

The September Metro Board Meeting will be held simultaneously in person and online using Zoom. The public is invited to attend. In consideration of everyone's time and in respect of those presenting, any online connection that is deemed to be causing a disruption may be removed from the meeting.

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AGENDA

REGULAR BOARD MEETING

REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA

2222 Cuming Street

Omaha, Nebraska, 68102

September 19, 2023

8:45 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 September 14, 2023.

2. Approval of Minutes of Previous Meeting:
 - a. Regular Meeting: August 24, 2023

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 (I. Maldonado)
 - c. Communications (N. Ebat)

6. Resolution # 435 – Request Approval of the 2024 Tax Levy (W. Clingman)

7. Resolution # 436 – Request Approval of the Proposed 2024 Annual Budget (W. Clingman)

8. Resolution – Request Approval of Revision to Operating Policy 10 – Work Schedule (W. Clingman)

9. Resolution – Request Approval of Revision to Operating Policy 11 – Overtime Privilege and Pay (Non-Exempt) (W. Clingman)

10. Resolution – Request Approval of Revision to Operating Policy 12 – Overtime Privilege and Pay (Exempt) (W. Clingman)

11. Board Chair Report (D. Lawse)

12. Date, Time and Place of Next Regular Board Meeting
 Thursday, October 26, 2023, at 8:30 a.m.
 Authority’s Administrative Building

13. Adjournment

Tentative Resolutions for Next Board Meeting

None

6.

RESOLUTION: **Resolution # 435 – Request Approval of the 2024 Tax Levy**

EXPLANATION: Per State Statute 18-822 the Board must, by resolution, on or before September 30 of each year certify the tax levy.

The proposed Property Tax levy for the 2023 budget year is \$41,869,240 or 0.084 mills.

Recommend Approval

Resolution No. 435

**Omaha, Nebraska
September 19, 2023**

WHEREAS, Nebraska Statute 18-822 (1) allows the Board of a Regional Metropolitan Transit Authority to annually certify their property tax levy for the fiscal year commencing on the following January 1; and

WHEREAS, Nebraska Statute 18-822 (2) requires the Board of a Regional Metropolitan Transit Authority certify their property tax levy by September 30th of each year;

NOW, THEREFORE BE IT RESOLVED by the Board of the Regional Metropolitan Transit Authority of Omaha, that:

1. The certified valuation from the Douglas County assessor is \$49,844,333,410.
2. The valuation per \$100.00 is \$498,443,334.10
3. The Regional Metropolitan Transit Authority of Omaha proposes to adopt a General property tax request that will cause its tax rate to be \$0.084 per \$100 of assessed value.
4. The 2023-24 General property tax request be set at \$41,869,240
5. A copy of this resolution be certified and forwarded to the County Clerk on or before September 30, 2023.

Motion by: _____ to adopt

Resolution No. 435

Seconded by. _____

Voting Yes: _____

MOTION CARRIED

ATTEST:

Board Chairperson

7.

RESOLUTION: **Resolution # 436 – Request Approval of the Proposed 2024 Annual Budget**

EXPLANATION: Staff is requesting approval of a resolution to adopt the 2024 annual budget. The proposed total disbursements and transfer for the 2024 budget is \$75,002,460.12, which is an increase of 20% of the 2023 amount. This budget includes \$15,965,700 in capital expenditures and approximately a 14% increase in service that will be phased in throughout 2024.

The required public hearing for this budget is planned to be held at 8:30 am on September 19, 2023. Additional details and assumptions for the 2023 budget can be found on subsequent pages of this Board packet.

The Procurement/Finance Committee reviewed this proposed annual budget prior to the Board Meeting.

Recommend Approval

Resolution No. 436

**Omaha, Nebraska
September 19, 2023**

WHEREAS, The Regional Metropolitan Transit Authority of Omaha Nebraska is required to approve an annual budget under the Nebraska Budget Act; and

WHEREAS, a public hearing was held on September 19, 2023 at 8:30 o'clock AM at 2222 Cuming Street, Omaha, NE for the purpose of hearing support, opposition, criticism, suggestions or observations of taxpayers relating to the following proposed budget as required in Nebraska Statute 13-506; and

WHEREAS, a copy of the budget statement shall be forwarded as provided by law to the Auditor of Public Accounts, State of Nebraska and to the County Clerk of Douglas County, Nebraska, for use by the levying authority; and

NOW, THEREFORE BE IT RESOLVED by the Board of the Regional Metropolitan Transit Authority of Omaha, that:

2021-2022 Actual Disbursements & Transfers	\$ 39,996,577.00
2022-2023 Estimated Disbursements & Transfers	\$ 47,531,766.00
2023-2024 Proposed Budget of Disbursements & Transfers	\$ 75,002,460.12
2023-2024 Necessary Cash Reserve	\$ 25,815,759.60
2023-2024 Total Resources Available	\$ 100,818,219.72
Total 2023-2024 Personal & Real Property Tax Requirement	\$ 41,869,240.00
Unused Budget Authority Created For Next Year	\$ -

Breakdown of Property Tax:

Personal and Real Property Tax Required for Non-Bond Purposes	\$ 41,869,240.00
Personal and Real Property Tax Required for Bonds	\$ -

Motion by: _____ to adopt

Resolution No. 436

Seconded by. _____

Voting Yes: _____

MOTION CARRIED

ATTEST: _____

Board Chairman

Accrual to State Budget Reconciliation

2024 Proposed Budget

Revenues	
Accrual Revenues	\$69,895,400
Adjust County Collection Fee (1%)	(\$414,547)
Adjust Property Tax Revenue Based on Differing Recognition Years	(\$9,470,423)
Subtotal (Operating Revenue)	\$60,010,430
Add: FTA Capital Contributions	\$12,772,560
Add: Insurance Fund Revenue	\$6,104,000
Add: Fund Transfers	\$4,000,000
Total State Revenues	\$82,886,990

Property Tax Levy Reported with State Budget	0.084
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Expenses	
Accrual Expenses	\$62,296,760
Remove: Depreciation/Amortization	(\$11,350,000)
Subtotal (Operating Cost)	\$50,946,760
Add: Insurance Fund Expense	\$4,090,000
Add: Fund Transfers	\$4,000,000
Add: Capitalized Cost	\$15,965,700
Total State Expenses	\$75,002,460

Cash Basis Gain/(Loss) - State Budget	\$7,884,530
Net Cost of Capitalized Items	\$3,193,140
Operating Gain/(Loss)	\$9,063,670

Metro

2024 Final Exp-Rev Budget

Revenue Description	2023 Annual Final Approved	2023 Projected	2024 Annual Final
REVENUES:			
FARES	\$2,764,000.00	\$2,531,574.41	\$2,564,000.00
TAX LEVY	\$37,426,665.54	\$39,875,467.00	\$51,339,663.00
FEDERAL	\$13,035,000.00	\$6,697,200.88	\$13,210,311.00
STATE	\$1,500,000.00	\$800,000.00	\$500,000.00
CONTRACT SERVICES	\$1,370,000.00	\$1,930,953.71	\$1,670,000.00
OTHER	\$533,200.00	\$564,654.79	\$611,426.00
TOTAL REVENUES	\$56,628,865.54	\$52,399,850.79	\$69,895,400.00
EXPENSES:			
BUS OPERATIONS	\$13,036,434.48	\$10,064,509.48	\$14,183,823.44
MAINTENANCE	\$2,748,169.49	\$2,206,828.35	\$2,907,268.01
FACILITY	\$633,225.96	\$561,746.35	\$775,837.34
SALARIED	\$4,937,292.08	\$4,317,172.75	\$5,164,136.20
TOTAL LABOR	\$21,355,122.01	\$17,150,256.93	\$23,031,064.99
FRINGE BENEFITS	\$10,504,903.56	\$8,287,421.96	\$12,773,368.50
TOTAL LABOR AND FRINGES	\$31,860,025.57	\$25,437,678.89	\$35,804,433.49
SERVICE	\$4,014,789.67	\$3,029,202.50	\$4,903,693.67
FUEL	\$4,718,774.19	\$3,139,926.66	\$4,399,107.65
MATERIALS AND SUPPLY	\$2,003,134.00	\$2,307,650.74	\$3,023,443.54
UTILITIES	\$450,000.00	\$642,603.69	\$710,000.00
CLAIMS	\$262,563.64	\$927,137.50	\$302,983.50
PREMIUMS	\$509,682.36	\$43,561.00	\$469,262.50
TRAVEL, TRAINING, MEETINGS AND DUES	\$143,300.00	\$128,300.00	\$209,174.00
ADVERTISING - MEDIA	\$131,600.00	\$50,230.36	\$150,600.00
TAX COLLECTION AND WRITE OFFS	\$304,621.77	\$400,123.43	\$305,621.77
OTHER	\$612,839.00	\$70,334.96	\$668,440.00
TOTAL OPERATING EXPENSES	\$45,011,330.21	\$36,176,749.73	\$50,946,760.12
DEPRECIATION EXPENSE	\$11,350,000.00	\$11,350,000.00	\$11,350,000.00
TOTAL OPERATING	\$56,361,330.21	\$47,526,749.73	\$62,296,760.12

2024 Preliminary Budget Assumptions

Our Proposed 2024 revenue budget, less transfers, is \$78,886,990 and expense budget, less transfers, is \$71,002,460. This is \$16,398,146 and \$8,541,208 over the approved 2023 budget, respectively.

1. Fuel is budgeted at \$3/gallon for diesel/gasoline and CNG.
2. Comparable wage increases overall in this budget average 3% vs. 2023.
3. This budget will increase services over the course of 2024. Ending the year with a 14% increase in service when compared to 2023 service levels.
4. This budget will add 7 positions. These positions are Transit Field Supervisor, Moby Dispatcher, Network Security Technician, Security & Safety Specialist, Finance Clerk, Community Event Coordinator, and Maintenance Supervisor.
5. Advertising and promotion related items are budgeted at \$150,600.
6. Passenger fares are projected lower as compared to our 2023 budget at \$2,564,000; however, actuals continue to increase year over year. Contracted fares are projected to stay the same compared to our 2024 budget and remain at \$1,370,000.
7. Property tax revenue in the proposed budgeted is \$41,869,240. This will require a levy of .084. This is a .01657 over our current levy.
8. State of Nebraska operating assistance to Metro is projected to be decrease as compared to the 2023 budget. The budget amount for 2024 is \$500,0000
9. We plan to draw down the remaining ARP funds in 2024. This amount is budgeted at \$5,251,768.
10. Our capital costs are budgeted at \$15,965,700. The 2023 budget was \$17,751,528. Approximately \$12M was carried over from 2023 to 2024 due to time constraints.

