REGULAR BOARD MEETING
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
June 25, 2026
8:30 a.m.

Minutes

The Regional Metropolitan Transit Authority of Omaha Board met on Thursday, June 25, 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 June 19, 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 displayed 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 (Absent)
Mr. Tim Lonergan
Mr. Cornelius Williams

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

Others Present:
Other Metro staff
Members of the public

Agenda #1 Call to Order at 8:31 am
Notice of the Regular Meeting was published in the Omaha Daily Record on June 19, 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 displayed in the facility lobby.

Agenda #2 Approval of the Minutes of the Previous Meetings

Regular Meeting: May 28, 2026

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

Agenda #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.

There were none.

Agenda #4 Administrative Report (L. Cencic)
Ms. Cencic reported Metro's May ridership results. Fixed-route ridership totaled 322,056, the highest May ridership since 2014. ORBT, Metro carried 57,215 trips, which was the highest in May ridership on the Dodge corridor since before 2018. K-12 Rides Free Program for May had 57,595 riders, with a program total since inception coming to 2.4 million. Micro Flex // driven by Metro completed a total of 979 rides in May.

Ms. Cencic reported participating as a panelist at the Reignite to Unite Conference alongside members of a coalition supporting age-friendly Omaha. The discussion focused on integrating land use and transportation planning to better serve older adults through accessible amenities and effective transportation options.

Ms. Cencic reported that Metro participated in the MAPA Certification Review with the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Nebraska Department of Transportation, and Iowa Department of Transportation. The review emphasized regional coordination and collaboration on both short- and long-term transportation initiatives.

Ms. Cencic reported that Metro is working with Omaha Public Schools (OPS) to renew the K-12 Rides Free Program agreement and explore the use of Umo cards to improve student ridership tracking and accountability.

Ms. Cencic outlined Metro's operational plan for the Memorial Park event, including ORBT detours due to the Dodge Street closure, additional buses to support service and crowd dispersal, and increased staffing to coordinate operations.

Ms. Cencic advised that a resolution later on the agenda would seek Board approval for the South Omaha Transit Center (SOTC) pavement construction contract. If approved, the transit center would close for approximately 60 days beginning July 8, with temporary operations relocated to Babe Gomez under the Q Street bridge.

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

Director Lonergan asked about the number for the K-12 Rides Free Program during the summer months and how those differ from the school year.

Ms. Cencic responded that young riders using transit not only use it to go to and from school, but also for after-school activities, jobs, and visiting friends and family. It's a twelve-month program and does

not end with the school year, so the numbers do not experience a significant change in the summer from the school year.

Director Lonergan also commended the staff working on the Memorial Park event.

There were no further questions or discussion.

Agenda #5 Administrative Reports

Administration/Human Resources (D. Grant)

Mr. Grant reported on Metro Transit's May recruitment, noting that eight new employees were hired, including six bus operators, a finance clerk, and a mechanic. In May, Metro Transit experienced a higher number of turnovers with 13 transitions, mostly due to retirement. Mr. Grant also reported that five individuals have been identified to start in June, and a full class is set for July.

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

There were no further questions or discussion.

Programs/Operations (K. Pendland)

Mr. Pendland reported on customer service for May. A total of 10,828 calls were offered with 10,702 calls answered, resulting in an overall service level of 96%.

Fixed route revenue hours for May were 24,419, reflecting an increase of 1,057 hours compared to May 2025. This is due largely to an increase in service hours, which began on April 19th. Passenger trips totaled 322,056, an increase of 8,269 compared to May 2025. It has been the highest May ridership since 2014.

The June Board packet also contains a breakdown of ridership by month and by route from January through May of 2026. These reports do show an increase in overall ridership, mostly resulting from the April 19th service change, but also show that this service change has not had a major impact on the distribution of per-route ridership.

Ridership for the K-12 Rides Free program was 57,595, which is the highest ridership for May in the program's history and represents a cumulative increase of 3.2% over the pace set in 2025.

Route productivity level was 13.2 passengers per revenue hour across all fixed routes in May, which is slightly below the productivity level seen in May of 2025. This would be due to the increase in service hours provided, rather than a decrease in passengers.

On-time performance in May averaged 3.7% early departure, 13.2% late departure, with an on-time departure rate of 83.1%.

