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AGENDA

REGULAR BOARD MEETING

REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA

2222 Cuming Street

Omaha, Nebraska, 68102

March 23, 2023

8:30 a.m.

1. Call to Order: Notice of the Regular Meeting was published in the Omaha Daily Record on March 17, 2023.
2. Approval of Minutes of Previous Meeting:

- a. Regular Meeting: February 23, 2023
3. General Public Comment Period
This is an opportunity for members of the audience to be heard regarding topics related to the Regional Metropolitan Transit Authority of Omaha, not on the agenda for a maximum of 2 minutes.
4. Administrative Report (L. Cencic)
5. Administrative Reports:
 - a. Administration/Human Resources (D. Grant)
 - b. Programs/Operation (I. Maldonado)
 - c. Communications (N. Ebat)
6. Resolution – Request Approval of Title VI Service Equity Analysis for Planned Service Changes (A. Johnson)
7. Resolution – Request Approval of Resolution #432 to Enter into a Statement of Intent to Cooperate in the Future Feasibility and Development of a Multimodal Bridge and Modern Streetcar System (L. Cencic)
8. Resolution – Request Approval of Resolution #433 – Board Recognition of Nebraska Public Transit Week, April 9th – 15th (N. Ebat)
9. Resolution – Request Approval to Enter into a Contract with Thermo-King Christensen for Bus HVAC Repairs (L. Cencic)
10. Board Chair Report (A. Haase)
11. Date, Time and Place of Next Regular Board Meeting
Thursday, April 27, 2023, at 8:30 a.m.
Authority’s Administrative Building
12. Adjournment

Tentative Resolutions for Next Board Meeting
Election of Board Officers and Committee Assignments

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

EXPLANATION: Metro's Title VI Policy requires a Service Equity Analysis be completed for any proposed changes that meet Metro's definition of a Major Service Change, including:

1. The addition and/or elimination of a bus route.
2. A ten percent or more addition or reduction in the system revenue miles.
 - i. *This threshold was reduced from 12% to 10% and approved by the Metro Board of Directors on December 22, 2022. FTA approval is currently pending.*
3. A fifteen percent or more addition or reduction of revenue miles on any individual route.
 - i. This includes a change in frequency, span of service, or route alignment beyond a three-quarter mile buffer of the terminus and either side of an existing alignment.
 - ii. *This threshold was reduced from 25% to 15% and approved by the Metro Board of Directors on December 22, 2022. FTA approval is currently pending.*

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

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

- **No disparate impact on minority populations.** The cumulative benefit of the changes to minorities is 5.62% and to non-minorities is 6.00%, a difference of 0.38%.
- **No disproportionate burden on low-income populations.** The cumulative benefit of the changes to low-income populations is 5.98% and to non-low-income individuals is 5.79%, a difference of 0.19%.
- **Minority and/or low-income individuals will not be limited by or denied the benefits of the proposed service increases.**

Board approval will ensure Metro's continued compliance with the Federal Transit Administration's Title VI requirements. The Title VI Service Equity Analysis will be provided to the Board of Directors under separate cover and is available to the public upon request by emailing titlevi@ometro.com.

Recommend Approval.



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Operated by the Metropolitan Regional Transit Authority of Omaha



TITLE VI SERVICE EQUITY ANALYSIS

April 2023 Planned Service Changes

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

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1. Purpose

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

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

OVERVIEW

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

2. Summary of Proposed Service Changes

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

Increases to Frequency

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

Figure 2A: Cumulative Changes to Frequency

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

Other Additional Weekday Trips

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

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

3. Metro Title VI Policies

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

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

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

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

MAJOR SERVICE CHANGES:

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

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

1. The addition and/or elimination of a bus route.
2. A ten percent or more addition or reduction in the system revenue miles.
3. A fifteen percent or more addition or reduction of revenue miles on any individual route.
 - i. This includes a change in frequency, span of service, or route alignment beyond a three-quarter mile buffer of the terminus and either side of an existing alignment.

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

DISPARATE IMPACT POLICY

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

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

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

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

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

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

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

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

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

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

DISPROPORTIONATE BURDEN POLICY

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Finding of a Major Service Change

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

Figure 4A: Cumulative Changes to Revenue Miles

February 2023 Revenue Miles					April 2023 Revenue Miles					Percent Change
Route	WD	SAT	SUN	Weekly Revenue Miles	Route	WD	SAT	SUN	Weekly Revenue Miles	By Route
3	870.11	563.64	220.15	5,134.34	3	870.11	563.64	517.59	5,431.78	5.8%
4	1,138.62	717.43	331.26	6,741.79	4	1,138.62	717.43	649.08	7,059.61	4.7%
11	405.00	208.71	157.22	2,390.93	11	405.00	391.68	157.22	2,573.90	7.7%
13S	351.95	399.16	184.60	2,343.51	13S	543.95	407.30	378.56	3,505.61	49.6%
13L	237.29	214.27	160.52	1,561.24	13L	334.52	214.27	177.74	2,064.61	32.2%
15S	522.22	381.74	170.36	3,163.20	15S	707.79	381.74	389.76	4,310.45	36.3%
15L	259.66	209.10	154.26	1,661.66	15L	259.66	209.10	180.56	1,687.96	1.6%
24	1,148.69	767.96	246.76	6,758.17	24	1,148.69	767.96	565.83	7,077.24	4.7%
30	508.80	485.32	223.43	3,252.75	30	508.80	485.32	448.12	3,477.44	6.9%
TOTAL:	11,928.49	8,105.07	4,029.89	71,777.41	TOTAL:	12,403.29	8,296.18	5,645.79	75,958.42	