Metro Projection 5 YR - Cash Flow

	2023 Projected	2024	2025	2026	2027	2028	Comments
Beginning Cash	11,731,585	11,258,840	13,131,370	21,322,593	26,715,623	30,939,378	
Revenue	42,416,222	60,410,715	70,437,382	72,550,504	74,727,019	76,968,829	Assumes a 3% increase from 2026-2028
Capital Contributions	4,642,799	12,374,275	12,992,989	13,642,638	14,324,770	15,041,009	Assumes 80% of capital expense
Total Revenue	47,059,021	72,784,990	83,430,371	86,193,142	89,051,789	92,009,838	
Personnel Services	25,437,679	35,804,433	36,878,566	40,197,637	43,815,425	47,758,813	Assumes a 3% increase for 2025 & 9% for 2026-2028
Operating Expense	11,290,588	15,142,327	15,596,596	17,000,290	18,530,316	20,198,045	Assumes a 3% increase for 2025 & 9% for 2026-2028
Capital Expense	5,803,499	15,965,700	16,763,985	17,602,184	18,482,293	18,801,261	
Transfers Out	5,000,000	4,000,000	6,000,000	6,000,000	4,000,000	2,000,000	
Total Appropriations	47,531,766	70,912,460	75,239,148	80,800,112	84,828,035	88,758,119	
Ending Cash	11,258,840	13,131,370	21,322,593	26,715,623	30,939,378	34,191,097	
Cash as % of Appropriations*	18.03%	18.52%	28.34%	33.06%	36.47%	38.52%	

*2023 is versus submitted budget

8.

RESOLUTION: **Request Approval of Revision to Operating Policy 10 – Work Schedule**

EXPLANATION: Staff is proposing the amendment of Operating Policy 10. The policy is only applicable to full-time administrative staff who are not subject to a collective bargaining agreement. The amendment will bring better clarity to the policy and align it with current business practices including the approval process for variations to the standard work week hours and alternative work schedules. Operating Policy 10 was last updated in October 2006. A redlined version of the Operating Policy was distributed to and reviewed with the Planning & Policy Committee.

Recommend approval.

OPERATING POLICY

Subject:

Number

WORK SCHEDULE

Adopted: March 27, 1986
Revised: August 25, 1988
October 26, 2006
September 19, 2023

10

Purpose:

To establish regular business hours for full-time administrative employees not subject to a collective bargaining agreement.

Policy:

1. The standard work week is Monday through Friday between the hours of 8:00 a.m. and 4:30 p.m. except for those departments requiring additional coverage. Variations to workday from this schedule start and end times are based on staffing requirements for operations requiring twenty-four (24) hour, seven (7) day coverage must be approved by the respective Department Heads.
2. Alternative work schedules are permissible provided departments are optimally staffed to meet Metro's business and operational needs, at the sole discretion of the Chief Executive Officer.
3. Employees ~~(except operators)~~ shall be provided a standard lunch meal period of at least thirty (30) minutes. Employees and shall be allowed to utilize their lunch meal that period at the designated time designated by their, unless otherwise directed by their supervisor or Department Head. One ten (10) minute rest period may be taken before and after the designated lunch period. Rest periods may not be combined with the standard lunch meal period unless preapproved by you the respective Department Head.
- 3.4. Employees ~~(except operators)~~ shall not be allowed to take any lunch period at their immediate work station, nor will they be subject to call back to their assigned work during their meal period unless otherwise directed by their supervisor or Department Head when circumstances warrant a call back.
4. ~~Operations requiring twenty-four (24) hour and seven (7) day coverage will be scheduled in three (3) eight (8) hour segments with a twenty (20) minute paid lunch period and one ten (10) minute rest period before and after the lunch period unless otherwise specified. Rest periods may not be combined.~~

5. Employees conducting MAT-official business may extend the standard ~~lunch-meal~~ period with pre-approval of from their supervisor or Department Head.

5.6. Supervisors and Department Heads shall approve time worked and approve leave using the method provided by the current time tracking system. Adherence to these guidelines and the proper reporting of time shall be the obligation of the employee and supervisor or Department Head.

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OPERATING POLICY

Subject:

Number

WORK SCHEDULE

Adopted: March 27, 1986
Revised: August 25, 1988
October 26, 2006
September 19, 2023

10

Purpose:

To establish regular business hours for full-time administrative employees not subject to a collective bargaining agreement.

Policy:

1. The standard work week is Monday through Friday between the hours of 8:00 a.m. and 4:30 p.m. except for those departments requiring additional coverage. Variations to workday start and end times must be approved by the respective Department Heads.
2. Alternative work schedules are permissible provided departments are optimally staffed to meet Metro's business and operational needs, at the sole discretion of the Chief Executive Officer.
3. Employees shall be provided a standard meal period of at least thirty (30) minutes. Employees shall be allowed to utilize their meal period at a time designated by their supervisor or Department Head. One ten (10) minute rest period may be taken before and after the designated lunch period. Rest periods may not be combined with the standard meal period unless preapproved by the respective Department Head.
4. Employees shall not be subject to call back to their assigned work during their meal period unless otherwise directed by their supervisor or Department Head when circumstances warrant a call back.
5. Employees conducting official business may extend the standard meal period with pre-approval from their supervisor or Department Head.
6. Supervisors and Department Heads shall approve time worked and approve leave using the method provided by the current time tracking system. Adherence to these guidelines and the proper reporting of time shall be the obligation of the employee and supervisor or Department Head.

9.

RESOLUTION: **Request Approval for the Amendment of Operating Policy 11, Overtime Pay (Non-Exempt)**

EXPLANATION: Staff is proposing the amendment of Operating Policy 11. The policy is only applicable to non-exempt administrative staff who are not subject to a collective bargaining agreement. The amendment will bring better clarity to the policy and align practices with the requirements of the new time keeping system. Operating Policy 11 was last updated in August 1988. A redlined version of the Operating Policy was distributed to and reviewed with the Planning & Policy Committee.

Recommend approval.

OPERATING POLICY

Subject:

Number

**OVERTIME
PRIVILEGE & PAY-PAY
(NON-EXEMPT STATUS)**

Adopted: March 27, 1986
Revised: August 25, 1988
[September 19, 2023](#)

11

Purpose:

To establish guidelines for ~~exempt non-exempt~~ employees who qualify for an overtime rate of pay under the Fair Labor Standards Acts and are not subject to a collective bargaining agreement.

Policy:

1. All non-exempt employees shall clock in and out using the method provided by the current time tracking system.
- 4.2. No ~~or~~ employees shall not report to or be allowed at ~~his or her~~ their work station/workstations more than five (5) minutes before or after assigned work hours unless specifically directed to do so by ~~his or her~~ their supervisor or Department Head.
3. No employees ~~who utilizes~~ utilizing a time clock shall be assigned work or be allowed to "clock in" more than five (5) minutes before or after assigned work hours unless specifically directed to do so by ~~his or her~~ their supervisor or Department Head.
- 2.4. All non-exempt employees shall clock out when starting a ~~lunch~~ meal break and clock in when returning to work from a ~~lunch~~ meal break. Unless otherwise approved, ~~meal~~ lunch breaks should be at least thirty (30) minutes.
- 3.5. Non-exempt employees shall be paid at the premium rate of one and one-half times the ~~actual~~ hourly rate for all ~~actual time~~ worked performed in excess of 40 hours during any one work week unless working an approved alternative work schedule. No employees shall be permitted to work overtime without ~~first obtaining prior pre-~~ approval ~~of from~~ ~~his or her~~ their supervisor or Department Head.
4. Supervisors and Department Heads shall document in writing when and under what circumstances overtime has been authorized and submit the same to Finance. Adherence to these guidelines shall be the obligation of the employee and supervisor or Department Head.

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OPERATING POLICY

Subject:

Number

**OVERTIME
PAY(NON-EXEMPT
STATUS)**

Adopted: March 27, 1986
Revised: August 25, 1988
September 19, 2023

11

Purpose:

To establish guidelines for non-exempt employees who qualify for an overtime rate of pay under the Fair Labor Standards Acts and are not subject to a collective bargaining agreement.

Policy:

1. All non-exempt employees shall clock in and out using the method provided by the current time tracking system.
2. Employees shall not report to or be allowed at their workstations more than five (5) minutes before or after assigned work hours unless specifically directed to do so by their supervisor or Department Head.
3. No employees utilizing a time clock shall be assigned work or be allowed to “clock in” more than five (5) minutes before or after assigned work hours unless specifically directed to do so by their supervisor or Department Head.
4. All non-exempt employees shall clock out when starting a meal break and clock in when returning to work from a meal break. Unless otherwise approved, meal breaks should be at least thirty (30) minutes.
5. Non-exempt employees shall be paid at the premium rate of one and one-half times the hourly rate for all actual work performed in excess of 40 hours during any one work week unless working an approved alternative work schedule. No employees shall be permitted to work overtime without pre-approval from their supervisor or Department Head.

10.

RESOLUTION: **Request Approval for the Amendment of Operating Policy 12, Overtime Pay (Exempt)**

EXPLANATION: Staff is proposing the amendment of Operating Policy 12. The policy is only applicable to exempt administrative staff who do not qualify for overtime rate of pay under the Fair Labor Standards Act. The amendment will bring better clarity to the policy. Operating Policy 12 was last updated in August 1988. A redlined version of the Operating Policy was distributed to and reviewed by the Planning & Policy Committee.

Recommend approval.

OPERATING POLICY

Subject:

Number

**OVERTIME
PRIVILEGE & PAY
(EXEMPT STATUS)**

Adopted: March 27, 1986
Revised: August 25, 1988
September 19, 2023

12

Purpose:

To establish guidelines for exempt employees who do not qualify for an overtime rate of pay under the Fair Labor Standards Acts.

Policy:

1. Certain executive, professional and administrative employees are classified “exempt” from the overtime provisions of the Fair Labor Standards Act.
2. No employee who is exempt from the application of the Fair Labor Standards Act shall be eligible for overtime pay or compensatory time.
- ~~3. Rescheduled work time may be authorized at the discretion of the Department Head for exempt employees required to work in excess of the standard work week.~~

OPERATING POLICY

Subject:

Number

**OVERTIME
PAY (EXEMPT
STATUS)**

Adopted: March 27, 1986
Revised: August 25, 1988
September 19, 2023

12

Purpose:

To establish guidelines for exempt employees who do not qualify for an overtime rate of pay under the Fair Labor Standards Acts.

