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AGENDA

REGULAR BOARD MEETING

REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA

2222 Cuming Street

Omaha, Nebraska, 68102

February 23, 2023

8:30 a.m.

1. Call to Order: Notice of the Regular Meeting was published in the Omaha Daily Record on February 17, 2023.
2. Approval of Minutes of Previous Meeting:
 - a. Regular Meeting: January 30, 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 – Request Approval of Title VI Service Equity Analysis for Planned Service Changes (A. Johnson)
7. Resolution – Resolution #431 – Approval of Federal Certifications & Assurances (W. Clingman)
8. Resolution – Request Approval of the 2023 Transportation Improvement Plan (W. Clingman)
9. Resolution – Request Approval of Fuel Contract (L. Cencic)
10. Board Chair Report (A. Haase)
11. Date, Time and Place of Next Regular Board Meeting
Thursday, March 23, 2023, at 8:30 a.m.
Authority’s Administrative Building
12. Adjournment

Tentative Resolutions for Next Board Meeting

None

6. RESOLUTION: **Request Approval of Title VI Service Equity Analysis for Planned Service Changes**

EXPLANATION: Metro's Title VI Policy requires a Service Equity Analysis be completed for any proposed changes that meet Metro'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.
 - i. *This threshold was reduced from 12% to 10% and approved by the Metro Board of Directors on December 22, 2022. FTA approval is currently pending.*
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.
 - ii. *This threshold was reduced from 25% to 15% and approved by the Metro Board of Directors on December 22, 2022. FTA approval is currently pending.*

The proposed changes for April 2023 meet this definition of a Major Service Change due to a proposed addition of more than 15% of weekly revenue miles on Routes 13 and 15.

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

- **No disparate impact on minority populations.** The cumulative benefit of the changes to minorities is 5.63% and to non-minorities is 5.99%, a difference of 0.36%.
- **No disproportionate burden on low-income populations.** The cumulative benefit of the changes to low-income populations is 6.01% and to non-low-income individuals is 5.78%, a difference of 0.23%.
- **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's continued compliance with the Federal Transit Administration's Title VI requirements. The Title VI Service Equity Analysis will be provided to the Board of Directors under separate cover and is available to the public upon request by emailing titlevi@ometro.com.

Recommend Approval.



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Operated by the Metropolitan Regional Transit Authority of Omaha



TITLE VI SERVICE EQUITY ANALYSIS

April 2023 Planned Service Changes

Submitted for compliance with Title VI of the Civil Rights Act of 1964

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1. Purpose

Title VI of the Civil Rights Act of 1964 ensures that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Metropolitan Regional Transit Authority of Omaha d/b/a Metro has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B, ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

This analysis of Metro’s proposed service changes was prepared in conformity with Chapter IV of the FTA’s Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" and with respect to environmental justice principles. The Circular states any FTA recipient located in an Urbanized Area of 200,000 or more in population and operates more than fifty vehicles in peak service "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact. Additionally, Circular 4702.1B, Chapter IV-7 (2) requires these transit agencies evaluate the effects of service changes on low-income populations in addition to Title VI-protected populations. By conducting equity analyses, Metro intends to ensure that the impacts of the proposed service changes are distributed equitably to minority and low-income populations and are not discriminatory.

OVERVIEW

Metro, a political subdivision of the State of Nebraska, is a direct recipient of FTA financial assistance; a transit provider located in an Urbanized Area of 200,000 or more in population; and operates more than fifty vehicles in peak service. Metro’s fixed-route service includes rapid, local, express/commuter routes, and a downtown circulator. Additionally, Metro operates Americans with Disabilities Act (ADA) Complementary Paratransit (MOBY) service.

2. Summary of Proposed Service Changes

The changes below have been proposed by staff to enhance service frequencies and trips throughout the week and to respond to feedback from the public during the participation phase of MetroNEXT (2022-2030 strategic plan) planning. While some of these changes reinstate service that existed prior to the COVID-19 pandemic, other adjustments provide new additional services in key areas of recent ridership growth. Particularly, weekend ridership has remained stable and even grown on some routes through the pandemic, and the proposed changes respond to these new travel patterns with increases to frequency and span of service on core routes. Throughout this document, the changes will be evaluated for their cumulative impact on low-income and minority populations in the area.

Increases to Frequency

Two routes have been identified for increases in weekday frequency of arrivals, including daytime increases to Route 15, and peak hour increases to Route 13. Route 11 will receive increased service on Saturdays, and Routes 3, 4, 13, 15, 24 and 30 will be increased on Sundays. See Figure 2A for specific adjustments.

Figure 2A: Cumulative Changes to Frequency

Route	Pre-COVID Frequency	Current Frequency	New Frequency
Weekday			
13 (Downtown to MCC – Peak Service)	15	30	15
13 (MCC to ATC – Peak Service)	30	60	30
15 (Downtown to ATC)	30	30	15
Saturday			
11	60	60	30
Sunday			
3	60	60	30
4	60	60	30
13 (Downtown to MCC)	60	60	30
15 (Downtown to ATC)	60	60	30
24	60	60	30
30	60	60	30

Other Additional Weekday Trips

Metro staff identified the need for several other minor service adjustments, including extended evening service on Sundays on Routes 3, 4, 13, 15, 24 and 30. Rider surveys conducted during outreach for the MetroNEXT plan indicated a strong preference for additional service on evenings and weekends.

Complementary paratransit (MOBY) services associated with the proposed changes would also be modified to reflect the increased span of service due to the route proposals.

3. Metro Title VI Policies

Metro first established Major Service Change, Disproportionate Burden, and Disparate Impact Policies to comply with applicable federal requirements under Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" which became effective October 1, 2012. This Circular requires any FTA funding recipient that operates 50 or more fixed route vehicles in peak service and serving a population of 200,000 or greater to evaluate all fare changes and any major service change at the planning and programming stages to determine whether those changes have a Disparate Impact on the minority population or Disproportionate Burden on low-income population.

The following policies regarding Major Service Change, Disparate Impact, and Disproportionate Burden have remained in effect since first adopted by the Metro Board of Directors and approved by the FTA in 2013, with the latest updates to these policies (see Figure 3A) approved by the Metro Board of Directors on December 22, 2022. FTA approval is currently pending.

Figure 3A: Board-approved updates to Metro’s Major Service Change, Disparate Impact, and Disproportionate Burden Policies

Major Service Change	
<p>PREVIOUS POLICY:</p> <ul style="list-style-type: none"> The addition and/or elimination of a bus route 12% or more for system revenue miles 25% or more revenue miles on any individual route 	<p>BOARD-APPROVED POLICY:</p> <ul style="list-style-type: none"> The addition and/or elimination of a bus route 10% or more for system revenue miles 15% or more revenue miles on any individual route
Disparate Impact	
<p>PREVIOUS POLICY:</p> <ul style="list-style-type: none"> Any major service change that requires a minority population to bear adverse effects of 25% or greater of the cumulative impact. 	<p>BOARD-APPROVED POLICY:</p> <ul style="list-style-type: none"> Any major service change that requires a minority population to bear adverse effects of 15% or greater of the cumulative impact.
Disproportionate Burden	
<p>PREVIOUS POLICY:</p> <ul style="list-style-type: none"> When the burden of any fare or major service change requires a low-income population to bear adverse effects 25% or greater of the cumulative burden. 	<p>BOARD-APPROVED POLICY:</p> <ul style="list-style-type: none"> When the burden of any fare or major service change requires a low-income population to bear adverse effects 15% or greater of the cumulative burden.

MAJOR SERVICE CHANGES:

The following is considered a major service change (unless otherwise noted under Exemptions) and will be evaluated in accordance with the regulatory requirements set forth in FTA Circular 4702.1B.

The following thresholds for analysis are not set so high so as to never require an analysis; rather, are established to yield a meaningful result in light of Metro’s service characteristics and shall be defined as any significant change in transit service for twelve or more months that meets at least one of the following:

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.

All major service changes will be subject to an equity analysis which includes an analysis of adverse effects on protected service populations. Metro recognizes that additions to service may also result in disparate impacts and disproportionate burdens, especially if the additions come at the expense of reductions in service on other routes. Metro shall consider the degree of adverse effects and analyze those effects when planning major service changes and / or any fare change.

DISPARATE IMPACT POLICY

Metro has established a Disparate Impact Policy in compliance with applicable federal requirements under Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular 4702.1B requiring that recipients of FTA funding prepare and submit service equity analyses for proposed major service or fare changes.

The Disparate Impact Policy establishes a threshold for determining whether proposed service or fare changes disproportionately affect minority populations relative to non-minority populations on the basis of race, ethnicity or national origin.

The threshold is the difference between the burdens borne by, and benefits experienced by, minority populations compared to non-minority populations. Exceeding the threshold means either that a service or fare change negatively impacts minority populations more than non-minority populations or that the change benefits non-minority populations more than minority populations.

A “disparate impact” refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where Metro’s policy or practice lacks a substantial legitimate justification and where there exist one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

Metro defines the threshold for a “disparate impact” as follows: Should the impact of any fare or major service change require a minority population to bear adverse effects **fifteen percent or greater of a cumulative impact** compared to those adverse effects borne by the nonminority population, that impact will be deemed a disparate impact.

Disparate impacts will be reviewed on the affected changes on a cumulative basis.

Should a proposed major service change or any fare change result in a disparate impact, Metro will consider modifying the proposed change to avoid, minimize, or mitigate the disparate impact of the change. If Metro finds potential disparate impacts and then modifies the proposed changes to avoid, minimize, or mitigate potential disparate impacts, Metro will reanalyze the proposed changes to determine whether the modifications actually removed the potential disparate impacts of the changes.

In accordance with FTA guidance, Metro will not alter this Disparate Impact Policy until its next Title VI Program Submission, though Metro maintains the freedom to select the most appropriate and informative dataset for use in minority population service and fare equity analyses. Metro shall, however, use the same comparison population data in low-income population equity analyses as it uses for minority population equity analyses. For example, if Metro uses ridership surveys to

determine the comparison population in minority population equity analyses, Metro will also use ridership surveys to determine the comparison population for low-income equity analyses.

Metro engaged the public in the decision-making process prior to adopting this Policy, and will do so when altering or amending this Disparate Impact Policy.

DISPROPORTIONATE BURDEN POLICY

Metro's Disproportionate Burden Policy, in compliance with applicable federal Environmental Justice requirements under Executive Order 12898 and FTA Circulars 4703.1 and 4702.1B requiring that recipients of FTA funding prepare and submit service and / or fare equity analyses.

The Disproportionate Burden Policy establishes a threshold for determining whether proposed service or fare changes have a disproportionate effect on low-income populations relative to non-low-income populations.

The threshold is the difference between the burdens borne by, and benefits experienced by, low-income populations compared to non-low-income populations. Exceeding the threshold means either that a service or fare change negatively impacts low-income populations more than non-low-income populations, or that the change benefits non-low-income populations more than low-income populations.

If the threshold is exceeded, Metro must avoid, minimize, or mitigate impacts where practicable.

For purposes of this policy, "low-income population" is defined as any readily identifiable group of households who live in geographic proximity and whose median household income is at or below the Department of Health and Human Services Poverty Guidelines.

Metro establishes the threshold for a "disproportionate burden" as follows: Should the burden of any fare or major service changes require a low-income population to bear adverse **effects fifteen percent or greater of the cumulative burden** compared to the effects borne by the non-low-income population, that impact will be considered a disproportionate burden.

Disproportionate Burden will be reviewed on the affected changes on a cumulative basis.

Should a proposed fare or major service change result in a disproportionate burden, Metro will consider modifying the proposed change to avoid, minimize, or mitigate the disproportionate burden of the change. If Metro finds a potential disproportionate burden and then modifies the proposed changes to avoid, minimize, or mitigate potential disproportionate burdens, Metro will reanalyze the proposed changes to determine whether the modifications actually removed the potential disproportionate burden of the changes.

If Metro chooses not to alter the proposed changes, Metro may implement the service change if:

- There is substantial legitimate justification for the change; and
- The agency can show that there are no alternatives that would have less impact on the low-income population and would still accomplish the agencies legitimate program goals.

In accordance with FTA guidance, Metro will not alter this Disproportionate Burden Policy until its next Title VI Program Submission, though Metro maintains the freedom to select the most appropriate and informative dataset for use in low-income population service equity analyses. Metro shall, however,

use the same comparison population data in low-income population service equity analyses as it uses for minority population service equity analyses. For example, if Metro uses ridership surveys to determine the comparison population in minority population service equity analyses, Metro will also use ridership surveys to determine the comparison population for low-income service equity analyses.

Metro engaged the public in the decision-making process prior to adopting this Policy, and will do so when altering, or amending this Disproportionate Burden Policy, if needed at the next submission.

4. Finding of a Major Service Change

Figure 4A summarizes the scope of the proposed changes in terms of weekly revenue miles. The proposed changes include the addition of more than 15% of weekly revenue miles on Routes 13 and 15, therefore qualifying as a “Major Service Change” under Metro’s policy adopted by the Board of Directors in December 2022.

Figure 4A: Cumulative Changes to Revenue Miles

February 2023 Revenue Miles					April 2023 Revenue Miles					Percent Change
Route	WD	SAT	SUN	Weekly Revenue Miles	Route	WD	SAT	SUN	Weekly Revenue Miles	By Route
3	870.11	563.64	220.15	5,134.34	3	870.11	563.64	517.59	5,431.78	5.8%
4	1,138.62	717.43	331.26	6,741.79	4	1,138.62	717.43	649.08	7,059.61	4.7%
11	405.00	208.71	157.22	2,390.93	11	405.00	391.68	157.22	2,573.90	7.7%
13S	351.95	399.16	184.60	2,343.51	13S	543.95	404.46	378.56	3,502.77	49.5%
13L	237.29	214.27	160.52	1,561.24	13L	334.52	217.11	177.74	2,067.45	32.4%
15S	522.22	381.74	170.36	3,163.20	15S	730.13	381.74	389.76	4,422.15	39.8%
15L	259.66	209.10	154.26	1,661.66	15L	237.32	209.10	180.56	1,576.26	-5.1%
24	1,148.69	767.96	246.76	6,758.17	24	1,148.69	767.96	565.83	7,077.24	4.7%
30	508.80	485.32	223.43	3,252.75	30	508.80	485.32	448.12	3,477.44	6.9%
TOTAL:	11,928.49	8,105.07	4,029.89	71,777.41	TOTAL:	12,403.29	8,296.18	5,645.79	75,958.42	

	WD	SAT	SUN	Weekly Revenue Miles
Total Change in Revenue Miles:	474.80	191.11	1,615.90	4,181.01
Percent Change in Revenue Miles:	3.98%	2.36%	40.10%	5.82%

5. Effects of Major Service Changes on Minority and Low-Income Populations

METHODOLOGY

In order to analyze the effects of the Major Service Change on Minority and Low-Income populations, Metro utilized the following methodology.

1. Data Selection:

Metro used the 2020 Decennial U.S. Census and U.S. Census Bureau's 2017-2021 Five Year American Community Survey (ACS) data. 2020 Decennial U.S. Census block level data was utilized for overall population and minority population data. 2021 Five Year ACS data provided low-income population numbers and percentages at the tract level which was then applied to the 2020 Decennial Census block level population numbers. Data utilized were the most current data sets available from U.S. Census at the time the analysis began.

The percent of minority and low-income populations deemed to be within the service buffer of the proposed change was then compared to the percent of minority and low-income populations in Metro's service area. If the change was 15% or greater, further analysis was conducted to identify mitigation measures including access to alternative routes.

2. Definition of Terms:

The term "minority" represents those persons who self-identify as being one or more of any ethnicity other than "white" alone.

The term "low-income" represents those at or below the poverty threshold set by the U.S. Census Bureau with a reported annual household income and corresponding household size as recommended by guidance from the Department of Health and Human Services (DHHS). The poverty thresholds established by the U.S. Census Bureau were compared to the poverty thresholds set by DHHS for compatibility and found that despite minor differences in the threshold income levels by household size, the U.S. Census Bureau data was comparable to DHHS thresholds.

The term "adverse effects" represents geographical or temporal reductions in service. For the purposes of the proposed changes, adverse effects included route discontinuations, discontinuation of route segments, reduced frequency, and reduced span of service hours.

The term "benefits" represents geographical or temporal additions in service. For the purposes of the proposed changes, benefits included added routes, added route segments, increased frequency, and increased span of service hours.

3. Analysis by Route:

Metro conducted an equity analysis for each route with proposed changes utilizing the 2020 Decennial U.S. Census and 2021 Five Year ACS data by type of proposed service change. This analysis identified the adverse effects and benefits of each proposed service change and the relative impact of the change on the minority and low-income population served by each route. A quarter mile buffer was applied to individual route alignments for fixed route service to identify the affected population. U.S. Census blocks with centroids located within the boundary of the defined quarter mile buffer of each route were isolated to identify the affected minority and total populations. The percent of low-income populations within corresponding tracts identified in the 2021 Five Year ACS data were then applied to each block to calculate the affected low-income population. The percent of minority and low-income populations deemed to be within the service buffer of the proposed change was then compared to the percent of minority and low-income populations in Metro's service area.

4. Cumulative Analysis:

Pursuant to Metro's Board-approved Title VI Plan, the proposed changes were analyzed cumulatively. In order to identify the extent of the impact of any element of the proposed changes relative to the overall changes, Metro utilized revenue miles by route and the demographic breakdown of the population within the service buffer of each route represented as a percentage.

PROPOSED INCREASES TO FREQUENCY AND ADDITIONAL TRIPS

Figure 5A: Additional frequency of Routes or Route Segments

Route	Description	Total Population	Minority Population	Percentage Minority	Low-Income Population	Percentage Low-Income
3	Frequency Increase (Sundays)	24,451	13,137	53.73%	5,474	22.39%
4	Frequency Increase (Sundays)	29,063	11,274	38.79%	5,012	17.25%
11	Frequency Increase (Saturdays)	21,243	7,164	33.72%	3,435	16.17%
13S	Frequency Increase (Weekdays & Sundays from Downtown to MCC)	16,841	8,440	50.12%	3,829	22.74%
13L	Frequency Increase (Peak Service Weekdays from Downtown to ATC)	24,933	11,666	46.79%	5,049	20.25%
15S	Frequency Increase (Weekdays & Sundays from Downtown to ATC)	19,300	6,371	33.01%	3,239	16.78%
24	Frequency Increase (Sundays)	27,571	18,643	67.62%	7,554	27.40%
30	Frequency Increase (Sundays)	21,441	10,825	50.49%	5,194	24.22%

A thorough analysis of the benefits and adverse effects of the proposed addition of service by route can be found in **Appendix A**.

6. Analysis of Cumulative Effects of Proposed Service Changes

Figures 6A-6D below compare the weekly revenue miles between the existing routes and the proposed routes along with the population served by each alignment.

Figure 6A: Cumulative Impact to Minority Populations

February 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Minority Population	Percent Minority	Minority Service Miles
3	5,134.34	24,451	13,137	53.73%	2,758.57
4	6,741.79	29,063	11,274	38.79%	2,615.25
11	2,390.93	21,243	7,164	33.72%	806.32
13S	2,343.51	16,841	8,440	50.12%	1,174.47
13L	1,561.24	24,933	11,666	46.79%	730.49
15S	3,163.20	19,300	6,371	33.01%	1,044.18
15L	1,661.66	27,775	8,108	29.19%	485.07
24	6,758.17	27,571	18,643	67.62%	4,569.75
30	3,252.75	21,441	10,825	50.49%	1,642.23
TOTAL:	71,777.41	584,975.00	256,862.00	43.91%	33,409.50

April 2023 Routes						Net Change
Route	Weekly Revenue Miles	Total Population	Minority Population	Percent Minority	Minority Service Miles	Minority Service Miles
3	5,431.78	24,451	13,137	53.73%	2,918.38	159.81
4	7,059.61	29,063	11,274	38.79%	2,738.54	123.29
11	2,573.90	21,243	7,164	33.72%	868.02	61.70
13S	3,502.77	16,841	8,440	50.12%	1,755.44	580.97
13L	2,067.45	24,933	11,666	46.79%	967.35	236.85
15S	4,422.15	19,300	6,371	33.01%	1,459.77	415.58
15L	1,576.26	27,775	8,108	29.19%	460.14	-24.93
24	7,077.24	27,571	18,643	67.62%	4,785.50	215.75
30	3,477.44	21,441	10,825	50.49%	1,755.67	113.44
TOTAL:	75,958.42	584,975.00	256,862.00	43.91%	35,291.97	1,882.47

Cumulative Impact to Minority Populations:

5.63%

Figure 6B: Cumulative Impact to Non-Minority Populations

February 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Non-Minority Population	Percent Non-Minority	Non-Minority Service Miles
3	5,134.34	24,451	11,314	46.27%	2,375.77
4	6,741.79	29,063	17,789	61.21%	4,126.54
11	2,390.93	21,243	14,079	66.28%	1,584.61
13S	2,343.51	16,841	8,401	49.88%	1,169.04
13L	1,561.24	24,933	13,267	53.21%	830.75
15S	3,163.20	19,300	12,929	66.99%	2,119.02
15L	1,661.66	27,775	19,667	70.81%	1,176.59
24	6,758.17	27,571	8,928	32.38%	2,188.42
30	3,252.75	21,441	10,616	49.51%	1,610.52
TOTAL:	71,777.41	584,975.00	328,113.00	56.09%	38,367.91

April 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Non-Minority Population	Percent Non-Minority	Non-Minority Service Miles
3	5,431.78	24,451	11,314	46.27%	2,513.40
4	7,059.61	29,063	17,789	61.21%	4,321.07
11	2,573.90	21,243	14,079	66.28%	1,705.88
13S	3,502.77	16,841	8,401	49.88%	1,747.33
13L	2,067.45	24,933	13,267	53.21%	1,100.10
15S	4,422.15	19,300	12,929	66.99%	2,962.38
15L	1,576.26	27,775	19,667	70.81%	1,116.12
24	7,077.24	27,571	8,928	32.38%	2,291.74
30	3,477.44	21,441	10,616	49.51%	1,721.77
TOTAL:	75,958.42	584,975.00	328,113.00	56.09%	40,666.45

Net Change
Non-Minority Service Miles
137.63
194.53
121.27
578.29
269.36
843.37
-60.47
103.32
111.25
2,298.54

Cumulative Impact to Non-Minority Populations:

5.99%

Figure 6C: Cumulative Impact to Low-Income Populations

February 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Low-Income Population	Percent Low-Income	Low-Income Service Miles
3	5,134.34	24,451	5,474	22.39%	1,149.46
4	6,741.79	29,063	5,012	17.25%	1,162.64
11	2,390.93	21,243	3,435	16.17%	386.61
13S	2,343.51	16,841	3,829	22.74%	532.82
13L	1,561.24	24,933	5,049	20.25%	316.16
15S	3,163.20	19,300	3,239	16.78%	530.86
15L	1,661.66	27,775	3,606	12.98%	215.73
24	6,758.17	27,571	7,554	27.40%	1,851.63
30	3,252.75	21,441	5,194	24.22%	787.97
TOTAL:	71,777.41	584,975.00	106,735.00	18.25%	14,295.07

April 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Low-Income Population	Percent Low-Income	Low-Income Service Miles
3	5,431.78	24,451	5,474	22.39%	1,216.05
4	7,059.61	29,063	5,012	17.25%	1,217.45
11	2,573.90	21,243	3,435	16.17%	416.20
13S	3,502.77	16,841	3,829	22.74%	796.40
13L	2,067.45	24,933	5,049	20.25%	418.66
15S	4,422.15	19,300	3,239	16.78%	742.14
15L	1,576.26	27,775	3,606	12.98%	204.64
24	7,077.24	27,571	7,554	27.40%	1,939.05
30	3,477.44	21,441	5,194	24.22%	842.40
TOTAL:	75,958.42	584,975.00	106,735.00	18.25%	15,154.18

Net Change
Low-Income Service Miles
66.59
54.81
29.59
263.57
102.51
211.28
-11.09
87.42
54.43
859.11

Cumulative Impact to Low-Income Populations:

6.01%

Figure 6D: Cumulative Impact to Non-Low-Income Populations

February 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Non-Low-Income Pop.	Percent Non-Low-Income	Non-Low-Income Service Miles
3	5,134.34	24,451	18,977	77.61%	3,984.88
4	6,741.79	29,063	24,051	82.75%	5,579.15
11	2,390.93	21,243	17,808	83.83%	2,004.32
13S	2,343.51	16,841	13,012	77.26%	1,810.69
13L	1,561.24	24,933	19,884	79.75%	1,245.08
15S	3,163.20	19,300	16,061	83.22%	2,632.34
15L	1,661.66	27,775	24,169	87.02%	1,445.93
24	6,758.17	27,571	20,017	72.60%	4,906.54
30	3,252.75	21,441	16,247	75.78%	2,464.78
TOTAL:	71,777.41	584,975.00	478,240.00	81.75%	57,482.34

April 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Non-Low-Income Pop.	Percent Non-Low-Income	Non-Low-Income Service Miles
3	5,431.78	24,451	18,977	77.61%	4,215.73
4	7,059.61	29,063	24,051	82.75%	5,842.16
11	2,573.90	21,243	17,808	83.83%	2,157.70
13S	3,502.77	16,841	13,012	77.26%	2,706.37
13L	2,067.45	24,933	19,884	79.75%	1,648.79
15S	4,422.15	19,300	16,061	83.22%	3,680.01
15L	1,576.26	27,775	24,169	87.02%	1,371.62
24	7,077.24	27,571	20,017	72.60%	5,138.19
30	3,477.44	21,441	16,247	75.78%	2,635.04
TOTAL:	75,958.42	584,975.00	478,240.00	81.75%	60,804.24

Net Change
Non-Low-Income Service Miles
230.85
263.01
153.38
895.69
403.70
1,047.67
-74.31
231.65
170.26
3,321.90

Cumulative Impact to Non-Low-Income Populations:

5.78%

CONCLUSION

Overall, the weekly revenue miles increased from 71,777.41 under the existing service to 75,958.42 miles under the proposed system. This increase of 4,181.01 weekly miles represents a 5.82% increase in miles from existing service. Since the service area and alignment of routes is not proposed to be changed, the total population served (including duplication of the populations served by more than one route) will be maintained at 584,975.