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

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

METHODOLOGY

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

1. Data Selection:

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

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

2. Definition of Terms:

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

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

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

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

3. Analysis by Route:

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

4. Cumulative Analysis:

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

PROPOSED INCREASES TO FREQUENCY AND ADDITIONAL TRIPS

Figure 5A: Additional frequency of Routes or Route Segments

Route	Description	Total Population	Minority Population	Percentage Minority	Low-Income Population	Percentage Low-Income
3	Frequency Increase (Sundays)	24,451	13,137	53.73%	5,474	22.39%
4	Frequency Increase (Sundays)	29,063	11,274	38.79%	5,012	17.25%
11	Frequency Increase (Saturdays)	21,243	7,164	33.72%	3,435	16.17%
13S	Frequency Increase (Weekdays & Sundays from Downtown to MCC)	16,841	8,440	50.12%	3,829	22.74%
13L	Frequency Increase (Peak Service Weekdays from Downtown to ATC)	24,933	11,666	46.79%	5,049	20.25%
15S	Frequency Increase (Weekdays & Sundays from Downtown to ATC)	19,300	6,371	33.01%	3,239	16.78%
15L	Span increase (Sundays)	27,775	8,108	29.19%	3,606	12.98%
24	Frequency Increase (Sundays)	27,571	18,643	67.62%	7,554	27.40%
30	Frequency Increase (Sundays)	21,441	10,825	50.49%	5,194	24.22%

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

6. Analysis of Cumulative Effects of Proposed Service Changes

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

Figure 6A: Cumulative Impact to Minority Populations

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

April 2023 Routes						Net Change
Route	Weekly Revenue Miles	Total Population	Minority Population	Percent Minority	Minority Service Miles	Minority Service Miles
3	5,431.78	24,451	13,137	53.73%	2,918.38	159.81
4	7,059.61	29,063	11,274	38.79%	2,738.54	123.29
11	2,573.90	21,243	7,164	33.72%	868.02	61.70
13S	3,505.61	16,841	8,440	50.12%	1,756.86	582.40
13L	2,064.61	24,933	11,666	46.79%	966.02	235.52
15S	4,310.45	19,300	6,371	33.01%	1,422.90	378.71
15L	1,687.96	27,775	8,108	29.19%	492.74	7.68
24	7,077.24	27,571	18,643	67.62%	4,785.50	215.75
30	3,477.44	21,441	10,825	50.49%	1,755.67	113.44
TOTAL:	75,958.42	584,975.00	256,862.00	43.91%	35,287.80	1,878.30

Cumulative Impact to Minority Populations:

5.62%

Figure 6B: Cumulative Impact to Non Minority Populations

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

April 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Non Minority Population	Percent Non Minority	Non Minority Service Miles
3	5,431.78	24,451	11,314	46.27%	2,513.40
4	7,059.61	29,063	17,789	61.21%	4,321.07
11	2,573.90	21,243	14,079	66.28%	1,705.88
13S	3,505.61	16,841	8,401	49.88%	1,748.75
13L	2,064.61	24,933	13,267	53.21%	1,098.59
15S	4,310.45	19,300	12,929	66.99%	2,887.55
15L	1,687.96	27,775	19,667	70.81%	1,195.22
24	7,077.24	27,571	8,928	32.38%	2,291.74
30	3,477.44	21,441	10,616	49.51%	1,721.77
TOTAL:	75,958.42	584,975.00	328,113.00	56.09%	40,670.62

Net Change
Non Minority Service Miles
137.63
194.53
121.27
579.70
267.85
768.54
18.62
103.32
111.25
2,302.71

Cumulative Impact to Non Minority Populations:

6.00%

Figure 6C: Cumulative Impact to Low-Income Populations

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

April 2023 Routes						Net Change
Route	Weekly Revenue Miles	Total Population	Low-Income Population	Percent Low-Income	Low-Income Service Miles	Low-Income Service Miles
3	5,431.78	24,451	5,474	22.39%	1,216.05	66.59
4	7,059.61	29,063	5,012	17.25%	1,217.45	54.81
11	2,573.90	21,243	3,435	16.17%	416.20	29.59
13S	3,505.61	16,841	3,829	22.74%	797.04	264.22
13L	2,064.61	24,933	5,049	20.25%	418.09	101.93
15S	4,310.45	19,300	3,239	16.78%	723.40	192.54
15L	1,687.96	27,775	3,606	12.98%	219.15	3.41
24	7,077.24	27,571	7,554	27.40%	1,939.05	87.42
30	3,477.44	21,441	5,194	24.22%	842.40	54.43
TOTAL:	75,958.42	584,975.00	106,735.00	18.25%	15,150.01	854.94

Cumulative Impact to Low-Income Populations:

5.98%

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

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

April 2023 Routes					
Route	Weekly Revenue Miles	Total Population	Non Low-Income Pop.	Percent Non Low-Income	Non Low-Income Service Miles
3	5,431.78	24,451	18,977	77.61%	4,215.73
4	7,059.61	29,063	24,051	82.75%	5,842.16
11	2,573.90	21,243	17,808	83.83%	2,157.70
13S	3,505.61	16,841	13,012	77.26%	2,708.57
13L	2,064.61	24,933	19,884	79.75%	1,646.52
15S	4,310.45	19,300	16,061	83.22%	3,587.05
15L	1,687.96	27,775	24,169	87.02%	1,468.81
24	7,077.24	27,571	20,017	72.60%	5,138.19
30	3,477.44	21,441	16,247	75.78%	2,635.04
TOTAL:	75,958.42	584,975.00	478,240.00	81.75%	60,808.41

Net Change
Non Low-Income Service Miles
230.85
263.01
153.38
897.88
401.44
954.71
22.89
231.65
170.26
3,326.07

Cumulative Impact to Non Low-Income Populations:

5.79%

CONCLUSION

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

DISPARATE IMPACT ANALYSIS

The service equity analysis shows that on a cumulative basis the non-minority population will benefit slightly more than the minority population. The number of weekly revenue miles was multiplied by the percent of minority population residing in the service buffer to identify the cumulative effect on minority populations. The cumulative benefit of the changes to minorities is 5.62% and to non-minorities is 6.00%, a difference of 0.38%. **No disparate impact is identified for the proposed changes according to the adverse impact threshold in the previous policy approved by the FTA in 2013 (25% or greater) or the current policy approved by the Metro Board in 2022 and pending FTA approval (15% or greater).**

DISPROPORTIONATE BURDEN ANALYSIS

The service equity analysis shows that on a cumulative basis the low-income population will benefit slightly more than the non-low-income population. The number of weekly revenue miles was multiplied by the percent of low-income population residing in the service buffer to identify the cumulative effect on low-income populations. The cumulative benefit of the changes to low-income populations is 5.98% and to non-low-income individuals is 5.79%, a difference of 0.19%. **No disproportionate burden is identified for the proposed changes according to the adverse effect threshold in the previous policy approved by the FTA in 2013 (25% or greater) or the current policy approved by the Metro Board in 2022 and pending FTA approval (15% or greater).**

7. Public Engagement

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

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

PUBLIC NOTIFICATION

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

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

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

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

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

Appendix A: Individual Route Reports and Analysis

This Section Contains:

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

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

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

Route 3

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

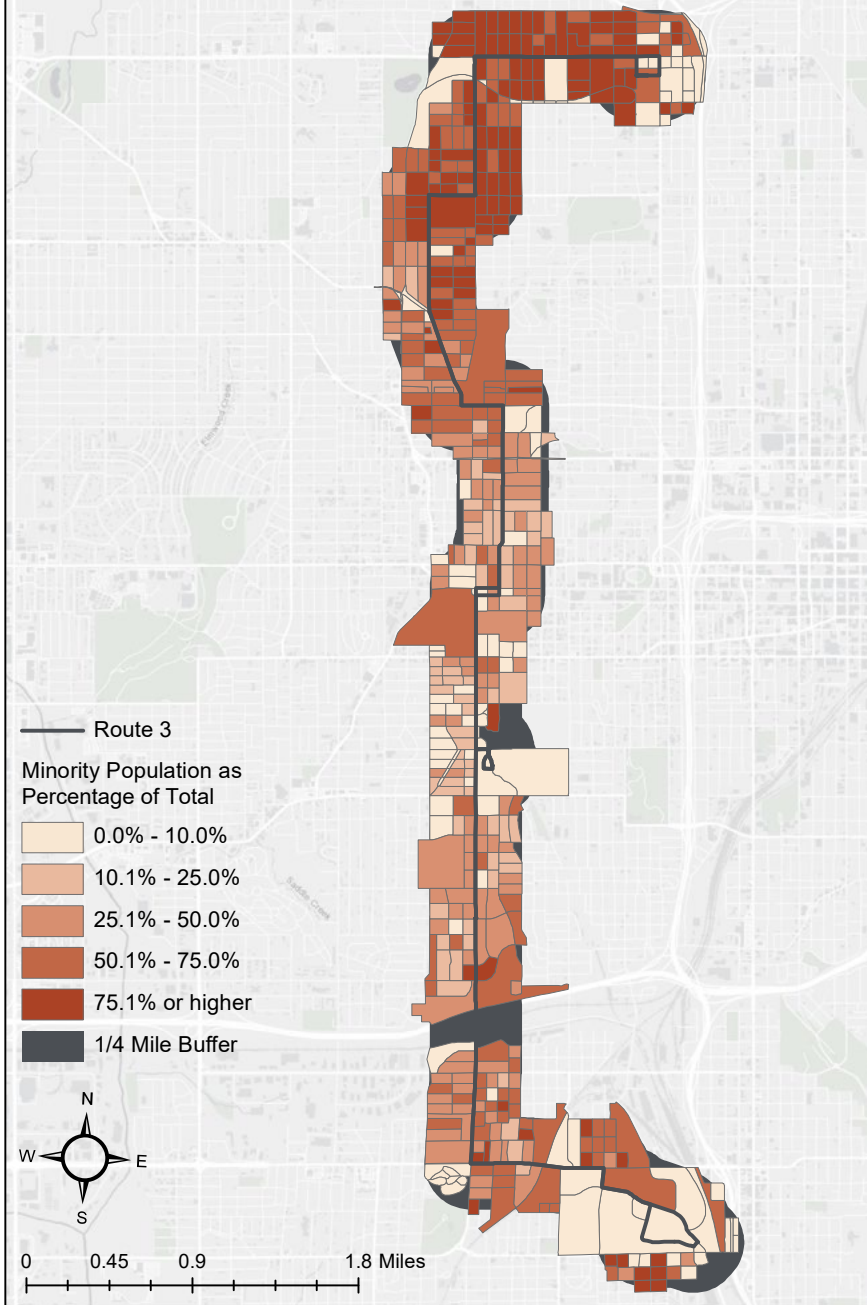
Figure 1.3

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

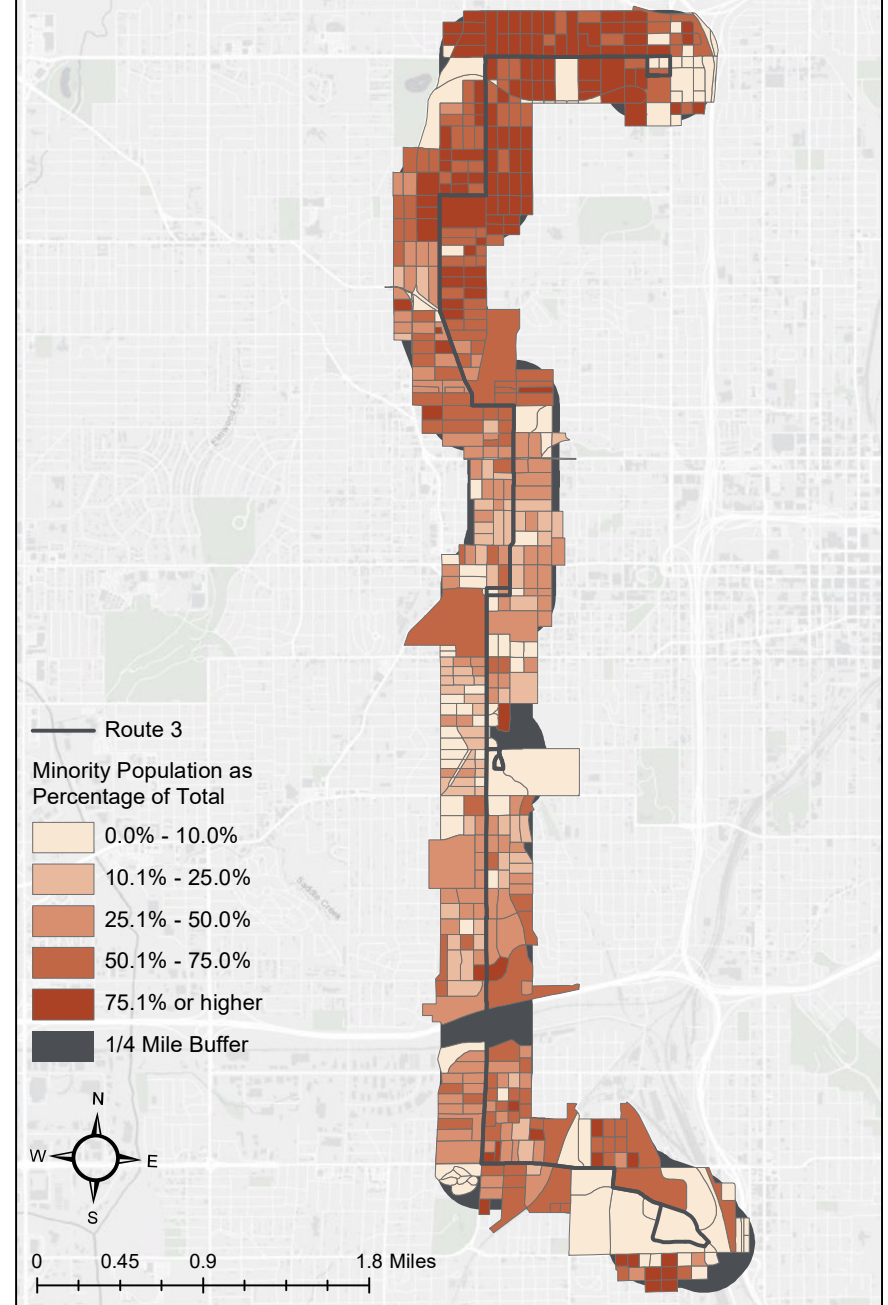
Figure 1.4

