REGULAR BOARD MEETING
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
November 20, 2025
8:30 a.m.

Minutes

The Regional Metropolitan Transit Authority of Omaha Board met on Thursday, November 20, 2025, at 8:30 a.m., in person at the Authority's Administration Building, 2222 Cuming Street, Omaha, Nebraska 68102, and virtually. Notice was published in the Omaha Daily Record on November 14, 2025, 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 (Virtual)
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
D. Grant, Human Capital and Talent Development Director (Absent)
E. Simpson, Legal Director (Virtual)
E. Schweitz, Senior Manager of Planning and Scheduling
W. Clingman, Finance Director (Virtual)
J. Willoughby, Senior Project Manager (Virtual)
A. Johnson, Civil Rights & Inclusion Director
J. Beverage, Maintenance Director
N. Ebat, Sr. Manager of Communications & Community Relations
A. Summerfield, Senior Manager of Mobility (Virtual)
S. Perry, Executive Administrator & Board Secretary

Others Present:
Other Metro staff
Members of the public

Agenda Item #1 Call to Order at 8:31 am
Notice of the Regular Meeting was published in the Omaha Daily Record on November 14, 2025. 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 Meeting

Regular Meeting: October 23, 2025

Motioned by Lonergan; Seconded by Williams
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.

Clyde Anderson, 7020 Burt Street, Omaha, NE 68132
Mr. Anderson informed the Board that he recently attended the Crossroads Development Town Hall meeting on November 5, 2025. This meeting was to discuss the plan for a village-type development featuring commercial, residential, business, and recreational properties arranged in a 9-block formation, with a large residential apartment complex along the Cass Street perimeter and off-street parking. There would be minimal changes where Target is located.

Mr. Anderson further explained that after the developers' presentation, he asked questions regarding provisions for pedestrians, bicycles, and transit access. The response was that the development would be pedestrian-friendly; however, there were no plans to improve access to ORBT stations or incorporate a transit center into the complex.

Mr. Anderson took additional steps to talk with Marco Floreani, Deputy Chief of Staff, Economic Development for the City of Omaha, where he was informed that the City of Omaha is considering a skywalk connecting the Crossroads Development with the new Omaha Public Library across Dodge Street that would provide access to the ORBT stations.

Mr. Anderson concluded his public comment with a request for Metro Transit staff to maintain communications with the City of Omaha to make sure the skywalk becomes a reality.

There were no other comments.

Agenda Item #4 Administrative Report (L. Cencic)
Ms. Cencic began her report by sharing ridership numbers for October. Metro ridership across the system, not including microtransit, was 350,000, which is the highest monthly ridership since pre-COVID. Ms. Cencic is happy to report that ridership has recovered from the pandemic.

K-12 Rides Free for October were 69,000, with a program total of 1.9 million since its inception. ORBT has celebrated five years in operation with 2.6 million rides. Ridership has increased 48% since ORBT's inception along the Dodge corridor.

Microtransit fares were implemented on October 15, 2025. During the month, 3,352 rides were completed. The majority of those 3,352 rides were still in the North Zone, and staff are still working to boost the West and South Zones. Since the launch of the microtransit system, it has carried 8,548 rides.

Ms. Cencic commended the Planning Department for its involvement in the community this week, which is as follows:

- Cities, Planning, Policy, and Contemporary Issues Presentation-- Metro's Sr. Manager of Planning was invited to an honors class at UNO. The topic was how Metro is planning for the future of transportation within the community. Students were required to ride ORBT before the class, and many of them had great experiences, feedback, and questions.

- Intro to sustainability presentations-- Metro's planning department presented two different sections of sustainability courses at UNO, covering MetroNEXT, some recent successes, and various ways transit systems can be designed.

Ms. Cencic further reported that she will be involved with the Steering Committee for We Make Omaha and will provide a presentation on what Metro is doing and how that will tie into the City of Omaha's comprehensive plan.

Lastly, Ms. Cencic was pleased to share that with the federal government reopening, Metro has been able to catch up on $ 8.8 million in drawdowns for reimbursement, with the majority being for the new buses and the sustainability project. Of the 26 buses ordered, 23 have arrived, with the last three expected by the end of the year. Of the 23 we currently have, 20 are out in service.

Ms. Cencic opened the floor to the Board for questions.

