



# Metro Transit Public Meeting

February 10, 2026  
12:00 – 1:00 p.m.

This meeting will be recorded. The recording will be available on Metro's YouTube channel and at [ometro.com/February2026](https://ometro.com/February2026).

Available features:

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

Este material se presentará en español el 11 de febrero de 2026, de 12:00 a 1:00 p.m., por Zoom. El enlace está disponible en [ometro.com/February2026](https://ometro.com/February2026).

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



# Proposed Service Changes

## Impacted routes:

**Route 3**  
North 40<sup>th</sup> / South 42<sup>nd</sup>

**Route 4**  
Maple Street

**Route 11**  
Leavenworth Street

**Route 13**  
13<sup>th</sup> / L Street

**Route 18**  
72<sup>nd</sup> / Ames Avenue

**Route 26**  
North Omaha Circulator

**Route 30**  
30<sup>th</sup> Street

**Route 106**  
Eppley Connector

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



# Proposed Service Changes

## Why:

- Make progress on MetroNEXT goals
  - Increase service frequency
  - Improve and expand connections
- Meet ridership demand
- Improve reliability of bus schedules
- Respond to public feedback
- Expand access to new areas
- Coordinate with the future streetcar service



# Proposed Changes for Route 3

- Schedule adjustments to improve reliability
- No impact to MOBY service



# Proposed Changes for Route 4

- Increase evening service from every 60-minutes to every 30-minutes around 8 p.m.
- Last trip to Regency Circle would be 8:25 p.m.
- Fully separate Route 4 from Routes 30 and 106
  - Route 4 currently interlines with Routes 30 and 106 on weekdays and Route 30 on weekends
- No impact to MOBY service

## What does interline mean?

- Allows a bus to alternate service between two or more routes that arrive and depart from a common location
- Increases the efficiency of service





# Proposed Changes for Route 11

- Arrival times shift earlier throughout the week by up to 15 minutes
- Connect with Route 18 at Aksarben Transit Center
- Offer a less than 10-minute wait between Route 55 and Route 11
- Interline with Route 106 on weekdays
- Interline with Route 4 on weekends
- Increase Sunday frequency to 30-minute service
- Extend Sunday evening service
  - Last bus will arrive at 22<sup>nd</sup> & Cuming at 8:39 p.m. instead of 7:18 p.m.
- MOBY service hours for Route 11 will be extended on Sunday evening.