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

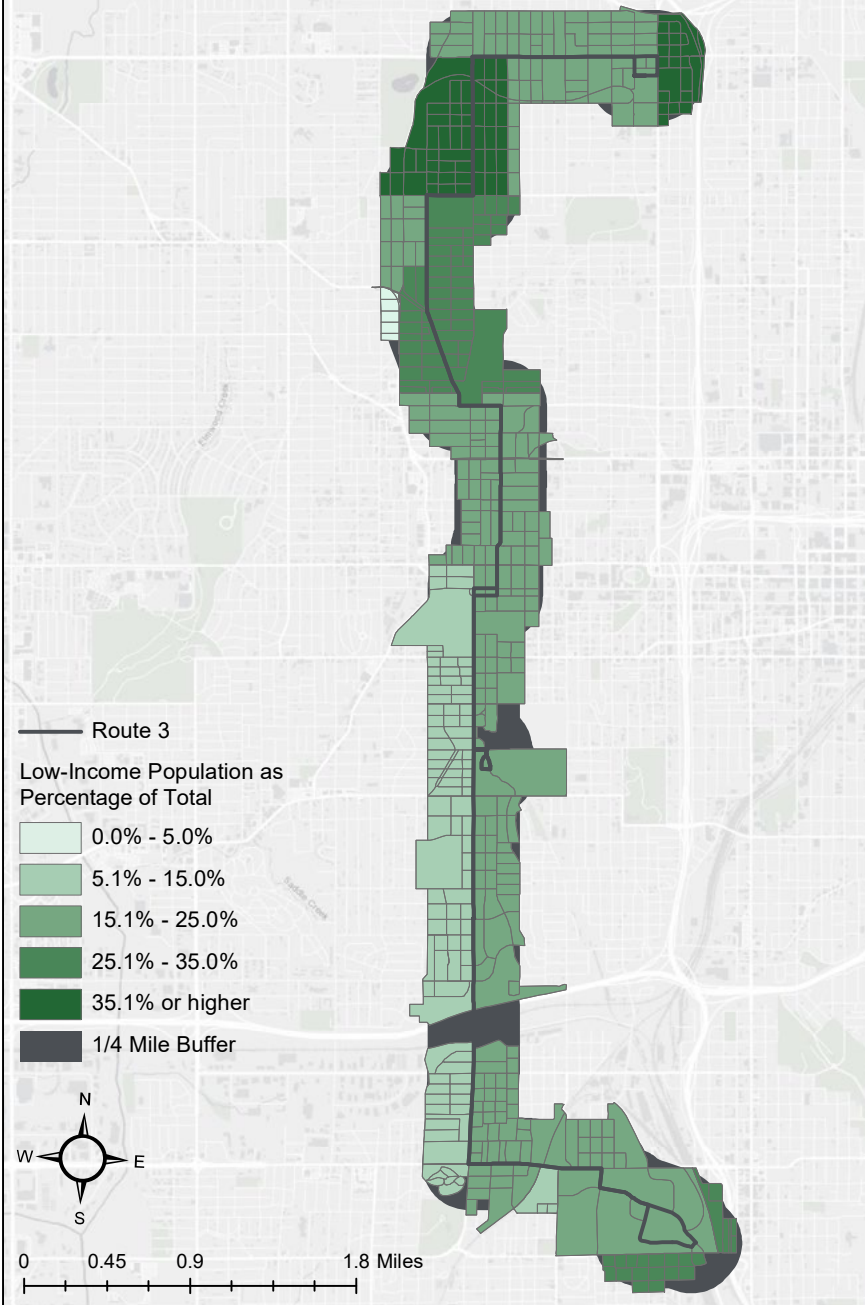
Minority Population
Route 3 - February 2023



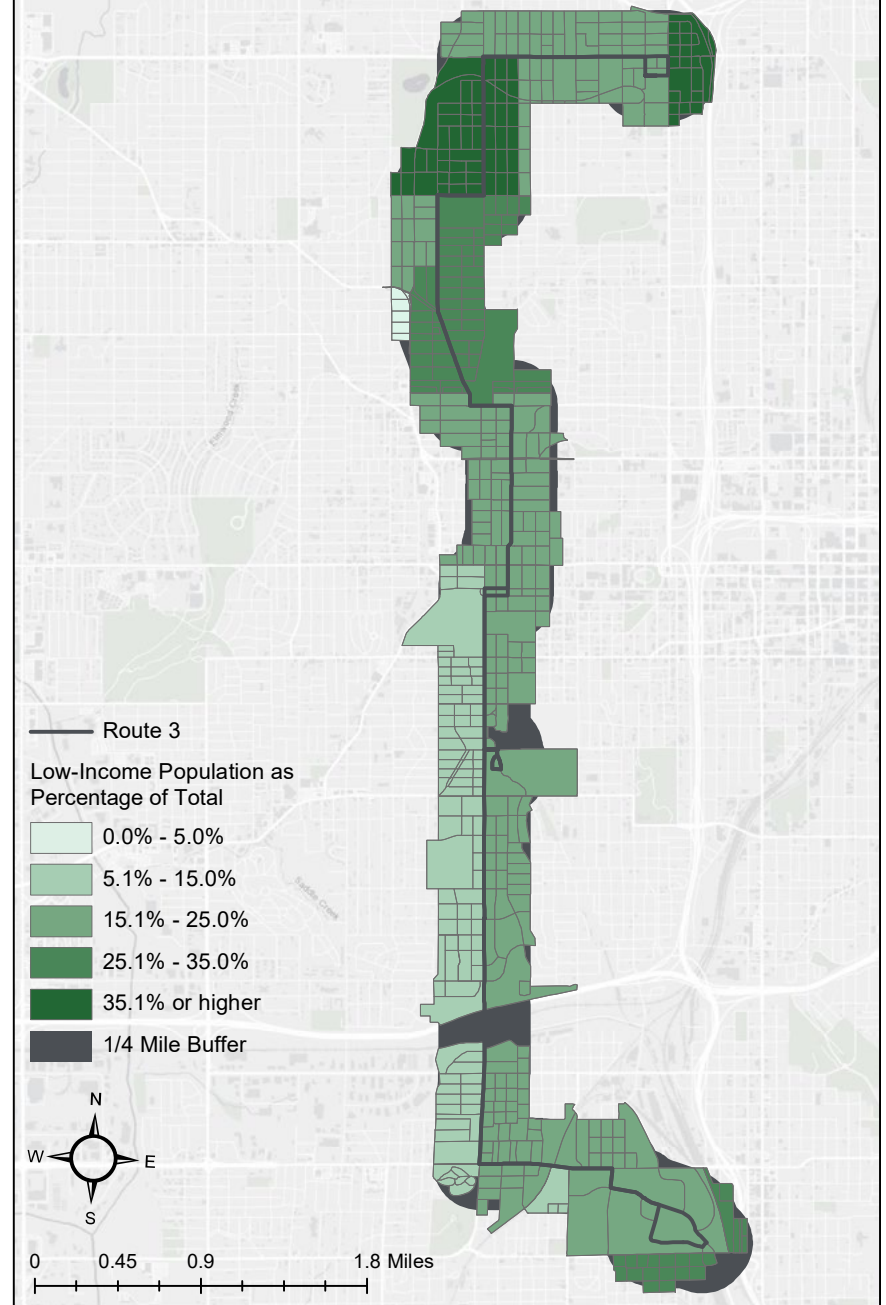
Minority Population
Route 3 - April 2023