Director Simon asked how many microtransit riders traveled strictly from origin to destination versus origin to a fixed route. Ms. Cencic explained that while the available information is being tracked, only limited data is currently available. With the implementation of fares, Metro will gain more insight, though not exact figures. Trips paid through Umo, including transfers, will be trackable; however, any trips taken prior to October 15, 2025, cannot be tracked.

With no further questions or discussion, Ms. Cencic concluded her report.

Agenda Item #5 Administrative Reports

Administration/Human Resources (J. Hall)

Ms. Juanite Hall, HR Generalist, reported on October recruiting to the Board on behalf of Mr. Grant.

For October, there were eight new hires, and of the eight, there were six new transit operators, a paratransit operator, and a communications specialist.

Ms. Hall opened the floor to the Board for questions. There were none.

Programs/Operation (K. Pendland)

Mr. Pendland reported that for October, customer service received 13,154 calls, answered 11,808 calls, and achieved an overall service level of 92%.

Fixed route revenue hours in October were 25,258, which reflects an increase in service delivery of 468 hours compared to October 2024. Passenger trips reached 349,607, the highest number of passenger trips that Metro has seen since October 2015. This continues the positive trend for this year, bringing in a total of 2,948,290 rides as of the end of October. That places Metro at 99,165 passenger trips ahead of the pace seen in 2024.

The route productivity level was 13.8 passengers per revenue hour across all fixed routes in October, which is the highest productivity numbers seen over the last 5 years, and looks to be trending well within expectations based on data from 2023 and 2024.

On-time performance in October averaged 4% early departure, 18% late departure, with an on-time departure rate of 78%. Metro is looking for better on-time performance; however, various factors contribute to the rate due to construction.

In October, service interruptions accounted for 0.7% of revenue hours, which is the lowest number of service interruptions seen this year. Mr. Pendland indicated there is an expectation that service interruptions will rise in the next few months with holidays, flu season, and the increased potential for inclement weather.

For paratransit operations, MOBY completed a total of 8,398 trips in October, which is an increase of 443 trips from 2024. The average paratransit passengers per revenue hour in October increased to 2.0, which continues the trend of the high productivity levels for paratransit service.

Mr. Pendland opened the floor to the Board for questions.

Director Simon commended staff for reducing service interruptions during September and October. He attributed this improvement to the addition of new buses and the successful hiring of new personnel.

With no further questions or comments, Mr. Pendland concluded his report.

Communications (N. Ebat)

Ms. Ebat reported that since the previous meeting, Metro has had five earned media pieces in five different outlets. For outreach and events, Metro participated in “It’s Fall Y’all” event with partners at the Riverfront, an ORBT bus was decorated like a witch, and also had a haunted bus experience that attendees could walk through, participated in the Veteran’s Day Parade in Bellevue with several drivers and administrative staff, and hosted a Public Open House to present proposed service changes to routes 4, 5, 13, 15, and 55.

At the public meeting held at the Aksarben Transit Center, Metro set up an information tent, which proved highly effective in reaching riders. Many individuals stopped by, and staff distributed materials detailing the proposed route changes.

For training, Metro’s Community Mobility Coordinator organized, planned, and set up multiple training sessions for seven different organizations in the last month.

Lastly, Ms. Ebat shared that upcoming events are being planned; however, the dates have not been finalized. Metro staff will share the updated information with the Board and public as it is confirmed.

Ms. Ebat opened the floor to the Board for questions.

Director Lonergan was present at the Aksarben Transit Center public meeting and thanked the staff for their hard work. He further mentioned witnessing riders alight the bus and immediately visiting the tent.

With no further questions or comments, Ms. Ebat concluded her report.

Agenda Item #6 Resolution 2025-34: Request Approval of the Engine Maintenance Contract

(L. Del Rio Lopez)

Metro sought contract approval with Cummins Inc. (dba Cummins Sales and Service) to provide qualified service and repair on Cummins Engines on Metro's transit bus fleets. The anticipated maximum term for this contract will not exceed one year and six months or 3,120 billable hours.

A Request for Proposals (RFP) was published in The Daily Record and on Metro's website on September 16, 2025, and multiple potential vendors were contacted. Only one proposal was received. When only one quote was received, Metro reviewed the specifications, found them to be clear and not unduly restrictive, assured adequate competition was solicited, the price is fair and reasonable, and the proposal received is in accordance with the request.

