444,224	(1,424,546)	(2,265,075)	8,489,384
Total non-depreciable	4,563,116	10,444,224	(1,424,546)	(2,265,075)	11,317,719
Depreciable					
Building and improvements	64,727,996	445,586	(834,960)	733,681	65,072,303
Motor coaches	55,942,030	234,650	(5,453,776)	-	50,722,904
Service cars and other equipment	20,437,362	353,565	(445,488)	27,781	20,373,220
Subscription based IT arrangement assets	834,960	-	-	641,175	1,476,135
Office furniture and equipment	8,204,378	271,490	(282)	862,438	9,338,024
Total depreciable	150,146,726	1,305,291	(6,734,506)	2,265,075	146,982,586
Less Accumulated Depreciation and amortization					
Building and improvements	(53,532,426)	(5,839,897)	-	-	(59,372,323)
Motor coaches	(32,716,738)	(388,630)	5,279,525	-	(27,825,843)
Service cars and other equipment	(14,982,958)	(1,800,793)	98,067	-	(16,685,684)
Subscription based IT arrangement assets	(235,521)	(477,823)	-	-	(713,344)
Office furniture and equipment	(403,359)	(1,078,480)	92,857	-	(1,388,982)
Total Accumulated Depreciation and amortization	(101,871,002)	(9,585,623)	5,470,449	-	(105,986,176)
Total depreciable, net	48,275,724	(8,280,332)	(1,264,057)	2,265,075	40,996,410
Total capital assets, net	$ 52,838,840	$ 2,163,892	$ (2,688,603)	$ -	$ 52,314,129

Depreciation and amortization expense for the years ending December 31, 2025 and 2024 amounted to $9,114,538 and $9,585,623, respectively.

Note 4 - Subscriptions payable

The Transit Authority did not enter in any new contract in the currents during the year. As of December 31, 2025, the value of the subscription liability was $149,542. The Transit Authority is required to make semi-annual principal and interest payments of $52,563 through February 2027. The subscription has an interest rate of 5.40%.

Subscription payable at December 31, 2025 and 2024 consisted of the following:

	Balance Beginning	Additions	Deletions	Balance Ending	Due Within One Year
December 31, 2025	$ 323,857	$ -	$ 174,315	$ 149,542	$ 98,361
December 31, 2024	$ 182,940	$ 287,597	$ 146,680	$ 323,857	$ 174,315

Remaining principal and interest requirements to maturity for the subscription liability are as follows:

Years Ending December 31,	Principal	Interest	Total
2026	$ 98,361	$ 6,765	$ 105,126
2027	51,181	1,382	52,563
	$ 149,542	$ 8,147	$ 157,689

Note 5 - Pension Plans

Pension Plans Description

The Transit Authority contributes, as a single employer, to separate pension plans for both its Collective Bargaining and Administrative employees administered by a third-party administrator. Participation is mandatory for all employees. Both plans are defined benefit plans, which provide retirement, death, termination, and disability benefits. The Transit Authority does not issue a separate report that includes financial statements and supplementary information for the Plans. The pension plan fiduciary net position is included in the fiduciary statement of net position in the accompanying financial statements.

The amounts reported on the financial statements for each of the plans are as follows:

	2025			2024		
	Net Pension Liability (Asset)	Deferred Inflows of Resources	Deferred Outflows of Resources	Net Pension Liability	Deferred Inflows of Resources	Deferred Outflows of Resources
Salaried	$ (788,704)	$ 2,209,016	$ 1,962,784	$ 403,328	$ 1,565,822	$ 1,733,771
Hourly	5,505,383	6,620,177	1,232,723	8,762,246	4,802,767	1,703,903
Total	$ 4,716,679	$ 8,829,193	$ 3,195,507	$ 9,165,574	$ 6,368,589	$ 3,437,674

Administrative Employees' Pension Plan

Administrative Pension Plan Description

Employees become eligible under the Administrative Employees' Pension Plan (Administrative Plan) the first day of the month following completion of 120 days of service. Vesting for employer contributions under the Administrative Plan is achieved upon completion of ten years of service. Employee contributions are fully vested. The Administrative Plan was established by the Board of Directors and the employer reserves the right to amend, suspend or terminate the Administrative Plan at any time by action of the Board of Directors.

The following represents the Administrative Plan vesting schedule for the years ending December 31, 2025 and 2024:

Years of Service	Vesting %
0-4	0%
5	50%
6	60%
7	70%
8	80%
9	90%
10+	100%

Administrative Pension Plan Benefits Provided

A regular member may retire at normal retirement age and receive monthly benefits without an early-retirement reduction. Normal retirement age is age 65. Normal retirement benefits are 1.40% of final average compensation multiplied by years of service. Effective January 1, 2000, normal retirement benefit is 1.45% of final average compensation multiplied by years of service. Final average compensation is described as the average of the compensation paid during the five highest consecutive paid years out of the last ten years of employment. Early retirement eligibility is age 58 with 20 years of service, or any age with 30 years of service. Early retirement benefits are accrued benefits based on service and compensation to date with a 0.50% reduction for each month by which early retirement precedes normal retirement. No reduction applies if a member has 30 or more years of service. Preretirement death benefits are noted as surviving spouses of members with at least 10 years of service are eligible to receive a benefit equal to the vested accrued benefit the member would have received if they terminated employment, deferred their benefit to their earliest retirement date, and elected the 100% joint and survivor annuity option. Surviving spouses of members with less than 10 years of service are entitled to a refund of the member's employee contributions with interest.

At December 31, 2025, the following employees were covered by the benefit terms:

Actives	69
Terminated vested & other inactives	11
Retirees and beneficiaries	48
	128

Contributions

The Administrative Plan requires all eligible participants to contribute 7.00% of their annual salary to the Administrative Plan.

The Transit Authority is required to contribute the balance of funds needed as determined from an actuarial valuation for the Administrative Employees' Plan. The required employer percentage was 7.34% for 2025 and 2024.

The Transit Authority's contributions to the Administrative Plan for the years ended December 31, 2025 and 2024 were $413,212 and $381,978, respectively. Member's contributions to the Administrative Plan for the years ended December 31, 2025 and 2024 were $394,138 and $364,288, respectively.

Actuarial Assumptions

The total pension liability was measured as of December 31, 2025, and was determined by an actuarial valuation performed as of January 1, 2025 using the following actuarial assumptions and entry age normal cost method, applied to all periods included in the measurement:

Rate of inflation	2.50%
Salary increases	Rates that vary by service
Investment rate of return	6.25%

Mortality rates used in the 2025 valuation were based on PubG-2010 Mortality with generational projection per the MP-2021 Ultimate Scale.

The assumption for the long-term expected rate of return is determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The capital market assumptions are per the actuary's investment consulting practice as of December 31, 2024.

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
US Cash	3%	0.85%
US Core Fixed Income	10%	2.33%
US Short Bonds	12%	2.51%
US Large Caps	37%	5.47%
US Mid Caps	15%	5.80%
US Small Caps	7%	6.52%
Foreign Developed Equity	10%	6.35%
Emerging Markets Equity	6%	8.48%
	100%	

Discount Rate

The discount rate used to measure the total pension liability for the years ended December 31, 2025 and 2024 was 6.25%. The plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return.

As of December 31, the Administrative Plan's statement of fiduciary net position was as follows:

	2025	2024
Assets		
Cash	$ 428,458	$ 388,040
Contributions receivable	90	246
Accrued income	1,772	1,497
Investments		
Domestic fixed income securities	3,139,645	2,650,283
Domestic equities	8,322,418	7,410,058
International equities	2,277,662	1,429,135
Total investments	13,739,725	11,489,476
Total assets	$ 14,170,045	$ 11,879,259
Liabilities		
Accounts Payable	1,035	-
Total Liabilities	$ 1,035	$ -
Fiduciary Net Position		
Restricted for pensions	$ 14,169,010	$ 11,879,259

For the fiscal year ended December 31, the Administrative Plan's statement of changes in fiduciary net position was as
follows:

	2025	2024
Additions		
Employee contributions	$ 394,138	$ 364,288
Employer contributions	413,212	381,978
Total contributions	807,350	746,266
Investment income (loss)		
Net change in fair value of investments	1,125,650	1,178,110
Interest, dividends and other income	1,179,451	809,575
Investment expenses	(4,144)	(3,874)
Net investment income (loss)	2,300,957	1,983,811
Total additions	3,108,307	2,730,077
Deductions		
Benefits paid	769,668	869,060
Administrative expenses	48,888	49,691
Total deductions	818,556	918,751
Change in net position	2,289,751	1,811,326
Fiduciary Net Position		
Beginning of year	11,879,259	10,067,933
End of year	$ 14,169,010	$ 11,879,259

Deposits and Investments

Investment Policy – The Administrative Plan's investment policy emphasizes diversification to maximize return and minimize risk in conformity with applicable state and federal laws and regulations. The portfolio is managed primarily through diversified exchange-traded funds, together with cash equivalents.

Interest Rate Risk – Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of the Plan's investments. As of December 31, 2025, the Plan's investments consisted of equity exchange-traded funds of $10,600,000 and fixed income exchange-traded funds of $3,140,000. As of December 31, 2024, the Plan's investments consisted of equity exchange-traded funds of $8,839,000 and fixed income exchange-traded funds of $2,650,000.

Credit Risk – Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. At December 31, 2025 and 2024, the Plan's fixed income portfolio consisted of bond exchange-traded funds. The custodial statements identify the fixed income exchange-traded fund holdings as including Vanguard Total Bond Market ETF (BND) and Vanguard Short-Term Corporate Bond ETF (VCSH) at both year-end dates, and Vanguard Intermediate-Term Corporate Bond ETF (VCIT) at December 31, 2025.

Custodial Credit Risk – Investments – Custodial credit risk is the risk that, in the event of the failure of the counterparty to a transaction, the Plan will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. At December 31, 2025 and 2024, the Plan was exposed to custodial credit risk on certain investments that were uninsured and unregistered and were held by the counterparty's trust department or agent in the counterparty's name rather than in the name of the Plan. Concentration of Credit Risk – Concentration of credit risk is the risk of loss that may be caused by the Plan's investment in a single issuer. The Plan mitigates this risk through diversified holdings in exchange-traded funds. At December 31, 2025 and 2024, the Plan's equity portfolio was invested through diversified exchange-traded funds, and the fixed income portfolio was invested through diversified bond exchange-traded funds.

Fair Value Measurements - The Transit Authority measures and records its investments using fair value measurement guidelines established by generally accepted accounting principles (GAAP). These guidelines recognize a three-tiered fair value hierarchy as follows:

- Level 1: Quoted prices for identical investments in active markets
- Level 2: Observable inputs other than those in Level 1
- Level 3: Unobservable inputs

As of December 31, 2025, and December 31, 2024, the Plan's investments are valued based on Level 1 using prices for identical investments in active markets.

Discount Rate

The discount rate used to measure the total pension liability for the years ended December 31, 2025 and 2024 was 6.25%. The plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return.

Projected Cash Flows

The projection of cash flows used to determine the discount rate assumed that plan contributions from members and the Transit Authority will be made at the current contribution rates of 7.34% for 2025 and 2024, with eligible participants required to contribute 7.00% of their annual salary to the Administrative Plan. Administrative expenses in the prior year were projected forward with price inflation as an estimate for administrative expenses in current and future years.

Sensitivity Analysis of the Net Pension Liability to Changes in the Discount Rate

The following presents Administrative Plan's net pension liability calculated using the discount rate of 6.25 percent, as well as what the Administrative Plan's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.25 percent) or 1- percentage-point higher (7.25 percent) than the current rate.

	1% Decrease (5.25%)	Current Discount Rate (6.25%)	1% Increase (7.25%)
December 31, 2025	$ 935,117	$ (788,704)	$ (2,155,390)
December 31, 2024	$ 1,928,517	$ 403,328	$ (807,789)

Net Pension Liability and Changes in Net Pension Liability

	Increase (Decrease)		
	Total Pension Liability	Fiduciary Net Position	Net Pension Liability
Balance, December 31, 2023	$ 11,813,631	$ 10,067,933	$ 1,745,698
Service cost	447,525	-	447,525
Interest on total pension liability	739,575	-	739,575
Effect of economic/demographic gains or losses	125,159	-	125,159
Effect of assumptions changes or inputs	(352,058)	-	(352,058)
Benefit payments	(869,060)	(869,060)	-
Employer contributions	-	381,978	(381,978)
Member contributions	-	364,288	(364,288)
Transfer of hourly participants to salaried plan	377,815	503,516	(125,701)
Net investment income	-	1,480,295	(1,480,295)
Administrative expenses	-	(49,691)	49,691
Net changes	468,956	1,811,326	(1,342,370)
Balance, December 31, 2024	$ 12,282,587	$ 11,879,259	$ 403,328
Service cost	468,878	-	468,878
Interest on total pension liability	773,279	-	773,279
Effect of plan changes	9,616	-	9,616
Effect of economic/demographic gains or losses	444,640	-	444,640
Effect of assumptions changes or inputs	-	-	-
Benefit payments	(769,667)	(769,667)	-
Employer contributions	-	413,212	(413,212)
Member contributions	-	394,138	(394,138)
Transfer of hourly participants to salaried plan	170,973	509,397	(338,424)
Net investment income	-	1,791,559	(1,791,559)
Administrative expenses	-	(48,888)	48,888
Net changes	1,097,719	2,289,751	(1,192,032)
Balance, December 31, 2025	$ 13,380,306	$ 14,169,010	$ (788,704)

Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the years ended December 31, 2025 and 2024, the Transit Authority recognized pension expense related to the Administrative Plan of $144,758 and $265,773, respectively. The Transit Authority reported deferred outflows of resources and deferred inflows of resources related to the Administrative Plan from the following sources:

	2025		2024	
	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources
Differences between expected and actual experience	$ 574,223	$ 1,667,573	$ 684,214	$ 1,332,965
Changes of assumptions	376,023	295,211	428,895	400,806
Net difference between projected and actual earnings	1,258,770	-	452,713	-
	$ 2,209,016	$ 1,962,784	$ 1,565,822	$ 1,733,771

Amounts currently reported as deferred outflows of resources and deferred inflows of resources related to the Administrative Plan will be recognized in pension expense as follows:

Year Ended December 31,	2025	2024
2026	$ 98,055	$ 246,115
2027	(339,604)	(191,544)
2028	(187,490)	(39,430)
2029	(133,826)	14,236
Thereafter	316,633	(5,830)
	$ (246,232)	$ 23,547

Collective Bargaining Employees' Pension Plan

Collective Bargaining Pension Plan Description

Employees become eligible under the Collective Bargaining Employees' Pension Plan (Collective Bargaining Plan) the first day of the month following completion of 120 days of service. Hourly employees are covered by a collective bargaining agreement between the Transit Authority and the Transportation Workers of America. Vesting for employer contributions under the Collective Bargaining Plan is achieved upon completion of ten years of service. Employee contributions are fully vested. The Collective Bargaining Plan was established by the Board of Directors and the employer reserves the right to amend, suspend or terminate the Collective Bargaining Plan at any time by action of the Board of Directors.