Low-Income Population Route 3 - February 2023



Low-Income Population Route 3 - April 2023



Route 4

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

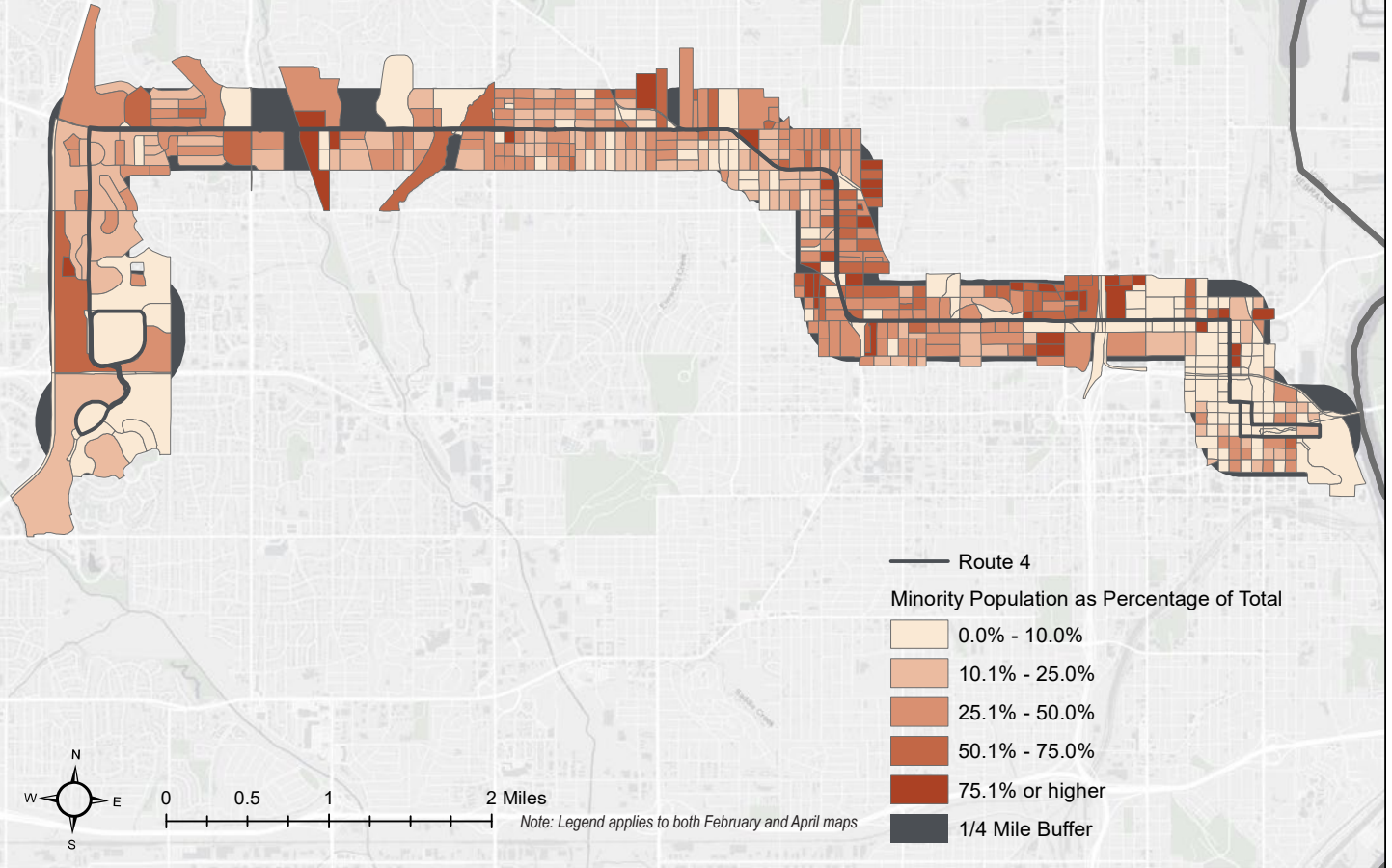
Figure 1.3

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

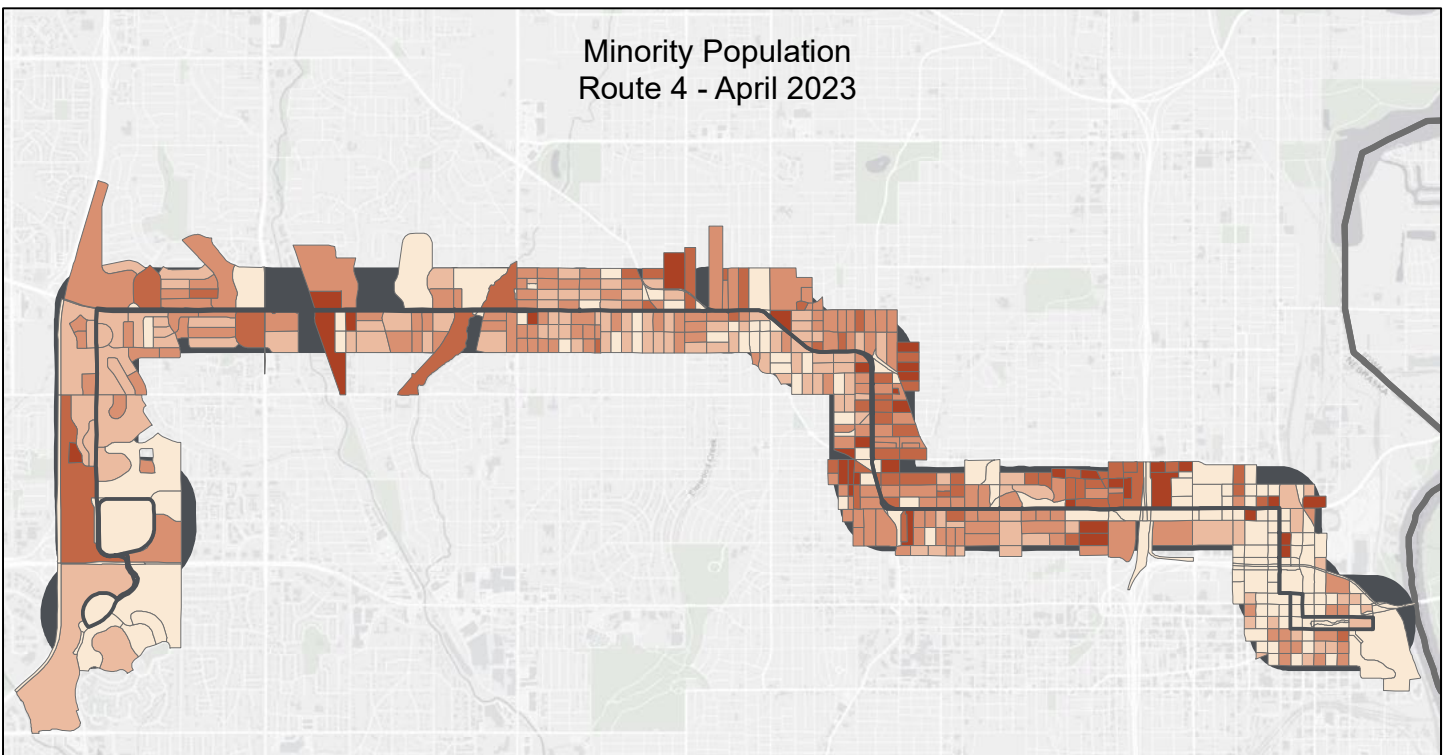
Figure 1.4

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