DISPARATE IMPACT ANALYSIS

The service equity analysis shows that on a cumulative basis the non-minority population will benefit slightly more than the minority population. The number of weekly revenue miles was multiplied by the percent of minority population residing in the service buffer to identify the cumulative effect on minority populations. The cumulative benefit of the changes to minorities is 5.63% and to non-minorities is 5.99%, a difference of 0.36%. **No disparate impact is identified for the proposed changes according to the adverse impact threshold in the previous policy approved by the FTA in 2013 (25% or greater) or the current policy approved by the Metro Board in 2022 and pending FTA approval (15% or greater).**

DISPROPORTIONATE BURDEN ANALYSIS

The service equity analysis shows that on a cumulative basis the low-income population will benefit slightly more than the non-low-income population. The number of weekly revenue miles was multiplied by the percent of low-income population residing in the service buffer to identify the cumulative effect on low-income populations. The cumulative benefit of the changes to low-income populations is 6.01% and to non-low-income individuals is 5.78%, a difference of 0.23%. **No disproportionate burden is identified for the proposed changes according to the adverse effect threshold in the previous policy approved by the FTA in 2013 (25% or greater) or the current policy approved by the Metro Board in 2022 and pending FTA approval (15% or greater).**

7. Public Engagement

The proposed changes follow recommended service improvements identified in Metro's 2030 strategic plan, MetroNEXT. Increasing frequency on core routes, restoring pre-COVID levels of service, and increasing weekend and evening trips were all key recommendations of the plan, which was developed through public feedback and adopted by Metro's Board of Directors in April 2022.

The MetroNEXT planning and public engagement initiative was held from February 2021 to April 2022, hosting 20 public meetings, drawing over 1,000 participants, and recording over 1,500 public comments. Meetings were held both in-person and online, offering a variety of dates, times, and locations to participate. Spanish translation was available at each meeting. Meeting recordings were also posted on Metro's website, and participants were invited to provide feedback through online and onboard surveys during key phases of the process.

PUBLIC NOTIFICATION

For each series of MetroNEXT meetings, notice was published in the Omaha World Herald (main news and public news sections), the Omaha Star, a minority-operated newspaper, and a media press release. Social media sharing on Facebook, Twitter, and Instagram included links to Metro's website, which allows for multi-language translation.

Posters were displayed at Metro's transit centers and administrative facility's public space where fare media is purchased, Half Fare IDs are processed, route schedules/maps available and persons can receive trip planning assistance. Bilingual Rider Alerts were distributed on buses and the ADA Complementary Paratransit MOBY fleet.

Traditionally underrepresented populations including minorities, low-income populations, persons with Limited English Proficiency, and seniors were encouraged to participate with the assistance of community-based organizations, social service agencies, and advocacy groups. These partners included Omaha by Design, Activate Omaha, Metropolitan Area Planning Agency, Metro Community College, the University of Nebraska of Omaha, and area employers. All were asked to share the information with their individual constituents.

The notice and releases included information for those in need of special communication or accommodations such as interpreters for persons who are deaf or hearing impaired or require readers, language interpreters, and other forms of assistance. Persons were asked to request the service two days prior to a meeting. A contact person and phone number were provided for the arrangement of the aforementioned.

Bilingual staff members were in attendance for Spanish translation assistance. Metro also sought to accommodate lower literacy skills through clear and concise language to the greatest degree possible. All presentation materials, Sign-In Sheet and Comment Form were bilingual with printed materials available in large format.

Appendix A: Individual Route Reports and Analysis

This Section Contains:

Individual Existing and Proposed Route Reports - These reports contain the data derived from the demographic spatial analysis and the proposed changes.

The population numbers within these reports are the same numbers that were applied to the cumulative analysis.

Each individual route analysis is followed by comparative maps for the existing and proposed alignments with the specific population demographic being examined.

Route 3

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 3 to Metro's existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 3 alignment to Metro's existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 3	24,451	53.73%	22.39%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	24,451	11,314	46.27%	13,137	53.73%

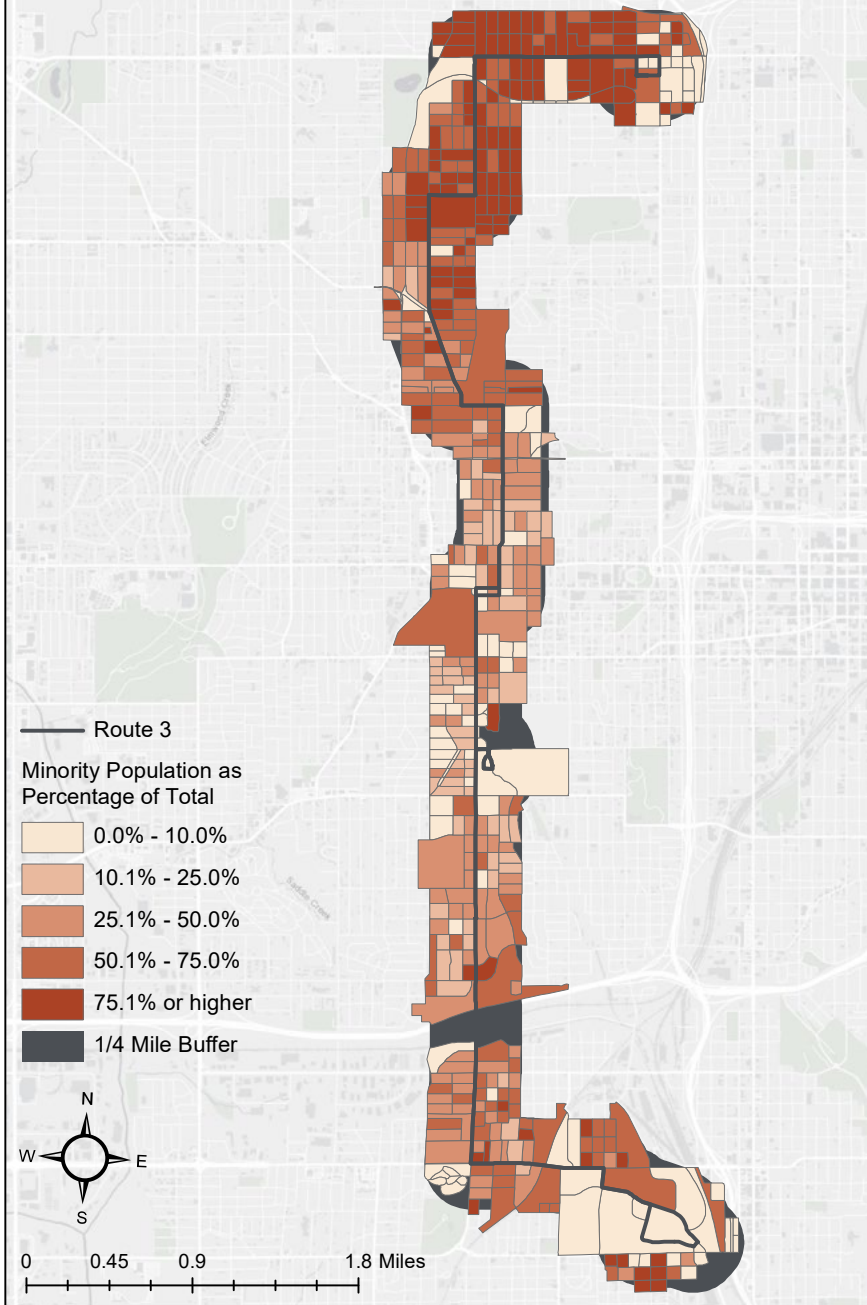
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	24,451	18,977	77.61%	5,474	22.39%

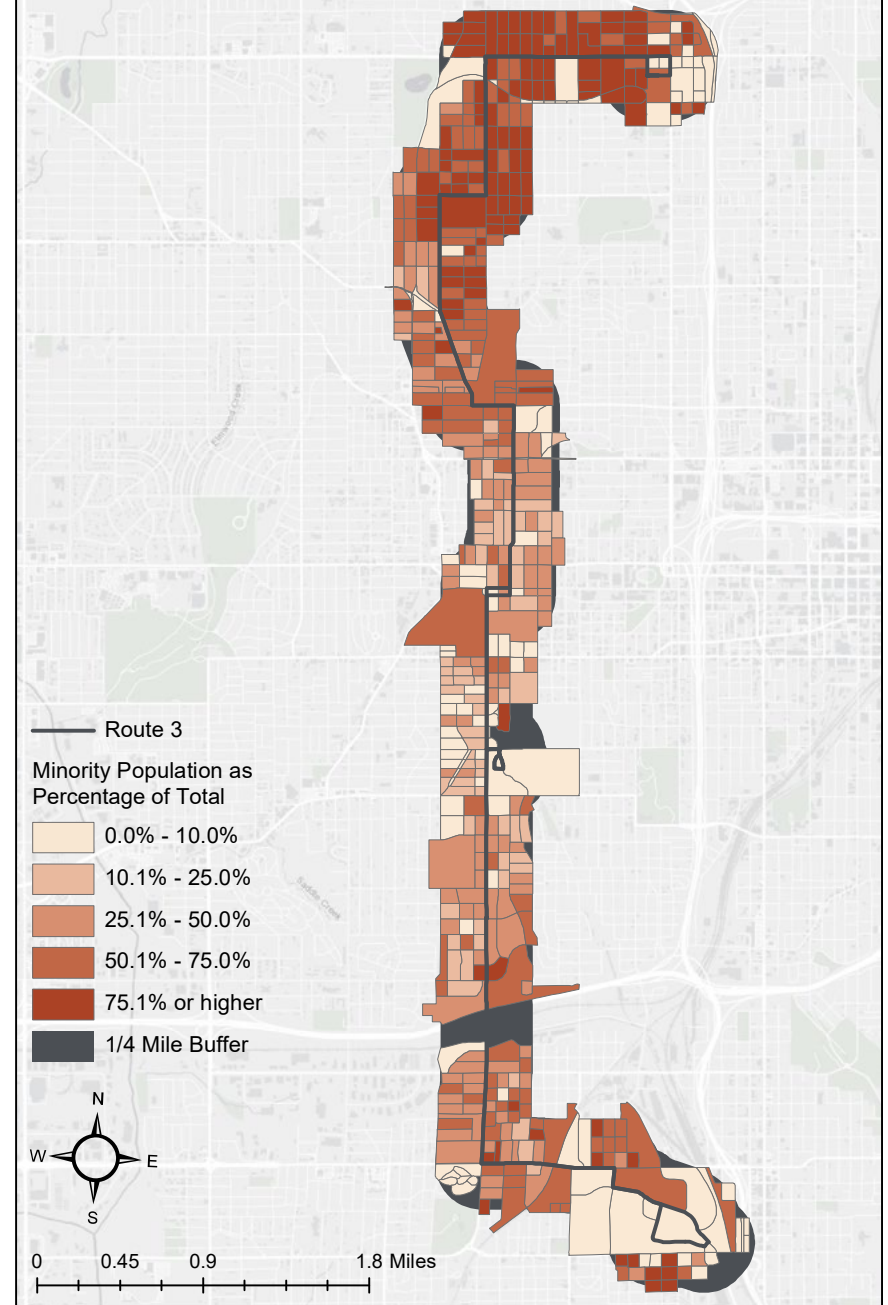
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	53.73%	35.36%	18.37%	22.39%	11.86%	10.53%

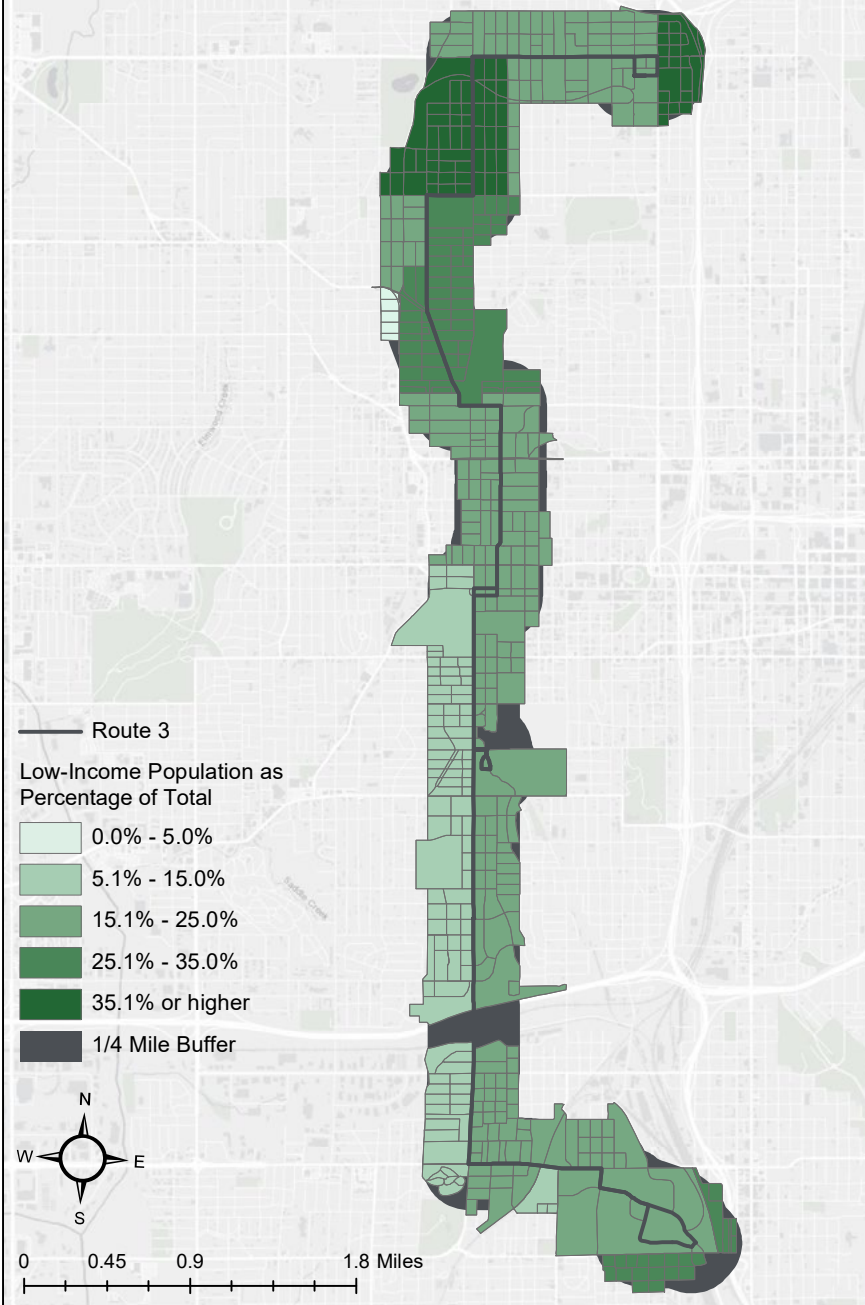
Minority Population
Route 3 - February 2023



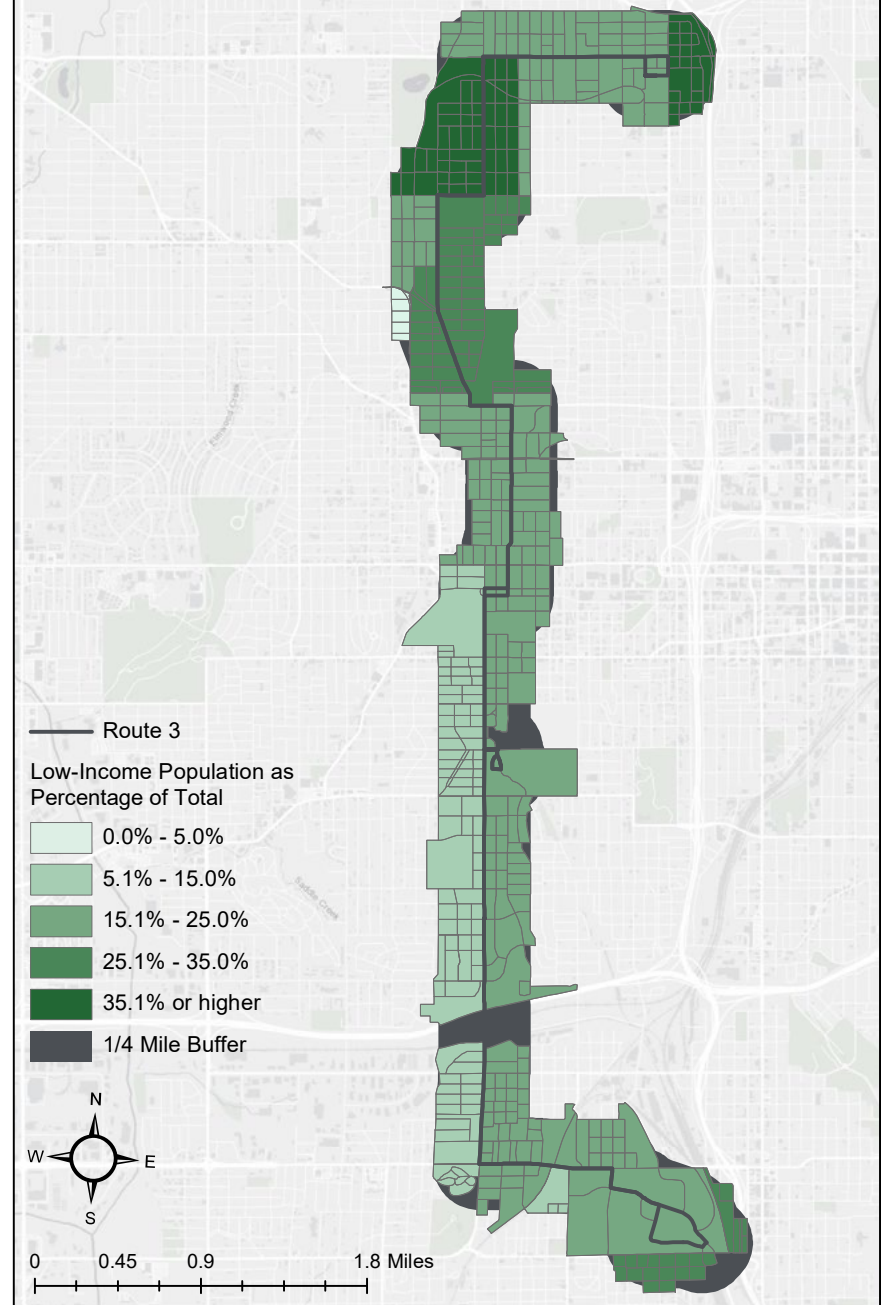
Minority Population
Route 3 - April 2023



Low-Income Population Route 3 - February 2023



Low-Income Population Route 3 - April 2023



Route 4

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 4 to Metro's existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 4 alignment to Metro's existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 4	29,063	38.79%	17.25%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Additional Trips	Increase	29,063	17,789	61.21%	11,274	38.79%

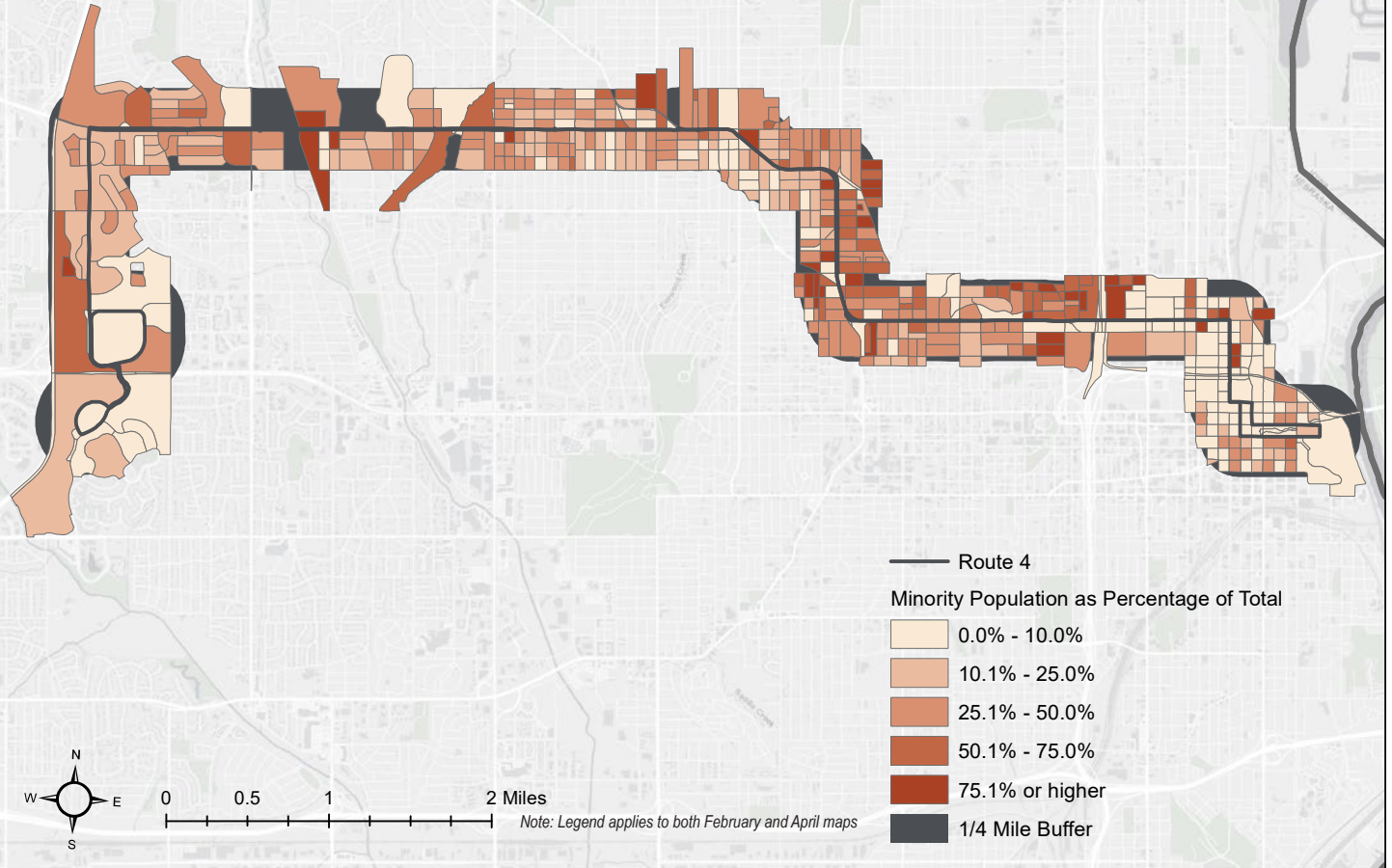
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Additional Trips	Increase	29,063	24,051	82.75%	5,012	17.25%

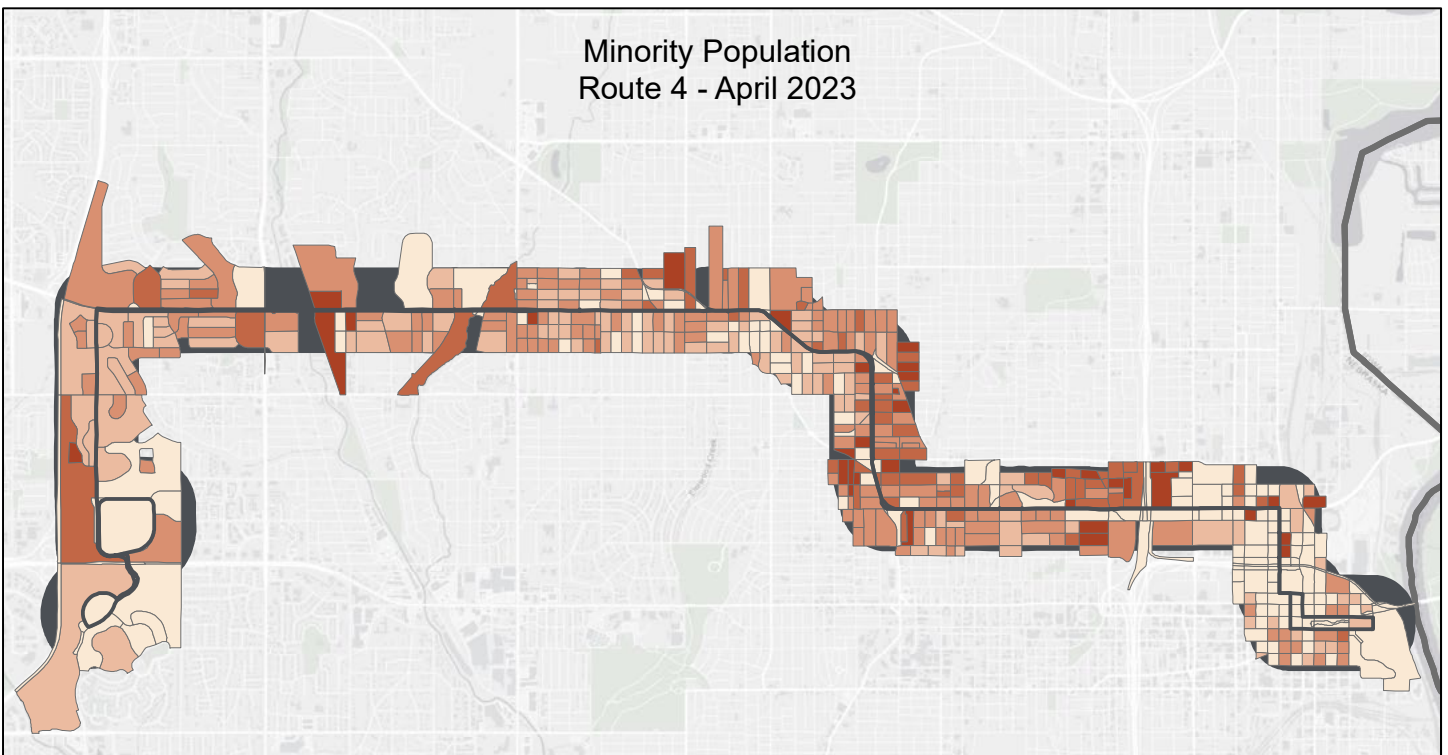
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Additional Trips	Increase	38.79%	35.36%	3.43%	17.25%	11.86%	5.39%