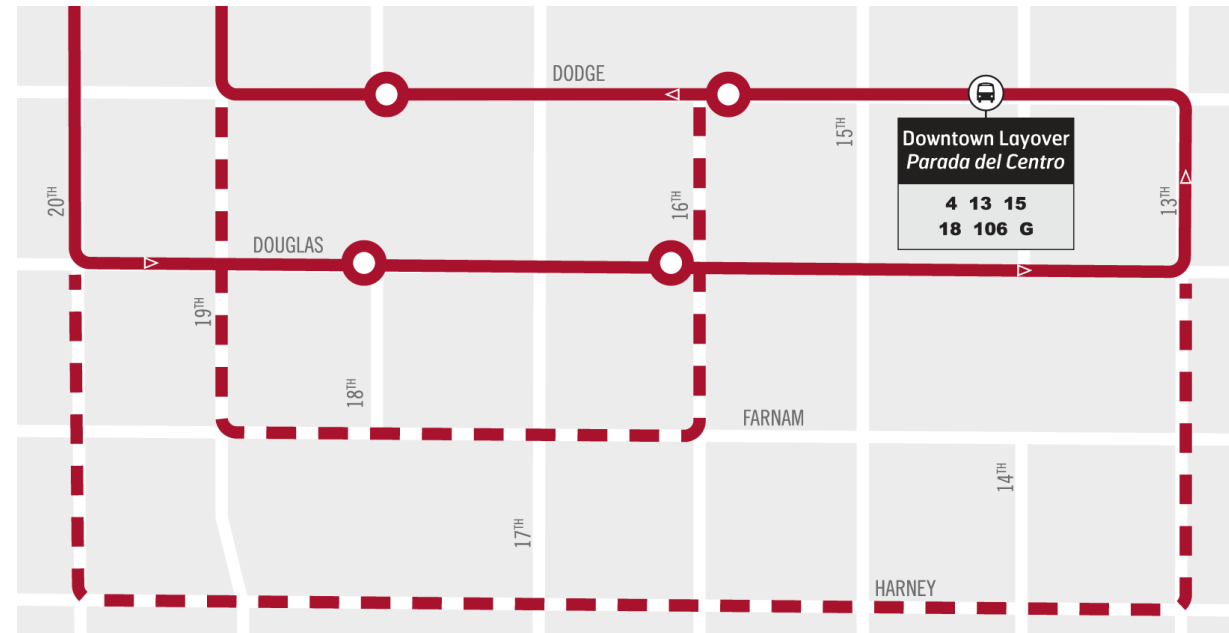


# Proposed Changes for Route 13

- Restore 15-minute weekday peak service between North Downtown and MCC South Transit Center
  - Morning peak is approximately 5:45 to 9:00 a.m.
  - Afternoon peak is approximately 2:45 to 6:45 p.m.
- No impact to MOBY service

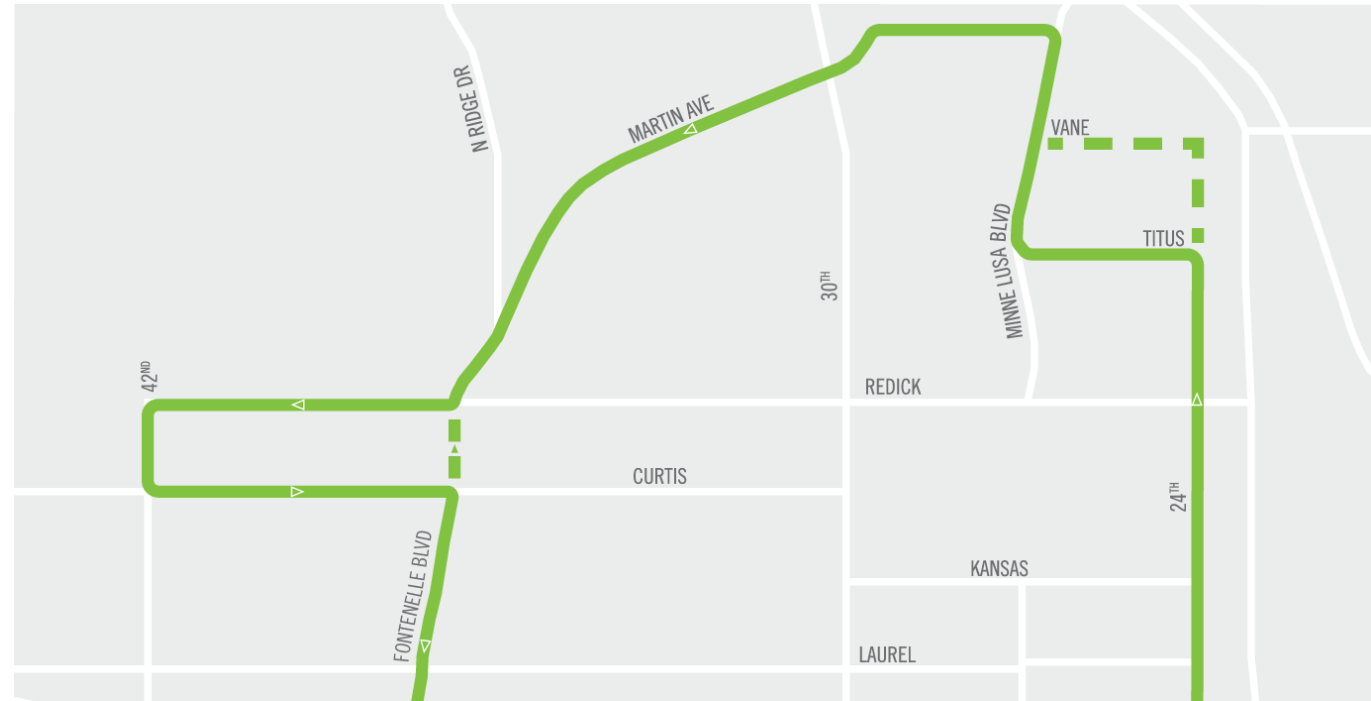
# Proposed Changes for Route 18

- Permanently alter routing through the downtown area
  - Travel on Douglas and Dodge instead of Farnam and Harney
  - Route 18 currently uses this travel pattern as a detour
- No impact to MOBY service



