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Topic: Metro Transit February 2025 Board Meeting

Time: Feb 27, 2025, 08:30 AM Central Time (US and Canada)

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## AGENDA

**REGULAR BOARD MEETING  
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA  
2222 Cuming Street  
Omaha, Nebraska, 68102  
February 27, 2025  
8:30 a.m.**

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

1. Call to Order: Notice of the Regular Meeting was published in the Omaha Daily Record on February 21, 2025.
2. Approval of Minutes of Previous Meeting:
  - a. Regular Meeting: January 23, 2025
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 (K. Pendland)
  - c. Communications (N. Ebat)
6. Resolution 2025-04 Request for Approval of Title VI Service and Equity Analysis For Proposed Microtransit Pilot Program (A. Johnson)
7. Resolution 2025-05 Request Approval to Award Contract to Via for Microtransit Services (L. Cencic)
8. Resolution 2025-06 Request Approval to Award Work Order 3 - North Omaha Transit Center (NOTC) Pavement Replacement Design Project as a Part of the A&E IDIQ Contract with SRF (Joy Willoughby)
9. Board Chair Report (C. Simon)
10. Date, Time, and Place of Next Board Meeting  
Thursday, March 27, 2025, at 8:30 a.m.  
Authority's Administrative Building
11. Adjournment

### **Tentative Resolutions**

Program of Projects

Metro Community College (MCC) Pavement Replacement Design

Metro Operating Policy 26 Standards of Conduct and Conflicts of Interest

Metro Operating Policy 27 Purchasing Policy

Metro Boiler Replacement Design

Metro Electrical Switch Gear Design

**REGULAR BOARD MEETING  
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA  
2222 Cuming Street  
Omaha, Nebraska, 68102  
January 23, 2025  
8:30 a.m.**

**MINUTES**

The Regional Metropolitan Transit Authority of Omaha Board met on Tuesday, January 23, 2025, at 8:30 a.m., in person at the Authority's Administration Building, 2222 Cuming Street, Omaha, Nebraska 68102, and virtually. Notice was published in the Omaha Daily Record on January 17, 2025, in advance of the meeting. For the benefit of the public in attendance, a copy of the Open Meetings Law is posted in the meeting room and the Agenda is published on the display in the facility lobby. The following were in attendance at the meeting:

**Authority Board:**

Mr. Curt Simon, Board Chair  
Mr. Daniel Padilla, Vice Chair  
Mr. Josh Corrigan  
Ms. Clarice Dombeck  
Ms. Yanira Garcia  
Mr. Tim Lonergan  
Mr. Cornelius Williams

**Authority Staff:**

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

**Others Present:**

Other Metro staff  
Members of the public

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

**Agenda Item #1 Call to Order at 8:32 am.**

Notice of the Regular Meeting was published in the Omaha Daily Record on January 17, 2025. For the benefit of the public in attendance, a copy of the Open Meetings Law is posted in the meeting room and the Agenda is published on display in the facility lobby and online at ometro.com.

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

The first item of business is the approval of minutes from previous meetings.

- a. Regular Meeting: December 19, 2024

**Motioned by Lonergan; Seconded by Dombeck**

**ROLL CALL: UNANIMOUS (Williams Absent), MOTION CARRIES**

- b. Organizational Meeting: January 9, 2025

**Motioned by Lonergan; Seconded by Corrigan**

**ROLL CALL: UNANIMOUS (Williams Absent), MOTION CARRIES**

**Agenda Item #3 General Public Comment Period**

*This is an opportunity for members of the audience to be heard regarding topics related to the Regional Metropolitan Transit Authority of Omaha, not on the agenda for a maximum of 2 minutes.*

Lee Myers, 105 South 9th Street - Mr. Myers expressed he lives near a great place for a bus. It's where the ORBT and several routes turn around i.e. layover point. Mr. Myers' comment was regarding microtransit. He wanted to ask Metro to investigate the geography and demographic considerations of our region and have that drive what's best for the City of Omaha. He also requested that the Coordinated Public Transit Committee and Transportation Technical Advisory Committee review the plan. He commended Metro for looking at it.

**Agenda Item #4 Administrative Report**

(L. Cencic)

Ms. Cencic reported that she would provide an overview of ridership and some of the projects happening at Metro.

Beginning with ridership, in 2024 Metro carried over 3.2 million trips which is about 57,000 more than in 2023, just shy of a 1.8% increase. Ms. Cencic informed the Board that it was noteworthy to mention that ridership was back to pre-COVID numbers, something many other transit agencies cannot say. About 77% of transit agencies are below pre-COVID ridership. Metro is very proud of this accomplishment.

Metro has carried shy of 600,000 riders on ORBT in 2024 which is almost 50,000 more than the prior year. This is about an 8.9% increase.

One of the biggest areas of growth in terms of ridership is the K-12 Rides Free Program which involves students in kindergarten through twelfth grade. This program began in May of 2021. Ms. Cencic reported that in December of 2024, Metro carried over 48,000 students. For the school year, the program has carried 369,000. Overall, since the program began, Metro carried 1.46 million student trips. From 2023 to 2024, the K-12 Rides Free Program saw an increase of 20.7% in ridership.

Ms. Cencic provided an update on Metro's Leadership Academy (MLA), an internally developed program aimed at fostering leadership skills and enhancing transit-specific expertise. Now in its second year, MLA features a competitive application process that ensures diversity across



departments and staff levels. The program is taught by Metro staff and professors from UNO and the University of Pacific's Westgate Center. This year's curriculum is evenly split between leadership training—such as conflict resolution and strategic thinking—and transit-focused topics that highlight the interconnection of Metro's departments. Each cohort concludes with a capstone project that integrates the year's lessons. The MLA 2025 cohort includes fifteen participants from seven Metro departments.

Next, Ms. Cencic updated the Board on the Sustainability Facilities Upgrade Project currently being implemented. The project was awarded by the Board in April of 2024. The extent of the project involves replacing outdated skylights with solar panels and new roofing, redoing the employee parking lot with new pavement, security cameras, and stormwater sewage replacement. The project is also to add air conditioning to the maintenance shop, contractors are currently working on this as well as the installation of a chiller. At this time 41 electrical panels throughout the building have been installed and the replacement of the fire alarm and the fire suppression system will be completed by the end of January.

Ms. Cencic was pleased to announce that 26 new buses have been ordered, which were Board approved and awarded in June of 2024. A typical timeline for receiving a bus is approximately two years from the time it is ordered. Staff work weekly with New Flyer on details and options of the new buses, and they are slated to arrive in the fall/winter of 2025. Many of Metro's current buses have exceeded their useful life so the 26 buses are crucial to providing reliable transportation.

Lastly, Ms. Cencic reported on microtransit, this is a potential three-year pilot project that would be funded philanthropically and operated through a third-party vendor. Last year, staff released a request for proposals in search of the vendor and this month partnering with One Omaha to help extend Metro's reach to the community conducted four public meetings in various areas of the city including one virtually. The pilot project explores servicing the North, South, and West Omaha zones. Three of the in-person meetings had approximately 100 participants and the one virtual had approximately fifty participating. Spanish translation was provided at the four meetings and American Sign Language at two of the public meetings. Of the attendees, Metro received 60 comments regarding the project, which were very positive overall. The comment period will remain available until February 3<sup>rd</sup>. After the public comment period, Metro will complete the finalization of the zones and service characteristics used for inclusion in the contract to select a vendor. Metro will bring these items to the Board in a future meeting, both the Title VI Analysis and contract for approval.

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

Board members posed questions regarding the parking lot completion date, whether MLA was an accredited course, the useful life of the buses, the cost associated with the newly ordered buses, and microtransit.

Ms. Cencic responded that the parking lot should be completed by mid-year 2025, weather dependent. She explained that the MLA cohorts are not accredited courses, however, completion of the program will be taken into consideration when a promotion opportunity presents itself counting towards previous management experience. She further provided information regarding current and newly ordered buses as they relate to useful life requirements, stating that FTA historically required twelve years of useful life before a vehicle can be replaced. Staff is currently researching to confirm that the useful life of buses has been changed to fourteen years for new buses. Two-thirds of Metro's

fleet has met or exceeded its useful life, and the cost of the new buses will be 18.7 million. Half of the buses will be diesel and half CNG. Metro currently has 113 buses. In an ideal world, Metro would like to work towards ordering 10-12 new buses per year so that large quantities of buses do not hit their useful life at the same time. The reason for the large order of 26 buses was due to a discretionary grant supporting the larger order. Because there were service reductions and challenges during COVID, there were some logistics to work through with FTA before the new buses could be ordered. The local match is 20% for the buses.

Lastly, she addressed the question regarding microtransit and what feedback is being received. Ms. Cencic explained that since the comment period does not end until February 3<sup>rd</sup>, public feedback is still being collected and will then need to be analyzed. Once completed a full summary will be provided in the equity analysis that will be presented to the Board.

### **Agenda Item #5 Administrative Reports**

#### **Administration/Human Resources**

(D. Grant)

Mr. Grant introduced himself to the Board as the Director of Human Capital and Talent Development, bringing nearly 20 years of experience in Human Resources and three years with Metro. He provided an update on Metro's recruiting efforts and staffing details, noting that the report reflects data from the previous month.

In December, Metro welcomed twelve new hires and promoted one staff member, Eric Koebel, from Scheduling Supervisor to Sr. Operations Manager. Also, ten candidates were identified, nine of those bus operators and one mechanic.

Mr. Simon asked if Metro conducts its own CDL license.

Mr. Grant informed the Board that Metro does conduct their own CDL training which helps with recruitment. This allows for training hours and educates operators about Metro's bus routes. Ms. Cencic informed the Board that all training is conducted in-house by Metro's outstanding team of trainers, with an eight-week training period. Metro currently partners with the DMV for CDL testing but is actively working to certify staff to conduct third-party testing in-house.

#### **Programs/Operation**

(K. Pendland)

Mr. Pendland, Deputy Executive Officer (DEO) for Metro introduced himself to the Board and explained that his key responsibilities include providing leadership for transit operations and administration with a focus on customer service, reliability, and cost-effectiveness. Mr. Pendland's duties include overseeing the tracking and analysis of performance metrics and leading the collaboration with department heads to utilize this data to help improve customer experience and overall service operations.

Mr. Pendland introduced to the Board the Director of Civil Rights & Inclusion, Alicia Johnson, to expound on the Board reports that are found in the monthly packet that she oversees each month with details and context since this is a new Board of Directors for Metro.

Dr. Alicia Johnson provides the customer service and paratransit report data. Her responsibilities are the oversight of Metro's customer service and the overall regulatory compliance of Metro's paratransit service.

In the Customer Service report, Dr. Johnson informed the Board that Metro utilizes a third-party contractor to facilitate the call center. There are two main queues – one for questions, comments, or concerns related to fixed route bus service and one for MOBY trip scheduling, canceling, or status checks and service questions, comments, or concerns. Currently, the customer service representatives are trained and assigned to facilitate both queues. A dedicated queue is available for Spanish-speaking customers, and the center also utilizes language line services for additional support.

Dr. Johnson reported that in December 2024, there were nearly 12,000 calls answered between both the bus service and MOBY queues. Often MOBY calls take more time to handle due to the trip reservation process. MOBY calls on hold are primarily due to confirming a pickup time with dispatch for a client's will-call trip. MOBY allows an open return trip for medical appointments every day of the week. The client calls when they are ready, and they are assigned to an operator's schedule.

Dr. Johnson went on to explain the logged feedback and inquiries chart in the Board packet that Metro receives through the call center, Metro's online comment form, social media, and email. Specific to complaints, it is important to note that not all complaints received are valid. There are many times when the complaint provides an opportunity for educating the public about Metro policies and procedures. The total number of logged inquiries for December 2024 was 175. Metro staff work hard to address all concerns and feedback and meet monthly to review complaints from the prior month.

The next report that's provided in the Board packet that Dr. Johnson discussed was the MOBY Eligibility and Operations Report. MOBY is Metro's ADA-complementary paratransit service that operates alongside the fixed-route system. MOBY service is available to those who have a disability and who, because of that disability, have functional limitations that prevent them from being able to use fixed route service some or all the time. The MOBY service area surrounds a fixed route for three-fourths of a mile on either side and the terminus of the route. The service area hours are the same as the coordinating route hours. Dr. Johnson went on to point out that it is important to remember Metro cannot operate a fixed-route service without also operating a paratransit service – the two services are interdependent.

Dr. Johnson explained that to book a MOBY trip through Metro's call center, individuals must apply for service, which does require a professional's verification of the functional limitations related to the applicant's disability. As of December 31, 2024, there were 1,965 eligible MOBY riders. The number of applications processed each month varies and 66 applications were processed in December, which is one of the slower months. For the entire year of 2024, 746 total applications were processed. The majority of the applications were approved.

Each MOBY trip costs \$2.50. In December 2024, there were 7,856 trips scheduled, and 7,463 trips completed. Metro is obligated to fulfill 100% of the MOBY trips requested. Operators are staffed according to scheduled trips. All MOBY trips must be scheduled no later than 4:30 p.m. prior to the day of travel.

Lastly, Dr. Johnson reported that in 2024, MOBY had 7,711 more passenger trips scheduled than in 2023. The number of scheduled trips has been trending upward, and it is anticipated that the demand for MOBY service will continue to increase in 2025.

Dr. Johnson concluded her portion of the operations report and opened the floor to the Board for questions.

The Board requested more information regarding wait vs hold times, how MOBY is booked for trips and serviced if in a wheelchair, how the application process is handled, and eligibility.

Dr. Johnson explained that wait time is when the call enters the queue, and the hold time is when they are speaking with the operator and placed on hold. MOBY is booked only by contacting the call center. Customer service is handled by a third-party contractor called Transdev, also known as IntelliRide. Applications are reviewed by a Metro contracted nurse, once approved the customer is eligible for three years. At the end of the three years, a recertification is necessary. Metro will notify the client 90 days in advance prior to the end of their eligibility. If an application is denied and being appealed the contracted nurse and a Medical Review Officer will review.

Regarding customers riding MOBY, it is a curb-to-curb paratransit service. Operators may assist customers to the door if needed, and a personal care attendant may accompany the customer during their trip free of charge.

Mr. Pendland next invited Mr. Evan Schweitz to discuss the information included in the revenue hours and passenger trip data.

Mr. Schweitz introduced himself to the Board. He is the Senior Manager of the Planning and Scheduling department and has been with Metro since 2010.

Planning/Scheduling is responsible for system design where routes run and how often, and location of stops, shelters, and stations. This also includes the exploration of the microtransit pilot program. His department consists of a team of five that recommend and implement the above-mentioned changes. This requires both quantitative and qualitative reviews.

A quantitative review involves a demographic analysis of community changes over time and statistics of system performance such as ridership and productivity. This review allows this department to see what routes are performing well and where adjustments are needed to improve the overall service. A qualitative review would include tracking upcoming developments, relocation of major destinations, categorizing and reviewing customer and community suggestions, and hosting staff input sessions every other month. The staff input sessions are to provide any suggestions or feedback they hear while serving the community.

Planning and Scheduling also must monitor agency capacity involving budget, operator staffing, and availability of vehicles. Then all information gathered is distilled into recommended service adjustments and a new schedule for drivers which is called a bid, pick, or signup. The bid provides an opportunity for Metro's operators to pursue a change of shift and route. This is typically done 3 times per year in winter, spring, and fall. The next one is on Feb 9<sup>th</sup>, with no major changes planned but it is being held for operator feedback.

The Board asked about the union's involvement in the bids. Mr. Schweitz informed the Board that the unions are free to attend staff input sessions to provide suggestions or feedback. He further stated that all scheduling changes comply with the Collective Bargaining Agreement.

Next, Mr. Schweitz presented an overview of the board reports and noted that month-to-month differences depend on the number of weekdays and weekends. Beginning with the Fixed-Route Revenue Hours report. The report shows the time when the bus is in service. Scheduled service, without any interruptions or scheduled service not fulfilled, has a direct impact on ridership. Running more hours on a route should lead to usage by more people. There was a drop in 2020 due to COVID-19 and added service in 2023 but had to adjust based on constraints in 2024 (-3.6%).

The Fixed- Route Passenger Trips report each time a rider boards a bus so if a person takes 2 buses to reach their destination, it may be 1 person but 2 unlinked passenger trips. There was a drop of 35% in 2020, but as of 2024 trips are almost fully recovered, with more stability than many other transit agencies across the country. Recovery varies by route; express ridership is still about 73% lower than in 2019 and ORBT ridership is 48% higher than Route 2 in 2019.

Lastly, there is the Fixed-Route Passengers per Revenue Hour report that uses industry standards to measure the productivity of service. 'On average, for every one hour, Metro buses ran in December, 11.1 riders were picked up (average of all hours of the day, all days of the week). Productivity drops in the winter and summer months but rises in the spring and fall this can be correlated with area school schedules. Data shows that 2024 has the highest productivity Metro has seen in recent years exceeding 2019. This report indicates that, although Metro is operating less service than in 2019, it continues to serve a comparable number of riders. This demonstrates that buses are being strategically deployed and effectively adapting to evolving travel patterns.

Mr. Schweitz concluded his portion of the operations report and opened the floor to the Board for questions.

The Board asked about the many different pass programs, how many are currently with Metro, and how they are funded. The Board also enquired whether they could obtain a report specific to the district they serve.

Mr. Schweitz, Ms. Cencic, and Mr. Clingman advised that Metro partners pass programs with all the universities in the region including UNO, Metro Community College, and Creighton. Metro also has employee pass programs with First National Bank, Methodist, and other employers. Typically, for employee pass programs, the employer contacts Metro to participate, with payment usually made in a lump sum. Ms. Cencic explained that the payment structure varies by company—some opt for a lump sum payment, while others pay on a per-ride basis.

Mr. Schweitz informed the Board that a report specific to districts would be difficult to generate as most routes run through multiple districts. His department can provide a route-specific report, and the Board can then check which routes run through or in their districts and obtain data in that regard.

Mr. Pendland, returning to the podium, went on to report on the On-Time Performance (OTP) and Service Interruption (SIR) reports.

Mr. Pendland reported that on-time performance is affected by many factors including traffic, road construction, route planning, number of passengers boarding, and whether there are passengers that need assistance when boarding.

As the 2024 OTP system-wide report shows, since midway through the year Mr. Pendland shared that his primary focus has been to reduce the early departures. He conveyed that there are many reasons for arriving and departing late; however, departing early is more within Metro's control. Mr. Pendland's established goals for on-time performance are less than 5% early departures, and to work towards 80% on-time departures. He further explained that being late has many factors that are outside of the bus operators' control, and rushing to make up time can create consequences where passengers are passed up or situations where less-than-safe driving could occur. As such late departures are more acceptable. The data in the OTP report is especially important for Mr. Schweitz's department as it can provide details on where adjustments may need to be made in the route planning and scheduling process. Mr. Pendland also noted that some of the ORBT and express routes are not represented in the Board report which has limited data for on-time performance, and mostly creates anomalous data, which can lead to misinterpretation of the overall information picture.

To close, Mr. Pendland discussed SIRs. Service interruptions represent service hours that were not able to run due to weather, vehicle availability, road calls, operator availability, emergencies that temporarily close access, etc. The SIR report shows monthly totals for 2024, presents a combination of vehicle availability and operator availability that have had an impact on Metro's ability to provide service. Vehicle availability issues were a priority this last year. Metro's Maintenance team was able to identify options to allow more vehicles on the road. The amount of work that the Maintenance team has put into making this a reality is amazing and the results of their efforts are shown in this report. Mr. Pendland went on to report that operator availability is improving, with slight increases in November and December that were expected due to the flu season and holidays falling midweek, which resulted in higher-than-normal operator callouts. Operator availability will remain a primary focus for 2025 as it is difficult to increase service to the levels that are envisioned without having the operators available to fill those runs. He lastly noted that the service interruptions in December represent less than 4% of the total revenue hours.

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

The Board asked how time is calculated when developing a route, if service interruptions are comparable to industry standards and if this information is entered into the National Transit Database.

Staff explained that for a route there are various factors considered to help predict distance travel, speed limit number of stops in between, and historical data usually looking at the speed at rush hour. It was also confirmed that service interruptions are up to industry standards and entered into the National Transit Database (NTD). NTD is part of the oversight for the Federal Transit Agency or FTA. It helps inform for allocation of formula funds.

## **Communications**

(N. Ebat)

Ms. Ebat introduced herself as Senior Manager of Communications and Community Relations. She has been with Metro for two and half years with a background in the broadcast journalism industry for more than 15 years in various roles. She is a lifelong transit user who has not owned a vehicle for over 10 years living in several different sized cities.

Ms. Ebat began by explaining various social media and communications channels that are used by Metro and her department to educate and share information. Metro uses the three main social media platforms which are Facebook, Twitter/X, and Instagram. She further explained the number of followers and likes for each platform. Twitter/X is used for up-to-the-minute information that needs to be shared. Many news stations follow Metro on this platform to help with sharing information with the public.

Ometro.com is used to educate the public about the bus system, bus schedules, events, and weather alerts. The site also has an interactive map. The MyRide OMA app is a platform where riders can plan their trips from point of origin to destination. This allows riders to track their buses and know the time for the next bus. Riders can get an alert sent to their emails regarding information on their choice of route using the MyRide app and can sign up for text or email updates.

Regarding the potential pilot Microtransit program various new pieces have been broadcast on various news airings, Mr. Cencic has participated in some interviews and of course public engagement events at locations to speak to the public regarding this pilot program.

The staff have also participated in events at the schools, one being Central. This is an opportunity to share about the K-12 Rides Free Program and answer questions regarding using the bus system.

Ms. Ebat walked the Board through the steps that her department took when a weather event was expected.

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

The Board asked about data regarding riders using UMO (a contactless account-based payment system for bus rides) and for events to be shared for them to possibly attend.

Ms. Ebat currently does not have the UMO data available but plans to review it to assist with the determination of resources. The Communications department is a team of two and Ms. Cencic explained that per Mr. Grant's report, there is a plan to add an additional member to her team.

Ms. Ebat advised the Board that she would share what various events are upcoming during her monthly report which can also be located on the ometro.com website.

**Agenda Item #6 Board Chair Report**

(C. Simon)

During the Board Chair report, Mr. Simon invited attending staff members to stand and introduce themselves. Several directors and staff participated.

**Agenda Item #7 Date, Time, and Place of Next Board Meeting**

Thursday, February 27, 2025, at 8:30 a.m.

Authority's Administrative Building

**Agenda Item # 8 Adjournment at 9:51 am**

**Motioned by Dombeck; Seconded by Lonergan**

**ROLL CALL: UNANIMOUS, MOTION CARRIES**

**Resolution: 2025-04 Request Approval of Title VI Service and Equity Analysis for Proposed Microtransit Pilot Program**

**Explanation:** As a recipient of federal funding from the United States Department of Transportation, Metro is obligated to conduct equity analyses for major service changes and fare changes as part of compliance with Title VI of the Civil Rights Act of 1964, as amended, and FTA C 4703.1, “Environmental Justice Policy Guidance for Federal Transit Administration Recipients”. While the equity analysis requirement is specific to fixed-route service, Metro opted to conduct an equity analysis for the proposed microtransit pilot program due to the introduction of both a new service and new fare even though the pilot will be 100% philanthropically funded.

Metro is proposing a three-zone, three-year microtransit pilot program that would cover 15.52 square miles in North Omaha, 12.70 square miles in South Omaha, and 13.14 square miles in West Omaha.

A Service and Fare Equity Analysis was completed to identify the impact of the proposed microtransit pilot program on minority, low-income, and stated disability populations. The Title VI Service and Fare Equity Analysis found:

- **No disparate impact on minority populations.**
- **No disproportionate burden on low-income populations.**
- **Minority, low-income, and stated disability populations will not be limited by or denied the benefits of the proposed microtransit pilot program.** The percentage of the minority, low-income, and stated disability population in each proposed zone is approximately equivalent to or exceeds the percentage of the minority, low-income, and stated disability population throughout the City of Omaha.
- **The fare rate has not yet been determined.** If utilized, the proposed \$3.00 fare is consistent with the industry standard and is supported by a majority of the public commentators. When the fare media and type is further considered, the needs of the unbanked must be addressed.

Board approval will ensure Metro’s continued compliance with the Federal Transit Administration’s Title VI requirements. The Title VI Service and Fare Equity Analysis is included in the Board of Directors Packet and is additionally available to the public upon request by emailing [civilrights@ometro.com](mailto:civilrights@ometro.com).

Recommend Approval.





**Title VI Service and Fare Equity Analysis  
for the Proposed Microtransit Pilot Program**

**Regional Metropolitan Transit Authority of Omaha  
(dba Metro)**

**Title VI Coordinator**

**Alicia Johnson, Civil Rights and Inclusion Director**

**[civilrights@ometro.com](mailto:civilrights@ometro.com)**

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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 Regional Metropolitan Transit Authority of Omaha (dba 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 that 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 to 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.

In 2024, the United States Environmental Protection Agency added disability to the definition of environmental justice. While the FTA has not yet amended Circular 4702.1B to reflect the additional population, disability was included in the equity analysis of the proposed microtransit zones whenever data was available.

### Overview of Metro

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 Microtransit Pilot

In 2022 Metro’s Board of Directors approved the MetroNEXT plan, providing a strategic vision for the agency to guide investments and priorities through 2030. This plan aligns Metro’s mission, vision, and values with those of the region, and seeks to create a more vibrant, accessible, and equitable community. A microtransit pilot was identified as one of many recommended projects in MetroNEXT.

The currently proposed microtransit pilot program, if approved, would be 100% philanthropically funded for three years. Through the pilot, Metro seeks to advance its mission and meet the following goals:

- Identify and fill gaps to broaden the reach of the fixed-route transit network.
- Provide convenient and reliable transit options, especially for marginalized community members experiencing barriers to opportunity.
- Listen, learn, and adapt to the changing transportation needs of our region through ongoing and inclusive community engagement.
- Enhance perceptions and support for public transportation in our community.

If the pilot program is approved by Metro’s Board of Directors, Metro would contract with a vendor to provide all aspects of the microtransit pilot service, including drivers, supervisory staff, vehicles, fare collection, and software. Metro would provide oversight of the contractor delivering the service. The microtransit pilot program contract is being competitively procured.

There are three proposed zones Metro would test during the pilot program, if approved: North Omaha, South Omaha, and West Omaha. All zones connect with transit centers that can get individuals around Omaha. Individuals would be able to request a ride from within the zone and go anywhere inside that zone. If the individual wants to get to another zone, they would be able to connect to a bus line to finish the trip.

The tentative service hours for the proposed microtransit pilot program are:

- Monday-Friday, 6:00 a.m.-9:00 p.m.
- Saturday, 7:00 a.m.-8:00 p.m.
- Sunday, 8:00 a.m.-6:00 p.m.

Rides would be able to be requested through an app or by calling a dedicated number to book a ride. Both will be available in English and Spanish, at minimum. A portion of the fleet will be wheelchair accessible, with the expectation that people who use mobility devices experience the same quality of service as those who do not.

The fare for the microtransit pilot program is yet to be determined. Metro is evaluating a \$3.00 fare and sought public input on the \$3.00 fare as part of this analysis.

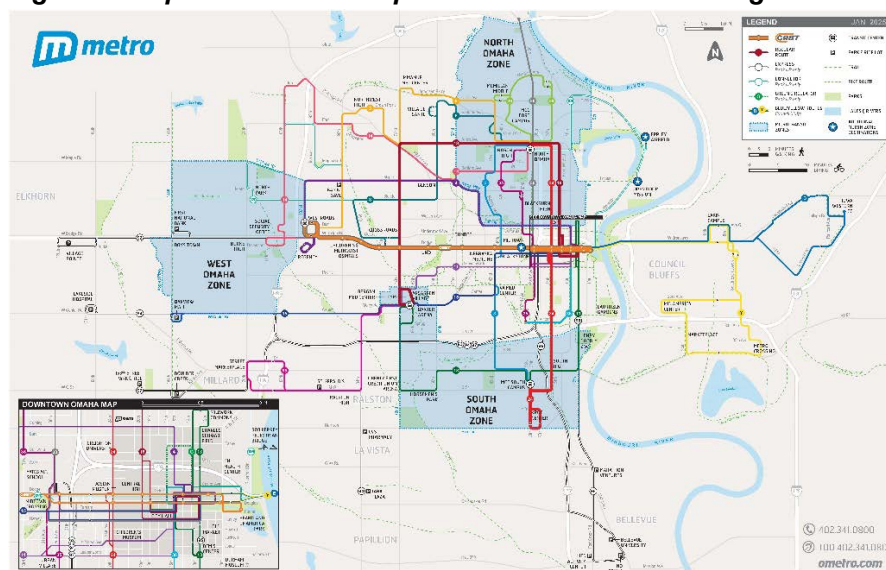
Figure 2 is a map of the three proposed microtransit pilot program zones paired with the Metro bus system map.

The North Omaha Zone, as proposed, spans north to south from I-680 to Cuming Street and east to west from 9<sup>th</sup> Street to 52<sup>nd</sup> Street in the northern portion of the zone and 11<sup>th</sup> Street to Radial Highway in the southern portion of the zone. Three destinations will be served by the North Omaha Zone but are not within the service area boundary. This means individuals will be able to request a pickup or drop off at these destinations. The three destinations include Eppley Airfield, Open Door Mission, and the 33<sup>rd</sup> and Dodge Street ORBT Station. The North Omaha Zone is 15.52 square miles, not including the additional destinations served.

The South Omaha Zone, as proposed, encompasses Aksarben Village and the Aksarben Transit Center with the core zone spanning north to south from I-80 to Harrison Street and east to west from 13<sup>th</sup> Street to 72<sup>nd</sup> Street. The South Omaha Zone is 12.70 square miles.

The West Omaha Zone spans north to south from W Maple Road to W Center Road and east to west from 102<sup>nd</sup> Street or I-680 to 144<sup>th</sup> Street. The West Omaha Zone extends to Applied Parkway between Dodge Street and W Center Road. The West Omaha Zone is 13.14 square miles.

**Figure 2: Map of the Three Proposed Microtransit Pilot Program Zones**



### 3. Methodology

#### Data Selection:

Metro used the 2020 Decennial U.S. Census and U.S. Census Bureau's 2023 Five-Year American Community Survey (ACS) data. 2020 Decennial U.S. Census block level data was utilized for overall population and (racial) minority population data. 2023 Five Year ACS data provided low-income and disability 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 the U.S. Census at the time the analysis began (January 2025).

#### Analysis by Proposed Zone

Metro conducted an equity analysis for each proposed zone. The percentage of minority, low-income, and disability populations within each of the proposed microtransit zones was then compared to the percentage of minority, low-income, and disability populations in the City of Omaha. This comparison was made to assess disparities and, if necessary, identify mitigation strategies.

#### Finding of a Major Service and Fare Change

The addition of a new type of service is similar to the addition of a bus route, which qualifies as a "Major Service Change" under Metro's policy (Appendix A).

Service and fare equity analyses are only required for fixed-route services. However, Metro aims to exceed minimum requirements and chose to conduct a similar equity analysis for the proposed demand response (microtransit) pilot service.

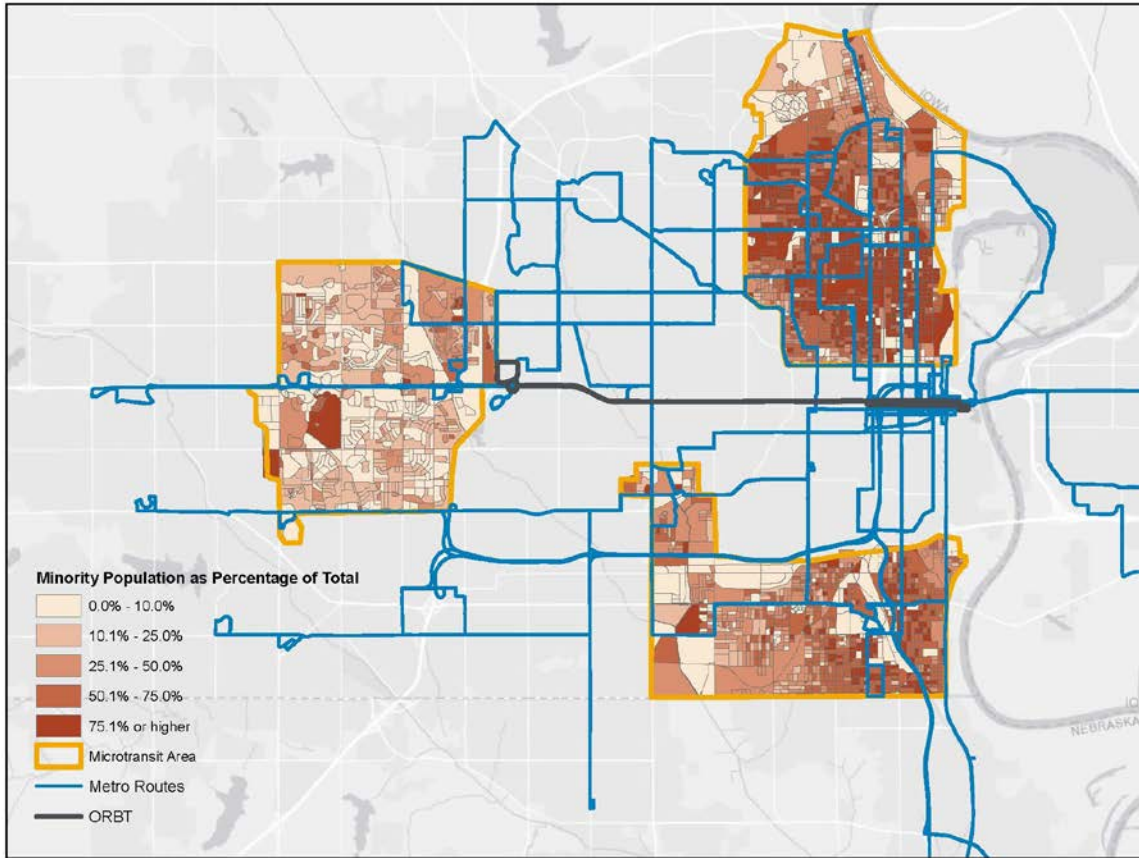
### 4. Analysis of Benefits of Proposed Microtransit Pilot Program

Figures 4A (minority), 4D (low-income), and 4G (stated disability) are maps of the three proposed microtransit zones along with the Metro system map. The shading represents the concentration of the respective disadvantaged population within each of the three zones. The lightest shades represent the lowest concentration of the respective population, and the darkest shades represent the highest concentration.

Figures 4B (minority), 4E (low-income), and 4H (stated disability) show the total population, respective disadvantaged population, and respective advantaged population within the City of Omaha and each of the proposed microtransit zones.

Figures 4C (minority), 4F (low-income), and 4I (stated disability) compare the percentage of disadvantaged populations (minority, low-income, stated disability) within each of the three proposed microtransit zones with the percentage of the respective population within the City of Omaha.