The following represents the Collective Bargaining Plan vesting schedule as of December 31, 2025:

Years of Service	Vesting %
0-4	0%
5	50%
6	60%
7	70%
8	80%
9	90%
10+	100%

Collective Bargaining Pension Plan Benefits

A regular member may retire at normal retirement age and receive monthly benefits without an early-retirement reduction. Normal retirement age for members hired prior to January 1, 2018 is age 65. For members hired after January 1, 2018, social security normal retirement age applies. Normal retirement benefit for members hired prior to January 1, 2018 is 1.40% of final average compensation multiplied by years of service. For members hired after January 1, 2018, normal retirement benefit is 1.20% of final average compensation for years 1 through 10, 1.30% of final average compensation for years 11 through 20, and 1.40% thereafter. Final average compensation is described as the average of the compensation paid during the five highest consecutive paid years out of the last ten years of employment. Early retirement eligibility is age 58 with 20 years of service, or any age with 30 years of service. Early retirement benefits are accrued benefit based on service and compensation to date with a 0.50% reduction for each month by which early retirement precedes normal retirement. No reduction applies if a member has 30 or more years of service. Preretirement death benefits are noted as surviving spouses of members with at least 10 years of service are eligible to receive a benefit equal to the vested accrued benefit the member would have received if they terminated employment, deferred their benefit to their earliest retirement date, and elected the 100% joint and survivor annuity option. Surviving spouses of members with less than 10 years of service are entitled to a refund of the member's employee contributions with interest.

At December 31, 2025, the following employees were covered by the benefit terms:

Actives	204
Terminated vested & other inactives	62
Retirees and beneficiaries	211
	477

Contributions

The Collective Bargaining Plan requires all active members to contribute 8.25% of payroll to the Collective Bargaining Plan. The Transit Authority is required to contribute 8.25% of the hourly participant's payroll to the Collective Bargaining Plan.

The Transit Authority's contributions to the Collective Bargaining Plan for the years ended December 31, 2025 and 2024 were $1,111,038 and $1,097,180, respectively. Member's contributions to the Collective Bargaining Plan for the years ended December 31, 2025 and 2024 were $1,111,106 and $1,097,314, respectively.

Actuarial Assumptions

The total pension liability was measured as of December 31, 2025, and was determined by an actuarial valuation performed as of January 1, 2025 using the following actuarial assumptions and entry age normal cost method, applied to all periods included in the measurement:

Rate of inflation	2.50%
Salary increases	8.50% in the first two years of employment and 3.00% thereafter
Investment rate of return	6.25%

Mortality rates used in the 2025 valuation were based on PubG-2010 Mortality with generational projection per the MP-2021 Ultimate Scale. The salary increase, turnover, retirement, and administrative expense assumptions were updated based on the 2023 experience study. The January 1, 2024 valuation revised the actuarial salary increase assumption to 8.50% for the first two years of employment and 3.00% annually thereafter, from the previous 4.00% rate. These changes collectively resulted in a decrease of approximately $1.2 million in the Unfunded Accrued Liability and a decrease of about $0.3 million in the Actuarially Determined Contribution.

The assumption for the long-term expected rate of return is determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The capital market assumptions are per the actuary's investment consulting practice as of December 31, 2024.

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
US Cash	3%	0.85%
US Core Fixed Income	10%	2.33%
US Short Bonds	12%	2.51%
US Large Caps	37%	5.47%
US Small Caps	7%	6.52%
US Mid Caps	15%	5.80%
Foreign Developed Equity	10%	6.35%
Emerging Markets Equity	6%	8.48%
	100%	

Statement of Net Position – Hourly

	2025	2024
Assets		
Cash	$ 1,158,725	$ 979,702
Contributions receivable	-	78,494
Accrued income	2,827	3,491
Investments:		
Domestic fixed income securities	7,869,963	7,224,989
Domestic equities	20,850,295	20,185,640
International equities	5,705,999	3,893,505
Total investments	34,426,257	31,304,134
Total assets	$ 35,587,809	$ 32,365,821
Liabilities		
Accounts Payable	2,815	-
Total Liabilities	$ 2,815	$ -
Fiduciary Net Position		
Restricted for pensions	$ 35,584,994	$ 32,365,821

Statement of Changes in Net Position - Hourly

	2025	2024
Additions		
Employee contributions	$ 1,111,106	$ 1,097,314
Employer contributions	1,111,039	1,097,180
Total contributions	2,222,145	2,194,494
Investment income (loss)		
Net change in fair value of investments	2,462,896	3,167,303
Interest, dividends and other income	1,732,069	622,287
Investment expenses	(10,857)	(11,126)
Net investment income (loss)	4,184,108	3,778,464
Total additions	6,406,253	5,972,958
Deductions		
Benefits paid	3,101,954	2,737,822
Administrative expenses	85,126	103,734
Total deductions	3,187,080	2,841,556
Change in net position	3,219,173	3,131,402
Fiduciary Net Position		
Beginning of year	32,365,821	29,234,419
End of year	$ 35,584,994	$ 32,365,821

Deposits and Investments

Investment Policy – The Collective Bargaining Plan's investment policy emphasizes diversification to maximize return and minimize risk in conformity with applicable state and federal laws and regulations. The portfolio is managed primarily through diversified exchange-traded funds, together with a small allocation to U.S. Treasury and federal agency securities and cash equivalents.

Interest Rate Risk – Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of the Plan's investments. As of December 31, 2025, the Plan's investments consisted of equity exchange-traded funds of $26,556,000 and fixed income investments of $7,870,000, including approximately $3,000 of Treasury and federal agency securities and $7,867,000 of fixed income exchange-traded funds. As of December 31, 2024, the Plan's investments consisted of equity exchange-traded funds of $24,079,000 and fixed income investments of $7,225,000, including approximately $4,000 of Treasury and federal agency securities and $7,221,000 of fixed income exchange-traded funds. The Treasury and federal agency holdings were classified by the custodian as short-term and intermediate-term securities at both year-end dates.

Credit Risk – Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. At December 31, 2025 and 2024, the Plan's fixed income portfolio consisted primarily of bond exchange-traded funds, together with a small allocation to Treasury and federal agency securities. The custodial statements identify the fixed income exchange-traded fund holdings as including Vanguard Total Bond Market ETF (BND) and Vanguard Short-Term Corporate Bond ETF (VCSH) at both year-end dates, and Vanguard Intermediate-Term Corporate Bond ETF (VCIT) at December 31, 2025.

Custodial Credit Risk – Investments – Custodial credit risk is the risk that, in the event of the failure of the counterparty to a transaction, the Plan will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. At December 31, 2025 and 2024, the Plan was exposed to custodial credit risk on certain investments that were uninsured and unregistered and were held by the counterparty's trust department or agent in the counterparty's name rather than in the name of the Plan.

Fair Value Measurements –The Transit Authority measures and records its investments using fair value measurement guidelines established by generally accepted accounting principles (GAAP). These guidelines recognize a three-tiered fair value hierarchy as follows:

- Level 1: Quoted prices for identical investments in active markets
- Level 2: Observable inputs other than those in Level 1
- Level 3: Unobservable inputs

As of December 31, 2025, and December 31, 2024, the Plan's investments are valued based on Level 1 using prices for identical investments in active markets.

Discount Rate

The discount rate used to measure the total pension liability for the years ended December 31, 2025 and 2024 was 6.25%. The plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return.

Projected Cash Flows

The projection of cash flows used to determine the discount rate assumed that plan contributions from members and the Transit Authority will be made at the current contribution rates of 8.25% for 2025 and 7.75% for 2024, with eligible participants required to contribute 8.25% in 2025 and 7.75% of their annual salary in 2024 to the Collective Bargaining Plan. Administrative expenses in the prior year were projected forward with price inflation as an estimate for administrative expenses in current and future years.

Sensitivity Analysis of the Net Pension Liability to Changes in the Discount Rate

The following presents Collective Bargaining Plan's net pension liability calculated using the discount rate of 6.25 percent, as well as what the Collective Bargaining Plan's net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.25 percent) or 1- percentage-point higher (7.25 percent) than the current rate.

	1% Decrease (5.25%)	Discount Rate (6.25%)	1% Increase (7.25%)
December 31, 2025	$ 9,476,339	$ 5,505,383	$ 2,237,671
December 31, 2024	$ 12,873,525	$ 8,762,244	$ 5,350,215

Net Pension Liability and Changes in Net Pension Liability

	Increase (Decrease)		
	Total Pension Liability	Fiduciary Net Position	Net Pension Liability
Balance, December 31, 2023	$ 41,925,707	$ 29,234,417	$ 12,691,290
Service cost	1,146,607	-	1,146,607
Interest on total pension liability	2,607,760	-	2,607,760
Effect of economic/demographic gains or losses	(135,555)	-	(135,555)
Benefit payments	(2,737,821)	(2,737,821)	-
Employer contributions	-	1,097,314	(1,097,314)
Member contributions	-	1,097,180	(1,097,180)
Transfer of hourly participants to salaried plan	(364,387)	(503,516)	139,129
Net investment income	-	4,281,979	(4,281,979)
Administrative expenses	-	(103,734)	103,734
Net changes	(797,642)	3,131,402	(3,929,044)
Balance, December 31, 2024	$ 41,128,065	$ 32,365,819	$ 8,762,246
Service cost	1,016,657	-	1,016,657
Interest on total pension liability	2,538,578	-	2,538,578
Effect of plan changes	26,483	-	26,483
Effect of economic/demographic gains or losses	(361,741)	-	(361,741)
Effect of assumptions changes or inputs	-	-	-
Benefit payments	(3,101,954)	(3,101,954)	-
Employer contributions	-	1,111,039	(1,111,039)
Member contributions	-	1,111,106	(1,111,106)
Transfer of hourly participants to salaried plan	(155,712)	(509,397)	353,685
Net investment income	-	4,693,506	(4,693,506)
Administrative expenses	-	(85,126)	85,126
Net changes	(37,689)	3,219,174	(3,256,863)
Balance, December 31, 2025	$ 41,090,376	$ 35,584,993	$ 5,505,383

Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the years ended December 31, 2025 and 2024, the Transit Authority recognized pension (credit) expense related to the Collective Bargaining Plan of ($366,631) and ($115,605), respectively. The Transit Authority reported deferred outflows of resources and deferred inflows of resources related to the Collective Bargaining Plan from the following sources:

	2025		2024	
	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources
Differences between expected and actual experience	$ 1,952,296	$ 133,723	$ 1,876,158	$ 172,172
Changes of assumptions	1,251,610	1,099,000	1,676,233	1,531,731
Net difference between projected and actual earnings	3,416,271	-	1,250,376	-
	$ 6,620,177	$ 1,232,723	$ 4,802,767	$ 1,703,903

Amounts currently reported as deferred outflows of resources and deferred inflows of resources related to the Collective Bargaining Plan will be recognized in pension expense as follows:

Year Ended December 31,	2025	2024
2026	$ (410,866)	$ 199,694
2027	(1,792,325)	(1,181,765)
2028	(1,387,699)	(777,139)
2029	(1,029,277)	(418,718)
Thereafter	(767,287)	(585,839)
	$ (5,387,454)	$ (2,763,767)

Note 6 - Other Employee Benefits

The Transit Authority provides a death benefit to all employees ranging from $4,000 to $5,000 based on the year of retirement. After July 1, 2005 (for bargaining unit employees) and May 2009 for administrative employees, a retiree may opt to take $4,000 cash at retirement in lieu of the $5,000 death benefit. The liability is the amount owed to employees who are eligible at their retirement date to receive the benefit. At December 31, 2025 and 2024, the Transit Authority recorded a liability of $141,833 and $160,833, respectively. No portion of this liability is considered current as of December 31, 2025 and 2024.

The Transit Authority offers its employees a deferred compensation plan created in accordance with Internal Revenue Service Code Section 457. The plan permits employees to defer a portion of their salary until termination, retirement, death or unforeseeable emergency. Participation in the plan is optional.

Note 7 - Deferred Compensation Plan

The Transit Authority sponsors a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, available to all Transit Authority employees, permits them to defer a portion of their salary until future years. Participation in the plan is voluntary. After one full year of continuous service, the administrator will match $300 annually for an employee who contributes a minimum of $300 annually. After three years of service the administrator will match a minimum of 300 or 1% of gross wages, whichever is greater; up to the amount of employee contributions. The deferred compensation is not available to employees until termination, total and permanent disability, retirement, death, or unforeseeable emergency. The employee is fully vested in all amounts credited to his or her account. The Transit Authority recognized $92,778 and $84,157 of contributions to the plan as benefits expense for the years ended December 31, 2025 and 2024, respectively.

Note 8 - Risk Management

The Transit Authority is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; business interruption; errors and omissions; employee injuries and illnesses; natural disasters; and employee health and accident benefits. The Transit Authority is self-insured for certain losses related to workers' compensation, public entity liability, property, and employee health claims, and also maintains commercial insurance and excess insurance where applicable.

For workers' compensation, the Transit Authority retained losses up to $750,000 per occurrence for 2024 and prior years and reduced its retention to $650,000 per occurrence effective January 1, 2025. Losses in excess of the applicable retention are covered by excess insurance. For public entity liability, the Transit Authority retained losses up to $1,000,000 per occurrence through April 30, 2025 and, effective May 1, 2025, no longer maintained excess liability coverage and therefore retains such losses on an unlimited basis. The Transit Authority also retains $100,000 per occurrence for property claims and $50,000 per claim for directors and officers liability. The employee health insurance program is self-insured up to $150,000 per person with an aggregate maximum of $5,000,000.

The Transit Authority funds its self-insurance program on an incurred-loss basis. Claims liabilities are based on the estimated ultimate cost of claims that have been reported but not settled and claims that have been incurred but not reported. Management obtains actuarial assistance in estimating these liabilities. Settled claims have not exceeded applicable insurance coverage in any of the past three fiscal years.

The following is a summary of the changes in the estimated claims liability for the year ended December 31:

	2025	2024	2023
Balance, January 1	$ 7,225,766	$ 4,747,409	$ 1,550,079
Current year claims and change in estimates	10,972,496	12,143,270	11,468,618
Claim payments	(9,092,036)	(9,664,913)	(8,271,288)
Balance, December 31	$ 9,106,226	$ 7,225,766	$ 4,747,409

Note 9 - Commitments and Contingencies

Government Grants

The Transit Authority is currently participating in numerous grants from various federally assisted grant programs that are subject to review and audit by the grantor agencies. Entitlement to these resources is generally conditional upon compliance with the terms and conditions of grant agreements and applicable federal regulations, including the expenditure of resources for allowable purposes. At December 31, 2025 and 2024, in the opinion of management of the Transit Authority, any disallowance resulting from a federal audit would not be material.