# Proposed Changes for Route 26

- Move to a single direction for the route
  - Buses would travel counter-clockwise only
  - Bus stops for the clockwise direction would be removed
- Increase frequency for counter-clockwise travel to every 30 min
- No impact to MOBY service





# Proposed Changes for Route 106

- Schedule adjustments
  - The southbound schedule would be 3-4 minutes later than before
- Separate from Route 4
- Interline with Route 11
- MOBY service hours for Route 106 would shift to match the new schedule



# Proposed Changes for Route 30

- Realign Route 30 to travel from Florence to Aksarben Transit Center along Saddle Creek instead of going downtown
- Considerations:
  - Coordinate with future streetcar
  - New service along Saddle Creek
  - Provide added connections to multiple grocery stores, a hospital, 13 schools, and two universities
  - Faster travel between North Omaha Transit Center and Aksarben Transit Center compared to Route 18
- MOBY service hours for Route 30 would shift to match the new schedule



# Proposed Changes for Route 30



Aksarben  
Transit Center  
11 13 15  
18 55

Along Center between 51st & Mercy Rd,  
Route 15 + Route 30 will share stops  
Las rutas 15 y 30 compartirán paradas  
entre 51st y Mercy Rd sobre la calle Center

# Timeline & Updates to Route Schedules

## Timeline

- If approved by the Board of Directors, the changes would go into effect on April 19, 2026

## Route Schedules:

- If approved, the respective route schedules will be updated:
  - On Metro Transit's website by April 13, 2026: [ometro.com/maps-schedules/map](https://ometro.com/maps-schedules/map)
  - In MyRide OMA on April 19, 2026: [ometro.com/maps-schedules/myride-oma](https://ometro.com/maps-schedules/myride-oma)