**Figure 4A: Minority Population within the Three Proposed Microtransit Zones**



**Figure 4B: Minority Population by Proposed Microtransit Zone**

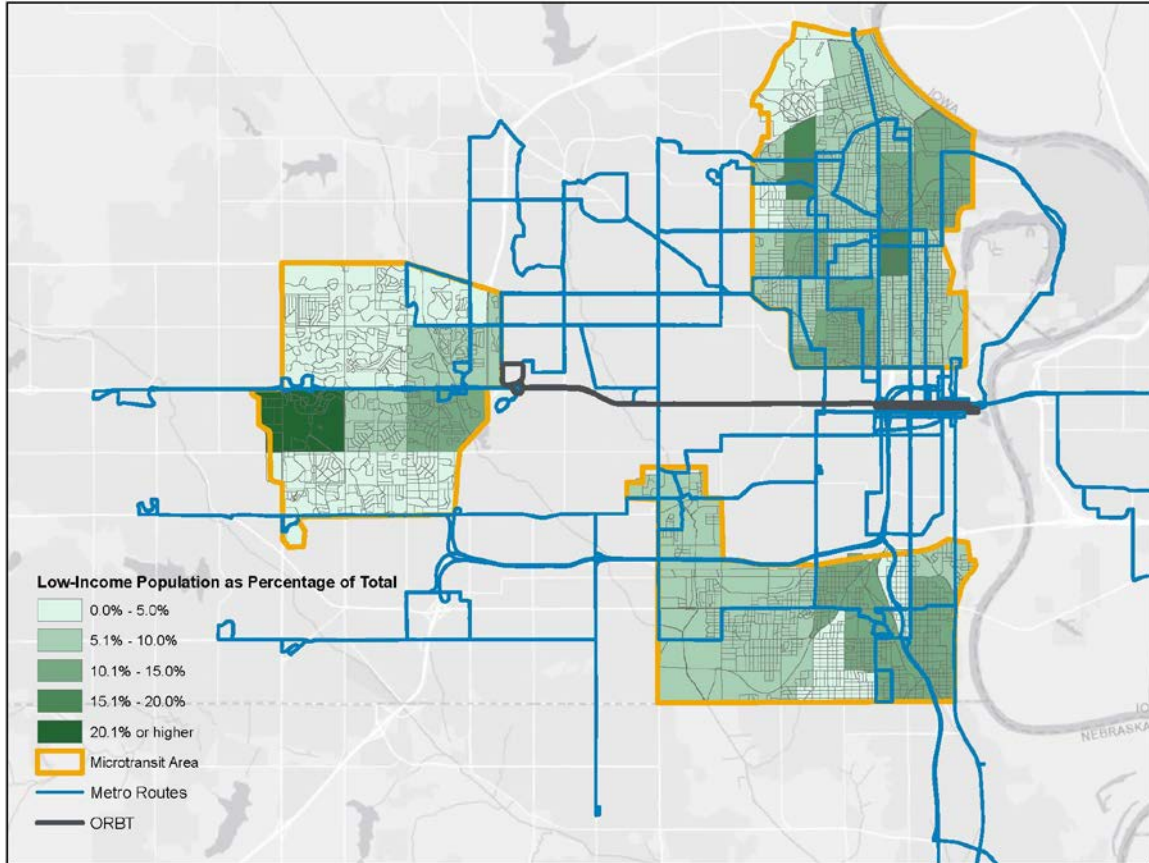
Area	Total Population	Minority Population	Non-Minority Population
City of Omaha	507,404	171,350 33.77%	336,054 66.23%
North Omaha Zone	58,524	40,708 69.56%	17,816 30.44%
South Omaha Zone	45,990	25,800 56.10%	20,190 43.90%
West Omaha Zone	37,872	8,361 22.08%	29,511 77.92%

**Figure 4C: Minority Population Comparison**

	Percent Minority		Difference between Percentage Minority in the City of Omaha and the Respective Proposed Zone
City of Omaha	33.77%		
North Omaha Zone		69.56%	+35.79% The North Omaha Zone has a <u>higher</u> population of minority residents than the City of Omaha as a whole.
South Omaha Zone		56.10%	+22.33% The South Omaha Zone has a <u>higher</u> population of minority residents than the City of Omaha as a whole.
West Omaha Zone		22.08%	-11.69% The West Omaha Zone has a <u>lower</u> population of minority residents than the City of Omaha as a whole.



**Figure 4D: Low-Income Population within the Three Proposed Microtransit Zones**



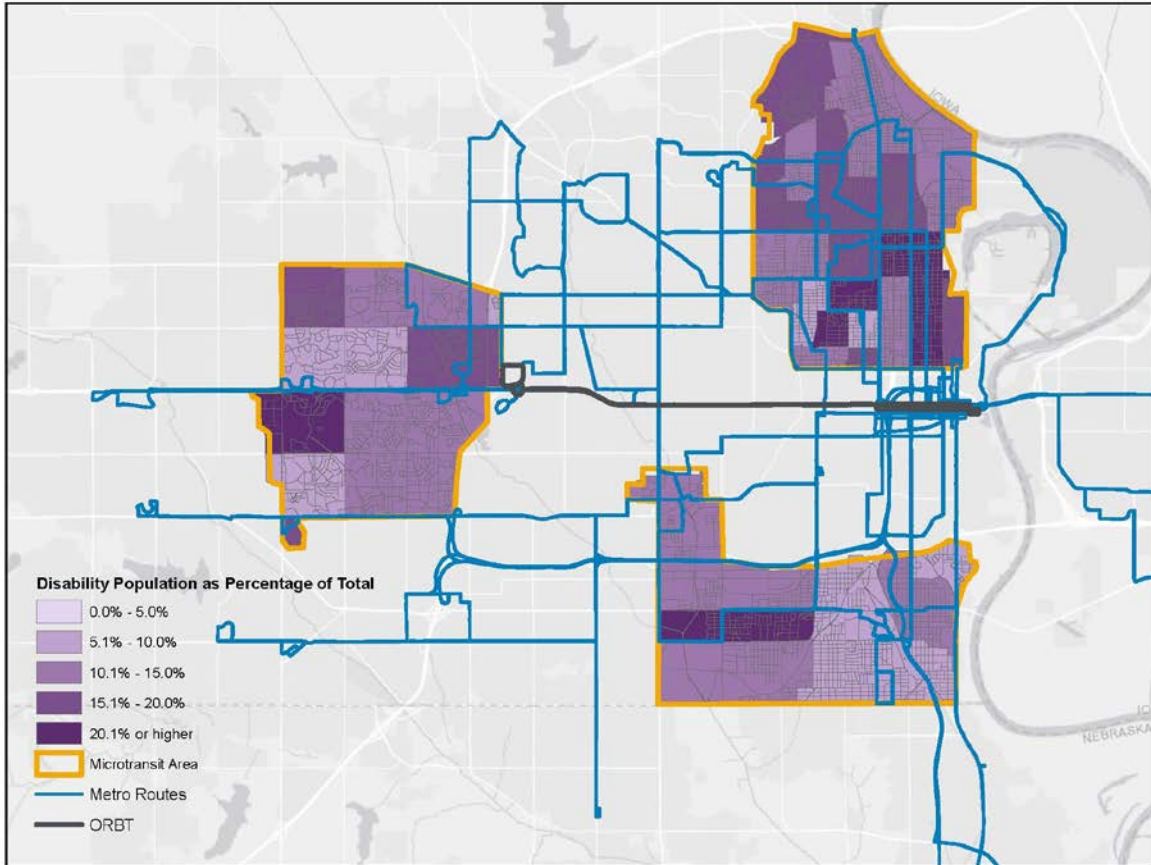
**Figure 4E: Low-Income Population by Proposed Microtransit Zone**

Area	Total Population	Low-Income Population	Non-Low-Income Population
City of Omaha	507,404	30,523 6.02%	476,881 93.98%
North Omaha Zone	58,524	5,777 9.87%	52,747 90.13%
South Omaha Zone	45,990	8,084 17.58%	37,906 82.42%
West Omaha Zone	37,872	2,137 5.64%	35,735 94.36%

**Figure 4F: Low-Income Population Comparison**

	Percent Low-Income	Difference between Percentage Low-Income in the City of Omaha and the Respective Proposed Zone
City of Omaha	6.02%	
North Omaha Zone	9.87%	+3.85% The North Omaha Zone has a <u>higher</u> population of low-income residents than the City of Omaha as a whole.
South Omaha Zone	17.58%	+11.56% The South Omaha Zone has a <u>higher</u> population of low-income residents than the City of Omaha as a whole.
West Omaha Zone	5.64%	-0.38% The West Omaha Zone has a <u>slightly lower</u> population of low-income residents than the City of Omaha as a whole.

**Figure 4G: Population with a Stated Disability within the Three Proposed Microtransit Zones**



**Figure 4H: Population with a Stated Disability by Proposed Microtransit Zone**

Area	Total Population	Disability Population	Non-Disability Population
City of Omaha	507,404	57,338 11.30%	450,066 88.70%
North Omaha Zone	58,524	8,954 15.30%	49,570 84.70%
South Omaha Zone	45,990	5,087 11.06%	40,903 88.94%
West Omaha Zone	37,872	4,538 11.98%	33,334 88.02%

**Figure 4I: Population with a Stated Disability Comparison**

	Percent with Stated Disability		Difference between Percentage with Stated Disability in the City of Omaha and the Respective Proposed Zone
City of Omaha	11.30%		
North Omaha Zone		15.30%	+4.0% The North Omaha Zone has a <u>higher</u> population of residents with stated disabilities than the City of Omaha as a whole.
South Omaha Zone		11.06%	-0.24% The South Omaha Zone has a <u>slightly lower</u> population of residents with stated disabilities than the City of Omaha as a whole.
West Omaha Zone		11.98%	-0.02% The West Omaha Zone has a <u>slightly lower</u> population of residents with stated disabilities than the City of Omaha as a whole.

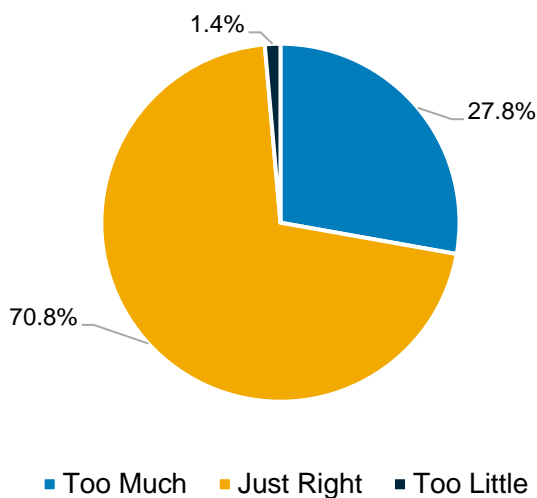


## 5. Analysis of Fare Equity for the Proposed Microtransit Pilot Program

With the introduction of microtransit services in the Omaha area, Metro will need to establish a new fare category to designate the price of a single ride microtransit fare. Metro staff researched comparable cities to understand typical microtransit fares relative to the price of fixed-route fares. Through this analysis, staff identified \$3.00 per ride as a reasonable peer range for microtransit fares in our community. However, it is important to note that the \$3.00 is an exploratory rate and not the final fare rate.

The public was asked to comment on whether \$3.00 for microtransit fare was too high, just right, or too little. Figure 5A visualizes the public perception of a \$3.00 microtransit fare. The majority of the 72 comments, 70.8%, indicated that \$3.00 was just right. The other two categories were also represented, with 1.4% of the public indicating the cost was too little and 27.8% indicating the \$3.00 fare was too much.

**Figure 5A: Public Comment on \$3.00 Microtransit Fare**



As demonstrated in Figure 5B, the \$3.00 fare for the proposed microtransit pilot program is similar to the microtransit fare for comparable public transit agencies. The Des Moines Area Regional Transit Authority (DART) charges \$3.50 for microtransit fare, which is twice their fixed-route fare of \$1.75. The Kansas City Area Transportation Authority (KCATA) microtransit fare depends on location. Within Johnson County, the fare is \$5.00 for the first five miles and \$2.00 per extra mile. In the City of Leavenworth, the microtransit fare is \$2.00 and in Wyandotte County it is \$3.00. KCATA fixed-route service is fare free. StarTran in Lincoln, Nebraska, charges \$8.00 per microtransit ride, which is more than 2.5 times the fixed-route fare of \$1.25.

Metro fare is currently \$1.25 for a single fixed-route adult ride and an additional \$0.25 for a transfer. The fare on express routes is \$1.50. MOBY (paratransit) fare is \$2.50. The proposed \$3.00 fare is consistent with the industry standard of approximately twice the fixed-route fare.

**Figure 5B: Fixed-Route and Microtransit Fare at Comparable Transit Agencies**

Transit Agency Location	Fixed-Route Fare	Microtransit Fare
Des Moines, Iowa <i>DART is a regional transit authority.</i>	\$1.75	\$3.50
Kansas City, Missouri <i>KCATA is a regional transit authority.</i>	\$0	\$5.00 for the first 5 miles, \$2.00 per extra mile (Johnson County) \$2.00 (City of Leavenworth) \$3.00 (Wyandotte County)
Lincoln, Nebraska <i>StarTran is part of the City of Lincoln.</i>	\$1.25	\$8.00

The public was not directly asked to comment on fare media or type. At minimum, riders would pay for their microtransit trip through an app when booking their trip. The needs of unbanked customers without access to credit/debit cards will be considered in the final selection of the fare payment system, media, and options. This consideration was written in the Request for Proposals and is a condition of the contract.

Based on public comments related to fare (Appendix E), the following considerations need to be made when finalizing the fare rate, media, and policy for the proposed microtransit pilot program:

- In what ways cash will be accepted.
- The cost to transfer between microtransit and fixed route or MOBY.
- The applicability of pass programs, such as K-12 Rides Free.
- The availability of reduced fare programs for specific populations (individuals with disabilities, individuals 65 years and older, etc.) and monthly passes.
- The applicability of Metro's fare capping policy (currently capped at \$55 for unlimited fixed-route travel within a 30-day period).
- Whether Umo will be a fare payment option.

## 6. Public Engagement

Four (4) public meetings were held to solicit public input on the proposed microtransit pilot program. The dates, times, and locations for each meeting are listed below.

### **North Omaha Zone**

Date: Monday, January 13, 2025

Time: 5:00-7:00 p.m.

Location: Omaha Public Library - Charles B. Washington Branch, 2868 Ames Ave., Omaha, NE 68111

### **South Omaha Zone**

Date: Thursday, January 16, 2025

Time: 1:00-3:00 p.m.

Location: Omaha Public Library - South Omaha Branch, 2808 Q. St., Omaha, NE 68107

### **West Omaha Zone**

Date: Saturday, January 18, 2025

Time: 10:00 a.m.-1:00 p.m.

Location: Westroads Mall – The Lounge, 10000 California St, Omaha, NE 68114

### **Online Format (Recorded)**

Date: Tuesday, January 21, 2025

Time: 12:00 - 1:00 p.m.

Location: Virtual (Zoom)

## Public Notification

For the public meetings held in January 2025, a notice was published in the Daily Record (Appendix C) and a media press release was sent to local media contacts (WOWT, KETV, KMTV, OWH). Several media sites published stories after receiving the media press release. Notices were published on social media sites, including Facebook, X (Twitter), Instagram, and LinkedIn. The posts included links to Metro's website, which allows for multi-language translation. The summary of Metro social media posts about the public meetings and open comment period is outlined in Figure 6.

Media stories:

- Flatwater Freepress
  - <https://flatwaterfreepress.org/newsletter/ffp-omaha-suburban-showdown-sushi-reboot-celestial-alignment/>
- KETV
  - <https://www.ketv.com/article/metro-transit-wants-to-hear-communitys-comments/63396728>
  - <https://www.ketv.com/article/metro-seeks-public-help-on-potential-new-microtransit-program/63413275>
- KMTV
  - <https://www.3newsnow.com/north-omaha/metro-hopes-to-roll-out-new-microtransit-pilot-program>
  - <https://www.3newsnow.com/north-omaha/getting-around-on-public-transportation-is-getting-easier-omaha-metro-introduces-microtransit>
- MSN
  - <https://www.msn.com/en-us/urban-infrastructure/transportation-infrastructure/metro-transit-wants-to-hear-public-s-comments-on-new-pilot-program/ar-BB1rfxYE?apiversion=v2&noservercache=1&domshim=1&renderwebcomponents=1&wcseo=1&batchservertelemetry=1&noservertelemetry=1>
  - <https://www.msn.com/en-us/news/us/omaha-public-transit-holding-meetings-for-new-pilot-program/ar-BB1roefr?recoid=traffic>
- Omapod
  - <https://www.omapod.com/p/microtransit-coming-to-omaha>
- OWH
  - [https://omaha.com/news/local/government-politics/omaha-may-blend-buses-rideshare-vans-if-metro-transit-s-private-public-partnership-gets-oked/article\\_1df10736-ceb7-11ef-a943-034edb4af205.html](https://omaha.com/news/local/government-politics/omaha-may-blend-buses-rideshare-vans-if-metro-transit-s-private-public-partnership-gets-oked/article_1df10736-ceb7-11ef-a943-034edb4af205.html)
- Telemundo Nebraska
  - <https://www.facebook.com/TelemundoNebraska/videos/1074564968016739>
- WOWT
  - <https://www.wowt.com/2025/01/13/omaha-public-transit-holding-meetings-new-pilot-program/>
- Yahoo
  - <https://www.msn.com/en-us/urban-infrastructure/transportation-infrastructure/metro-transit-wants-to-hear-public-s-comments-on-new-pilot-program/ar-BB1rfxYE?apiversion=v2&noservercache=1&domshim=1&renderwebcomponents=1&wcseo=1&batchservertelemetry=1&noservertelemetry=1>

**Figure 6: Social Media Post Summary**

Platform	Date	Reach	Comments	Shares	Reactions	Views
Facebook	1/9	1,870	6	30	23	5,051
Instagram	1/9	1,526	3	68	58	-
Twitter/X	1/9	-	-	4	13	432
Facebook	1/11	422	4	-	8	889
Twitter/X	1/11	-	-	-	-	112
Facebook	1/15	381	-	4	6	698
Twitter/X	1/15	-	-	-	2	85
Facebook	1/17	195	-	1	2	417
Twitter/X	1/17	-	-	-	-	85
Facebook	1/21	305	-	1	3	513
Twitter/X	1/21	-	-	-	-	68
Facebook	1/25	547	2	4	14	1,204
Twitter/X	1/25	-	-	-	-	71
Instagram	1/27	182	-	2	32	-

Facebook	2/1	320	-	4	4	519
Instagram	2/1	315	-	3	14	-
Twitter/X	2/1	-	-	-	-	71
<b>TOTAL</b>	<b>17</b>	<b>6,063</b>	<b>15</b>	<b>121</b>	<b>179</b>	<b>10,215</b>

Digital signs were displayed in kiosks at Metro's transit centers and administrative facility's public space where fare media is purchased, half-fare IDs are processed, route schedules/maps are available, and riders can receive trip planning assistance. Bilingual Rider Alerts were distributed on buses and the ADA complementary paratransit fleet.

Historically underrepresented populations including minorities, low-income populations, persons with Limited English Proficiency, persons with disabilities, and seniors were encouraged to participate with the assistance of community-based organizations, social service agencies, and advocacy groups. These partners included Transdev/Metro Customer Service, One Omaha, MAPA Coordinated Transit Committee, Omaha Refugee Task Force, Canopy South, Seventy Five North, Nonprofit Association of the Midlands, Boys and Girls Club of the Midlands, Urban League of Nebraska, Lutheran Family Services, Restoring Dignity, Magdalene, Malcolm X Foundation, Heartland Workforce Solutions, Latino Centre of the Midlands, Empowerment Network, City of Omaha Human Rights and Relations Department, Greater Omaha Chamber of Commerce, Heartland 2050 Equity and Engagement Committee, North 24th Street Business Improvement District (BID), South 24th Street BID, Latino Economic Development Council, North Omaha Community Care Council, and South Omaha Community Care Council. All were asked to share the information with their individual constituents. An electronic flyer suitable for printing was provided to the organizations to share with their constituents and/or hang in their physical space.

The notices and releases included contact information for requesting reasonable accommodations or language interpretation other than Spanish to encourage full participation in the public meetings. A contact person, phone number, and email were provided for the arrangement of the aforementioned. The notices also stated that the same information would be presented at each of the four meetings; the purpose of these meetings was to gather input from the public about the proposed microtransit pilot program; the meetings would follow an informal structure; information about the proposed pilot would be presented visually through paper handouts and large print display boards and verbally in English or Spanish through dialogue, comments, and questions; attendees are free to participate according to their comfort level; and comments could be submitted verbally or in print at the time of the meeting.

Information about the public comment period lasting for 10 days after the last public meeting was included in the notices and releases. Public comments could be submitted by physical or electronic mail or online from January 13 – February 3, 2025. Key documents and other presentation materials were posted on the Metro website (ometro.com) and available in print at Metro's headquarters (2222 Cuming Street) for the duration of the comment period. See Appendix D for information presented during the in-person and virtual meetings.

## Summary of Public Meetings and Comments

There were 118 participants across the four public meetings.

Date	Location	Format	Number of Participants
January 13	Omaha Public Library Charles B. Washington Branch	In person	24
January 16	Omaha Public Library South Omaha Branch	In person	20
January 18	Westroads Mall – The Lounge	In person	39
January 21	Virtual Meeting (Zoom)	Virtual (Live)	35
Views of virtual meeting recording through February 3, 2025		Online	63

Bilingual staff members were in attendance for Spanish interpretation assistance at all meetings. Metro also sought to accommodate lower literacy skills through clear and concise language to the greatest degree possible. Presentation materials were displayed in both English and Spanish. There were no requests for language interpretation or translation beyond English or Spanish. American Sign Language (ASL – English) interpretation was requested and provided for the January 16<sup>th</sup> and 21<sup>st</sup> meetings. A recording of the virtual meeting was available online in English, Spanish, and ASL to allow for additional input during the public comment period.

### Transit Advisory Committee Comment

In addition to the public meetings and open comment period, the proposed microtransit pilot program was presented to Metro’s Transit Advisory Committee (TAC). TAC is an advisory committee formed to advise the Metro Board of Directors concerning any service area program(s) or project(s) of local community concern. TAC is one way in which Metro involves members of the community from diverse populations, identities, backgrounds, and geographies of the area served by Metro with a particular emphasis to include those that have historically been excluded, marginalized, or underserved.

TAC submitted a comment to support the findings of this Title VI Service and Fare Equity Analysis and the Microtransit Pilot Program (Appendix F).

### Public Comments

All public comments about Metro services are documented and appreciated, whether specific to the microtransit pilot project or any other Metro service. Metro staff consistently work to address concerns and improve service.

A total of 91 public comments were received during the public meetings and open comment period (Appendix E). Metro responded to public comments during public meetings and on social media. Comments submitted through the website are anonymous. Metro responses to the public comments submitted are included in Appendix E.

### Conclusion

The percentage of the minority, low-income, and stated disability population in each proposed zone is approximately equivalent to or exceeds the percentage of the minority, low-income, and stated disability population throughout the City of Omaha. The public largely concurred with a \$3.00 fare for the proposed microtransit service. When the fare rate, media, and type is further considered, the needs of the unbanked must be addressed.

No adverse effects, disparate impacts, or disproportionate burdens were identified and thus no mitigation strategies are proposed at this time.

## Appendix A: 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 were approved by the Metro Board of Directors on December 22, 2022, and were subsequently submitted to the FTA. At the time of submission to the FTA, the policies became effective.

**Figure 3A:** Metro's Major Service Change, Disparate Impact, and Disproportionate Burden Policies

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

### Major Service Change Policy

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 (10%) or more addition or reduction in the system revenue miles.
3. A fifteen percent (15%) or more addition or reduction of revenue miles on any individual route.
  - a. 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.

### Fare Equity Analysis Policy

Metro’s Fare Equity Analysis Policy in compliance with applicable federal requirements under Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21, the Environmental Justice requirements under Executive Order 12898, and FTA Circular 4702.1B. Except for those limited and unique conditions noted below, the FTA requires that recipients of FTA funding prepare and submit fare equity analyses for all proposed fare changes, regardless of whether the proposed change is an increase or decrease. As with the service equity analyses required under Title VI and Federal Environmental Justice requirements, FTA requires Metro to evaluate the effects of fare changes on minority populations and low-income populations. Metro’s Fare Equity Analysis Policy is a stand-alone provision, separate from Metro’s Major Service Change Policy. Metro’s Fare Equity Analysis Policy operates in tandem with all other Metro policies for changing the fare structure, fare media, or fare price.

For purposes of this policy, “minority population” is defined as: Any readily identifiable group of minority persons (persons identified by race, color, or national origin) who live in geographic proximity.

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. Table 2 is the 2025 Poverty Guidelines for the 48 Contiguous States and the District of Columbia as published online (<https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines>).

**Table 2: HHS Poverty Guidelines for 2025**

<b>2024 POVERTY GUIDELINES FOR THE 48 CONTIGUOUS STATES AND THE DISTRICT OF COLUMBIA</b>	
<i>Persons in family/household</i>	<i>Poverty guideline</i>
1	\$15,650
2	\$21,150
3	\$26,650
4	\$32,150
5	\$37,650
6	\$43,150
7	\$48,650
8	\$54,150



*For families/households with more than 8 persons, add \$5,500 for each additional person.*

This policy incorporates by reference the definitions of “Disparate Impact” and “Disproportionate Burden” from Metro’s Title VI Disparate Impact Policy and Disproportionate Burden Policy, respectively. This policy incorporates by reference the percentage thresholds for “Disparate Impact” and “Disproportionate Burden” from Metro’s Title VI Disparate Impact Policy and Metro’s Disproportionate Burden Policy, respectively. For proposed changes that would increase or decrease the fares on the entire system, on certain transit modes, or by fare payment type or fare media, Metro shall analyze ridership surveys, census demographic data, fare box reports, and other sources of information as available to determine whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type, or payment media that would be subject to the fare change.

Metro shall then—

- a. Determine the number and percent of users of each fare media being changed.
- b. Review fares before and after the change.
- c. Compare the percentage differences for each particular fare media between minority users and overall users.
- d. Compare the percentage differences for each particular fare media between low-income users and overall users.

Metro will analyze proposed fare changes to see if the proposed change would result in a disparate impact to minority populations or a disproportionate burden on low-income populations. If a disparate impact or disproportionate burden is identified, Metro must attempt to modify the proposed changes to avoid, minimize, or mitigate potential disparate impacts and/or disproportionate burdens. Metro shall then reanalyze the proposed changes to determine whether the modifications actually removed, minimized or mitigated the disparate impacts of the changes.

Where disparate impacts and/or disproportionate burdens are identified, Metro shall provide a meaningful opportunity for public comment on any proposed mitigation measures, including any less discriminatory alternatives that may be available.

If Metro chooses not to alter the proposed fare changes despite a disparate impact on minority ridership or disproportionate burden on low-income riders, or if Metro finds, even after the revisions, those minority or low-income riders will continue to bear a disproportionate share of the proposed fare change, Metro may implement the fare change only if:

- a. Metro has a substantial justification for the proposed change, and
- b. Metro can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish Metro’s legitimate program goals.

*Exceptions: Metro will not require a fare equity analysis for the following conditions:*

- a. Emergencies, or other instances in which Metro may declare that all passengers ride free.
- b. Temporary fare reductions that are mitigating measures for other actions.
- c. Promotional fare reductions lasting less than six months in duration.

## 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 the span of service changes, frequency changes, route segment elimination, reduced span of service hours, re-routing, and route elimination.
3. **Benefits** - Geographical or temporal additions in service, including added routes, added route segments, increased frequency, and increased span of service hours.
4. **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.
5. **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.
6. **Environmental Justice** - The just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people: (1) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and (2) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.
7. **Express Transit Service** - Metro designated express routes.
8. **Local Transit Service** – Metro fixed-route bus routes not designated as express routes.
9. **Low-Income** - 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, which are based on the U.S. Census Bureau's poverty thresholds.
10. **Minority** - The term “minority” represents those persons who self-identify as being one or more of any ethnicity other than “white” alone.
11. **Minority Populations** - 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.
12. **Minority Areas** - Residential land use areas within Census tracts where the percentage of minority persons is higher than the Metro service area average.
13. **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.
14. **Route-Level** - Refers to the geographic level of analysis by which the performance of a transit route is measured for equity.
15. **Route-Service Area** - A three-quarter mile buffer on both sides and terminus of a transit route's alignment.

16. **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.
17. **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."
18. **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.
19. **System-wide** - Refers to the geographic level of analysis by which the performance of the entire transit system is measured for equity.
20. **Transit Center** - A transit facility that serves as the connection point for three or more bus routes.

# Appendix C: Public Meeting Notice



## Public Notice Placement Confirmation

Please notify us of any changes ASAP at [legals@omahadailyrecord.com](mailto:legals@omahadailyrecord.com)

Scheduled Publication

1/10

**METROPOLITAN TRANSIT AUTHORITY  
PUBLIC MEETING NOTICE**

Microtransit  
2222 Cuming Street  
Omaha, NE 68102

1/10 ZNEZ

The Regional Metropolitan Transit Authority of Omaha (Metro) invites the public to provide comment on the introduction of a new pilot program—Microtransit.

Metro is testing three proposed zones: North Omaha, South Omaha, and West Omaha. All of these zones connect with transit centers that can get you around Omaha.

There will be four (4) meetings for the public to attend and share their comments on the proposed zones and other aspects of the pilot service.

The meetings will be held in an open-house format.

**Monday, Jan. 13  
5 – 7 p.m.**

Charles B. Washington Library  
2868 Ames Ave

**Nearby bus routes:**

3, 5, 8, 14, 18, 24, 26, 30, 106

**Thursday, Jan. 16  
1 – 3 p.m.**

South Omaha Library  
2808 Q St.

**Nearby bus routes:**

3, 13, 24, 95

**Saturday, Jan. 18  
10 a.m. – 1 p.m.**

Westroads Mall- The Lounge  
(near the food court)  
1000 California St.

**Nearby bus routes:**

4, 5, 14, 92, ORBT

**Tuesday, Jan. 21st  
12 p.m. – 1 p.m.**

**Virtual via Zoom:**

<https://us06web.zoom.us/j/84839999453>

**By phone:**

312 626 6799 US

Spanish translation will be available at all meetings. If you need a reasonable accommodation or language interpretation other than Spanish to fully participate in one of the public meetings, please contact Dr. Alicia Johnson (she/her), Director of Civil Rights and Inclusion, at [chylrights@ometro.com](mailto:chylrights@ometro.com) or 402-341-7560 ext. 2550 (TDD 402-341-0807).

Members of the public who are unable to attend any of the meetings can also submit comments through Metro's website or by mail:

All notice submissions, changes and cancellations must be made by 12 p.m. two weekdays prior to publication, or by earlier deadlines noted in your confirmation email in advance of court holidays. Please note the The Daily Record reserves the right to delay publication if we are unable to reach you to resolve questions or concerns.

## Appendix D: Public Meeting Presentation Materials

Information Presented During the Virtual Meeting



### Public Meeting: Microtransit Pilot Program *Encuentro Públicos: Programa Piloto Microtransporte* January / Enero 21, 2025 12:00 – 1:00 p.m.

This meeting will be recorded.

*Esta reunión será grabada.*

Available features:

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

*Funciones disponibles:*

- *Subtítulos automáticos*
- *Interpretación en Lengua de Signos Americana (solo en Ingles)*
- *Interpretación en español*

1

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

*Metro conecta personas,  
lugares y oportunidades a  
través de servicios de  
transporte de calidad.*



2



# Regional Metropolitan Transit Authority of Omaha

*Autoridad de Tránsito Metropolitano Regional de Omaha*



**Lauren Cencic**  
CEO



**Curt Simon**  
Chair



**Daniel Padilla**  
Vice - Chair



**Cornelius Williams**



**Clarice Dombeck**



**Yanira Garcia**



**Josh Corrigan**



**Tim Lonergan**

3

## We Plan, Build, and Operate Public Transit

### FIXED ROUTE



### RAPID TRANSIT



### PARATRANSIT



4

# Proposed Microtransit Pilot Service

## RAPID TRANSIT



## FIXED ROUTE



## MICROTRANSIT



## PARATRANSIT



5

## What is Microtransit?

*¿Qué es el microtránsito?*



**Think of it like a mix between a bus and rideshare.**

Maybe you want to go somewhere, but the regular buses don't run in that area.

Or maybe you're a little far from the closest bus stop. You can request a trip through an app or phone call, a van will pick you up near your location and drop you off closer to where you want to go. This might be all the way to your destination, it might be to a transit center or bus stop, or somewhere in between.

You might be the only one in the van or you could make some friends along the way.

It's all about making public transit more flexible.

**Piénsalo como una mezcla entre un autobús y un servicio de transporte compartido.**

Quizás quieras ir a algún lugar, pero los autobuses regulares no pasan por esa área.

O quizás estés un poco lejos de la parada de autobús más cercana. Puedes solicitar un viaje a través de una aplicación o una llamada telefónica, una camioneta te recogerá cerca de tu ubicación y te dejará más cerca de donde quieres ir. Esto podría ser hasta tu destino, a un centro de tránsito o parada de autobús, o en algún punto intermedio.

Podrías ser el único en la camioneta o podrías hacer algunos amigos en el camino.

Se trata de hacer el transporte público más flexible.

6

## What might microtransit look like in Omaha? *¿Cómo sería el microtransporte en Omaha?*



There are three proposed zones we'll be testing:

- **North Omaha**
- **South Omaha**
- **West Omaha**

All of these zones connect with transit centers that can get you around Omaha. You can request a ride from within the zone and go anywhere inside that zone. If you want to get to another zone, you can connect to a bus line to finish your trip.

*\*Note: The North Omaha Zone will include access to several additional destinations beyond the zone boundaries*

*Hay tres zonas propuestas que probaremos:*

- *El Norte de Omaha*
- *El Sur de Omaha*
- *El Oeste de Omaha*

*Todas estas zonas se conectan con centros de tránsito que pueden llevarte por Omaha. Puede solicitar un viaje dentro de la zona e ir a cualquier lugar dentro de esa zona. Si quieres llegar a otra zona, puedes conectarte a una línea de autobús para terminar tu viaje.*

*\*Nota: La zona de Norte de Omaha incluirá acceso a varios destinos adicionales más allá de los límites de la zona.*

7

## The Basics *Lo Esencial*



### **Funding** *Financiación*

This is a three-year pilot project.

It's funded by generous philanthropic donors in the Omaha community

*Este es un proyecto piloto de tres años.*

*Está financiado por generosos donantes filantrópicos de la comunidad de Omaha.*

### **Fare** *Tarifa*

To be determined.  
*Por determinar*

### **Tentative Service Hours** *Posible Horario de Servicio*

Mon. – Fri: 6 a.m. - 9 p.m.  
Saturday: 7 a.m. - 8 p.m.  
Sunday: 8 a.m. - 6 p.m.

Lun. – Vie: 6 a.m. - 9 p.m.  
Sábado: 7 a.m. - 8 p.m.  
Domingo: 8 a.m. - 6 p.m.

8



# The Basics

## Lo Esencial



### Requesting a ride:

Rides can be requested through an app or by calling a dedicated number to book a ride. Both will be available in English and Spanish, at minimum.

### Accessibility:

A portion of the fleet will be wheelchair accessible, with the expectation that people who use mobility devices experience the same quality of service as those who do not.

### Paying for your ride:

Riders can pay through an app when booking their trip

### Solicitar un viaje:

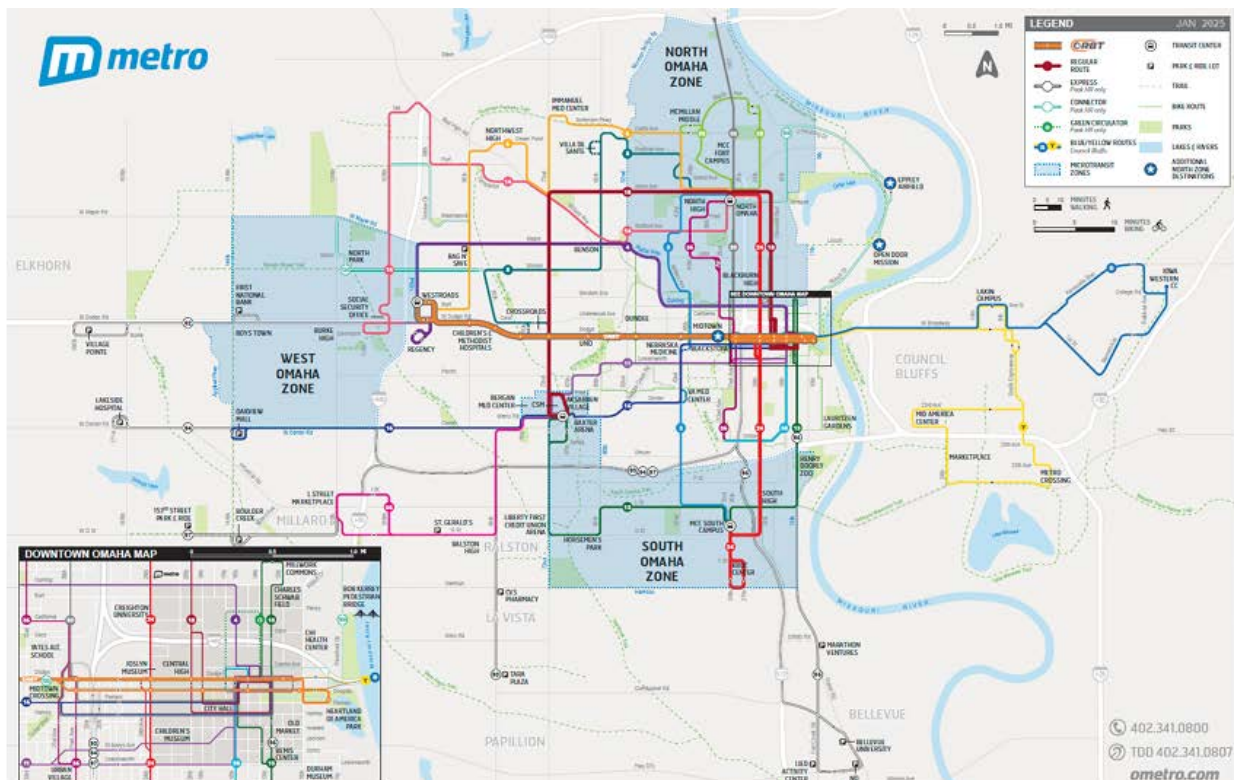
Los viajes se pueden solicitar a través de una aplicación o llamando a un número específico para reservar un viaje. Por el momento ambos estarán disponibles en el idioma inglés y español.