Policy:

1. Certain executive, professional and administrative employees are classified “exempt” from the overtime provisions of the Fair Labor Standards Act.
2. No employee who is exempt from the application of the Fair Labor Standards Act shall be eligible for overtime pay or compensatory time.

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 is a valued transportation choice for all members of our community and a vital partner in 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.

VISION:

METRO IS A VALUED TRANSPORTATION CHOICE FOR ALL MEMBERS OF OUR COMMUNITY AND A VITAL PARTNER IN OMAHA'S FUTURE.

Project Phoenix aims to make Metro a great place to work by creating a stronger culture and improving the way we work together



SERVICE COLLABORATIONS,
RIDER EXPERIENCE

RECOGNITION
OF METRO'S
VALUE TO THE
COMMUNITY

COLLABORATIVE
PARTNERSHIPS
TO IMPROVE OUR
SERVICE

OUTSTANDING RIDER
COMMUNICATION AND
EXPERIENCE -
"THE RIDER COMES
FIRST"

MAINTENANCE, EQUIPMENT,
AND TRAINING

CLEAN,
FUNCTIONING,
WELL-MAINTAINED
EQUIPMENT &
FACILITIES

UP-TO-DATE
TECHNOLOGY AND
PROCESSES TO ENSURE
QUALITY EQUIPMENT
AND SERVICE

ONGOING
TRAINING &
SAFETY EFFORTS
FOR ALL
DEPARTMENTS

COMMUNICATION,
CULTURE, AND
CAREERS

TRANSPARENT
2-WAY
COLLABORATIVE
COMMUNICATION

EMPLOYEE
EMPOWERMENT
THROUGH CAREER
ADVANCEMENT
AND REWARD

A CULTURE OF
MUTUAL RESPECT,
APPRECIATION, AND
TEAMWORK

Meeting Minutes – August 24, 2023

**MINUTES
REGULAR MEETING
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
August 24, 2023
MINUTES**

The Regional Metropolitan Transit Authority of Omaha Board met in Regular Session on Thursday, August 24, 2023, 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 August 18, 2023 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 persons were in attendance at the meeting:

Authority Board:

Mr. Daniel Lawse, Chair
Mr. Othello Meadows, Vice Chair
Mr. Jay Lund
Ms. Amy Haase
Ms. Julia Plucker (Absent)

Authority Staff:

L. Cencic, CEO/Executive Director
I. Maldonado, Deputy Executive Officer
D. Grant, Human Capital and Talent Development Director
E. Simpson, Legal Director (Virtual)
K. Pendland, IT Director (Virtual)
W. Clingman, Finance Director
D. Kelsey, Operations Director (Absent)
J. Willoughby, Senior Project Manager (Absent)
R. Sherping, Safety Director (Absent)
A. Johnson, Civil Rights & Inclusion Director (Virtual)
J. Beverage, Maintenance Director (Absent)
N. Ebat, Sr. Manager of Communications & Community Relations
A. Pigaga, Communications Specialist (Acting Board Secretary)

Others Present:

Other Metro staff
Members of the public

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

Agenda Item #1: **Call to order**

Meeting Minutes – August 24, 2023

Mr. Lawse called the meeting to order at 8:30 a.m. Notice of the Regular meeting was published in the Omaha Daily Record on August 18, 2023. For the benefit of the public in attendance, a copy of the Open Meetings Law has been posted in the meeting room and is available online at ometro.com, and the agenda was published on the display in the facility lobby.

Agenda Item #2: Approval of Minutes of Previous Regular Meeting

Mr. Lawse entertained a motion to approve the minutes of the Board Meeting on July 27, 2023.

Motion by Ms. Haase; Second by Mr. Lund

ROLL CALL:

UNANIMOUS (MEADOWS ABSENT); MOTION CARRIES.

Agenda Item #3: General Public Comment Period

Mr. Lawse opened the General Public Comment Period to invite members of the audience to be heard regarding regular topics related to the Regional Metropolitan Transit Authority of Omaha. Kyle Ross of 2110 Drake Court Walk, Omaha Nebraska came forward to comment. Ms. Ross informed the Board that she rides the bus quite a bit and the service has been amazing. Ms. Ross asked the Board for a copy of the written policy related to MOBY buses and bicycles. Ms. Ross has spoken with several operators and found that not all operators know the policy for this. She has gotten different answers from different operators. The MOBY bus is the vehicle that is a small van with an electric elevator, and it is used for people with mobility devices. Sometimes a MOBY bus is assigned to a regular fixed route like Route 5, Route 24 or Route 95. Often Ms. Ross has her bicycle with her when she travels. Sometimes the operator allows her to put her bicycle on the MOBY bus. There is no bike rack on the MOBY bus, not on the front, on the back, or inside. If the operator does not feel safe having her bike in the back of the vehicle, the operator can deny her service which means that Ms. Ross may wait another hour for the next bus to arrive, depending on the frequency of the route she is traveling. Ms. Ross would rather have a MOBY bus than no bus but if there was a way to make her aware of what routes MOBY buses have been assigned on, she could plan ahead to not bring her bicycle with her on that trip. Everyone needs to feel safe whether a route has been assigned a regular bus or a MOBY bus. Ms. Ross would like to see the policy and would like all operators to have a clear and consistent policy regarding bicycles on MOBY vehicles.

The Board thanked Ms. Ross for her comments and staff responded that they would provide more information regarding her inquiry after the Board meeting.

Agenda Item #4: Administrative Report

(L. Cencic)

Ms. Cencic updated the Board that Metro will still be adding audio visual equipment to the Board room in the future. Unfortunately, the project was delayed due to backordering of some of the equipment. Once that equipment arrives, Metro will be ready to install it.

Ms. Cencic informed the Board that Metro has been focusing a lot on procurement this month. There are a lot of projects including equipment purchases along with various maintenance and IT requirements for the building.

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One large project is to replace 14 garage doors in the building. The current overhead doors are in various states of disrepair and are not weatherproofed for the winter season. Metro also anticipates releasing the request for sealed bids on the facility sustainability upgrade project in September. This is a very large construction project that will make some necessary improvements as well as add some sustainability elements to the building. In this project, Metro plans to replace and upgrade the parking lot that will include some underground water retention and treatment. Metro will also replace the entire electrical panel. This is the first step to add more charging stations in the future because electrical panels must first be brought up to code before any additional power can be brought in to handle any future electric buses. There will also be quite a few upgrades in Maintenance along with solar panels added to the roof. The timeline for this project is expected to be one and a half to two years.

Ms. Cencic updated the Board that she will be attending the Midwest Transit Conference in Kansas City during the first week of September along with staff from both Planning and Maintenance. This will be a great opportunity to network with other transit agencies from the region. While there, Ms. Cencic will have a one-on-one meeting with the Deputy Administrator of the FTA, who is currently doing some listening sessions, traveling around the country, and trying to meet with CEOs from a number of transit agencies.

Ms. Cencic informed the Board that during the Bud Crawford Parade, Metro provided free fares for that entire day, at the request of the City. On that day, Metro saw a 35% increase in ridership over an average Saturday in June. Metro also received a lot of positive feedback from that event, including a letter from the Mayor thanking Metro for participating and partnering with the City to make sure that people were able to attend the event.

Lastly, Metro is excited to share that the K-12 Rides Free pilot program is continuing. Full ridership numbers are not available yet because it has not yet been a full week and there are still buses with information to be downloaded. However, from August 15 to August 20, Metro had over 6,100 student rides accounted for so far. Metro has seen prolific use of that program both during the school year and during the summer.

Discussion was had.

Agenda Item #5a: Administrative Reports

(D. Grant)

Mr. Grant informed the Board that during the month of July, seven individuals started new roles at Metro including Deanna Davis who was promoted to Safety Training Specialist. Metro is very excited to have her in this new role. Metro also filled the Community Development Planner position and would like to welcome Mr. Chibuikem who started on August 7, 2023. In addition, Metro welcomed three new bus operators, one paratransit operator, one buildings, grounds, and equipment personnel, and one custodian.

Mr. Grant explained to the Board that Metro has also made significant progress on three different training initiatives. Metro has the quarterly training which has been in process for a while but Human Resources staff now has a list of topics to cover in future trainings. Staff has also created the framework for new employees who transition to new supervisory and management roles at Metro. Lastly, staff is finalizing the framework of the new leadership academy which is intended for those who could be in a leadership role or aspire to one day be in a leadership role.

Discussion was had.

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Agenda Item #5b: Administrative Reports

(I. Maldonado)

Mr. Maldonado updated the Board that the period since the last Board meeting in July has been truly busy. Thanks to Metro staff, service changes went into effect successfully on August 13, 2023, with slight modifications to various routes. Facilities staff has concentrated their efforts on keeping up on preventative maintenance of facilities. Some of this includes plumbing work, setting up and rearranging dispatch workstations, replacing countertops, installing new blinds, and repairing the bus wash. With the recent hot weather, maintenance staff has also installed 5 new water fountains and bottle filling stations so staff can find cool water throughout the building.

The Fleet Maintenance Management team has been working closely with Purchasing staff to identify local heavy duty part vendors to address the backlog of parts in backorder that are affecting the timely repair of buses. Due to this backlog, Metro has been having to assign MOBY buses to fixed routes to cover service due to this backlog. This backlog in the supply chain is in effect across the nation. Staff have made some advances in reducing the delivery time of hard-to-find parts. There are still parts on backorder for at least 90 to 150 days. Some of these parts include engine harnesses, air bellows, shocks, and bus body parts that can only be provided through the bus manufacturers. Some of the harder parts to find belong to the Alexander Dennis fleet which was built in England and later acquired by New Flyer. Because of the extended part delay, Metro continues to rely on the use of MOBY vehicles to assist with the operation of express routes as these routes have limited stops and less ridership than other fixed routes. Metro is not the only transit system suffering the ill effects of supply chain issues. American Public Transportation Association (APTA) reported last year that because of significant supply chain disruptions, mainly resulting from COVID, the public transportation industry is facing procurement delays across the industry. According to APTA, costs of basic commodities which impact the entire supply chain has increased up to 59% compared to the 5-year average. This is one of the reasons that parts suppliers have limited the quantities of their sales inventories which is causing major delays in the supply chain.