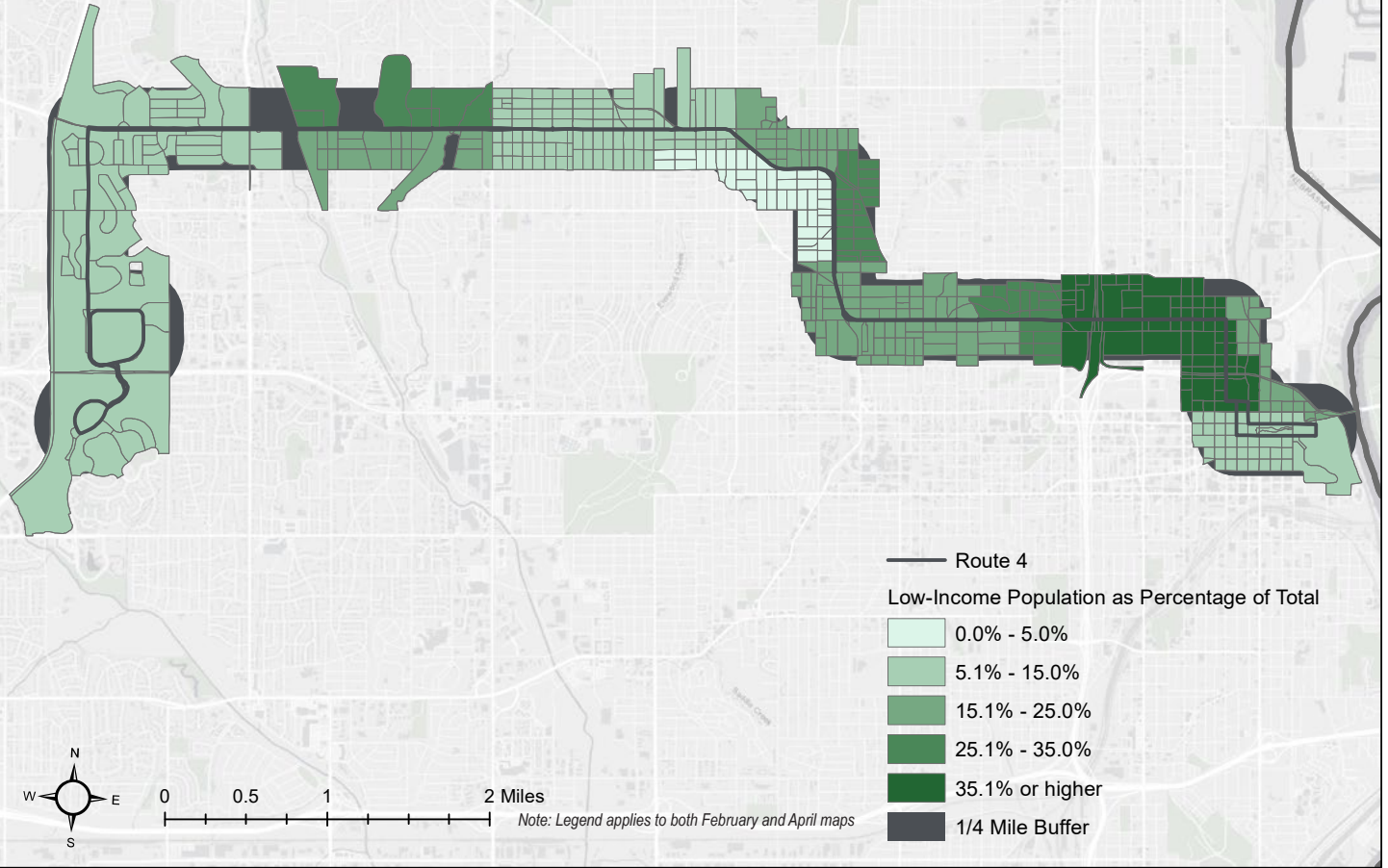
Minority Population Route 4 - February 2023



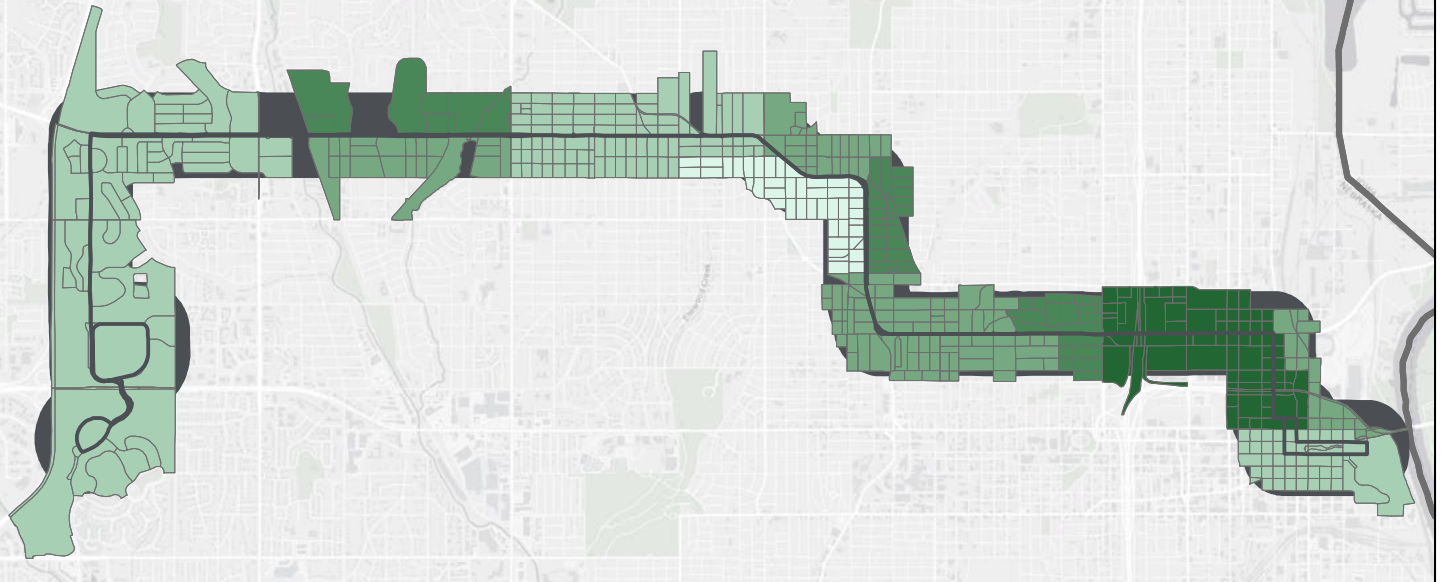
Minority Population Route 4 - April 2023



Low-Income Population Route 4 - February 2023



Low-Income Population Route 4 - April 2023



Route 11

Proposal

- Frequency Increase (Saturdays)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 11 to Metro's existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 11 alignment to Metro's existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 11	21,243	33.72%	16.17%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	21,243	14,079	66.28%	7,164	33.72%

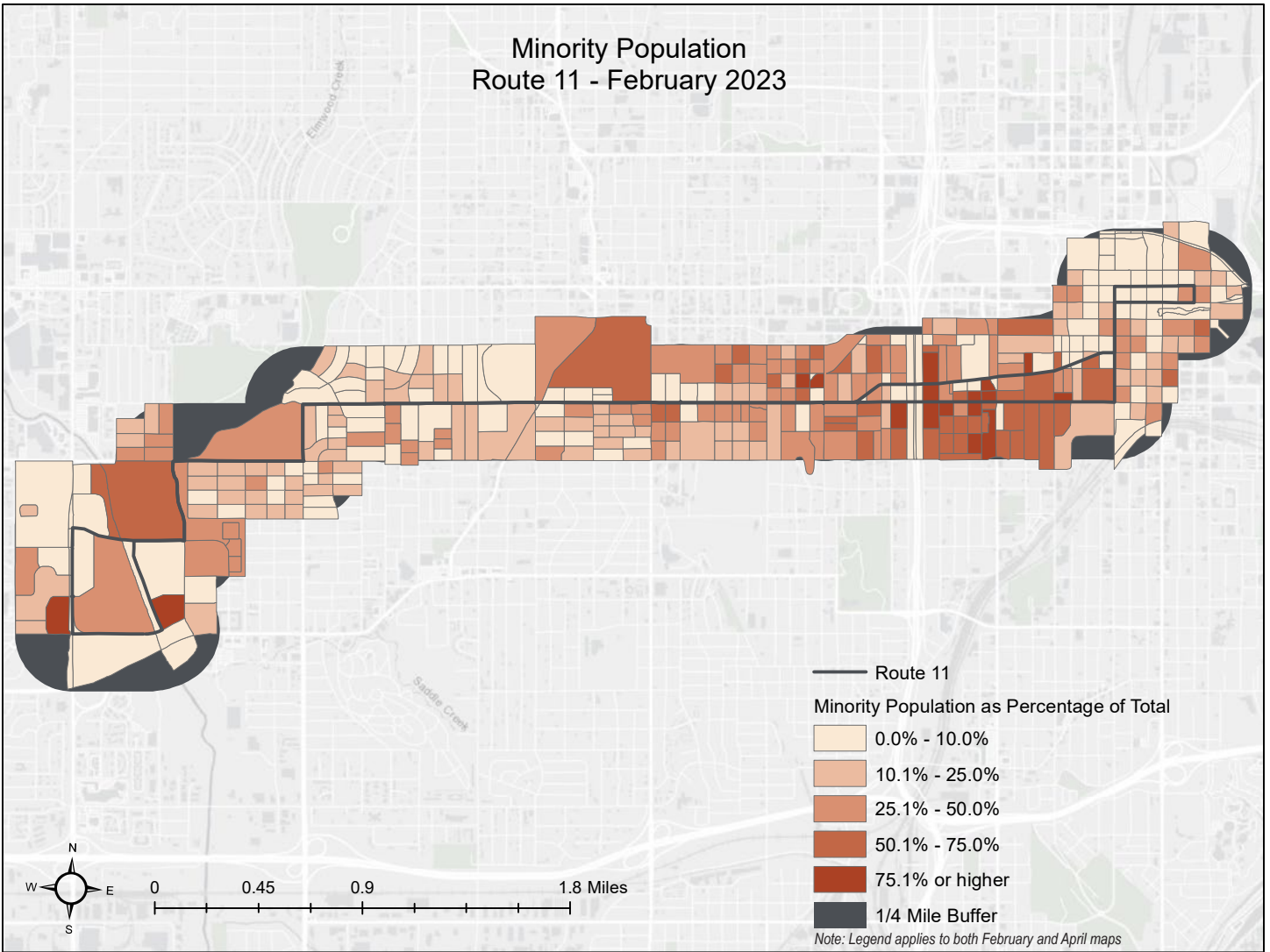
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	21,243	17,808	83.83%	3,435	16.17%

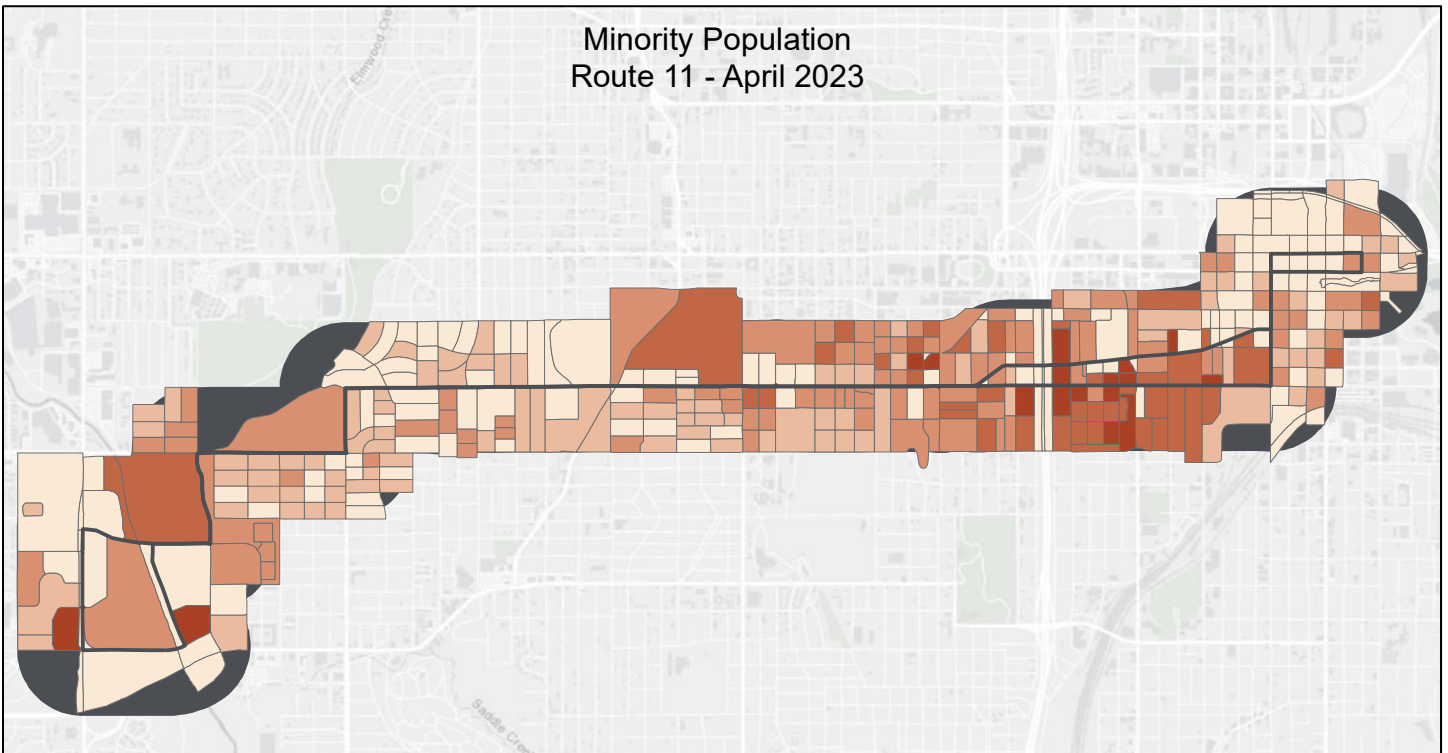
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	33.72%	35.36%	-1.64%	16.17%	11.86%	4.31%

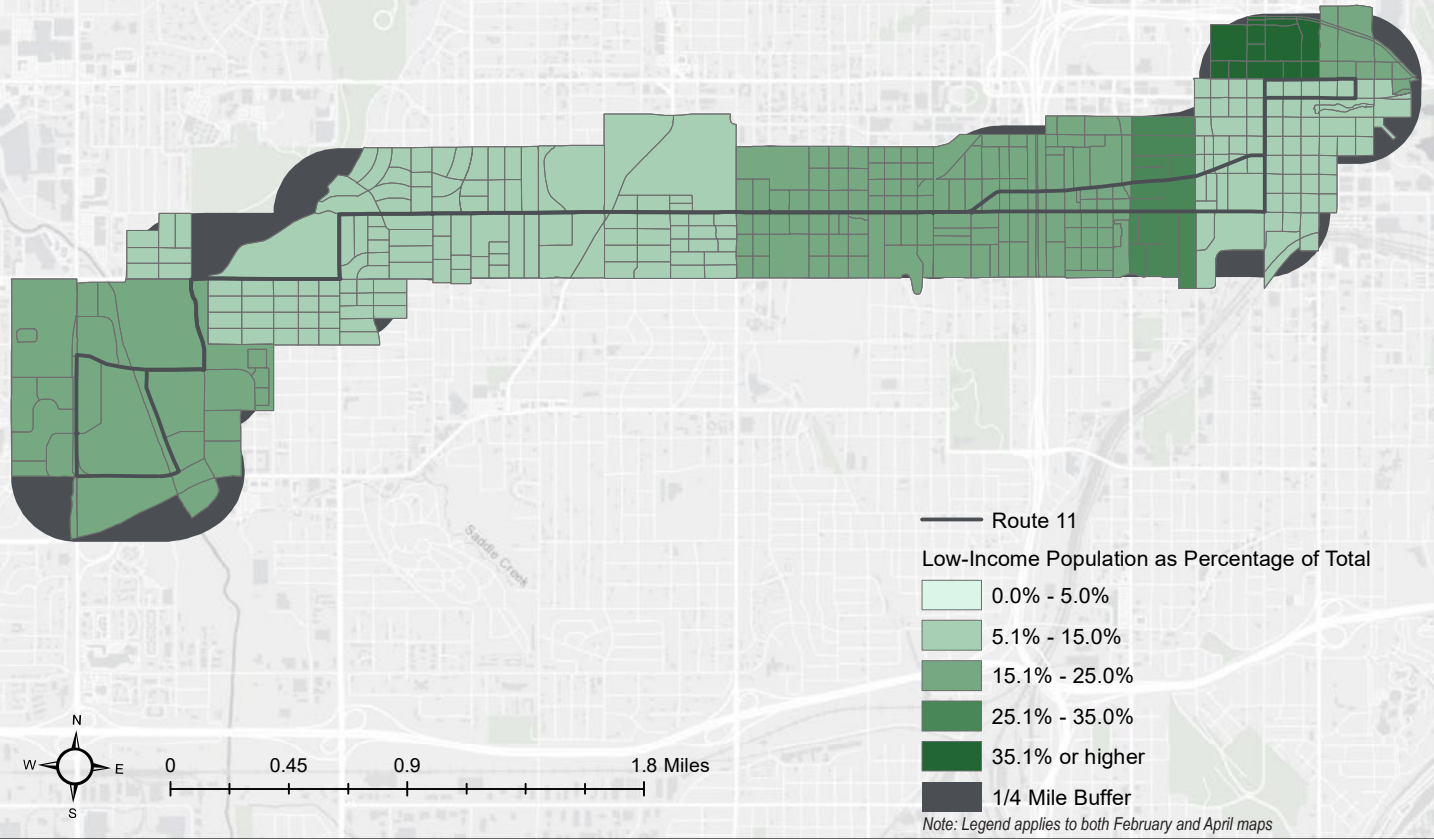
Minority Population Route 11 - February 2023



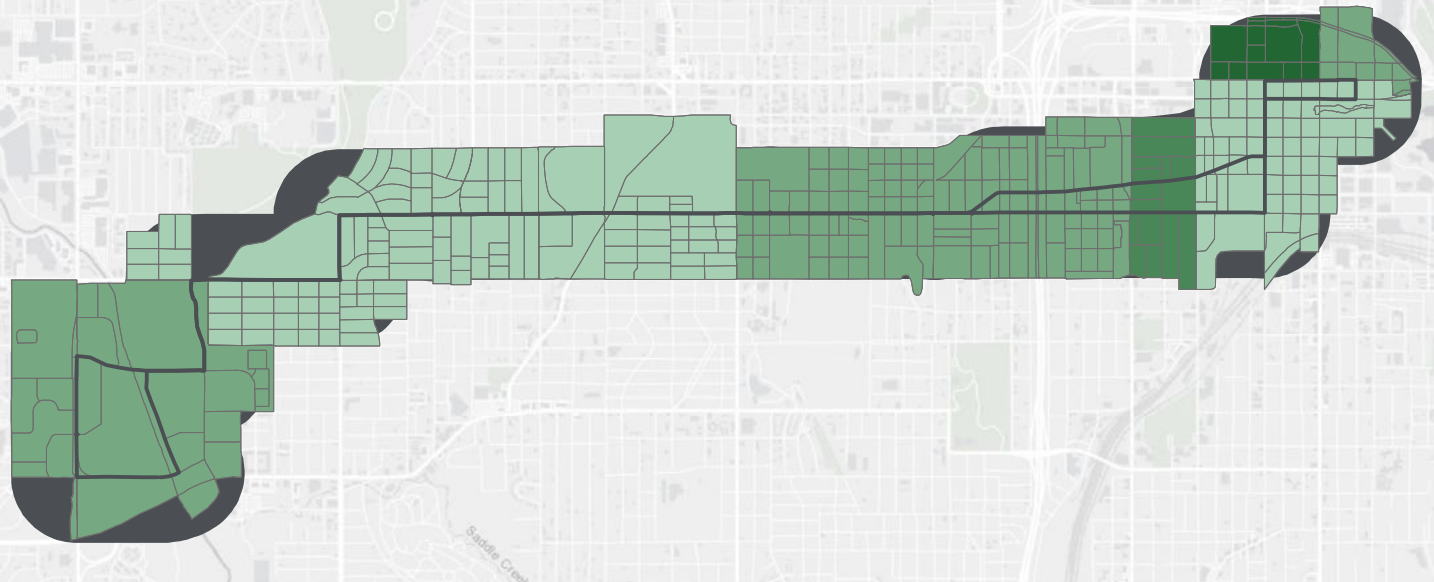
Minority Population Route 11 - April 2023



Low-Income Population Route 11 - February 2023



Low-Income Population Route 11 - April 2023



Route 13S

Proposal

- Frequency Increase (Peak Service Weekdays from Downtown to MCC)
- Frequency Increase (Sundays from Downtown to MCC)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 13S to Metro's existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 13S alignment to Metro's existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 13S	16,841	50.12%	22.74%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	16,841	8,401	49.88%	8,440	50.12%

Figure 1.3

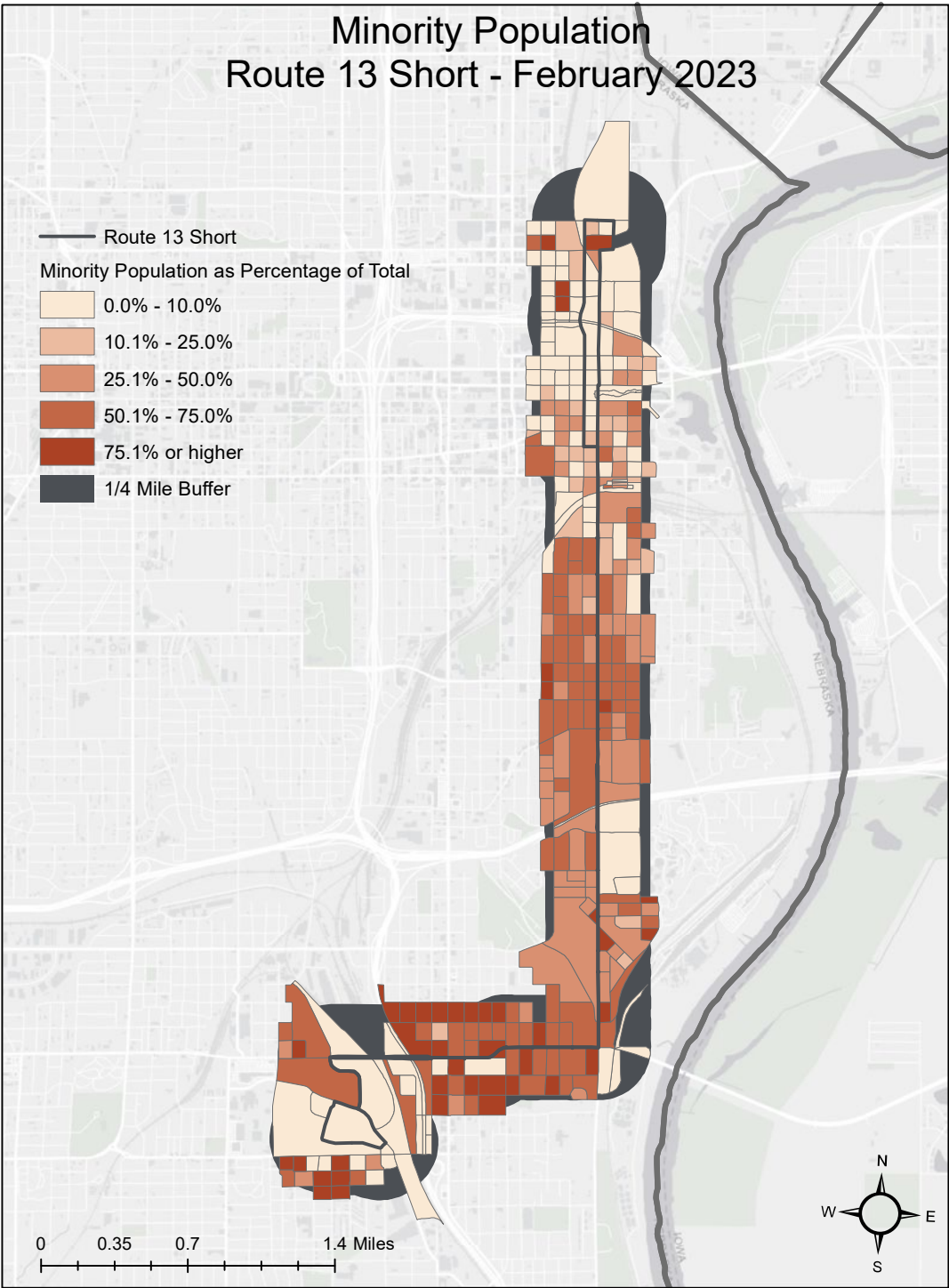
	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	16,841	13,012	77.26%	3,829	22.74%