### Accesibilidad:

Una parte de los vehículos serán accesibles para sillas de ruedas, con la expectativa de que las personas que usan dispositivos de movilidad experimenten la misma calidad de servicio que aquellos que no los usan.

### Cómo pagar por tu viaje:

Los pasajeros pueden pagar a través de una aplicación al reservar su viaje.

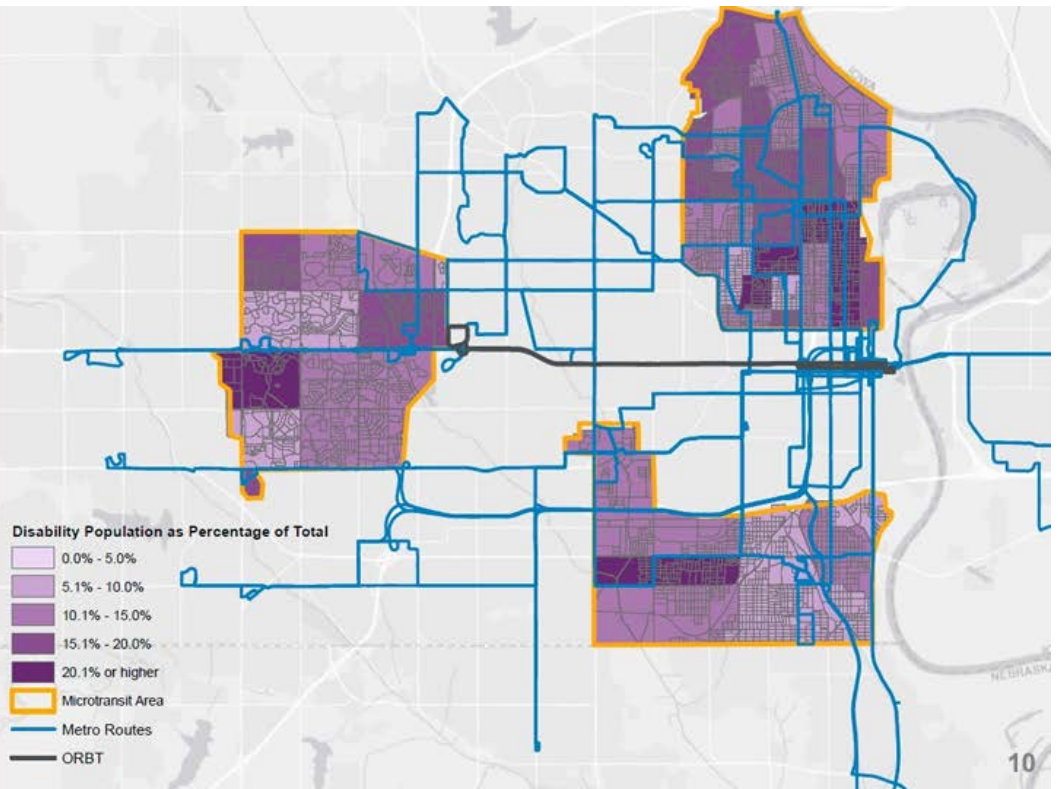


# Proposed Zones Equity Review

Revisión de Equidad de  
las Zonas Propuestas



\*Subject to change  
\*Sujeto a cambios

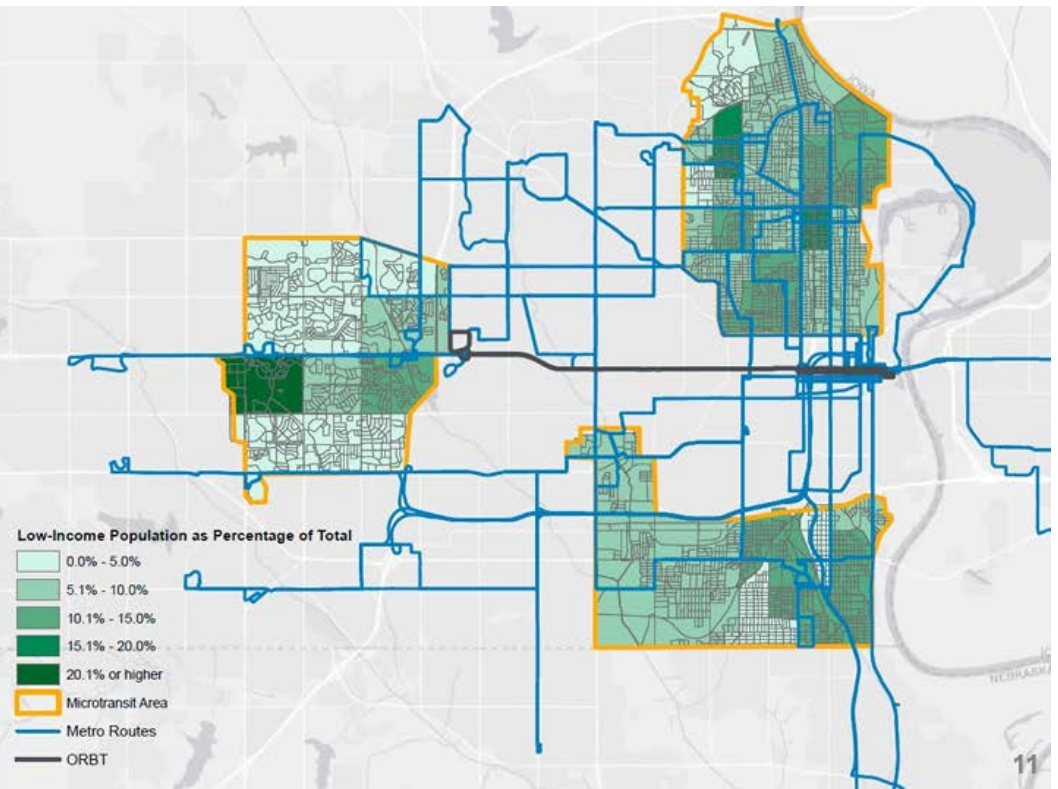


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\*Sujeto a cambios



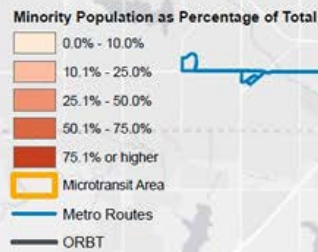


## Proposed Zones Equity Review

Revisión de Equidad de  
las Zonas Propuestas



\*Subject to change  
\*Sujeto a cambios



12

## How You Can Help

Cómo Puedes Ayudar



### We need a name for this new proposed service!

We want to make sure it reflects the vibrant community we have in Omaha.

Have an idea? Let us know through our feedback form.

[ometro.com/micro-meetings](https://ometro.com/micro-meetings)

### ¡Necesitamos un nombre para este servicio propuesto!

Queremos asegurarnos de que refleje la vibrante comunidad que tenemos en Omaha.

¿Tienes una idea? Háznoslo saber en la tarjeta de comentarios.

13

 METROTRANSITOMA

 @METROTRANSITOMA

 METRO TRANSIT OMAHA

***ometro.com***

## What might microtransit look like in Omaha?

### ¿Cómo sería el microtransporte en Omaha?



There are three proposed zones we'll be testing:

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All of these zones connect with transit centers that can get you around Omaha. You can request a ride from within the zone and go anywhere inside that zone. If you want to get to another zone, you can connect to a bus line to finish your trip.

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## What is Microtransit?

### ¿Qué es el microtránsito?



**Think of it like a mix between a bus and rideshare.**

Maybe you want to go somewhere, but the regular buses don't run in that area.

Or maybe you're a little far from the closest bus stop. You can request a trip through an app or phone call, a van will pick you up near your location and drop you off closer to where you want to go. This might be all the way to your destination, it might be to a transit center or bus stop, or somewhere in between.

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### Paying for your ride:

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Los viajes se pueden solicitar a través de una aplicación o llamando a un número específico para reservar un viaje. Por el momento ambos estarán disponibles en el idioma inglés y español.

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### Fare

#### Tarifa

To be determined.

*Por determinar*

### Tentative Service Hours

#### Posible Horario de Servicio

Mon. - Fri. 6 a.m. - 9 p.m.

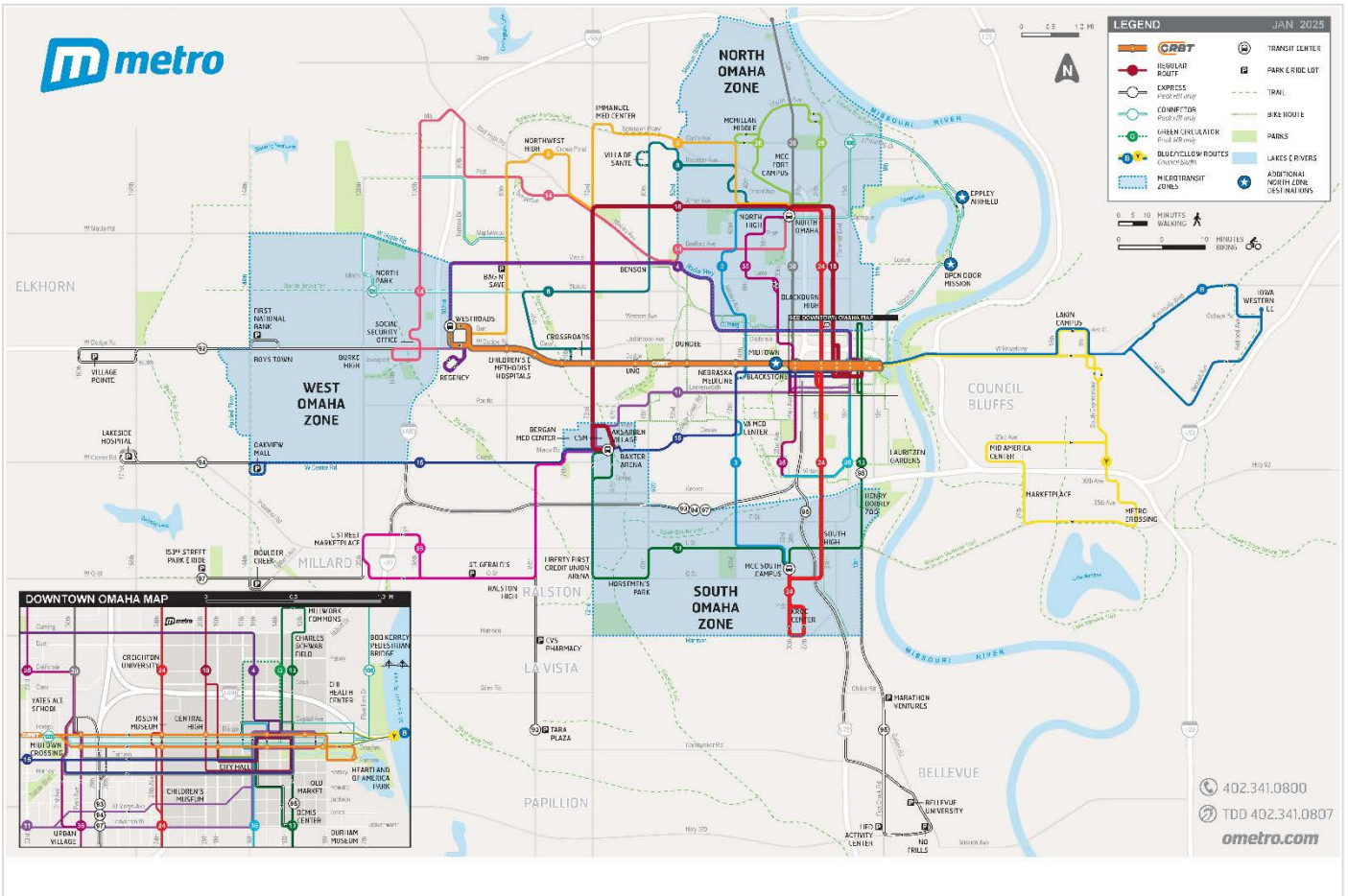
Saturday: 7 a.m. - 8 p.m.

Sunday 8 a.m. - 6 p.m.

*Lun. - Vie. 6 a.m. - 9 p.m.*

*Sábado: 7 a.m. - 8 p.m.*

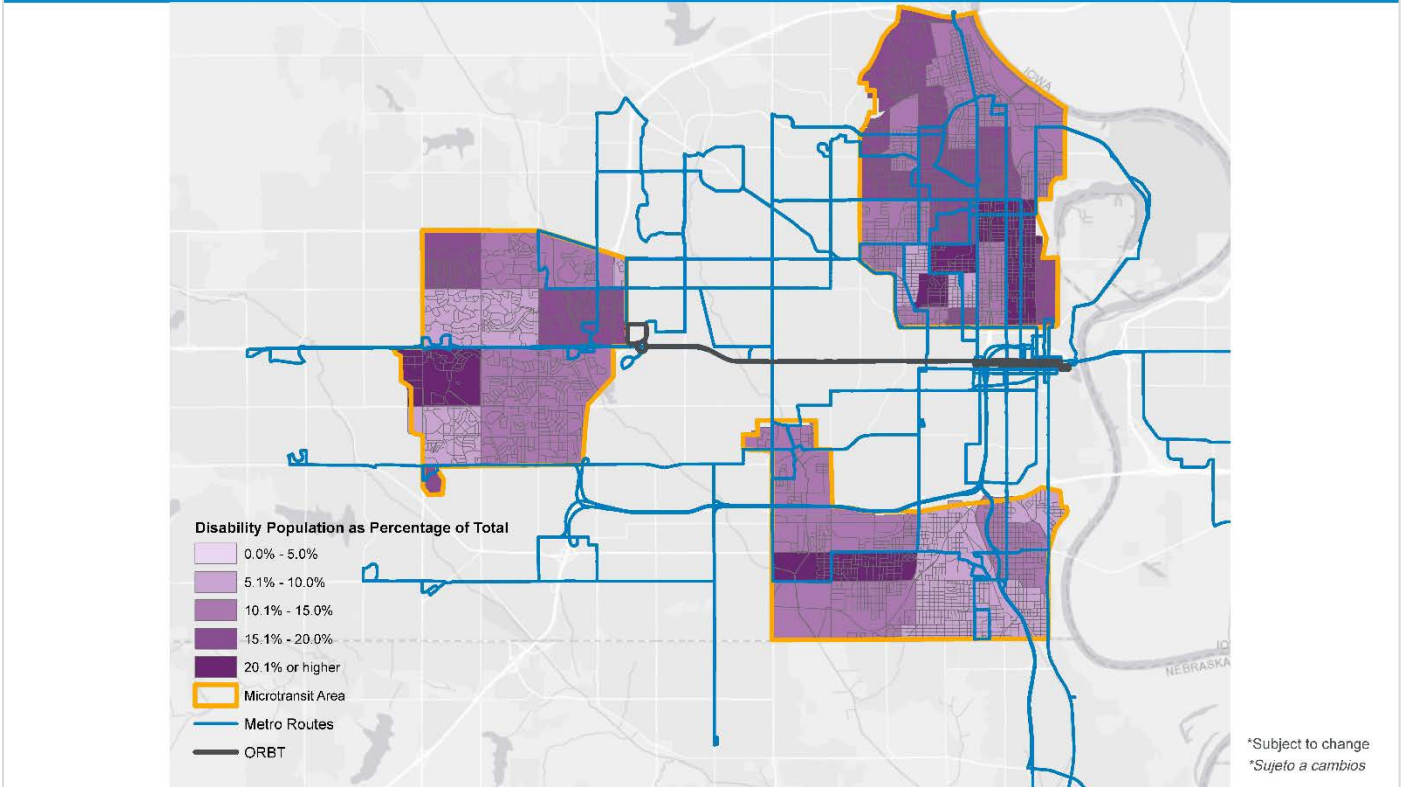
*Domingo: 8 a.m. - 6 p.m.*



# Proposed Zones Equity Review

## Revisión de Equidad de las Zonas Propuestas

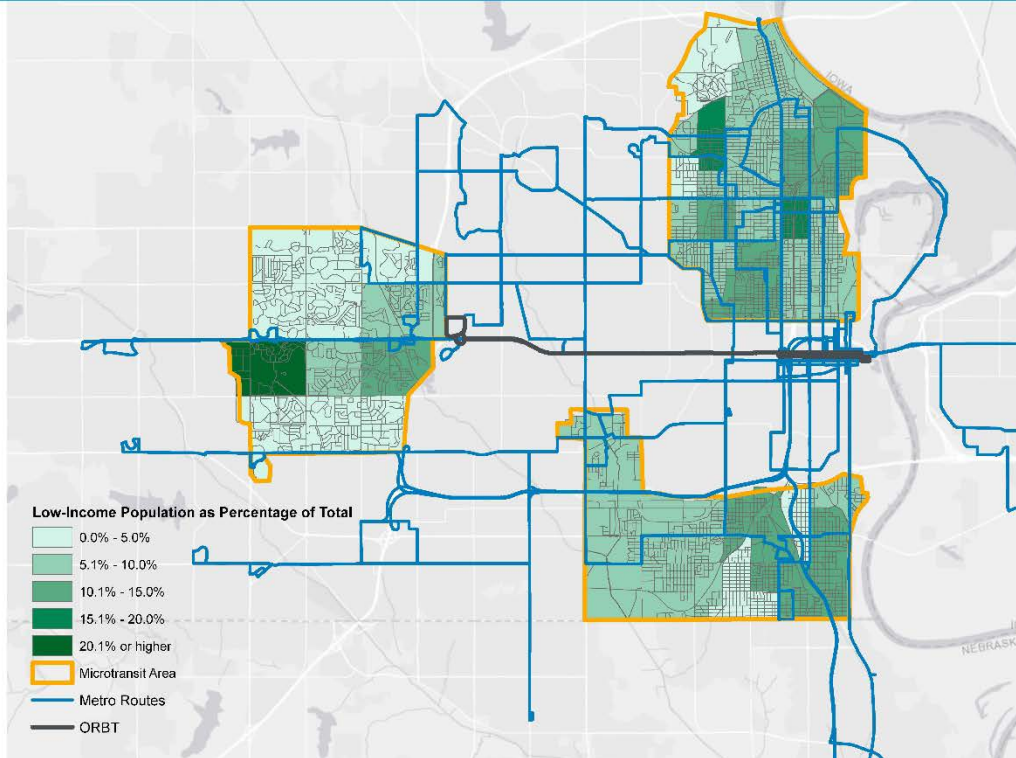
**metro**





# Proposed Zones Equity Review

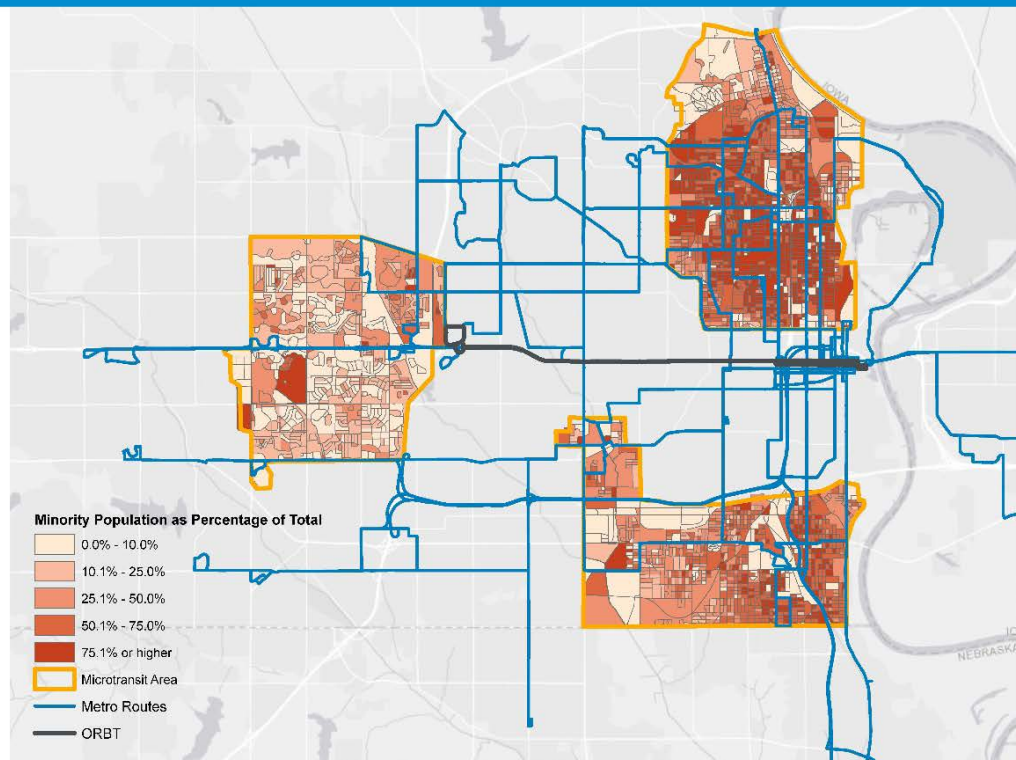
## Revisión de Equidad de las Zonas Propuestas



\*Subject to change  
\*Sujeto a cambios

# Proposed Zones Equity Review

## Revisión de Equidad de las Zonas Propuestas



\*Subject to change  
\*Sujeto a cambios



# How You Can Help

*Cómo Puedes Ayudar*



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*¿Tienes una idea? Háznoslo saber en la tarjeta de comentarios.*

## Appendix E: Public Comments

#	Platform	Date	Comments about the Proposed Zones	Comments about the Proposed Service Hours	Other Comments	Zip Code
1	Online	1.13.25	I am a paratransit user who lives outside a fixed bus route. There have been many times I've been unable to get to medical appointments, social activities, grocery shopping, etc. because Metro does not operate within city limits. Our capital Lincoln Nebraska has a transit system that allows paratransit users to be transported anywhere within its city limits. I believe and would like to see Omaha do the same. Please consider operating Moby within a city limit boundary and not based on fixed bust route service thank you	Most Omaha businesses operate from 8 AM to 10 PM however, a two-hour window either way would be great operating from 6 AM to midnight to include movie service.	please please provide Moby transportation for the disabled and seniors throughout a city limits.	68164
2	Online	1.13.25	The western zone needs to go to the city limits. The ORBT bus goes to village point. This needs to service the same area west. My son is autistic and qualifies for MOBY. However, he cannot get any service because we live at 156 and Blondo. He has a job but has no way of getting there without me or his father. He can't work or even go to a movie with friends without our assistance. He will never achieve independence without transportation. He is willing to work but after his father and I are gone; he will be forced to quit unless Omaha solves the transportation problem. I beg you to service the entire city and allow everyone the dignity of living independently	6am -10pm. It should be available for people during awake hours	I can't express my desperation to have expanded service. Without a solution to the city-wide service problem, my son faces a lonely isolated existence when I'm gone. He will have no way to connect with people and no way to work. He will be trapped at a living facility by himself. I beg you to solve this problem for all the Nebraska citizens in need of transportation	68116

3	Online	1.13.25	Offer free or discount transfer when riding with Microtransit	5a to 11p for consideration of those working odd hours	68131
4	In Person	1.13.25		Partner with Transporter Inc to provide 24hrs service	
5	In Person	1.13.25		Could service hours be extended to later times Friday & Saturday	
6	In Person	1.13.25	M-F: 6-9 St 7-8 Sun: 8-6 Using Bus pass (monthly) for rides, unlimited or discounted Tiered pricing for off-hours, members	Later hours in certain zones (entertainment districts, creative districts)	Promoting riding the bus and microtransit versus driving a car, oppose car culture actively and with solutions People don't want to have to drive, promoting alternatives with the appropriate framing can help counteract some of the stigma associated with using public transit (and being seen as poor for not having and maintaining a private vehicle)
7	In Person	1.13.25	Please launch a commuter route from the north end of 30th Street west to Mormon Bridge Road. Currently hundreds of employees walk about a mile along McKinley to their jobs. In the dark, in the road. We have been working about 10 years to get bus service	Please set up a regular schedule that matches the schedule of employers in this area. Employers include Plastilite, G&G, D&D. If there is better public transit, more people can work here	Was glad to see a board member at this public meeting. It's always meaningful when elected officials participate in public sessions. Hopefully there will be board members at the other listening sessions. \$3 Too Much: "hopefully less if you have a guaranteed full van."
8	In Person	1.13.25	We need to coordinate with company shift times of the companies West of North 30th treet along McKinley Street - such as plastilite, G&G Manufacturing, D&D foods	I would coordinate with the companies to find shift times. This would need to reoccur daily in coordination with shift times	
9	In Person	1.13.25	Lakeside Hospital 208 & Center? Methodist Women's Hospital 190th and Dodge		
10	In Person	1.13.25		Weekend summer hours should run later. If one is attending an event, it may go later in the evening.	This program will have great benefits for those who need rides but live far from a bus route. Hopefully people will learn about it. It seems like it can be difficult to get the word

					to those who need it. \$3 Too Much: "\$2.50 for starters."
11	In Person	1.13.25	Expanding to the open door mission area would be helpful, I am a case manager and have many clients sheltering there, and catching the bus is difficult for them	If these hours could be the same as the normal route hours that would be ideal, otherwise 6:00am-10:00am for the morning work/school crowd and then 3:00pm-6:30pm for the evening work/school crowd	I appreciate our public transit so much! Obviously, there are things to improve on (hours of operation, how far they go, etc.) But Metro seems open to improvements and I know funding is difficult. Thanks for all you do for Omaha!
12	In Person	1.13.25	The plan as proposed will certainly help reduce the transit issues getting people to/from work near Eppley Airport.	An hour later M-F would help shift workers	
13	In Person	1.13.25	Sarpy county zone. The proposed zones look good.	M-F 6am to 9pm; Sat. 7am to 8pm; Sun. 8am to 7pm 6am-8pm	would like west Omaha zone to be towards 168th Street  It would be amazing to hire multilingual drivers or have a device for non-English speaking Omahans to communicate with the driver (not just English and Spanish). Tarjimly is a free app that uses volunteers to interpret in real-time if needed. Will the microtransit be accessible to people who use wheelchairs or need assistance boarding? Will microtransit allow children who need car seats? Unaccompanied kids going to school? Is there a limit on how many times an individual can use microtransit? IE could an individual count on Microtransit to get to work or school daily? It would be great to advertise this service at community centers that work with refugees like Intercultural Senior Center, NE Afghan Community Center, CIRA, LFS, ICRI, AIFS, and churches with large refugee communities (St Matthew Missionary Baptist, KCRC etc). It's hard to
14	Online	1.15.25			68105

get around Omaha without a car and they would benefit from this!

15	Online	1.15.25	If they could have the Transit stop go to 168th or 180th. That would be very helpful for my family. Thank you for thinking about extending the transit line. I appreciate all you do.			68116
16	Online	1.15.25	Please expand more west! We need it!! Please expand west!!!	They do this in other cities too like Texas!	Please expand west!!	68130
17	Online	1.15.25	I would like to suggest expanding the W. Omaha zone to include up to 180th St. This remains a part of Omaha that is underserved by public transportation. Many residents in this area currently lack access to reliable public transportation, which limits their mobility and access to jobs, schools and essential services.		This is an important service.	68154
18	Online	1.15.25	Perhaps you can consider expanding the W. Omaha zone to include up to 180th St. This remains a part of Omaha that is underserved by public transportation. Many residents in this area currently lack access to reliable public transportation, which limits their mobility and access to grocery stores, jobs, schools and essential services.	6 am -7pm - so people can get to work and school		68154
19	Online	1.15.25	I would like to suggest expanding the W. Omaha zone to include up to 180th St. This remains a part of Omaha that is underserved by public transportation. Many residents in this area currently lack access to reliable public transportation, which limits their mobility and access to jobs, schools and essential services. It			68135

would only be fair to extend the service out to include this area as well.

20	Online	1.15.25	Please don't stop before 180th. There are many in Omaha out west who need rides and the bus routes are minimal and inadequate to support access to jobs education and health care.	7 am - 7 pm minimum	This is more valuable to the underserved than the fixed rail that only serves two business areas. Please prioritize the individual over business.	68154
21	Online	1.15.25	Please extend the W. Omaha zone to include up to 180th St. This remains a part of Omaha that is under served by public transportation.			68137
22	Online	1.15.25	I think the zones do not address enough Omaha residents. I help manage a Little Free Pantry in West Omaha and see a lot of people who struggle financially, including the costs associated with owning a car. The city should seriously consider extending the West Omaha Zone to at least 180th Street. Do not be fooled by the stereotype that everyone who lives West of 144th St. is well off. There is still considerable need in West Omaha, and I strongly encourage you to extend the West Omaha Zone. Thank you.	I think the service hours should be at least from about 7:00am to 7:00pm	Please consider the needs of those in West Omaha. Thank you.	68164
23	In Person	1.16.25	Need to add 108th and Fort	Need to keep zones consistent and as late as possible so I can stay in school. 6am-10pm	You should make all routes the same and extend the 3/4 mile rule	
24	Online	1.16.25	Please consider expanding services further west as there are folks at 168th and 180th and beyond who need these vital services. Thanks.			

25	Online	1.16.25	My biggest suggestion would to extend the services actually into west Omaha. 168th at a minimum.			
26	Online	1.16.25	We would appreciate the service be extended to 180 street . That would give many more citizens access to desperately needed transportation .thank you for including the true west Omaha area!			
27	Online	1.16.25	it needs to be expanded farther west. there is no public transportation for the fastest growing parts of the city.			68116
28	Online	1.16.25	Need to expand the West zone to at least 168th. Omaha is growing westward!			68116
29	Online	1.16.25	They're not bad, I hope agreements can be made to expand to other cities in the metro, where only express connections if anything exists. Microtranist is really the answer for the suburbs.	While it'd be great to have 0500-2100, I'd be extremely happy if Metro could deliver at least 0700-1900 to allow connections.	Really thank you for all your team. Thanks for having RSS feeds, for pushing hard on grants, for having open meetings with transparent materials, for continuing to deliver even in the face of covid and labor shortages. Thanks. Now that you have regional authority we need to get the suburbs bought in, microtransit could be a great way to get there especially if this pilot proves the numbers, smart move! Please join the fediverse.	68046
30	Online	1.16.25	Omaha is a growing, sprawling city with streets numbering past 204th Street in West Omaha. 144th is closer to the middle of town these days with tens of thousands of families who have poor access to public transportation. These are ordinary, tax-paying people who need to get to work, take their children to school and have easy access to whatever they need for everyday living. How is it we're getting a trolley with far less outreach and costing millions of			68144

dollars that could have been invested in adequate public transportation for ALL?! Please consider extending the end of the line at 180th. It will allow tens of thousands of families to get where they want and need to go!! Thank you.

31	In Person	1.16	<p>For the South Omaha zone, I would like to see it connect to the Lauritzen Gardens. North Omaha zone: connect to Cunningham Lake. South Omaha zone: connect to Standing Bear Lake and Zorinsky Lake.</p>	<p>The same days and times as the main bus lines. That will take care of the lines that don't operate on Sunday.</p>	<p>1. This should be on the existing apps. It should be part of the monthly ride \$55 budget limit. 2. Existing bus routes and frequency should stay the same or increase. 3. If there's a choice between improving the zones or improving the bus routes the bus routes should be improved.</p>
32	In Person	1.16	<p>Cover more of west Omaha</p>	<p>I think the proposed hours are sufficient</p>	<p>\$3 Too Much: for riding outside the zone, \$3 should include transfer; Just Right: for inside the zone</p>
33	In Person	1.16	<p>Attraction loop - airport, baseball field, arena/convention center, Durham Museum, Lauritzen Gardens, zoo. We need better access to our city's highlights. There should always be an option to our airport 24hrs</p>	<p>I think all Metro service should at least run to midnight when the 13 going west last run is just after 8pm on a Friday, that's too early.</p>	<p>1. I think it's a must to have the microtransit app and MyRide one app. Switching between MyRide, Umo, and microtransit app would be too much. 2. Consider later routes/service hours. 3. Connect our attractions on 10th St. 4. Better circulator downtown. 5. Train drivers on customer service. Often times drivers are crabby, run early, and act like they don't see you waving them down running to your stop. If you rely on public transportation you don't feel valued and you are often stuck until the next bus. 6. More frequent bus times. 30 minutes is a long time. Sometimes an hour on Sunday.</p>



I would like to see the downtown area included at some point, but have no suggestions for current proposed boundaries.

34 In Person 1.16

I really feel that this service should mirror the service hours of the regular bus schedules if the funding is available.

1. I would like to see the payment methods for bus more to something that is integrated in MyRide or allow Apple/Google pay right on the bus. 2. I wish the drivers would make more of an effort to connect routes -- timed stop? For example, it is routine that the Aksarben Transit Center buses will leave prior to other buses arriving. This has caused people to miss their transfers and requires them to wait for the next scheduled bus. If drivers would wait until all buses arrive and see if people are trying to transfer, that would be great. 3. Please ask drivers to understand that it is better to be late than early. Many drivers run ahead of their scheduled stop times, sometimes more than 5 mins ahead. When buses are coming every 30 minutes, it is a major inconvenience to have missed it by a few minutes because the driver was trying to gain a few mins for their break.

North: Open Door Mission and Eppley would be nice to get to. Is there a way to expand the West zone or include major destinations like Lakeside and Village Point that are very irregularly served by Express/Park and Ride routes?

Hours look acceptable.

1. Improve tracking system for buses - the app takes 5-10 minutes to take to update with bus times and locations in downtown Omaha (Android app, not sure if the same issues exist with the ios app) 2. Allow people to pay with cash to transfer to a bus on the same route for \$0.25. Example- If a rider takes the 11 from downtown to the Bakers on Saddle Creek, they have to pay \$1.25 to go back into downtown. Umo users only have to pay \$0.25 as long as they are within the transfer window. 3. Figure out a way to allow tracking for the "small" MOBY buses that run whenever the large buses break down. 4. Figure out a way to get

35 In Person 1.16

					ORBT buses running on schedule - waiting 20+ minutes for a bus in freezing or sweltering temps is uncomfortable.
36	In Person	1.16	They look good to start with, good areas to focus on and not too big.	They seem very reasonable	
37	In Person	1.16	Schools and anywhere there is a host of companies/jobs is great for proposed zones.	Service hours look great	This is a great initiative
38	In Person	1.16	Add VA CRRC - Community Resource and Referral Center at 825 Dorcas Street as stopping point	Hours look good	\$3 Just right: "But consider that as one way top pay - no extra payment for each stop." Thanks for collecting feedback
39	In Person	1.16	3 good choices. I moved to my S.O. home partly because there were 2 bus routes (25 years ago) - then there was 1 and then none, and now I'm a mile, about, from the nearest bus stop. The more options for these 3 zones, the more ridership.	7 days/week - very important! Contacting for a ride shortly before needed and being able to get it is really important - not a day or 2 ahead and then it not coming!	The microtransit is a great idea. If the streetcar will be free (??) why do the poor/minorities have to pay what they don't have? The more options for rides/routes that exist, the more ridership. I never felt unsafe on a public bus - a family member who lived in another state did not feel safe on their bus. Make sure your partners are safe - Uber and Lift have horror stories. \$3 Too much: "I am thinking of a 10-person family - that would be \$30 one way!"
40	In Person	1.18	Consider microtransit to serve MCC Elkhorn Valley	Mon-Fri Extend to 10pm	
41	In Person	1.18	Need transportation to work in underserved areas ex: I-80 corridor - Lavista? Hotels restaurants		Accessibility for other underserved areas
42	In Person	1.18	Definitely have more available transportation in South O	Extend into later times in the evenings and during the week. A lot of community members work later hours.	
43	In Person	1.18	Possible expand to make the zones a little larger if possible.	Yes M-F up to 10pm it would make it alot for us who work and get off late!	Try to keep or clean your buses at least once a week! For example Tuesdays have all odd number buses clean and Wednesdays all even number buses clean.