The low, responsive, and responsible proposal was from Cummins Inc. (dba Sales and Service). This contract is an hourly rate-based contract. The quote from Cummins Inc., for hourly rates: $200.00, Overtime: $300.00, Sundays/Holidays: $400.00, with a maximum not to exceed the ceiling of $624,000.00. Staff found the price is fair and reasonable, and the proposal is in accordance with the specifications in Metro's RFP.

This contract will be charged to various 5307 grants under the preventative maintenance line item.

This item was sent to the Finance/Procurement Committee for review.

The resolution was recommended to the Board for approval.

The Board invited public comments on this resolution.

Public Comment:

- Chris Nanke, President of Transport Worker Union of America (TWU) Local 223
  Mr. Nanke questioned before the Board the necessity of this contract and whether there is a substantial amount of work to justify the expense.

Board Discussion:
For Board discussion, Director Simon confirmed that a representative from Cummins is available on-site every day. Ms. Cencic responded that it is an hourly time contract as needed. Overall, there has been a need for Cummins to be on-site every day.

Director Simon further questioned whether the cost includes transporting buses to Cummins that can't be worked on at Metro, and whether it's Metro's discretion when the representative is on-site. Ms. Del Rio Lopez confirmed that this contract is only for on-site work. The Cummins technicians are called, at Metro's discretion, if there is a need. She further clarified that the time and material contract requires a maximum not to exceed amount be set.

Ms. Cencic expounded that weekend and holiday rates are included, but they are generally not used unless there is an emergency, at Metro's discretion. The Cummins representative tools and diagnostic tools are also a part of that rate, on top of labor.

Director Lonergan asked how often Cummins has been requested not to come on-site, and if the maximum has been reached in the past.

Ms. Del Rio Lopez informed the Board that the Procurement Department monitors the contract to ensure the maximum ceiling is not exceeded. Ms. Cencic did indicate that the last contract was for 16 months, and the one before the Board is an 18-month contract. The previous contract is for June 2024 to September 2025 with 2700 hours. The hourly rate is an 8% increase from the previous June

2024 contract, and the contract was used to the maximum amount. However, this was before the arrival of the new buses.

John Beverage, Maintenance Director, advised the Board that with the arrival of the new buses, there are still 70 older buses in service and going through mid-term transmission and engine refurbishments. In his department, he currently has 14 class, one mechanic, two qualified engine technicians, and one transmission specialist. The 2024 pull-out was not made, and many road calls were made. The Cummins contract kept Metro on the road. Due to the heavy workload, training of Metro's mechanics has not progressed as much as desired, but with this contract before the Board and the new buses, this will be resolved.

Director Corrigan asked if parts and materials are included. Mr. Beverage and Ms. Cencic confirmed that the tools and equipment used is included in the cost, and the rest is overhead and regular benefits. Parts are supplied by Metro. Any parts that Metro does not have available are at an additional cost.

Director Simon asked how many certified mechanics are on hand. Mr. Beverage responded that there are two certified engine CNG mechanics and four certified service CNG mechanics. Mr. Beverage confirmed he would be the one to contact Cummins to come in when needed. Regarding parts, he mentioned that Metro does have a supply of parts but if not, Cummins would have a shuttle driver deliver them.

Directors Padilla and Lonergan wanted confirmation that the vendor is doing a 40-hour work week and if it's the same person each day. Mr. Beverage responded that yes, it is a 40-hour work week, and there is a rotation of two representatives.

There was no further Board discussion necessary. The Board approved unanimously.

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

Agenda Item #7 Resolution 2025-35: Request Approval of the Assignment of Annexed Property to Regional Metropolitan Transit Authority of Omaha Board District #6

(L. Cencic)

Pursuant to Nebraska Revised Statute 18-804, the operating jurisdiction of a regional metropolitan transit authority shall be deemed to include all areas within the boundaries of the municipality that established the transit authority under the Transit Authority Law, as may thereafter be expanded. The Regional Metropolitan Transit Authority of Omaha, dba Metro Transit, was established by the City of Omaha under the Transit Authority Law prior to its conversion to a regional metropolitan transit authority. As such, Metro Transit's operating jurisdiction extends to all areas within the boundaries of the City of Omaha.