Regarding staffing shortages, particularly in Maintenance and Operations, APTA surveyed 190 transit agencies across the nation and found that 96% of them reported workforce shortages, while 84% of them reported that shortages have impacted service delivery, planning, and ridership recovery. Despite these challenges, Metro staff is working very hard with Maintenance and Purchasing to continue to find ways to ensure that services are not interrupted. Staff have adjusted parts, reorder points, and stock levels to ensure that Metro stocks up on hard-to-find inventory items. Staff is also cross-referencing part numbers to determine if there are alternative replacement parts for items that are hard to find and checking with vendors daily. Metro currently has 17 buses that are 45 days out waiting for parts, which is hurting overall service delivery.

Discussion was had.

Agenda Item #5c: Administrative Reports

(N. Ebat)

Ms. Ebat updated the Board that Metro was one of dozens of organizations to be featured at Open Omaha. This event was organized by Omaha by Design, one of Metro's strong community partners. An ORBT was out on

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the street over the course of the two days so members of the public could board and look around the inside at their leisure. Several Metro staff members were present to give tours. Many children who attended enjoyed sitting in the operator's chair and pretending to drive the bus, and Metro obtained some very cute photos from this event as a result. Staff had many good conversations with people who have been on ORBT, people who are fans of ORBT, and people who have moved to Omaha from larger cities that have more robust transit systems. The public who attended this event were able to learn how the Metro system works and how it can work better for them. Metro also provided fare-free rides over the course of the two days for people who were heading to and from the venues around the city. Metro received positive feedback for this as well.

The weekend following Open Omaha, Metro staff also attended the final Music at Miller Park event for this season. Many families attend this series, so the K-12 Rides Free program is always a focus at these events. On the same day, Metro staff also attended the Back to School Bash, which was one of the busiest and most successful events to date. Staff who attended this event were continually talking with students and parents. Many of those in attendance had the chance to speak with staff directly about what routes each student would need to take to get to and from school, which made many parents feel more comfortable knowing their children were not going to get lost on the first day of school. Ms. Ebat extended a thank you to the Operations Department for their help with this event. The bus operator in attendance went above and beyond to answer questions and assist the students in showing them how to board the bus, how to pull the stop cord, and how to navigate the process of riding the bus.

Ms. Ebat informed the Board that Metro also attended the Heartland of America Grand Opening event, which was another opportunity for Metro to showcase an ORBT bus. This event took place on Farnam Street in the downtown area, and Metro was positioned in the middle of the park next to the skate ribbon. Staff was able to obtain more great photos. This event was also a great example of Metro's strong community partnerships that staff has been working to form. This was a big event and it was a great opportunity to show Metro off to the city. Metro received a special request from the Mayor to help alleviate traffic downtown during this event so Metro offered free fares and encouraged the use of transit to get to and from the area. This produced the bump in ridership mentioned earlier in this meeting by Ms. Cencic. Ms. Ebat extended a thank you to the Communications team for doing incredible work on the marketing campaign for free fares on this day. This process typically takes 2 weeks or more but the Communications team, with assistance from the Operations Department, completed everything for this campaign in three days which is an incredible feat. This event also led to a significant amount of earned publicity. Metro received many mentions online and in broadcast publications. The City, the Omaha Chamber, Douglas County, and other social media groups that have extremely large followings shared the Metro post on Facebook and Twitter. The Facebook posts received a reach of more than 50,000, with more than 4,000 engagements. The Twitter post received over 8,000 impressions. This makes this social media post the most successful one of this year.

Discussion was had.

Agenda Item #6: Request Approval of Operating Policy on Fiscal Reserves **(W. Clingman)**

Administrative Policy 2 addresses the establishment of formal fiscal reserves for the agency. Staff proposes establishing fiscal reserves for operating expenses, insurance and self-insured claims, and capital costs in order to protect Metro from unanticipated risks and to maintain adequate long-term funding. The proposed Administrative Policy is included in the Board packet. If adopted, the policy provides for a 6-year transition

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period to achieve the minimum targets as set forth in the policy. The proposed policy was reviewed by the Finance Committee.

Discussion was had.

Motion by Mr. Meadows; Second by Ms. Haase

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Agenda Item #7: Board Chair Report

(D. Lawse)

Mr. Lawse reported that the staff and Board members continue to work on policy updates. Thanks to staff who are looking at these policies and identifying which ones need to be updated and to the Board committees who are reviewing them and providing insight as well. Other than this, there was no activity in the Planning and Policy or Operations Committees. Mr. Lawse inquired as to the availability of Board members for September 19th as the next Board meeting and noted that a Budget Hearing would be held prior to the start of the next Board meeting.

Discussion was had.

Agenda Item #8: Date, Time and Place of Next Board Meeting

Tuesday, September 19, 2023, at 8:45 a.m. to be held at Metro Transit Authority's Administrative Building.

Agenda Item #9: Adjournment

There being no further business to come before the Board, a motion was entertained to adjourn the meeting at 9:21 a.m.

Motion by Mr. Meadows; Second by Mr. Lund

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Mr. Daniel Lawse – Chair

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Recording Secretary

Aug

Recruiting Report

All Roles	Aug Hires	Proj. Remaining Need	Recruiting Activity Notes
	7	23	7 people started new roles at Metro in the month of August. Selina Perry was hired as an Executive Administrator and will start September 11th.

Operations	Bus Operators - Omaha	3	6	Currently reviewing and interviewing candidates.
	Paratransit Operators	2	1	Currently reviewing and interviewing candidates.

Maintenance	Mechanic		4	Currently reviewing and interviewing candidates.
	Mechanic Helper	1		
	Utility Garage	1		
	Body Shop Mechanic		1	Currently reviewing and interviewing candidates.

BG&E	BG&E - Field	1		Currently reviewing and interviewing candidates.
	Sr. Building		1	

Custodial	Custodian	1	6	Currently reviewing and interviewing candidates.
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Aug	Recruiting Report		
Role	Hires	Proj. Remaining Need	Recruiting Activity Notes
Admin Staff	0	4	
Mechanic Supervisor		1	Currently reviewing and interviewing candidates.
Custodian Supervisor		1	Currently reviewing and interviewing candidates.
Field Supervisor		1	Currently reviewing and interviewing candidates.
Community Development Planner		1	Currently reviewing and interviewing candidates.
Executive Administrator			Selina Perry will Start 9/11/2023

Jobs are posted internally, on Indeed, NEworks, LinkedIn, CareerLink, print ads, social media, www.ometro.com, exterior bus signage, and hood signs.

SOCIAL MEDIA SUMMARY

8.1.23 - 8.31.23



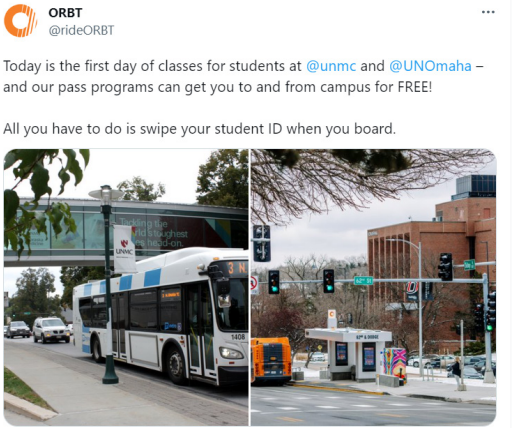
Facebook: [Metro Transit Omaha](#)

Posts: 25
Reach: 66,968
Reactions: 351
Comments: 35
Shares: 552
66 new followers | 2.55% increase



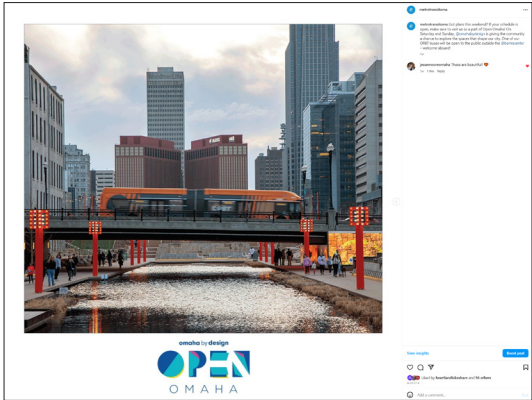
Twitter: [@rideORBT](#)

Tweets: 27
Impressions: 18,500
Avg. 900 impressions/post for the year
Likes: 174
Retweets: 36
Replies: 10
1 new follower | 0.09% increase



Instagram: [@metrotransitoma](#)

Posts: 13
Likes: 369
Avg. 24.3 likes/post for the year
Comments: 10
16 new followers | 1.10% increase



EARNED MEDIA SUMMARY

8.1.23 - 8.31.23

6 stories | 3 outlets

Metro Transit offers free rides to students to help ease into new school year



KETV - K-12 Rides Free

Metro buses still offering free rides to Omaha students



WOVW - K-12 Rides Free

Omaha honors champion boxer Terence 'Bud' Crawford with parade, celebration



KETV - Terence Crawford parade

OUTREACH

Community Fun Days

AUGUST 5

Metro staff had a table the event which helps prep kids in the community for the start of school.

Open Omaha

AUGUST 5-6

A variety of staff hosted ORBT as a venue for Open Omaha, a community-wide event from Omaha by Design, which opens up culturally significant places to the community.



The RiverFront Park Reopenings

AUGUST 19

Metro took an ORBT bus out to the renovated Heartland of America Park to celebrate the reopening of The RiverFront parks in downtown Omaha.

NADTC DEI Symposium

AUGUST 25

Metro and MAPA staff hosted members of the community for the National Aging and Disability Transportation Center to watch a presentation from Tamika Butler and discuss transportation equity in our area.



OPS Back to School Bash

AUGUST 12

Communications staff and a Metro operator attended the OPS Back to School Bash with an electric bus so kids could learn how to ride before the first day of school. Materials on K-12 Rides Free and MyRide OMA were handed out to families.