44	In Person	1.18	Need service around MidtownXing, Blackstone, Aksarbern Village, Benson	More late night to 1am	1. Quicker repair of smashed glass 2. Q St. service (33rd to 72nd) 3. Better mkting, ads, specials 4. collaborate with jitney services in North/South O \$3 Too Much: "maybe try surge pricing during busy times"	
45	In Person	1.18	Family Members/Room mates are not MOBY assessable	5:00am-7pm/same as bus start ups/end		
46	In Person	1.18	I used to take #9-#9 route ran from downtown (16 & Dodge) all through downtown thru downtown 24th St to South 36th Street - all day and night!!!		like the old bus routes and accesability!	
47	In Person	1.18	I have never used the public transportation (Bus), so I don't know the Bus routes However, I suggest to have transportation that connects the area from Center St. (North) to South area Oner World Clinica (30th and L st) because I have noticed, many single Hispanic women don't have car.	My suggestions are: 5:00am-9:00pm Monday-Friday.	I think this is a great propose of transportation because you are including transportation for disable people, low income and places of areas where bus can't get in. The price proposed for me it's a fair and affordable price for the public. I hope your pilot program is a success.	
48	In Person	1.18	No comment <i>Individual suggested a name for the service.</i>			
49	In Person	1.18	Methodist Women's Hospital	6-10pm M-Sat, 7-8pm Sun.		
50	In Person	1.18	Further West - Village Pointe; more options	Current proposal is good	Continue talking to people with disabilities; I would be interested in joining TAC	
51	In Person	1.18	Add West Zone destination at L Street Market		You are doing a great job. Public transportation - in Omaha has improved dramatically in the last 10 yrs. Go Team Metro!	
52	Online	1.18	We need transit that can go north and south without a lot of transfers, and we need to be able to go further west	We need longer hours available, early in the morning, 6 am, and all the way through at least midnight	We need better and diverse representation and voices present in the discussion about transit, particularly from the disabled community.	68127
53	In Person	1.18	No comment		Student fares - could this be billed to Omaha Public Schools or a particular	

			<i>Individual made a suggestion related to student transportation.</i>		school? Also interested in deeper dialogue around how this could work with small groups of students.	
54	Online	1.20	More going west and more time at night	More longer hour at night	Need more ride time on the 8 14 because some people work past 6 and work clear out or clear north and leave no where the job	68114
55	Online	1.20	I believe the West Omaha micro transit zone should extend out to Village Point. Additionally, there should be consideration for a waived fee for students.	6:00AM-9:00PM weekdays 7:00AM-8:00PM weekends		68131
56	Online	1.21	No comment <i>Individual made a suggestion related to bicycle access.</i>			68102
57	Online	1.21	Route 11 should continue to Pacific Street until 144th Street and connect to Dodge and Center. My concern is to connect the areas you identified where available jobs are considering all the construction that is happening among Dodge, Pacific, and Center. Basically, we need to bring people where the jobs are.	I think the times are fine for the pilot.		68106
58	Online	1.21	I think expanding the West Omaha zone further east along Pacific would be beneficial, especially since there is currently no bus service here. Ideally there would be a bus route along Pacific, but maybe using the micro-transit service as a study tool would get to that same outcome.	I think running beginning at 7am on school days would be important so there is an opportunity for kids to use it if they need. I also think running at all hours (even at minimal service/number of vehicles) would be a good idea because when it's dark, that is when a lot of people need this service most (albeit a few number of people, dark hours are when	I think incorporating a micro-transit pilot will be awesome for the city! A couple of years ago, I learned about cities like New York, Chicago, and others implementing this, so it's great that Omaha is trying it out as well. However, I really hope that these vehicles will be EVs - not only to save gas as they loop around the city but get the metro closer to its Climate Action and Resilience Plan goals. I am a big climate advocate, so making public transit even more eco-friendly would be great for our community.	68114

you don't want to have to walk to your bus stop if it is far away).

Tangent: At this point, it feels like a pie-in-the-sky dream (though it should be realistically doable without political headbutting), but it makes sense to incorporate light rail into the metro as it continues to grow. Changing public opinion is a huge part of this, but transit in larger cities needs some kind of hierarchy to become as efficient as possible. Micro-transit and bus services could connect to neighborhood and transit centers, with transit centers taking riders to other neighborhoods and transit centers across the metro. Again, I sadly don't see this happening anytime soon, but I hope it is something that gets considered as Omaha sprawls further and further from downtown.

59	Online	1.21	Go south to at least Harrison in West Omaha.	Run 5am-11pm	Support bikes on the microtransit. We have great biking community but it is tough to use when most bus services are inside the beltway. It is tough to cross the interstate to get downtown. It was unfortunate that the ORBIT stops just inside the beltway.	68135
60	Online	1.21	Very valuable service for non-driving adults living in West Omaha! The lack of West O bus service is a major limitation to gaining a sense of independence in this city. Microtransit, if done right, could be a major step in the right direction.	Early in the day, through dinner time. Weekdays most important, but 6 or 7 days per week would be transformative for non-driving adults.	There should be a special needs discount or fee waiver. The disincentive for teens and adults with neurodivergent conditions to use the bus is already significant, and made mores by the lack of recognition that the fare system is complex, and that full price passes and daily fees' expense are prohibitive for regular use.	68124
61	Online	1.22	No comment.			
62	In Person	1.23	Go out further to 180th in the West Zone (operator)	At least an hour before and after regular service		

63	Online	1.23.25	Please extend the zones to 168th and 180th Sts. There are disabled people who need this service who live in those zones also. Thank you.	Work hours.	Perhaps extend the orbit line and ditch the streetcar	68118
			Bellevue, Western Omaha - i.e. Metropolitan Community College - Elkhorn Valley campus, Sarpy County - i.e. Metropolitan Community College - Sarpy location campus.	Weekends and Weekdays should be available. Also consider after 5 PM hours, for medical needs.	I would be interested in joining the Metro Transit Advisory Committee - and participating in the Pilot Microtransit Program. I am a current holder of a Senior bus pass, and use the North Omaha Transit Center frequently to transfer between Routes 3, 5, 8, 14, 18, 24, 26, 30 & 106, and travel to/from the Metropolitan Community College (MCC) Fort Omaha campus. I also use the MCC Transit Center to travel to the MCC South Campus & the South Omaha Public Library branch. *Have also taken Route 92/West Dodge Express from the Westroads Transit Center on weekdays only - and would be interested in service to the MCC Elkhorn Valley campus. I look forward to hearing from you. Please contact me! Regards, Ray Williams MAT/OMetro Bus Rider (since 1975) E-Mail: RayRWilliams.RRW@gmail.com Phone: (402) 594-9274	68111, 68107, 68137
64	Online	1.23				
65	Online	1.23	Please expand the zone to 180th street which Includes the city of Omaha.  This is a much needed addition to our transportation options in Omaha HOWEVER, I would like you to consider expanding the West Omaha zone to include up to 180 Street. This is a part of Omaha that i underserved by public transportation. Many residents i this area currently lacks access to reliable public transportation which limits their mobility and access to			68114
66	Online	1.23				

jobs, schools and essential services. Thank you for taking this recommendation very seriously.

67	Online	1.23	144th is pretty limited for the west Omaha zone. 180th seems like more effective omaha are or at least 168th. I think that Metro is really missing the kids and adults with special needs if they don't expand it out a little further		68124
68	Online	1.23	I would like to suggest expanding the W. Omaha zone to include up to 180th St. This remains a part of Omaha that is underserved by public transportation. Many residents in this area currently lack access to reliable public transportation, which limits their mobility and access to jobs, schools and essential services.		
69	Online	1.23	Extend route to 168th - Maple to Center. There is so. much shopping, schools, hospitals, doctors offices etc Reaching close to Elkhorn that will be inaccessible to many kids and elderly. Public transportation is necessary to Omaha citizens. I have lived on 144th & Maple for seven years and in that time the growth has been extraordinary. I hope you will give it Consideration.	No	
70	Online	1.23	No comment.		This should cost less than an Uber/lyft/rideshare, maybe depending on miles traveled. maybe another opportunity to connect with Bikeshare, so the bikes are in neighborhoods and a rack is located at a transit spot or another neighborhood.
71	Online	1.23	Stopping the west Omaha zone at 144th St. seems very shortsighted. Significant portions of Omaha lie west of 144th St. and		I* am out of town half of the year. I am really not interested in going to meetings

			there are many people who live west of 144th St. without personal vehicles who need public transportation to work, school, or essential services. Please consider extending the west Omaha zone to at least 180th St.		when I am home but I am in favor of supporting those who need transportation.	
72	Online	1.23	No comment.			68114
73	Online	1.24	I would like to suggest expanding the W. Omaha zone to include up to 180th St. This remains a part of Omaha that is underserved by public transportation. Many residents in this area currently lack access to reliable public transportation, without this; it limits their mobility access to jobs, schools and essential services.			
74	Online	1.24	No comment.		It would be nice if the entire system, not just the streetcar, was free.	68112
75	Online	1.24	Please take into consideration the suggestion to expand the West Omaha zone to include up to 180th St. We cannot dismiss this area of the city. This remains a part of Omaha that is under-served by public transportation. Many residents in this area (including my family members) currently lack access to reliable public transportation, which limits their mobility and access to jobs, schools and essential services.			68124
76	Online	1.24	I would favor expanding the Public Transportation to 180th Street. It would be a wonderful benefit for people who are unable to Drive. I have a young friend who it would greatly benefit. I hope the Service will be provided!	All Day!	I have a friend who has a Grandson in his 20's whom it would greatly benefit	68154



77	Online	1.24	I think the program should be expanded to at least 180th St. or 204th St.	Regular service hours.		68144
78	Online	1.25	I would love it but it would need to run certain hours and better on the weekends when the 8 14,and others do not run	In the early morning and late evenings and on weekends	The 8 should run every half hour especially on Sundays for those who trying to get ot work	68134
79	Online	1.25	yes, i think the route should service people further west say to 168th. it would be very appreciated to extend the service .....go west young man!!!!!!!!!!!!!!!			68114
80	Online	1.25	in west omaha need ride service share van and make sure have access driver must to know how work with disabled text messages communication to time pick up and drop off	7 am to midnight.	need to provide for teenage ride sports weekend	68116
81	Online	1.25	Please extend services to Millard. There is a large dead zone in Millard. Millard would like access to public transport and the ability to conserve transportation resources on our daily commutes into downtown.		Thank you for your attempts at broadening public transportation options.	68137
82	Online	1.30	No, create a service that thrives on versatility and adaptability.	No, Plan for versatility.	Discussion needs to be seriously embracing the future technologies that will revolutionize transportation. We are wasting resources on dinosaurs. Buses and streetcars are not the future. Their present form will be obsolete in ten years! Lead the country in transportation innovation!	68106
83	Online	1.31	zones do not work for Omaha's geography and scattered affordable housing and scattered job sites. There are other better ways to limit ride demand.	Same as bus hours.	Good start looking at micro transit. Just don't do zones.	68102
84	Online	2.2	No comment.			68106
85	Online	2.3	I think expanding in West Omaha is the most important right now because of how little public transit there is there.	At the very least, it should be available an hour or two before	I think the program is a good idea. I think it will be especially helpful in West Omaha because there is not much public	68131

				and after regular school and 9-5 work hours.	transportation there. I think students and younger people who do not have cars will find it especially useful. As for the pricing, I think it should be considered how far the average person using this service is going to go. I understand it's going to cost a lot to implement this program, but \$3 is much pricier than a regular bus ticket. Though, it is still much cheaper than an Uber.	
86	Online	2.3	No zones. Restrict demand with reservation times like Moby	Same as buses	The Zones have to go.	68102
87	Online	2.3	I would love it if the west Omaha zone could be expanded to include the Pepperwood Village shopping mall at 156th and Dodge		Thank you for the work that you do.	68154

88	Online	2.3	Given the westward growth of the city, I feel it should be extended to at least 204th Street.			
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89	Email	1.13			Good afternoon. I think this system should work better than running the Orbit system. I watch large Orbit buses with no one on them. Transportation should be easy, economical, and practical. Maybe Microtransit may not be the right solution, however, I feel this is a step in the right direction. Buses running with no one on them is not the way to go. Thank you. Also, public transportation should be very safe.	
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90	Email	1.15	I've been reading about Metro's Microtransit initiative, and I'm glad we're trying to bridge the gap between people and our current transit system. However, I'm worried about how this service might affect the current bus service. I keep hearing how Metro has a difficult time staffing enough drivers for our current system. Won't adding more vehicles to the network exacerbate the driver shortage issue thus making Metro's service more unreliable and brittle?			
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91      Email      2.3

I'm the CEO of Plastilite Corporation and we have two businesses along McKinley impacted by poor public transit access. Our plant is located just north of 45th and McKinley and our offices and warehouse is located on Battlefield Drive, just north of 48th and McKinley. We have a few employees (it trends up and down) that currently take public transit to the end of the line at 30th street and McKinley, adjacent to the Florence Mill. From there, they navigate their way up McKinley, sometimes in the dark, and if lucky they will get picked up by a fellow employee on their way to work. This has been an ongoing situation since I've been here over 13 years. I attended the microtransit online event and it was very informative but not practical for ensuring employees have consistent public transit to come to work every day. I feel like they will be standing on the corner of 30th and McKinley for a very long time, with no shelter, waiting for a microtransit van/car to pick them up. In my opinion, this lack of transit has a direct impact on our employees who live and work in North Omaha and their ability to be on time and ready to work. We are EXTREMELY flexible and have adjusted our schedules to meet their needs, continued to extend grace for those whose cars won't start in cold weather, put together a couple of supervisors that pick-up employees when they need assistance, etc.

## Response to Public Comments

### *Comments 1 and 2*

Thank you for your feedback. Unfortunately, current resource constraints prevent Metro's ability to provide premium services such as MOBY availability throughout the entire City of Omaha regardless of proximity to a fixed route.

### *Comments 33, 52, 57, 78*

Thank you for your feedback. All route suggestions were recorded by the Planning Department as part of the ongoing record of public suggestions and input. This database of suggestions is used when staff are planning for route changes or improvements.

### *Comments 3, 4, 5, 6, 7, 8, 9, 10, 12, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 34, 36, 37, 38, 39, 40, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 53, 54, 55, 56, 58, 59, 60, 62, 65, 66, 67, 68, 69, 70, 71, 73, 74, 75, 76, 77, 79, 80, 81, 82, 83, 85, 86, 87, 88, 89, 91*

Thank you for your feedback. All suggestions about the microtransit pilot program have been communicated to the project team.

### *Comment 11*

Thank you for your feedback. The Open Door Mission will be served as an additional pickup/drop-off location for the proposed North Omaha Zone.

### *Comments 13, 41, 64*

Thank you for your feedback. Metro's current jurisdiction is limited to Douglas County. However, cities in Sarpy County, such as La Vista, may contract with Metro or join the Regional Metropolitan Transit Authority to add public transit service.

### *Comment 14*

Thank you for your feedback and community partner suggestions. Microtransit service will be available to people who use wheelchairs. Drivers will provide limited assistance to riders. Individuals who need more assistance should consider traveling with a companion. Information about youth travel is still being determined.

### *Comment 30, 63*

Thank you for your feedback. The streetcar is a City of Omaha project, not a Metro project. You can learn more and provide feedback about their project here: <https://omahastreetcar.org/>.

### *Comment 35*

Thank you for your feedback. The Open Door Mission and Eppley Airport will be served as additional pickup/drop-off locations for the proposed North Omaha Zone. Comments related to fixed-route service were forwarded to the respective departments.

### *Comment 90*

Thank you for your comment about Metro's proposed microtransit pilot project. If approved by Metro's Board of Directors, the microtransit service would be a contracted service, including drivers and vehicles.

## **Appendix F: Transit Advisory Committee Comment**

*Metro Transit has done a fantastic job engaging and educating the community on its new Microtransit Pilot Program. After collecting community feedback and conducting a thorough analysis of the need for this program and the benefits it will bring to our community, the pilot program is ready to begin.*

*The Metro Transit Advisory Committee wholeheartedly supports this pilot program and believes in its potential to address certain access and equity needs within our transit system. This represents a great step forward for the agency and transit advocates as we work to enhance access, equity, and expansion of Omaha Metro's transit service.*

## Appendix G: Board of Directors Approval

Pending

**Resolution:**      **Resolution 2025-05 Request Approval to Award Contract to Via for Microtransit Services**

**Explanation:**      Staff is requesting approval to award a contract to River North Transit, LLC a subsidiary of Via Transportation, Inc. for Microtransit services, and to authorize the CEO/Executive Director to execute the same.

Metro released a Request for Proposals for a microtransit pilot project in September of 2024 and received two proposals. The proposals were reviewed by an evaluation team and the proposal from Via Transportation, Inc./River North Transit, LLC was the highest-ranked proposal in terms of the established criteria which included software & data capabilities, operating plan, contractor flexibility, contractor experience, personnel experience, and price.

This resolution would authorize the CEO/Executive Director to execute a Master Terms and Conditions Agreement with River North, LLC/Via Transportation, Inc. for a pilot period of three years with two optional one-year extensions. The specifics of service hours, zones, contract pricing, and expectations would be set forth in future service orders that would fall under this Master Terms and Conditions Agreement.

The Agreement will be provided under separate cover.

Recommend Approval.



# MASTER TERMS AND CONDITIONS FOR TRANSIT AS A SERVICE

THESE MASTER TERMS AND CONDITIONS FOR VIA TRANSIT AS A SERVICE (these “**Terms and Conditions**” or this “**Agreement**”) are entered into as of the effective date designated on the signature page hereto (the “**Effective Date**”) between **River North Transit, LLC**, a Delaware limited liability company with its principal office located at 114 5<sup>th</sup> Ave., 17<sup>th</sup> Floor, New York, NY 10011 (“**Service Provider**”), and the **Regional Metropolitan Transit Authority of Omaha, dba Metro**, a political subdivision of the State of Nebraska located at **2222 Cuming Street, Omaha, NE 68102** (“**Customer**”). Defined terms have the meaning given to them in Section 15 or in the Section in which such defined terms first appear. As used herein, “Party” shall mean and refer to the Service Provider and Customer, individually, and “Parties” shall mean and refer to the Service Provider and Customer, collectively.

The Service Provider participated in the competitive bid process in response to Customer’s Request for Proposals (“RFP”) Solicitation, Project No. PILOT, Spec. No. 21-24, Microtransit 2024 “Pilot Project,” by submitting a proposal, (“Service Provider Proposal”), on which Customer awarded the contract to the Service Provider.

## 1. BACKGROUND AND PURPOSE.

**1.1 Via Background.** Via Transportation, Inc. (“**Via**”), the parent company of Service Provider, is the developer and owner of a proprietary technology platform and certain related systems and methods used to establish, monitor, operate and/or manage on-demand transit networks (the “**Via Solution**”) that it uses to provide customers with technology and technology enabled integration services, acting as a broker coordinating the services of third party service providers to effectuate public or private transportation networks (collectively, the “**Services**”).

**1.2 Purpose; Ordering.** The purpose of these Terms and Conditions is to provide a framework under which Service Provider will provide to Customer the Services. These Terms and Conditions shall govern the provision of Services by Service Provider to Customer as described in the service order attached hereto and any other service order signed by Service Provider and Customer (each, an “**Order**”).

## 2. THE SERVICES.

### 2.1 The Services.

**(a) The Services.** Pursuant to one or more Orders, the Parties intend that Service Provider shall provide the Services described in such Order. In some cases, Services will require a more comprehensive description than that contained in the applicable Order. If that is the case, the Parties will enter into a mutually agreed statement of work and attach it to the applicable Order (each, a “**Statement of Work**” or “**SOW**”). Each Order or SOW, as needed, will set forth the particulars of the Services for each city or locality in which Customer intends to operate the Via Solution in connection with the Service, as specified in the Order.

**(b) Additional Services.** From time-to-time Customer may desire to engage Service Provider to perform additional services, such as development of product features and/or services directly related to the Via Solution which fall outside the scope of the Services. In such cases, the Parties will negotiate toward potential execution of such SOWs as are jointly determined to be appropriate. All such services described in this Section 2.1(b) are referred to collectively as, the “**Additional Services**”. The Parties shall agree upon a blended hourly rate for Service Provider to bill Customer for performing such Additional Services under the relevant SOW. Service Provider shall consider proposals for such Additional Services in good faith but is under no obligation to perform the Additional Services if an SOW cannot be agreed upon with Customer.

**(c) General Terms.** All references to Orders include their associated SOWs. Service Provider shall provide the Services to the Customer in accordance with the relevant Order beginning on the Effective Date and continuing throughout the Term, in accordance with the terms of this Agreement. The Services to be delivered to the Customer are set forth in the relevant Order as may be amended through written agreement between Service Provider and the Customer from time to time during the Term. All Services to be

performed by Service Provider shall be in accordance with the applicable Order executed by Service Provider and the Customer and Service Provider's obligations under Section 9.1 (Regulatory Compliance). Service Provider's provision of the Services requires such reasonable and timely cooperation as Service Provider may require of the Customer, including access to the Customer's information, personnel, and/or systems, and Service Provider shall not be responsible for any failures or delays caused by the Customer's failure to so cooperate or any inaccurate information provided by or on behalf of the Customer. Unless an Order has different acceptance terms, Customer will accept the Services and any resulting deliverables upon payment or fifteen (15) days after their performance, whichever occurs first, and may not withhold, condition, or delay payment or acceptance after that time.

(d) **Relationship Management.** The Customer Manager and Service Provider Manager named in an Order shall assume operational responsibility for that Order. Changes to the scope of an existing Order or SOW (including changes to any deliverables) require mutual written consent of the Parties.

### **3. INTELLECTUAL PROPERTY AND RELATED RIGHTS.**

**3.1 The Via Solution.** No exchange of or license to intellectual property rights is contemplated hereunder. For the avoidance of doubt, as between Customer and Service Provider hereunder, all Intellectual Property Rights ("IPRs" as defined in Section 15) in and to the Via Solution and all of their derivative works and improvements are owned by, and are proprietary to Via. No right, title or interest in or to the Via Solution or any portion thereof is or shall be granted or transferred to Customer under this Agreement, whether by license or otherwise; and Customer acknowledges and agrees that it shall have no right to use, reproduce, distribute, sublicense, modify or otherwise provide to third parties, the Via Solution, in whole or in part.

**3.2 Rider Data.** As between Customer and Service Provider, all IPR in and to Rider Data are owned by Service Provider. Service Provider shall be responsible for displaying a privacy policy to Riders. Service Provider shall provide data reporting to Customer as set forth in the Order.

**3.3 Rights to Marks.** As between them hereunder, each Party is and shall continue to have exclusive right, title, and interest to all IPR in and to their respective Marks. To the extent the Parties have agreed that one Party requires the use of the other Party's Marks in connection with performance under an Order, such Order shall be deemed to contain a grant of license (or sublicense, as applicable) to such Party's Marks sufficient to allow full performance under such Order. In addition, Service Provider shall have the right to use Customer's Marks in accordance with Section 12. In the event that Customer uses Via's Marks in a way that causes material reputational harm to Via's brand, Via reserves the right to withdraw Customer's use of the Via Marks from the Service. Service Provider agrees that it shall not, at any time during or after the term of this Agreement, directly or indirectly, take any action to contest the validity of the Customer's Marks or otherwise interfere with Customer's rights thereto or the goodwill represented thereby.

**3.4 Independent Activities.** The Customer acknowledges that Service Provider is in the business of performing services similar to the Services for third parties and that, subject to its confidentiality obligations hereunder, nothing herein prevents Service Provider from continuing to engage in the performance of such services and related independent activities.

### **4. FEES, TAXES, EXPENSES AND PAYMENTS.**

The fees for Services purchased (the "Fees") together with the schedule of payments and any additional payment information are listed in each applicable Order. Unless otherwise stated in the Order, all Fees will be payable by Customer within fifteen (15) days of receipt of invoice. Customer's obligation to pay under any one Order is not contingent on Customer entering into, or Service Provider performing under, any other Order now or in the future. Fees do not include expenses Service Provider may incur for Customer's direct benefit, which will be incurred in accordance with Customer's applicable expense-reimbursement policies, if so requested. If Service Provider does not receive timely payment, Service Provider may charge the maximum monthly interest allowed by law or one percent, whichever is greater, suspend Service Provider's performance and seek cost of collection, including reasonable attorneys' fees. If Customer disputes invoiced amounts, Customer must submit disputes to Service Provider in writing within ten (10) business days of the date the invoice originally was due, otherwise it will be final and non-refundable. In the event of overpayment of Fees by Customer to Service Provider, Service Provider shall promptly refund to Customer the full amount of any erroneous payment or overpayment. Such refunds shall occur within thirty

(30) days of written notice from Customer to Service Provider. Unless expressly provided by the terms of this Agreement or otherwise stated in any one Order, Service Provider shall not include or impose any additional charges or Fees.

Customer, a political subdivision of the State of Nebraska, is tax exempt, and no invoice shall include any federal, state, sales, service, excise taxes, or any other taxes of any nature imposed on transactions between the Service Provider and Customer under this Agreement. Customer agrees to provide Service Provider with a valid tax exemption certificate; and Service Provider agrees to accept such valid tax exemption certificate from Customer.

## **5. TERM AND TERMINATION.**

**5.1 Term; Duration of Right to Place Orders.** The Customer's right to enter into Orders under these Terms and Conditions commences on the Effective Date and continues, unless earlier terminated pursuant to this Section 5, for so long as at least one Order remains continuously in effect (the "**Term**").

### **5.2 Termination.**

**(a)** Termination for Default. Either Party may terminate this Agreement, if a Party defaults in the performance of any of material provision or obligation of this Agreement. If an obligation under this Agreement or an Order is materially breached, the non-breaching Party may provide written notice specifying the nature of the breach and the breaching party will have thirty (30) days from receipt of notice to cure. If not so cured, the non-breaching Party may terminate the applicable Order or Orders affected by the breach by providing a second written notice of immediate termination. In addition, all Orders, including all Services under them, shall terminate automatically and immediately upon either Party's insolvency or any attempt by either Party to obtain protection from creditors or wind down operations, unless otherwise agreed by the opposing Party in a written notice.

**(b)** If an Order is terminated by either Party or expires pursuant to its terms, then Customer must pay any outstanding amounts due to Service Provider, and all copies and embodiments of Service Provider's Confidential Information (including the Via Solution) must be returned. Unless an Agreement is terminated by Customer under this Section 5 as a result of Service Provider's uncured material breach, no expiration or termination of this Agreement will affect Customer's obligation to pay for Service Provider's non-cancelable obligations to third parties on behalf of or benefitting Customer, , all of which will remain due and payable by Customer in accordance with the terms of the applicable Order. The notification by either party of its intent to terminate this Agreement and/or any Orders does not relieve either party of any obligations that have accrued on or before the date on which termination becomes effective.

**(c)** Termination for Convenience. This Agreement may be terminated, in whole or in part, by Customer for any reason Customer determines, in its sole and absolute discretion, that such termination is in its best interests. Termination of this Agreement or any Order shall be affected by delivery to Service Provider a written notice at least sixty (60) days prior to the termination effective date, specifying the extent to which performance of services under such termination become effective. Service Provider shall be compensated for Services rendered prior to the effective date of termination, and any applicable cessation fees. Customer shall not be liable for Services rendered or Order(s), whether completed in whole or in part, after the effective date of termination. Service Provider shall be compensated for Services provided, but in no case shall total payment made to Service Provider exceed the original Agreement and Order(s) price or shall any price increase be allowed on individual line items, if cancelled only in part to the end of the Term of this Agreement.

## **6. CONFIDENTIALITY AND DATA SECURITY.**

### **6.1 Confidentiality.**

**(a) Non-Disclosure Obligations.** Confidential Information may be provided or disclosed by one party (the "**Disclosing Party**") orally, in writing or in graphical, machine-readable or other form to the other party (the "**Receiving Party**"). The Receiving Party shall hold the Confidential Information in confidence and shall not make any use or disclosure of the Confidential Information to any individual or entity during the Term and thereafter without the express written consent of the Disclosing Party in each instance, except to the extent that those of the Receiving Party's employees, service providers, legal and financial advisors, and individual independent contractors who are bound to substantially similar obligations of confidentiality as set forth herein and have a need to know the Confidential Information so disclosed. The

Receiving Party shall handle all Confidential Information received with the same degree of care as it uses to maintain the confidentiality of its own confidential information, which shall in no event be less than reasonable care. As between the Parties, all Confidential Information shall remain the sole and exclusive property of the Disclosing Party and other than the licenses expressly granted in this Agreement or another agreement between the Parties, no disclosure or permitted use of the Confidential Information under this Agreement shall be construed as the grant of any right, title or interest, by license or otherwise, in or to the Confidential Information. The remedy at law for breach or threatened breach of this Section 6.1 shall be inadequate, and in addition to any other remedy available, the non-breaching party shall be entitled to seek injunctive relief. In the event that Customer receives a request for Service Provider's Confidential Information, including this Agreement and the terms and conditions contained herein, under the Freedom of Information Act ("FOIA"), the Nebraska Public Records Act, or any similar law, a court, civil litigation or similar processes, Customer agrees to provide Service Provider timely notice of such a request, if permitted by law, and to assist Service Provider in seeking to protect its Confidential Information under any applicable exemption for trade secrets, to the extent possible under Applicable Law.

**(b) Exclusions.** The Receiving Party shall have no obligation under Section 6.1 with respect to any Confidential Information disclosed to it which: (i) the Receiving Party can demonstrate was already known to it at the time of its receipt hereunder; (ii) is or becomes generally available to the public other than by means of breach of these Terms and Conditions or any other agreement any party may have with the Disclosing Party; (iii) is independently obtained from a third party (other than any authorized recipient) whose disclosure to the Receiving Party does not violate a duty of confidentiality and does not require further restrictions on such disclosure; or (iv) is independently developed by or on behalf of the Receiving Party without use of, reference to or reliance on any Confidential Information of the Disclosing Party, and such independent development can be reasonably evidenced by the Receiving Party. In addition, the Receiving Party may make disclosure of Confidential Information in a judicial, legislative, or administrative investigation or proceeding or to a government or other regulatory agency; provided that, to the extent permitted by, and practicable under, the circumstances, the Receiving Party shall provide to Disclosing Party prior written notice of the intended disclosure to enable the Disclosing Party the reasonable opportunity to contest or limit such disclosure or, if prior written notice is not permitted or practicable under the circumstances, prompt notice of such disclosure.

## **7. INDEMNIFICATION AND RELATED OBLIGATIONS.**

Service Provider will indemnify, defend and hold Customer harmless from amounts Customer owes to third parties as the result of (a) Service Provider's negligent provision of the Services, or (b) either a ruling by a court of competent jurisdiction or a reasonable settlement entered into by Service Provider that holds that the Via Solution provided to Customer under an Order or any component part thereof infringes or violates a third party's IPRs, other than in respect of patent infringements asserted by non-practicing entities or their affiliates. If the Via Solution or other technology element are found to be infringing, or if at any time Service Provider reasonably believes that the Via Solution may be subject to a claim of infringement, then Service Provider may choose to: (a) modify the applicable portions of the Via Solution to be non-infringing; (b) obtain a license for Customer to continue using the infringing portions of the Via Solution; or (c) if neither of the foregoing is commercially practicable, terminate the applicable Order and refund a pro-rata portion of any pre-paid fees Customer paid for the Via Solution. Service Provider's indemnity obligations shall not apply to: (i) Customer's use of the Via Solution outside the scope of their documentation; (ii) all software, data, data feeds, or other content directly licensed by Customer from third parties or any other materials not provided by Service Provider; (iii) any infringement not reported by Customer in accordance with these Terms and Conditions (but only to the extent Service Provider is actually prejudiced by Customer's delay or failure to report); or (iv) any modifications to the Via Solution made by any party (other than Service Provider or Service Provider's subcontractors or by Customer acting at Service Provider's express direction). This Section 7 sets forth Customer's only remedy and Service Provider's only liability with respect to infringement or other violations of intellectual property rights.

The Customer will indemnify, defend and hold Service Provider harmless from all Losses arising out of or relating to any third party claim regarding Customer's use of the Services, other than the indemnification obligations set forth in Section 7(a) above. The Customer's indemnity obligations shall not apply to claims resulting from Via's negligence or willful misconduct.

## **8. WARRANTIES; LIMITATION OF LIABILITY; INSURANCE.**

**8.1 Warranties.** Service Provider warrants that: (a) from the Effective Date until the expiry of the Term

or termination of this Agreement, the Services will comply in all material respects with this Agreement and with the relevant Order or SOW; (b) the Services will be carried out in a competent and professional manner. In the event the Services fail to perform as warranted in this Section 8.1, Service Provider shall use commercially reasonable efforts to promptly correct any such failure of the Services.

**8.2 Disclaimers.** WITHOUT PREJUDICE TO SECTION 8.1 AND TO THE MAXIMUM EXTENT PERMITTED BY LAW: (a) EACH PARTY EXPRESSLY DISCLAIMS ALL WARRANTIES, WHETHER EXPRESS, IMPLIED, OR STATUTORY (INCLUDING WARRANTIES OF MERCHANTABILITY, FITNESS FOR PURPOSE AND NON-INFRINGEMENT); AND (b) SERVICE PROVIDER DOES NOT WARRANT THAT THE VIA SOLUTION MEETS CUSTOMER'S REQUIREMENTS, OPERATES WITHOUT INTERRUPTION, OR IS ERROR FREE. Notwithstanding anything to the contrary express or implied in this Section 8, Section 7 or elsewhere in this Agreement, Service Provider shall have no liability to Customer or any Rider (including no duty to defend, indemnify or hold Customer harmless) for any Customer Incident where "**Customer Incident**" means any accident, incident or other situation involving any Rider (unless such Customer Incident is the result of Service Provider's negligence or willful misconduct), or any accidents, hazards, or dangers that exist on Customer's property.

**8.3 Limits on and Exclusions from Liability.** NEITHER PARTY WILL BE LIABLE FOR ANY INDIRECT, INCIDENTAL, SPECIAL, CONSEQUENTIAL, RELIANCE, OR PUNITIVE DAMAGES OR LOST OR IMPUTED PROFITS OR LOST DATA EVEN IF ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. OTHER THAN WITH RESPECT TO FEES PAID OR PAYABLE BY CUSTOMER EACH PARTY'S TOTAL LIABILITY FOR ALL CLAIMS ARISING IN CONNECTION WITH ALL AGREEMENTS WILL BE LIMITED TO DIRECT DAMAGES IN AN AMOUNT EQUIVALENT TO THE FEES PAID OR PAYABLE TO SERVICE PROVIDER WITH RESPECT TO THE SERVICES PROVIDED HEREUNDER. Customer must bring all claims and causes of action within six (6) months of their being discovered or one (1) year after expiration or termination of the Order out of which the claim arises, whichever occurs first. The limitations and exclusions in this Section 8.3 apply to all claims or causes of action under whatever theory brought and regardless of whether a party was advised of the possibility of the claim.

**8.4 Insurance.** Service Provider shall obtain at its sole expense and maintain in continuous effect during the entirety of the Term of this Agreement, with financially sound and reputable insurers having A.M. Best ratings of at least B (III) or better, policies of insurance customary for the delivery of technology and services similar to the Services including commercial general liability, auto liability, professional liability, and workers compensation., at minimum the following insurance coverages, limits, and endorsements:

- a. Commercial General and Professional Liability: Shall include Personal Injury Liability, Independent Contractor's Liability, Contractual Liability, and Completed Operations Liability endorsements with minimum limits of \$5,000,000 per occurrence, and \$10,000,000 aggregate;
- b. Automobile Liability: Combined bodily injury and property damage limit of \$5,000,000 per occurrence, and \$10,000,000 aggregate; and
- c. Workers' Compensation and Employer's Liability: To include State of Nebraska statutory limits with a minimum of \$500,000 of Employer's Liability.