In 2024 and 2025, the City of Omaha annexed property as outlined below:

- City of Omaha Ordinance No. 43891

BEGINNING AT A POINT ON THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 42588 PASSED JULY 13, 2021 SAID POINT BEING THE NORTHWEST CORNER OF LOT 58, WHISPERING RIDGE WEST, A PLATTED AND RECORDED ADDITION IN DOUGLAS COUNTY, NEBRASKA: THENCE SOUTHERLY ON THE WEST LINE OF SAID WHISPERING RIDGE WEST AND SAID WEST LINE OF THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY SAID ORDINANCE NUMBER 42588 TO THE NORTHWEST CORNER OF LOT 1, SAID WHISPERING RIDGE WEST AND THE SOUTH RIGHT-OF-WAY LINE OF EMMET STREET; THEN WESTERLY ON SAID SOUTH RIGHT-OF-WAY LINE OF EMMET STREET TO THE NORTHERN MOST NORTHWEST CORNER OF OUTLOT D, ANDRESEN MEADOWS ESTATES A PLATTED AND RECORDED ADDITION IN

DOUGLAS COUNTY, NEBRASKA; THENCE CONTINUING WESTERLY TO THE NORTHEAST CORNER OF OUTLOT H, ANTLER VIEW EAST, A PLATTED AND RECORDED ADDITION IN DOUGLAS COUNTY, NEBRASKA AND THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF 180TH STREET AND THE SOUTH RIGHT-OF-WAY LINE OF EMMET STREET; THENCE NORTHERLY ON SAID WEST RIGHT-OF-WAY LINE OF 180TH STREET TO THE NORTHEAST CORNER OF OUTLOT F, SAID ANTLER VIEW EAST AND THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF WEST MAPLE ROAD AND THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 38179 PASSED JULY 22, 2008; THENCE EASTERLY ON SAID SOUTH RIGHT-OF-WAY LINE OF WEST MAPLE ROAD AND SAID EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 38179 TO SAID NORTHWEST CORNER OF LOT 58, WHISPERING RIDGE WEST AND THE POINT OF BEGINNING.

- City of Omaha Ordinance No. 44325

LOTS 8 AND 9, WEST HAMPTON PARK, AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA; SAID LOT 9 BEING BOUNDED ON THE WEST BY THE EAST RIGHT-OF-WAY LINE OF 204TH STREET, SAID LINE BEING THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 36947 PASSED MARCH 08, 2005, SAID LOT 9 ALSO BEING BOUNDED ON THE NORTH BY THE SOUTH RIGHT-OF-WAY LINE OF BLONDO PARKWAY AND ON THE EAST BY THE WEST RIGHT-OF-WAY LINE OF 203RD AVENUE, BOTH BEING THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 42262 PASSED JULY 14, 2020; SAID LOT 8 BEING BOUNDED ON THE WEST BY THE EAST RIGHT-OF-WAY LINE 203rd AVENUE AND ON THE NORTH BY THE SOUTH RIGHT-OF-WAY LINE OF BLONDO PARKWAY, BOTH RIGHT-OF-WAYS BEING THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 42262 PASSED JULY 14, 2020.

- City of Omaha Ordinance No. 44326

VILLAGE POINTE LODGING (LOTS 1 AND 2) AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA AND OUTLOT “CC” AND OUTLOT EE, THE GROVE, AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA, TOGETHER WITH ALL OF 181ST STREET RIGHT-OF-WAY ADJOINING ON THE WEST AND ALL OF HARNEY STREET RIGHT-OF-WAY ADJOINING ON THE SOUTH AND ALL OF 182ND STREET RIGHT-OF WAY ADJOINING ON THE WEST, BOUNDED AS FOLLOWS; BEGINNING AT A POINT ON THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 42260 PASSED JULY 14, 2020, SAID POINT BEING THE SOUTHEAST CORNER OF LOT 2, WEST DODGE HILLS, AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA; THENCE WEST ON THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 42260 PASSED JULY 14, 2020, SAID LINE ALSO BEING THE SOUTH LINE OF SAID WEST DODGE HILLS, TO THE NORTHWEST CORNER OF OUTLOT EE, SAID THE GROVE, SAID CORNER ALSO BEING THE NORTHEAST CORNER OF LOT 486, SAID THE GROVE; THENCE SOUTHERLY ON THE WESTERLY LINE OF SAID OUTLOT EE, TO THE SOUTHEAST CORNER OF LOT 484, SAID THE GROVE; THENCE WEST ON THE SOUTH LINE ON SAID LOT 484 AND AN EXTENSION THEREOF TO ITS INTERSECTION WITH THE WESTERLY RIGHT-OF-WAY LINE OF 182ND STREET; THENCE SOUTHERLY ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID 182ND STREET AND THE SOUTHERLY RIGHT-OF-WAY LINE OF HARNEY STREET TO ITS INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF 180TH STREET AND THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 40081 PASSED AUGUST 19, 2014 SAID POINT ALSO BEING THE NORTHEAST CORNER OF OUTLOT “BB” THE GROVE, AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA; THENCE NORTH ON THE WEST RIGHT-OF-WAY LINE OF SAID 180TH STREET, SAID LINE ALSO BEING THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 40081 PASSED AUGUST 19, 2014 AND THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 41542 PASSED AUGUST 14, 2018 TO THE POINT OF BEGINNING.