Creighton Sustainability Fair

AUGUST 28

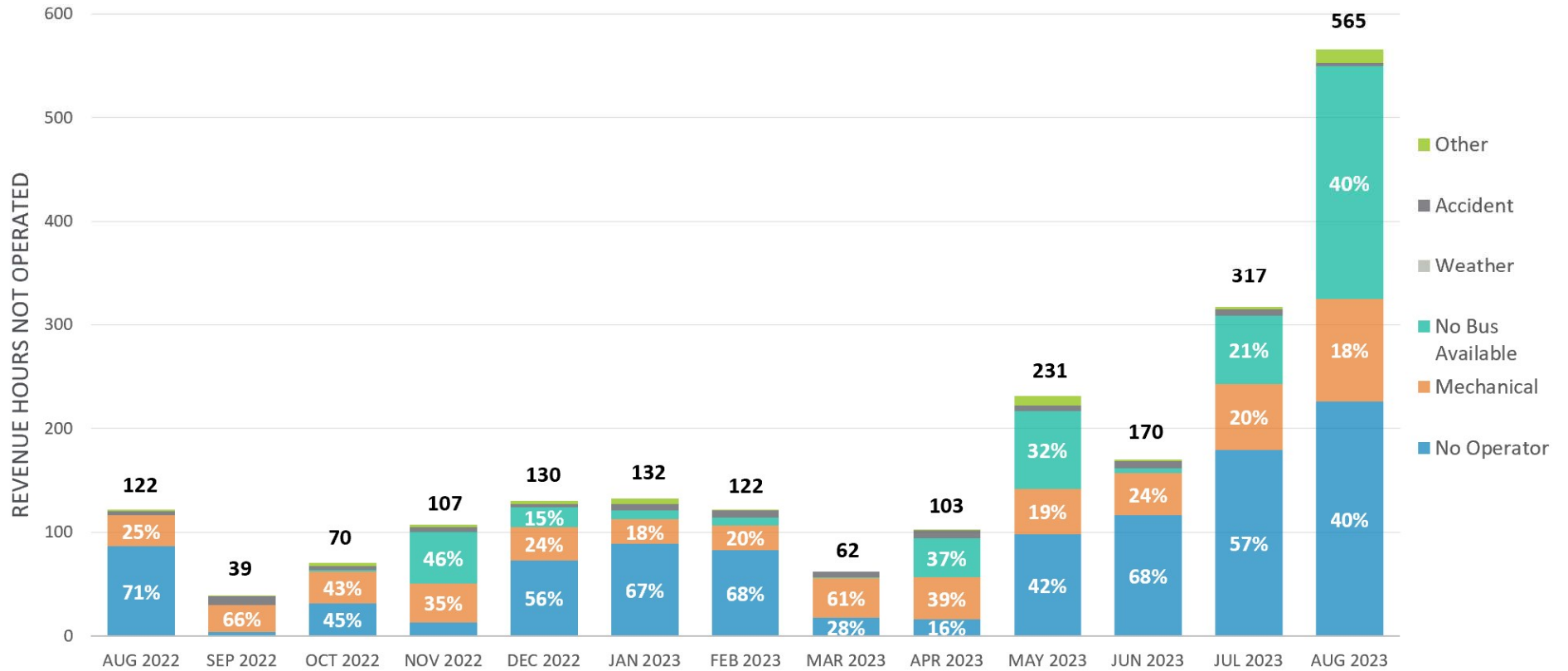
Communications staff had a table at the event where Creighton students could find out more about sustainability and active transportation.