In May, service interruptions accounted for 2.2% of our total revenue hours, compared to 3% from May of 2025. While this is an increase from April, it is in line with expectations due to the time of year, and it is expected to have service interruptions in the 2% to 3% range between May and August; however, operations management is working to mitigate that to the extent possible.

For paratransit operations, Metro Transit completed a total of 7,851 trips in May, which is an increase of 369 trips from last May. The average paratransit passengers per revenue hour in May was 1.9.

For Microtransit in May, 979 rides were completed, with 438 within the North Zone, 176 in the South Zone, and 365 in the West Zone. Based on reporting from our fare system, 95 riders transferred from microtransit to fixed route service, 118 riders transferred from fixed route service to microtransit, and one rider transferred from paratransit service to microtransit.

In the expanded microtransit areas for May, there were 12 completed rides to the McKinley Road area, including 6 departures and 6 arrivals. In the Carter Lake / Levi Carter Park area, there were no riders. In the Regency / Trader Joe's area, there were 2 departures and 2 arrivals, and in the Westwood Plaza / Montclair Shopping Center area, there were 10 departures and 9 arrivals.

During the 2026 College World Series, Metro provided additional service on ORBT and the modified Green Route (which was thematically renamed the Ballpark Bus during the series). Compared to data prior to the College World Series, ORBT had an additional 2,098 rides, and the Ballpark Bus added 1,028 rides over the prior week's Green Route ridership for a total of 3,126 additional rides over 9 game days.

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

Director Lonergan asked whether expanding the route to the Microtransit West Zones required additional funding.

Mr. Pendland stated that the project is covered under the existing contract and, to the best of his knowledge, has not resulted in additional costs. Ms. Cencic added that the service area was expanded in a limited and sustainable manner based on anticipated demand, allowing the changes to be made without increasing costs. She noted that the Levi Carter area was included in anticipation of the future recreational center, even though it is not yet open, because it was more efficient to implement the changes at the same time.

Director Simon asked how the circulator route performed during the College World Series.

Mr. Pendland reported that the circulator operated as expected and that no issues had been brought to staff's attention.

There were no further questions or discussion.

Communications (N. Ebat)

Ms. Ebat reported that since the previous Board meeting, Metro Transit received 12 earned media placements and conducted six outreach and training events. She highlighted Metro's participation in Freedom Fest and noted that participation in the Juneteenth Parade was rescheduled to August 15 due to weather.

Ms. Ebat reported that Metro worked with Memorial Park Concert organizers to encourage attendees to use ORBT service, including promoting park-and-ride options and providing rider information through kiosks, ride alerts, news outlets, and Metro's website.

Ms. Ebat also reported that Communications is preparing for the South Omaha Transit Center closure by implementing a public information campaign that includes digital and rider alerts, posters, and signage to assist customers with the temporary relocation.

Ms. Ebat highlighted several upcoming community events, including:

- July 8th- Hosting a learn-to-ride here at Metro headquarters for microtransit
- July 16th- Tabling at the Joslyn Castle for the Omatopia Urbanism Summit
- July 18th- Participating in the Heartland Pride Parade

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

Director Corrigan commented on the Luminarium post featuring Metro staff member Kelechi Chibuikem from the Planning Department.

There were no further questions or discussion.

Agenda #6 Resolution 2026-15: Request Approval of Revisions to the Public Transportation Agency Safety Plan (S. Scheer)

Metro is required to have a Public Transportation Agency Safety Plan (PTASP) by the Federal Transit Administration (FTA). The Metro Board of Directors first approved the PTASP on June 25, 2020. Revisions to the PTASP require Board approval, and the Board last approved revisions to the PTASP on May 22, 2025.

Metro's Safety Committee, as a part of the Infrastructure Investment and Jobs Act, is required to review and approve the PTASP. Metro's Safety Committee consists of an equal number of management and front-line employees, along with reviewing the PTASP and setting the Safety Performance Targets. The committee addresses other safety concerns at Metro. The Safety Committee reviewed and approved the revised PTASP on June 17, 2026.

Staff requested Board approval of the PTASP following the annual review by the Safety Committee.