- City of Omaha Ordinance No. 44327

CONCORDIA HIGH AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA, BEING BOUNDED ON THE SOUTH BY THE EXISITING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 41889 PASSED JULY 16, 2019; ALSO COPPER RIDGE AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA; ALSO STONE CREEK, EXCEPT LOT 12 THEREOF, AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA, TOGETHER WITH 166TH AVENUE ADJOINING ON THE WEST AS DEPICTED ON THE PLAT OF CAMP LEGACY PLACE AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA, TOGETHER WITH ALL OF 156TH STREET RIGHT-OF-WAY ADJOINING SAID PLATS OF CONCORDIA HIGH, COPPER RIDGE AND STONE CREEK ON THE EAST, SAID 156TH STREET RIGHT-OF-WAY BOUNDED ON THE SOUTH BY THE NORTH RIGHT-OF-LINE OF FORT STREET AND THE EXISITING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 41537 PASSED AUGUST 14, 2018 AND BOUNDED ON THE NORTH BY THE NORTH RIGHT-OF-WAY LINE OF IDA STREET; AND ALSO ALL OF IDA STREET RIGHT-OF-WAY ADJOINING SAID STONE CREEK ON THE NORTH BOUNDED ON THE EAST BY THE EAST RIGHT-OF-WAY LINE OF 156TH STREET AND BOUNDED ON THE WEST BY THE WEST RIGHT-OF-WAY LINE OF 166TH AVENUE EXTENED NORTH TO THE NORTH RIGHT-OF-WAY LINE OF SAID IDA STREET; ALSO STONE CREEK VILLAGE AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA, AND AN UNPLATTED PARCEL LYING IN THE SW ¼ OF THE SW ¼ OF SECTION 34, TOWNSHIP 16 NORTH, RANGE 11 EAST OF THE 6TH P.M. DOUGLAS COUNTY, NEBRASKA, MORE PARTICULARLY DESCRIBED IN DEED INSTRUMENT NUMBER 2024024486, RECORDED APRIL 19, 2024 IN THE OFFICE OF THE DOUGLAS COUNTY, NEBRASKA REGISTER OF DEEDS ADJOINING SAID STONE CREEK VILLAGE ON THE SOUTH, TOGETHER WITH ALL OF 168TH STREET RIGHT-OF-WAY ADJOINING ON THE WEST OF SAID STONE CREEK AND SAID STONE CREEK VILLAGE AND SAID UNPLATTED PARCEL, SAID RIGHT-OF-WAY BEING BOUNDED ON THE NORTH BY AN EXTENSION OF THE SOUTH LINE OF SAID LOT 12, STONE CREEK, TO THE WEST RIGHT-OF-WAY LINE OF SAID 168TH STREET AND BOUNDED ON THE SOUTH BY THE NORTH RIGHT-OF-WAY LINE OF FORT STREET; ALSO COPPER VALLEY AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA; ALSO LAKE LIVIN AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA; ALSO COMMONLY KNOWN AS FLANAGAN LAKE AND RECREATION AREA, MORE PARTICULARLY DESCRIBED IN DEED INSTRUMENT NUMBER 2018100828, RECORDED DECEMBER 21, 2018 IN THE OFFICE OF THE DOUGLAS COUNTY, NEBRASKA REGISTER OF DEEDS LYING IN THE NE ¼ AND SE ¼ OF SECTION 20 AND THE NW ¼, NE 1/4, SW ¼ AND SE ¼ OF SECTION 29 AND THE NW ¼ AND SW ¼ OF SECTION 28 AND THE NW ¼, NE ¼, SW ¼ AND SE ¼ OF SECTION 33, ALL IN TOWNSHIP 16 NORTH, RANGE 11 EAST OF THE 6TH P.M. DOUGLAS COUNTY, NEBRASKA AND ALL PUBLIC RIGHT-OF-WAY LYING WITHIN AND ADJOINING THE BOUNDARIES OF SAID FLANAGAN LAKE AND RECREATION AREA, INCLUDING ALL OF FORT STREET RIGHT-OF-WAY ADJOINING SAID FLANAGAN LAKE AND RECREATION AREA, SAID LAKE LIVIN AND SAID STONE CREEK ON THE SOUTH SAID FORT STREET RIGHT-OF-WAY BEING BOUNDED ON THE EAST BY THE WEST LINE OF LOT 6, STONE CREEK PLAZA AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA EXTENDED NORTH TO ITS INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF SAID FORT STREET, SAID LINE ALSO BEING THE CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE NUMBER 41889 PASSED JULY 16, 2019 AND BOUNDED ON THE WEST BY THE EXTENSION SOUTH TO THE SOUTH RIGHT-OF-WAY LINE OF SAID FORT STREET OF THE EASTERN MOST LINE OF FLANAGAN POINTE AS PLATTED AND RECORDED IN DOUGLAS COUNTY NEBRASKA; ALSO ALL OF NORTH HWS CLEVELAND BOULEVARD IN SECTION 33, TOWNSHIP 16 NORTH, RANGE 11 EAST OF THE 6TH P.M. DOUGLAS COUNTY, NEBRASKA ADJOINING SAID FLANAGAN LAKE AND RECREATION AREA ON THE EAST.