8.5. All such insurance shall be primary and not contributing with any insurance coverage maintained by Customer. Customer will receive advance written notice in the event of a cancellation or material change in any Service Provider insurance policy hereunder. Where permissible, (e.g., policies other than professional liability), Service Provider will name Customer as an additional insured.

**8.6 Certificate of Insurances.** Service Provider agrees to provide Customer with all required annual insurance policy certificates of insurance evidencing that all coverages, limits and endorsements as required in Section 8.4 within thirty (30) calendar days of the Effective Date of this Agreement. Thereafter, Service Provider shall annually submit certificates of insurance to Customer at the beginning of, and for each subsequent required annual insurance policy renewal period during the Term of this Agreement. In the event that Service Provider receives a non-renewal or cancellation notice from any policy insurer affording coverage required herein, or received notice that coverage no longer complies with the coverages, limits and endorsements required under the Terms and Conditions herein, Service Provider agrees to notify Customer within five (5) business days and provide a copy of the insurer's non-renewal or cancellation notice, or written specifics as to which policy coverage, limits and endorsements are no longer in compliance with the provisions of this Section of the Agreement.

## 9. REGULATORY COMPLIANCE.

**9.1 Service Provider's Obligations.** Service Provider shall at all times carry out and provide the Services in compliance with all Applicable Laws. For any change in the Services required by a change in Applicable Laws, Service Provider shall mitigate the adverse effects of such change including minimization of increase in costs of the Services arising therefrom. Without prejudice to the rest of this Section 9, Service Provider shall use commercially reasonable efforts to minimize any disruption caused by any changes in Applicable Laws introduced pursuant to this Section 9. The Customer acknowledges and agrees that the Services hereunder do not include, and neither party intends that they be construed as including, any legal, financial, tax or compliance advisory services with respect to the Transportation Laws.

**9.2 Customer's Obligations.** The Customer shall comply with all Applicable Laws. Customer shall monitor and identify changes in Applicable Laws (in any jurisdictions in which Service Provider provides the Services on Customer's behalf) which would impact the use of the Services by the end-users and: (a) make such modifications to its internal processes and operations as it deems necessary to remain compliant with such change in Applicable Laws; and (b) promptly notify Service Provider thereof so that the Customer Manager and Service Provider Manager may discuss any changes to the Services required for on-going compliance.

**9.3 Export Laws.** The Parties do not intend to import or export products to one another or any third party under any Agreement. Neither party shall export or re-export the Via Solution to countries subject to U.S. government embargo (as designated by the Office of Foreign Asset Control of the Treasury Department) and persons listed on the prohibited persons list maintained by the Bureau of Industry and Security of the Department of Commerce.

**9.4 Anti-Bribery Laws.** The Parties shall comply with all applicable anti-bribery Applicable Laws in connection with their respective performance under this Agreement.

**9.5 Consents; Permits.** Service Provider shall obtain and maintain all governmental registrations, licenses, permits, approvals and certifications required by Applicable Laws for the performance of the Services hereunder and shall pay all governmental fees associated therewith. Customer, a body corporate and politic, and a governmental subdivision of the State of Nebraska, has the authority to perform its public and essential governmental functions in the exercise of powers conferred upon it by under Nebraska Revised Statutes, §§ 14-1801 to 14-1826, known and cited as the Transit Authority Law; and Nebraska Revised Statutes §§ 18-801 to 18-825, known and cited as the Regional Metropolitan Transit Authority Act, in connection with this Agreement (including each Order), as necessary to operate the transport network... Customer also shall obtain from its third party vendors, licensors, supply-chain partners, clients, customers, distributors or similar parties, any authorization or consent necessary for Service Provider to access or utilize the goods, services (including software or other proprietary materials), property or facilities of such parties if necessary for Service Provider's performance of the Services.

## **10. ASSIGNMENT.**

Customer may not assign or transfer these Terms and Conditions and/or any Order(s) unless Customer makes a request in writing in advance and Service Provider consents in writing. Service Provider may require Customer and the proposed assignee/transferee to agree to additional terms or pay additional fees. Any change of control of Customer shall be deemed to constitute a prohibited assignment for the purposes hereof.

## **11. DISPUTE RESOLUTION; GOVERNING LAW.**

The laws of the State of Nebraska will govern this Agreement without regard to the principles of conflicts of laws. Except for either Party's right, in connection with any matter involving any Agreement, to seek equitable or declaratory relief in any court of competent jurisdiction, all disputes not resolved informally by the Parties shall be submitted for arbitration before a panel of three (3) arbitrators selected one each by the Parties and one by the American Arbitration Association (the "AAA"), at least one of whom shall be an expert in the field of cloud-deployed software solutions. The arbitration shall be conducted in accordance with the provisions contained herein and in accordance with the Commercial Arbitration Rules of the AAA in effect at the time of the arbitration. A written notice of intent to arbitrate shall be provided by one Party to the other Party within a reasonable time after the dispute has arisen, and in no event shall such notice be provided after the date when institution of legal or equitable proceedings based on such dispute would be barred by the applicable statute of limitations. All arbitration shall be administered by the AAA and shall take place in Omaha, Nebraska, unless otherwise agreed to by the Parties. All aspects of the arbitration including the result shall be treated as confidential and shall not be disclosed. The award of the

arbitrators shall be binding and judgment upon the award rendered by the arbitrators may be entered in any court having jurisdiction; provided, however, that the arbitrators shall not have the power to award: (a) punitive damages; or (b) damages in excess of the limitations set forth in Section 8 hereof.

## **12. MISCELLANEOUS.**

These Terms and Conditions and each Order may be signed in separate counterparts deemed to be one instrument. The Parties agree and acknowledge that signatures transmitted electronically, whether sent via facsimile or as attached files to electronic mail messages (e.g., in .pdf format), shall be acceptable to bind the parties. All notices must be sent by certified mail or overnight courier to the address specified for each Party and deemed given three (3) business days after sending. The prevailing Party in any dispute is entitled to the recovery of reasonable legal fees and expenses. Failures in performance beyond a Party's reasonable control are excused. Unenforceable provisions will be reformed to permit enforceability with maximum effect to the original intent. Waiver of a breach is not waiver of other or later breaches. Nothing in this Agreement is intended to create an agency, partnership, joint venture, or franchise between the Parties and except as may be expressly stated in an Order, neither Party has the authority to act in the name or on behalf of or otherwise to bind the other. In performing its obligations under this Agreement, each Party is acting as an independent contractor of the other and is solely responsible for the supervision, daily direction, and control of its own employees and for the payment of their salaries and benefits and related compensation. Service Provider may issue a press release or make other public announcements concerning these Terms and Conditions and/or Orders with advance notice to Customer, and may use Customer's Marks in its marketing materials and on its website in a manner consistent with Customer's communications policies (to the extent made available to Service Provider) but in all events reasonably. Customer shall, upon Service Provider's request, use commercially reasonable efforts to provide comments with respect to the collaboration hereunder that Service Provider can quote in its press release. Except as expressly set forth herein, there are no other third-party beneficiaries of this Agreement.

## **13. ENTIRE AGREEMENT AND SURVIVAL.**

These Terms and Conditions and each Order (including any SOW) are the entire Agreement between the parties with respect to the Via Solution and Services under them and supersede all previous or contemporaneous written and verbal agreements or proposals relating to the same subject matter, and cannot be modified except by written agreement referencing the specific provisions modified. Conflicts between these Terms and Conditions and an Order (including any SOW) with respect to amounts or timing of payments will be resolved in favor of the Order. All other conflicts will be resolved in favor of these Terms and Conditions, including in the event of a conflict with Customer's general conditions. If Customer's procurement processes require use of an internal purchase order neither it nor its terms shall supersede, replace, or amend this Agreement. Sections 3, 5.1, 6 and 8.2 each shall each survive expiration or termination of this Agreement.

## **14. FUNDING REQUIREMENTS**

In the event that any funding source for this Agreement should additional requirements upon Customer for the use of those funds, the Service Provider agrees to abide by those additional requirements immediately upon receipt of written notice thereof from Customer.

## **15. ORDER OF PRECEDENCE**

In the event of a conflict between the documents set forth below, the order of precedence shall be as follows:

1. This Agreement;
2. Order(s);
3. Service Provider's Proposal Response To: Customer's Request for Proposals, and
4. Customer's Request for Proposals,

## **16. DEFINITIONS**

“AAA” is defined in Section 11.

“Additional Services” is defined in Section 2.1(b).

“Affiliate” means, with respect to any specified entity, any entity that directly or indirectly, through one or more intermediaries, controls, is controlled by, or is under common control with, the entity specified.

“Agreement” is defined in the preamble.

“Applicable Law” means (i) any statute, statutory instrument or any other legislative instrument having the force of law; and (ii) any applicable judgment of a relevant court of law which is a binding precedent, in each case in force at any time during the Term.

“Confidential Information” means information, data or materials in either tangible or intangible form that are trade secrets of, or proprietary and confidential to the Disclosing Party or its clients or business partners, including as may be so designated by statute, regulation or common law including by the form of the Uniform Trade Secrets Act and privacy laws adopted under applicable law, or which are marked as “Confidential” or which, by their nature and the context of their disclosure, should reasonably be known to be confidential.

“Control” means, with respect to any entity, the possession, directly or indirectly, of the power to direct or cause the direction of the management and policies of such entity, whether through the ownership of voting securities (or other ownership interest), by contract or otherwise.

“Customer Incident” is defined in Section 8.2.

“Disclosing Party” is defined in Section 6.1(a).

“Export Laws” means the Export Administration Regulations, 15 C.F.R. §§730-774, the International Traffic in Arms Regulations, 22 C.F.R. Parts 120-130, and sanctions programs implemented by the Office of Foreign Assets Control of the U.S. Department of the Treasury and all similar laws or regulations in each applicable jurisdiction and any amendments or replacements therefor.

“Fees” is defined in Section 4.

“IPR” or Intellectual Property Rights (“IPR”) means rights in and in relation to Confidential Information, all right, title and interest in and including all registered designs, design rights, copyright rights and neighboring rights (including rights in elements of layout or design), database rights, algorithms, utility models, patent rights (including rights under all patent applications, patents, letters patent, supplementary patent certificates, inventor’s certificates, continued prosecution applications, reissues, continuations, continuations-in-part, divisions, substitutes, extensions, requests for continued

examination, and other similar filings or stages thereof), rights in and in relation to inventions (whether or not patentable), domain names, trade marks, service marks, trade and business names, logos and trademark rights, as well as all proprietary rights (including trade secrets), Know How, and moral rights (including the rights of authorship and attribution and subsequent modification), all rights or forms of protection having an equivalent or similar nature anywhere in the world, whether enforceable, registered, unregistered or registrable (including, where applicable, all applications for registration) and whether or not evidenced by certificates, applications or registrations therefor, and whether granted provisionally or permanently, or upon initial issuance or upon reissue, re-examination, division, extension, in continuation, or in continuation-in-part, and at all times further including all goodwill associated with all such rights.

“Know How” means all unpatented, secret, substantial and identified know how, expertise, technical, operational or other information including all related ideas, concepts, methods, inventions, discoveries, data, formulae, processes, methods, techniques and specifications.

“Losses” means all losses, damages, liabilities, deficiencies, claims, actions, judgments, settlements, interest, awards, penalties, fines, costs or expenses of whatever kind, including reasonable attorneys’ fees and the cost of enforcing any right to indemnification hereunder and the cost of pursuing any insurance providers.

“Marks” means any word, name, symbol, logo, font, or device or any combination thereof, used to identify and distinguish goods or services from another source, including trademarks (both registered and unregistered), domain names and trade dress.

“Order” is defined in Section 1.2.

“Riders” means actual or prospective riders of the Customer’s transportation network.

“Rider Data” means all data that is input by or on behalf of Riders into the Via Solution. Portions of the Rider Data may include personally identifiable information.

“Receiving Party” is defined in Section 6.1(a).

“Services” is defined in Section 1.1.

“Term” is defined in Section 5.1.

“Transportation Laws” means any applicable law to which operators and owners of vehicles, employer of vehicle operators, and transportation service providers are required to adhere.

“Via Solution” is defined in Section 1.1.

**SIGNATURES OF THE PARTIES APPEAR ON THE IMMEDIATELY FOLLOWING PAGE.**



**SIGNATURE PAGE TO MASTER TERMS AND CONDITIONS FOR TRANSIT AS A SERVICE**

**IN WITNESS WHEREOF**, the parties to these Master Terms and Conditions for Transit as a Service have caused them to be duly executed by their respective duly authorized representatives.

<p><b>SERVICE PROVIDER: RIVER NORTH TRANSIT, LLC</b></p> <p>_____</p> <p align="center">AUTHORIZED SIGNATURE</p> <p>_____</p> <p align="center">PRINTED NAME</p> <p>_____</p> <p align="center">TITLE</p> <p>_____</p> <p align="center">DATE SIGNED</p>	<p><b>CUSTOMER: REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA, DBA METRO</b></p> <p>_____</p> <p align="center">AUTHORIZED SIGNATURE</p> <p>_____</p> <p align="center">LAUREN A. CENCIC</p> <p>_____</p> <p align="center">CHIEF EXECUTIVE OFFICER</p> <p>_____</p> <p align="center">DATE SIGNED</p>
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<b>CUSTOMER LEGAL NAME</b>	<b>REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA, DBA METRO</b>
<b>CUSTOMER PRINCIPAL BUSINESS ADDRESS</b>	2222 Cuming Street, Omaha, NE 68102
<b>CUSTOMER STATE OF INCORPORATION</b>	Nebraska
<b>CUSTOMER CONTACT INFORMATION FOR NOTICES</b>	Lauren A. Cencic, Chief Executive Officer

**Resolution:** **2025-06 Request Approval to Award Work Order 3 - North Omaha Transit Center (NOTC) Pavement Replacement Design Project as a Part of the A&E IDIQ Contract with SRF**

**Explanation:** Metro has an existing Architectural and Engineering (A&E) Indefinite Delivery Indefinite Quantity (IDIQ) contract with SRF. The A&E Contract with SRF is split into multiple work orders. These Work Orders are based on each individual project and are negotiated based on the scope of work of the project. Work Order 3 – NOTC Pavement Replacement Project includes the design and construction administration of the removal and 11” concrete replacement of both drive lanes, removal and replacement of the ADA landing areas at the bus bays, and expanding the employee parking tray by one parking stall.

The existing pavement in the drive lanes was installed in 2013. With the wear and tear of the bus traffic, the pavement has been deteriorating over the last few years. Metro’s staff has been patching the cracks and holes as needed but they are not holding up anymore. The truncated domes at the ADA loading zones continuously pop up because the bolts no longer have a solid pavement structure underneath to attach to. This causes safety hazards for everyone using the Transit Center. The operators use an existing parking tray along the south side of the Transit Center because they change shifts with other operators at this location. The current tray needs to be expanded to allow for more vehicles. The property line is such that only one additional parking stall can be added.

Work Order 3 includes two design submittals including cost estimates, 100% construction documents, project manual, survey, and geotechnical services, bidding assistance, and construction administration/observation.

Metro negotiated Work Order 3 with SRF in five steps. The first step was the negotiation of the scope of work which was approved by Metro and SRF to include the design and construction administration of the items listed above. The second step was the negotiation of the fixed fee percentage based on size and type of project. The third step involved verifying that the assigned hourly rates per team member were in the range of industry standards. The fourth step was the negotiation of hours required to complete the Work Order. Metro and SRF agreed on 1,785 hours. The negotiated hours were 4.5% lower than the Independent Cost Estimate developed by Metro. The final step was assigning costs to the direct costs (ODCs). After negotiations Metro and SRF agreed to a total fee of \$265,517.81. The negotiated fee amount was 3.4% lower than the Independent Cost Estimate developed by Metro.

Staff is requesting Board authority to enter into Work Order 3 – North Omaha Transit Center (NOTC) Pavement Replacement Project as a part of the A&E IDIQ Contract with SRF for the amount of \$265,517.81

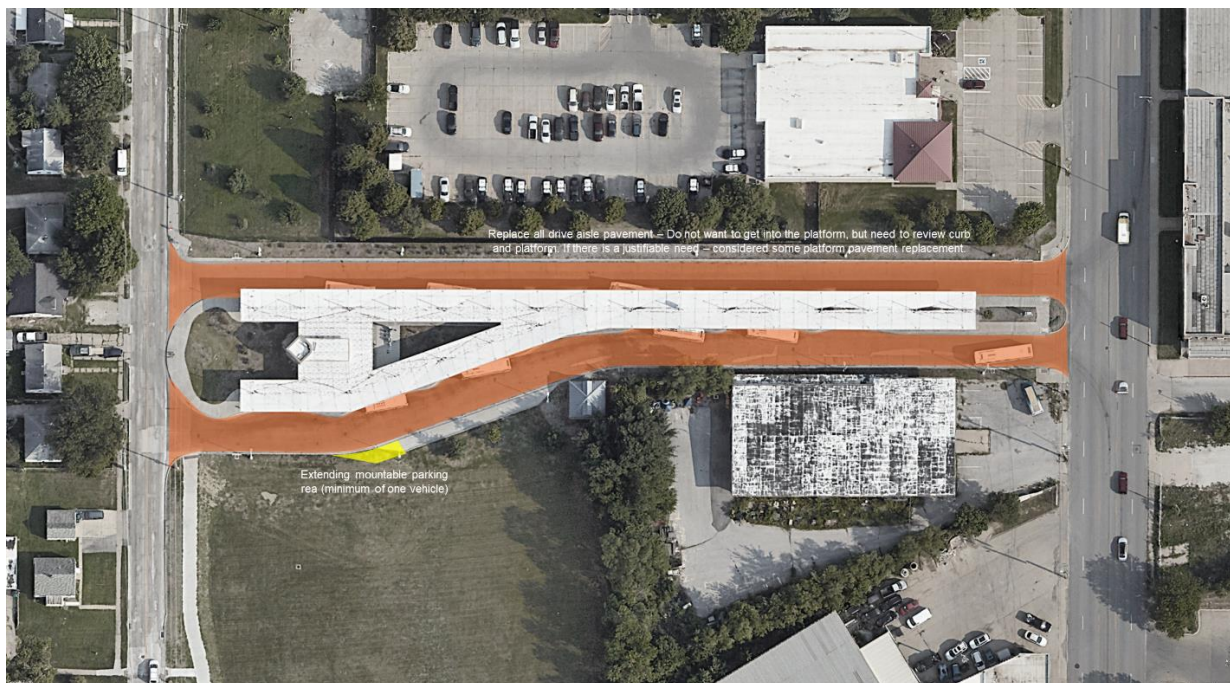
This item was forwarded to the Procurement Committee, prior to the Board meeting for their review.

## WO #3 – North Omaha Pavement Replacement Scope of Work

### Project Overview

The purpose of North Omaha Transit Center (NOTC) pavement replacement project is to maintain convenient and safe access to/from the NOTC for pedestrians, bicyclists and buses. Work to be completed includes removal and replacement of the drive aisle pavement on the north and south sides of the transit center platform, including vehicle parking bays. In addition to replacing drive aisle pavement, work will include extending the employee vehicle parking area on the south side of the transit center by a minimum of one vehicle. The limits of the project area are shown in Figure 1.

Figure 1. Project Limits



### Project Team and Role

Below is a list of the team members and the corresponding roles on this work order (Work Order #3):

*SRF Consulting – Prime Consultant*

- Project Management.
- Quality control.
- Scheduling and cost estimating.
- Pavement design, drainage design, and landscaping design.
- Bidding and construction administration.

#### *Wells Resource, LLC - Subconsultant*

- Permitting (if needed).
- Support for pavement design.
- Assist with cost estimating and bidding.
- Support construction administration.

#### *RW Engineering*

- Survey/Construction staking.

#### *Thiele Geotechnical*

- Geotechnical engineering.
- Testing and site inspection.

## **Project Management & Work Tasks**

SRF has engaged their subconsultants and received cost proposals to complete work as described in Project Overview. Tasks identified in the initial Work Orders include:

### **Task 1: Project Initiation Activities**

Work tasks include:

- Work Order direction and coordination with Metro.
- Assemble background plans and documentation.
- Site visits to document existing conditions.
- Obtain all necessary subconsultant fee proposals.
- Submit Final Work Order #3 Proposal to Metro for approval.

### **Task 2: Work Order #5 Project Management**

Tasks to be completed by the consultant team are:

- Receive a fully executed approved Work Order #3 from Metro. Execute Subconsultant Agreements with team members for approved work. Meeting #1 – Convene a single kick-off meeting with Metro Transit and team members to update the scope of each project relative to final scoping phase findings.
- Coordinate exchange of drawing files, survey data and geotechnical data.
- Bi-weekly all-projects check-ins.

### **Task 3: Survey**

#### **Topographic Site Survey**

- Full topographic survey of the project limits shown in the attached figure.
- Management of the survey elements of the project.
- Topography shall be referenced to Douglas/Sarpy County LDP horizontal coordinates and to NAVD88 vertical datum.

- Topography shall be affixed to at least two (2) stable control points and shall be shown on the survey.
- Spot elevations shall be shown where abrupt changes in grade occur, where grades are extremely flat, at all corners of pavement and structures, at the top and bottom of all sets of steps, retaining walls, building entries, etc., at reasonable intervals along the top and bottom of curbs and curved pavement.
- Denote all site features such as, but not limited to, buildings, walks, curbs, manholes, drainage structures, water valves, trees, shrubs, stairs, signs, utility poles, building doors, etc. that fall within the project area.
- Survey will include trees over 9 inches in diameter (identify diameter 2 feet above grade). Show locations of individual tree(s) less than 9 inches in diameter if tree(s) are not part of a grouping of trees.
- Show sizes, materials, rim and inverts of below ground utilities with utility identification by method of observed evidence together with evidence from plans obtained from as-builts, utility companies, and field markings by utility companies (Nebraska 811).
- All manhole information will be observed from the surface. Measurements will be taken via twenty-five (25) foot leveling rod or laser distance meter.
- Process field data and prepare a topographic survey drawing.
- Topographic survey shall be provided in AutoCAD Civil 3D 2022 format.
- Provide the date the survey was prepared, the name, registration number and signature of the person who prepared the survey or supervised its preparation. Denote all site features such as, but not limited to, walks, curbs, manholes, drainage structures, water valves, gas valves, trees, shrubs, stairs, signs, etc.
- Contact Nebraska 811 for a utility locate on the subject property.

### **Construction Staking Scope**

- RW to stake two rows of stakes offset from the new back of curb or a single line of stakes for the centerline of paving for the purpose of replacing the existing pavement.
- Project Management and QA/QC of proposed locations and staked positions.
- Maximum number of trips for survey construction staking is two (2).

### **Assumptions**

Scope of Work and Fee is assuming the following conditions.

- RW will be limited to the utilities that can be located by observable evidence, provided on as-built plans and Nebraska 811 field location.

### **Task 3: Pavement Design**

The design team will complete the following tasks:

- **Prepare 60% Design Plans:** Based on the conceptual site plan layout and comments received from the Client, the team will prepare drawings that illustrate the proposed concept associated with replacing drive aisle pavement through NOTC. Included in the plan set are:

- Title sheet
- General layout
- Standard plates
- Construction and soils notes
- Standard plan sheets
- Typical sections
- Staging and traffic control plans
- Alignment plans and tabulations
- Topography and existing utility plans
- Removal plans
- Construction plans
- Intersection details (format only)
- Profiles
- Erosion control and turf establishment plans
- Cross sections
- 60% Cost estimate.
- Develop 60% project manual including technical specifications and front-end documents.
- Perform Quality Control review of 60% documents prior to submittal.
- Revise 60% documents to incorporate QC comments
- Meeting with Metro Project Manager (meeting #2 and #3) to review results of Preliminary Design and Cost Estimate of proposed work. Complete review and obtain authorization to proceed to Design Development of the project.
- One (1) meeting with City of Omaha Public Works, Planning and Urban Design Committee.
- **Prepare 100% construction documents and specifications:** Incorporate comments from 60% submittal, refine plans and specifications, and distribute 100% Construction Document set to Metro Project Manager for review and comments.
- The following will be included in the plan set:
  - Title sheet
  - General layout
  - Standard plates
  - Construction and soils notes
  - Standard plan sheets
  - Typical sections
  - Staging and traffic control plans
  - Alignment plans and tabulations
  - Topography and existing utility plans
  - Removal plans

- Construction plans
- Intersection details
- Profiles
- Jointing plans
- Drainage plans
- Miscellaneous details
- Temporary erosion and sediment control plans
- Permanent turf establishment plan
- Signing and striping plans
- Cross section matchline layout plan
- Cross sections
- To be completed in the work are:
  - Incorporate 100% comments and complete 100% Final Plans for civil and landscape architecture work.
  - Prepare permit applications and agency review documents as necessary for project implementation.
  - Completion of Project Manual, including specifications and front-end documents as Bid-Ready documents.
  - Perform Quality Control review of 100% documents prior to submittal.
  - Revise 100% documents to incorporate QC comments
  - Completion of Final Cost Estimate.
- Meeting (Meeting #4 and #5 - included in the cost estimate) with Metro Project Managers to review Design submittals and Cost Estimate of proposed work. Complete review and obtain authorization to proceed to bidding.

#### **Assumptions**

- Design work will be completed in the AutoCAD drafting platform.
- Assumes replacement of the existing roadway in the same horizontal and vertical locations.
- No sanitary sewer or watermain improvements are anticipated.
- No stormwater management will be required as there will be no increase in impervious surface.
- Geotechnical exploration and report will be performed by a subconsultant.
- Landscape plantings are not anticipated for the project.
- Lighting improvements are not anticipated for the project.

#### **Task 4: Geotechnical**

Tasks to be completed as part of the work are separated into geotechnical exploration of the project area and material testing. Geotechnical exploration will consist of test borings to obtain geologic information and samples of the site soils, laboratory tests to determine the relevant engineering

properties of the various soil strata, and a report of geotechnical engineering recommendations. Within the task, Thiele Geotech will complete the following:

- Borings – Conduct two 10-foot boring on each of the north and south side drive aisles between North 30<sup>th</sup> Street and North 31<sup>st</sup> Avenue. North and south side locations will be offset to better distribute the information. The borings will be sampled at intervals of 5 feet or less and a descriptive log of the test borings will be prepared. All borings will be backfilled with auger cuttings and pavements will be patched with like material.
- Prior to drill rig mobilization, Thiele Geotech will call 811 Nebraska One Call to locate public utilities at the project site. Any private utilities not located by 811 should be located by others. Thiele Geotech will set out traffic cones when performing the soil borings.

Material testing tasks will include:

- Observation of site stripping and proof-rolling
- Compaction tests on structural fill and backfill
- Compaction tests on pavement subgrades
- Test concrete materials and make cylinders
- Appurtenant laboratory tests on soil and concrete
- Engineering consultation, reports, and project management

Test procedures and requirements will be as set forth in the plans and specifications. The frequency and locations of tests will be in accordance with the contract documents or as directed by the Engineer or field representative. Testing will be conducted on an "on-call" basis.

### **Task 5: Bidding & Contract Award**

The following tasks will be completed as part of the bidding and contracting:

- Coordinate with Metro Project Manager to prepare and submit Bid Advertisement per Metro bidding requirements.
- Meetings #6 with Metro Project Manager to hold a Pre-Bid Conference to present project facts and respond to questions and issue written Addendums.
- Coordinate with Metro Project Manager to receive bid, complete a verifying bid tabulation of bid responses and issue a recommendation to award to Metro Project Manager based on review of all responsive bidders.
- Coordinate with Metro Project Manager to secure executed construction contracts and associated insurance certificates and bonds per contract requirements, including contractors request for permits as required

### **Task 6: Construction/Contract Administration**

The following tasks will be completed as part of construction administration:

- Meeting #7 with Metro Project Manager to attend a Pre-Construction meeting to initiate all work.
- Construction Staking, including:
  - Survey project control, including benchmarks and datum, based on project survey and design.



- Construction staking to provide one-set of horizontal and vertical location, unless noted otherwise, either as an offset or on the specific location as coordinated with contractors. Locations and associated data are identified with wood stakes, paint markings, or flags, as appropriate for the site condition.
- Scope includes both office and field services to process the data and stake on the construction site.
- Survey construction staking items include:
  - Site Control
  - Limits - construction/removals/erosion control
  - Storm sewer structures
  - Sanitary sewer structures and connections
  - Watermain/Water service and connections
  - Concrete curb and gutter
  - Concrete flatwork
  - Maximum number of trips for survey construction staking is eight (8).
- SRF and team will respond to RFI's, shop drawing submittals, and payment applications.
- Review and certify in-place work to ensure conformance to the Contract Documents and recommend Metro make necessary payments as approved.
- Make periodic inspections (assume 10 site visits) of the work to ensure work is progressing as required by the contract documents and approved schedule.
- Walk through sites with contractor and develop a punchlist of items to address and verify item clearing from the list.
- Participate in Contractor coordination meetings at the beginning of the project, at each pour and at critical phasing changes. (30 minutes to one hour each).
- Meeting to conduct a punchlist walkthrough of the project.
- Punchlist verification walkthrough by local staff.
- Meeting with Metro Project Manager to review completed Project Closeout documentation submitted by the general contractor and recommend release of final payment and consent of surety if all provisions are completed per contract requirement.

Metro IDIQ  
Work Order #3  
North Omaha Transit Center Pavement Replacement

**Metro Hours and Fees**

Tasks	Troer - Director \$98.70		Aaron - Project Manager \$75.53		Schaufenbuel - Lead Designer \$50.48		Designer \$45.00		SRF Consulting Group, Inc.		Dobias - Cost Estimates \$78.44		Technician \$40.00		Administration \$54.00		Total			
									Sohn - Scheduling/Estimates \$90.68											
									Hrs	Costs									Hrs	Costs
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>																				
1.1.1 Kick-off Meeting with Metro	2	\$193.40	4	\$302.12	4	\$201.92		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	10	\$697.44
1.1.2 Coordinate and Execute Subconsultant Agreements	4	\$386.80	8	\$604.24		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	10	\$540.00		\$0.00	22	\$1,531.04
1.1.3 Submit Final Work Order	2	\$193.40	6	\$453.18		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	2	\$108.00		\$0.00	10	\$754.58
<b>Subtotal Task 1.1</b>	8	\$773.60	18	\$1,359.54	4	\$201.92	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	12	\$648.00		\$0.00	42	\$2,983.06
<b>1.2 - PROJECT MANAGEMENT</b>																				
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants	4	\$386.80	6	\$453.18		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	2	\$108.00		\$0.00	12	\$947.98
1.2.2 Coordination Meetings	6	\$580.20	10	\$755.30	8	\$403.84		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	24	\$1,739.34
1.2.3 Invoicing	6	\$580.20	10	\$755.30		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$432.00		\$0.00	24	\$1,767.50
<b>Subtotal Task 1.2</b>	16	\$1,547.20	26	\$1,963.78	8	\$403.84	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	10	\$540.00		\$0.00	60	\$4,454.82
<b>1.3 - Survey</b>																				
1.3.1 Full Topographic Survey		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
1.3.2 Construction Staking		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00
<b>Subtotal Task 1.3</b>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.4 - Pavement Design</b>																				
1.4.1 Prepare 60% Plans	2	\$193.40	6	\$453.18	6	\$302.88	8	\$360.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	22	\$1,309.46
1.4.2 Prepare Cost Estimate (60%)	2	\$193.40		\$0.00	2	\$100.96	4	\$180.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$474.36
1.4.3 Prepare 60% Project Manual/Specifications		\$0.00	3	\$226.59	4	\$201.92	4	\$180.00		\$0.00		\$0.00	0	\$0.00		\$0.00		\$0.00	11	\$608.51
1.4.4 Perform/Document Quality Review of 60% Documents		\$0.00	4	\$302.12	8	\$403.84	10	\$450.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	22	\$1,155.96
1.4.4 Submit and Review of 60% Documents with Metro	4	\$386.80		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$386.80
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans	3	\$290.10	10	\$755.30	8	\$403.84	8	\$360.00		\$0.00		\$0.00	4	\$160.00		\$0.00		\$0.00	33	\$1,969.24
1.4.6 Prepare 100% Cost Estimate	2	\$193.40		\$0.00	6	\$302.88	6	\$270.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	14	\$766.28
1.4.7 Perform Quality Review/Incorporate Comments	2	\$193.40	6	\$453.18	4	\$201.92	8	\$360.00		\$0.00		\$0.00	10	\$400.00		\$0.00		\$0.00	30	\$1,608.50
1.4.8 Finalize/Submit 100% Plans and Specifications		\$0.00	2	\$151.06	2	\$100.96	4	\$180.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$432.02
1.4.9 100% Plan Review with Metro Transit	6	\$580.20	4	\$302.12	4	\$201.92		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	14	\$1,084.24
1.4.10 Final Plans/Specifications and Bidding Documents	2	\$193.40		\$0.00	8	\$403.84	10	\$450.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	20	\$1,047.24
<b>Subtotal Task 1.4</b>	23	\$2,224.10	35	\$2,643.55	52	\$2,624.96	62	\$2,790.00	0	\$0.00	0	\$0.00	14	\$560.00	0	\$0.00		\$0.00	186	\$10,842.61
<b>1.5 - Geotechnical</b>																				
1.5.1 Borings and Documentation		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.2 Compaction Testing		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.3 Concrete Tests		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.4 Compression Strength Tests		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.5 Trips to Site		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.6 Project Setup and Management		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
<b>Subtotal Task 1.5</b>	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.6 - Bidding Assistance</b>																				
1.6.1 Attend/Participate in Pre-Bid Meeting	2	\$193.40	2	\$151.06		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$344.46
1.6.2 Address Bidder Questions/FRI	4	\$386.80	8	\$604.24	8	\$403.84	10	\$450.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	30	\$1,844.88
1.6.3 Prepare Addenda as Necessary	2	\$193.40	4	\$302.12	6	\$302.88	6	\$270.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	18	\$1,068.40
1.6.4 Support Bid Opening/Review		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
<b>Subtotal Task 1.6</b>	8	\$773.60	14	\$1,057.42	14	\$706.72	16	\$720.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	52	\$3,257.74
<b>1.7 - Construction Administration</b>																				
1.7.1 Attend/Participate in Pre-construction Meeting	4	\$386.80	0	\$0.00		\$0.00	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$386.80
1.7.2 Contractor Meetings	4	\$386.80	0	\$0.00		\$0.00	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$386.80
1.7.3 Site/Progress Reviews and Inspections	4	\$386.80		\$0.00	4	\$201.92	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$588.72
1.7.4 Address RFIs (5 Day Turnaround)	4	\$386.80	4	\$302.12	12	\$605.76	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	20	\$1,294.68
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)	4	\$386.80	4	\$302.12	4	\$201.92	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	12	\$890.84
1.7.6 Address Change Orders (as necessary)	4	\$386.80	4	\$302.12	4	\$201.92	0	\$0.00	20	\$1,811.60	10	\$784.40		\$0.00		\$0.00		\$0.00	42	\$3,486.84
1.7.7 Review Quantities/Pay applications	4	\$386.80	4	\$302.12		\$0.00	0	\$0.00	8	\$724.64	8	\$627.52		\$0.00	4	\$216.00		\$0.00	28	\$2,257.08
1.7.8 Punch List Review	4	\$386.80	0	\$0.00		\$0.00	0	\$0.00		\$0.00		\$0.00		\$0.00	4	\$216.00		\$0.00	8	\$602.80
<b>Subtotal Task 1.7</b>	32	\$3,094.40	16	\$1,208.48	24	\$1,211.52	0	\$0.00	28	\$2,536.24	18	\$1,411.92	0	\$0.00	8	\$432.00		\$0.00	126	\$9,894.56
<b>Hours &amp; Raw Labor Costs Subtotal</b>	87	\$8,413	109	\$8,233	102	\$5,149	78	\$3,510	28	\$2,536	18	\$1,412	14	\$560	30	\$1,620	466	\$31,433		
O/H Costs	Rate: 166.04%		\$13,969	\$13,670	\$8,549	\$5,828	\$4,211	\$2,344	\$930	\$2,690	\$52,191									
Labor+O/H Costs	Rate: 13%		\$22,382	\$21,902	\$13,698	\$9,338	\$6,747	\$3,756	\$1,490	\$4,310	\$83,624									
Fixed Fee Costs	Rate: 13%		\$2,910	\$2,847	\$1,781	\$1,214	\$877	\$488	\$194	\$560	\$10,871									
Total Labor Costs	Rate: 13%		\$25,291	\$24,750	\$15,479	\$10,552	\$7,625	\$4,245	\$1,684	\$4,870	\$94,495									
ODCs																	\$2,114.00			
<b>Prime Total</b>	87	\$25,291	109	\$24,750	102	\$15,479	78	\$10,552	28	\$7,625	18	\$4,245	14	\$1,684	30	\$4,870	466	\$96,608.89		