Figure 1.4

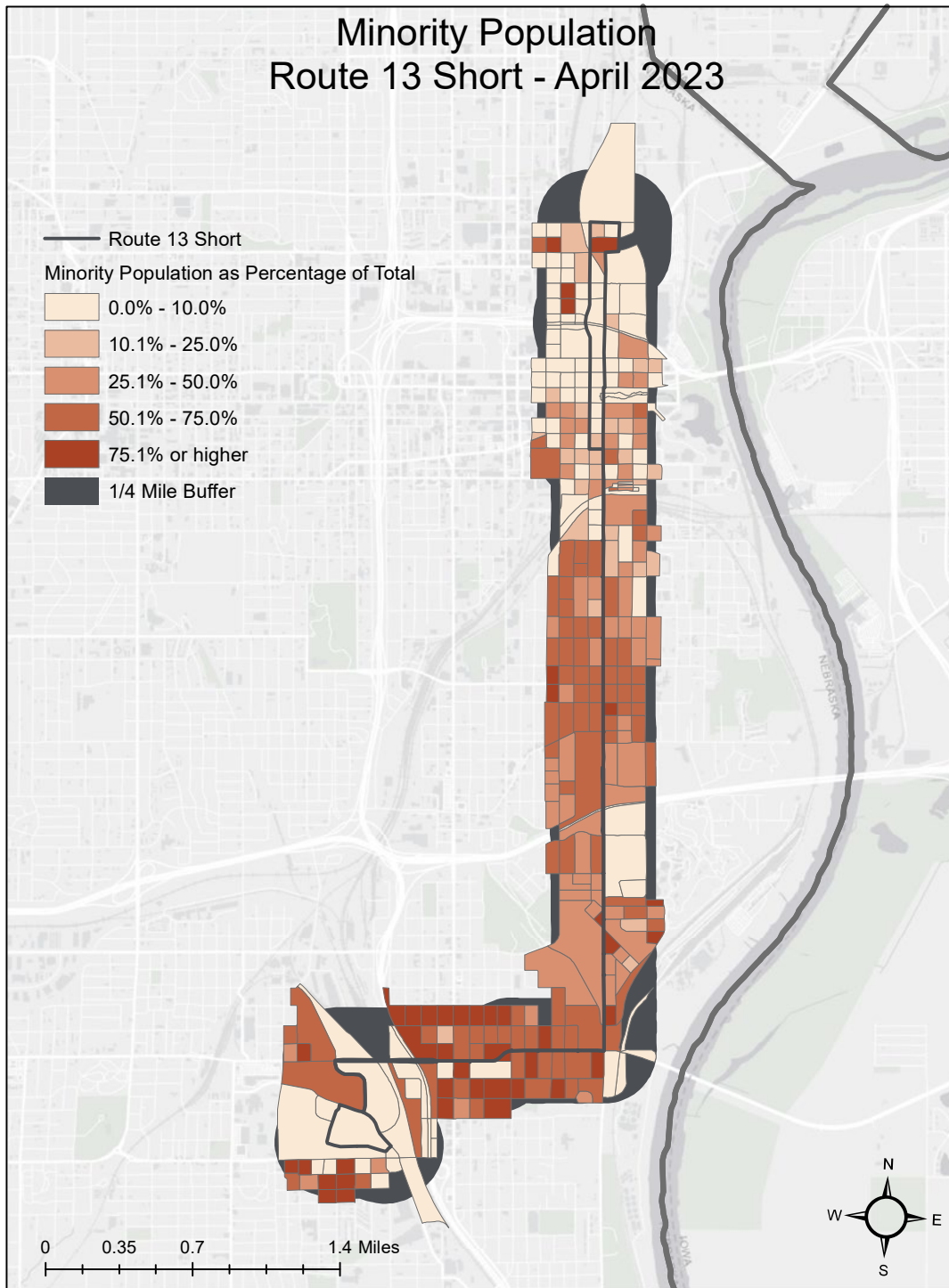
	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	50.12%	35.36%	14.76%	22.74%	11.86%	10.88%

Minority Population Route 13 Short - February 2023

- Route 13 Short
- Minority Population as Percentage of Total
 - 0.0% - 10.0%
 - 10.1% - 25.0%
 - 25.1% - 50.0%
 - 50.1% - 75.0%
 - 75.1% or higher
- 1/4 Mile Buffer

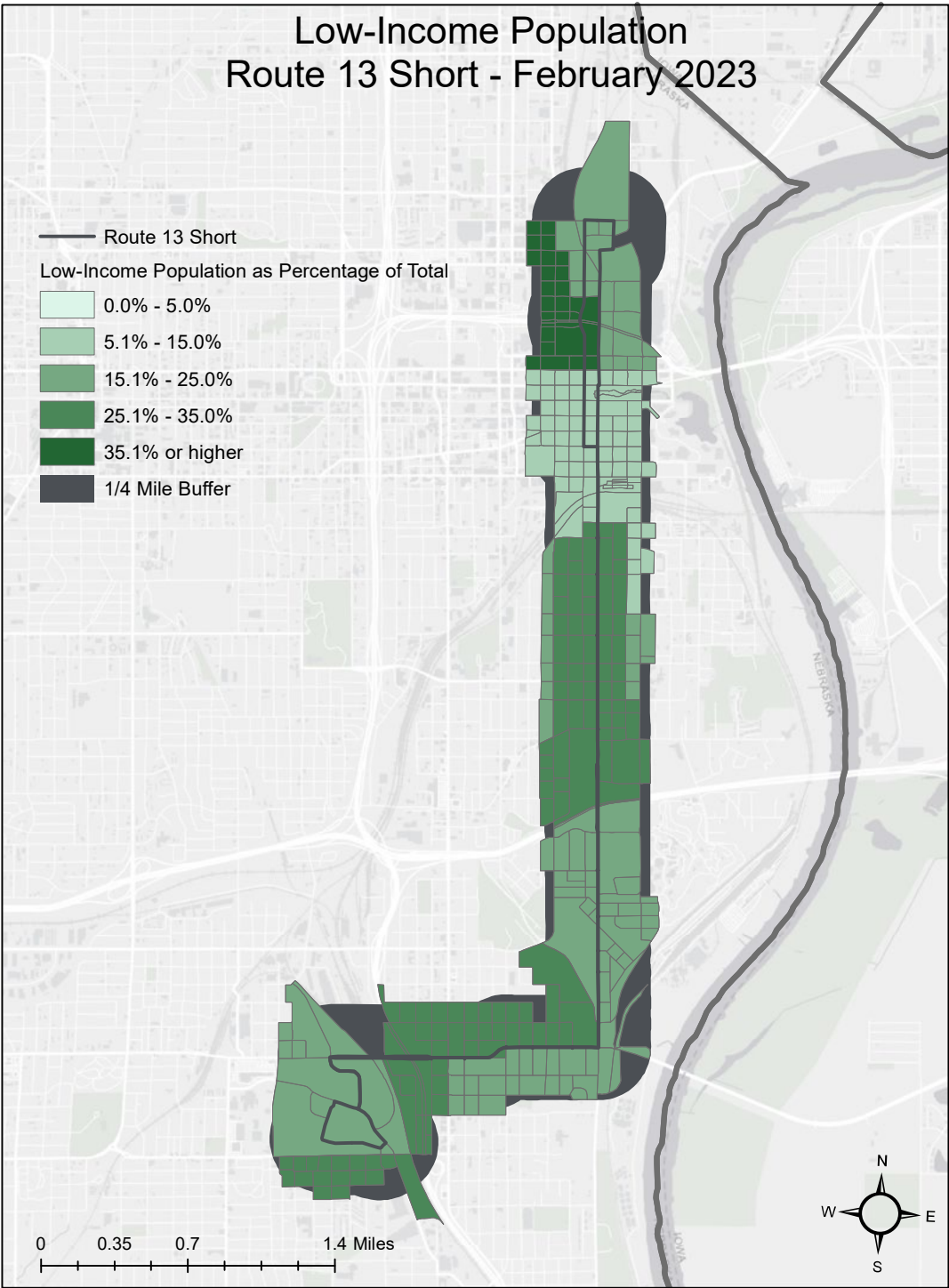


Minority Population Route 13 Short - April 2023



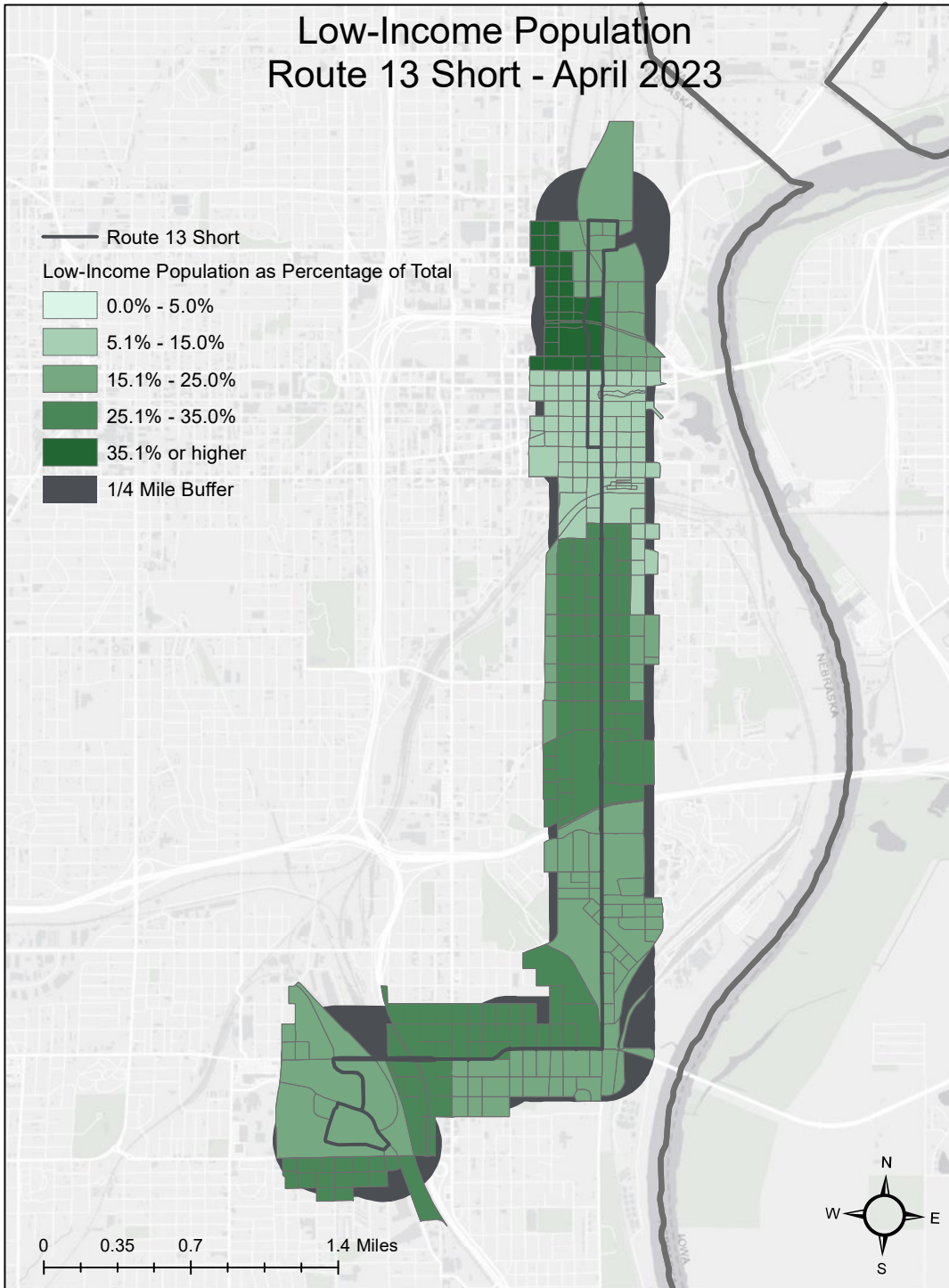
Low-Income Population Route 13 Short - February 2023

- Route 13 Short
- Low-Income Population as Percentage of Total
 - 0.0% - 5.0%
 - 5.1% - 15.0%
 - 15.1% - 25.0%
 - 25.1% - 35.0%
 - 35.1% or higher
- 1/4 Mile Buffer



Low-Income Population Route 13 Short - April 2023

- Route 13 Short
- Low-Income Population as Percentage of Total
 - 0.0% - 5.0%
 - 5.1% - 15.0%
 - 15.1% - 25.0%
 - 25.1% - 35.0%
 - 35.1% or higher
- 1/4 Mile Buffer



Route 13L

Proposal

- Frequency Increase (Peak Service Weekdays from Downtown to ATC)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 13L to Metro’s existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 13L alignment to Metro’s existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 13L	24,933	46.79%	20.25%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	24,933	13,267	53.21%	11,666	46.79%

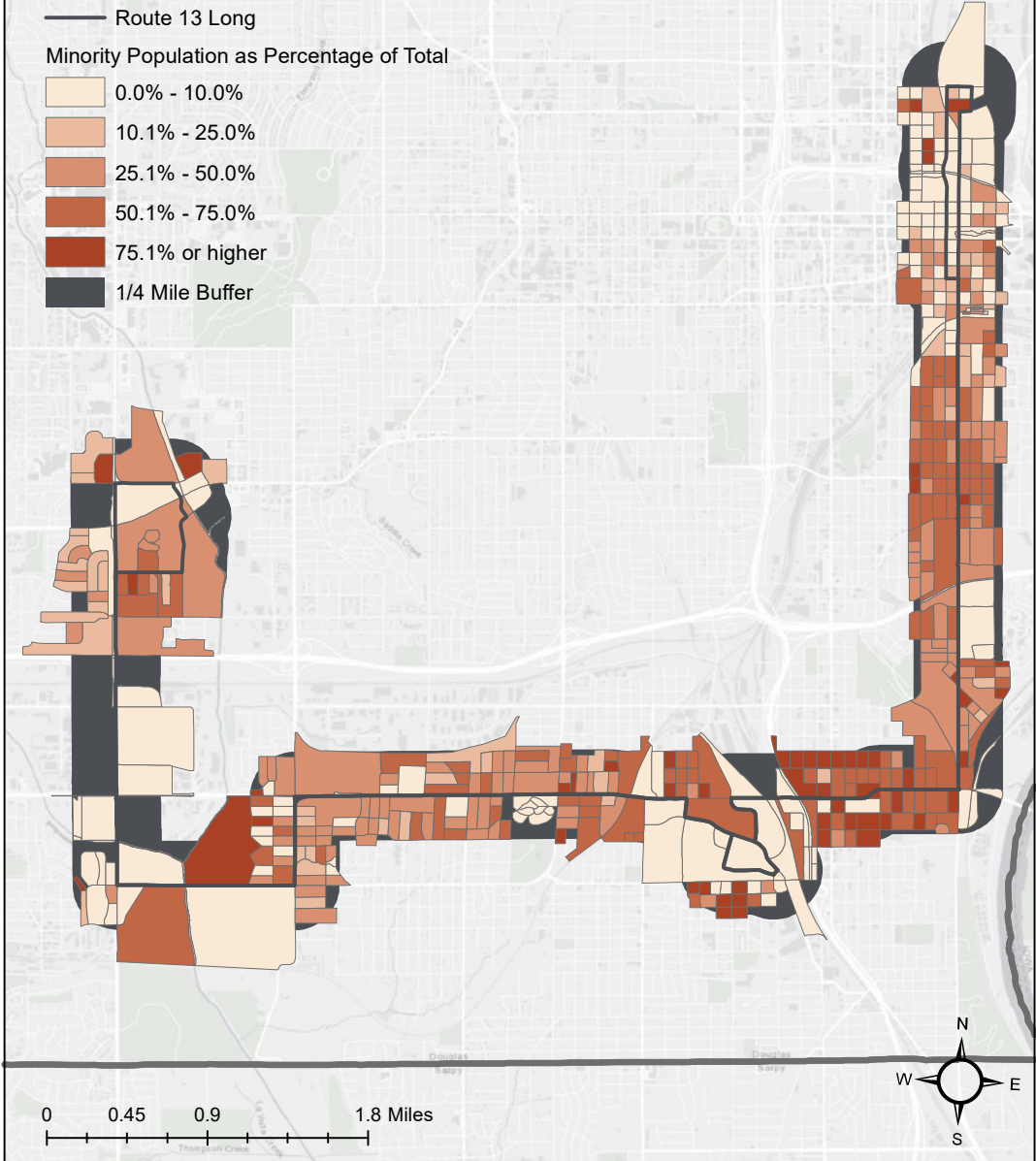
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	24,933	19,884	79.75%	5,049	20.25%

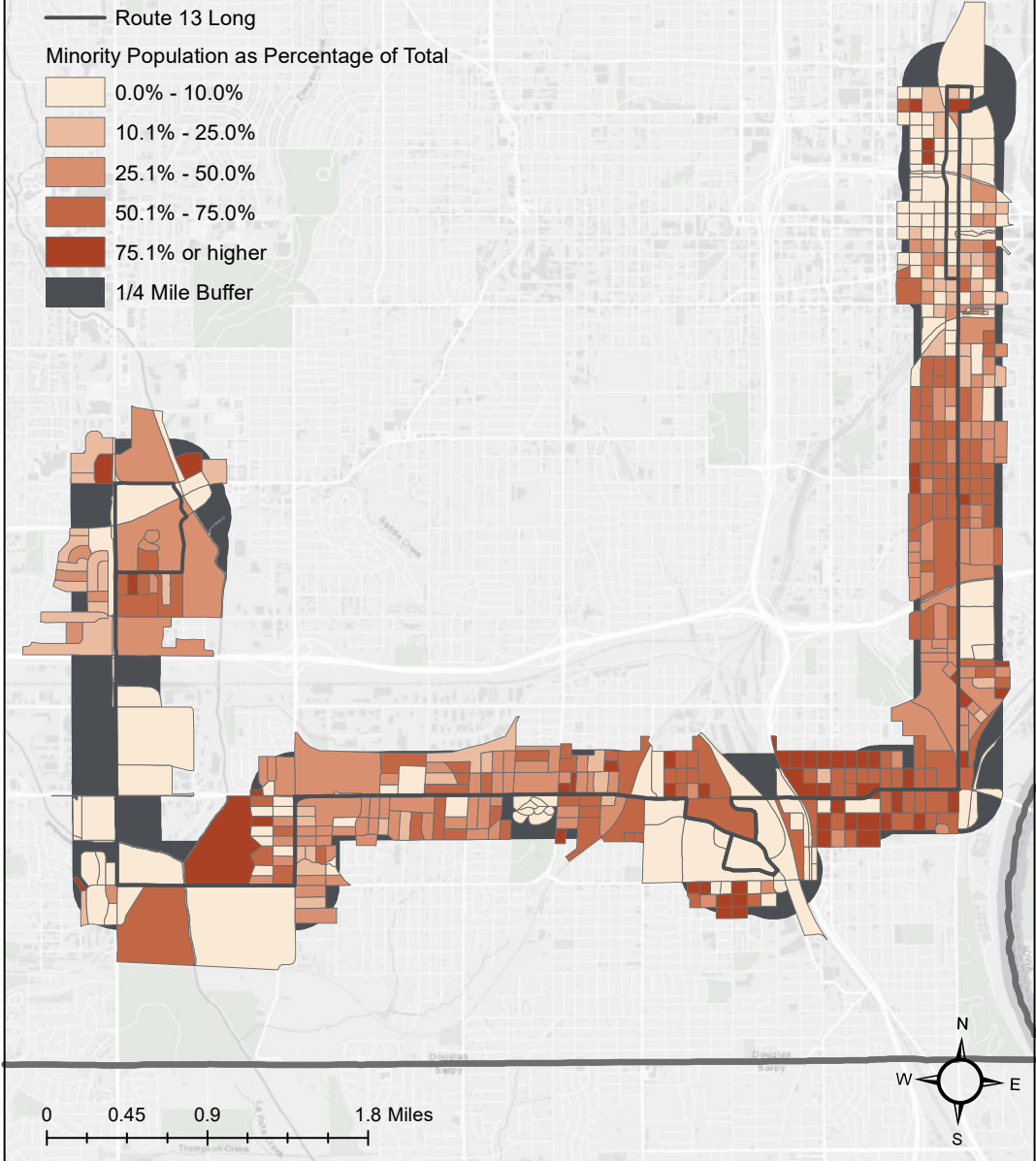
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	46.79%	35.36%	11.43%	20.25%	11.86%	8.39%

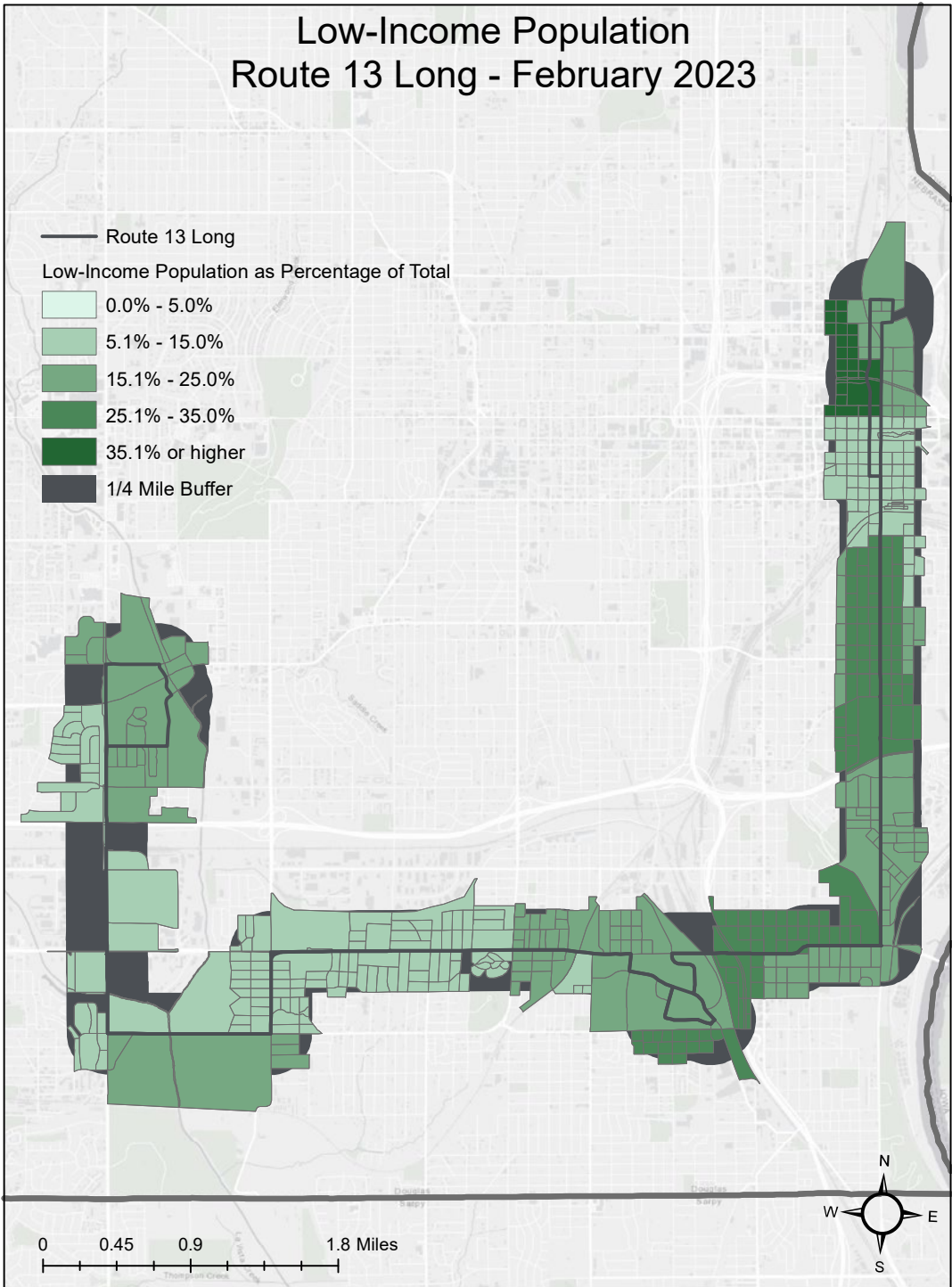
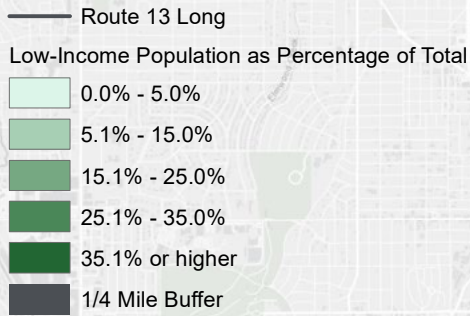
Minority Population Route 13 Long - February 2023



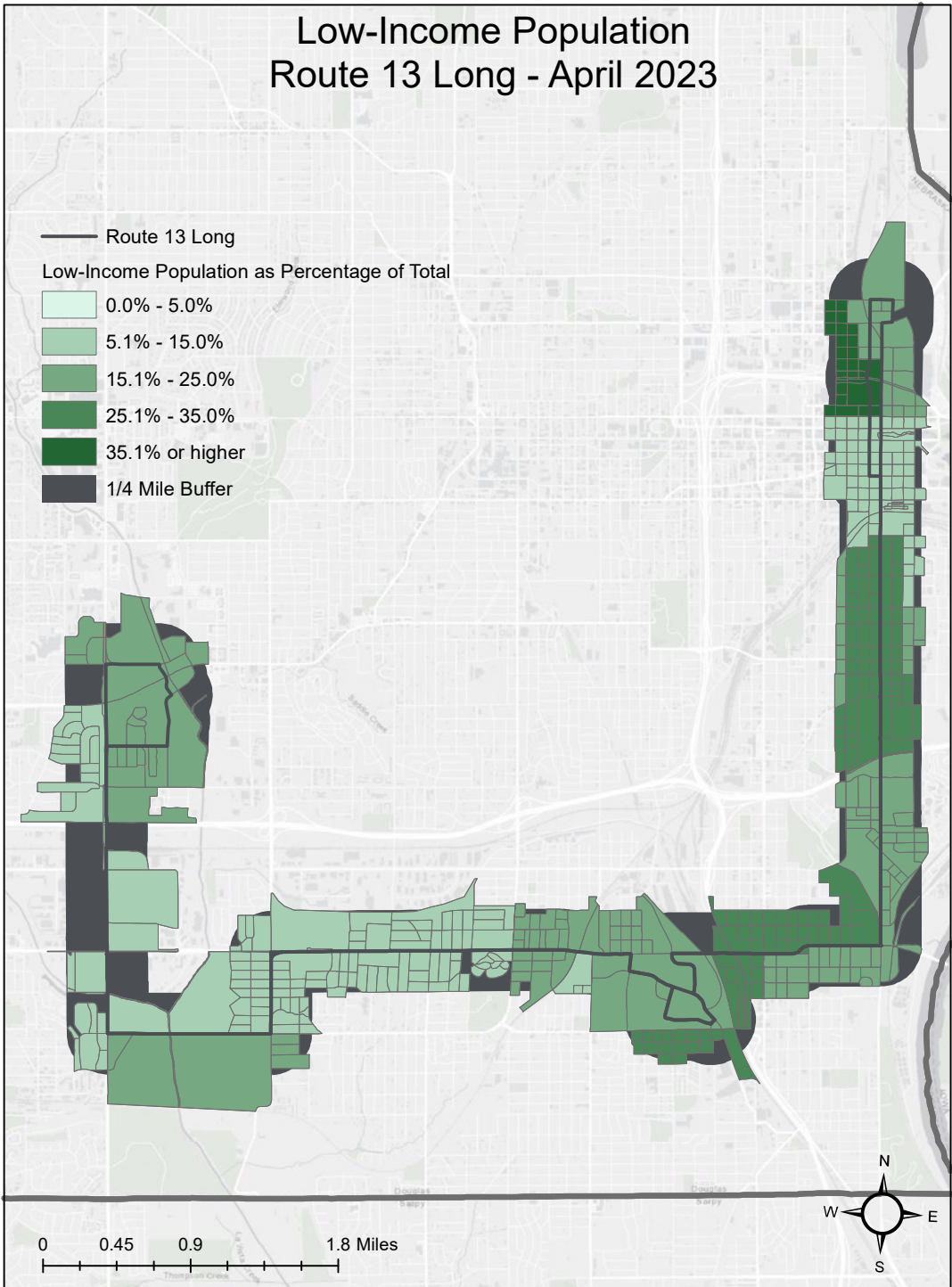
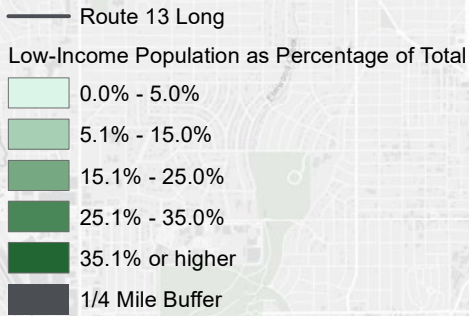
Minority Population Route 13 Long - April 2023