# Major Service Changes

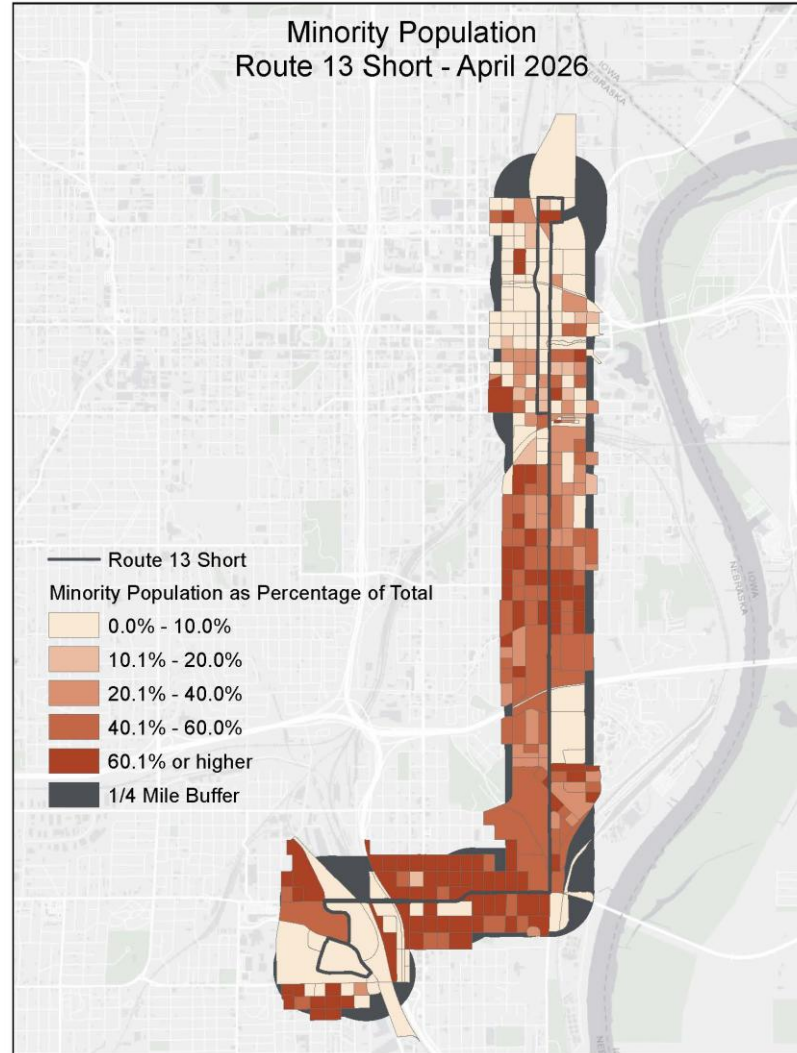
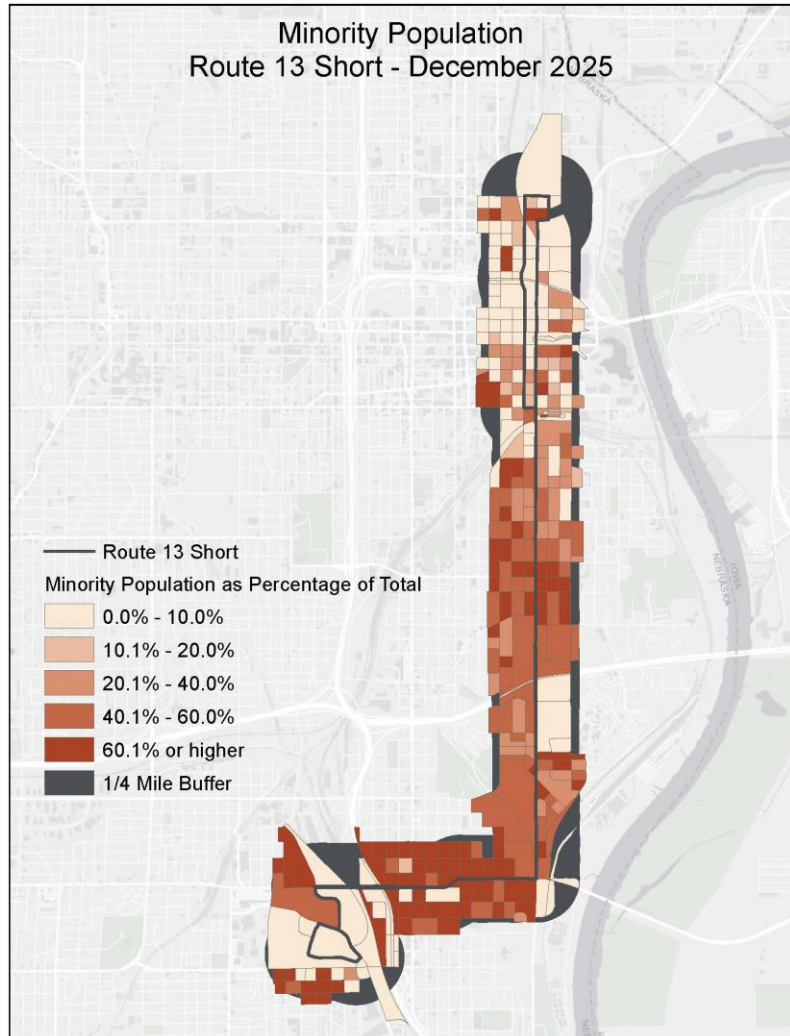
- This proposal is considered a major change according to Metro's Title VI Program Plan
  - Route 11 headway adjustments
  - Routes 13 and 30 will increase service by more than 15%
  - Route 30 will change its route alignment by more than the allowable three-quarter mile buffer
- All changes were evaluated cumulatively for disparate impact to racial minority populations and disproportionate burden to low-income populations