Revisions to the PTASP included:

- Updating the dates to reflect the revisions for 2026.
- Updated PTASP to better comply with CFR 49 Part 673
    - Updated language to the Risk Reduction Program/Safety Performance Targets, eliminating the previous Table 5.
- Updating the Metro Safety Performance Targets as follows:
    - Changed format for Tables 6 and 7, now 5a,5b, and 6a,6b to reflect recent years' data and changes as directed from CFR 49 Part 673.
- Added NTD data language on what and how it is reported.
- Updated Hazard Identification Sources list and Responsibilities
- Updated reference to Reduction and Mitigation of Vehicular and Pedestrian Safety Events and Assaults on Transit Workers.
- Added Definitions and Acronyms lists
- Updated Appendix C & D
- Added Appendix E – SPT's Assessment and Mitigation Report
- Updated annual review dates to align with the availability of NTD data.

Public Comment
There were none

Motioned by Lonergan; Seconded by Williams

Board Discussion
Director Simon asked how extensive this task was to go through the PTASP to update it.

Mr. Scheer advised that the Safety Committee started this process in January, and it has taken up to this point to complete.

ROLL CALL: Garcia Absent, UNANIMOUS, MOTION CARRIES

Agenda #7 Resolution 2026-16: Request Approval to Enter into Contract with Vrana Civil, Inc. for the Construction of the South Omaha Transit Center Pavement Replacement Project.

(J. Willoughby)

Bids were received and opened at a public bid opening on June 9, 2026, at 2 pm to perform construction services associated with the South Omaha Transit Center (SOTC) Pavement Replacement Project. This project includes the following items:

- Removal and replacement of the bus lane and bus bays, 11" concrete and curb and gutter,
- Removal and replacement of the entire concrete platform from the face of the building to the new curb line,
- New ADA tactile warning strips at each bus loading area,
- New benches and trash cans.

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. Two Contractors, Weitz Corporation and Vrana Civil Inc., each submitted a bid. After review of the submitted bids, both were deemed responsive, with Vrana Civil Inc., the lowest bidder, with a bid of $1,027,434.10.

An Independent Cost Estimate (ICE) was completed with a project cost of $1,689,384.00. The bid submitted by Vrana Civil Inc was 39% lower than the ICE. The large variance in project cost is mainly due to the higher unit costs estimated in the ICE for mobilization and concrete.

Staff requested that the Board authorize the CEO to prepare and execute a contract with Vrana Civil Inc. for the construction of the South Omaha Transit Center (SOTC) Pavement Replacement Project.

This item was forwarded to the Finance/Procurement Committee prior to the Board meeting for their review.

Public Comment
There were none

Motioned by Lonergan; Seconded by Corrigan

Board Discussion
Director Padilla asked when the last time the pavement was replaced and the expected lifetime.

Ms. Willoughby stated that the pavement was replaced approximately 25 years ago and is typically expected to last 25-30 years with normal traffic and maintenance. She noted that due to the volume of bus traffic, the South Omaha Transit Center (SOTC) turning lane had approximately 18 years of service before patching became necessary. She further explained that MCC overlaid deteriorated sections to extend the pavement life until replacement could be completed.

Director Corrigan asked if anything is being done to extend beyond the 18 years.

Ms. Willoughby explained that some of the pavement failures were caused by drainage runoff from an embankment adjacent to the drive lane. She noted that MCC improved the drainage system last year to redirect water away from the pavement. As part of the replacement project, 11-inch concrete will be used to increase durability. Similar to the North Omaha Transit Center design, the joints will be strategically placed to prevent bus tires from repeatedly traveling over joint intersections, which are typically areas where pavement failures occur.

Director Lonergan asked if there were any cameras available at the Babe Gomez location.

Ms. Cencic confirmed that MCC has cameras around their buildings, so Metro will not be duplicating cameras during the construction.

Director Simon asked if Metro was responsible for the cost when MCC did the overlay to fix the drainage issue.

Ms. Willoughby informed the Board that Metro and MCC agreed to share the cost of the temporary overlay repairs. She noted that while MCC initiated the project, both parties recognized the benefit of collaborating on the improvements and sharing the expense. She also advised that MCC will be completing pavement replacement in its parking lot at the same time, allowing the work to be coordinated and completed together.

There were no further questions or discussion.