Low-Income Population Route 13 Long - February 2023



Low-Income Population Route 13 Long - April 2023



Route 15S

Proposal

- Frequency Increase (Weekdays & Sundays from Downtown to ATC)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 15S to Metro’s existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 15S alignment to Metro’s existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 15S	19,300	33.01%	16.78%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	19,300	12,929	66.99%	6,371	33.01%

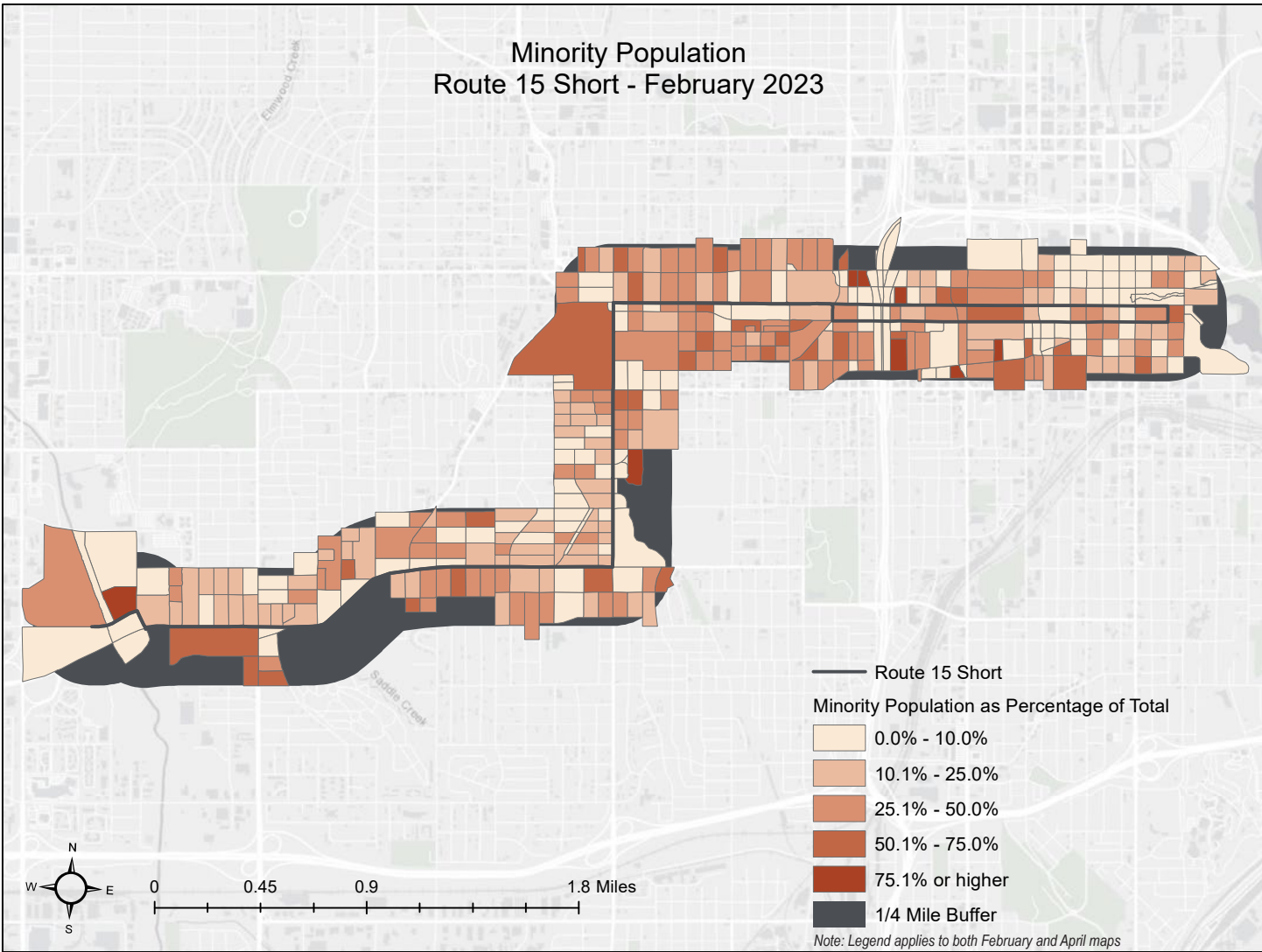
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	19,300	16,061	83.22%	3,239	16.78%

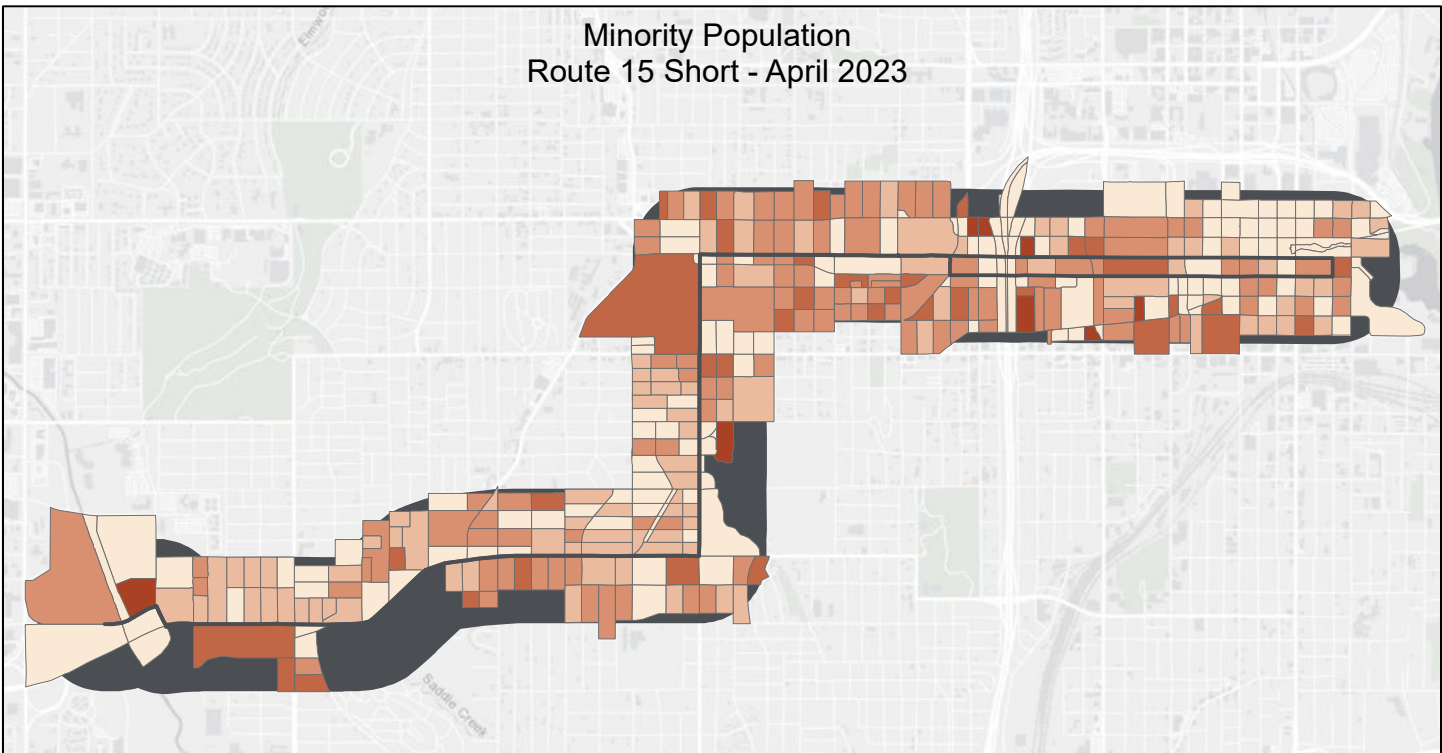
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	33.01%	35.36%	-2.35%	16.78%	11.86%	4.92%

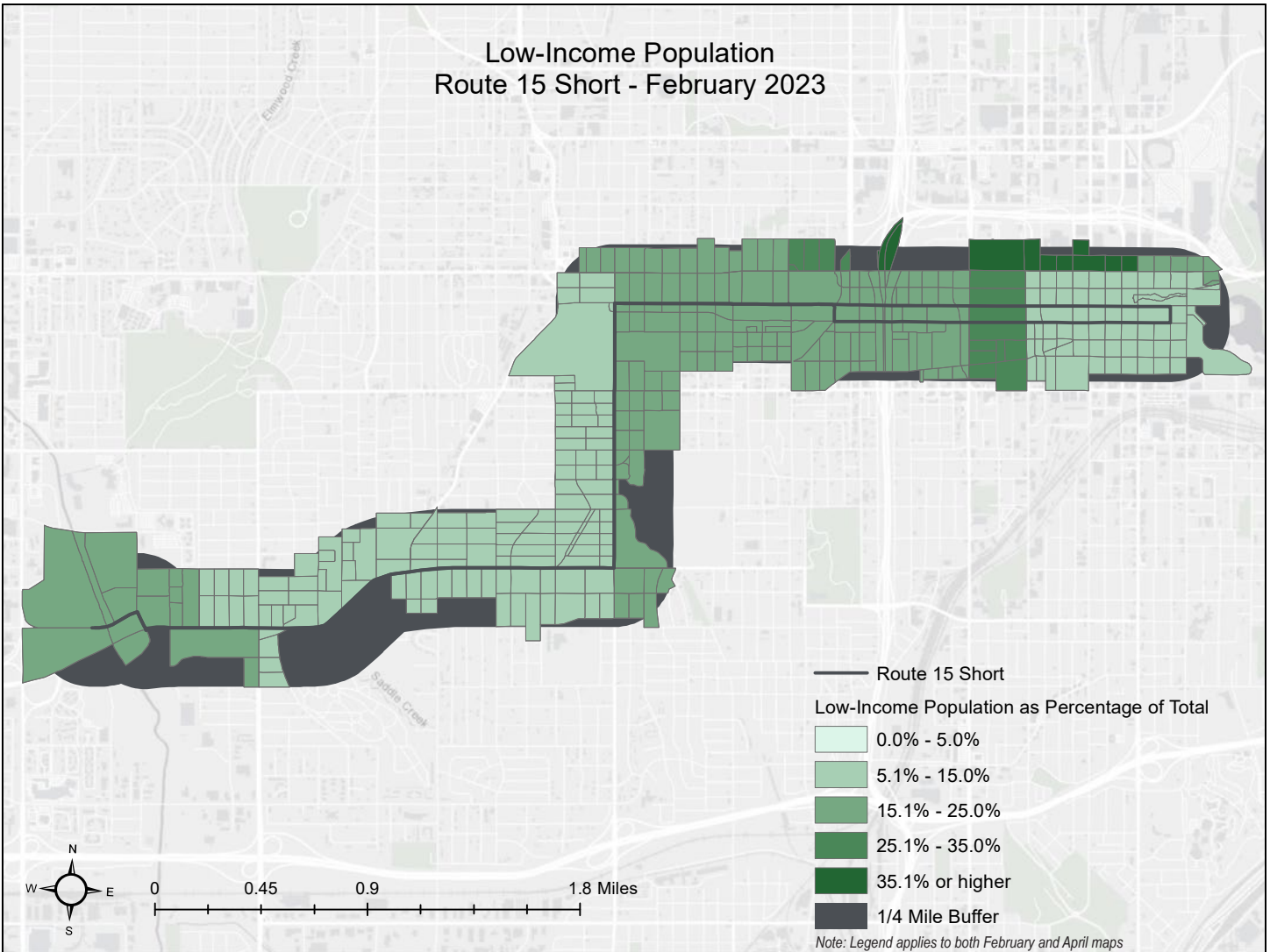
Minority Population Route 15 Short - February 2023



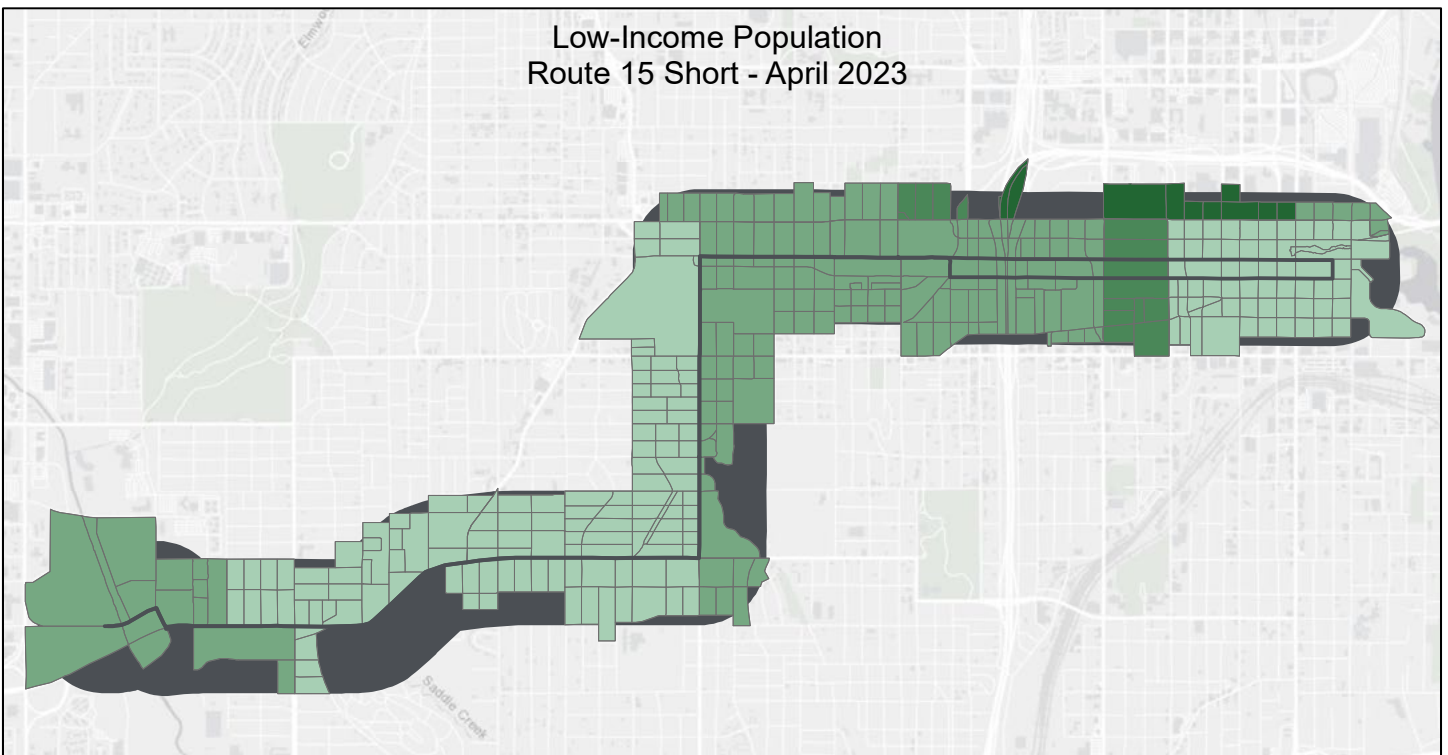
Minority Population Route 15 Short - April 2023



Low-Income Population Route 15 Short - February 2023



Low-Income Population Route 15 Short - April 2023



Route 24

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 24 to Metro's existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 24 alignment to Metro's existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 24	27,571	67.62%	27.40%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	27,571	8,928	32.38%	18,643	67.62%

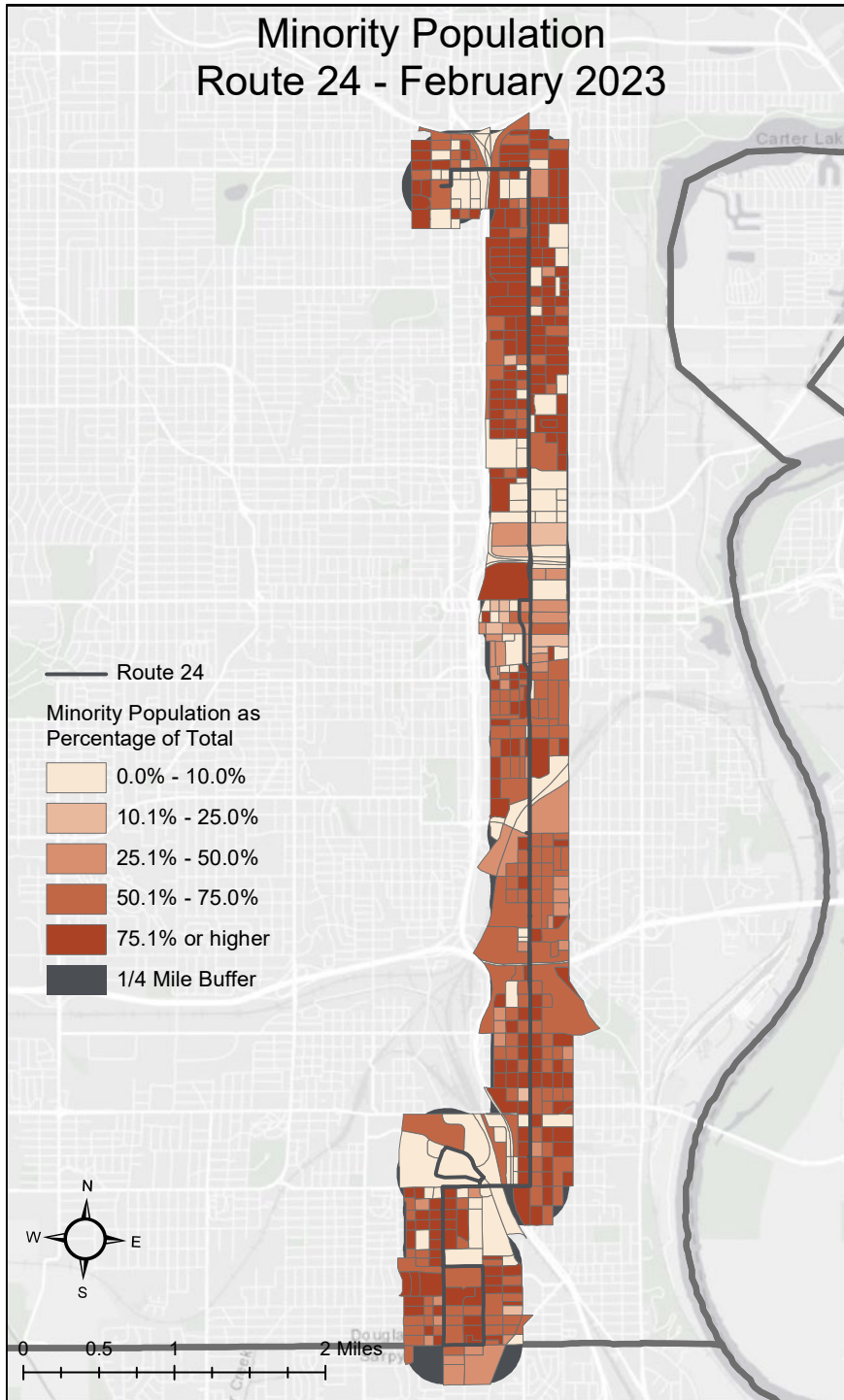
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	27,571	20,017	72.60%	7,554	27.40%

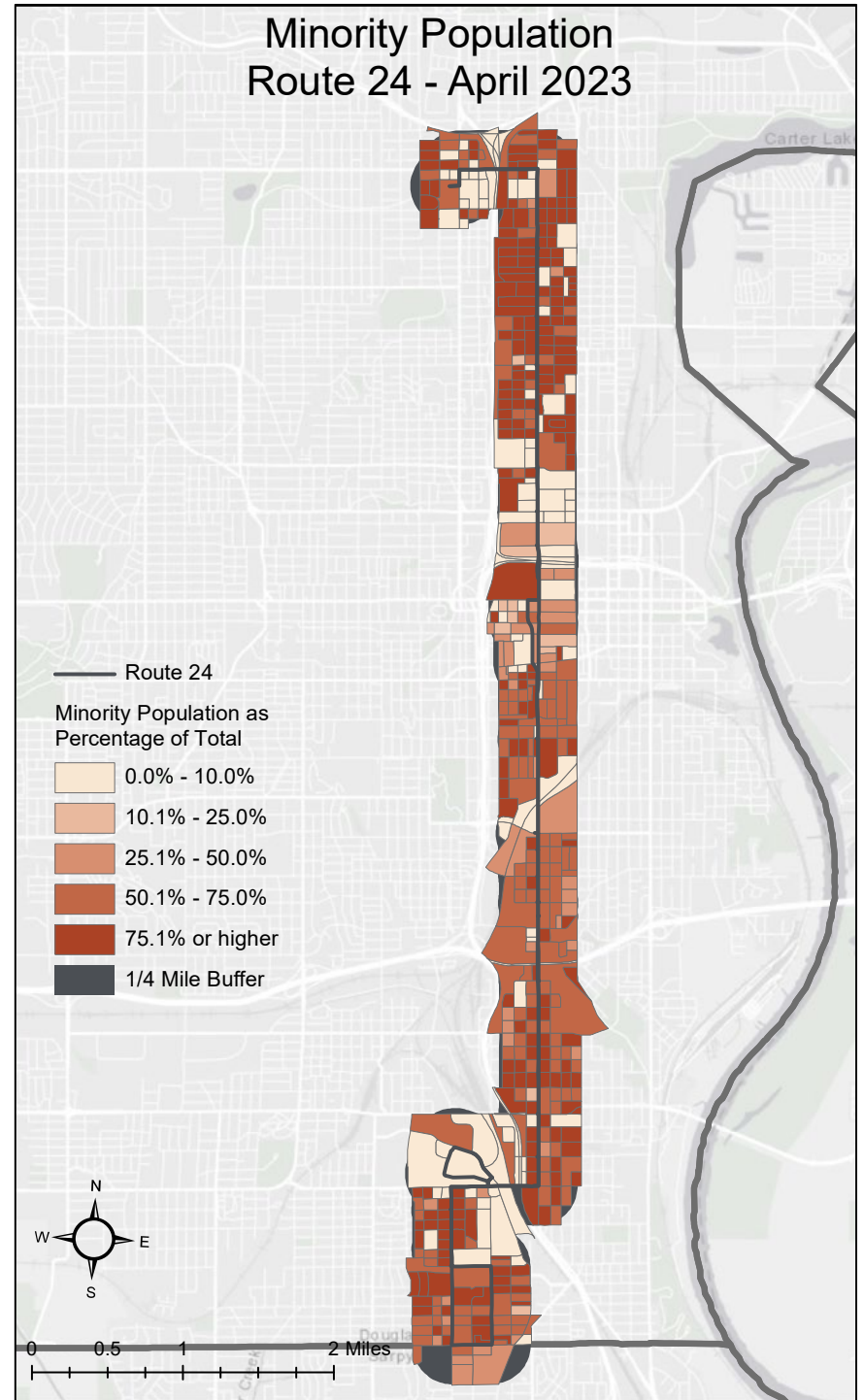
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	67.62%	35.36%	32.26%	27.40%	11.86%	15.54%

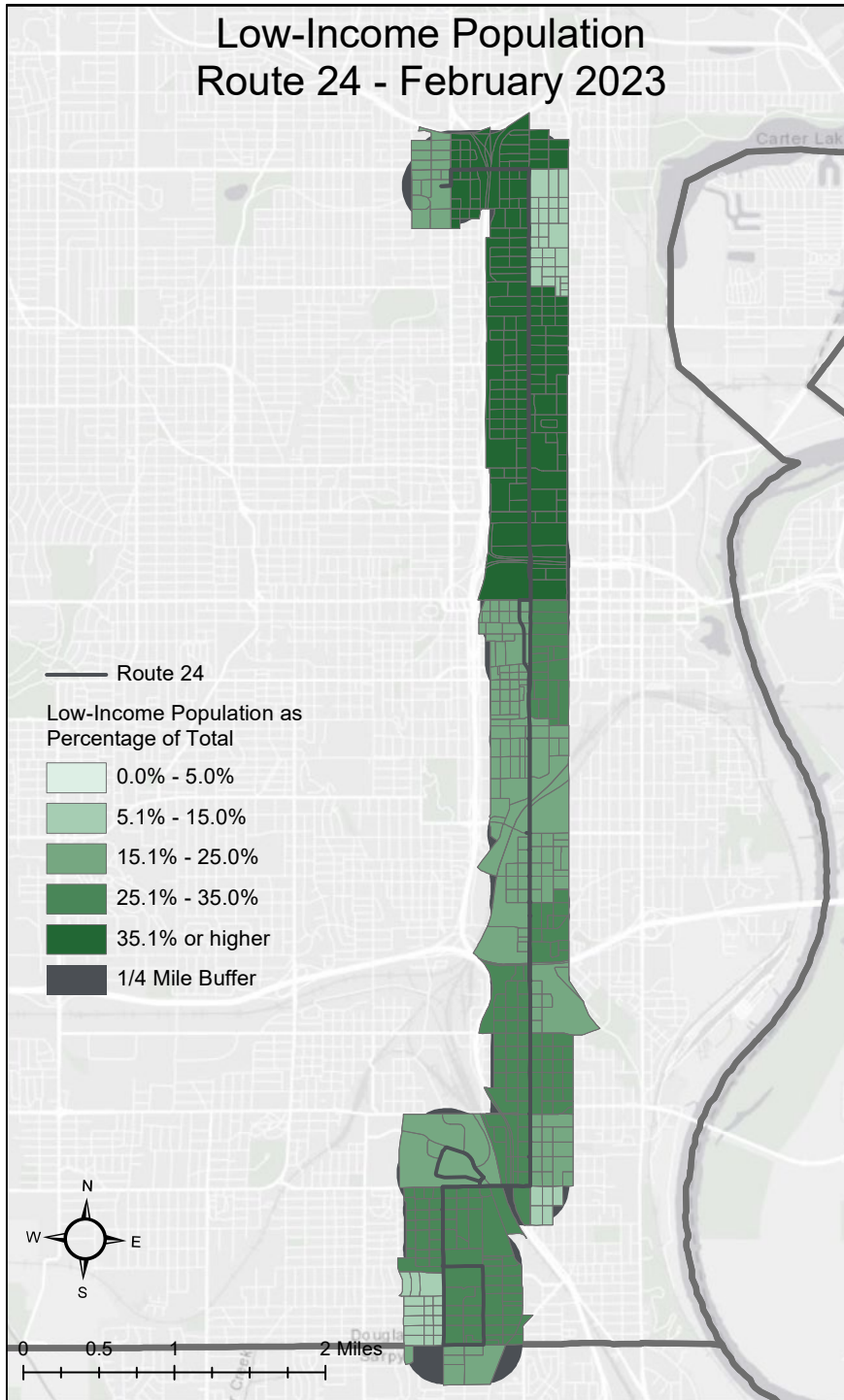
Minority Population Route 24 - February 2023