Claims and Litigation

The Transit Authority is currently involved in various claims and pending legal actions related to matters arising from the ordinary conduct of business. Management believes all outstanding claims are substantially covered by insurance policies and the ultimate disposition of the actions will not have a material effect on the financial statements of the Transit Authority.

Outstanding Construction Contracts

As of December 31, 2025, the Transit Authority had construction contracts in progress with remaining future commitments totaling $727,861. Management expects remaining construction commitments to be funded through a combination of federal capital grants and unrestricted operating resources.

Required Supplementary Information

The Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Schedule of Changes in Net Pension Liability – Administrative Plan

Last ten years

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total pension liability										
Service cost	$ 468,878	$ 447,525	$ 382,674	$ 335,836	$ 238,645	$ 194,007	$ 184,317	$ 179,772	$ 175,849	$ 154,288
Interest on total pension liability	773,279	739,575	733,010	714,088	674,743	644,595	629,507	609,316	599,199	566,041
Effect of plan changes	9,616	-	-	-	2,507	-	-	-	-	-
Effect of economic/demographic gains or losses	444,640	125,159	(467,851)	(403,011)	490,898	(53,540)	-	93,312	(124,100)	218,869
Effect of assumptions changes or inputs	-	(352,058)	-	(165,739)	282,882	611,397	-	-	-	-
Benefit payments	(769,667)	(869,060)	(817,982)	(834,533)	(652,079)	(568,882)	(630,112)	(546,859)	(464,491)	(474,430)
Transfer of hourly participants to Salaried Plan	170,973	377,815	235,490	601,135	-	-	-	-	-	-
Net change in total pension liability	1,097,719	468,956	65,341	247,776	1,037,596	827,577	183,712	335,541	186,457	464,768
Total pension liability, beginning	12,282,587	11,813,631	11,748,290	11,500,514	10,462,918	9,635,341	9,451,629	9,116,088	8,929,631	8,464,863
Total pension liability, ending	$ 13,380,306	$ 12,282,587	$ 11,813,631	$ 11,748,290	$ 11,500,514	$ 10,462,918	$ 9,635,341	$ 9,451,629	$ 9,116,088	$ 8,929,631
Plan fiduciary net position										
Benefit payments	$ (769,667)	$ (869,060)	$ (817,982)	$ (834,533)	$ (652,079)	$ (568,882)	$ (630,112)	$ (546,859)	$ (464,491)	$ (474,430)
Employer contributions	413,212	381,978	314,733	254,431	275,918	262,748	210,798	241,858	211,386	211,056
Member contributions	394,138	364,288	300,153	237,218	202,495	177,937	154,482	147,545	136,672	136,901
Transfer of Hourly participants to Salaried Plan	509,397	503,516	314,987	493,451	-	-	-	-	-	96,849
Net investment income	1,791,559	1,480,295	1,427,407	(1,517,915)	1,097,373	1,145,976	1,371,501	(343,502)	962,458	489,112
Administrative expenses	(48,888)	(49,691)	(19,969)	(29,344)	(28,168)	(19,905)	(22,232)	(17,714)	(62,412)	(61,432)
Net change in plan fiduciary net position	2,289,751	1,811,326	1,519,329	(1,396,692)	895,539	997,874	1,084,437	(518,672)	783,613	398,056
Plan fiduciary net position, beginning	11,879,259	10,067,933	8,548,604	9,945,296	9,049,757	8,051,883	6,967,446	7,486,118	6,702,505	6,304,449
Plan fiduciary net position, ending	14,169,010	11,879,259	10,067,933	8,548,604	9,945,296	9,049,757	8,051,883	6,967,446	7,486,118	6,702,505
Net pension liability asset), ending	$ (788,704)	$ 403,328	$ 1,745,698	$ 3,199,686	$ 1,555,218	$ 1,413,161	$ 1,583,458	$ 2,484,183	$ 1,629,970	$ 2,227,126
Plan fiduciary net position as a percent of total pension liability	105.89%	96.72%	85.22%	72.76%	86.48%	86.49%	83.57%	73.72%	82.12%	75.06%
Covered payroll	$ 5,599,498	$ 4,874,141	$ 3,977,295	$ 3,036,262	$ 3,137,262	$ 2,638,799	$ 2,645,012	$ 2,645,012	$ 2,401,367	$ 2,311,907
Net pension liability (asset) as a percent of covered payrol	-14.09%	8.27%	43.89%	105.38%	49.57%	53.55%	59.87%	93.92%	67.88%	96.33%

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Schedule of Contributions – Administrative Plan

Last ten years

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarially determined contributions	$ 235,194	$ 205,412	$ 223,604	$ 222,763	$ 271,466	$ 233,703	$ 216,026	$ 195,553	$ 214,483	$ 191,504
Contributions in relation to the actuarially determined contribution	413,212	382,585	314,559	254,431	275,918	262,748	210,798	241,858	211,386	211,056
Contribution deficiency (excess)	$ (178,018)	$ (177,173)	$ (90,955)	$ (31,668)	$ (4,452)	$ (29,045)	$ 5,228	$ (46,305)	$ 3,097	$ (19,552)
Covered payroll	$ 5,599,498	$ 4,874,141	$ 3,977,295	$ 3,036,262	$ 3,137,262	$ 2,638,799	$ 2,645,012	$ 2,645,012	$ 2,401,367	$ 2,311,907
Contributions as a percentage of covered payroll	7.38%	7.85%	7.91%	8.38%	8.79%	9.96%	7.97%	9.14%	8.80%	9.13%

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Schedule of Money-Weighted Rate of Return – Administrative Plan

Year Ended December 31, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Annual money-weighted rate of return, net of investment expense	14.85%	14.70%	16.99%	-15.50%	12.27%	14.41%	20.08%	-4.66%	13.81%	7.80%

Changes of Benefit Terms

There are no significant changes in benefit terms.

Changes of Assumptions

For 2023, The mortality projection scale was updated from MP-2019 Ultimate to MP-2021 Ultimate. The impact of this change was a decrease in the Unfunded Accrued Liability of about 143,000 and a decrease in the Actuarially Determined Contribution of about $13,000.

For 2024, the salary increase, turnover, retirement, and administrative expense assumptions were updated based on the 2023 experience study. The January 1, 2024 valuation revised the actuarial salary increase assumption to 8.50% for the first two years of employment and 3.00% annually thereafter, from the previous 4.00% rate. These changes collectively resulted in a decrease of approximately $1.2 million in the Unfunded Accrued Liability and a decrease of about $0.3 million in the Actuarially Determined Contribution.

For 2025, no changes reported.

Other Notes

Given the substantial uncertainty regarding the impact of COVID-19 on plan costs, including whether the pandemic will increase or decrease costs during the term of the actuarial projections, there was no adjustment made in the expected plan costs. It is possible that the COVID-19 pandemic could have a material impact on the projected costs.

During 2023, 3 active participants were transferred from the Collective Bargaining Plan to the Administrative Plan along with a corresponding transfer of assets. This activity has been reflected in the values as of December 31, 2023 contained herein.

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Schedule of Changes in Net Pension Liability – Collective Bargaining Plan

Last ten years

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Total pension liability										
Service cost	$ 1,016,657	$ 1,146,607	$ 1,050,234	$ 1,008,781	$ 1,035,492	$ 917,732	$ 845,600	$ 929,833	$ 1,151,892	$ 1,136,991
Interest on total pension liability	2,538,578	2,607,760	2,605,100	2,597,398	2,574,726	2,465,753	2,401,149	2,365,575	2,120,241	2,032,263
Effect of plan changes	26,483	12,731	-	-	9,108	-	-	-	-	-
Effect of economic/demographic gains or losses	(361,741)	(135,555)	(720,315)	274,483	(141,309)	(599,260)	-	(333,721)	90,163	350,521
Effect of assumptions changes or inputs	-	(1,326,977)	-	(562,089)	1,000,751	2,571,754	-	-	(4,923,550)	-
Benefit payments	(3,101,954)	(2,737,821)	(2,794,452)	(2,549,288)	(2,460,329)	(2,324,928)	(2,397,440)	(2,304,956)	(1,857,298)	(1,981,830)
Transfer of Hourly participants to Salaried Plan	(155,712)	(364,387)	(222,265)	(566,795)	-	-	-	-	-	-
Net change in total pension liability	(37,689)	(797,642)	(81,698)	202,490	2,018,439	3,031,051	849,309	656,731	(3,418,552)	1,537,945
Total pension liability, beginning	41,128,065	41,925,707	42,007,405	41,804,915	39,786,476	36,755,425	35,906,116	35,249,385	38,667,937	37,129,992
Total pension liability, ending	$ 41,090,376	$ 41,128,065	$ 41,925,707	$ 42,007,405	$ 41,804,915	$ 39,786,476	$ 36,755,425	$ 35,906,116	$ 35,249,385	$ 38,667,937
Plan fiduciary net position										
Benefit payments	$ (3,101,954)	$ (2,737,821)	$ (2,794,452)	$ (2,549,288)	$ (2,460,329)	$ (2,324,928)	$ (2,397,440)	$ (2,304,956)	$ (1,857,298)	$ (1,981,830)
Employer contributions	1,111,039	1,097,314	964,927	904,601	939,928	1,286,538	836,227	855,109	904,824	705,467
Member contributions	1,111,106	1,097,180	964,800	904,342	908,281	876,137	780,898	797,854	703,256	650,978
Transfer of Hourly participants to Salaried Plan	(509,397)	(503,516)	(314,987)	(493,451)	-	-	-	-	-	(96,849)
Net investment income	4,693,506	4,281,979	4,442,390	(4,989,082)	3,550,835	3,680,422	4,406,294	(1,103,652)	2,921,425	1,529,462
Administrative expenses	(85,126)	(103,734)	(46,629)	(62,335)	(59,046)	(45,161)	(66,572)	(50,776)	(56,842)	(47,057)
Net change in plan fiduciary net position	3,219,174	3,131,402	3,216,049	(6,285,213)	2,879,669	3,473,008	3,559,407	(1,806,421)	2,615,365	760,171
Plan fiduciary net position, beginning	32,365,819	29,234,417	26,018,368	32,303,581	29,423,912	25,950,904	22,391,497	24,197,918	21,582,553	20,822,382
Plan fiduciary net position, ending	35,584,993	32,365,819	29,234,417	26,018,368	32,303,581	29,423,912	25,950,904	22,391,497	24,197,918	21,582,553
Net pension liability, ending	$ 5,505,383	$ 8,762,246	$ 12,691,290	$ 15,989,037	$ 9,501,334	$ 10,362,564	$ 10,804,521	$ 13,514,619	$ 11,051,467	$ 17,085,384
Plan fiduciary net position as a percent of total pension liability	86.60%	78.70%	69.73%	61.94%	77.27%	73.95%	70.60%	62.36%	68.65%	55.82%
Covered payroll	$ 13,602,990	$ 13,519,955	$ 13,081,391	$ 12,203,356	$ 12,376,694	$ 11,605,482	$ 11,485,056	$ 11,485,056	$ 12,169,930	$ 11,497,480
Net pension liability as a percent of covered payroll	40.47%	64.81%	97.02%	131.02%	76.77%	89.29%	94.07%	117.67%	90.81%	148.60%

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Schedule of Contributions – Collective Bargaining Plan

Last ten years

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarially determined contributions	$ 825,304	$ 806,671	$ 1,057,889	$ 1,095,523	$ 1,161,981	$ 1,165,834	$ 891,105	$ 835,474	$ 958,333	$ 901,256
Contributions in relation to the actuarially determined contribution	1,111,039	1,097,377	964,927	904,601	939,928	1,286,538	836,227	855,109	904,824	705,467
Contribution deficiency (excess)	$ (285,735)	$ (290,706)	$ 92,962	$ 190,922	$ 222,053	$ (120,704)	$ 54,878	$ (19,635)	$ 53,509	$ 195,789
Covered payroll	$ 13,602,990	$ 13,519,955	$ 13,081,391	$ 12,203,356	$ 12,376,694	$ 11,605,482	$ 11,485,056	$ 11,485,056	$ 12,169,930	$ 11,497,480
Contributions as a percentage of covered payroll	8.17%	8.12%	7.38%	7.41%	7.59%	11.09%	7.28%	7.45%	7.43%	6.14%

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Schedule of Money-Weighted Rate of Return – Collective Bargaining Plan

December 31, 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Annual money-weighted rate of return, net of investment expense	14.85%	14.90%	17.49%	-15.70%	12.27%	14.35%	20.09%	-4.63%	13.68%	7.50%

Changes of Benefit Terms

There are no significant changes in benefit terms.

Changes of Assumptions

For 2023, the mortality projection scale was updated from MP-2019 Ultimate to MP-2021 Ultimate. The impact of this change was a decrease in the Unfunded Accrued Liability of about 501,000 and a decrease in the Actuarially Determined Contribution of about $47,000.

For 2024, the salary increase, turnover, retirement and administrative expense assumptions were updated based on the 2023 experience study. These changes in combination caused the Unfunded Accrued Liability to decrease by about $1.2 million and the Actuarially Determined Contribution to decrease by about $0.3 million.

For 2025, no changes reported.

Other Notes

Given the substantial uncertainty regarding the impact of COVID-19 on plan costs, including whether the pandemic will increase or decrease costs during the term of the actuarial projections, no adjustment was made in the expected plan costs. It is possible that the COVID-19 pandemic could have a material impact on the projected costs.

During 2023, 3 active participants were transferred from the Collective Bargaining to the Administrative Plan along with a corresponding transfer of assets. This activity has been reflected in the values as of December 31, 2023 contained herein.

For 2024, employee contributions increased from 7.75% to 8.25% This change caused the Unfunded Accrued Liability to increase by about $3,000 and the Actuarially Determined Contribution to decrease by about $54,000.

For 2025, no changes reported.