- City of Omaha Ordinance No. 44328

CENTER RIDGE AS PLATTED AND RECORDED IN DOUGLAS COUNTY, NEBRASKA, TOGETHER WITH ALL OF WEST CENTER ROAD RIGHT-OF-WAY ADJOINING ON THE SOUTH, SAID RIGHT-OF-WAY BEING BOUNDED ON THE WEST BY THE WEST LINE OF THE

SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 30, TOWNSHIP 15 NORTH, RANGE 11 EAST OF THE 6TH P.M. DOUGLAS COUNTY, NEBRASKA, AND THE WEST LINE OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 15 NORTH, RANGE 11 EAST OF THE 6TH P.M. DOUGLAS COUNTY NEBRASKA AND BOUNDED ON THE EAST BY THE WEST RIGHT-OF-WAY LINE OF 192ND STREET AND THE EXISITING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE 36483 PASSED JANUARY 13, 2004. SAID CENTER RIDGE IS ALSO BOUNDED ON THE EAST BY THE EXISTING CITY LIMIT LINE OF THE CITY OF OMAHA AS ESTABLISHED BY ORDINANCE 36947 PASSED MARCH 8, 2005.

By virtue of the City of Omaha's annexation, these areas became a part of Metro Transit's operating jurisdiction. Nebraska Revised Statute 18-808 requires the territory of the regional metropolitan transit authority to be divided into seven numbered districts that are "compact and continuous and substantially equal in population". Staff proposes that the 5 annexed locations as described above be assigned to the Regional Metropolitan Transit Authority of Omaha Board District No. 6. A map of the area is attached hereto, and by reference made a part of this Resolution. The land to be assigned to Board District No. 6 is marked thereon, but said map is for convenience, and, in case of discrepancy, the descriptions in this Resolution shall be controlling.

The resolution was recommended to the Board for approval.

The Board invited public comments on this resolution. There were none.

Board Discussion:
For Board discussion, Director Williams inquired whether the population figures reflected in the new annexation numbers represent current populations or those prior to annexation. Ms. Cencic stated that the population increase is limited in District 6. She noted that the map included in the board packet reflects population numbers sourced from the Census and the American Community Survey estimates for the relevant areas. She added that one of the annexed sections includes only the property where Costco is located.

Ms. Cencic also referenced the Nebraska Statutes, explaining that while it outlines when redistricting is required, it requires substantial equal, but not exact population numbers between districts. She noted that she had discussed this with the Douglas County Election Commission.

Director Simon asked whether the area between Omaha and Elkhorn is the only opportunity for available annexation relevant to any future redistricting? Ms. Cencic responded that, for the most part, yes, with very limited exceptions in other areas. She further stated that the vast majority of annexation has already occurred, and if it is expected to continue, it would be westward for the City of Omaha until the city reaches the ridgeline.