Other Direct Costs (ODCs)		
Item	Unit	Total
Airfare		\$650.00
Meals		\$64.00
Lodging		\$123.20
Ground Transportation		\$0.00
Car Rental		\$100.00
Parking		\$25.00
Mileage	220	\$0.70
Printing #1	8	\$120.00
Printing #2	5	\$200.00
Delivery #1		\$25.00
Delivery #2		\$15.00
Subcontractor - Task Specific		
<b>Total ODCs</b>		\$2,114.00

\$274,952.39

Metro Hours and Fees

Tasks	Unit Cost	RW Engineering				Total	
		Topo Survey		Construction Staking		Units	Cost
		Units	Costs	Units	Costs		
		<b>\$4,500.00</b>		<b>\$2,800.00</b>			
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>							
1.1.1 Kick-off Meeting with Metro			\$0.00		\$0.00	0	\$0.00
1.1.2 Coordinate and Execute Subconsultant Agreements			\$0.00		\$0.00	0	\$0.00
1.1.3 Submit Final Work Order			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.1		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.2 - PROJECT MANAGEMENT</b>							
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants			\$0.00		\$0.00	0	\$0.00
1.2.2 Task Description			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.2		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.3 - Survey</b>							
1.3.1 Full Topographic Survey		1	\$4,500.00		\$0.00	1	\$4,500.00
1.3.2 Construction Staking			\$0.00	1	\$2,800.00	1	\$2,800.00
Subtotal Task 1.3		1	\$4,500.00	1	\$2,800.00	2	\$7,300.00
<b>1.4 - Pavement Design</b>							
1.4.1 Prepare 60% Plans			\$0.00		\$0.00	0	\$0.00
1.4.2 Prepare Cost Estimate (60%)			\$0.00		\$0.00	0	\$0.00
1.4.3 Prepare 60% Project Manual/Specifications			\$0.00		\$0.00	0	\$0.00
1.4.4 Perform/Document Quality Review of 60% Documents			\$0.00		\$0.00	0	\$0.00
1.4.4 Submit and Review of 60% Documents with Metro			\$0.00		\$0.00	0	\$0.00
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans			\$0.00		\$0.00	0	\$0.00
1.4.6 Prepare 100% Cost Estimate			\$0.00		\$0.00	0	\$0.00
1.4.7 Perform Quality Review/Incorporate Comments			\$0.00		\$0.00	0	\$0.00
1.4.8 Finalize/Submit 100% Plans and Specifications			\$0.00		\$0.00	0	\$0.00
1.4.9 100% Plan Review with Metro Transit			\$0.00		\$0.00	0	\$0.00
1.4.10 Final Plans/Specifications and Bidding Documents			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.4		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.5 - Geotechnical</b>							
1.5.1 Borings and Documentation			\$0.00		\$0.00	0	\$0.00
1.5.2 Material Testing			\$0.00		\$0.00	0	\$0.00
1.5.3 Site Inspections			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.5		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.6 - Bidding Assistance</b>							
1.6.1 Attend/Participate in Pre-Bid Meeting			\$0.00		\$0.00	0	\$0.00
1.6.2 Address Bidder Questions/FRI			\$0.00		\$0.00	0	\$0.00
1.6.3 Prepare Addenda as Necessary			\$0.00		\$0.00	0	\$0.00
1.6.4 Support Bid Opening/Review			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.6		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.7 - Construction Administration</b>							
1.7.1 Attend/Participate in Pre-construction Meeting			\$0.00		\$0.00	0	\$0.00
1.7.2 Contractor Meetings			\$0.00		\$0.00	0	\$0.00
1.7.3 Site/Progress Reviews and Inspections			\$0.00		\$0.00	0	\$0.00
1.7.4 Address RFIs (5 Day Turnaround)			\$0.00		\$0.00	0	\$0.00
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)			\$0.00		\$0.00	0	\$0.00
1.7.6 Address Change Orders (as necessary)			\$0.00		\$0.00	0	\$0.00
1.7.7 Review Quantities/Pay applications			\$0.00		\$0.00	0	\$0.00
1.7.8 Punch List Review			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.7		0	\$0.00	0	\$0.00	0	\$0.00
<b>Hours &amp; Raw Labor Costs Subtotal</b>							
		1	\$4,500	1	\$2,800	2	\$7,300
O/H Costs	Rate 0%		\$0		\$0		\$0
Labor+O/H Costs			\$4,500		\$2,800		\$7,300
Fixed Fee Costs	0%		\$0		\$0		\$0
Total Labor Costs			\$4,500		\$2,800		\$7,300
ODCs							\$17.50
<b>Prime Total</b>		1	\$4,500	1	\$2,800	2	\$7,317.50

Other Direct Costs (ODCs)			
Item	Unit	Rate	Total
Airfare		\$650.00	\$0.00
Meals		\$64.00	\$0.00
Lodging		\$123.20	\$0.00
Ground Transportation		\$0.00	\$0.00
Car Rental		\$100.00	\$0.00
Parking		\$25.00	\$0.00
Mileage	25	\$0.70	\$17.50
Printing #1		\$120.00	\$0.00
Printing #2		\$1.00	\$0.00
Delivery #1		\$25.00	\$0.00
Delivery #2		\$15.00	\$0.00
Subcontractor - Task Specific			
<b>Total ODCs</b>			<b>\$17.50</b>

Metro Hours and Fees

Tasks		Thiele Geotech														Total					
		Geotechnical		Testing (Compaction)		Testing (Concrete)		Testing (Compression)		Trip Charge		Project Manager		Modified Proctor				Atterberg Limits		Administration	
		Units	Costs	Units	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs			Hrs	Costs	Hrs	Costs
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>																					
1.1.1	Kick-off Meeting with Metro		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.1.2	Coordinate and Execute Subconsultant Agreements		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.1.3	Submit Final Work Order		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
Subtotal Task 1.1		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		
<b>1.2 - PROJECT MANAGEMENT</b>																					
1.2.1	Develop and Execute Work Order with Metro and Between Subconsultants		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.2.2	Task Description		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
Subtotal Task 1.2		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		
<b>1.3 - Survey</b>																					
1.3.1	Full Topographic Survey		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.3.2	Construction Staking		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
Subtotal Task 1.3		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		
<b>1.4 - Pavement Design</b>																					
1.4.1	Prepare 60% Plans		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.2	Prepare Cost Estimate (60%)		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.3	Prepare 60% Project Manual/Specifications		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.4	Perfrom/Document Quality Review of 60% Documents		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.5	Submit and Review of 60% Documents with Metro		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.6	Refine Plans to Address Comments - Prepare 100% Plans		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.7	Prepare 100% Cost Estimate		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.8	Perform Quality Review/Incorporate Comments		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.9	Finalize/Submit 100% Plans and Specifications		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.10	100% Plan Review with Metro Transit		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.4.10	Final Plans/Specifications and Bidding Documents		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
Subtotal Task 1.4		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		
<b>1.5 - Geotechnical</b>																					
1.5.1	1.5.1 Borings and Documentation	1	\$3,975.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.5.2	1.5.2 Compaction Testing		\$0.00	10	\$540.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.5.3	1.5.3 Concrete Tests		\$0.00		\$0.00	6	\$720.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.5.4	1.5.4 Compression Strength Tests		\$0.00		\$0.00		\$0.00	24	\$624.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.5.5	1.5.5 Trips to Site		\$0.00		\$0.00		\$0.00		\$0.00	20	\$1,740.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.5.6	1.5.6 Project Setup and Management		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	6	\$1,188.00	1	\$260.00	1	\$115.00	1	\$77.00		
Subtotal Task 1.5		1	\$3,975.00	10	\$540.00	6	\$720.00	24	\$624.00	20	\$1,740.00	6	\$1,188.00	1	\$260.00	1	\$115.00	1	\$77.00	70	\$9,239.00
<b>1.6 - Bidding Assistance</b>																					
1.6.1	1.6.1 Attend/Participate in Pre-Bid Meeting		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.6.2	1.6.2 Address Bidder Questions/RFI		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.6.3	1.6.3 Prepare Addenda as Necessary		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.6.4	1.6.4 Support Bid Opening/Review		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
Subtotal Task 1.6		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		
<b>1.7 - Construction Administration</b>																					
1.7.1	1.7.1 Attend/Participate in Pre-construction Meeting		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.7.2	1.7.2 Contractor Meetings		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.7.3	1.7.3 Site/Progress Reviews and Inspections		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.7.4	1.7.4 Address RFIs (5 Day Turnaround)		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.7.5	1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.7.6	1.7.6 Address Change Orders (as necessary)		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.7.7	1.7.7 Review Quantities/Pay applications		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
1.7.8	1.7.8 Punch List Review		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		
Subtotal Task 1.7		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		
<b>Hours &amp; Raw Labor Costs Subtotal</b>		1	\$3,975	10	\$540	6	\$720	24	\$624	20	\$1,740	6	\$1,188	1	\$260	1	\$115	1	\$77	70	\$9,239
<b>O/H Costs</b>																					
O/H Costs		Rate	0%																		
Labor-O/H Costs			\$3,975		\$540		\$720		\$624		\$1,740		\$1,188		\$260		\$115		\$77		\$9,239
Fixed Fee Costs			\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0
Total Labor Costs			\$3,975		\$540		\$720		\$624		\$1,740		\$1,188		\$260		\$115		\$77		\$9,239
ODCs																					\$0.00
<b>Prime Total</b>		1	\$3,975	10	\$540	6	\$720	24	\$624	20	\$1,740	6	\$1,188	1	\$260	1	\$115	1	\$77	70	\$9,239.00

Other Direct Costs (ODCs)

Item	Unit	Rate	Total
Airfare		\$650.00	\$0.00
Meals		\$64.00	\$0.00
Lodging		\$123.20	\$0.00
Ground Transportation		\$0.00	\$0.00
Car Rental		\$100.00	\$0.00
Parking		\$25.00	\$0.00
Mileage		\$0.70	\$0.00
Printing #1		\$120.00	\$0.00
Printing #2		\$1.00	\$0.00
Delivery #1		\$25.00	\$0.00
Delivery #2		\$15.00	\$0.00
Subcontractor - Task Specific			
<b>Total ODCs</b>			<b>\$0.00</b>

		Wells Resource, LLC									
Tasks	Loaded Rate	Principal In Charge		Senior Project Manager/Civil Manager		Civil Engineer		Technician		Total	
		\$160.00		\$150.00		\$125.00		\$95.00		Hrs	Cost
		Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs		
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>											
1.1.1 Kick-off Meeting with Metro		1	\$160.00	4	\$600.00	0	\$0.00		\$0.00	5	\$760.00
1.1.2 Coordinate and Execute Subconsultant Agreements		1	\$160.00	1	\$150.00		\$0.00		\$0.00	2	\$310.00
1.1.3 Submit Final Work Order		1	\$160.00	2	\$300.00		\$0.00		\$0.00	3	\$460.00
Subtotal Task 1.1		3	\$480.00	7	\$1,050.00	0	\$0.00	0	\$0.00	10	\$1,530.00
<b>1.2 - PROJECT MANAGEMENT</b>											
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants		1	\$160.00	6	\$900.00		\$0.00		\$0.00	7	\$1,060.00
1.2.2 Coordination Meetings		1	\$160.00	6	\$900.00	0	\$0.00		\$0.00	7	\$1,060.00
1.2.3 Invoicing		1	\$160.00	10	\$1,500.00		\$0.00		\$0.00	11	\$1,660.00
Subtotal Task 1.2		3	\$480.00	22	\$3,300.00	0	\$0.00	0	\$0.00	25	\$3,780.00
<b>1.3 - Survey</b>											
1.3.1 Full Topographic Survey			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.3.2 Construction Staking			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.3		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.4 - Pavement Design</b>											
1.4.1 Prepare 60% Plans & phasing plan		6	\$960.00	60	\$9,000.00	215	\$26,875.00	225	\$21,375.00	506	\$58,210.00
1.4.2 Prepare Cost Estimate (60%)		2	\$320.00	32	\$4,800.00	8	\$1,000.00	4	\$380.00	46	\$6,500.00
1.4.3 Prepare 60% Project Manual/Specifications		2	\$320.00	32	\$4,800.00	4	\$500.00	0	\$0.00	38	\$5,620.00
1.4.4 Perform/Document Quality Review of 60% Documents		2	\$320.00	4	\$600.00	6	\$750.00	4	\$380.00	16	\$2,050.00
1.4.4 Submit and Review of 60% Documents with Metro		2	\$320.00	8	\$1,200.00	8	\$1,000.00	2	\$190.00	20	\$2,710.00
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans		8	\$1,280.00	24	\$3,600.00	40	\$5,000.00	60	\$5,700.00	132	\$15,580.00
1.4.6 Prepare 100% Cost Estimate		2	\$320.00	24	\$3,600.00	6	\$750.00	0	\$0.00	32	\$4,670.00
1.4.7 Perform Quality Review/Incorporate Comments		2	\$320.00	2	\$300.00	4	\$500.00	2	\$190.00	10	\$1,310.00
1.4.8 Finalize/Submit 100% Plans and Specifications		4	\$640.00	2	\$300.00	20	\$2,500.00	30	\$2,850.00	56	\$6,290.00
1.4.9 100% Plan Review with Metro Transit		4	\$640.00	6	\$900.00	4	\$500.00	0	\$0.00	14	\$2,040.00
1.4.10 Final Plans/Specifications and Bidding Documents		2	\$320.00	12	\$1,800.00	4	\$500.00	12	\$1,140.00	30	\$3,760.00
Subtotal Task 1.4		36	\$5,760.00	206	\$30,900.00	319	\$39,875.00	339	\$32,205.00	900	\$108,740.00
<b>1.5 - Geotechnical</b>											
1.5.1 Borings and Documentation			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.2 Material Testing			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.3 Site Inspections			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.5		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.6 - Bidding Assistance</b>											
1.6.1 Attend/Participate in Pre-Bid Meeting		4	\$640.00	4	\$600.00		\$0.00		\$0.00	8	\$1,240.00
1.6.2 Address Bidder Questions/FRI		0	\$0.00	6	\$900.00	10	\$1,250.00	4	\$380.00	20	\$2,530.00
1.6.3 Prepare Addenda as Necessary		0	\$0.00	4	\$600.00	4	\$500.00	4	\$380.00	12	\$1,480.00
1.6.4 Support Bid Opening/Review		0	\$0.00	2	\$300.00		\$0.00		\$0.00	2	\$300.00
Subtotal Task 1.6		4	\$640.00	16	\$2,400.00	14	\$1,750.00	8	\$780.00	42	\$5,550.00
<b>1.7 - Construction Administration</b>											
1.7.1 Attend/Participate in Pre-construction Meeting		0	\$0.00	8	\$1,200.00	8	\$1,000.00	0	\$0.00	16	\$2,200.00
1.7.2 Contractor Meetings		0	\$0.00	8	\$1,200.00	10	\$1,250.00	0	\$0.00	18	\$2,450.00
1.7.3 Site/Progress Reviews and Inspections		0	\$0.00	10	\$1,500.00	16	\$2,000.00	0	\$0.00	34	\$4,460.00
1.7.4 Address RFIs (5 Day Turnaround)		0	\$0.00	6	\$900.00	16	\$2,000.00	0	\$0.00	46	\$5,780.00
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)		0	\$0.00	6	\$900.00	10	\$1,250.00	0	\$0.00	56	\$6,950.00
1.7.6 Address Change Orders (as necessary)		0	\$0.00	10	\$1,500.00	10	\$1,250.00	0	\$0.00	60	\$7,550.00
1.7.7 Review Quantities/Pay applications		0	\$0.00	12	\$1,800.00	8	\$1,000.00	0	\$0.00	56	\$7,120.00
1.7.8 Punch List Review		0	\$0.00	12	\$1,800.00	10	\$1,250.00	0	\$0.00	38	\$4,970.00
Subtotal Task 1.7		0	\$0.00	72	\$10,800.00	88	\$11,000.00	0	\$0.00	324	\$41,480.00
<b>Hours &amp; Raw Labor Costs Subtotal</b>											
		46	\$7,380	323	\$48,450	421	\$52,625	347	\$32,965	1,301	\$161,080
O/H Costs	Rate		\$0		\$0		\$0		\$0		\$0
Labor+O/H Costs	0%		\$7,380		\$48,450		\$52,625		\$32,965		\$161,080
Fixed Fee Costs	0%		\$0		\$0		\$0		\$0		\$0
Total Labor Costs			\$7,380		\$48,450		\$52,625		\$32,965		\$161,080
ODCs											\$707.00
<b>Prime Total</b>		46	\$7,380	323	\$48,450	421	\$52,625	347	\$32,965	1,301	\$161,787.00

Metro Hours and Fees

Tasks	ALL FIRMS									
	SRF Consulting		RW Engineering		Thiele Geotech		Wells Resource		Total	
	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>										
1.1.1 Kick-off Meeting with Metro	10	697	0	\$0.00	0	\$0.00	5	\$760.00	15	\$1,457.44
1.1.2 Coordinate and Execute Subconsultant Agreements	22	1,531	0	\$0.00	0	\$0.00	2	\$310.00	28	\$1,841.04
1.1.3 Submit Final Work Order	10	755	0	\$0.00	0	\$0.00	3	\$460.00	15	\$1,214.58
Subtotal Task 1.1	42	\$2,983.06	0	\$0.00	0	\$0.00	10	\$1,530.00	58	\$4,513.06
<b>1.2 - PROJECT MANAGEMENT</b>										
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants	12	948	0	\$0.00	0	\$0.00	7	\$1,060.00	21	\$2,007.98
1.2.2 Coordination Meetings	24	1,739	0	\$0.00	0	\$0.00	7	\$1,060.00	31	\$2,799.34
1.2.3 Invoicing	24	1,768	0	\$0.00	0	\$0.00	11	\$1,660.00	41	\$3,427.50
Subtotal Task 1.2	60	\$4,454.82	0	\$0.00	0	\$0.00	25	\$3,780.00	93	\$8,234.82
<b>1.3 - Survey</b>										
1.3.1 Full Topographic Survey	0	0	1	\$4,500.00	0	\$0.00	0	\$0.00	1	\$4,500.00
1.3.2 Construction Staking	0	0	1	\$2,800.00	0	\$0.00	0	\$0.00	1	\$2,800.00
Subtotal Task 1.3	0	\$0.00	2	\$7,300.00	0	\$0.00	0	\$0.00	2	\$7,300.00
<b>1.4 - Pavement Design</b>										
1.4.1 Prepare 60% Plans	22	1,309	0	\$0.00	0	\$0.00	506	\$58,210.00	540	\$59,519.46
1.4.2 Prepare Cost Estimate (60%)	8	474	0	\$0.00	0	\$0.00	46	\$6,500.00	54	\$6,974.36
1.4.3 Prepare 60% Project Manual/Specifications	11	609	0	\$0.00	0	\$0.00	38	\$5,620.00	49	\$6,228.51
1.4.4 Perform/Document Quality Review of 60% Documents	22	1,156	0	\$0.00	0	\$0.00	16	\$2,050.00	38	\$3,205.96
1.4.4 Submit and Review of 60% Documents with Metro	4	387	0	\$0.00	0	\$0.00	20	\$2,710.00	24	\$3,096.80
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans	33	1,969	0	\$0.00	0	\$0.00	132	\$15,580.00	165	\$17,549.24
1.4.6 Prepare 100% Cost Estimate	14	766	0	\$0.00	0	\$0.00	32	\$4,670.00	46	\$5,436.28
1.4.7 Perform Quality Review/Incorporate Comments	30	1,609	0	\$0.00	0	\$0.00	10	\$1,310.00	40	\$2,918.50
1.4.8 Finalize/Submit 100% Plans and Specifications	8	432	0	\$0.00	0	\$0.00	56	\$6,290.00	64	\$6,722.02
1.4.9 100% Plan Review with Metro Transit	14	1,084	0	\$0.00	0	\$0.00	14	\$2,040.00	28	\$3,124.24
1.4.10 Final Plans/Specifications and Bidding Documents	20	1,047	0	\$0.00	0	\$0.00	30	\$3,760.00	50	\$4,807.24
Subtotal Task 1.4	186	\$10,842.61	0	\$0.00	0	\$0.00	900	\$108,740.00	1,098	\$119,582.61
<b>1.5 - Geotechnical</b>										
1.5.1 Borings and Documentation	0	0	0	\$0.00	1	\$3,975.00	0	\$0.00	1	\$3,975.00
1.5.2 Material Testing	0	0	0	\$0.00	10	\$540.00	0	\$0.00	10	\$540.00
1.5.3 Site Inspections	0	0	0	\$0.00	6	\$720.00	0	\$0.00	6	\$720.00
1.5.4 Task Description	0	0	0	\$0.00	24	\$624.00	0	\$0.00	24	\$624.00
1.5.5 Task Description	0	0	0	\$0.00	20	\$1,740.00	0	\$0.00	20	\$1,740.00
1.5.6 Task Description	0	0	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
1.5.7 Task Description	0	0	0	\$0.00	9	\$1,640.00	0	\$0.00	9	\$1,640.00
Subtotal Task 1.5	0	\$0.00	0	\$0.00	70	\$9,239.00	0	\$0.00	70	\$9,239.00
<b>1.6 - Bidding Assistance</b>										
1.6.1 Attend/Participate in Pre-Bid Meeting	4	344	0	\$0.00	0	\$0.00	8	\$1,240.00	12	\$1,584.46
1.6.2 Address Bidder Questions/FRI	30	1,845	0	\$0.00	0	\$0.00	20	\$2,530.00	50	\$4,374.88
1.6.3 Prepare Addenda as Necessary	18	1,068	0	\$0.00	0	\$0.00	12	\$1,480.00	30	\$2,548.40
1.6.4 Support Bid Opening/Review	0	0	0	\$0.00	0	\$0.00	2	\$300.00	2	\$300.00
Subtotal Task 1.6	52	\$3,257.74	0	\$0.00	0	\$0.00	42	\$5,550.00	94	\$8,807.74
<b>1.7 - Construction Administration</b>										
1.7.1 Attend/Participate in Pre-construction Meeting	4	367	0	\$0.00	0	\$0.00	16	\$2,200.00	20	\$2,566.80
1.7.2 Contractor Meetings	4	387	0	\$0.00	0	\$0.00	18	\$2,450.00	22	\$2,836.80
1.7.3 Site/Progress Reviews and Inspections	8	589	0	\$0.00	0	\$0.00	34	\$4,460.00	42	\$5,048.72
1.7.4 Address RFIs (5 Day Turnaround)	20	1,295	0	\$0.00	0	\$0.00	46	\$5,780.00	66	\$7,074.68
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)	12	891	0	\$0.00	0	\$0.00	56	\$6,950.00	68	\$7,840.84
1.7.6 Address Change Orders (as necessary)	42	3,487	0	\$0.00	0	\$0.00	60	\$7,550.00	102	\$11,036.84
1.7.7 Review Quantities/Pay applications	28	2,257	0	\$0.00	0	\$0.00	56	\$7,120.00	88	\$9,377.08
1.7.8 Punch List Review	8	603	0	\$0.00	0	\$0.00	38	\$4,970.00	46	\$5,572.80
Subtotal Task 1.7	126	\$9,894.56	0	\$0.00	0	\$0.00	324	\$41,480.00	454	\$51,374.56
<b>Hours &amp; Raw Labor Costs Subtotal</b>	<b>466</b>	<b>\$31,433</b>	<b>2</b>	<b>\$7,300</b>	<b>70</b>	<b>\$9,239</b>	<b>1,301</b>	<b>\$161,080</b>	<b>1,869</b>	<b>\$209,052</b>
O/H Costs		\$52,191.00								\$52,191.00
Labor+O/H Costs		\$83,623.79		\$7,300.00		\$9,239.00		\$161,080.00		\$261,242.79
Fixed Fee Costs		\$10,871.09								\$10,871.09
Total Labor Costs		\$94,494.89		\$7,300.00		\$9,239.00		\$161,080.00		\$272,113.89
ODCs		\$2,114.00						\$707.00		\$2,821.00
<b>FIRM TOTAL (Units and Dollars)</b>	<b>466</b>	<b>\$96,608.89</b>	<b>2</b>	<b>\$7,300.00</b>	<b>70</b>	<b>\$9,239.00</b>	<b>1,301</b>	<b>\$161,787.00</b>	<b>1,869</b>	<b>\$274,934.89</b>

Attachment A - Price Proposal

Tasks	Raw Hrly Rate	SRF Consulting Group, Inc.														Total			
		Troie - Director		Aaron - Project Manager		Schaufenbuel - Lead Designer		Designer		Sohn - Scheduling/Estimates		Dobias - Cost Estimates		Technician				Administration	
		\$96.70		\$75.53		\$50.48		\$45.00		\$90.58		\$78.44		\$40.00		\$54.00			
		Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>																			
1.1.1 Kick-off Meeting with Metro	4	\$386.80	2	\$151.06	2	\$100.96		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$638.82	
1.1.2 Coordinate and Execute Subconsultant Agreements	8	\$773.60	4	\$302.12		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$216.00	16	\$1,291.72	
1.1.3 Submit Final Work Order	2	\$193.40	2	\$151.06		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	2	\$108.00	6	\$452.46	
<b>Subtotal Task 1.1</b>	<b>14</b>	<b>\$1,353.80</b>	<b>8</b>	<b>\$604.24</b>	<b>2</b>	<b>\$100.96</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>6</b>	<b>\$324.00</b>	<b>30</b>	<b>\$2,383.00</b>	
<b>1.2 - PROJECT MANAGEMENT</b>																			
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants	6	\$580.20	2	\$151.06		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	2	\$108.00	10	\$839.26	
1.2.2 Coordination Meetings	8	\$773.60	8	\$604.24	8	\$403.84		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	24	\$1,781.68	
1.2.3 Invoicing	6	\$580.20	6	\$453.18		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	6	\$324.00	18	\$1,357.38	
<b>Subtotal Task 1.2</b>	<b>20</b>	<b>\$1,934.00</b>	<b>16</b>	<b>\$1,208.48</b>	<b>8</b>	<b>\$403.84</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>8</b>	<b>\$432.00</b>	<b>52</b>	<b>\$3,978.32</b>	
<b>1.3 - Survey</b>																			
1.3.1 Full Topographic Survey		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.3.2 Construction Staking		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
<b>Subtotal Task 1.3</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	
<b>1.4 - Pavement Design</b>																			
1.4.1 Prepare 60% Plans	4	\$386.80	4	\$302.12	4	\$201.92	4	\$180.00		\$0.00		\$0.00		\$0.00		\$0.00	16	\$1,070.84	
1.4.2 Prepare Cost Estimate (60%)	4	\$386.80		\$0.00	4	\$201.92	4	\$180.00		\$0.00		\$0.00		\$0.00		\$0.00	12	\$768.72	
1.4.3 Prepare 60% Project Manual/Specifications		\$0.00	2	\$151.06	4	\$201.92	2	\$90.00		\$0.00		\$0.00	0	\$0.00		\$0.00	8	\$442.98	
1.4.4 Perform/Document Quality Review of 60% Documents		\$0.00	4	\$302.12	6	\$302.88	8	\$360.00		\$0.00		\$0.00		\$0.00		\$0.00	18	\$965.00	
1.4.4 Submit and Review of 60% Documents with Metro	4	\$386.80		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$386.80	
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans	4	\$386.80	6	\$453.18	4	\$201.92	4	\$180.00		\$0.00		\$0.00	4	\$160.00		\$0.00	22	\$1,381.90	
1.4.6 Prepare 100% Cost Estimate	2	\$193.40		\$0.00	4	\$201.92	4	\$180.00		\$0.00		\$0.00		\$0.00		\$0.00	10	\$575.32	
1.4.7 Perform Quality Review/Incorporate Comments	2	\$193.40	6	\$453.18	4	\$201.92	8	\$360.00		\$0.00		\$0.00	8	\$320.00		\$0.00	28	\$1,528.50	
1.4.8 Finalize/Submit 100% Plans and Specifications		\$0.00	2	\$151.06	2	\$100.96	4	\$180.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$432.02	
1.4.9 100% Plan Review with Metro Transit	4	\$386.80	4	\$302.12	4	\$201.92		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	12	\$890.84	
1.4.10 Final Plans/Specifications and Bidding Documents	2	\$193.40		\$0.00	4	\$201.92	8	\$360.00		\$0.00		\$0.00		\$0.00		\$0.00	14	\$765.32	
<b>Subtotal Task 1.4</b>	<b>26</b>	<b>\$2,514.20</b>	<b>28</b>	<b>\$2,114.84</b>	<b>40</b>	<b>\$2,019.20</b>	<b>46</b>	<b>\$2,070.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>12</b>	<b>\$480.00</b>	<b>0</b>	<b>\$0.00</b>	<b>152</b>	<b>\$9,198.24</b>	
<b>1.5 - Geotechnical</b>																			
1.5.1 Borings and Documentation		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.5.2 Compaction Testing		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.5.3 Concrete Tests		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.5.4 Compression Strength Tests		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.5.5 Trips to Site		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.5.6 Project Setup and Management		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
<b>Subtotal Task 1.5</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	
<b>1.6 - Bidding Assistance</b>																			
1.6.1 Attend/Participate in Pre-Bid Meeting	4	\$386.80	4	\$302.12		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$688.92	
1.6.2 Address Bidder Questions/FRI	4	\$386.80	4	\$302.12	2	\$100.96	2	\$90.00		\$0.00		\$0.00		\$0.00		\$0.00	12	\$879.88	
1.6.3 Prepare Addenda as Necessary	2	\$193.40	4	\$302.12	2	\$100.96	2	\$90.00		\$0.00		\$0.00		\$0.00		\$0.00	10	\$686.48	
1.6.4 Support Bid Opening/Review		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
<b>Subtotal Task 1.6</b>	<b>10</b>	<b>\$967.00</b>	<b>12</b>	<b>\$906.36</b>	<b>4</b>	<b>\$201.92</b>	<b>4</b>	<b>\$180.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0.00</b>	<b>30</b>	<b>\$2,255.28</b>	
<b>1.7 - Construction Administration</b>																			
1.7.1 Attend/Participate in Pre-construction Meeting	4	\$386.80		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$386.80	
1.7.2 Contractor Meetings	4	\$386.80		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4	\$386.80	
1.7.3 Site/Progress Reviews and Inspections	4	\$386.80		\$0.00	4	\$201.92	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8	\$588.72	
1.7.4 Address RFIs (5 Day Turnaround)	4	\$386.80	4	\$302.12	8	\$403.84	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	16	\$1,092.76	
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)	4	\$386.80	4	\$302.12	4	\$201.92	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	12	\$890.84	
1.7.6 Address Change Orders (as necessary)	4	\$386.80	4	\$302.12	4	\$201.92	0	\$0.00	16	\$1,449.28	12	\$941.28		\$0.00		\$0.00	40	\$3,281.40	
1.7.7 Review Quantities/Pay applications	4	\$386.80	4	\$302.12		\$0.00	0	\$0.00	8	\$724.64	8	\$627.52		\$0.00	4	\$216.00	28	\$2,257.08	
1.7.8 Punch List Review	4	\$386.80	0	\$0.00		\$0.00	0	\$0.00		\$0.00		\$0.00		\$0.00	4	\$216.00	8	\$602.80	
<b>Subtotal Task 1.7</b>	<b>32</b>	<b>\$3,094.40</b>	<b>16</b>	<b>\$1,208.48</b>	<b>20</b>	<b>\$1,009.60</b>	<b>0</b>	<b>\$0.00</b>	<b>24</b>	<b>\$2,173.92</b>	<b>20</b>	<b>\$1,568.80</b>	<b>0</b>	<b>\$0.00</b>	<b>8</b>	<b>\$432.00</b>	<b>120</b>	<b>\$9,487.20</b>	
<b>Hours &amp; Raw Labor Costs Subtotal</b>																			
		<b>102</b>	<b>\$9,863</b>	<b>80</b>	<b>\$6,042</b>	<b>74</b>	<b>\$3,736</b>	<b>50</b>	<b>\$2,250</b>	<b>24</b>	<b>\$2,174</b>	<b>20</b>	<b>\$1,569</b>	<b>12</b>	<b>\$480</b>	<b>22</b>	<b>\$1,188</b>	<b>384</b>	<b>\$27,302</b>
O/H Costs	<b>Rate</b> <b>166.04%</b>		\$16,377		\$10,033		\$6,202		\$3,736		\$3,610		\$2,605		\$797		\$1,973		\$45,332
Labor+O/H Costs			\$26,241		\$16,075		\$9,938		\$5,986		\$5,783		\$4,174		\$1,277		\$3,161		\$72,634
Fixed Fee Costs	<b>13%</b>		\$3,411		\$2,090		\$1,292		\$778		\$752		\$543		\$166		\$411		\$9,442
Total Labor Costs			\$29,652		\$18,165		\$11,230		\$6,764		\$6,535		\$4,716		\$1,443		\$3,571		\$82,077
ODCs																			\$2,100.00
<b>Prime Total</b>		<b>102</b>	<b>\$29,652</b>	<b>80</b>	<b>\$18,165</b>	<b>74</b>	<b>\$11,230</b>	<b>50</b>	<b>\$6,764</b>	<b>24</b>	<b>\$6,535</b>	<b>20</b>	<b>\$4,716</b>	<b>12</b>	<b>\$1,443</b>	<b>22</b>	<b>\$3,571</b>	<b>384</b>	<b>\$84,176.81</b>

Other Direct Costs (ODCs)			
Item	Unit	Rate	Total
Airfare		\$650.00	\$0.00
Meals		\$64.00	\$0.00
Lodging		\$123.20	\$0.00
Ground Transportation		\$0.00	\$0.00
Car Rental		\$100.00	\$0.00
Parking		\$25.00	\$0.00
Mileage	200	\$0.70	\$140.00
Printing #1	8	\$120.00	\$960.00
Printing #2	5	\$200.00	\$1,000.00
Delivery #1		\$25.00	\$0.00
Delivery #2		\$15.00	\$0.00
Subcontractor - Task Specific			
<b>Total ODCs</b>			<b>\$2,100.00</b>