Required Supplementary Information

The Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Regional Metropolitan Transit Authority of Omaha d/b/a Metro

Schedule of Expenditures of Federal Awards

Year Ended December 31, 2025

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal Financial Assistance Listing	Pass-through or Local Entity Identifying Number	Expenditures
Department of Transportation			
Direct Program			
Federal Transit Cluster			
COVID-19, Federal Transit Formula Grants	20.507	NE-2020-008-00	$ 5,108,064
Federal Transit Formula Grants	20.507	NE-2021-010-00	520,019
Federal Transit Formula Grants	20.507	NE-2023-020-00	811
Federal Transit Formula Grants	20.507	NE-2023-023-00	530,100
Federal Transit Formula Grants	20.507	NE-2025-005-00	7,564,986
Total Federal Transit Formula Grants			13,723,980
Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs			
Capital Grant	20.526	NE-2020-020-00	$ 2,364,961
Capital Grant	20.526	NE-2020-009-00	65,163
Capital Grant	20.526	NE-2022-018-00	394,239
Capital Grant	20.526	NE-2023-019-00	12,607,756
Capital Grant	20.526	NE-2024-009-00	1,129,799
Capital Grant	20.526	NE-2025-005-00	2,261,636
Capital Grant	20.526	NE-2019-005-01	96,542
Total Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs			18,920,096
Total Federal Transit Cluster			32,644,076
Passed through Metropolitan Area Planning Agency		MAPA-METRO	
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	546-600	50,710
Total Federal Financial Assistance			$ 32,694,786

Note 1 - Basis of Presentation

The accompanying schedule of expenditures of federal awards (the schedule) includes the federal award activity of the Regional Metropolitan Transit Authority of Omaha d/b/a Metro (Transit Authority) under programs of the federal government for the year ended December 31, 2025. The information is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the schedule presents only a selected portion of the operations of the Transit Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Transit Authority.

Note 2 - Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. No federal financial assistance has been provided to a subrecipient.

Note 3 - Indirect Cost Rate

The Transit Authority does not draw for indirect administrative expenses and has not elected to use the de minimis cost rate of up to 15 percent.

Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

The Board of Directors
Regional Metropolitan Transit Authority of Omaha d/b/a Metro
Omaha, Nebraska

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the business-type activities and fiduciary activities of the Regional Metropolitan Transit Authority of Omaha d/b/a Metro (Transit Authority), as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Transit Authority's basic financial statements and have issued our report thereon dated April 15, 2026.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Transit Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Transit Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Transit Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Transit Authority's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

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Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Transit Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Transit Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transit Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Eide Bailly LLP

Menlo Park, California
April 15, 2026

Independent Auditor's Report on Compliance for the Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance

The Board of Directors
Regional Metropolitan Transit Authority of Omaha d/b/a Metro
Omaha, Nebraska

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the Regional Metropolitan Transit Authority of Omaha d/b/a Metro's (Transit Authority) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Transit Authority's major federal program for the year ended December 31, 2025. The Transit Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Transit Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended December 31, 2025.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Transit Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the Transit Authority's compliance with the compliance requirements referred to above.

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Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Transit Authority‘s federal programs.

Auditor’s Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Transit Authority’s compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Transit Authority’s compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Transit Authority’s compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Transit Authority’s internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Transit Authority’s internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Eide Bailly LLP

Menlo Park, California
April 15, 2026

Section I – Summary of Independent Auditor's Results

Type of auditor's report issued	Unmodified
Internal control over financial reporting:	
Material weaknesses identified	No
Significant deficiencies identified not considered to be material weaknesses	None Reported
Noncompliance material to financial statements noted?	No

FEDERAL AWARDS

Internal control over major program:	
Material weaknesses identified	No
Significant deficiencies identified not considered to be material weaknesses	None Reported
Type of auditor's report issued on compliance for major programs:	Unmodified
Any audit findings disclosed that are required to be reported in accordance with Uniform Guidance 2 CFR 200.516 (a):	None Reported

Identification of major programs:

Name of Federal Program	Federal Financial Assistance Listing
Federal Transit Cluster	20.507, 20.526

Dollar threshold used to distinguish between type A and type B programs:	$	1,000,000
Auditee qualified as low-risk auditee?	Yes	

Section II – Financial Statement Findings

None reported.

Section Iii – Findings and Questioned Costs for Federal Awards

None reported.

Prior Year Findings

None reported.

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.

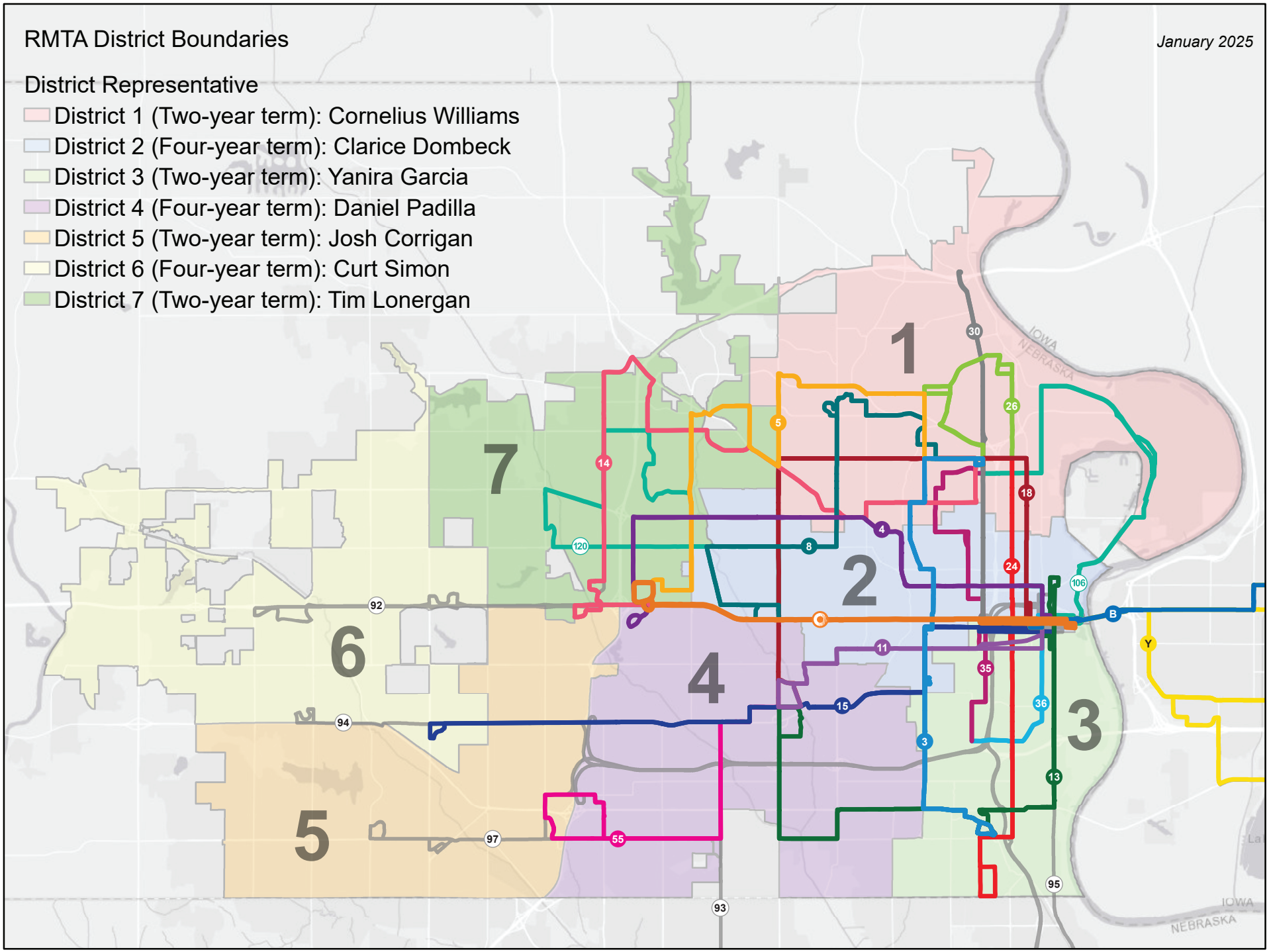
Responsibility: We take pride in our work and are committed to going above and beyond.

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
January 2025
District Representative
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
1
2
3
4
5
6
7
IOWA
NEBRASKA

March — 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
	12	13

Recruiting Activity Notes

Metro welcomed 12 new employees in March and identified 7 additional hires for April.

Operations	Current Needs				Recruiting Activity Notes
	9				
Fixed Bus Operators	Winter Goal	Spring Goal	# of ee's	Need	Recruiting for projected Spring service needs.
↳ Trained Fixed	169	**176**	**167**	9	
↳ *In Training*	N/A	N/A	7	N/A	6 Operators started in March. 6 were identified for an April start date.
Paratransit Operators	Winter Goal	Spring Goal	# of ee's	Need	
↳ Trained Para	37	**37**	**37**	0	2 Paratransit Operators started in March.
↳ *In Training*	N/A	N/A	1	N/A	

March	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**	**32**	**2**	
Bus Mechanic	24	22	2	
Parts	2	2	0	
Utility	7	7	0	New hire started 03/09/2026
Body Shop Mechanic	1	1	0	
Building	**18**	**18**	**0**	
BG&E - Field	5	5	0	New hire started 03/09/2026
Custodial	13	13	0	

Admin Staff	4	Recruiting Activity Notes
Mechanic Supervisor	1	Candidate identified for April start date
Scheduling Supervisor & Data Analyst	0	Robert Mavis started 3/9/2026
Facilities Supervisor	1	Currently recruiting for role
Network Administrator	1	Currently recruiting for role
Finance Clerk	1	Currently recruiting for role

SOCIAL MEDIA SUMMARY

3.1.26 - 3.31.26

Facebook: Metro Transit Omaha

Posts: 16

Reach: 22,835

Reactions: 486

Comments: 84

Shares: 95

48 new followers | 1.44% increase



Twitter: @rideORBT

Tweets: 12

Impressions: 1,158

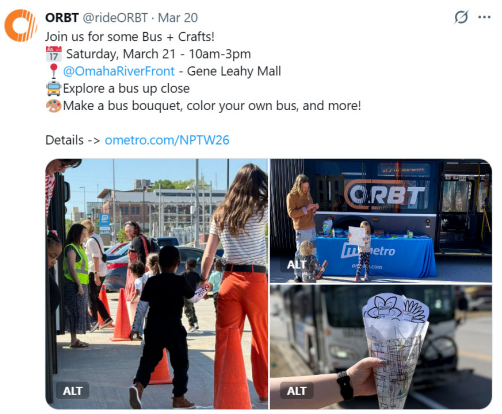
Avg. 92.06 impressions/post for the year

Likes: 7

Retweets: 5

Replies: 0

1 new follower | 0.09% increase



Instagram: @metrotransitoma

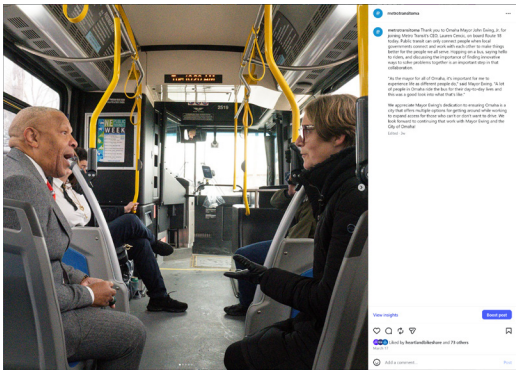
Posts: 12

Likes: 263

Avg. 22.18 likes/post for the year

Comments: 4

11 new followers | 0.58% increase



EARNED MEDIA SUMMARY

3.1.26 - 3.31.26

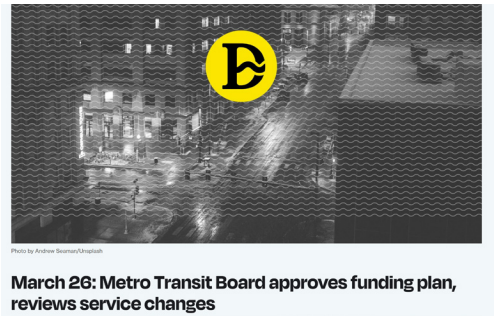
6 stories | 5 outlets



NE Public Transit Week - KETV



NE Public Transit Week - WOWT



Board Meeting - Flatwater Free Press

OUTREACH

3.1.26 - 3.31.26

March 3

NATP Managers Workshop

Staff from Metro Transit presented on data driven decision making in transit and accessible communication to other transit leaders from around Nebraska.

March 3

Health x Place: Designing for Well-being

Metro Transit CEO, Lauren Cencic, spoke on a panel for We Make Omaha about how our cities impact health outcomes and the roles transportation and the built environment can play.

March 17

Public Transit Training

As a part of Nebraska Public Transit Week, Metro Transit staff provided a how-to-ride training to local agency staff and members of the public. They learned how to navigate the system, how to pay, and how to use our apps.

March 17

Metro CEO + Omaha Mayor ride along

Omaha Mayor John Ewing, Jr. joined Metro Transit CEO, Lauren Cencic, on board a bus, met with riders, and discussed the need to collaborate to solve people's problems.

March 19

Bus + Books

Metro Transit staff hosted story time on board a Metro bus while Omaha Public Library staff led children through songs and learning exercises. Metro Transit's CEO, Lauren Cencic, read a book all about buses to the children.

March 20

Public Transit Training

Metro Transit staff provided a how-to-ride training to local agency staff and members of the public. They learned how to navigate the system, how to pay, how to use our apps, and took a bus ride to and from Midtown Crossing so they could experience a ride on regular fixed route, a transfer, and ORBT.

March 21

Bus + Crafts

Metro Transit staff parked a bus on the 11th Street promenade at Gene Leahy Mall and met with families and children visiting the park. They had a chance to build their own bus bouquet (bus flowers they could color), make their own shrinking bus-shaped key chains, and make their own cards while getting to learn all about the bus.