# Major Service Change: Route 11

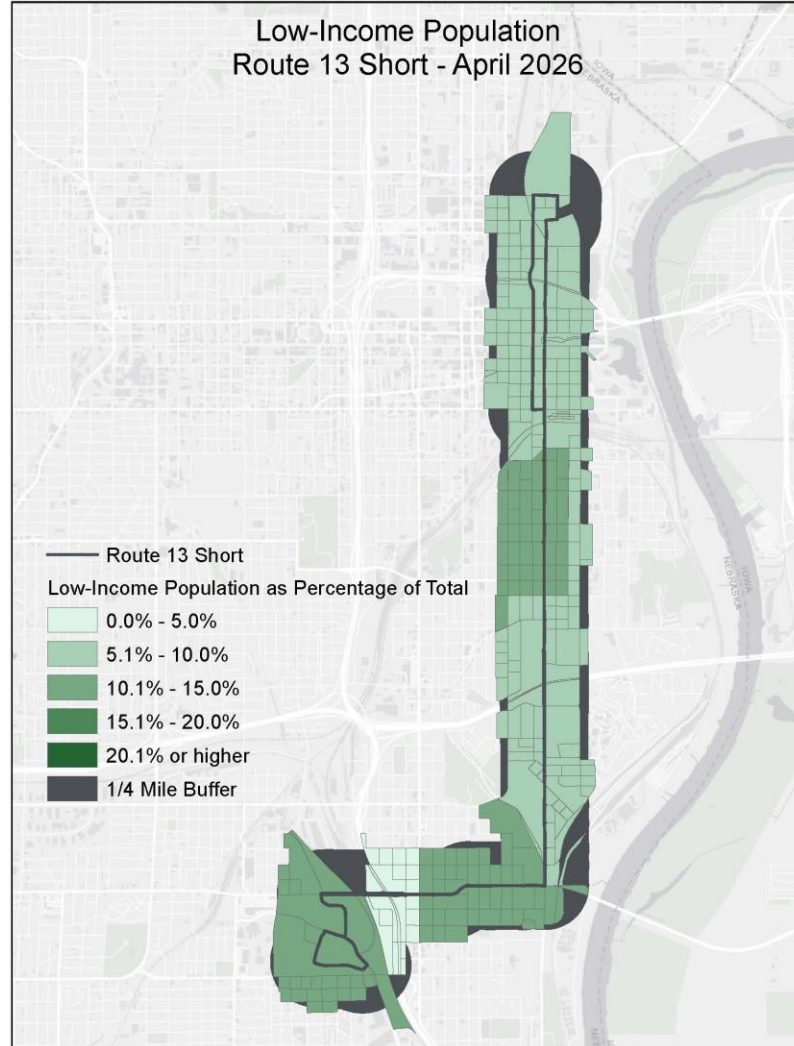
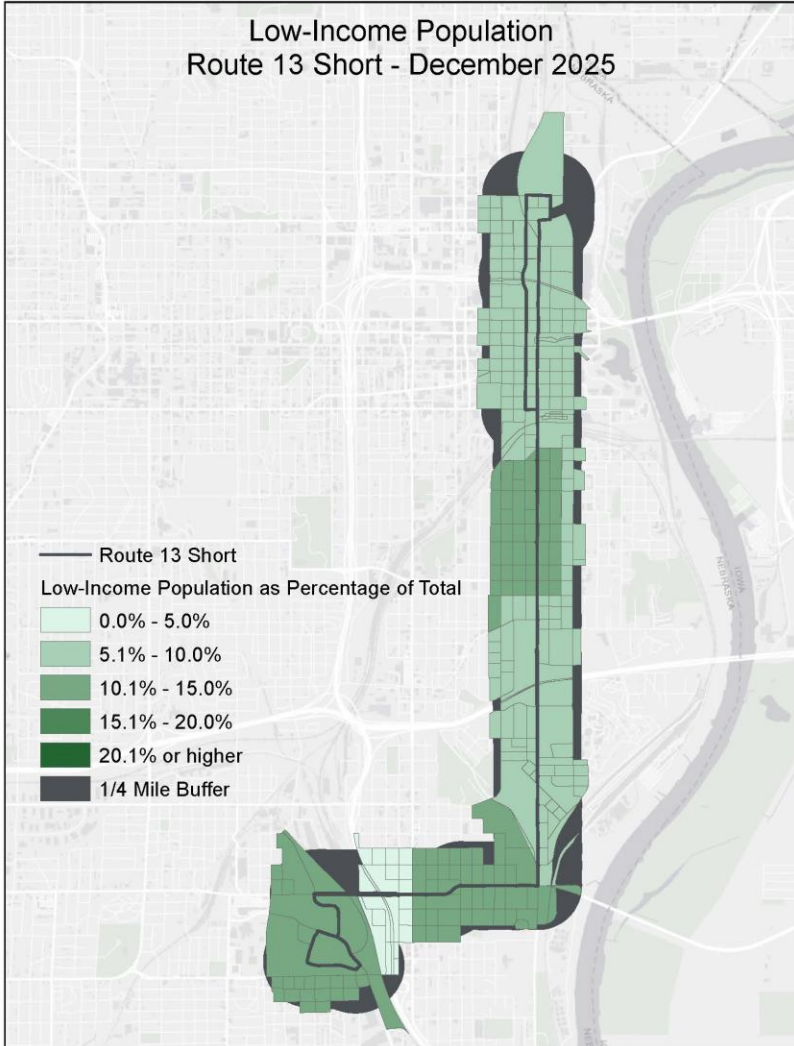
- Scheduled arrival times (headway adjustments) exceed allowable 7-minute adjustment during peak hour periods
- Schedule adjustments are up to 15 minutes during the week
- Considerations
  - Creates the opportunity to interline with Routes 106 and 4
  - Connect with Route 18 at Aksarben Transit Center
  - Offer a less than 10-minute wait between Route 55 and Route 11 for Route 55 riders heading downtown (Monday-Saturday)