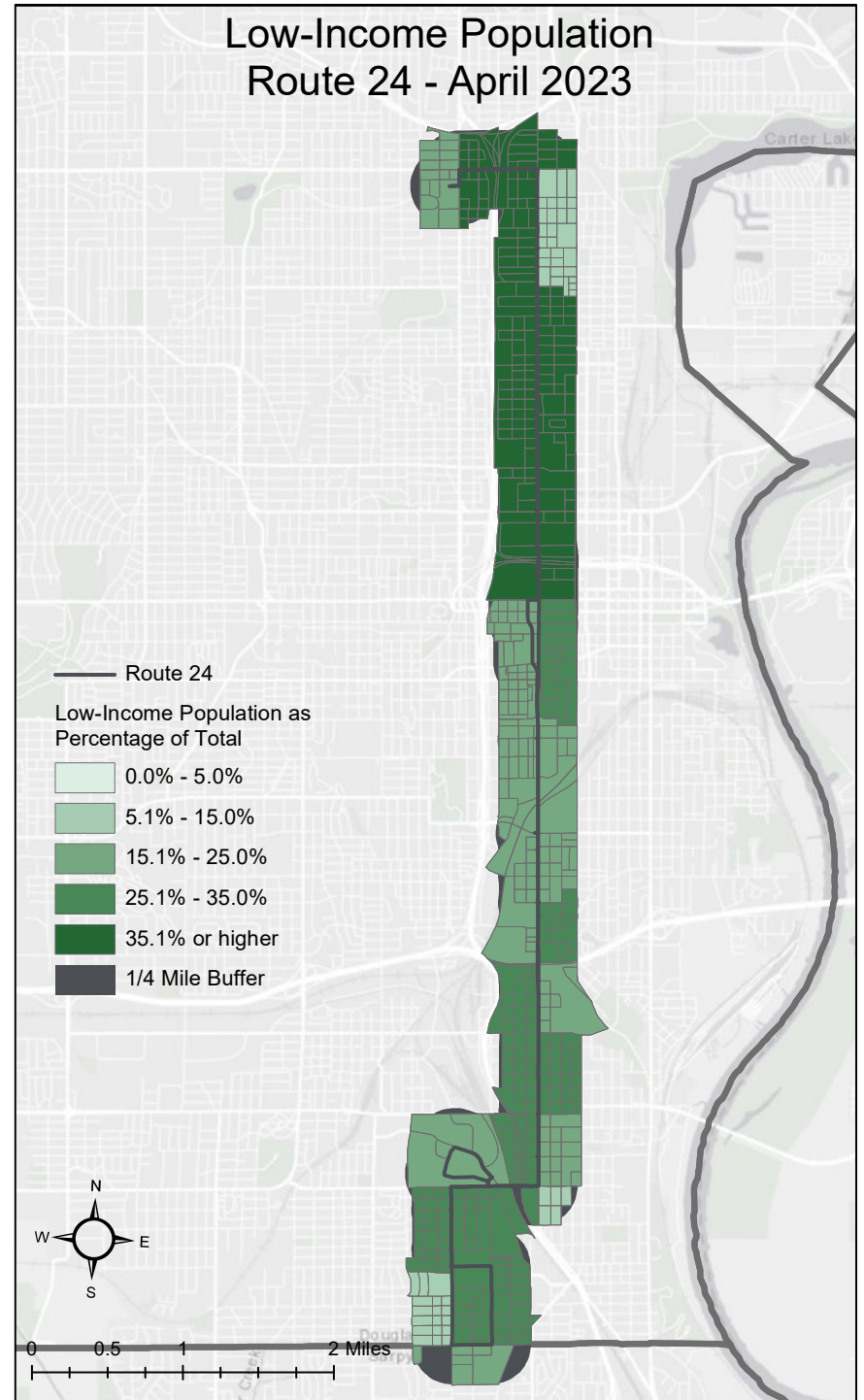
Minority Population Route 24 - April 2023



Low-Income Population Route 24 - February 2023



Low-Income Population Route 24 - April 2023



Route 30

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

The minority population calculation compares the percentage of affected minorities within a quarter mile of existing Route 30 to Metro's existing Service Area minority population of 35.36%. Refer to Figures 1.1 and 1.2.

Low-Income Population

The low-income population calculation compares the percentage of affected low-income individuals within a quarter mile of existing Route 30 alignment to Metro's existing Service Area low-income population of 11.86%. Refer to Figures 1.1 and 1.3.

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 30	21,441	50.49%	24.22%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	21,441	10,616	49.51%	10,825	50.49%

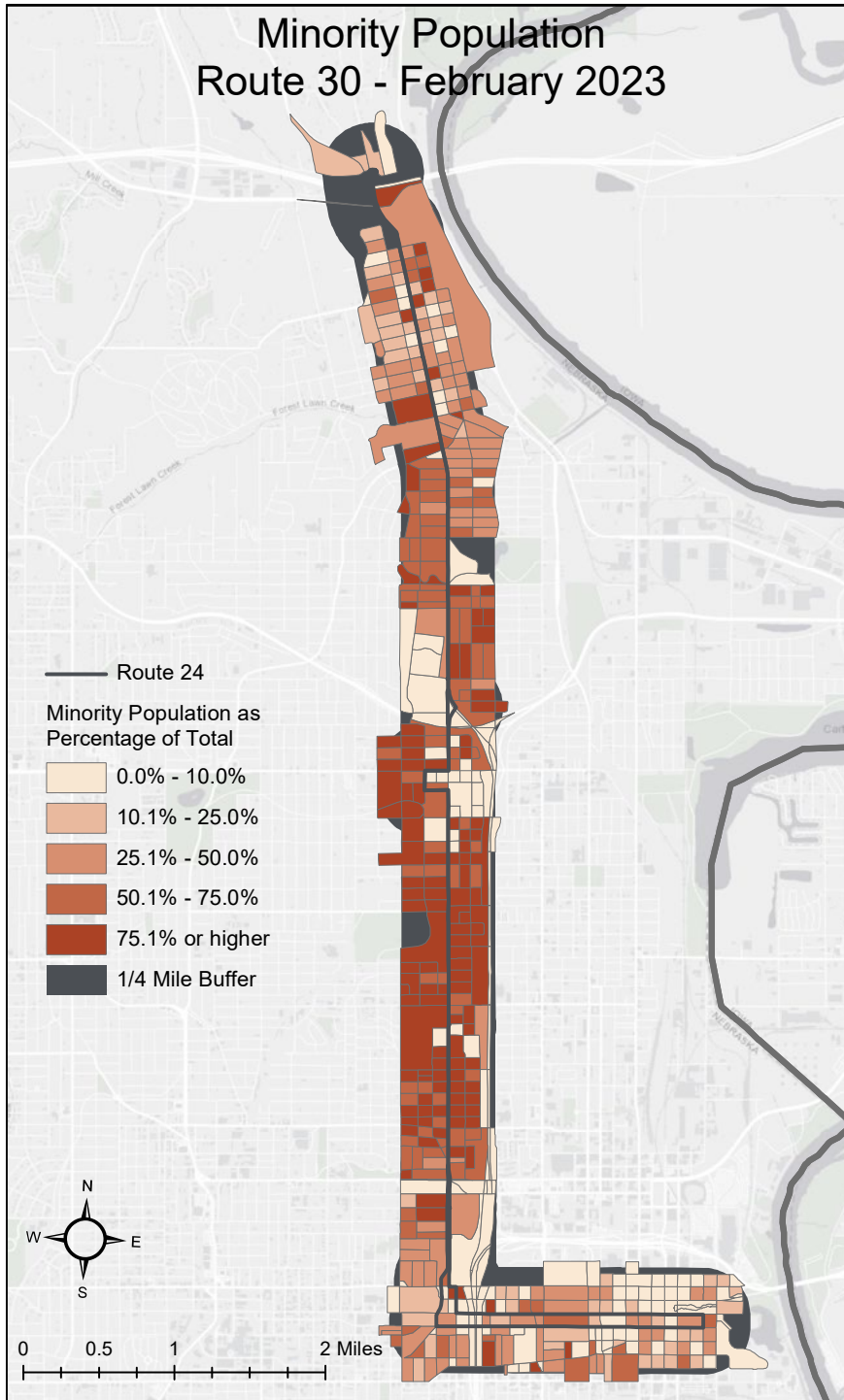
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	21,441	16,247	75.78%	5,194	24.22%

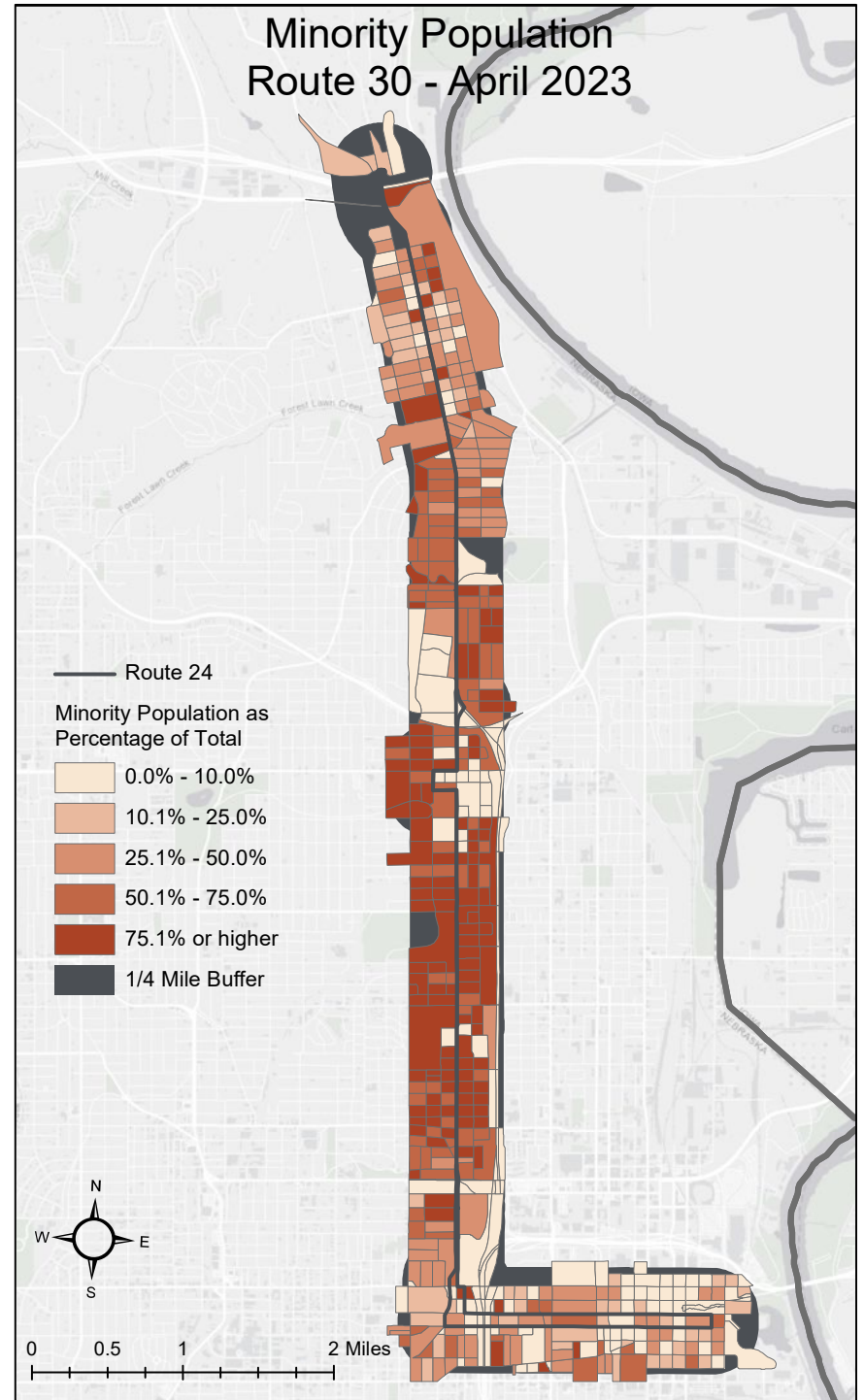
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	50.49%	35.36%	15.13%	24.22%	11.86%	12.36%

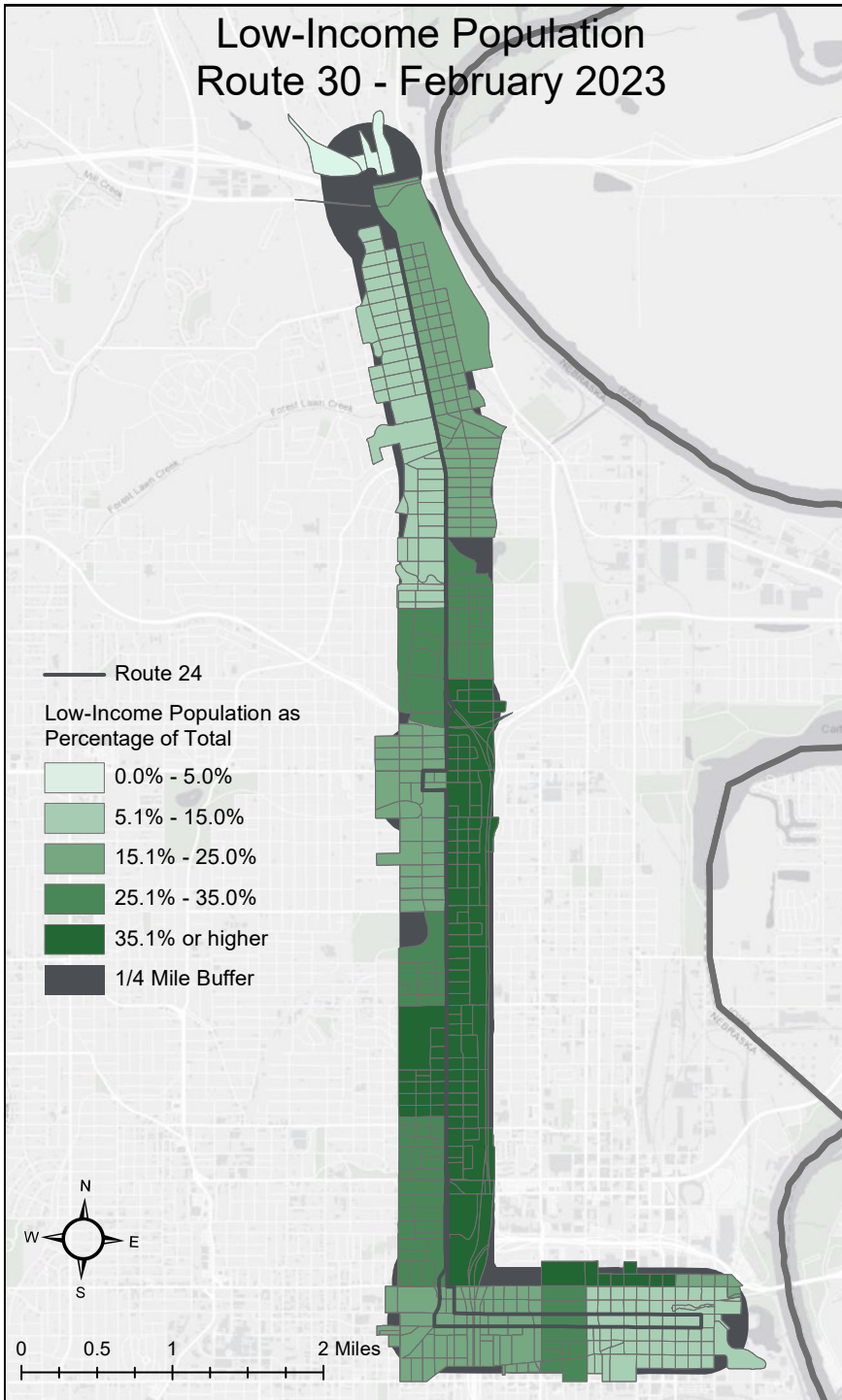
Minority Population
Route 30 - February 2023



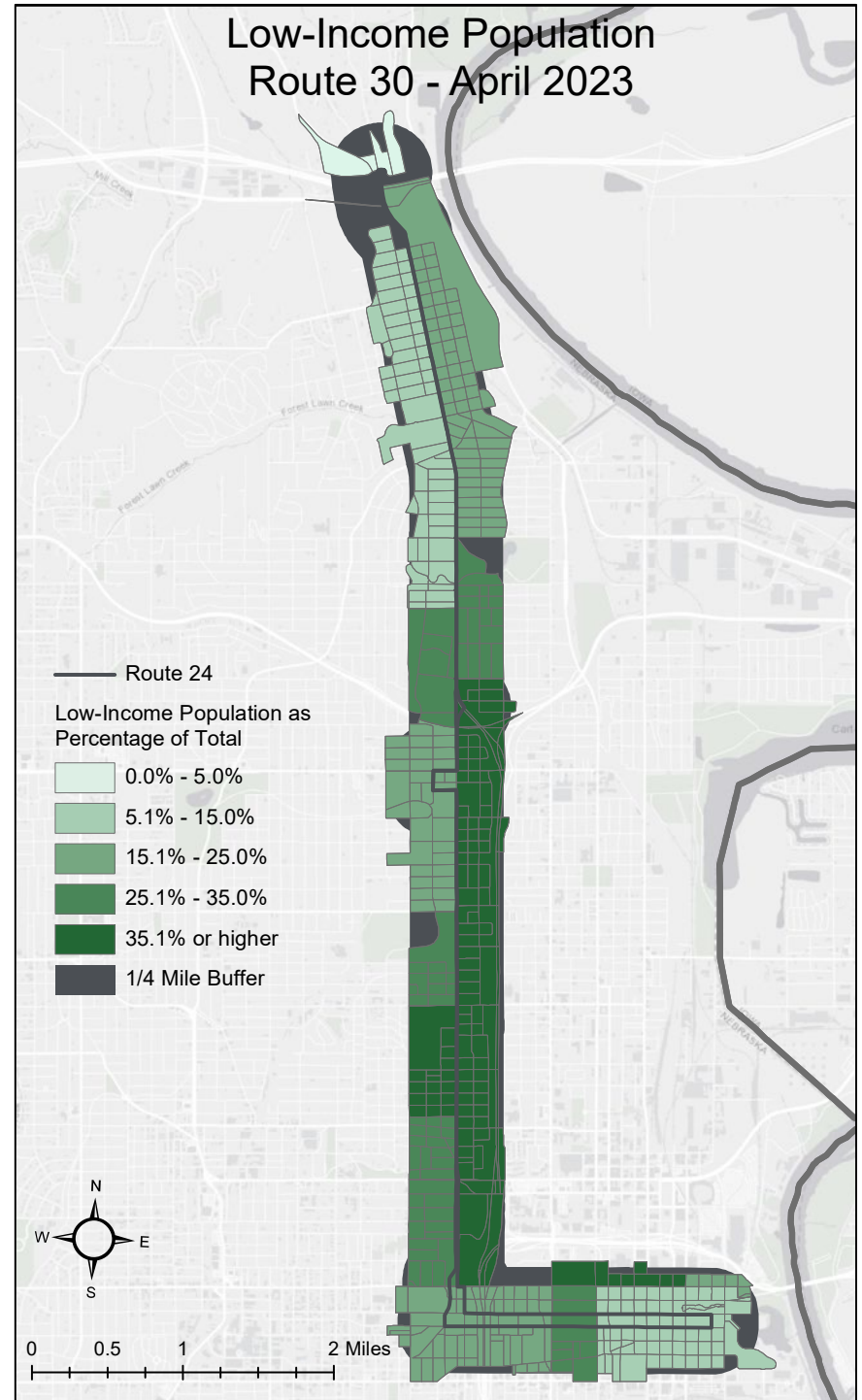
Minority Population
Route 30 - April 2023



Low-Income Population Route 30 - February 2023



Low-Income Population Route 30 - April 2023



Appendix B: Definitions

1. **Major Service Change** – Defined as:
 - a. The addition and / or elimination of a bus route.
 - b. A ten percent or more addition or reduction in the system revenue miles.
 - c. A fifteen percent or more addition or reduction of revenue miles on any individual route
 - d. 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
2. **Adverse Effect** - defined as a geographical or temporal reduction in service which includes but is not limited to span of service changes, frequency changes, route segment elimination, and re-routing and route elimination.
3. **Disparate Impact** - Should the impact of any fare or major service change require a minority population to bear adverse effects fifteen percent or greater of a cumulative impact compared to those adverse effects borne by the nonminority population, that impact will be deemed a disparate impact.
4. **Disproportionate Burden** – Should the burden of any fare or major service changes require a low-income population to bear adverse effects fifteen percent or greater of the cumulative burden compared to the effects borne by the non-low-income population, that impact will be considered a disproportionate burden.
5. **Express Transit Service** - Metro designated express routes.
6. **Local Transit Service** – Metro fixed-route bus routes not designated as express routes.
7. For purposes of this policy, “**low-income population**” is defined as any readily identifiable group of households who live in geographic proximity and whose median household income is at or below of the Department of Health and Human Services Poverty Guidelines.
8. **Minority Populations & Areas** - Minority populations include those persons who self-identity as being one or more of the following ethnic groups: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander, as defined in the FTA Title VI Circular. "Minority Areas" are residential land use areas within Census tracts where the percentage of minority persons is higher than the Metro service area average.

9. **Revenue Mile** - For technical purposes, one revenue mile represents a bus being on the road for one mile. Three revenue miles represents one bus being on the road for three miles or three buses being on the road for one mile each. By using revenue miles instead of revenue dollars, Metro can control for currency inflation and can better prepare for and evaluate major service changes.
10. **Route-Level** - Refers to the geographic level of analysis by which the performance of a transit route is measured for equity.
11. **Route-Service Area** - A three-quarter mile buffer on both sides and terminus of a transit route's alignment.
12. **Service Level** - Refers to the span of service (hours of operation), days of operation, trips, and headways (service frequencies) for a transit route or the regional transit system.
13. **Service Area** - According to 49 CFR 604.3, geographic service area means "the entire area in which a recipient is authorized to provide public transportation service under appropriate local, state, and federal law."
14. **Service Span** - The span of hours over which service is operated (e.g., 6 a.m. to 10 p.m.). The service span may vary by weekday, Saturday, or Sunday.
15. **System-wide** - Refers to the geographic level of analysis by which the performance of the entire transit system is measured for equity.
16. **Transit Center** - A transit facility that serves as the connection point for three or more bus routes.

Appendix C: Board Approval

Board Meeting Minutes approving Service Equity Analysis to be inserted.

7.

RESOLUTION: **Resolution #431– Approval of Federal Certifications & Assurances**

EXPLANATION: Each year, as a part of Metro’s receipt of federal grant funding, Metro and its attorney are required annually to sign and file Certifications & Assurances (C&A) that required federally mandated programs and requirements will be followed.

Staff is requesting authority to authorize the CEO/Executive Director and Attorney to execute the 2023 C&As.

Resolution #431 authorizing the same is included in the Board packet.

Recommend full Board approval.

RESOLUTION NO. 431

February 23, 2023
Omaha, Nebraska

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

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

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

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

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

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

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

1. The CEO/Executive Director of the Regional Metropolitan Transit Authority of Omaha (and his/her written designee) is hereby authorized on behalf of the Regional Metropolitan Transit Authority of Omaha and to execute and file applications with the FTA for federal transportation assistance authorized by 49 USC Chapter 53, Title 23, United States Code, and any and all other federal statutes administered by the FTA authorizing a project administered by the FTA for projects programmed in the then current first year element of the Transportation Improvement Program (TIP) of the Regional Metropolitan Transit Authority of Omaha , including any amendments thereto.
2. The CEO/Executive Director of the Regional Metropolitan Transit Authority of Omaha (and his/her written designee) is hereby authorized to execute, deliver, perform and to otherwise comply with, under and in respect of, the “Master Agreement” and any related cooperative or other agreement and any related programs, and such other obligations as required or imposed by the FTA from time to time as a prerequisite to, or as a condition of, such application, grant, receipt or award of Federal Assistance at any time and to execute and file application for such other federal financial assistance and related programs in keeping with the FTA’s award of federal transit assistance (funding or funds) as may be approved by this Board from time

to time in fiscal year 2023/2024 or calendar year 2023 and, together with any such application to execute such annual certification and assurances and other documents as may be required by the FTA as a prerequisite to, or as condition of, such application, grant, receipt or award of Federal Assistance and related programs.

ADOPTED BY:

CHAIR

CERTIFICATE

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

Signature of Recording Officer

Title of Recording Officer

Date

FEDERAL FISCAL YEAR 2023 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

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

Name of Applicant: Regional Metropolitan Transit Authority of Omaha

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

Or,

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

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

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

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Regional Metropolitan Transit Authority of Omaha

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

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

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

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

Signature _____ Date: _____

Name _____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

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

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

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

Signature _____ Date: _____

Name _____ Attorney for Applicant

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

8.

RESOLUTION: Request Approval of the 2023 Transportation Improvement Plan

EXPLANATION: Staff requests approval of the 2023 element of the 2023- 2028 Transportation Improvement Program (TIP). This amendment is to program funds and create the 2023 Program of Projects (POP). The amounts include previously approved programming with new additional requests.