Director Williams then asked whether, prior to any redistricting, if population could've been adjusted into District 5 to compensate for population increases. Ms. Cencic clarified that, under State requirements, new census data is what triggers redistricting for all political subdivisions. If population distribution became substantially disproportionate, it might be recommended to initiate redistricting sooner.

Ms. Cencic additionally noted that population changes will continue to be driven by annexation as well as redevelopment within existing areas, causing fluctuations from year to year.

There was no further Board discussion necessary. The Board approved unanimously.

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

Agenda Item #8 Resolution 2025-36: Request Approval to Revise the Waiting Period Policy for MOBY Paratransit Service (A. Johnson)

Staff request approval to revise the designated vehicle waiting period for Metro Transit's ADA complementary paratransit service, MOBY.

When a rider books a MOBY trip, an agreed-upon 30-minute pickup window is established. The arrival of the MOBY vehicle at time within that 30-minute pickup window is considered to be on-time. The vehicle waiting period is the length of time a MOBY vehicle will wait for a rider to be within sight of the operator after the MOBY vehicle arrives at the pickup location within the 30-minute pickup window. If the rider does not begin making their way to the vehicle within sight of the operator and within the designated wait time, the trip is marked as a no-show. Currently, a no-show occurs when the MOBY rider, or their representative, does not call to cancel the scheduled trip at least two hours before the pickup window, and the MOBY vehicle arrives at the scheduled location within the 30-minute pickup window and waits 10 minutes.

Staff recommend that Metro Transit align with the industry standard and revise the vehicle waiting period from 10 minutes to 5 minutes. This revision would improve the reliability of MOBY service for riders. The vehicle waiting period does not include the time it takes a rider to get from the exterior door of the pickup location to the vehicle, nor the time it takes a rider to board the vehicle. It is that the rider is actively making their way to the vehicle, in the sight of the operator, within the 5 minutes of the vehicle arriving at the location, within the 30-minute pickup window.

Staff hosted six public participation meetings for MOBY riders and the public to provide feedback on the proposed vehicle waiting period policy revision in July 2025. The feedback was overall supportive of the proposed revision. To address some of the concerns raised, staff recommend a grace period to help riders transition to the revised vehicle waiting time. If approved, notice would be provided to MOBY riders in early December, and the grace period would be from January 1 through February 28, 2026. During the grace period, the MOBY vehicle would wait the full 10 minutes, but any rider not within sight of the operator and making their way to the vehicle within five minutes would receive a verbal warning from the operator that, under the revised policy, they would have received a no-show. The policy would be fully implemented starting on March 1, 2026.

Any MOBY rider who feels they need the vehicle to wait longer than five minutes after arriving at the pickup location may submit a reasonable modification request to be reviewed by Metro Transit's Civil Rights and Inclusion and MOBY Operations staff. Each request will be reviewed and a determination issued.

If approved, the change would be made within the MOBY Rider Guide and within the definition of a no-show. The revised definition of a no-show would be that a no-show occurs when the MOBY rider, or their representative, does not call to cancel the scheduled trip at least two hours before the pickup window, and the MOBY vehicle arrives at the scheduled location within the 30-minute pickup window and waits 5 minutes.

This proposal was reviewed by the Policy and Planning and Operations Committees.

The resolution was recommended to the Board for approval.

The Board invited public comments on this resolution. There were none.

Board Discussion:

For Board discussion, Director Corrigan asked whether the boarding time begins once the driver has the passenger in sight. Dr. Johnson clarified that boarding time is measured as the time it takes for a passenger to board the vehicle and be secured. The average boarding time is approximately three and a half minutes and does not include the time it takes for a passenger to move from the exterior door to their seat prior to securing. Boarding time is not a part of the vehicle waiting period.

Director Simon inquired whether an analysis had been conducted to determine the impact of the change on productivity or passenger revenue hours for MOBY. Dr. Johnson responded that this change is supported by Operations. She noted that multiple no-shows negatively affect other riders, who have provided related feedback. Overall, she stated that this will be a positive change.

Director Williams asked whether a script would be provided to drivers to reduce misunderstandings between drivers and riders, suggesting that drivers be issued a card with the approved language. Dr. Johnson acknowledged the recommendation and stated she would explore making such materials available.