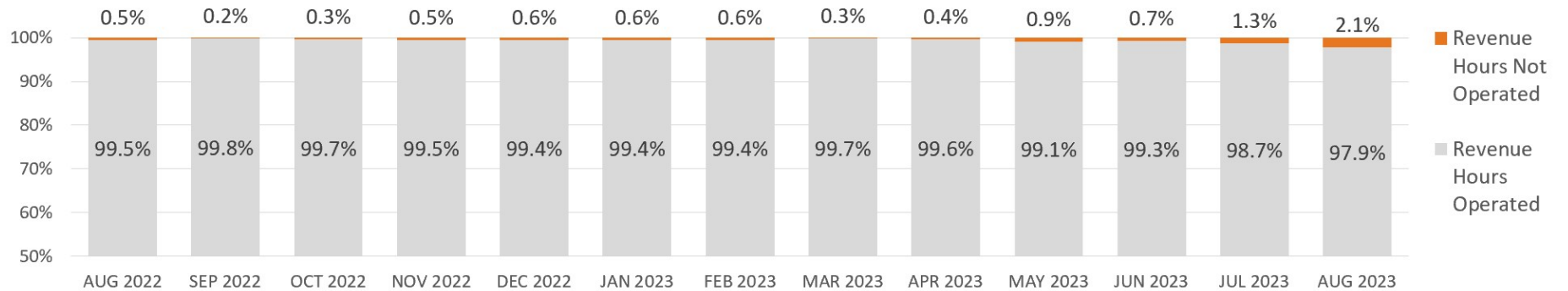
COMMUNICATIONS



MONTHLY SERVICE INTERRUPTIONS REVENUE HOURS NOT OPERATED BY TYPE

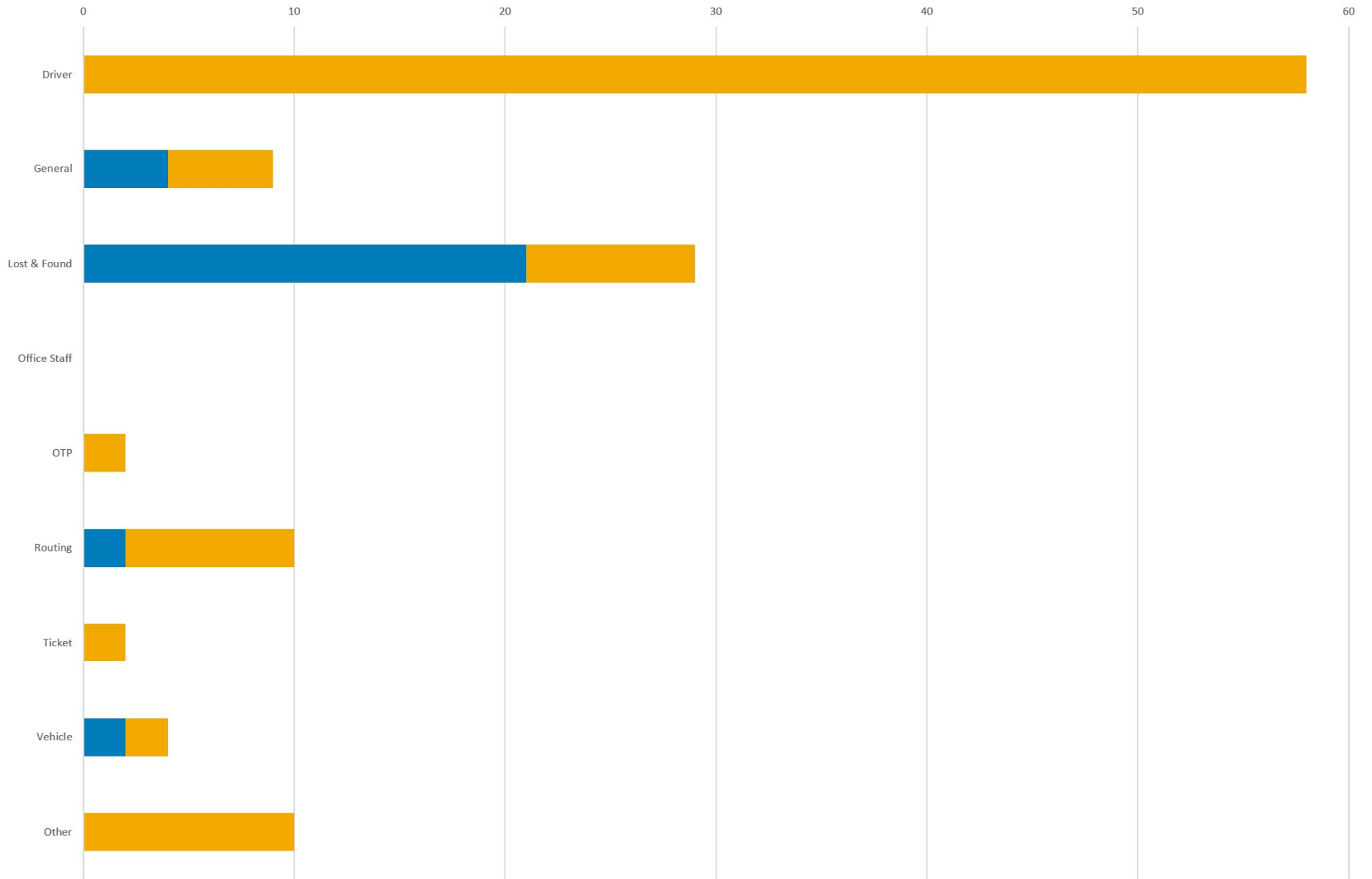


Percent of Total Revenue Hours

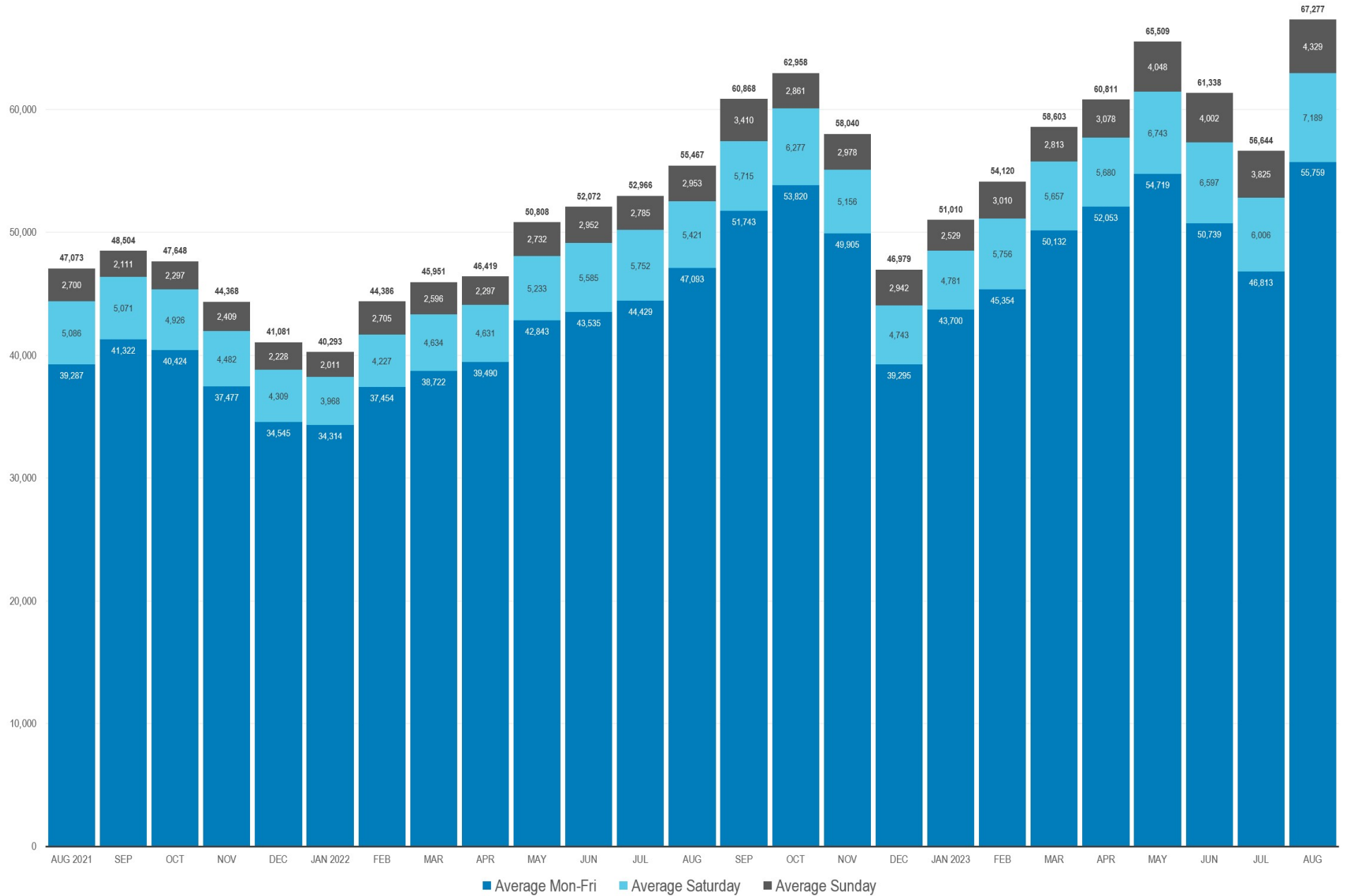


August 2023
Fixed Route Registered Customer Service Concerns by Category

Positive Neutral Negative



Average Weekly Ridership 2021 - 2023

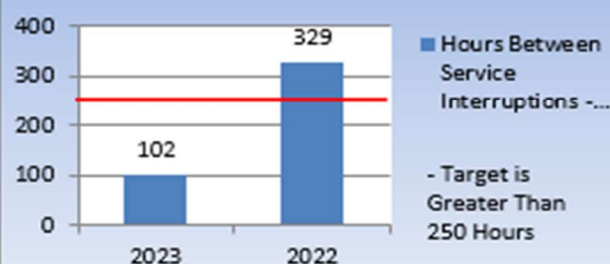


Metro Transit Operations Report

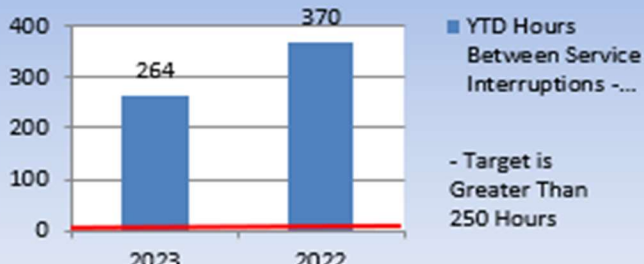
August 2023

Current Month	2023	2022	Variance	Year to Date	YTD 2023	YTD 2022	YTD Variance
Service				Service			
Service Hours	25842	22352	15.61%	Service Hours	192642	170248	13.15%
Service Miles	354021	308094	14.91%	Service Miles	2647778	2E+06	12.85%
Interruptions				Interruptions			
Interruptions	253	68	272.06%	Interruptions	729	460	58.48%
Hours Between Interruptions	102	329	-68.93%	Hours Between Interruptions	264	370	-28.60%
Miles Between Interruptions	1399	4531	-69.12%	Miles Between Interruptions	3632	5101	-28.79%
Target Miles	3350	3350		Target Miles	3350	3350	
Road Calls				Road Calls			
Road Calls	57	36	58.33%	Road Calls	308	301	2.33%
Miles Between Road Calls	6211	8558	-27.43%	Miles Between Road Calls	8597	7795	10.28%
Paratransit				Paratransit			
Total Van Trips	7419	7027	5.58%	Total Van Trips	56403	48716	15.78%
Passenger Hours	4349	4010	8.45%	Passenger Hours	34203	27779	23.13%
Trips per Hour	1.71	1.75	-2.65%	Trips per Hour	1.65	1.75	-5.97%
Passenger Miles	49609	46261	7.24%	Passenger Miles	384886	312062	23.34%
Trips per Mile	0.1495	0.1519	-1.55%	Trips per Mile	0.1465	0.1561	-6.13%
Taxi Trips	0	0	#DIV/0!	Taxi Trips	0	0	#DIV/0!
Total Trips - Van & Taxi	7419	7027	5.58%	Total Trips - Van & Taxi	56403	48716	15.78%

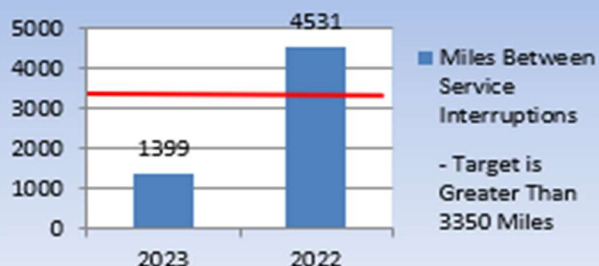
Hours Between Service Interruptions - August 2023 & 2022



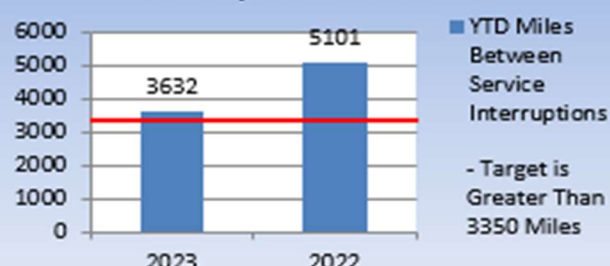
YTD Hours Between Service Interruptions - 2023 & 2022



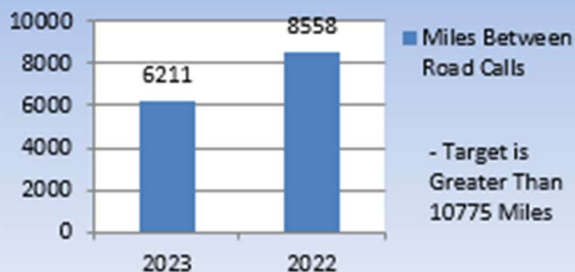
Miles Between Service Interruptions - August 2023 & 2022



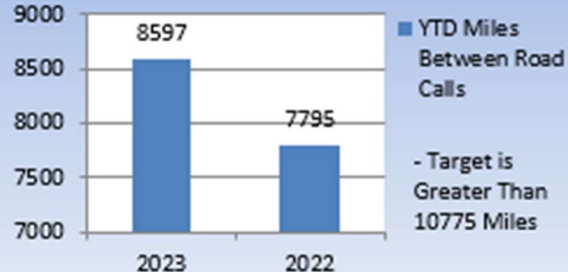
YTD Miles Between Service Interruptions - 2023 & 2022



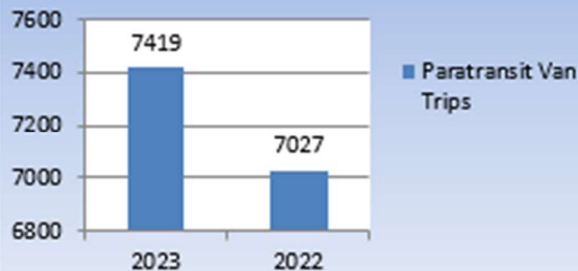
**Miles Between Road Calls
August - 2023 & 2022**



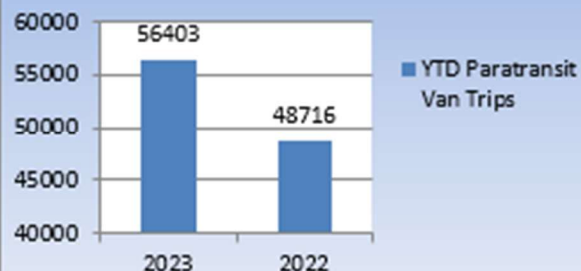
**YTD Miles Between Road Calls
- 2023 & 2022**



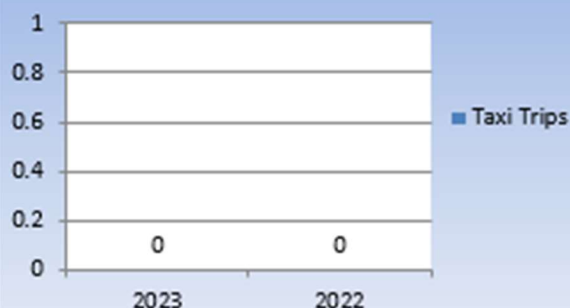
**Paratransit Van Trips
August - 2023 & 2022**