Staff recommends programming existing Urbanized Area Formula Funds (5307) and existing Bus and Bus Facilities Apportionment Funds (5339) in the FY 2023 element of the TIP.

Staff is recommending approval of the 2023 Program of Projects in the following manner:

PROJECT	SOURCE OF FUNDS	AMOUNT	DESCRIPTION
SUPPORT EQUIPMENT AND FACILITIES	5307	Fed: \$4,172,000 Local: \$1,043,000 Total: \$5,215,000	Funds will be used to procure A&E Services for projects, procure software for finance, purchase new office furniture and procure a new generator and associated switches and room remodel.
TRANSIT ENHANCEMENTS	5307	Fed: \$1,012,000 Local: \$253,000 Total: \$1,265,000	A&E Services for up to 50 new shelters and projects associated, procure up to 50 new shelters, procure new signage.
UNIFIED WORK PROGRAM & PLANNING	5307	Fed: \$798,817 Local: \$199,704 Total: \$998,520	Funds Management and planning activities for 2023
CAPITALIZED OPERATIONS	5307	Fed: \$1,702,880 Local: \$425,720 Total: \$2,128,600	Partial ADA service, Employee Training and Project Management
PREVENTATIVE MAINTENANCE	5307	Fed: \$5,600,000 Local: \$1,400,000 Total: \$7,000,000	Preventative Maintenance for both Bus and Buildings, Grounds and Engineering

PROJECT	SOURCE OF FUNDS	AMOUNT	DESCRIPTION
ROLLING STOCK	5339	Fed: \$13,558,199 Local: \$3,489,400 Total: \$17,047,599	Rolling stock replacement, bus wash and associated equipment
SUPPORT EQUIPMENT AND FACILITIES	5339	Fed: \$320,000 Local: \$80,000 Total: \$400,000	Design and procurement of improvements to admin/maintenance facility

Board approval will allow the projects to be committed for FY 2023. Projects will be submitted to MAPA for consideration at the March 2023 MAPA Board Meeting. Total new local encumbrance of federal funds from these changes will be: \$27,163,896. Total new encumbrance of local funds from these changes will be: \$6,890,824. Total new encumbrance of all funds will be \$34,054,720.

Approval will ensure Metro's compliance with FTA planning requirements.

This item will be reviewed by the procurement committee prior to the Board Meeting. Assuming committee concurrence, staff requests the Board approve the Resolution as presented.

9.

RESOLUTION: Request Approval of Fuel Contract

EXPLANATION: Metro's existing fuel contract with Sapp Brothers ends at the end of February 2023. The week of February 19, 2023, Metro will solicit bids for diesel fuel. Assuming Metro receives responsive and responsible bids at a reasonable price, staff will recommend entering into a new 6-month fuel contract for a biodiesel blend. The contract will be for a 5% biodiesel blend from the end of February 2023 to April 15, 2023 and a 20% blend for April 16, 2023 to the end of the contract. Metro will receive a rebate of \$0.50/gallon for the 20% blend from the Nebraska Soybean Board.

In accordance with Metro's Procurement Policy, the CEO will advise the Board Chair prior to entering into a fuel agreement and then return to the full board to request concurrence of a fuel contract. Additional information will be sent to the Board under separate cover after the receipt of bids.

Recommend Full Board Approval.

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 – January 30, 2023

**MINUTES
REGULAR MEETING
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
January 30, 2023
MINUTES**

The Regional Metropolitan Transit Authority of Omaha Board met in Regular Session on Monday, January 30, 2023, at 8:30 a.m., in person at the Authority's Administration Building, 2222 Cuming Street, Omaha, Nebraska 68102, and virtually due to COVID-19 and inclement weather. Notice was given in advance of the meeting by publication in the Omaha World Herald and the Omaha Daily Record. 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:

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

Authority Staff:

L. Cencic, CEO/Executive Director
I. Maldonado, Deputy Executive Officer (Absent)
D. Grant, HR Director
E. Simpson, Legal Director (Virtual)
K. Pendland, IT Director
W. Clingman, Finance Director (Virtual)
D. Kelsey, Operations Director (Virtual)
J. Willoughby, Senior Project Manager (Virtual)
R. Sherping, Safety Director
A. Johnson, Civil Rights & Inclusion Director
A. Pigaga, Communications Specialist (Acting Board Secretary)

Others Present:

Other Metro staff
Members of the public

Meeting Minutes – January 30, 2023

Agenda Item #1: Call to order

Mr. Meadows called the meeting to order at 8:35 a.m. Notice of the Regular meeting was published in the Omaha World Herald and the Omaha Daily Record on January 27, 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. Meadows entertained a motion to approve the minutes of the Board Meeting on December 22, 2022.

Motion by Mr. Lawse; Second by Mr. Meadows

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Agenda Item #3: General Public Comment Period

Mr. Meadows opened the General Public Comment Period to invite members of the audience to be heard regarding regular topics related to the Transit Authority of the City of Omaha. No members of the public came forward to comment.

Agenda Item #4: Administrative Report

(L. Cencic)

Ms. Cencic extended a thank you to the Board members for accommodating the change in Board meeting date and apologized for the administrative challenges experienced in making this change. As was noted by Mr. Meadows, this Board notice was published in both the Omaha World Herald and the Omaha Daily Record. Moving forward, Metro will focus on publishing in the Omaha Daily Record as the paper of record. Interested members of the public will be able to find information about Metro's formal meetings, procurements, and legal notices primarily through the Omaha Daily Record. Metro will also continue to use other channels such as the Metro website and Metro's social media pages to make sure that frequent updates are provided to the community.

In the month of January, Metro had a couple of celebratory events. Ms. Cencic extended a thank you to the Human Resources Department and Ms. Fears for a very positive "Jingle and Mingle" event to celebrate the holiday season. The event included games, snacks, and hot chocolate, and was a great time for staff to get to know each other and spend some time together. There were quite a few cross-departmental teams that formed to play some of the trivia games. Additionally, Metro's partners in the Transportation Workers Union sponsored a breakfast event and brought the Pancake Man to Metro for all employees. Metro appreciates their commitment to building teamwork, culture, and celebration at Metro.

Ms. Cencic informed the Board that within the next month or two, Metro will need to close the westbound ORBT station at 72nd & Dodge due to utility work and lane reconfigurations being done for the Crossroads

Meeting Minutes – January 30, 2023

development project. The station will be closed for a significant period of time. Metro is currently working with the developer and the City to find a temporary location to pick up and drop off ORBT riders.

Ms. Cencic introduced a new staff member, Ms. Johnson, who is Metro's new Director of Civil Rights & Inclusion. Ms. Johnson will be filling some formal roles for Metro including serving as Metro's Title VI and DBE liaison officer, as well as focusing on engagement both internally with staff and externally around some DEI conversations. Ms. Johnson will also lead the charge on the planning effort for Diversity, Equity, Inclusion and Justice.

Ms. Johnson spoke briefly to introduce herself to the Board.

Lastly, Ms. Cencic shared with the Board some statistics about Metro ridership in 2022. On ORBT in 2022, Metro had just under 440,000 rides which is an average of 8,500 rides per week. Across the entire system, Metro provided over 2.6 million trips which is an average of 50,654 rides per week. This is approximately a 26% increase in ridership over 2021.

Discussion was had.

Agenda Item #5a: Administrative Reports

(D. Grant)

In the month of January, 13 individuals started new roles at Metro. Those numbers include 4 bus operators and 1 paratransit operator. Metro was also able to promote one staff member from a Dispatch Supervisor to Paratransit Manager. HR would like to extend a big congratulations to Mr. Owens for being selected to this important role at Metro. In addition to this, Metro also promoted Mr. Schweitz from Senior Transit Planner to Senior Manager of Transit Planning and Scheduling. HR would also like to extend a big congratulations to Mr. Schweitz for his new role as well. In addition, Metro is excited to have two new mechanic supervisors, and an Accountant/Grant Administrator join the Administration team.

Mr. Grant extended a thank you to Ms. Haverstick and the hiring managers for their continued support in making this level of hiring continually possible.

Discussion was had.

Agenda Item #5b: Administrative Reports

(R. Sherping for I. Maldonado)

Mr. Sherping reminded the Board that during the month of December, Omaha was under severe weather conditions that forced Metro to operate a modified Saturday schedule on December 22 and 23, 2022. Due to anticipated sub-zero temperatures, the Metropolitan Utility District informed Metro that they would be introducing propane into their natural gas lines to meet demand. This affected Metro's use of the onsite compressed natural gas facilities. Typically, Metro can fuel up CNG buses at Sapp Brothers in Council Bluffs, Iowa. However, due to anticipated high winds and icy conditions, Metro opted not to cross the bridge to refuel buses. Instead, on the first day of the cold weather, Metro used only diesel buses. Fortunately the forecasted wind conditions changed and allowed Metro to use CNG buses on December 23, 2023. Despite the extreme cold weather challenges, Metro was able to maintain a safe, reliable, consistent service. Mr. Sherping extended

Meeting Minutes – January 30, 2023

a thank you to the Maintenance Department and all support staff for keeping the buses running, especially during such severe conditions.

Mr. Sherping informed the Board that in order to identify ways to improve severe weather condition response, Ms. Cencic and senior personnel held a series of meetings with staff and union representatives. Staff met with MUD officials and have successfully coordinated to fuel the CNG fleet at the MUD facilities if necessary, in the future. Meetings were also held with Metro's CNG vendor. Metro is coordinating for liquid gas trucks to be brought to the site and connected to Metro's CNG facilities so that Metro can continue with onsite CNG fueling whenever propane is introduced into the natural gas lines to deal with demand.

At the last Board meeting, Mr. Maldonado presented that due to construction on the 42nd Street bridge, Metro has been operating Route 3 on a detour. To correct the timing on this route, during the next operator pick, which will begin on Sunday, February 5th, Metro is adding one bus to this route which will bring this route back to a 20-minute headway.

Discussion was had.

Agenda Item #5c: Administrative Reports

(N. Ebat)

Ms. Ebat informed the Board that the Communications team has spent the last several weeks working through the severe weather events, whether the severe weather came to fruition or not. The team is working on strategic planning to make sure communication platforms are being supplied with helpful information for Metro riders. Part of this effort has involved coordinating with a number of community partners to make sure their messages are being amplified by Metro as well, particularly when it comes to information such as warming centers that are located near Metro bus routes. The team also put out a number of widespread messages to make sure riders are better prepared for the elements. Even simple messages such as a reminder to dress in layers while outside can make a big positive impact on people who rely on Metro service.

Earlier this month, the Communications team also worked with Omaha Public Schools (OPS) to make sure that Metro had a presence at their central open house. Communications staff had quite a few good conversations with parents about how public transit can assist any transit provided by OPS and about how public transit can help their children to and from school, extra-curricular activities, and jobs. Metro hopes to help make their school year that much better in 2023.

Moving into the new year, Metro's Communications team has been spending a lot of time in the planning stages. A good chunk of that time has been spent on the big projects that the team wants to accomplish during this year. One of those big projects includes celebrating Metro's one-millionth ORBT ride, which is anticipated to happen within the next couple of months. Metro has a number of rider education events scheduled over the next few months as well, and staff is working to make sure the team has a good head start on these events. Metro is coordinating with a number of community partners for popular spring events such as the Farmers' Market and several Flea Markets. Communication team members have noticed that when working one on one with these community partners ahead of time, more success within these groups is being seen, including route directions for events being included with parking instructions for attendees. In some cases, Metro has seen bus instructions being listed prior to parking instructions for some of these community events. Hopefully these coordination efforts will help community members attend a lot of these really good cultural community events without needing to worry about driving to them.

Discussion was had.

Meeting Minutes – January 30, 2023

Agenda Item #6: Request Approval of Revisions to the Public Transportation Agency Safety Plan (PTASP) **(R. Sherping)**

Metro is required to have a Public Transportation Agency Safety Plan (PTASP) by the Federal Transit Administration (FTA). The Metro Board of Directors first approved the PTASP on June 25, 2020. Revisions to the PTASP require Board approval and the Board last approved revisions to the PTASP on 12/22/2022.

As a part of the Bipartisan Infrastructure Law, Metro's Safety Committee is required to review and approve the PTASP. Metro's Safety Committee consists of an equal number of management and front-line employees and is tasked with reviewing the PTASP as well as addressing other safety concerns at Metro. The Safety Committee reviewed and approved the revised PTASP on December 22, 2022. Staff is requesting Board approval of revisions to the PTASP following the annual review by the Safety Committee.

Revisions to the PTASP include:

- Updating the entity name to the Regional Metropolitan Transit Authority of Omaha
- Amending the name of the Safety Director
- Additional language in the Safety Management System section regarding the Employees Safety Reporting System
- Addition of the Metro Disruptive Passenger Procedure in the Existing Metro Policy and Protocol section
- Addition of training requirements for the Safety Director in the Competencies and Training section

Discussion was had.

Motion by Mr. Meadows; Second by Mr. Lund

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Agenda Item #7: Board Chair Report

(O. Meadows for A. Haase)

Mr. Meadows shared with the Board that the Finance/Procurement Committee has no updates at this time for the Board.

Mr. Lawse shared that the Operations Committee met and discussed much of what was already discussed in today's Board meeting.

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

Thursday, February 23, 2023, at 8:30 a.m. to be held at Metro Transit Authority's Administrative Building.

Meeting Minutes – January 30, 2023

Agenda Item #9: Adjournment

There being no further business to come before the Board, a motion was entertained to adjourn the meeting at 9:02 a.m.

Motion by Mr. Meadows; Second by Mr. Lawse

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Ms. Amy Haase – Chair

Recording Secretary

Feb

Recruiting Report

	Feb Hires	Proj. Remaining Need	Recruiting Activity Notes
All Roles	16	24	16 people start new roles at Metro in the month of February. Metro also posted roles for a Transit Planner, Dispatcher, Transit Field Supervisor, Building Maintenance Manager and Sr. Building maintenance role.

Operations	Bus Operators - Omaha	14	6	Currently reviewing and interviewing candidates.
	Paratransit Operators	2	2	Currently reviewing and interviewing candidates.

Maintenance	Mechanic III		5	Currently reviewing and interviewing candidates.
	Mechanic Helper		1	Currently reviewing and interviewing candidates.
	Body Shop Mechanic		1	Currently reviewing and interviewing candidates.

BG&E	Sr. Building		1	
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Custodial				
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Feb	Recruiting Report		
Role	Hires	Proj. Remaining Need	Recruiting Activity Notes
Admin Staff	6	6	
Fleet Maintenance Dir		1	Currently reviewing and interviewing candidates.
Procurement & Contracts Manager		1	Currently reviewing and interviewing candidates.
Transit Planner		1	Currently reviewing candidates.
Building Maintenance Manager		1	Currently reviewing candidates.
Dispatcher		1	Currently reviewing candidates.
Transit Field Supervisor		1	Currently reviewing candidates.

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

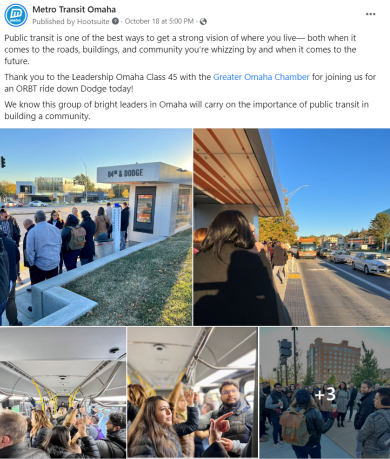
SOCIAL MEDIA SUMMARY

1.1.23 - 1.31.23



Facebook: [Metro Transit Omaha](#)

Posts: 14
Reach: 6,097
Reactions: 134
Comments: 15
Shares: 17
28 new page likes | 1.28% increase



Twitter: [@rideORBT](#)

Tweets: 15
Impressions: 11,700
Avg. 780 impressions/post for the year
8 new followers | 0.72% increase

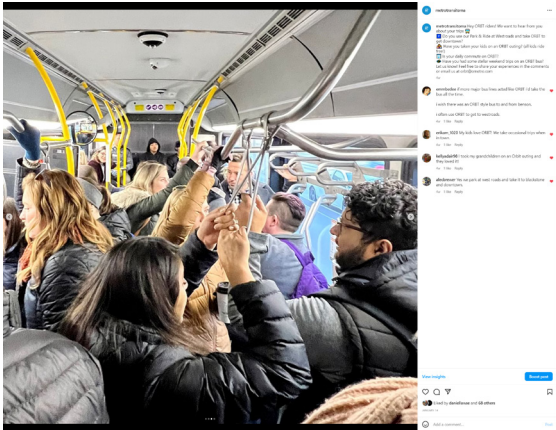


Our reportable twitter analytics look a bit different this month because of ongoing issues on Twitter's backend. We're confident in the accuracy of our tweet count and number of impressions. We plan to resume reporting the full set of analytics as soon as Twitter's issues allow.



Instagram: [@metrotransitoma](#)

Posts: 4
Likes: 119
Avg. 29.75 likes/post for the year
Comments: 5
6 new followers | 0.43% increase



7 stories | 5 outlets

Metro continues to offer free bus rides to K-12 students

SCOTT STEWART
Editor

Students in kindergarten through high school can continue to ride Metro buses for free.

The program is open to students throughout the metropolitan area. High school students must show school-issued IDs when boarding. Elementary and middle school students can tell the operators they are students. The program applies to all Metro or ORBT routes.

Metro's K-12 Rides Free program first began in May 2021 with the help of a grant from a local foundation. It's now operating through a part-

Bellevue Leader - K-12 Rides Free

Metro starting Wednesday bus service on snow route

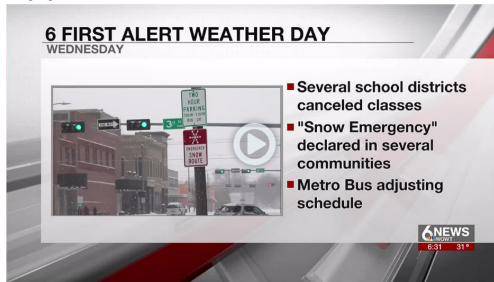
by Nick Reiva (KPTM) | Tuesday, January 17th 2023



KPTM - Weather service

Snowstorm forecast prompts Omaha-metro alerts, closings, cancellations

CPS going remote; Bellevue, Elkhorn, Westside cancel classes



WOWT - Weather service

Metro starting Wednesday on snow routes for busses due to forecast winter weather

Updated: 8:44 PM CST Jan 17, 2023



KETV - Weather service

Metro starting Thursday bus service on snow route

by Nick Reiva (KPTM) | Wednesday, January 18th 2023



KPTM - Weather service

OUTREACH

MAPA + Metro event

MAPA and Metro co-hosted an event to introduce members of each agency to each other.

With both agencies located in the same building, it helped staff meet as they continue to serve our community and improve our impact for those we serve.



ORBT Celebration planning

The Metro Communications team has spent January reaching out to community partners to plan a celebration of ORBT, its staff, and its riders along the corridor.

These meetings will continue in February. As event plans are finalized, more information will be shared with the Board.

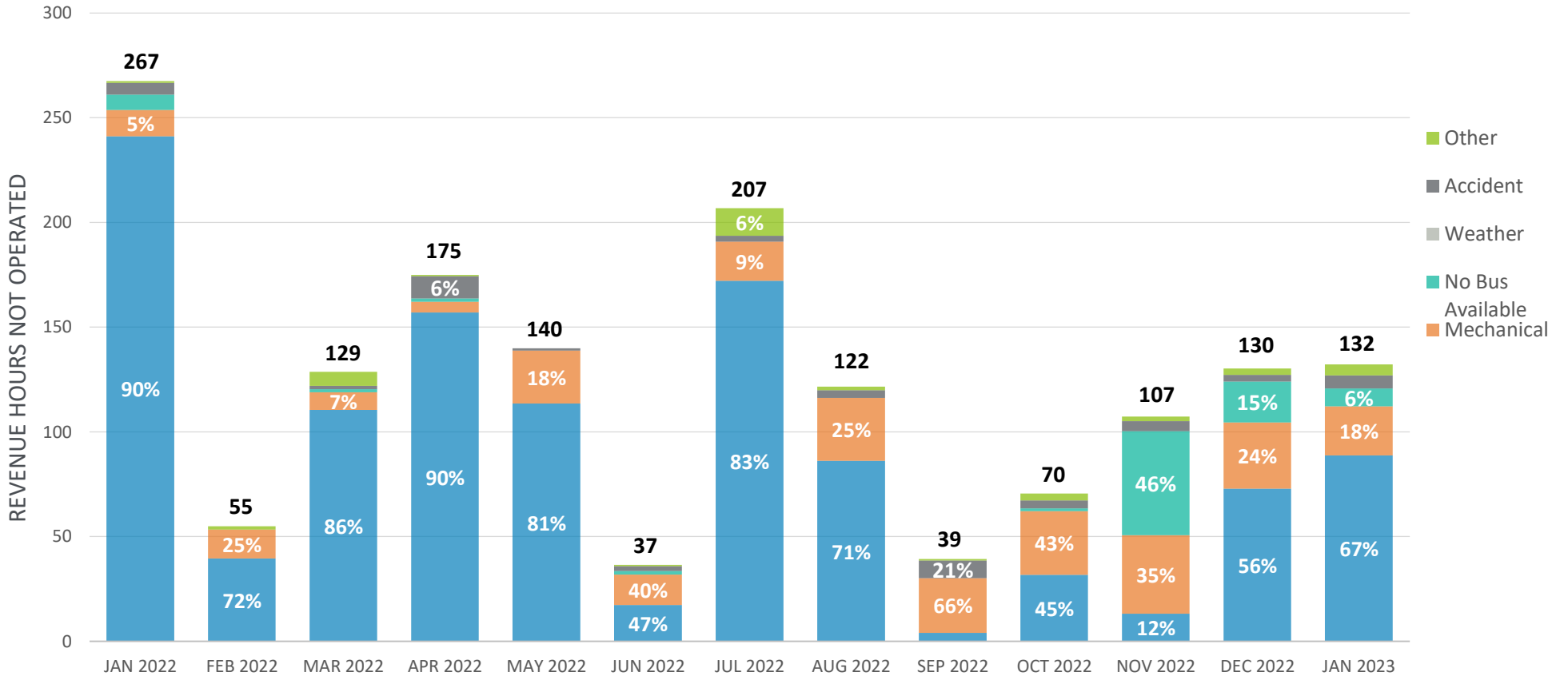


Metro staff attended Central High School's middle school open house to talk to parents and prospective students about the K-12 Rides Free program and to give them an opportunity to check out an ORBT bus.