Director Garcia requested that it be noted for the record that she supports the change but wants to ensure that the full waiting time is honored. Dr. Johnson confirmed that compliance will be monitored through scheduling software that tracks arrival and departure times.

Dr. Johnson further stated that the rider guide will be updated and that a letter outlining the changes will be sent to all MOBY riders.

There was no further Board discussion necessary. The Board approved unanimously.

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

Director Lonergan exited the Board meeting at 9:17 am. Quorum remained in place.

Agenda Item #9 Resolution 2025-37: Request Approval of Title VI Service Equity Analysis for the Proposed December 2025 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 December 2025 meet this definition of a Major Service Change due to a proposed addition of more than 15% of weekly revenue miles on Route 55.

A Title VI Service Equity Analysis was completed to identify the impact of the proposed changes to Route 55 on (racial) minority and low-income populations. The Title VI Service Equity Analysis found:

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

- The cumulative route-level benefit of the changes to minorities is 64.9% and to non-minorities is 69.2%. The negative difference of 4.3% does not exceed the 15% threshold of Metro Transit's Disparate Impact Policy.
- The cumulative system-level of the benefit of all proposed changes to minorities is 1.4% additional service, and to non-minorities is 2.1%. The negative difference of 0.7% does not exceed the 15% threshold of Metro Transit's Disparate Impact Policy.

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

- The cumulative route-level benefit of the changes to low-income populations is 70.1% and to non-low-income individuals is 67.7%, a positive difference of 2.4%.
- The cumulative system-level of the benefit of all proposed changes to low-income populations is 1.5% additional service, and to non-low-income populations is 1.8%. The negative difference of 0.3% does not exceed the 15% threshold of Metro Transit's Disproportionate Burden Policy.

- **The proposed additions to service on Routes 4, 13, and 55 do not come at the expense of reductions in service on other routes.**
- **Minority and/or low-income individuals will not be limited by or denied the benefits of the proposed service increases.**

Board approval will ensure Metro Transit's continued compliance with the Federal Transit Administration's Title VI requirements. The Title VI Service Equity Analysis is available as part of the November 2025 Board Packet and is 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 on this resolution.

Public Comment:

- Clyde Anderson, Vice Chair of the Transit Advisory Committee (TAC)
  Mr. Anderson advised the Board that TAC unanimously voted to recommend the proposed service changes to the Board. The committee commended Metro for recognizing the need for these adjustments, particularly in response to overcrowding on the affected route. Concerns were raised regarding safety issues at Aksarben, and appreciation was expressed to Directors Corrigan and Lonergan for attending the public meeting held at that location. TAC will continue to monitor these matters and keep the Board informed.

Board Discussion:
For Board discussion, Director Simon expressed his support for the increase to 30-minute frequency and acknowledged the efforts taken to implement these changes. Director Corrigan concurred with concerns related to safety brought forth by Mr. Anderson, noting the speed and number of lanes in the Aksarben area. He encouraged continued attention to these issues.

Director Padilla emphasized the importance of ensuring that Metro's app and Umo accurately reflect impacts from ongoing construction so that riders receive reliable, real-time information.

Director Williams requested clarification regarding the overcrowding, seeking to understand whether the level of demand justified the proposed changes and if the adjustments would be sufficient. Dr. Johnson explained that ridership is particularly high during peak hours and that bicycle loading, especially when both racks are in use, can cause delays for riders. She noted that Metro reviews ridership data by route, hour, and day, and that moving to 30-minute service is an initial step. Additional adjustments may be considered following further data review.

Director Williams also inquired about increasing bike rack capacity. Dr. Johnson shared that the new buses are equipped with racks accommodating three bicycles, which is expected to improve the experience for riders.

There was no further Board discussion necessary. The Board approved unanimously.

Motioned by Corrigan; Seconded by Garcia
ROLL CALL: UNANIMOUS, (Lonergan Absent) MOTION CARRIES

Agenda Item #10 Board Chair Report (C. Simon)
Director Simon reported that he recently rode Route 4 and observed strong ridership and commendable service by the operator. He concluded his remarks by extending holiday well wishes to all.

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

Thursday, December 18, 2025, at 8:30 a.m.
Authority's Administrative Building

Agenda Item #12 Adjournment at 9:36 am

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

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Curt Simon, Board Chair

_____
Selina Perry, Board Secretary