Attachment A - Price Proposal

Tasks	Unit Cost	RW Engineering				Total	
		Topo Survey		Construction Staking		Units	Cost
		\$4,035.00		\$2,640.00			
		Units	Costs	Units	Costs		
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>							
1.1.1 Kick-off Meeting with Metro			\$0.00		\$0.00	0	\$0.00
1.1.2 Coordinate and Execute Subconsultant Agreements			\$0.00		\$0.00	0	\$0.00
1.1.3 Submit Final Work Order			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.1		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.2 - PROJECT MANAGEMENT</b>							
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants			\$0.00		\$0.00	0	\$0.00
1.2.2 Task Description			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.2		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.3 - Survey</b>							
1.3.1 Full Topographic Survey		1	\$4,035.00		\$0.00	1	\$4,035.00
1.3.2 Construction Staking			\$0.00	1	\$2,640.00	1	\$2,640.00
Subtotal Task 1.3		1	\$4,035.00	1	\$2,640.00	2	\$6,675.00
<b>1.4 - Pavement Design</b>							
1.4.1 Prepare 60% Plans			\$0.00		\$0.00	0	\$0.00
1.4.2 Prepare Cost Estimate (60%)			\$0.00		\$0.00	0	\$0.00
1.4.3 Prepare 60% Project Manual/Specifications			\$0.00		\$0.00	0	\$0.00
1.4.4 Perform/Document Quality Review of 60% Documents			\$0.00		\$0.00	0	\$0.00
1.4.4 Submit and Review of 60% Documents with Metro			\$0.00		\$0.00	0	\$0.00
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans			\$0.00		\$0.00	0	\$0.00
1.4.6 Prepare 100% Cost Estimate			\$0.00		\$0.00	0	\$0.00
1.4.7 Perform Quality Review/Incorporate Comments			\$0.00		\$0.00	0	\$0.00
1.4.8 Finalize/Submit 100% Plans and Specifications			\$0.00		\$0.00	0	\$0.00
1.4.9 100% Plan Review with Metro Transit			\$0.00		\$0.00	0	\$0.00
1.4.10 Final Plans/Specifications and Bidding Documents			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.4		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.5 - Geotechnical</b>							
1.5.1 Borings and Documentation			\$0.00		\$0.00	0	\$0.00
1.5.2 Material Testing			\$0.00		\$0.00	0	\$0.00
1.5.3 Site Inspections			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.5		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.6 - Bidding Assistance</b>							
1.6.1 Attend/Participate in Pre-Bid Meeting			\$0.00		\$0.00	0	\$0.00
1.6.2 Address Bidder Questions/FRI			\$0.00		\$0.00	0	\$0.00
1.6.3 Prepare Addenda as Necessary			\$0.00		\$0.00	0	\$0.00
1.6.4 Support Bid Opening/Review			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.6		0	\$0.00	0	\$0.00	0	\$0.00
<b>1.7 - Construction Administration</b>							
1.7.1 Attend/Participate in Pre-construction Meeting			\$0.00		\$0.00	0	\$0.00
1.7.2 Contractor Meetings			\$0.00		\$0.00	0	\$0.00
1.7.3 Site/Progress Reviews and Inspections			\$0.00		\$0.00	0	\$0.00
1.7.4 Address RFIs (5 Day Turnaround)			\$0.00		\$0.00	0	\$0.00
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)			\$0.00		\$0.00	0	\$0.00
1.7.6 Address Change Orders (as necessary)			\$0.00		\$0.00	0	\$0.00
1.7.7 Review Quantities/Pay applications			\$0.00		\$0.00	0	\$0.00
1.7.8 Punch List Review			\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.7		0	\$0.00	0	\$0.00	0	\$0.00
<b>Hours &amp; Raw Labor Costs Subtotal</b>		1	\$4,035	1	\$2,640	2	\$6,675
O/H Costs	Rate 0%		\$0		\$0		\$0
Labor+O/H Costs			\$4,035		\$2,640		\$6,675
Fixed Fee Costs	Rate 0%		\$0		\$0		\$0
Total Labor Costs			\$4,035		\$2,640		\$6,675
ODCs							\$0.00
<b>Prime Total</b>		1	\$4,035	1	\$2,640	2	\$6,675.00

Other Direct Costs (ODCs)			
Item	Unit	Rate	Total
Airfare		\$650.00	\$0.00
Meals		\$64.00	\$0.00
Lodging		\$123.20	\$0.00
Ground Transportation		\$0.00	\$0.00
Car Rental		\$100.00	\$0.00
Parking		\$25.00	\$0.00
Mileage		\$0.70	\$0.00
Printing #1		\$120.00	\$0.00
Printing #2		\$1.00	\$0.00
Delivery #1		\$25.00	\$0.00
Delivery #2		\$15.00	\$0.00
Subcontractor - Task Specific			
<b>Total ODCs</b>			<b>\$0.00</b>
Out-of-Region Travel			\$0.00
In-Town Travel			\$0.00
Printing/Delivery			\$0.00
Subcontractors			\$0.00
Total			\$0.00



Attachment A - Price Proposal

Tasks	Unit Rate	Thiele Geotech														Total						
		Geotechnical		Testing (Compaction)		Testing (Concrete)		Testing (Compression)		Trip Charge		Project Manager		Modified Proctor		Atterberg Limits		Administration		Hrs	Cost	
		Units	Costs	Units	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs			
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>																						
1.1.1 Kick-off Meeting with Metro			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.1.2 Coordinate and Execute Subconsultant Agreements			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.1.3 Submit Final Work Order			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
Subtotal Task 1.1	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.2 - PROJECT MANAGEMENT</b>																						
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.2.2 Task Description			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
Subtotal Task 1.2	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.3 - Survey</b>																						
1.3.1 Full Topographic Survey			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.3.2 Construction Staking			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
Subtotal Task 1.3	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.4 - Pavement Design</b>																						
1.4.1 Prepare 60% Plans			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.2 Prepare Cost Estimate (60%)			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.3 Prepare 60% Project Manual/Specifications			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.4 Perform/Document Quality Review of 60% Documents			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.4 Submit and Review of 60% Documents with Metro			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.6 Prepare 100% Cost Estimate			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.7 Perform Quality Review/Incorporate Comments			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.8 Finalize/Submit 100% Plans and Specifications			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.9 100% Plan Review with Metro Transit			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.4.10 Final Plans/Specifications and Bidding Documents			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
Subtotal Task 1.4	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.5 - Geotechnical</b>																						
1.5.1 Borings and Documentation	1	\$3,975.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		1	\$3,975.00	
1.5.2 Compaction Testing			10	\$540.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		10	\$540.00	
1.5.3 Concrete Tests				\$0.00	6	\$720.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		6	\$720.00	
1.5.4 Compression Strength Tests				\$0.00		\$0.00	24	\$624.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		24	\$624.00	
1.5.5 Trips to Site				\$0.00		\$0.00		\$0.00	17	\$1,479.00		\$0.00		\$0.00		\$0.00		\$0.00		17	\$1,479.00	
1.5.6 Project Setup and Management				\$0.00		\$0.00		\$0.00		\$0.00	8	\$1,584.00	1	\$260.00	1	\$115.00	1	\$77.00		11	\$2,036.00	
Subtotal Task 1.5	1	\$3,975.00	10	\$540.00	6	\$720.00	24	\$624.00	17	\$1,479.00	8	\$1,584.00	1	\$260.00	1	\$115.00	1	\$77.00		69	\$9,374.00	
<b>1.6 - Bidding Assistance</b>																						
1.6.1 Attend/Participate in Pre-Bid Meeting			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.6.2 Address Bidder Questions/FRI			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.6.3 Prepare Addenda as Necessary			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.6.4 Support Bid Opening/Review			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
Subtotal Task 1.6	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.7 - Construction Administration</b>																						
1.7.1 Attend/Participate in Pre-construction Meeting			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.7.2 Contractor Meetings			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.7.3 Site/Progress Reviews and Inspections			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.7.4 Address RFIs (5 Day Turnaround)			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.7.6 Address Change Orders (as necessary)			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.7.7 Review Quantities/Pay applications			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
1.7.8 Punch List Review			\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00	
Subtotal Task 1.7	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>Hours &amp; Raw Labor Costs Subtotal</b>		1	\$3,975	10	\$540	6	\$720	24	\$624	17	\$1,479	8	\$1,584	1	\$260	1	\$115	1	\$77	69	\$9,374	
O/H Costs	Rate		\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0	
Labor+O/H Costs			\$3,975		\$540		\$720		\$624		\$1,479		\$1,584		\$260		\$115		\$77		\$9,374	
Fixed Fee Costs			\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0		\$0	
Total Labor Costs			\$3,975		\$540		\$720		\$624		\$1,479		\$1,584		\$260		\$115		\$77		\$9,374	
ODCs																					\$0.00	
<b>Prime Total</b>		1	\$3,975	10	\$540	6	\$720	24	\$624	17	\$1,479	8	\$1,584	1	\$260	1	\$115	1	\$77	69	\$9,374.00	

Other Direct Costs (ODCs)			
Item	Unit	Rate	Total
Airfare		\$650.00	\$0.00
Meals		\$64.00	\$0.00
Lodging		\$123.20	\$0.00
Ground Transportation		\$0.00	\$0.00
Car Rental		\$100.00	\$0.00
Parking		\$25.00	\$0.00
Mileage		\$0.70	\$0.00
Printing #1		\$120.00	\$0.00
Printing #2		\$1.00	\$0.00
Delivery #1		\$25.00	\$0.00
Delivery #2		\$15.00	\$0.00
Subcontractor - Task Specific			
<b>Total ODCs</b>			<b>\$0.00</b>
Out-of-Region Travel			\$0.00
In-Town Travel			\$0.00
Printing/Delivery			\$0.00
Subcontractors			\$0.00
Total			\$0.00

		Wells Resource, LLC									
Tasks	Loaded Rate	Principal In Charge		Senior Project Manager/Civil Manager		Civil Engineer		Technician		Total	
		\$160.00		\$150.00		\$125.00		\$95.00			
		Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>											
1.1.1 Kick-off Meeting with Metro		2	\$320.00	6	\$900.00	0	\$0.00		\$0.00	8	\$1,220.00
1.1.2 Coordinate and Execute Subconsultant Agreements		2	\$320.00	1	\$150.00		\$0.00		\$0.00	3	\$470.00
1.1.3 Submit Final Work Order		2	\$320.00	2	\$300.00		\$0.00		\$0.00	4	\$620.00
Subtotal Task 1.1		6	\$960.00	9	\$1,350.00	0	\$0.00	0	\$0.00	15	\$2,310.00
<b>1.2 - PROJECT MANAGEMENT</b>											
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants		2	\$320.00	6	\$900.00		\$0.00		\$0.00	8	\$1,220.00
1.2.2 Coordination Meetings		2	\$320.00	8	\$1,200.00	0	\$0.00		\$0.00	10	\$1,520.00
1.2.3 Invoicing		2	\$320.00	12	\$1,800.00		\$0.00		\$0.00	14	\$2,120.00
Subtotal Task 1.2		6	\$960.00	26	\$3,900.00	0	\$0.00	0	\$0.00	32	\$4,860.00
<b>1.3 - Survey</b>											
1.3.1 Full Topographic Survey			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.3.2 Construction Staking			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.3		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.4 - Pavement Design</b>											
1.4.1 Prepare 60% Plans & phasing plan		8	\$1,280.00	80	\$12,000.00	230	\$28,750.00	230	\$21,850.00	548	\$63,880.00
1.4.2 Prepare Cost Estimate (60%)		2	\$320.00	32	\$4,800.00	8	\$1,000.00	4	\$380.00	46	\$6,500.00
1.4.3 Prepare 60% Project Manual/Specifications		4	\$640.00	40	\$6,000.00	4	\$500.00	0	\$0.00	48	\$7,140.00
1.4.4 Perform/Document Quality Review of 60% Documents		4	\$640.00	4	\$600.00	4	\$500.00	4	\$380.00	16	\$2,120.00
1.4.4 Submit and Review of 60% Documents with Metro		4	\$640.00	8	\$1,200.00	4	\$500.00	2	\$190.00	18	\$2,530.00
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans		8	\$1,280.00	36	\$5,400.00	40	\$5,000.00	40	\$3,800.00	124	\$15,480.00
1.4.6 Prepare 100% Cost Estimate		2	\$320.00	24	\$3,600.00	6	\$750.00	0	\$0.00	32	\$4,670.00
1.4.7 Perform Quality Reiew/Incorporate Comments		2	\$320.00	2	\$300.00	4	\$500.00	2	\$190.00	10	\$1,310.00
1.4.8 Finalize/Submit 100% Plans and Specifications		16	\$2,560.00	2	\$300.00	8	\$1,000.00	8	\$760.00	34	\$4,620.00
1.4.9 100% Plan Review with Metro Transit		4	\$640.00	6	\$900.00	4	\$500.00	0	\$0.00	14	\$2,040.00
1.4.10 Final Plans/Specifications and Bidding Documents		2	\$320.00	12	\$1,800.00	4	\$500.00	12	\$1,140.00	30	\$3,760.00
Subtotal Task 1.4		56	\$8,960.00	246	\$36,900.00	316	\$39,500.00	302	\$28,690.00	920	\$114,050.00
<b>1.5 - Geotechnical</b>											
1.5.1 Borings and Documentation			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.2 Material Testing			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
1.5.3 Site Inspections			\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
Subtotal Task 1.5		0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
<b>1.6 - Bidding Assistance</b>											
1.6.1 Attend/Participate in Pre-Bid Meeting		4	\$640.00	8	\$1,200.00	4	\$500.00	4	\$380.00	12	\$1,840.00
1.6.2 Address Bidder Questions/FRI		0	\$0.00	6	\$900.00	4	\$500.00	4	\$380.00	14	\$1,780.00
1.6.3 Prepare Addenda as Necessary		0	\$0.00	4	\$600.00	4	\$500.00	4	\$380.00	12	\$1,480.00
1.6.4 Support Bid Opening/Review		0	\$0.00	2	\$300.00		\$0.00		\$0.00	2	\$300.00
Subtotal Task 1.6		4	\$640.00	20	\$3,000.00	8	\$1,000.00	8	\$760.00	40	\$5,400.00
<b>1.7 - Construction Administration</b>											
1.7.1 Attend/Participate in Pre-construction Meeting		0	\$0.00	8	\$1,200.00	4	\$500.00	0	\$0.00	12	\$1,700.00
1.7.2 Contractor Meetings		0	\$0.00	10	\$1,500.00	4	\$500.00	0	\$0.00	14	\$2,000.00
1.7.3 Site/Progress Reviews and Inspections		0	\$0.00	12	\$1,800.00	8	\$1,000.00	0	\$0.00	28	\$3,760.00
1.7.4 Address RFIs (5 Day Turnaround)		0	\$0.00	8	\$1,200.00	8	\$1,000.00	0	\$0.00	40	\$5,080.00
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)		0	\$0.00	4	\$600.00	6	\$750.00	0	\$0.00	50	\$6,150.00
1.7.6 Address Change Orders (as necessary)		0	\$0.00	8	\$1,200.00	4	\$500.00	0	\$0.00	52	\$6,500.00
1.7.7 Review Quantities/Pay applications		0	\$0.00	12	\$1,800.00	8	\$1,000.00	0	\$0.00	56	\$7,120.00
1.7.8 Punch List Review		0	\$0.00	23	\$3,450.00	2	\$250.00	0	\$0.00	41	\$5,620.00
Subtotal Task 1.7		0	\$0.00	85	\$12,750.00	44	\$5,500.00	0	\$0.00	293	\$37,930.00
<b>Hours &amp; Raw Labor Costs Subtotal</b>		<b>72</b>	<b>\$11,520</b>	<b>386</b>	<b>\$57,900</b>	<b>368</b>	<b>\$46,000</b>	<b>310</b>	<b>\$29,450</b>	<b>1,300</b>	<b>\$164,550</b>
O/H Costs	Rate		\$0		\$0		\$0		\$0		\$0
Labor+O/H Costs	0%		\$11,520		\$57,900		\$46,000		\$29,450		\$164,550
Fixed Fee Costs	0%		\$0		\$0		\$0		\$0		\$0
Total Labor Costs			\$11,520		\$57,900		\$46,000		\$29,450		\$164,550
ODCs											\$742.00
<b>Prime Total</b>		<b>72</b>	<b>\$11,520</b>	<b>386</b>	<b>\$57,900</b>	<b>368</b>	<b>\$46,000</b>	<b>310</b>	<b>\$29,450</b>	<b>1,300</b>	<b>\$165,292.00</b>

Other Direct Costs (ODCs)					
Item	Unit	Rate	Total		
Airfare	0	\$650.00	\$0.00		
Meals	0	\$64.00	\$0.00		
Lodging	0	\$123.20	\$0.00		
Ground Transportation	0	\$0.00	\$0.00		
Car Rental	0	\$100.00	\$0.00		
Parking	0	\$25.00	\$0.00		
Mileage	15	40	600	\$0.70	\$420.00
Printing #1	2	\$120.00	\$240.00		
Printing #2	2	\$1.00	\$2.00		
Delivery #1	2	\$25.00	\$50.00		
Delivery #2	2	\$15.00	\$30.00		
Subcontractor - Task Specific					
<b>Total ODCs</b>			<b>\$742.00</b>		

Attachment A - Price Proposal

Tasks	ALL FIRMS									
	SRF Consulting		RW Engineering		Thiele Geotech		Wells Resource		Total	
	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Cost
<b>1.1 - IDIQ PROJECT INITIATION ACTIVITIES</b>										
1.1.1 Kick-off Meeting with Metro	8	639	0	\$0.00	0	\$0.00	8	\$1,220.00	16	\$1,858.82
1.1.2 Coordinate and Execute Subconsultant Agreements	16	1,292	0	\$0.00	0	\$0.00	3	\$470.00	23	\$1,761.72
1.1.3 Submit Final Work Order	6	452	0	\$0.00	0	\$0.00	4	\$620.00	12	\$1,072.46
Subtotal Task 1.1	30	\$2,383.00	0	\$0.00	0	\$0.00	15	\$2,310.00	51	\$4,693.00
<b>1.2 - PROJECT MANAGEMENT</b>										
1.2.1 Develop and Execute Work Order with Metro and Between Subconsultants	10	839	0	\$0.00	0	\$0.00	8	\$1,220.00	20	\$2,059.26
1.2.2 Coordination Meetings	24	1,782	0	\$0.00	0	\$0.00	10	\$1,520.00	34	\$3,301.68
1.2.3 Invoicing	18	1,357	0	\$0.00	0	\$0.00	14	\$2,120.00	38	\$3,477.38
Subtotal Task 1.2	52	\$3,978.32	0	\$0.00	0	\$0.00	32	\$4,860.00	92	\$8,838.32
<b>1.3 - Survey</b>										
1.3.1 Full Topographic Survey	0	0	1	\$4,035.00	0	\$0.00	0	\$0.00	1	\$4,035.00
1.3.2 Construction Staking	0	0	1	\$2,640.00	0	\$0.00	0	\$0.00	1	\$2,640.00
Subtotal Task 1.3	0	\$0.00	2	\$6,675.00	0	\$0.00	0	\$0.00	2	\$6,675.00
<b>1.4 - Pavement Design</b>										
1.4.1 Prepare 60% Plans	16	1,071	0	\$0.00	0	\$0.00	548	\$63,880.00	576	\$64,950.84
1.4.2 Prepare Cost Estimate (60%)	12	769	0	\$0.00	0	\$0.00	46	\$6,500.00	58	\$7,268.72
1.4.3 Prepare 60% Project Manual/Specifications	8	443	0	\$0.00	0	\$0.00	48	\$7,140.00	56	\$7,582.98
1.4.4 Perform/Document Quality Review of 60% Documents	18	965	0	\$0.00	0	\$0.00	16	\$2,120.00	34	\$3,085.00
1.4.4 Submit and Review of 60% Documents with Metro	4	387	0	\$0.00	0	\$0.00	18	\$2,530.00	22	\$2,916.80
1.4.5 Refine Plans to Address Comments - Prepare 100% Plans	22	1,382	0	\$0.00	0	\$0.00	124	\$15,480.00	146	\$16,861.90
1.4.6 Prepare 100% Cost Estimate	10	575	0	\$0.00	0	\$0.00	32	\$4,670.00	42	\$5,245.32
1.4.7 Perform Quality Review/Incorporate Comments	28	1,529	0	\$0.00	0	\$0.00	10	\$1,310.00	38	\$2,838.50
1.4.8 Finalize/Submit 100% Plans and Specifications	8	432	0	\$0.00	0	\$0.00	34	\$4,620.00	42	\$5,052.02
1.4.9 100% Plan Review with Metro Transit	12	891	0	\$0.00	0	\$0.00	14	\$2,040.00	26	\$2,930.84
1.4.10 Final Plans/Specifications and Bidding Documents	14	755	0	\$0.00	0	\$0.00	30	\$3,760.00	44	\$4,515.32
Subtotal Task 1.4	152	\$9,198.24	0	\$0.00	0	\$0.00	920	\$114,050.00	1,084	\$123,248.24
<b>1.5 - Geotechnical</b>										
1.5.1 Borings and Documentation	0	0	0	\$0.00	1	\$3,975.00	0	\$0.00	1	\$3,975.00
1.5.2 Material Testing	0	0	0	\$0.00	10	\$540.00	0	\$0.00	10	\$540.00
1.5.3 Site Inspections	0	0	0	\$0.00	6	\$720.00	0	\$0.00	6	\$720.00
1.5.4 Task Description	0	0	0	\$0.00	24	\$624.00	0	\$0.00	24	\$624.00
1.5.5 Task Description	0	0	0	\$0.00	17	\$1,479.00	0	\$0.00	17	\$1,479.00
1.5.6 Task Description	0	0	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
1.5.7 Task Description	0	0	0	\$0.00	11	\$2,036.00	0	\$0.00	11	\$2,036.00
Subtotal Task 1.5	0	\$0.00	0	\$0.00	69	\$9,374.00	0	\$0.00	69	\$9,374.00
<b>1.6 - Bidding Assistance</b>										
1.6.1 Attend/Participate in Pre-Bid Meeting	8	689	0	\$0.00	0	\$0.00	12	\$1,840.00	20	\$2,528.92
1.6.2 Address Bidder Questions/FRI	12	880	0	\$0.00	0	\$0.00	14	\$1,780.00	26	\$2,659.88
1.6.3 Prepare Addenda as Necessary	10	686	0	\$0.00	0	\$0.00	12	\$1,480.00	22	\$2,166.48
1.6.4 Support Bid Opening/Review	0	0	0	\$0.00	0	\$0.00	2	\$300.00	2	\$300.00
Subtotal Task 1.6	30	\$2,255.28	0	\$0.00	0	\$0.00	40	\$5,400.00	70	\$7,655.28
<b>1.7 - Construction Administration</b>										
1.7.1 Attend/Participate in Pre-construction Meeting	4	387	0	\$0.00	0	\$0.00	12	\$1,700.00	16	\$2,086.80
1.7.2 Contractor Meetings	4	387	0	\$0.00	0	\$0.00	14	\$2,000.00	18	\$2,386.80
1.7.3 Site/Progress Reviews and Inspections	8	589	0	\$0.00	0	\$0.00	28	\$3,760.00	36	\$4,348.72
1.7.4 Address RFIs (5 Day Turnaround)	16	1,093	0	\$0.00	0	\$0.00	40	\$5,080.00	56	\$6,172.76
1.7.5 Address Shop Drawings and Submittals (10 Day Turnaround)	12	891	0	\$0.00	0	\$0.00	50	\$6,150.00	62	\$7,040.84
1.7.6 Address Change Orders (as necessary)	40	3,281	0	\$0.00	0	\$0.00	52	\$6,500.00	92	\$9,781.40
1.7.7 Review Quantities/Pay applications	28	2,257	0	\$0.00	0	\$0.00	56	\$7,120.00	88	\$9,377.08
1.7.8 Punch List Review	8	603	0	\$0.00	0	\$0.00	41	\$5,620.00	49	\$6,222.80
Subtotal Task 1.7	120	\$9,487.20	0	\$0.00	0	\$0.00	293	\$37,930.00	417	\$47,417.20
<b>Hours &amp; Raw Labor Costs Subtotal</b>	<b>384</b>	<b>\$27,302</b>	<b>2</b>	<b>\$6,675</b>	<b>69</b>	<b>\$9,374</b>	<b>1,300</b>	<b>\$164,550</b>	<b>1,785</b>	<b>\$207,901</b>
O/H Costs		\$45,332.31								\$45,332.31
Labor+O/H Costs		\$72,634.35		\$6,675.00		\$9,374.00		\$164,550.00		\$253,233.35
Fixed Fee Costs		\$9,442.47								\$9,442.47
Total Labor Costs		\$82,076.81		\$6,675.00		\$9,374.00		\$164,550.00		\$262,675.81
ODCs		\$2,100.00						\$742.00		\$2,842.00
<b>FIRM TOTAL (Units and Dollars)</b>	<b>384</b>	<b>\$84,176.81</b>	<b>2</b>	<b>\$6,675.00</b>	<b>69</b>	<b>\$9,374.00</b>	<b>1,300</b>	<b>\$165,292.00</b>	<b>1,785</b>	<b>\$265,517.81</b>



## 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 strives to be a valued transportation choice for all members of our community and a vital partner for 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.

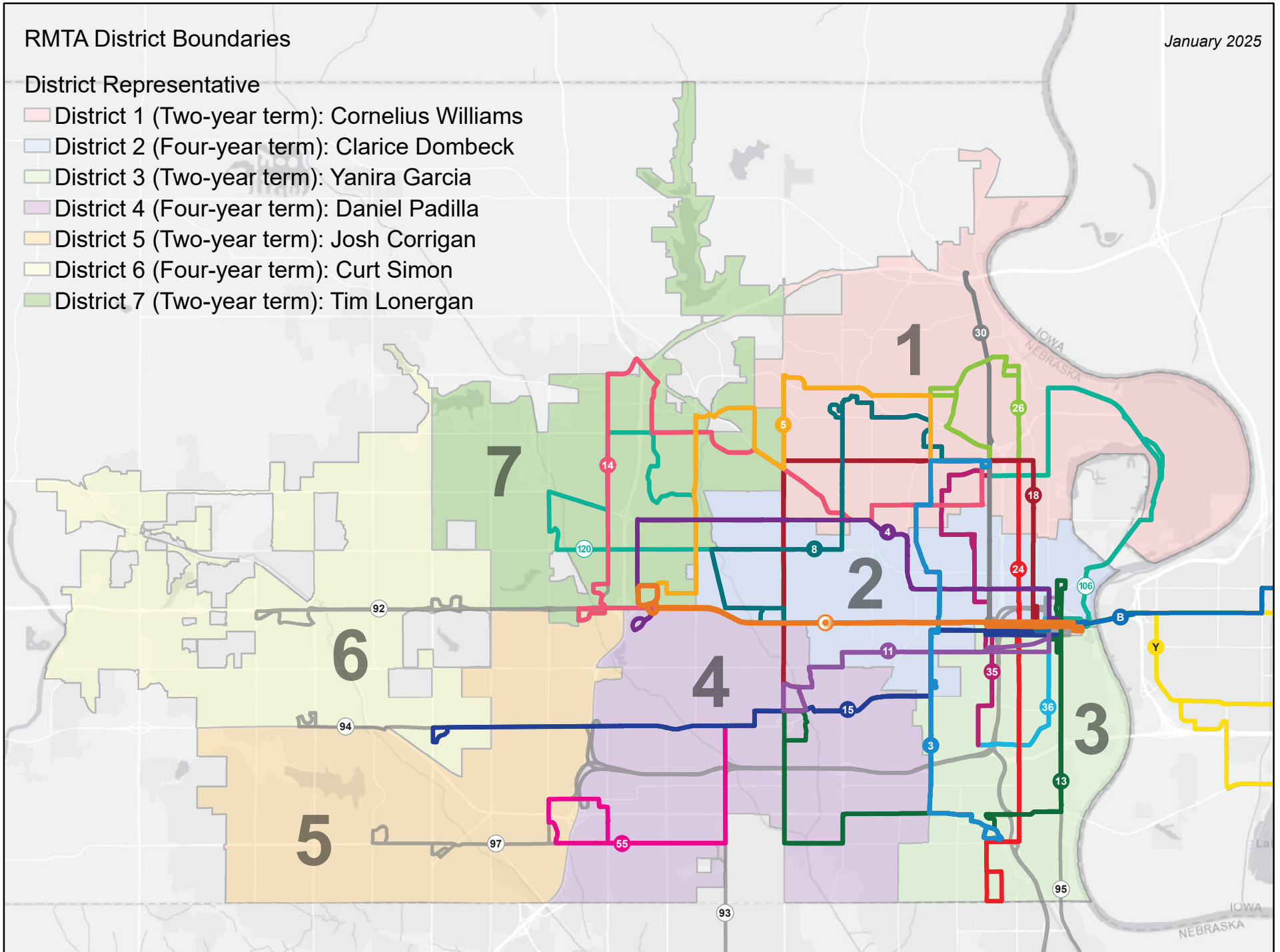
**Appreciation:** We are motivated to provide a quality of life for those we love through competitive wages and compensation.

# RMTA District Boundaries

January 2025

## District Representative

- District 1 (Two-year term): Cornelius Williams
- District 2 (Four-year term): Clarice Dombeck
- District 3 (Two-year term): Yanira Garcia
- District 4 (Four-year term): Daniel Padilla
- District 5 (Two-year term): Josh Corrigan
- District 6 (Four-year term): Curt Simon
- District 7 (Two-year term): Tim Lonergan



Jan

## Monthly Recruiting Report

Definition Key:

**# of Employees:** Total number of employees in stated or similar roles.

**Mthly Hires:** The number of new employees, promotions, or transfers in the given month.

**Mthly Turnover:** The number of employees who retire, quit, terminate, promote, or transfer in given month.

**Current Need:** # of stated or similar positions vacant.

**Trained:** Operators who've completed 6-8 week new hire training period and are operational.

	# of Employees	Mthly Hires	Mthly Turnover	Current Need	Recruiting Activity Notes
<b>All Roles</b>	<b>326</b>	10	3	26	Metro welcomed 10 new hires in January and identified with an additional 11 candidates for February start dates.
<b>Operations</b>	<b>212</b>				
Trained Bus Operators	164		1	6 (trained)	
Bus Operators in Training	15	9			5 additional trainees were identified for a February start. 4 Bus Operators graduated from Metro's training in January
Paratransit Operators	33		2	3	3 Candidates identified for February start dates
<b>Maintenance</b>	<b>28</b>				
Bus Mechanic		1		5	1 additional Mechanic was identified for February. Currently reviewing and interviewing candidates.
Parts	2				
Vehicle Mechanic	2				
Utility	7				
Body Shop Mechanic	1				
<b>Building</b>	<b>17</b>				
BG&E - Field	4				
Custodial	13				

Jan				
Role	Mthly Hires	Mthly Turnover	Current Need	Recruiting Activity Notes
<b>Admin Staff</b>			<b>12</b>	
Mechanic Supervisor			2	Currently reviewing and interviewing candidates.
Scheduling Supervisor			1	Eric Koebel was promoted to Senior Operations Manager
Field Supervisor			1	Currently reviewing and interviewing candidates.
Training Specialist				Dennis Hogueison was promoted to Training Specialist
Communication Specialist			1	Finalizing job descriptions and posting date
P/T Communication Specialist			1	Finalizing job descriptions and posting date
Mobility Specialist			1	Finalizing job descriptions and posting date
Sr. Mobility Manager			1	Finalizing job descriptions and posting date
Operations Director			1	Finalizing job descriptions and posting date
Attorney			1	Finalizing job descriptions and posting date
Scheduling Supervisor			1	Currently reviewing and interviewing candidates.
Receptionist			1	Finalizing job descriptions and posting date

# SOCIAL MEDIA SUMMARY

1.1.25 - 1.31.25



Facebook: **Metro Transit Omaha**

Posts: 14

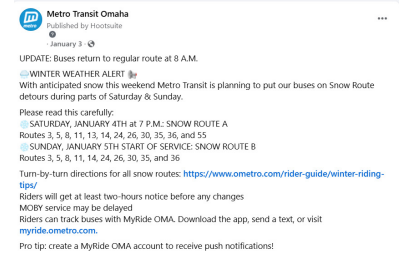
Reach: 7,896

Reactions: 154

Comments: 20

Shares: 74

3 new followers | 0.10% increase



Twitter: **@rideORBT**

Tweets: 14

Impressions: 1,938

Avg. 138 impressions/post for the year

Likes: 32

Retweets: 8

Replies: 0

-16 followers | 1.37% decrease



Instagram: **@metrotransitoma**

Posts: 6

Likes: 226

Avg. 37.7 likes/post for the year

Comments: 6

18 new followers | 1.10% increase





## 20 stories | 10 outlets

Metro Transit buses plan to operate on snow route detours over the weekend

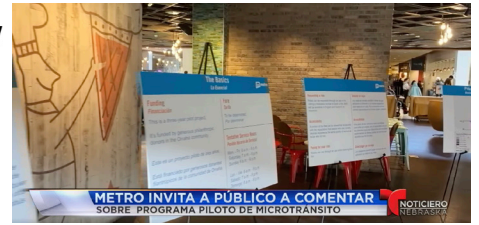


Snow routes - KETV

## Metro hopes to roll out new 'Microtransit' pilot program



Microtransit - KMTV



Microtransit - Telemundo



Federal funding - Omaha World-Herald

## OUTREACH

1.1.25 - 1.31.25

### Central High 8th grade exploration

JANUARY 11

Metro Staff attended the Central High Open House where 8th graders are looking at their options for high school. Staff was there to share information on the K-12 Rides Free program and share how students can use Metro to get to school.

Parents expressed gratitude for the help, one saying, "Oh, this is such a relief. I didn't know how I was going to get the kids to their different schools next year."



### Microtransit public engagement meetings

JANUARY 13 - JANUARY 21

Metro staff held a series of Public Engagement meetings in multiple parts of town, all near transit centers for more access. Staff shared the basics of the proposed microtransit pilot, what it might look like in Omaha, and to get feedback from the overall public.