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

Revenue					
ACCOUNT DESCRIPTION	ACTUAL MTD REVENUE	REVISED ESTIM REV	ACTUAL YTD REVENUE	REMAINING REVENUE	% YTD COLL
4140 Advertising	(14,927)	(260,000)	(47,869)	(212,131)	18%
5339 BFac Cap	-	(14,800,000)	-	-	
4112 Contract Serv	(281,950)	(1,786,000)	(371,268)	(1,414,732)	21%
5303 Metro Planning	-	(137,000)	-	-	
4150 Other Revenues	(171,490)	(5,273,200)	(546,947)	(4,726,253)	10%
4111 Passenger Fares	(191,316)	(2,224,000)	(481,629)	(1,742,371)	22%
4230 Property Tax	(6,199)	(54,609,558)	(11,572)	(54,597,986)	0%
4410 State	-	(200,000)	-	-	
5307 Urbanized Cap	-	(12,500,000)	-	-	
5307 Urbanized Oper	-	(7,000,000)	-	-	
Revenue Total	**(665,882)**	**(98,789,758)**	**(1,459,285)**	**(97,330,473)**	**1%**

Expense					
ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BURDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
FR 5015 Fringe Benefits	670,356	9,087,458	1,987,101	7,100,357	22%
FL 5031 Fuel/Lubricants	201,145	4,851,194	587,196	4,263,997	12%
OP 5012 Op Paid Absen	71,683	-	186,327	(186,327)	
OS 5011 Oper Sal/Wages	860,635	13,429,337	2,485,205	10,944,132	19%
MS 5039 Oth Mat & Supp	187,034	2,190,000	533,745	1,656,255	24%
OE 5200 Other Op Exp	1,093	13,200	3,280	9,920	25%
OA 5014 Other Pd Absen	30,794	-	98,518	(98,518)	
OW 5013 Other Sal/Wag	408,598	5,223,342	1,129,560	4,093,782	22%
SR 5020 Services	113,096	2,271,034	344,198	1,926,836	15%
TT 5032 Tires & Tubes	14,581	228,000	(3,046)	231,046	-1%
UT 5040 Utilities	12,036	92,244	14,309	77,935	16%
Fixed (MBDO)	**2,571,051**	**37,385,809**	**7,366,394**	**30,019,415**	**20%**

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BURDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
FR 5015 Fringe Benefits	95,977	1,237,499	278,869	958,630	23%
FL 5031 Fuel/Lubricants	19,298	303,880	50,608	253,272	17%
OP 5012 Op Paid Absen	11,919	-	28,346	(28,346)	
OS 5011 Oper Sal/Wages	126,895	1,901,729	361,833	1,539,896	19%
MS 5039 Oth Mat & Supp	2,526	310,000	13,789	296,211	4%
OA 5014 Other Pd Absen	8,082	-	12,961	(12,961)	
OW 5013 Other Sal/Wag	48,268	573,268	143,321	429,947	25%
SR 5020 Services	29,186	35,000	843,595	(808,595)	2410%
TT 5032 Tires & Tubes	1,377	20,000	3,717	16,283	19%
UT 5040 Utilities	-	16,200	758	15,442	5%
Paratransit/Moby (DRDO)	**343,527**	**4,397,576**	**1,737,796**	**2,659,780**	**40%**

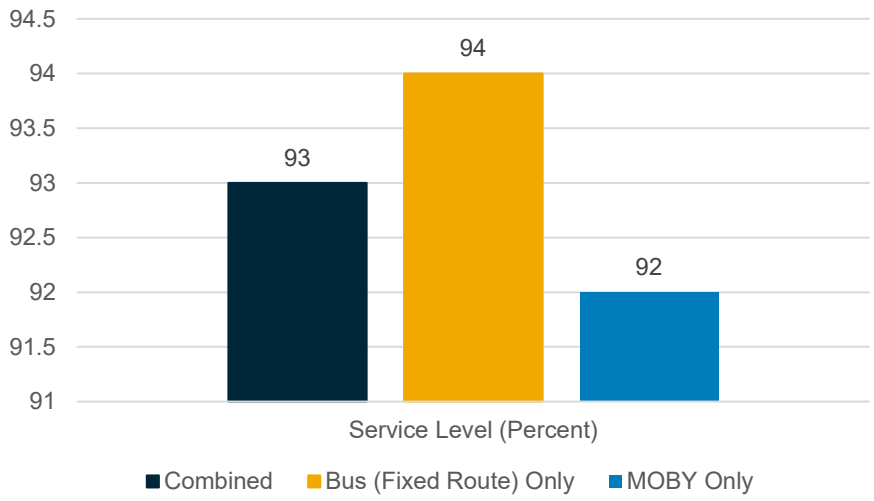
ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BURDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED
CL 5050 Cslty/Liab Cost	118,706	948,762	308,447	640,316	33%
FR 5015 Fringe Benefits	201,729	2,063,373	542,951	1,520,422	26%
MI 5090 Misc Expenses	24,767	810,356	49,181	761,175	6%
OS 5011 Oper Sal/Wages	1,005	40,000	5,303	34,697	13%
MS 5039 Oth Mat & Supp	7,132	975,120	48,412	926,708	5%
OA 5014 Other Pd Absen	27,814	-	90,442	(90,442)	
OW 5013 Other Sal/Wag	387,567	4,524,239	983,423	3,540,816	22%
SR 5020 Services	62,271	6,497,538	503,731	5,993,807	8%
TX 5060 Taxes	-	1,000	-	-	
UT 5040 Utilities	50,570	450,000	147,394	302,606	33%
Administrative	**881,562**	**16,310,389**	**2,679,283**	**13,631,105**	**16%**
Operating Expense Total	**3,796,141**	**58,093,774**	**11,783,474**	**46,310,300**	**20%**

Totals					
Operating Expense Total	3,796,141	58,093,774	11,783,474	46,310,300	20%
Revenue Total	(665,882)	(98,789,758)	(1,459,285)	(97,330,473)	1%
(Gain)/Loss	**3,130,259**	**-**	**10,324,189**	**(51,020,173)**	
Depreciation Exp	807,056	10,252,000	2,640,825	7,611,175	
Capital Exp	118,006	37,089,985	57,355	37,032,630	

	MTD Total	REVISED BURDGET	YTD Total
Revised Exp	4,721,203	105,435,759	14,481,654
Revised Rev	(665,882)	(98,789,758)	(1,459,285)
Revised Net (Gain)/Loss	**4,055,321**	**6,646,001**	**13,022,369**

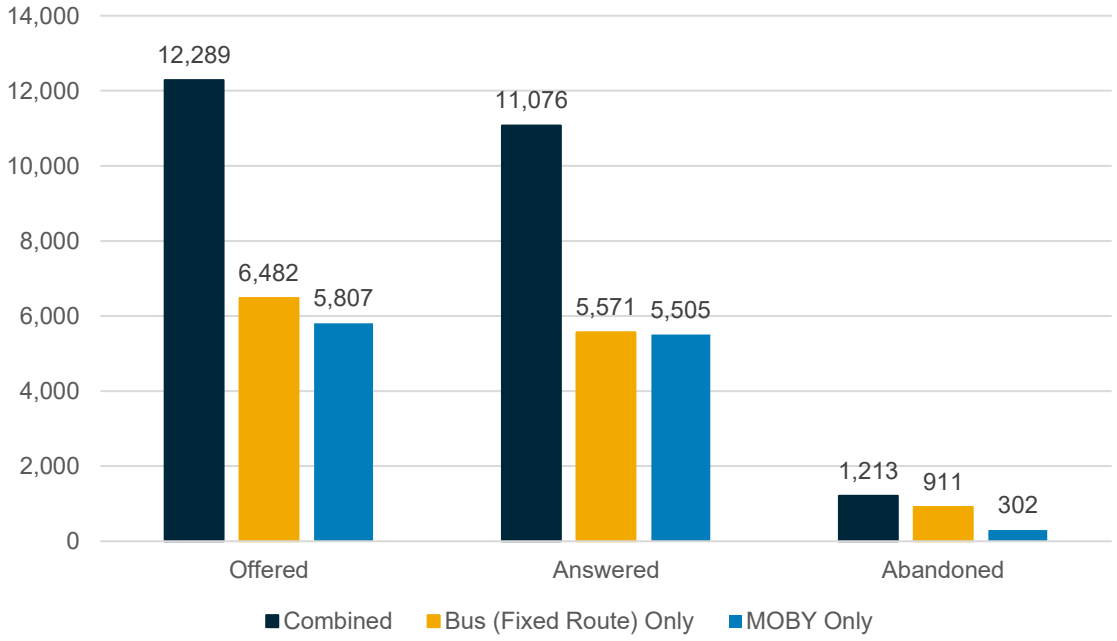
March 2026 Customer Service Report

Call Center Service Level



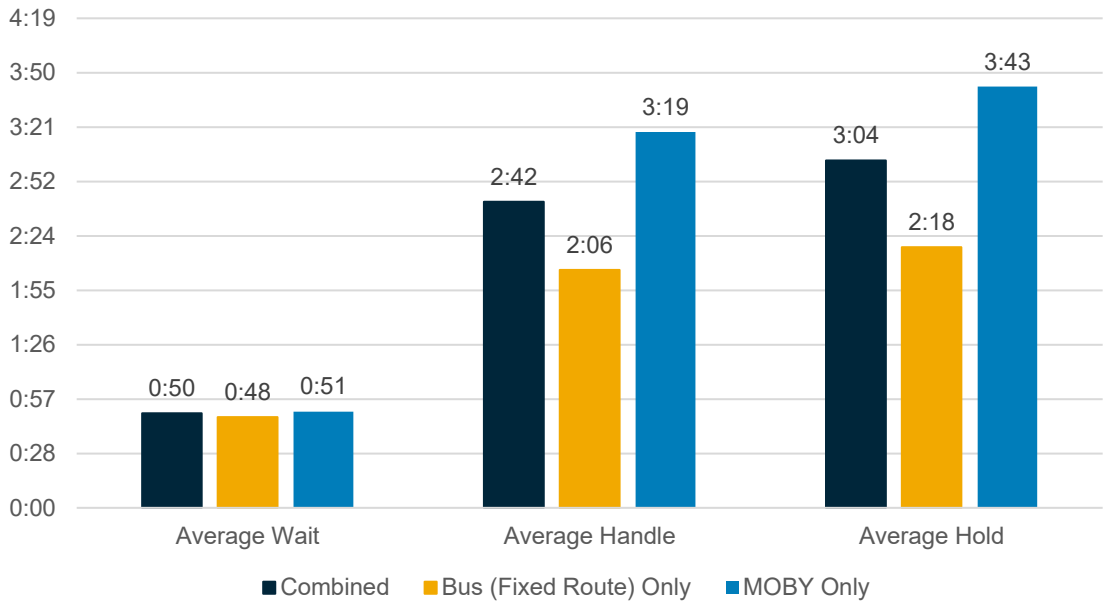
Text summary of the above chart: The chart displays the percent service level by queue – combined, bus (fixed route) only, and MOBY only – during the month of March 2026. The combined service level was 93%, the bus-only queue was 94%, and the MOBY-only queue was 92%.

Incoming Calls



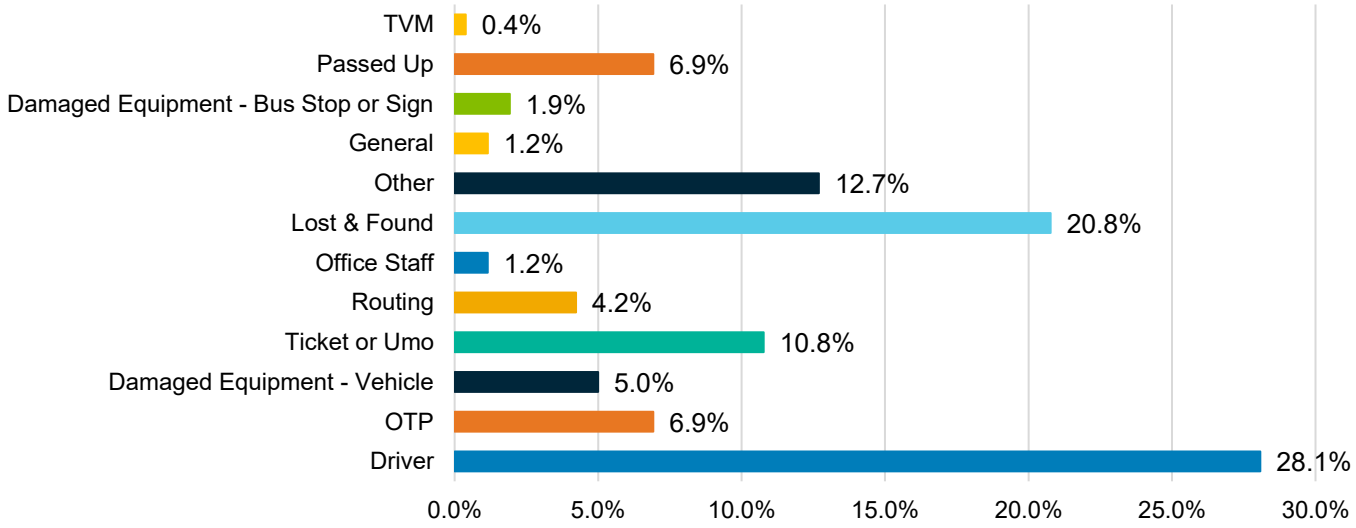
Text summary of the above chart: The chart displays the number of incoming calls that were offered, answered, and abandoned by queue – combined, bus (fixed route) only, and MOBY only – during the month of March 2026. Combined, there were 12,289 calls offered, 11,076 calls answered, and 1,213 calls abandoned. For the bus-only queue, there were 6,482 calls offered, 5,571 calls answered, and 911 calls abandoned. For the MOBY-only queue, there were 5,807 calls offered, 5,505 calls answered, and 302 calls abandoned.

Call Times



Text summary of the above 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 March. For the combined queue, the average wait time was 50 seconds, the average handle time was two minutes, 42 seconds, and the average hold time was three minutes, four seconds. For the bus-only queue, the average wait time was 48 seconds, the average handle time was two minutes, six seconds, and the average hold time was two minutes, 18 seconds. For the MOBY-only queue, the average wait time was 51 seconds, the average handle time was three minutes, 19 seconds, and the average hold time was three minutes, 43 seconds.