# Major Service Change: Route 13



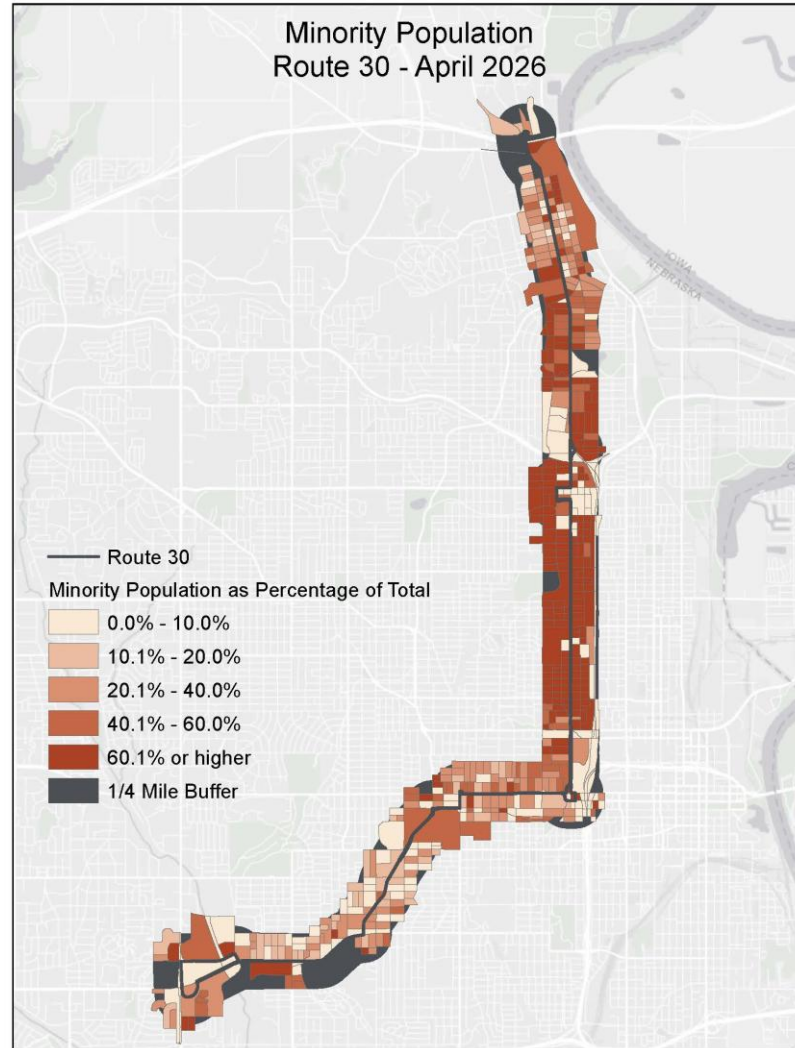
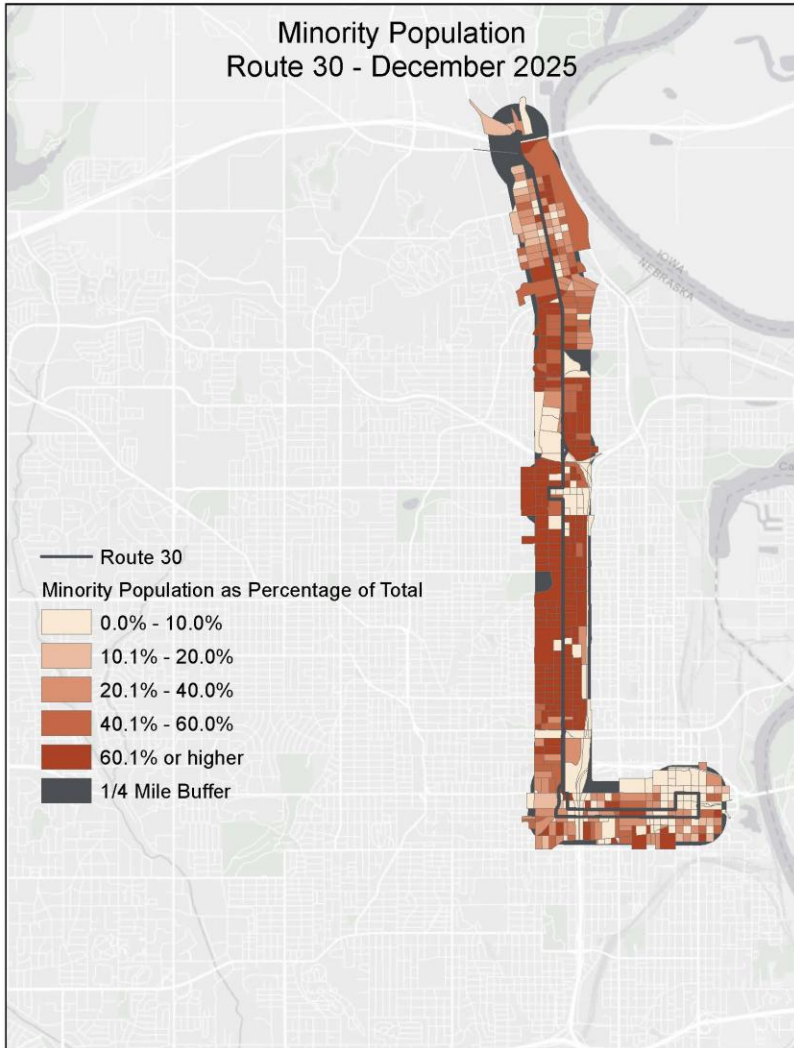
Benefits to Minority Population	Benefits to Non-Minority Population
21.3%	20.2%
+1.1%	