**Metro - Income Statement Report**  
**For the Period Ending 12-31-24**  
**(Unaudited Year End - Preliminary)**

Revenue						
ACCOUNT DESCRIPTION	ACTUAL MTD REVENUE	REVISED ESTIM REV	ACTUAL YTD REVENUE	REMAINING REVENUE	% YTD COLL	
4140 Advertising	\$ (11,078)	\$ (275,000)	\$ (260,450)	\$ (14,550)	95%	
5339 BFac Cap	\$ (2,409,411)	\$ (12,374,275)	\$ (9,743,562)	\$ (2,630,713)	79%	
4112 Contract Serv	\$ (199,295)	\$ (1,670,000)	\$ (1,967,741)	\$ 297,741	118%	
5303 Metro Planning	\$ (9,519)	\$ (126,000)	\$ (52,334)	\$ (73,666)	42%	
Other FTA	\$ -	\$ -	\$ -	\$ -	N/A	
4150 Other Revenues	\$ (670,546)	\$ (275,200)	\$ (1,867,966)	\$ 1,592,766	679%	
4111 Passenger Fares	\$ (207,868)	\$ (2,564,000)	\$ (2,278,731)	\$ (285,270)	89%	
4230 Property Tax	\$ (52,931,120)	\$ (51,402,889)	\$ (53,152,779)	\$ 1,749,890	103%	
4410 State	\$ 94,840	\$ (500,000)	\$ (387,684)	\$ (112,316)	78%	
5307 Urbanized Cap	\$ (1,008,550)	\$ (1,500,000)	\$ (2,289,491)	\$ 789,491	153%	
5307 Urbanized Oper	\$ (3,121,804)	\$ (11,982,596)	\$ (7,495,531)	\$ (4,487,065)	63%	
<b>Revenue Total</b>	<b>\$ (60,474,351)</b>	<b>\$ (82,669,960)</b>	<b>\$ (79,496,269)</b>	<b>\$ (3,173,691)</b>	<b>96.16%</b>	
-						
Expense						
ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
5031 Fuel/Lubricants	\$ 182,556	4,153,426	\$ 2,122,513	\$ 2,030,913	51%	
5015 Fringe Benefits	\$ 770,143	9,636,146	\$ 7,852,271	\$ 1,783,875	81%	
MI 5090 Misc Expenses	\$ -	41,175	\$ 13,424	\$ 27,751	33%	
5039 Oth Mat & Supp	\$ 420,330	2,084,000	\$ 2,034,888	\$ 49,112	98%	
OA 5014 Other Pd Absen	\$ 103,214	-	\$ 507,912	\$ (507,912)	N/A	
5200 Other Op Exp	\$ 6,286	8,240	\$ 12,762	\$ (4,522)	155%	
OP 5012 Op Paid Absen	\$ 133,935	-	\$ 1,053,036	\$ (1,053,036)	N/A	
5011 Oper Sal/Wages	\$ 785,807	12,667,687	\$ 9,617,856	\$ 3,049,831	76%	
5013 Other Sal/Wag	\$ 358,382	4,636,229	\$ 4,338,708	\$ 297,521	94%	
5020 Services	\$ 129,770	3,089,016	\$ 1,831,262	\$ 1,257,753	59%	
5032 Tires & Tubes	\$ 21,210	505,048	\$ 308,233	\$ 196,815	61%	
UT 5040 Utilities	\$ 46,103	110,000	\$ 174,611	\$ (64,611)	159%	
Fixed (MBDO)	\$ 2,957,735	36,930,967	\$ 29,867,476	\$ 7,063,490	81%	
ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
FL 5031 Fuel/Lubricants	\$ 17,771	303,880	\$ 261,863	\$ 42,017	86%	
FR 5015 Fringe Benefits	\$ 124,148	1,113,470	\$ 1,150,051	\$ (36,581)	103%	
MI 5090 Misc Expenses	\$ -	9,075	\$ -	\$ 9,075	0%	
MS 5039 Oth Mat & Supp	\$ (2,000)	55,130	\$ 53,480	\$ 1,650	97%	
OA 5014 Other Pd Absen	\$ 16,370	-	\$ 57,308	\$ (57,308)	N/A	
OP 5012 Op Paid Absen	\$ 23,790	-	\$ 169,817	\$ (169,817)	N/A	
OS 5011 Oper Sal/Wages	\$ 120,884	1,476,137	\$ 1,575,010	\$ (98,873)	107%	
OW 5013 Other Sal/Wag	\$ 64,488	575,689	\$ 475,477	\$ 100,212	83%	
SR 5020 Services	\$ 4,125	-	\$ 44,997	\$ (44,997)	N/A	
TT 5032 Tires & Tubes	\$ 2,400	20,000	\$ 17,400	\$ 2,600	87%	
UT 5040 Utilities	\$ -	0	\$ -	\$ -	-	
Paratransit/Moby (DRDO)	\$ 371,976	3,553,381	\$ 3,805,402	\$ (252,021)	107%	
ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
CL 5050 Csity/Liab Cost	\$ 39,900	772,246	\$ 1,027,574	\$ (255,328)	133%	
FR 5015 Fringe Benefits	\$ 133,432	2,023,753	\$ 1,740,448	\$ 283,305	86%	
MI 5090 Misc Expenses	\$ 503,956	561,746	\$ 969,146	\$ (407,401)	173%	
MS 5039 Oth Mat & Supp	\$ 762	805,067	\$ 507,150	\$ 297,917	63%	
OA 5014 Other Pd Absen	\$ 105,946	-	\$ 445,818	\$ (445,818)	N/A	
OE 5200 Other Op Exp	\$ 2,267	-	\$ 8,743	\$ (8,743)	N/A	
OS 5011 Oper Sal/Wages	\$ 2,147	40,000	\$ 46,966	\$ (6,966)	117%	
OW 5013 Other Sal/Wag	\$ 126,853	3,785,323	\$ 2,956,790	\$ 828,533	78%	
SR 5020 Services	\$ 94,640	1,871,278	\$ 992,264	\$ 879,014	53%	
TX 5060 Taxes	\$ 148	1,000	\$ 14,522	\$ (13,522)	1452%	
UT 5040 Utilities	\$ 87,300	600,000	\$ 528,867	\$ 71,133	88%	
Administrative	\$ 1,097,351	10,460,413	\$ 9,238,289	\$ 1,222,123	88%	
ACCOUNT DESCRIPTION	ACTUAL MTD EXPENSE	REVISED BUDGET	YTD EXPENDED	AVAILABLE BUDGET	% YTD USED	
Fringe Costs	\$ 40	-	\$ (100)	\$ 100	N/A	
Shared Expense	\$ 40	-	\$ (100)	\$ 100	N/A	
<b>Operating Expense Total</b>	<b>\$ 4,427,103</b>	<b>\$ 50,944,760</b>	<b>\$ 42,911,068</b>	<b>\$ 8,033,593</b>	<b>84%</b>	

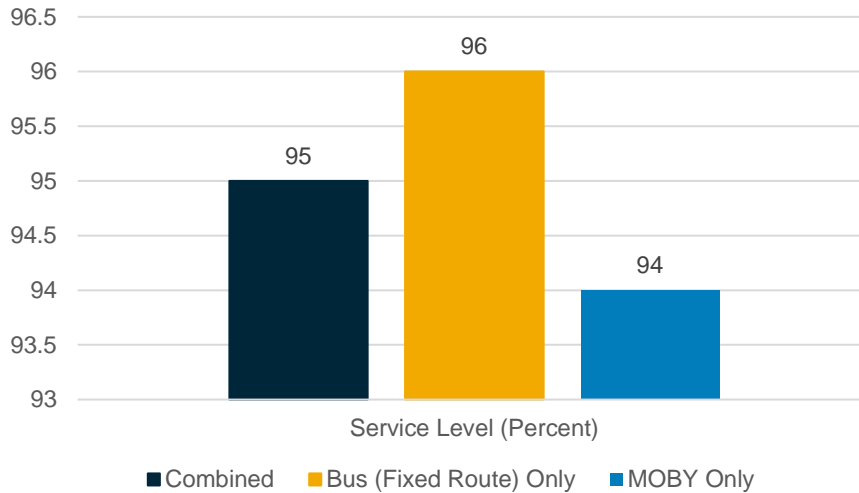
<b>Totals</b>									
<b>Expense Total</b>	\$	4,427,103	\$	50,944,760	\$	42,911,068	\$	8,033,693	84%
<b>Revenue Total</b>	\$	(60,474,351)	\$	(82,669,960)	\$	(79,496,269)	\$	(3,173,691)	96%
<b>(Gain)/Loss</b>	\$	<b>(56,047,248.37)</b>	\$	<b>(31,725,199.88)</b>	\$	<b>(36,585,201.18)</b>	\$	<b>4,860,001.30</b>	<b>-11.93%</b>

Depreciation Exp	1,028,392	11,352,000	9,550,868	1,801,132
Capital Exp	4,530,327	15,965,700	9,955,752	6,009,948
Property Tax Timing	-	-	-	

	<b>MTD TOTAL</b>	<b>REVISED BUDGET</b>	<b>YTD TOTAL</b>
Revised Exp	9,985,822	78,262,460	62,417,687
Revised Rev	(60,474,351)	(82,669,960)	(79,496,269)
<b>Revised Net Loss/(Gain)</b>	<b>(50,488,529.39)</b>	<b>(4,407,499.88)</b>	<b>(17,078,581.22)</b>

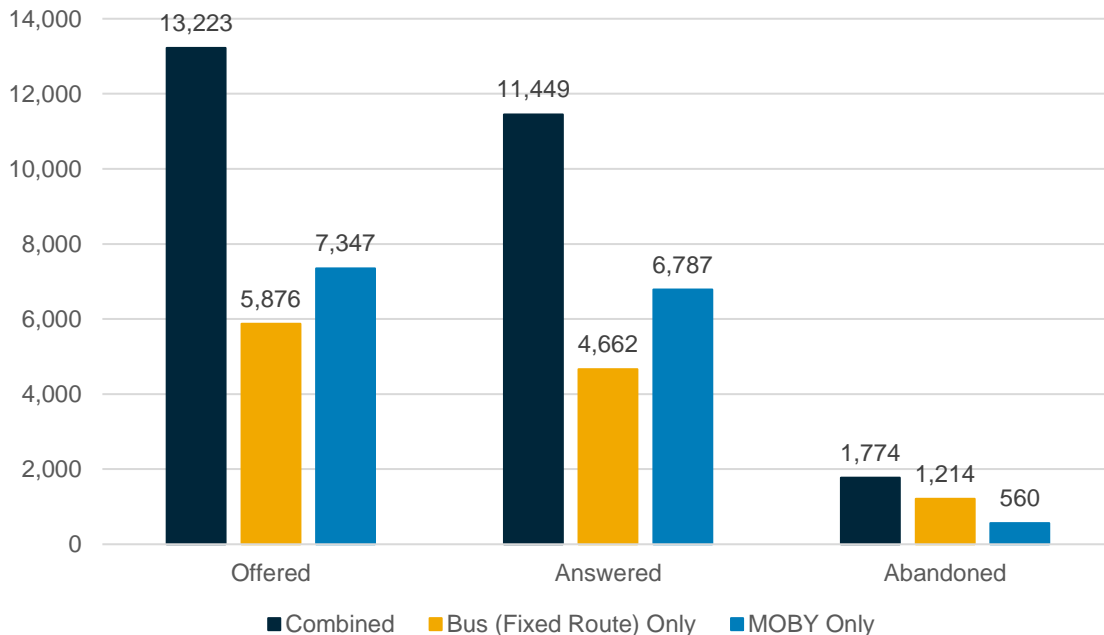
# January 2025 Customer Service Report

## Call Center Service Level



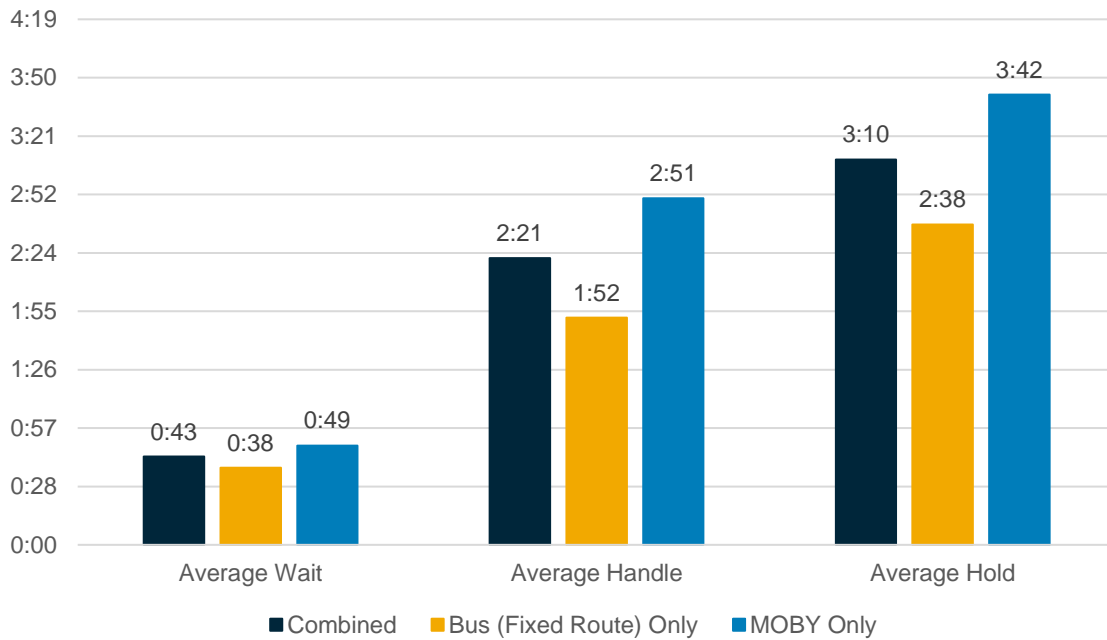
Text summary of the above chart: The chart displays the percent service level by queue – combined, bus (fixed route) only, and MOBY only – during the month of January 2025. The combined service level was 95%, the bus-only queue was 96%, and the MOBY-only queue was 94%.

## Incoming Calls



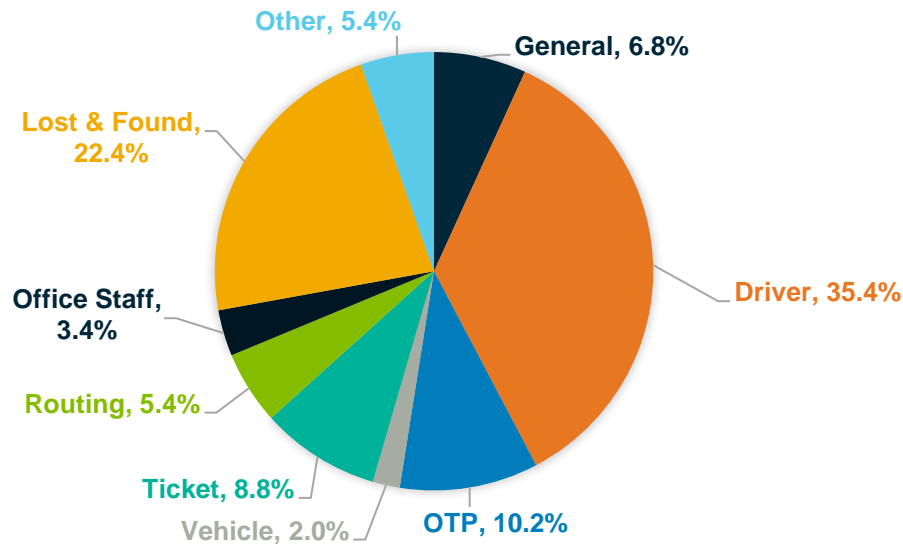
Text summary of the above chart: The chart displays the number of incoming calls that were offered, answered, and abandoned by queue – combined, bus (fixed route) only, and MOBY only – during the month of January 2025. Combined, there were 13,223 calls offered, 11,449 calls answered, and 1,774 calls abandoned. For the bus-only queue, there were 5,876 calls offered, 4,662 calls answered, and 1,214 calls abandoned. For the MOBY-only queue, there were 7,347 calls offered, 6,787 calls answered, and 560 calls abandoned.

## Call Times



Text summary of the above chart: The chart displays the call times broken down by the average wait, average handle, and average hold times and by queue – combined, bus (fixed route) only, and MOBY only – during the month of January. For the combined queue, the average wait time was 43 seconds, the average handle time was two minutes, 21 seconds, and the average hold time was three minutes, 10 seconds. For the bus-only queue, the average wait time was 38 seconds, the average handle time was one minute, 52 seconds, and the average hold time was two minutes, 38 seconds. For the MOBY-only queue, the average wait time was 49 seconds, the average handle time was two minutes, 51 seconds, and the average hold time was three minutes, 42 seconds.

## Logged Feedback and Inquiry Categories



Text summary of the above chart: The chart displays the logged feedback and inquiries broken by different categories, as follows: general – 6.8%, driver – 35.4%, on-time performance – 10.2%, vehicles – 2.0%, ticket – 8.8%, routing – 5.4%, office staff – 3.4%, lost and found – 22.4%, and other – 5.4%. The total number of logged inquiries was 147.

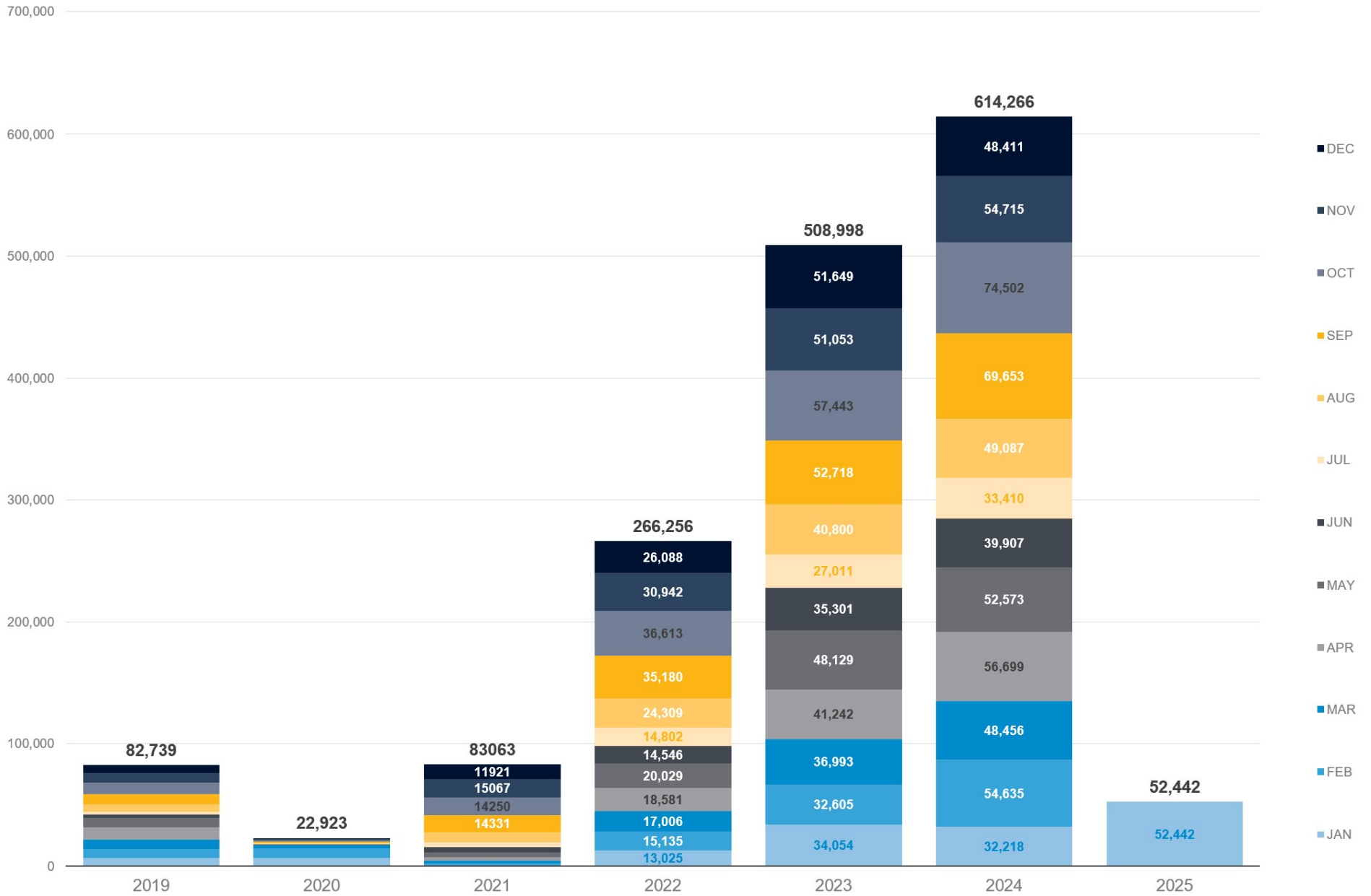






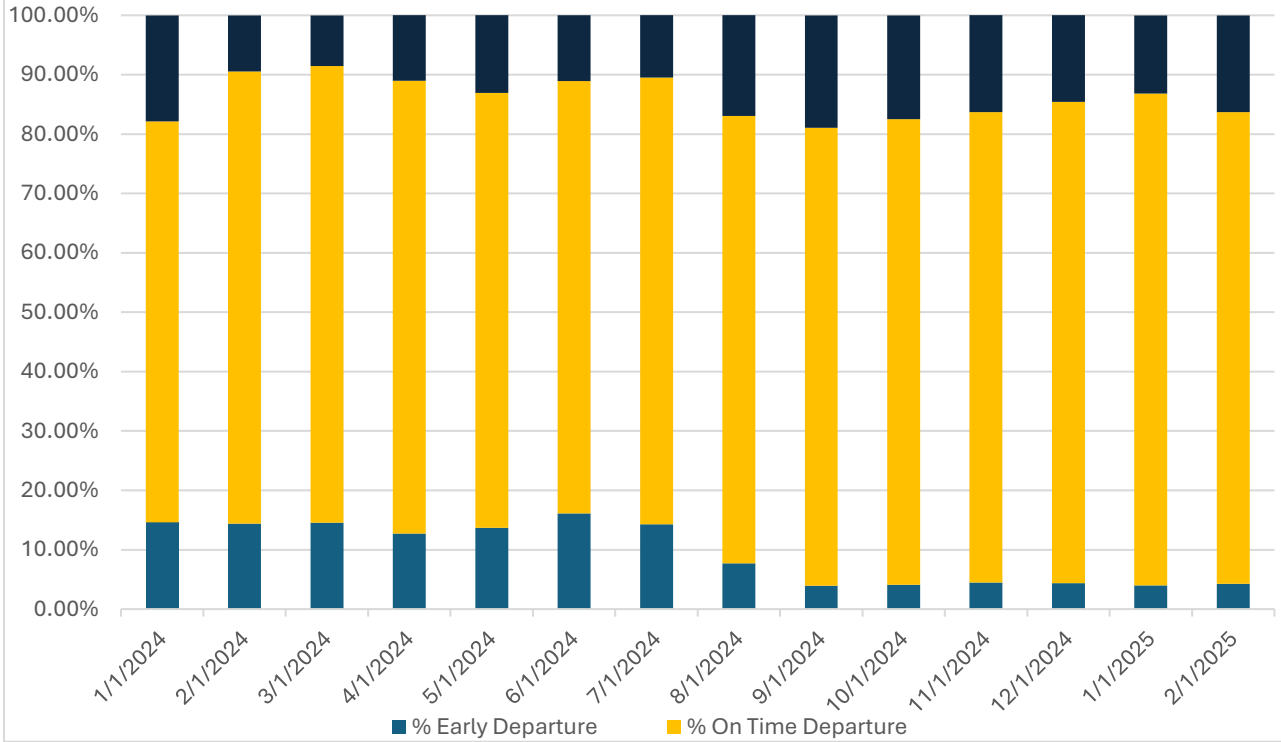


# K-12 Passenger Trips 2019 - 2025

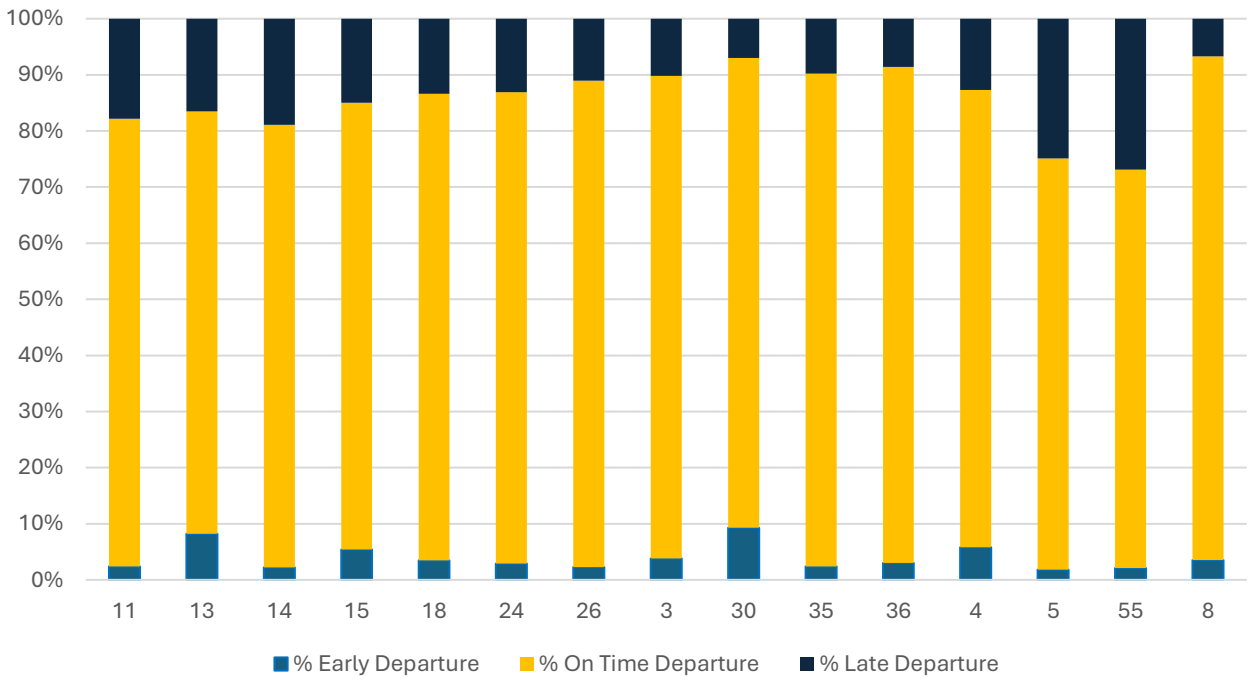


\*K-12 Rides Free Program first began on 5/10/2021.

### OTP by Month - System Wide

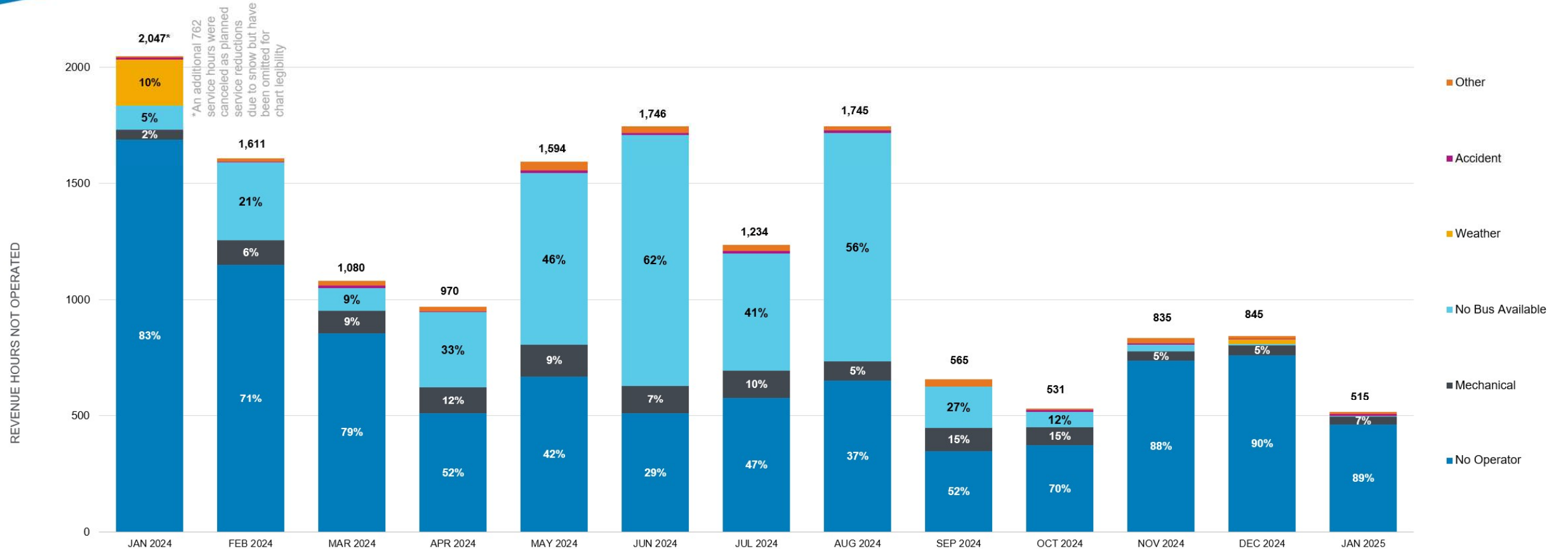


### OTP by Route for January 2025

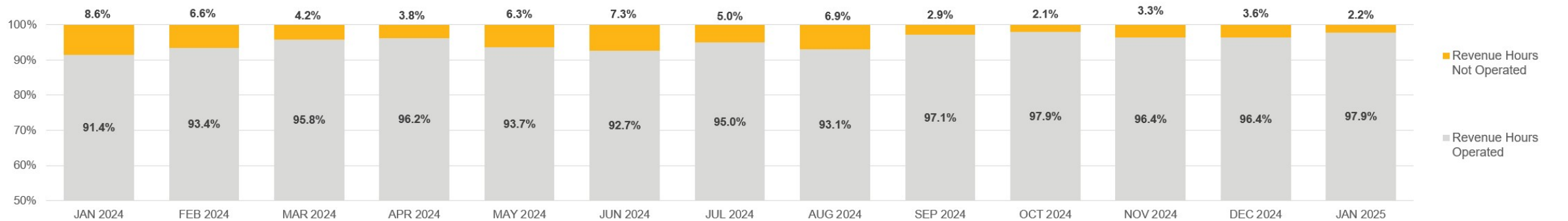




## MONTHLY SERVICE INTERRUPTIONS Revenue Hours Not Operated by Type



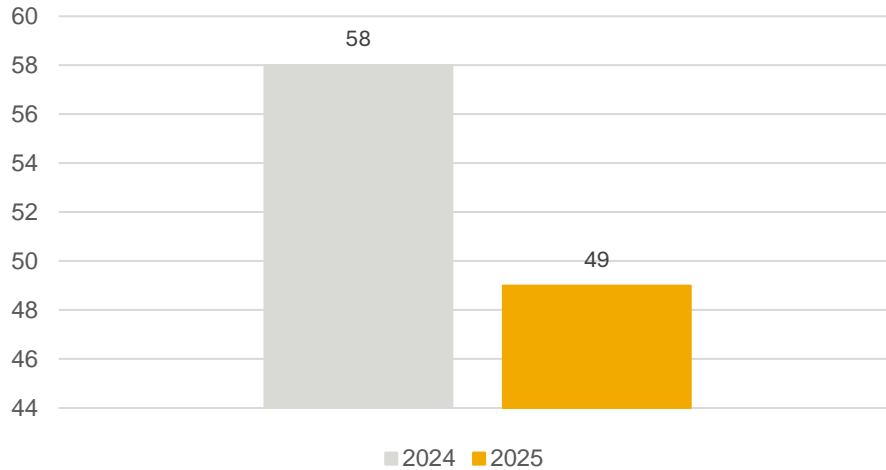
Percent of Total Revenue Hours



# January 2025 MOBY Eligibility + Operations Report

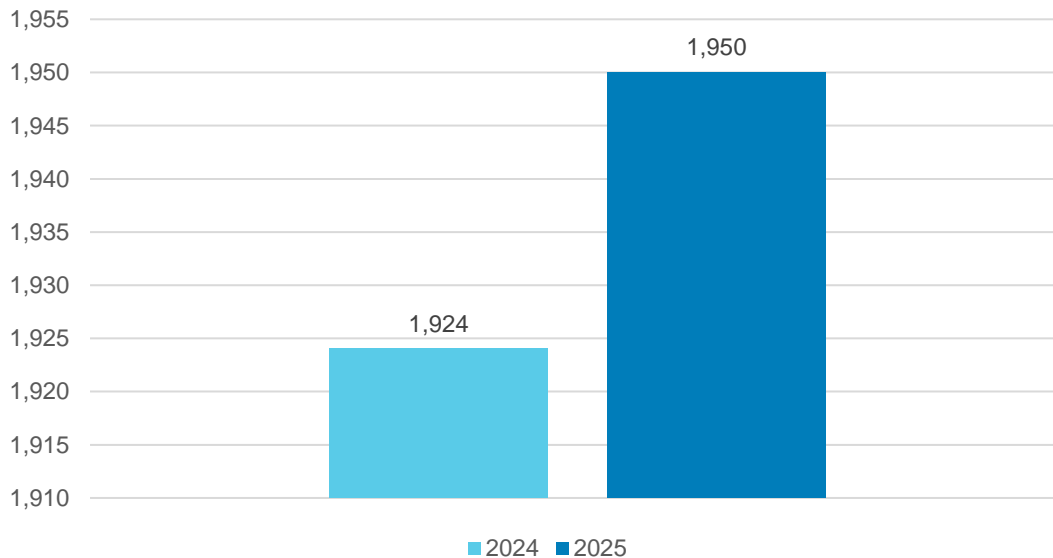
## MOBY Eligibility

### Number of MOBY Applications Processed in January



Text summary of the above chart: The chart displays the number of MOBY applications processed in January for the last two years. In January 2024, 58 applications were processed. In January 2025, 49 applications were processed.

### Total Number of Eligible MOBY Riders as of January 31

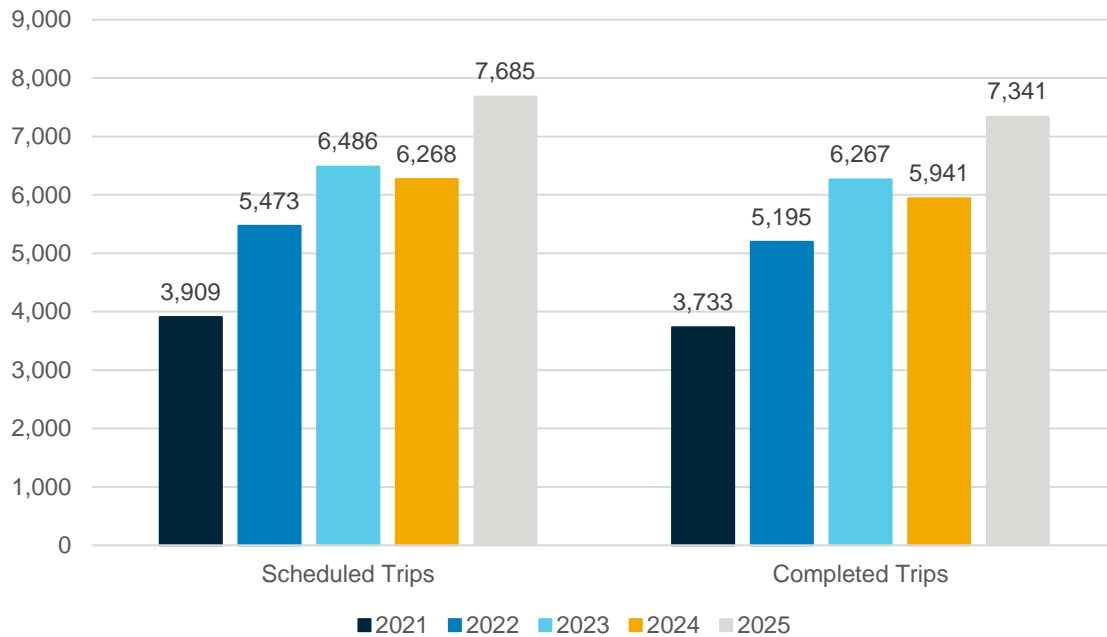


Text summary of the above chart: The chart displays the number of total number of eligible MOBY riders as of January 31 for the last two years. As of January 31, 2024, there were 1,924 eligible MOBY riders. As of January 31, 2025, there were 1,950 eligible MOBY riders.

# MOBY Operations

## Number of MOBY Passengers/Trips in December

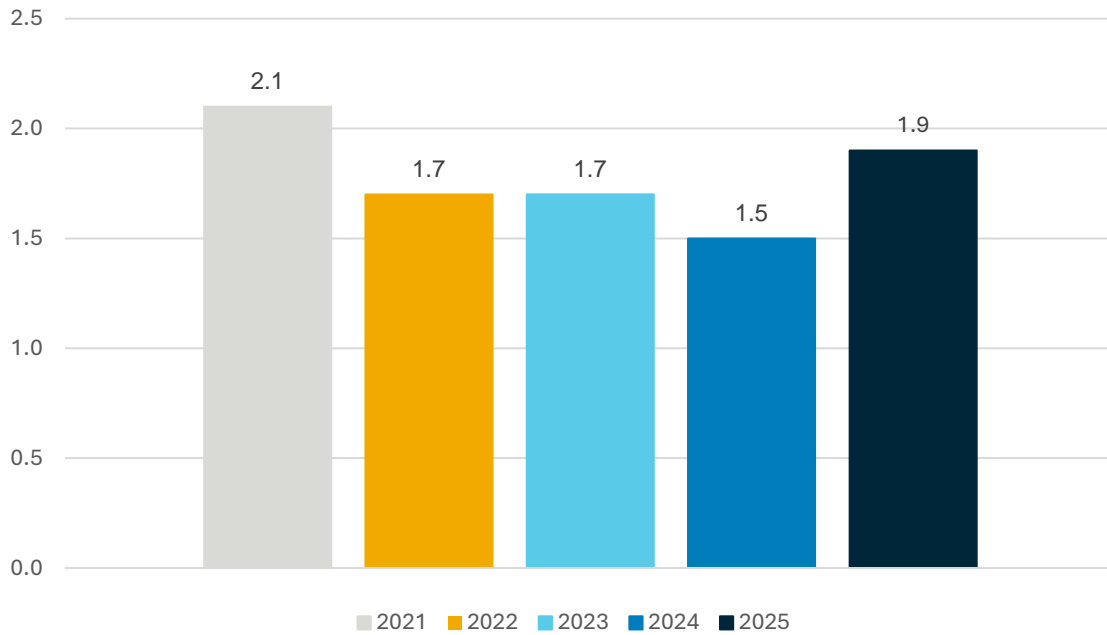
Includes clients, companions, PCAs, and other passengers



Text summary of the above chart: The chart displays the number of scheduled and completed MOBY passengers/trips in January for the last five years. In January 2021, 3,909 trips were scheduled, and 3,733 trips were completed. In January 2022, 5,473 trips were scheduled, and 5,195 trips were completed. In January 2023, 6,486 trips were scheduled, and 6,267 trips were completed. In January 2024, 6,268 trips were scheduled, and 5,941 trips were completed. In January 2025, 7,685 trips were scheduled, and 7,341 trips were completed.

Please note: Operators are staffed according to scheduled trips. All MOBY trips must be scheduled no later than 4:30 p.m. prior to the day of travel.

## Average Passenger per Revenue Hour in December



Text summary of the above chart: The chart displays the average number of passengers per revenue hour for the month of January over the last five years. The average number of passengers per hour was 2.1 in 2021, 1.7 in 2022, 1.7 in 2023, 1.5 in 2024, and 1.9 in 2025.

### Number of MOBY Passengers/Trips Year-to-Date (YTD)

Includes clients, companions, PCAs, and other passengers

This chart was not included this month. The year-to-date numbers are the same as the January numbers.