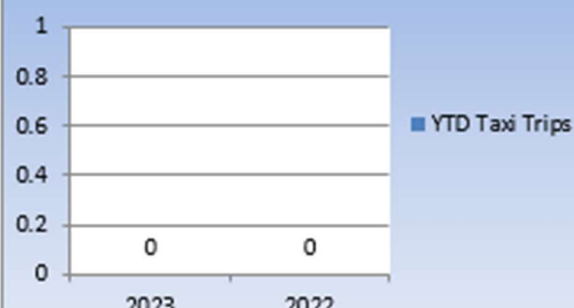
YTD Paratransit Van Trips - 2023 & 2022



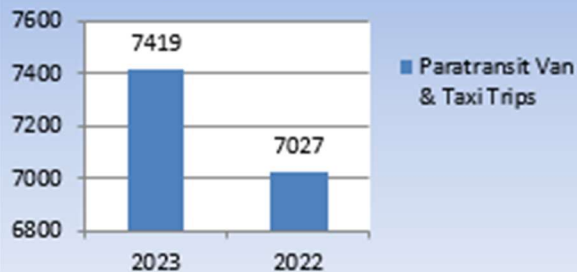
Taxi Trips August - 2023 & 2022



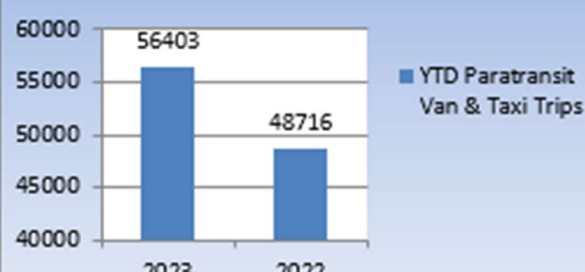
YTD Taxi Trips - 2023 & 2022



**Paratransit Van & Taxi Trips
August - 2023 & 2022**



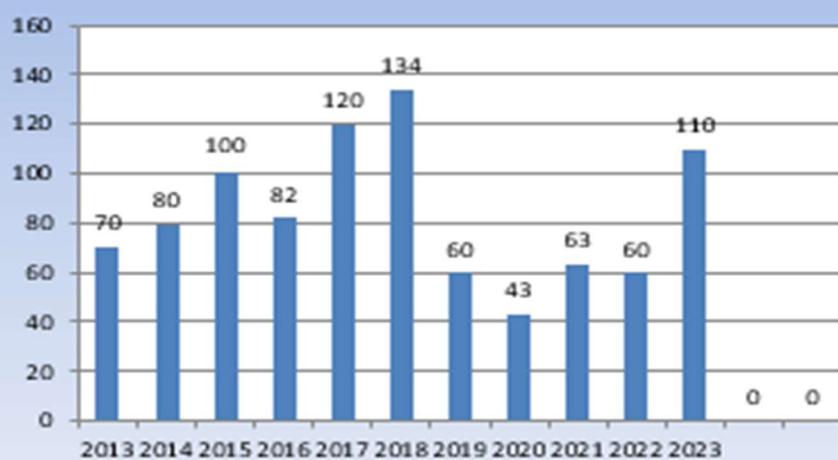
YTD Paratransit Van & Taxi Trips - 2023 & 2022



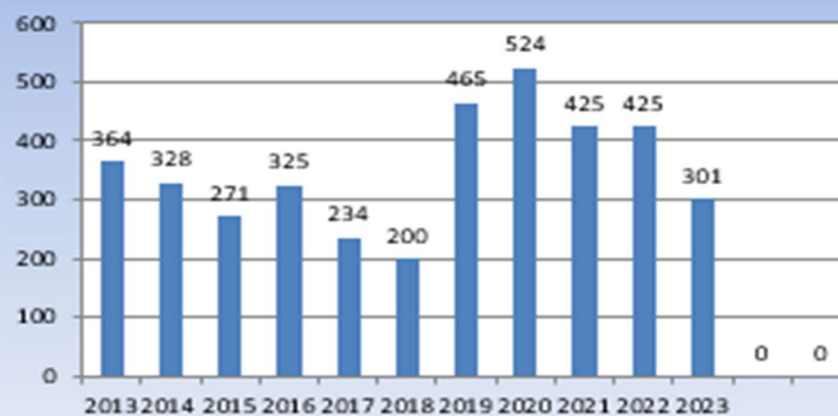
Service Interruptions Detail

Type	August 2022	August 2023	Difference	2022 YTD	2023 YTD	Difference
Accident	3	2	-1	13	35	22
Unsanitary Bus	0	2	2	3	11	8
Delayed Out Operator	28	59	31	271	236	-35
Bus Operator Family Emergency	0	0	0	2	0	-2
Drunk on Bus - Police Called	0	1	1	0	2	2
Passenger Emergency	1	0	-1	2	5	3
Weather	0	0	0	0	0	0
Mechanical	33	73	40	126	299	173
Unknown	2	0	-2	4	2	-2
Vandalism on Bus	0	0	0	0	0	0
Heavy Traffic	0	1	1	0	2	2
No Bus Available	1	115	114	9	244	235
Total	68	253	185	430	836	406
Mechanical Reasons						
Air Conditioner	0	4	4	3	5	-2
Air pressure went down	0	1	1	11	16	-5
Brake Problem	2	1	-1	9	8	1
Broken Belt	0	1	1	0	3	-3
Bus Body Problem	1	2	1	4	6	-2
Bus shut down	13	20	7	81	117	-36
Delayed by Train	0	0	0	1	0	1
Door Problem	1	1	0	7	6	1
Electrical Problem	0	2	2	12	13	-1
Farebox	0	0	0	4	1	3
Leaking Fluid	0	0	0	19	0	19
Leaking fuel	0	0	0	1	0	1
Lift malfunction	0	0	0	3	1	2
Light problem	0	2	2	6	3	3
Low water	0	5	5	5	15	-10
Mirror Broke	0	0	0	7	2	5
No power	3	2	-1	19	19	0
Power Steering Problem	0	2	2	4	4	0
Oil Pressure	0	0	0	1	1	0
Overheated	0	2	2	13	3	10
Radiator Leak	0	0	0	1	7	-6
Seat Problem	1	0	-1	1	2	-1
Starting problem	0	0	0	5	2	3
Suspension problem	1	1	0	12	21	-9
Tire problem	2	5	3	21	23	-2
Transmission malfunction	0	1	1	8	3	5
Unknown Mechanical	9	21	12	40	37	3
Windshield/Window	0	0	0	0	3	-3
Total	33	73	40	298	321	23

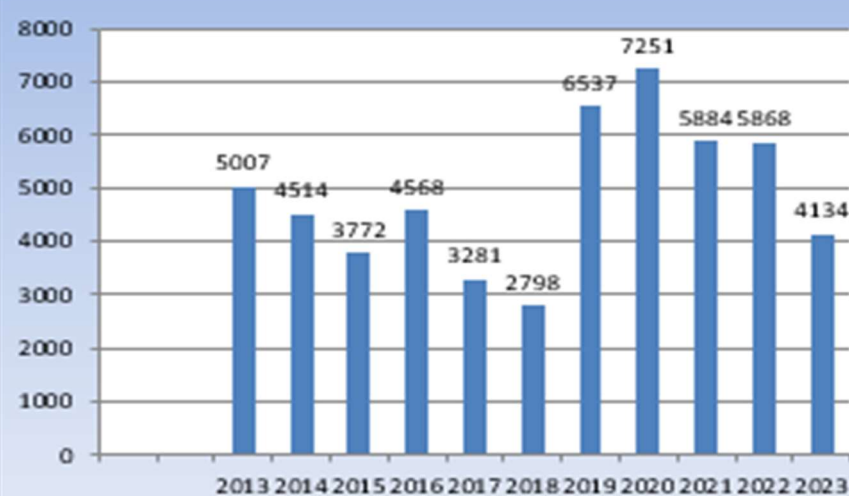
Service Interruptions



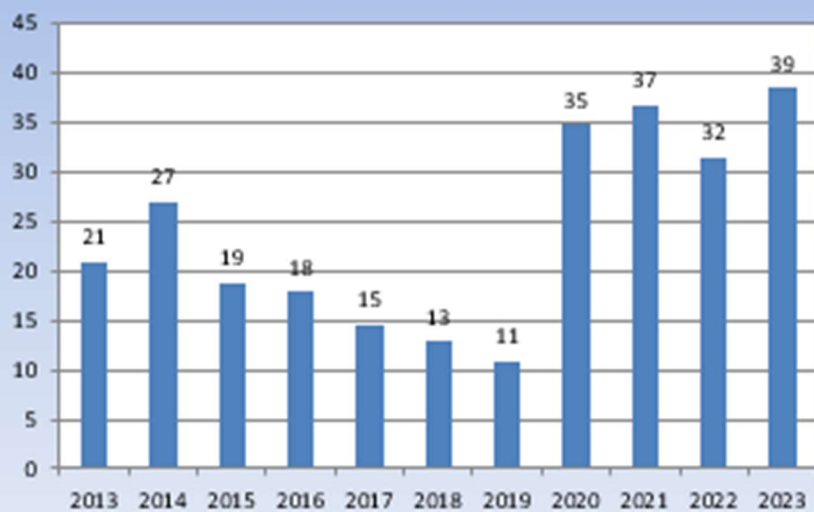
Hours Between Interruptions



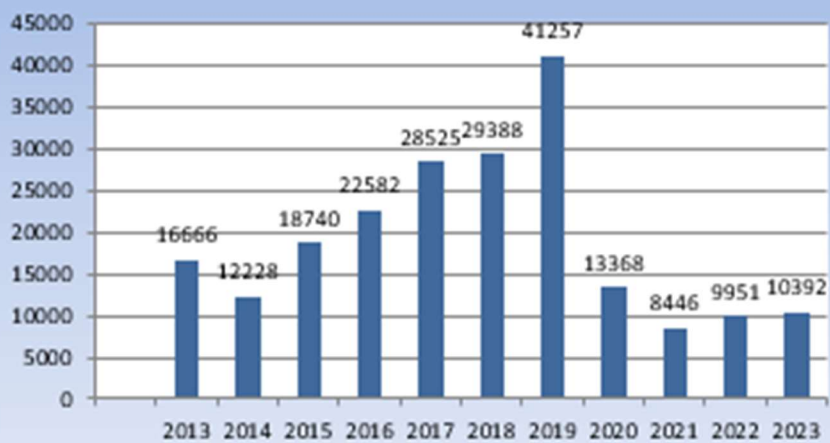
Miles Between Interruptions



Roadcalls



Miles Between Roadcalls



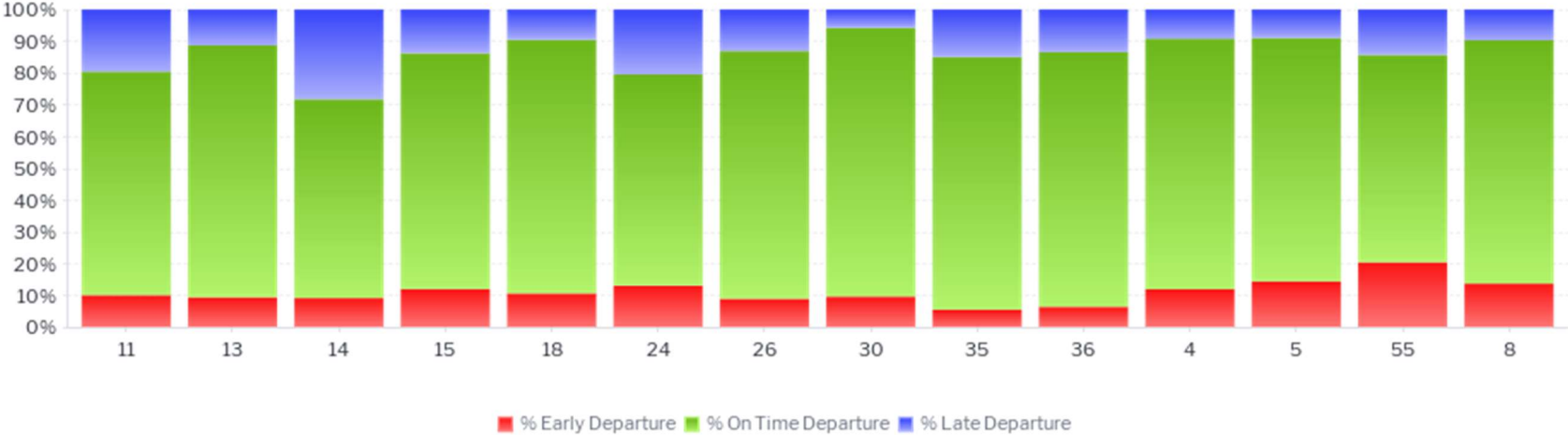
August 2023 OTP

Departures: On-Time Performance (System Wide)