ROLL CALL: Garcia Absent, UNANIMOUS, MOTION CARRIES

Agenda #8 Resolution 2026-17: Request for Approval of Gasoline Fuel Contract

(L. Cencic)

On June 23, 2026, Metro Transit determined that it was prudent to obtain bids for 62,000 gallons of gasoline. It is anticipated that 62,000 gallons will last approximately six (6) months beginning on July 1, 2026. Metro Transit received four (4) bids for the contract. The low, responsive, compliant bid for gasoline fuel was from Petroleum Traders at $2.4658 per gallon.

The CEO/Executive Director advised the Board Chair, Mr. Simon, who agreed to award this contract. The proposed contract is below the budgeted amount for gasoline for 2026. The proposed contract will promote greater consistency and predictability in fuel expenditures for the remainder of the budget term.

Staff requested full Board concurrence for the contract award to Petroleum Traders in accordance with Metro's Procurement Policy. The contract with Petroleum Traders will be for the amount of $152,879.60.

Petroleum Traders is paid upon invoicing after delivery, which is spread out incrementally throughout the contract period.

Staff recommended full Board approval.

Public Comment
There were none.

Motioned by Lonergan; Seconded by Williams

Board Discussion
Director Lonergan asked how much more the gasoline costs from the previous contract?

Ms. Cencic advised that the previous cost was $1.6995; however, Metro had budgeted $3.30, well under budget.

Director Padilla asked if this would get Metro through to the end of the year.

Ms. Cencic confirmed it should get Metro close to the end of the year.

There were no further questions or discussion.

ROLL CALL: Garcia Absent, UNANIMOUS, MOTION CARRIES

Agenda #9 Resolution 2026-18: Request for Approval of Diesel Fuel Contract (L. Cencic)
On June 23, 2026, Metro Transit determined that it was prudent to obtain bids for 165,000 gallons of ultra-low sulfur diesel. It is anticipated that 165,000 gallons will last approximately six (6) months beginning on July 1, 2026. Metro Transit received four (4) bids for the contract. The low, responsive, compliant bid for low sulfur diesel was from Sapp Bros at $2.9999 per gallon.

The CEO/Executive Director advised the Board Chair, Mr. Simon, who agreed to award this contract. The proposed contract is below the budgeted amount for fuel for 2026. The proposed contract will promote greater consistency and predictability in fuel expenditures for the remainder of the budget term.

Staff requested full Board concurrence for the contract award to Sapp Bros in accordance with Metro's Procurement Policy. The contract with Sapp Bros will be for the amount of $494,983.50. Sapp Bros is paid upon invoicing after delivery, which is spread out incrementally throughout the contract period.

Staff recommended full Board approval.

Public Comment
There were none.

Motioned by Lonergan; Seconded by Williams

Board Discussion
Director Corrigan, what would be the per-gallon cost for the CNG buses?

Ms. Cencic responded that she did not know the cost but budgeted $3 per gallon equivalent in the budget. CNG cost is lower, but there are some pass-through costs related to the public-private partnership of developing the station.

ROLL CALL: Garcia Absent, UNANIMOUS, MOTION CARRIES

Agenda #10 Board Chair Report (C. Simon)

Director Simon informed the public and the Board that the Transit Advisory Committee (TAC) will begin providing monthly reports to the Board starting in July. He stated that TAC updates will include information regarding committee meetings, current initiatives, and any concerns or items for discussion. He also noted that joint meetings between the Board and TAC may be scheduled throughout the year at the discretion of the Board Chair.

Director Simon asked Director Corrigan to provide additional information regarding MAPA's efforts to pursue a Safe Streets for All grant. Director Corrigan stated that, while his knowledge was limited, the competitive grant focuses on safety enhancements, including roadway design improvements and pedestrian safety considerations.

Director Simon emphasized the importance of Metro continuing to collaborate with MAPA. Ms. Cencic confirmed that Metro is participating in MAPA's efforts and noted that transit is eligible for funding under limited circumstances. She advised that there are no current plans to pursue funding through this opportunity.

Director Simon invited Clyde Anderson, 7020 Burt Street, Omaha, and Vice Chair of TAC, to provide comments. Mr. Anderson shared that he has been working with Vision Zero and recognized the Mayor's Office and the City for their efforts in improving pedestrian safety through the installation of painted crosswalks.

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

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

Agenda #12 Tentative Resolutions for July

Contract – Thermo King
Contract – Bulk Oil
Omaha Inland Port Authority Letter

Agenda #13 Adjournment at 9:11 am

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

Curt Simon, Board Chair

Selina Perry, Board Chair