# Major Service Change: Route 13



Benefits to Low-Income Population	Benefits to Non-Low-Income Population
21.2%	20.9%
+0.3%	

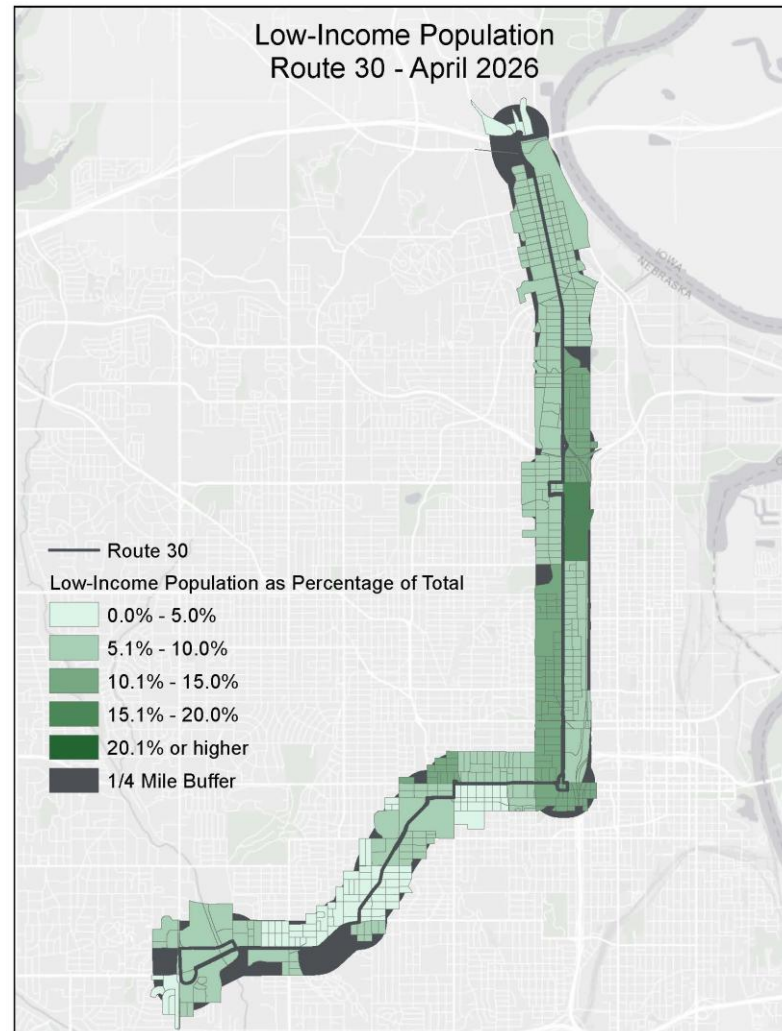
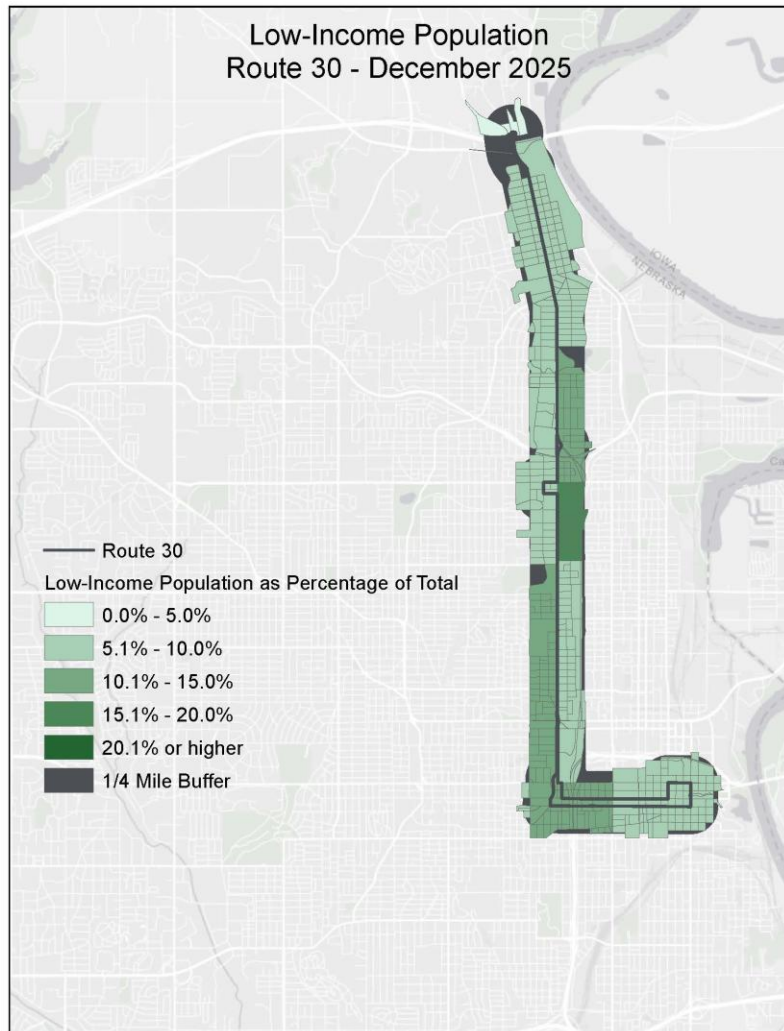
# Major Service Change: Route 30



Benefits to Minority Population	Benefits to Non-Minority Population
+29.4%	+64.5%
-35.1%	

	Current	Proposed
Total Pop.	21,408	24,181
Minority Pop.	10,851	10,809
% Minority	50.7%	44.7%

# Major Service Change: Route 30



Benefits to Low-Income Population	Benefits to Non-Low-Income Population
34.9%	47.9%
-13.0%	

	Current	Proposed
Total Pop.	21,408	24,181
Low-Income Pop.	1,963	2,038
% Low-Income	9.2%	8.4%



# Major Service Change: Cumulative Impacts

## Cumulative Impacts:

- 4.6% change in system revenue miles for all proposed changes
- No cumulative disparate impact on minority populations
- No cumulative disproportionate burden on low-income populations

Cumulative Impact on Minority Populations	Cumulative Impact on Non-Minority Populations
4.3%	4.8%
	-0.5%
Cumulative Impact on Low-Income Populations	Cumulative Impact on Non-Low-Income Populations
5.0%	4.6%
	+0.4%



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