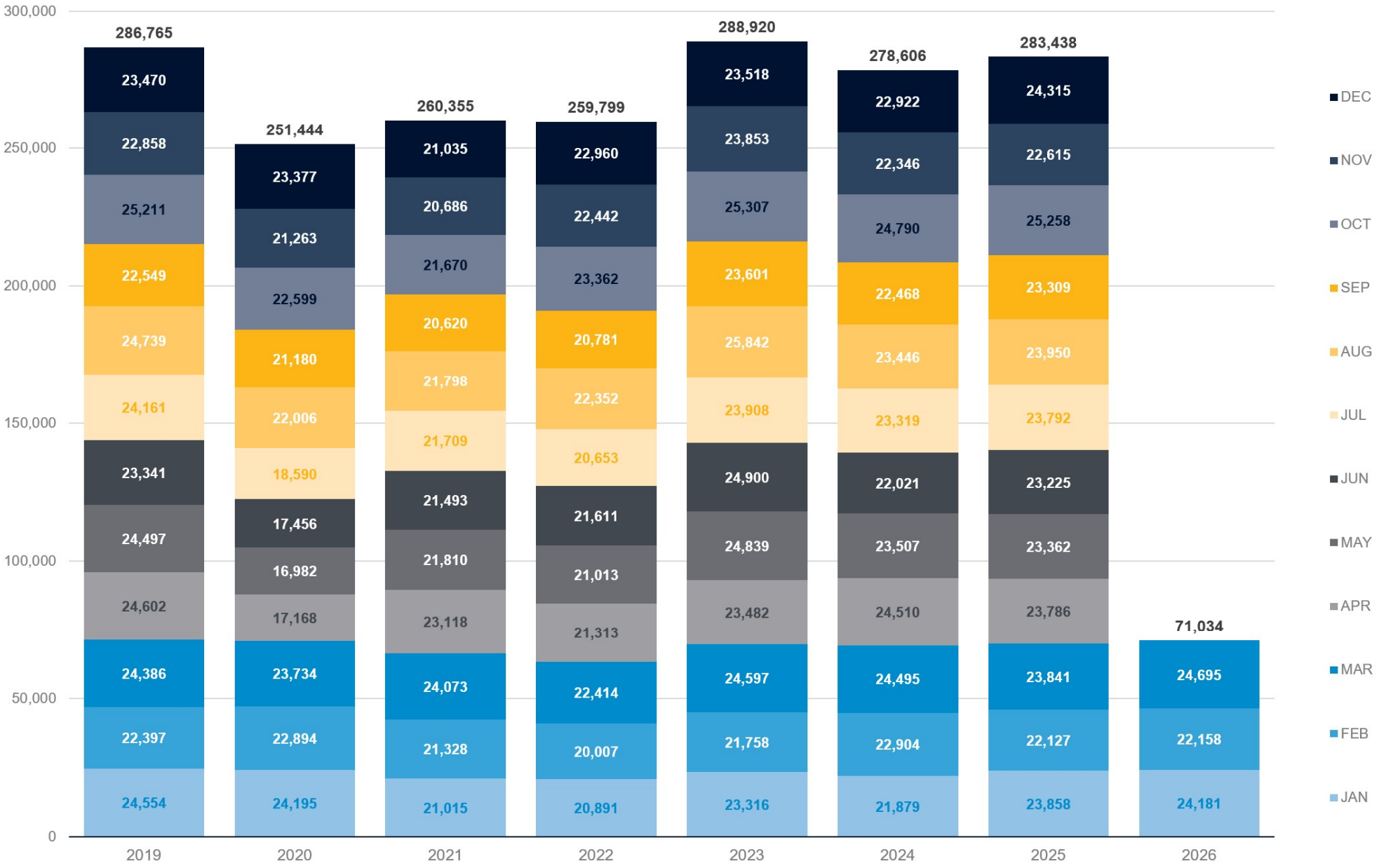
Logged Feedback and Inquiry Categories



Text summary of the above chart: The chart displays the logged feedback and inquiries broken into categories: ticket vending machine (TVM) – 0.4%, passed up – 6.9%, damaged equipment – bus stop or sign –1.9%, general – 1.2%, other – 12.7%, lost and found – 20.8%, office staff – 1.2%, routing – 4.2%, ticket or Umo – 10.8%, damaged equipment - vehicle – 5.0%, on-time performance (OTP) – 6.9%, and driver – 28.1%. The total number of logged inquiries was 260.