■ % Early Departure ■ % On Time Departure ■ % Late Departure

Month	Start Date	End Date	Early Departs	% Early Departure	On Time Departs	% On Time Departure	Late Departs	% Late Departure	Total
August	8/1/23	8/31/23	16,477	11.0%	113,225	75.9%	19,566	13.1%	149,268

Departures: On-Time Performance by Route

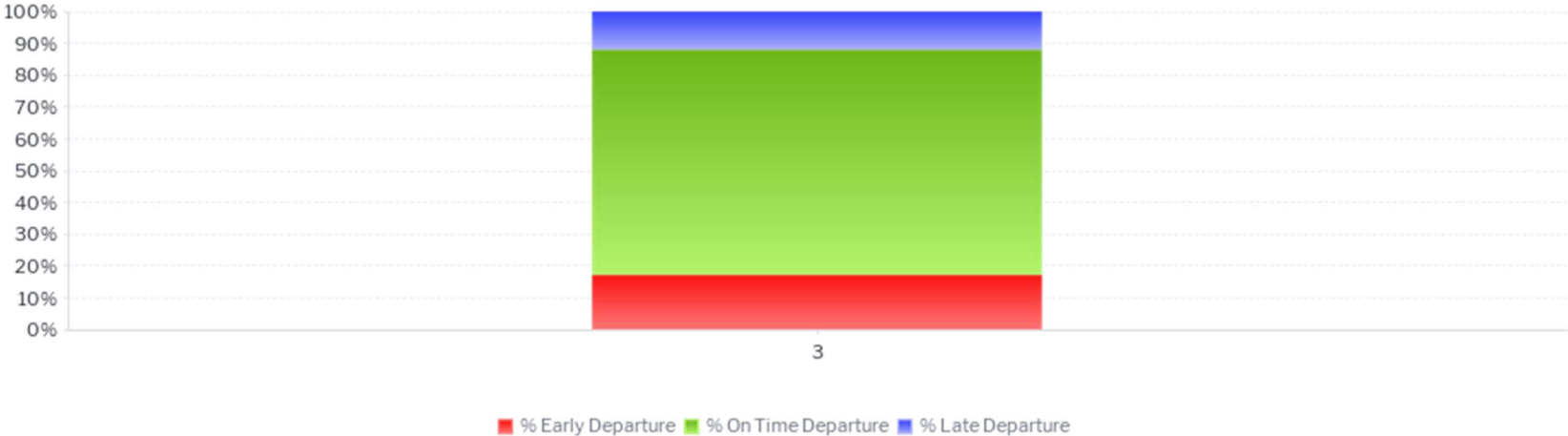


August 2023 OTP

Route 3 is listed separately due to the long term 42nd St. Bridge detour.

Route 3

Departures: On-Time Performance by Route



Start Date	End Date	Route	Route	Early Departs	% Early Departure	On Time Departs	% On Time Departure	Late Departs	% Late Departure	Total
8/1/23	8/31/23	3	North 40th / South 42nd	2,973	17.1%	12,320	70.9%	2,073	11.9%	17,366

August 2023

Registered Customer Service Concerns by Category

Total Calls	15358
Bus	9726
MOBY	5632

Calls by Category

	Total	Positive	Neutral	Negative	Percentage
Driver	65	1	0	64	48.50%
General	9	0	4	5	6.71%
Lost and Found	29	0	21	8	21.64%
Office Staff	2	1	0	1	1.49%
Other	10	0	0	10	7.46%
OTP	3	0	0	3	2.24%
Routing	10	0	2	8	7.46%
Ticket	2	0	0	2	1.49%
Vehicle	4	0	2	2	2.99%
Wheelchair	0	0	0	0	0.00%
Total	134	2	29	103	100.00%
Percentage	100%	1.49%	21.64%	76.87%	

**Metro - Income Statement Report
For the Period Ending 07-31-2023**

Revenue						
ACCOUNT DESCRIPTION	ACTUAL MTD REVENUE	REVISED ESTIM REV	ACTUAL YTD REVENUE	REMAINING REVENUE	% YTD COLL	
4140 Advertising	\$ (21,501)	\$ (260,000)	\$ (147,428)	\$ (112,572)	57%	
5339 BFac Cap	\$ -	\$ -	\$ (570,365)	\$ 570,365	N/A	
4112 Contract Serv	\$ (32,836)	\$ (1,370,000)	\$ (982,666)	\$ (387,334)	72%	
5303 Metro Planning	\$ -	\$ (137,000)	\$ (49,825)	\$ (87,175)	36%	
Other FTA	\$ -	\$ (1,708,000)	\$ -	\$ (1,708,000)	0%	
4150 Other Revenues	\$ (36,302)	\$ (273,200)	\$ (506,056)	\$ 232,856	185%	
4111 Passenger Fares	\$ (164,001)	\$ (2,764,000)	\$ (1,354,174)	\$ (1,409,826)	49%	
4230 Property Tax	\$ (89,119)	\$ (37,426,666)	\$ (177,411)	\$ (37,249,255)	0%	
4410 State	\$ -	\$ (1,500,000)	\$ -	\$ (1,500,000)	0%	
5307 Urbanized Oper	\$ -	\$ (11,190,000)	\$ (3,290,694)	\$ (7,899,306)	29%	
Revenue Total	\$ (343,759)	\$ (56,628,866)	\$ (7,078,620)	\$ (49,550,246)	12.50%	

Expense						
ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
5031 Fuel/Lubricants	304,767	4,243,594	1,602,293	2,641,301	38%	
5015 Fringe Benefits	595,502	8,366,575	4,308,373	4,058,202	51%	
5039 Oth Mat & Supp	152,286	1,746,624	900,521	846,103	52%	
OA 5014 Other Pd Absen	46,933	-	225,634	(225,634)	N/A	
5200 Other Op Exp	567	8,240	3,117	5,123	38%	
OP 5012 Op Paid Absen	136,838	-	503,634	(503,634)	N/A	
5011 Oper Sal/Wages	721,653	12,318,241	5,358,362	6,959,879	43%	
5013 Other Sal/Wag	280,781	4,328,502	2,129,571	2,198,931	49%	
5020 Services	129,742	2,246,807	873,645	1,373,162	39%	
5032 Tires & Tubes	14,496	180,199	58,611	121,587	33%	
UT 5040 Utilities	-	98,400	42,569	55,831	43%	
Fixed (MBDO)	\$ 2,383,564	\$ 33,537,180	\$ 16,006,330	\$ 17,530,851	48%	

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
FL 5031 Fuel/Lubricants	27,775	290,862	166,503	124,359	57%	
FR 5015 Fringe Benefits	80,206	896,575	590,932	305,643	66%	
MS 5039 Oth Mat & Supp	6,576	55,130	46,593	8,537	85%	
OA 5014 Other Pd Absen	6,392	-	22,180	(22,180)	N/A	
OP 5012 Op Paid Absen	14,361	-	63,266	(63,266)	N/A	
OS 5011 Oper Sal/Wages	100,333	1,338,193	775,268	562,925	58%	
OW 5013 Other Sal/Wag	39,002	454,957	253,579	201,377	56%	
SR 5020 Services	1,205	-	32,791	(32,791)	N/A	
TT 5032 Tires & Tubes	-	20,600	-	20,600	0%	
Paratransit/Moby (DRDO)	\$ 275,850	\$ 3,056,317	\$ 1,951,113	\$ 1,105,205	64%	

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
5050 Cslty/Liab Cost	69,435	772,246	883,864	(111,618)	114%	
5015 Fringe Benefits	109,653	1,364,582	790,375	574,207	58%	
5090 Misc Expenses	7,575	494,122	106,132	387,990	21%	
5039 Oth Mat & Supp	20,507	545,850	116,456	429,394	21%	
OA 5014 Other Pd Absen	40,182	-	131,704	(131,704)	N/A	
5200 Other Op Exp	-	-	-	-	*See below*	
5011 Oper Sal/Wages	1,678	42,720	14,076	28,645	33%	
5013 Other Sal/Wag	177,003	2,872,509	1,350,263	1,522,246	47%	
5020 Services	127,723	1,772,803	723,396	1,049,408	41%	
5060 Taxes	-	1,000	-	1,000	0%	
5040 Utilities	673	450,000	257,506	192,494	57%	
Administrative	\$ 554,429	\$ 8,315,832	\$ 4,373,772	\$ 3,942,060	53%	

ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
Fringe Costs	(34,833)	-	925	(925)	N/A	
Shared Expense	\$ (34,833)	\$ -	\$ 925	\$ (925)	N/A	
Expense Total	\$ 3,179,011	\$ 44,909,330	\$ 22,332,139	\$ 22,577,191	50%	

Totals									
Expense Total	\$	3,179,011	\$	44,909,330	\$	22,332,139	\$	22,577,191	49.73%
Revenue Total	\$	(343,759)	\$	(56,628,866)	\$	(7,078,620)	\$	(49,550,246)	12.50%
(Gain)/Loss	\$	2,835,252.22	\$	(11,719,536.03)	\$	15,253,518.10	\$	(26,973,054.13)	37.23%

Depreciation Exp	856,992	11,352,000	6,311,608	5,040,392
5307 Urbanized Cap		(13,126,072)		
Capital Exp	131,362	17,751,528	2,414,473	15,337,055
Property Tax Timing			-	

	MTD Total	REVISED BUDGET	YTD Total
Revised Exp	4,167,365	74,012,858	31,058,219
Revised Rev	(343,759)	(69,754,938)	(7,078,620)
Revised Net Loss/(Gain)	\$ 3,823,606.00	\$ 4,257,919.97	\$ 23,979,598.96

0.02