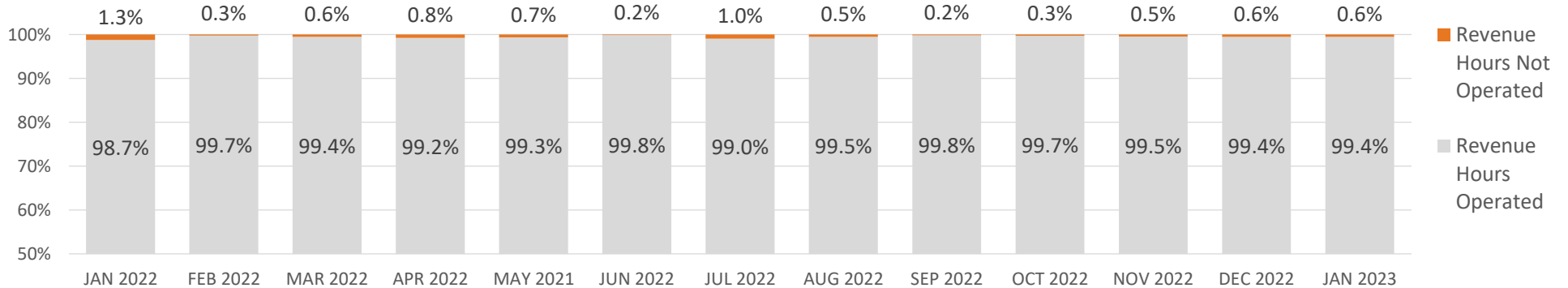


MONTHLY SERVICE INTERRUPTIONS

REVENUE HOURS NOT OPERATED BY TYPE

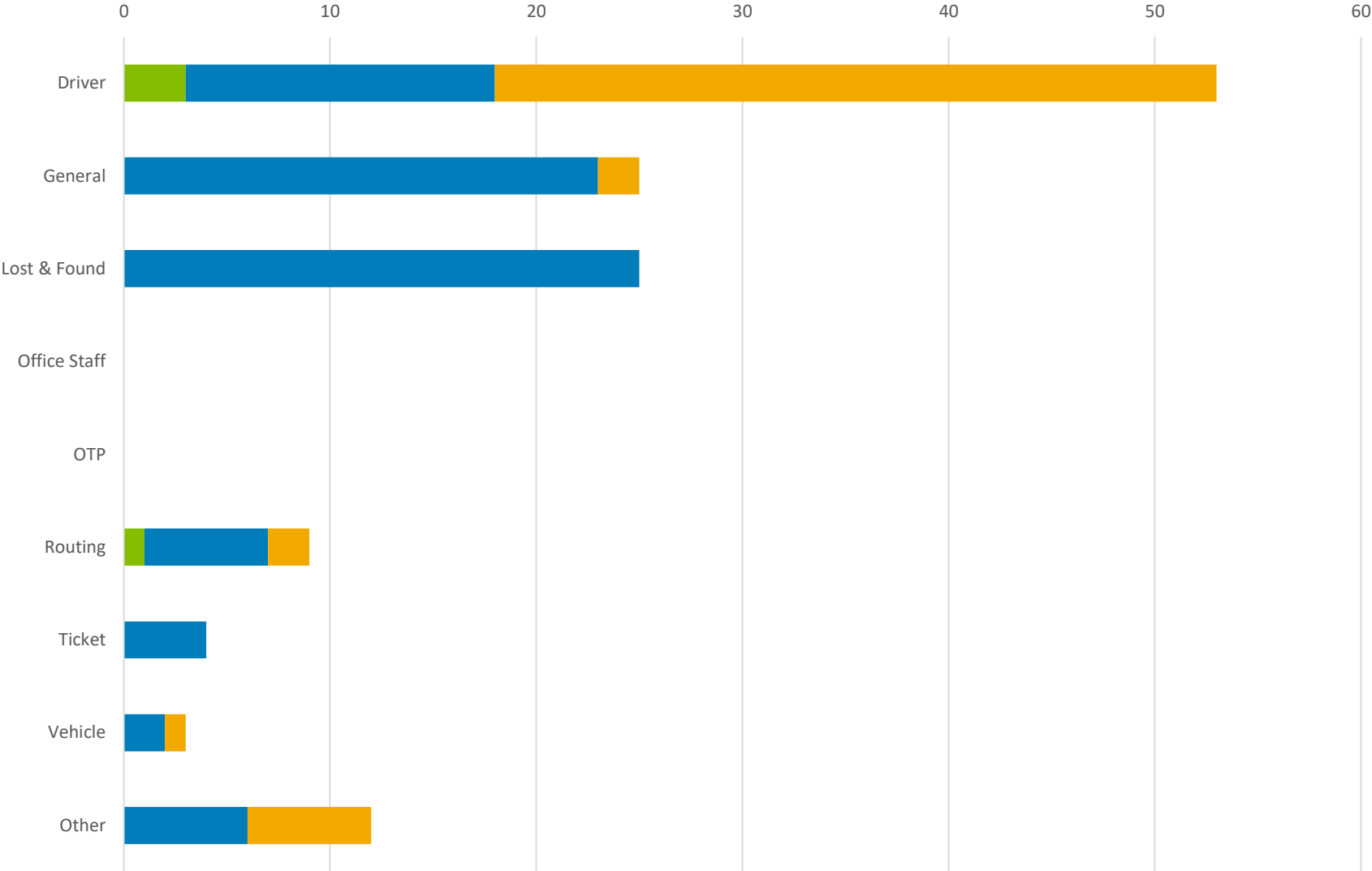


Percent of Total Revenue Hours

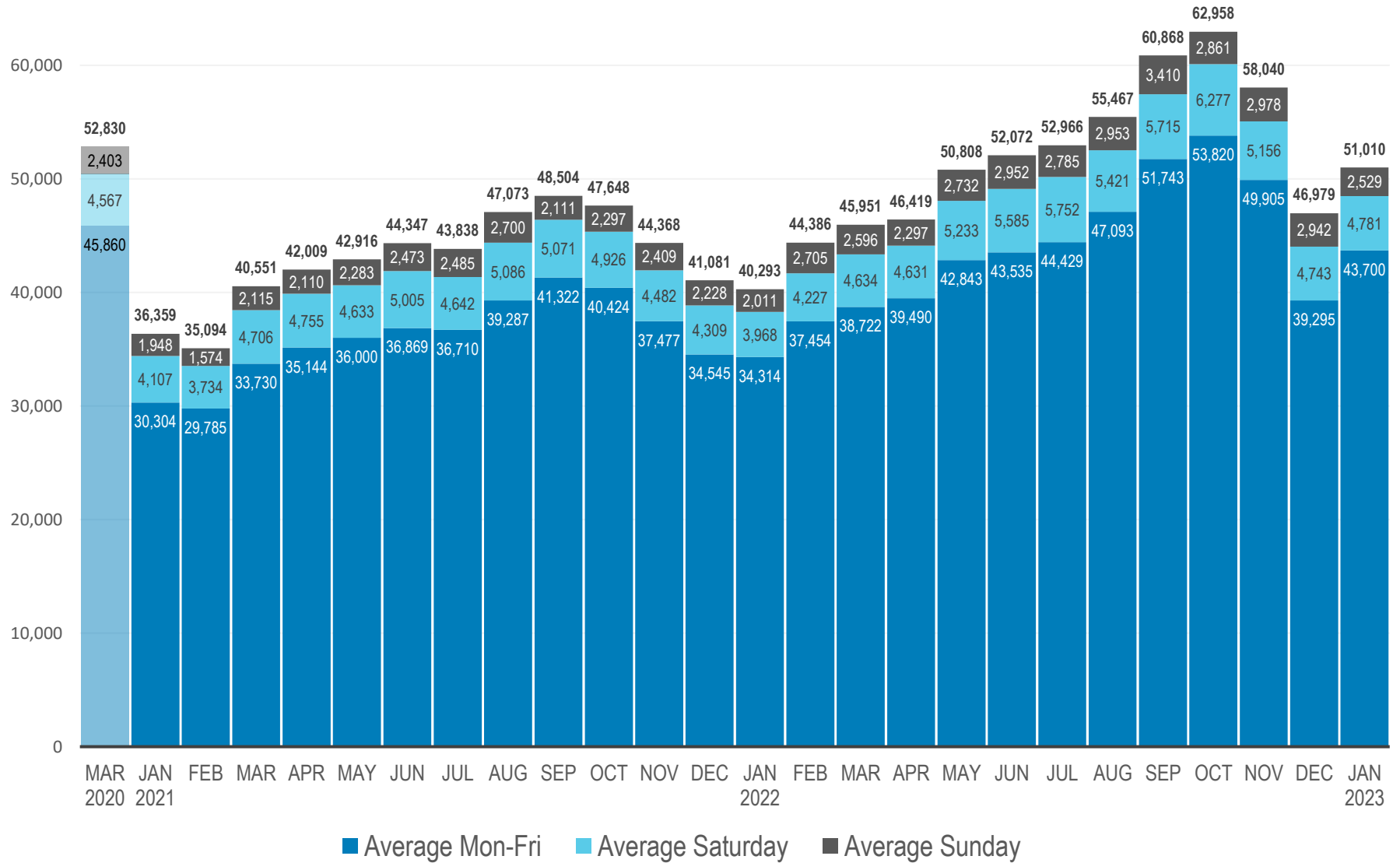


January 2023
Fixed Route Registered Customer Service Concerns by Category

Positive Neutral Negative



COVID-19 Impact on Average Weekly Ridership

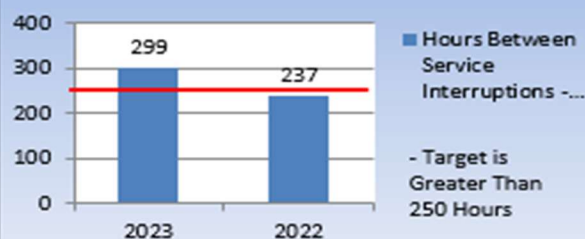


Metro Transit Operations Report

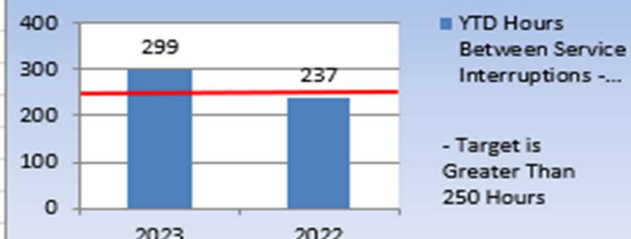
January 2023

Current Month	2023	2022	Variance	Year to Date	YTD	YTD	YTD
					2023	2022	Variance
Service				Service			
Service Hours	23316	20891	11.61%	Service Hours	23316	20891	11.61%
Service Miles	324310	287730	12.71%	Service Miles	324310	287730	12.71%
Interruptions				Interruptions			
Hours Between Interruptions	299	237	25.92%	Hours Between Interruptions	299	237	25.92%
Miles Between Interruptions	4158	3270	27.16%	Miles Between Interruptions	4158	3270	27.16%
Target Miles	3350	3350		Target Miles	3350	3350	
Road Calls				Road Calls			
Road Calls	37	25	48.00%	Road Calls	37	25	48.00%
Miles Between Road Calls	8765	11509	-23.84%	Miles Between Road Calls	8765	11509	-23.84%
Paratransit				Paratransit			
Total Van Trips	6909	6002	15.11%	Total Van Trips	6909	6002	15.11%
Passenger Hours	4452	3621	22.95%	Passenger Hours	4452	3621	22.95%
Trips per Hour	1.55	1.66	-6.37%	Trips per Hour	1.55	1.66	-6.37%
Passenger Miles	49801	38984	27.75%	Passenger Miles	49801	38984	27.75%
Trips per Mile	0.1387	0.1540	-9.89%	Trips per Mile	0.1387	0.1540	-9.89%
Taxi Trips	0	0	#DIV/0!	Taxi Trips	0	0	#DIV/0!
Total Trips - Van & Taxi	6909	6002	15.11%	Total Trips - Van & Taxi	6909	6002	15.11%

Hours Between Service Interruptions - January 2023 & 2022



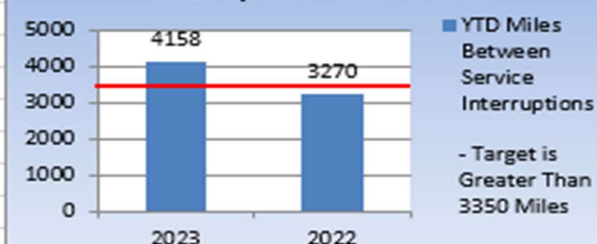
YTD Hours Between Service Interruptions - 2023 & 2022



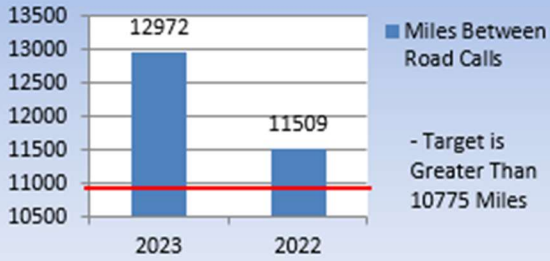
Miles Between Service Interruptions - January 2023 & 2022



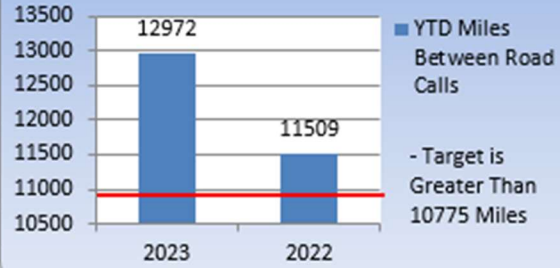
YTD Miles Between Service Interruptions - 2023 & 2022



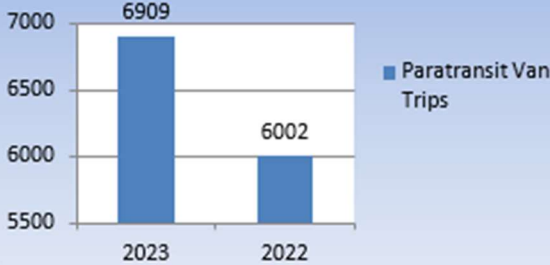
**Miles Between Road Calls
January - 2023 & 2022**



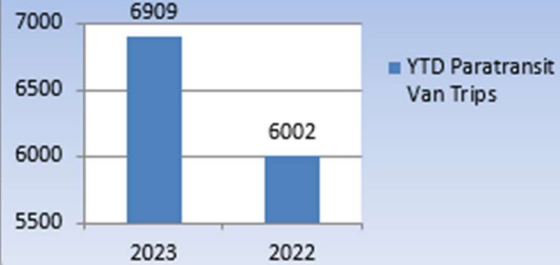
**YTD Miles Between Road Calls
- 2023 & 2022**



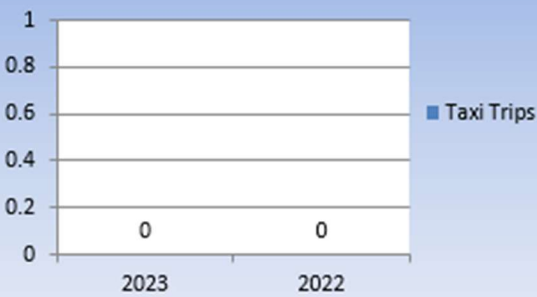
Paratransit Van Trips January - 2023 & 2022



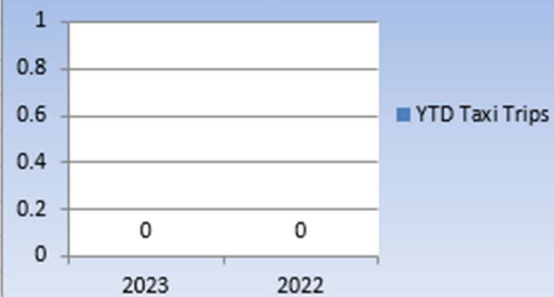
YTD Paratransit Van Trips - 2023 & 2022



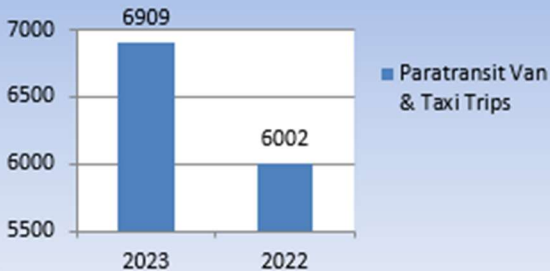
Taxi Trips January - 2023 & 2022



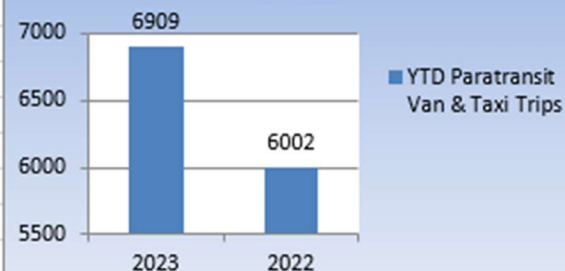
YTD Taxi Trips - 2023 & 2022



Paratransit Van & Taxi Trips January - 2023 & 2022

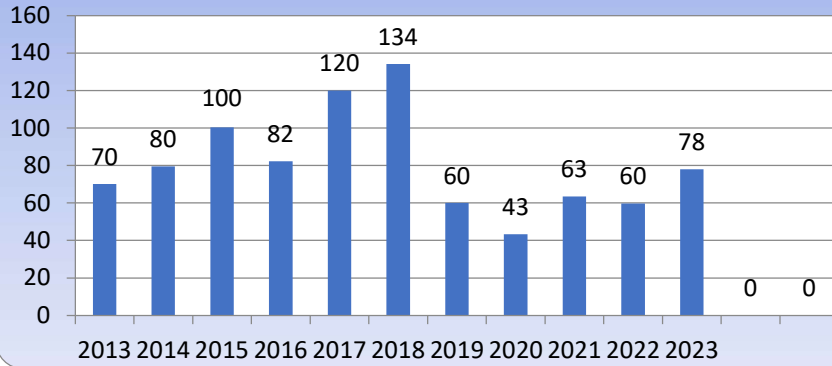


YTD Paratransit Van & Taxi Trips - 2023 & 2022

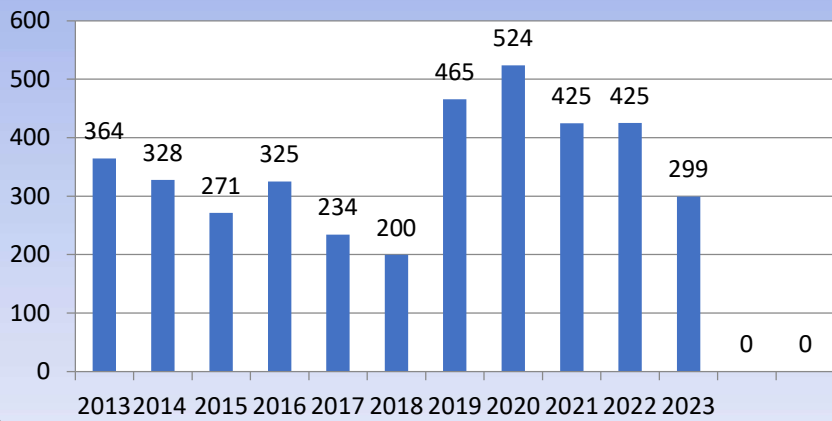


Service Interruptions Detail						
Type	January 2022	January 2023	Difference	2022 YTD	2023 YTD	Difference
Accident	4	6	2	4	6	2
Unsanitary Bus	0	2	2	0	2	2
Delayed Out Operator	65	35	-30	65	35	-30
Bus Operator Family Emergency	0	0	0	0	0	0
Drunk on Bus - Police Called	0	1	1	0	1	1
Passenger Emergency	0	0	0	0	0	0
Weather	0	0	0	0	0	0
Mechanical	13	26	13	13	26	13
Unknown	0	1	1	0	1	1
Vandalism on Bus	0	0	0	0	0	0
Heavy Traffic	0	0	0	0	0	0
No Bus Available	6	7	1	6	7	1
Total	88	78	-10	88	78	-10
Mechanical Reasons						
Air Conditioner	0	0	0	0	0	0
Air pressure went down	2	3	1	2	3	-1
Brake Problem	0	0	0	0	0	0
Broken Belt	0	0	0	0	0	0
Bus Body Problem	1	0	-1	1	0	1
Bus shut down	2	12	10	2	12	-10
Delayed by Train	0	0	0	0	0	0
Door Problem	0	0	0	0	0	0
Electrical Problem	0	1	1	0	1	-1
Farebox	0	0	0	0	0	0
Leaking Fluid	1	0	-1	1	0	1
Leaking fuel	0	0	0	0	0	0
Lift malfunction	0	1	1	0	1	-1
Light problem	0	0	0	0	0	0
Low water	0	0	0	0	0	0
Mirror Broke	0	0	0	0	0	0
No power	2	2	0	2	2	0
Power Steering Problem	0	1	1	0	1	-1
Oil Pressure	0	0	0	0	0	0
Overheated	0	0	0	0	0	0
Radiator Leak	0	0	0	0	0	0
Seat Problem	0	0	0	0	0	0
Starting problem	0	0	0	0	0	0
Suspension problem	0	1	1	0	1	-1
Tire problem	2	3	1	2	3	-1
Transmission malfunction	0	0	0	0	0	0
Unknown Mechanical	3	2	-1	3	2	1
Window/Windshield Issue	0	0		0	0	0
Total	13	26	13	13	26	13

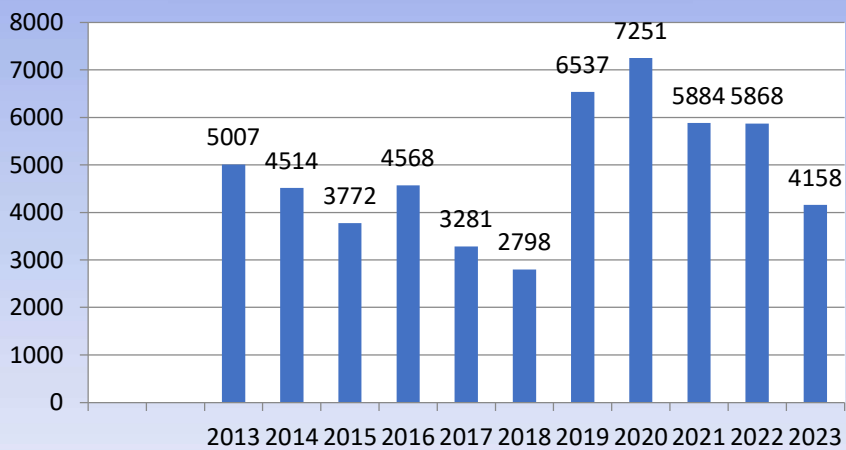
Service Interruptions



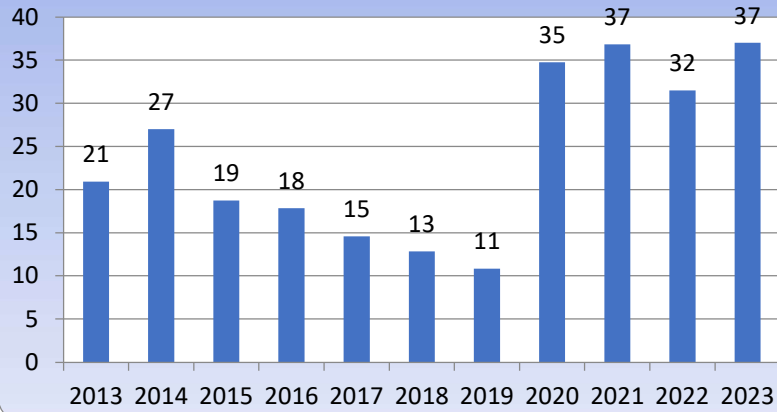
Hours Between Interruptions



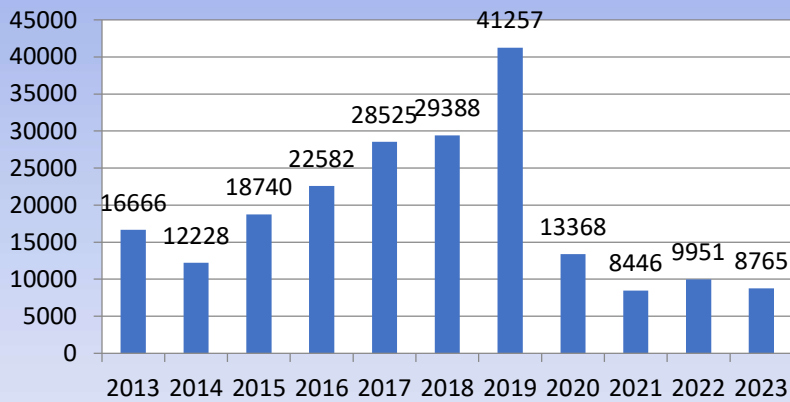
Miles Between Interruptions



Roadcalls



Miles Between Roadcalls



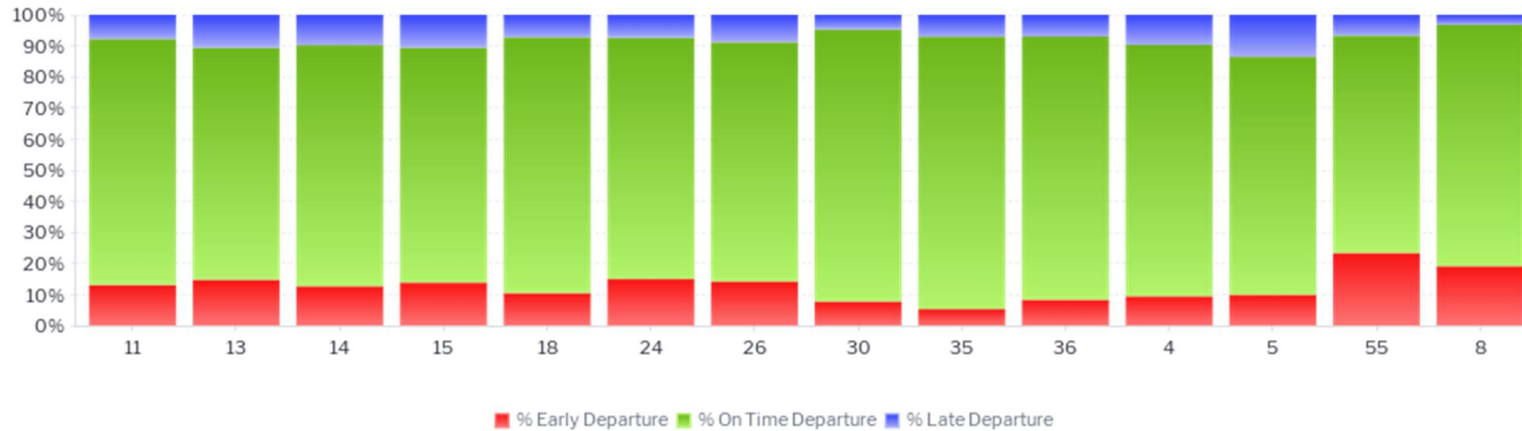
January 2023 OTP

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
January	1/2/23	1/31/23	17,083	11.9%	115,377	80.2%	11,474	8.0%	143,934

Departures: On-Time Performance by Route

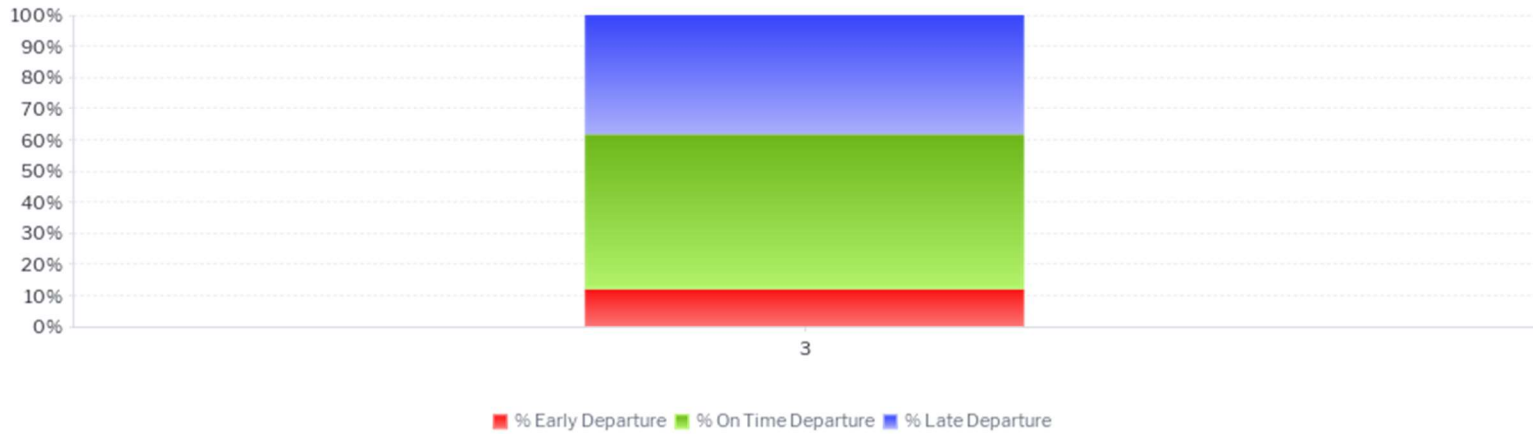


Route 3 is listed separately due to the long term 42nd St. Bridge detour.

January 2023 OTP

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
1/2/23	1/31/23	3	North 40th / South 42nd	1,901	12.0%	7,884	49.7%	6,075	38.3%	15,860
				1,901		7,884		6,075		15,860

January 2023

Registered Customer Service Concerns by Category

Total Calls	13250
Bus	8077
MOBY	5173

Calls by Category

	Total	Positive	Neutral	Negative	Percentage
Driver	58	5	15	38	41.13%
General	25	0	23	2	17.73%
Lost and Found	26	0	26	0	18.43%
Office Staff	1	0	0	1	0.70%
Other	15	2	7	6	10.63%
OTP	0	0	0	0	0.00%
Routing	9	1	6	2	6.38%
Ticket	15	2	7	6	10.63%
Vehicle	3	0	2	1	2.12%
Total	141	8	83	50	100.00%
Percentage	100%	5.55%	58.86%	35.46%	