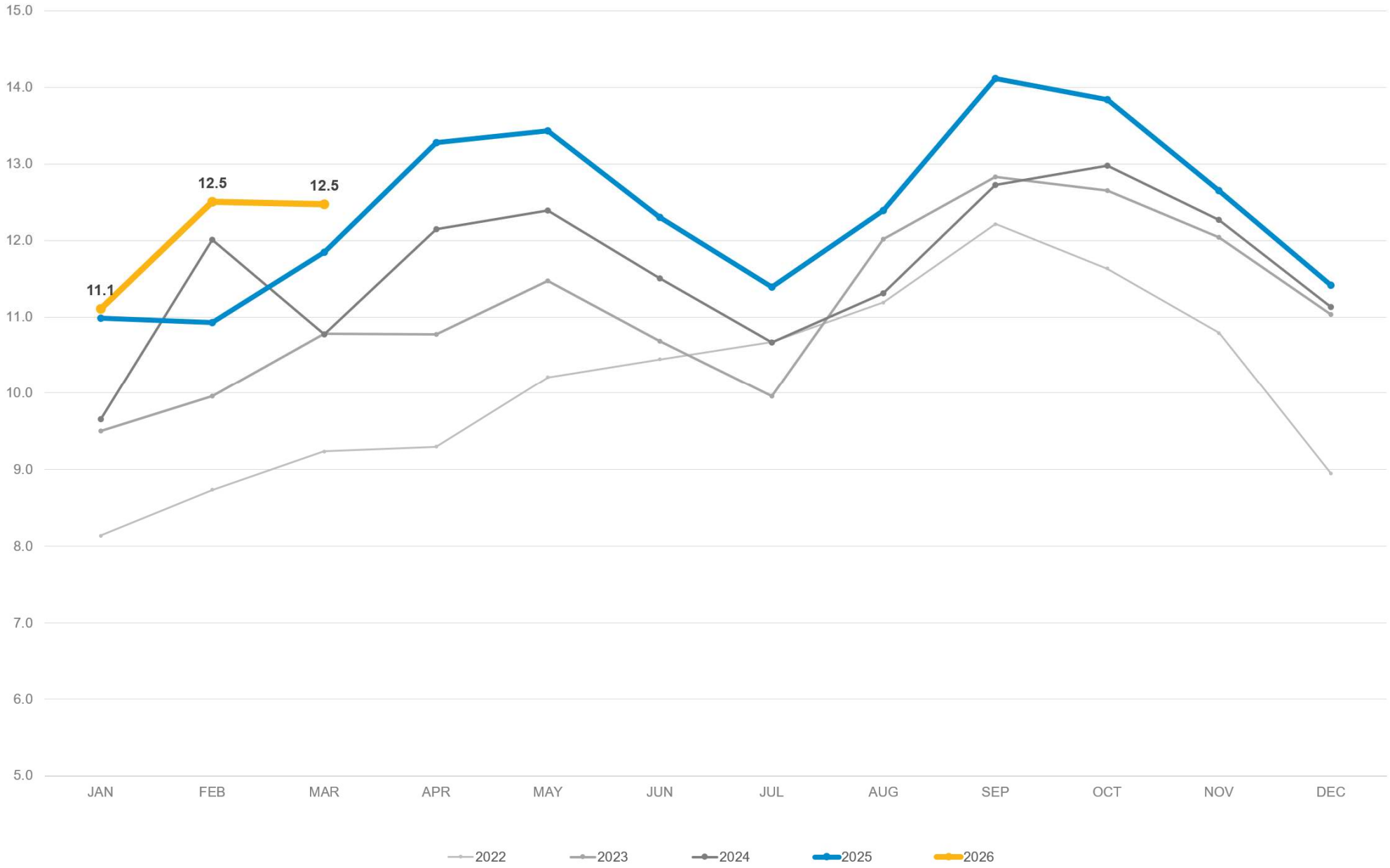
Fixed-Route Revenue Hours

2019 - 2026

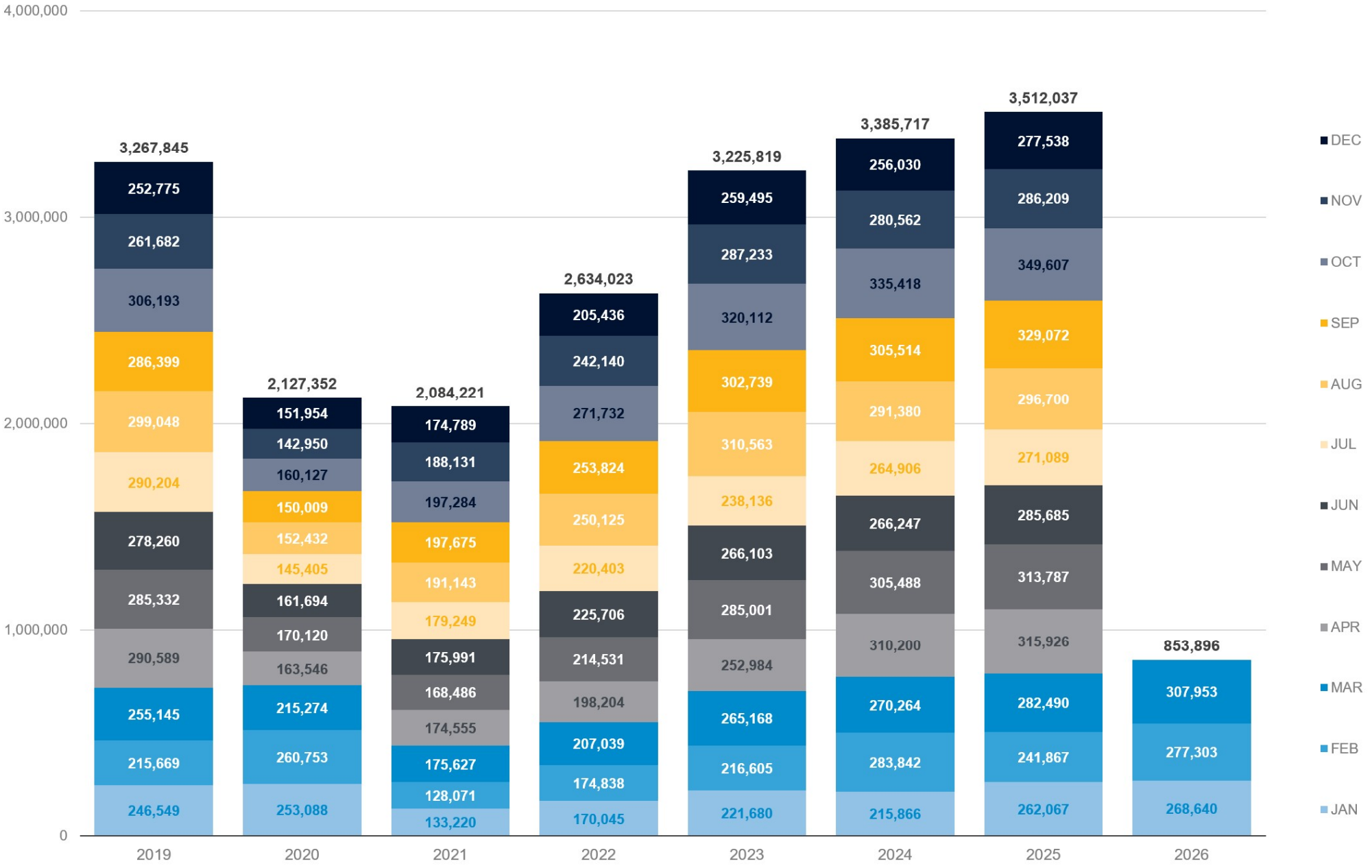


Fixed-Route Passengers per Revenue Hour

2022 - 2026

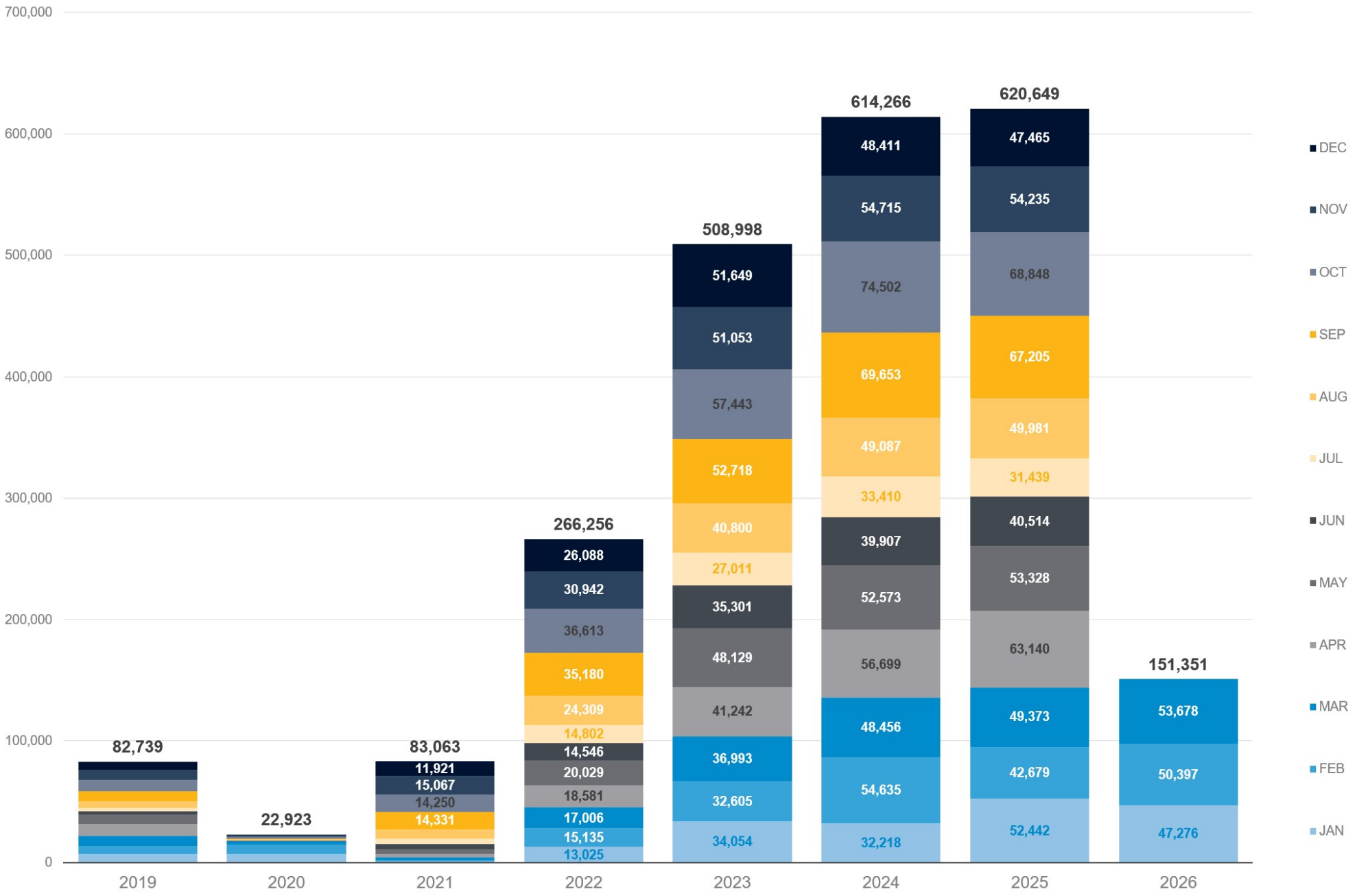


Fixed-Route Passenger Trips
2019 - 2026

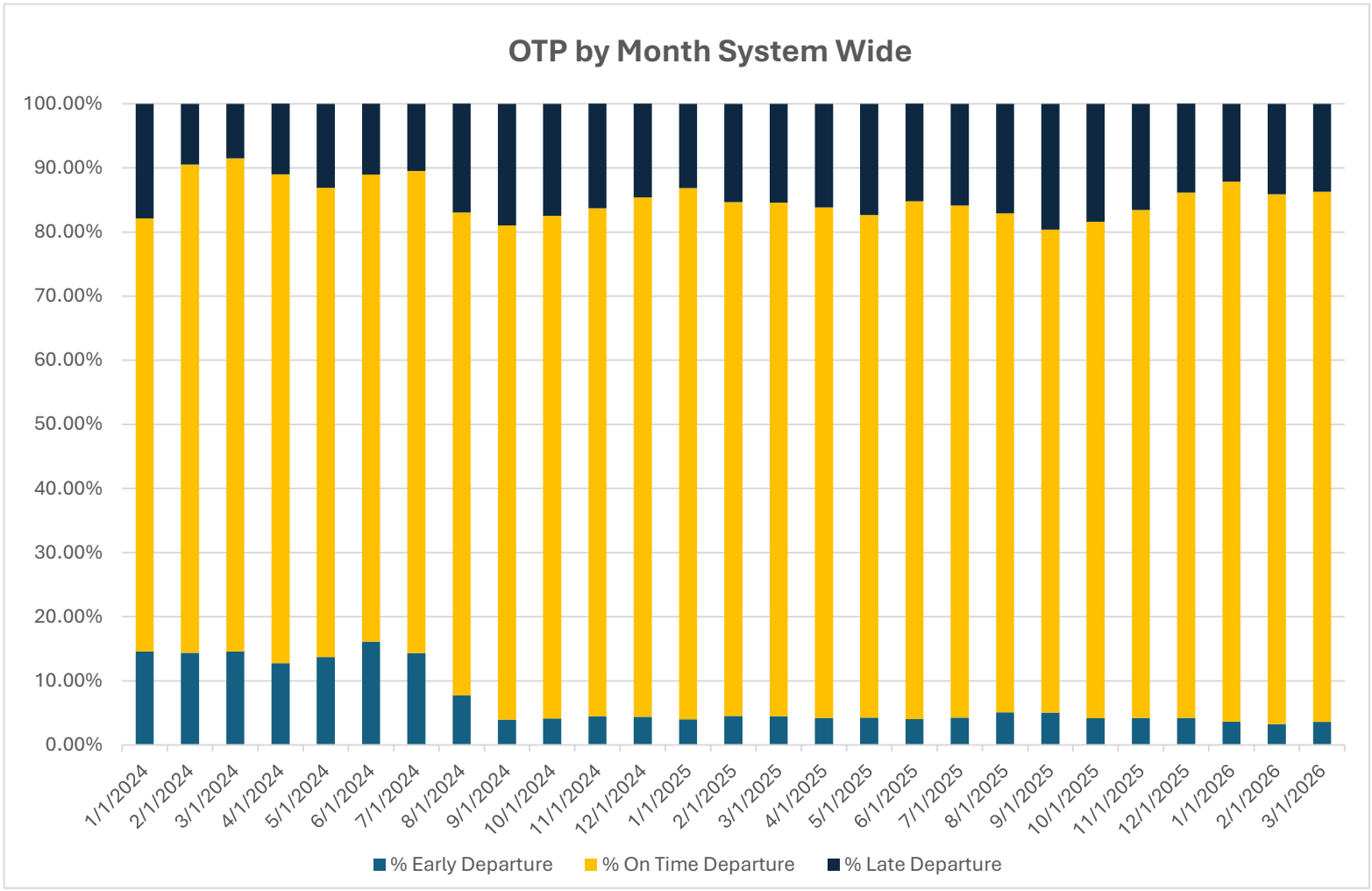


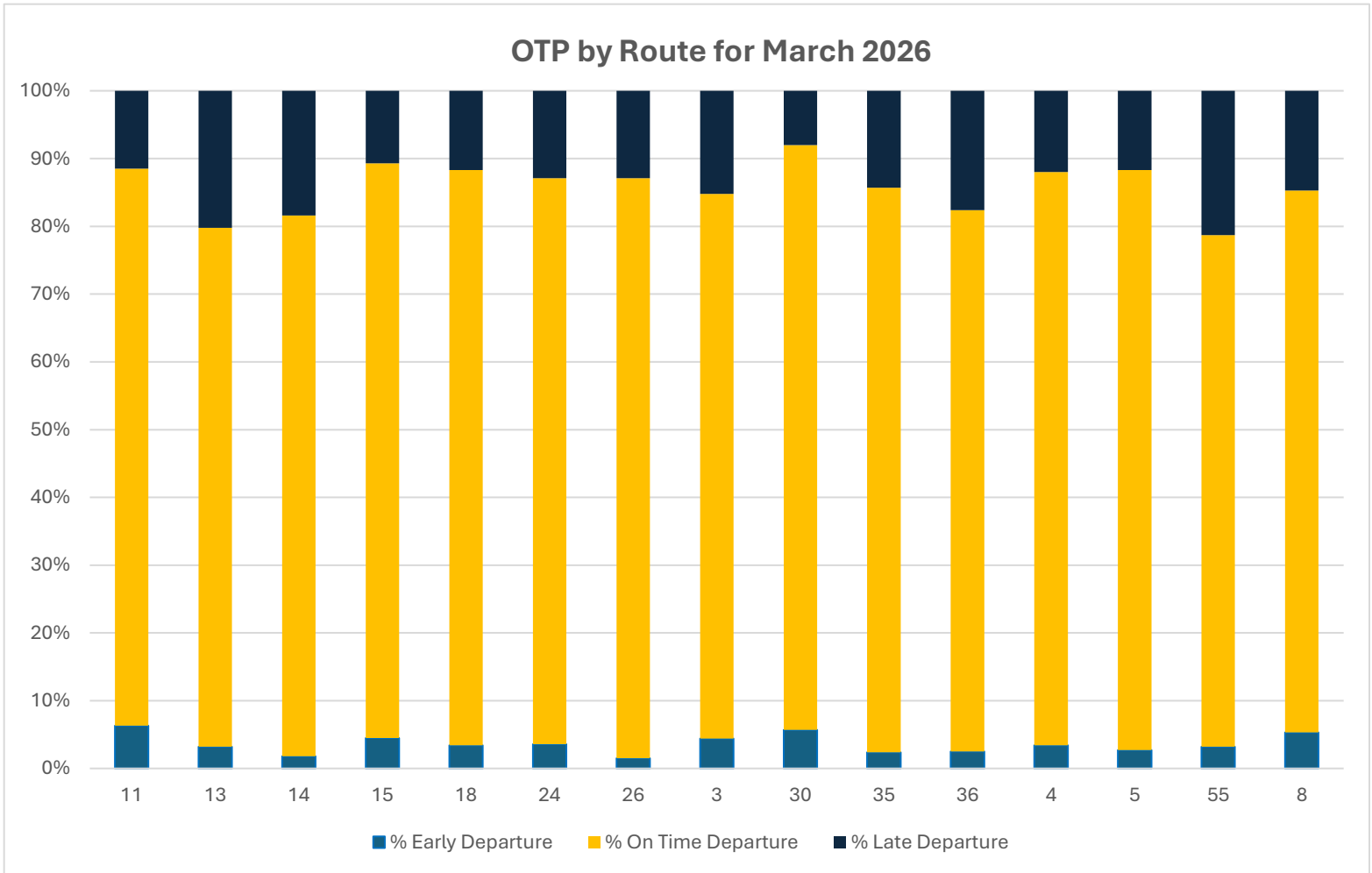
K-12 Passenger Trips

2019 - 2026

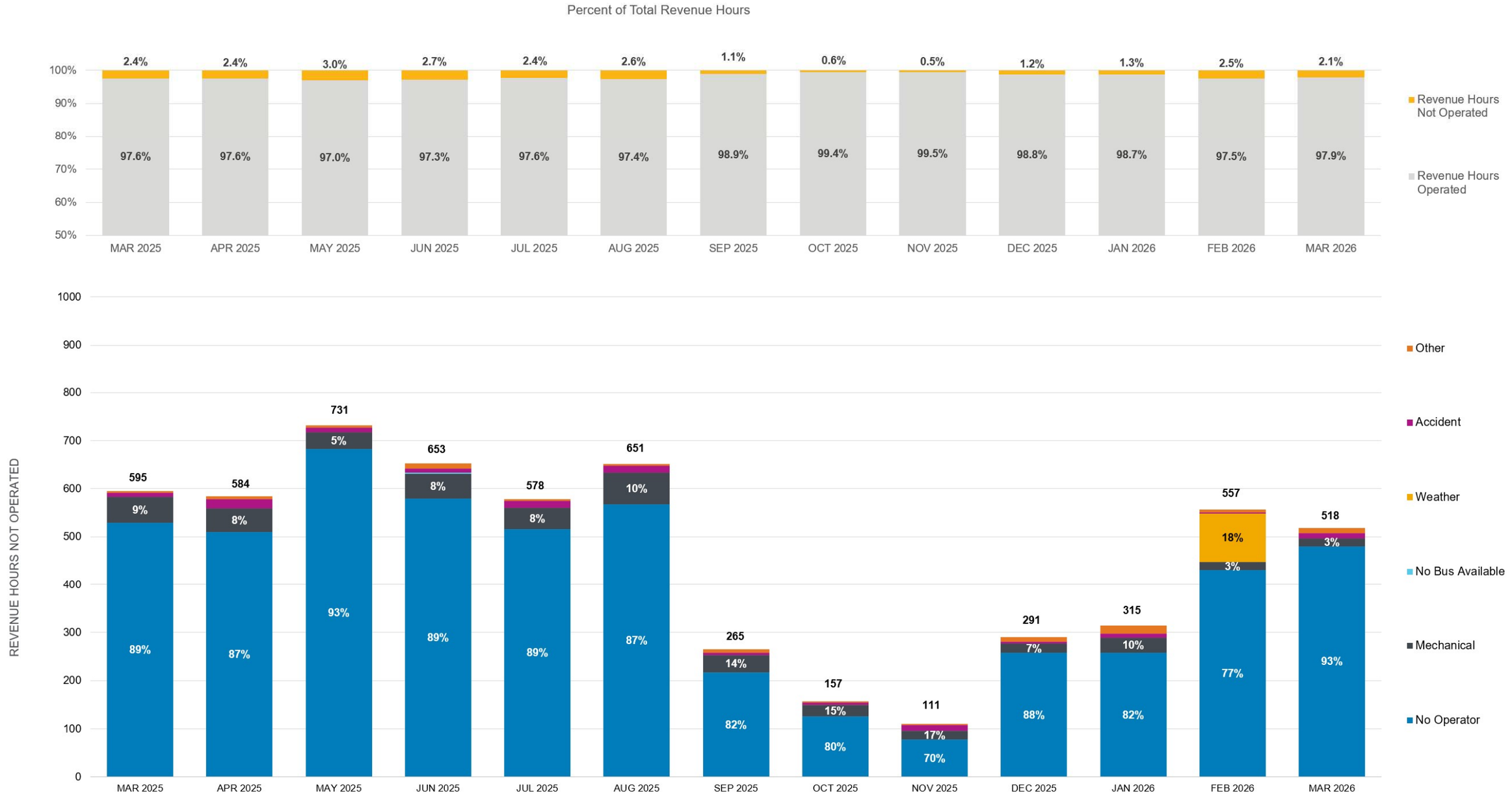


*K-12 Rides Free Program first began on 5/10/2021.


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
% Early Departure
% On Time Departure
% Late Departure


OTP by Route for March 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

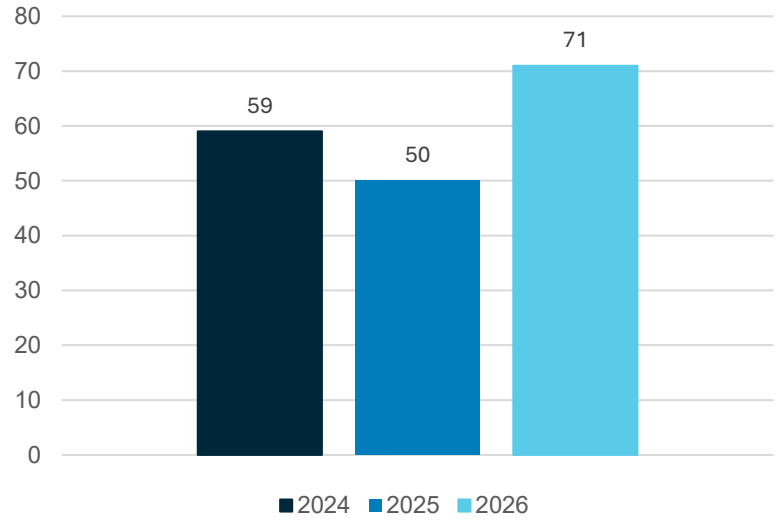
MONTHLY SERVICE INTERRUPTIONS
Revenue Hours Not Operated by Type



March 2026 MOBY Eligibility + Operations Report

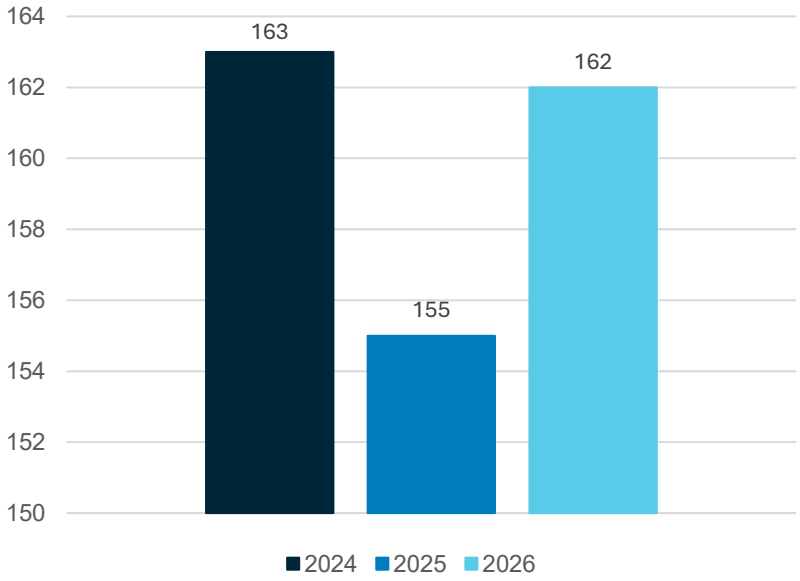
MOBY Eligibility

Number of MOBY Applications Processed in March



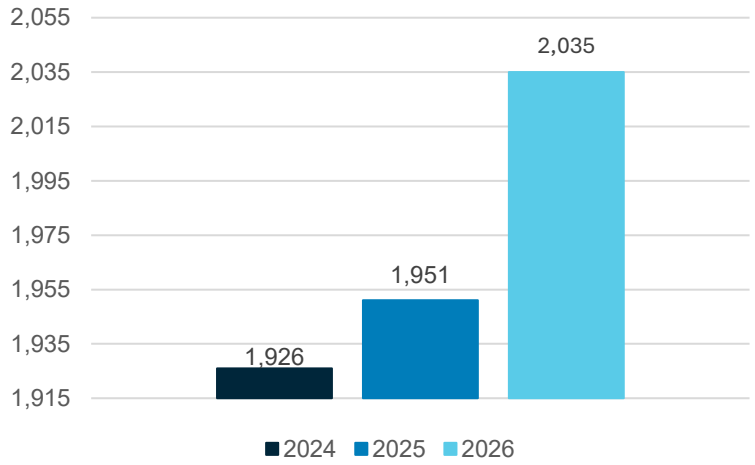
Text summary of the chart: The chart displays the number of MOBY applications processed in March for the last three years. In March 2024, 59 applications were processed. There were 50 applications processed in March 2025, and 71 applications processed in 2026.

Number of MOBY Applications Year-to-Date (January – March)



Text summary of the above chart: The chart displays the number of MOBY applications processed year-to-date (January through March) for the last three years. There were 163 applications processed through March 31, 2024, and 155 applications through March 31, 2025. In 2026, there have been 162 applications processed through March 31.

Total Number of Eligible MOBY Riders as of March 31

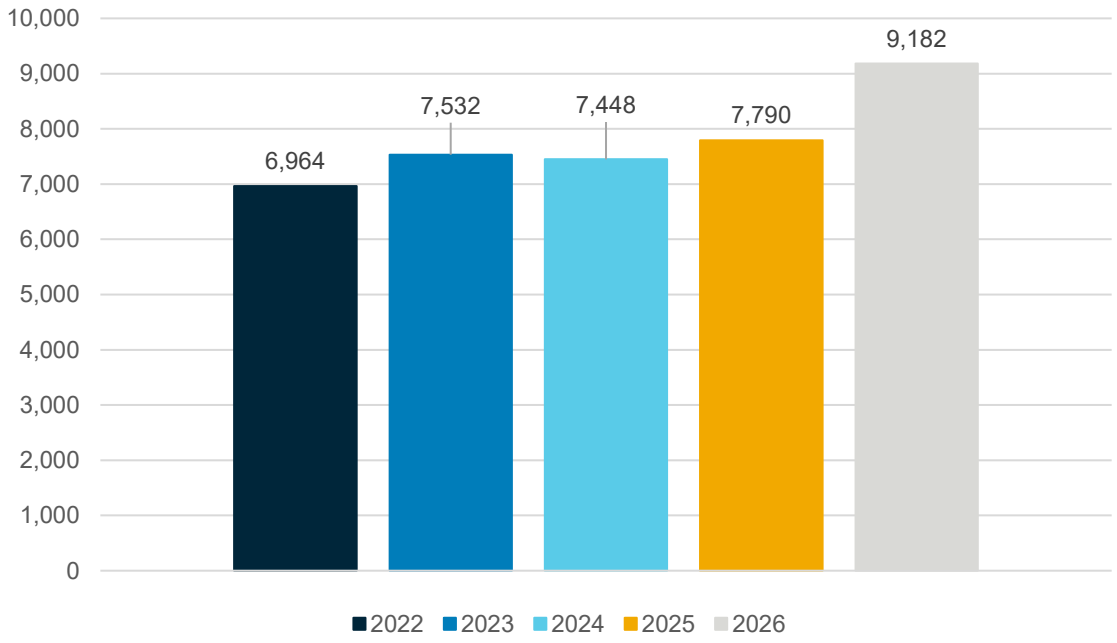


Text summary of the above chart: The chart displays the total number of eligible MOBY riders as of March 31 for the last three years. As of March 31, 2024, there were 1,926 eligible MOBY riders. As of March 31, 2025, there were 1,951 eligible MOBY riders. As of March 31, 2026, there were 2,035 eligible MOBY riders.

MOBY Operations

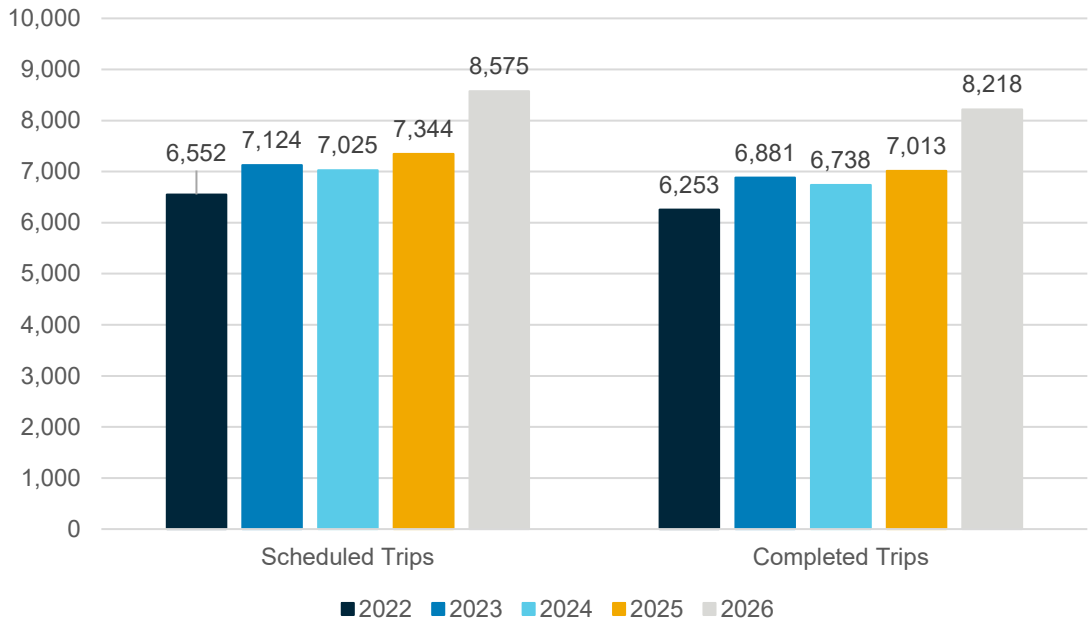
Number of MOBY Passengers in March

Includes clients, companions, PCAs, and other passengers



Text summary of the above chart: The chart displays the number of MOBY passengers in March for the last five years. In March 2022, 6,964 passengers rode MOBY, including clients, companions, PCAs, and other passengers. There were 7,532 passengers in March 2023, 7,448 passengers in March 2024, 7,790 passengers in March 2025, and 9,182 passengers in March 2026.

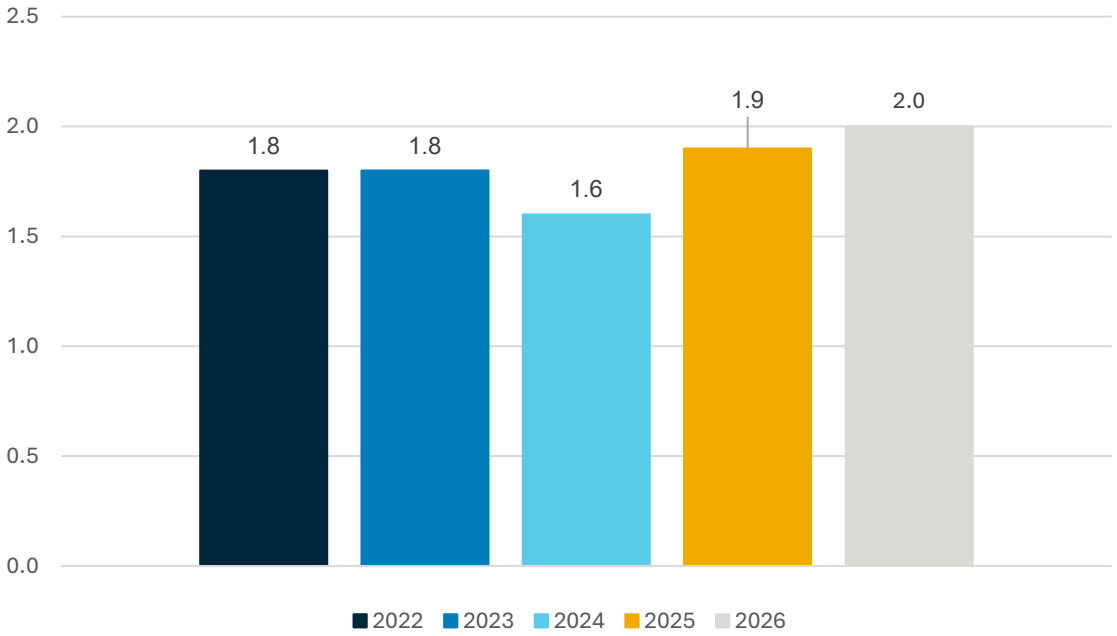
Number of MOBY Trips in March



Text summary of the above chart: The chart displays the number of scheduled and completed MOBY trips in March for the last five years. In March 2022, 6,552 trips were scheduled, and 6,253 trips were completed. In March 2023, 7,124 trips were scheduled, and 6,881 trips were completed. In March 2024, 7,025 trips were scheduled, and 6,738 trips were completed. In March 2025, 7,344 trips were scheduled, and 7,013 trips were completed. In March 2026, 8,575 trips were scheduled, and 8,218 trips were completed.

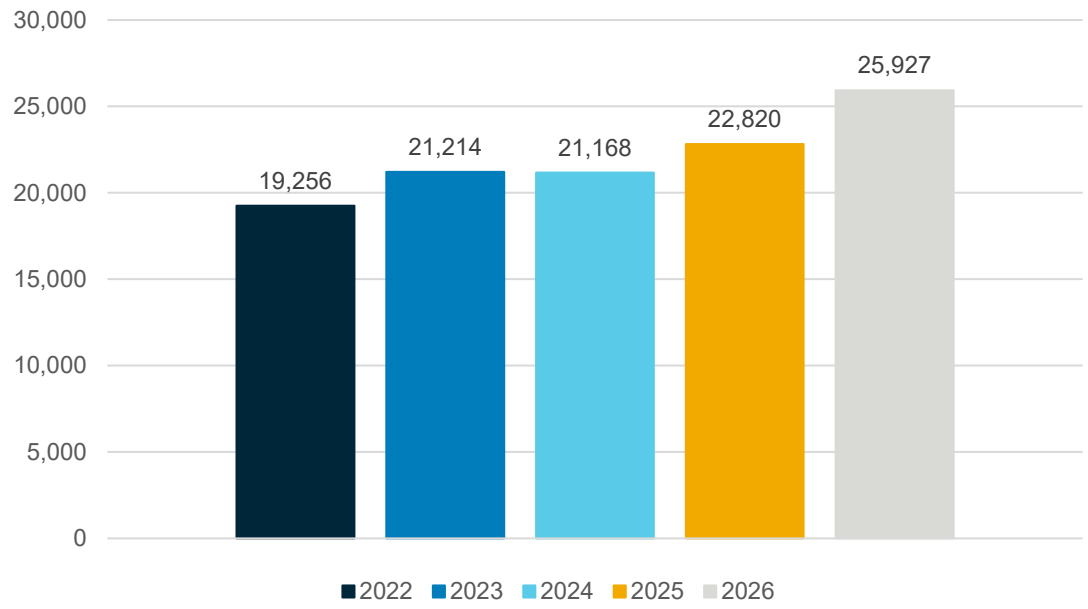
Please note: Operators are staffed according to scheduled trips. All MOBY trips must be scheduled no later than 4:30 p.m. prior to the day of travel.

Average Passenger per Revenue Hour in March



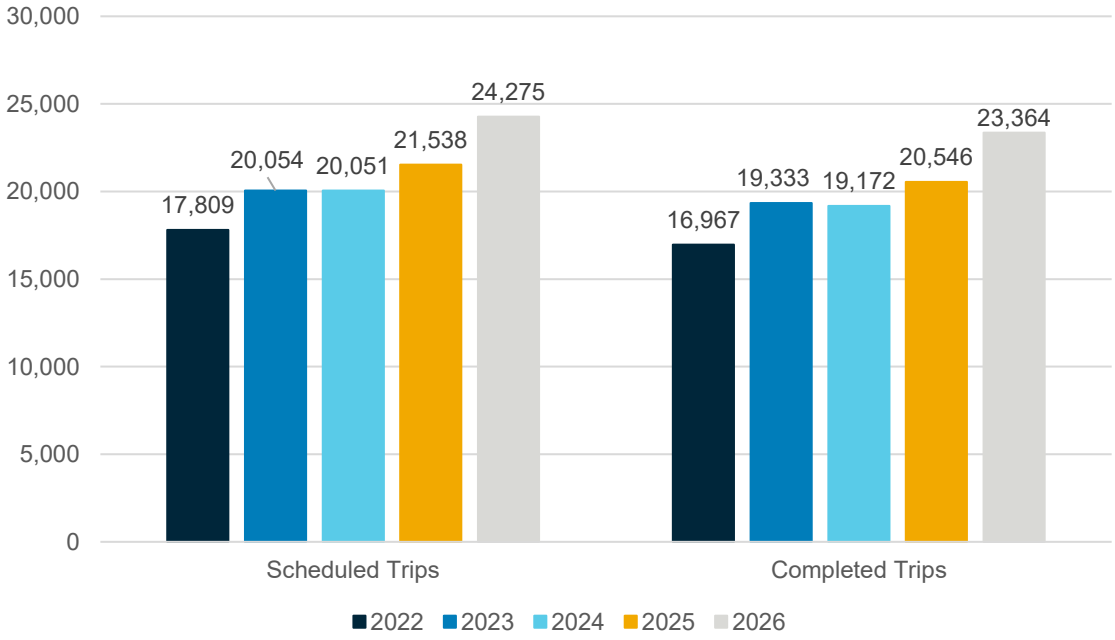
Text summary of the above chart: The chart displays the average number of passengers per revenue hour for the month of March over the last five years. The average number of passengers per hour was 1.8 in 2022, 1.8 in 2023, 1.6 in 2024, 1.9 in 2025, and 2.0 in 2026.

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 March 31, 2022, 19,256 passengers rode MOBY, including clients, companions, PCAs, and other passengers. There were 21,214 passengers in 2023, 21,168 passengers in 2024, 22,820 passengers in 2025, and 25,927 passengers in 2026.

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 March 31, 2022, 17,809 trips were scheduled, and 16,967 trips were completed. In 2023, 20,054 trips were scheduled, and 19,333 trips were completed. In 2024, 20,051 trips were scheduled, and 19,172 trips were completed. In 2025, 21,538 trips were scheduled, and 20,546 trips were completed. In 2026, 24,275 trips have been scheduled, and 23,364 trips have been completed.