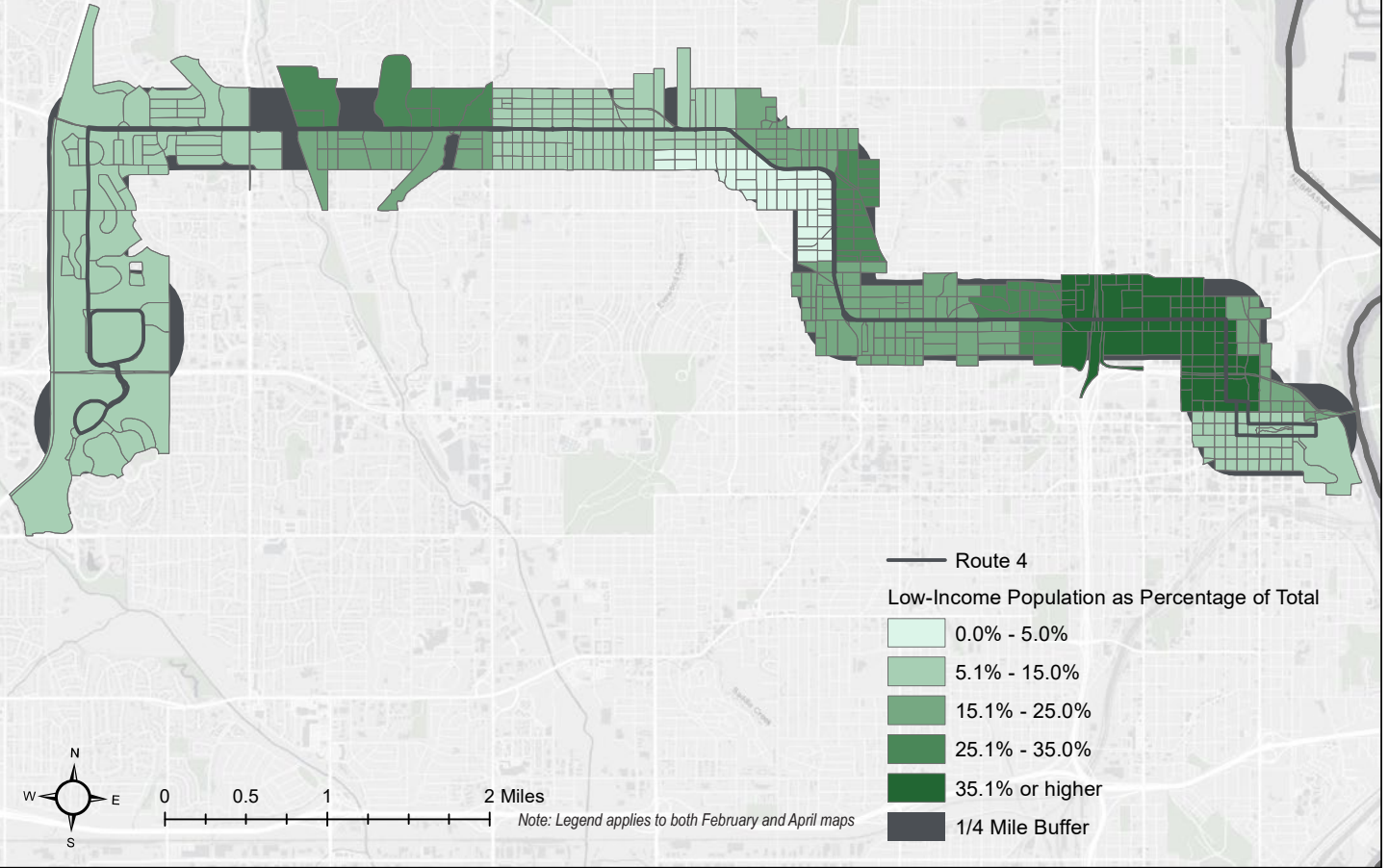
Minority Population Route 4 - February 2023



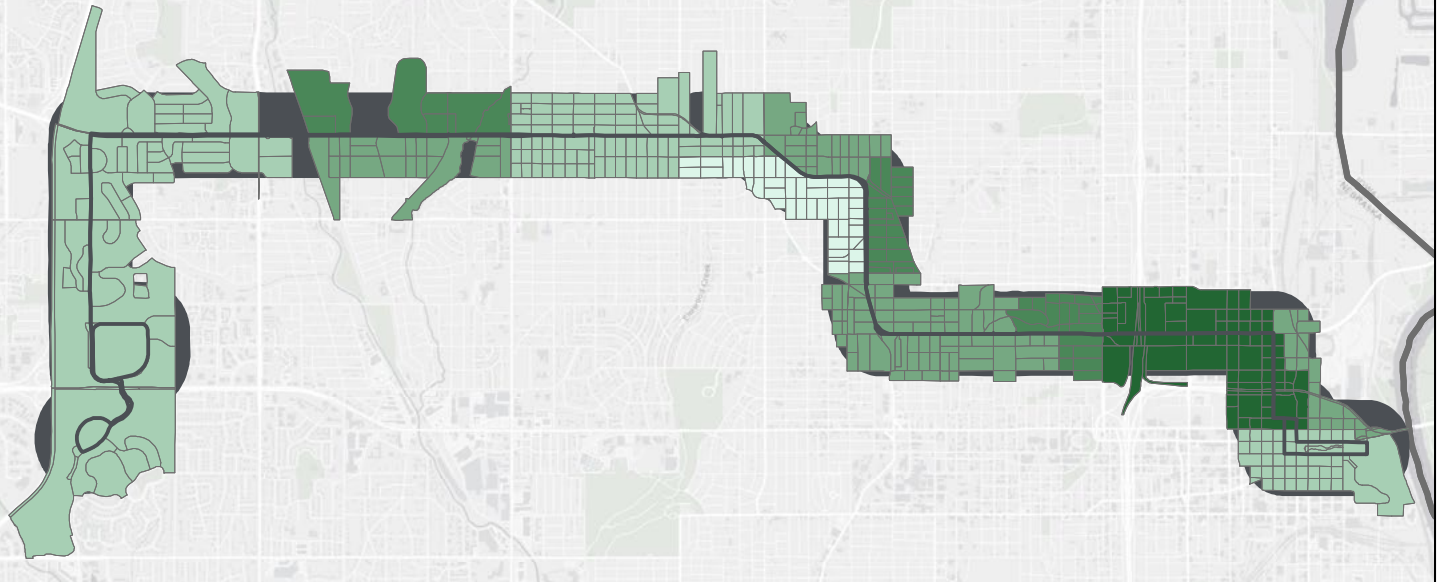
Minority Population Route 4 - April 2023



Low-Income Population Route 4 - February 2023



Low-Income Population Route 4 - April 2023



Route 11

Proposal

- Frequency Increase (Saturdays)

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

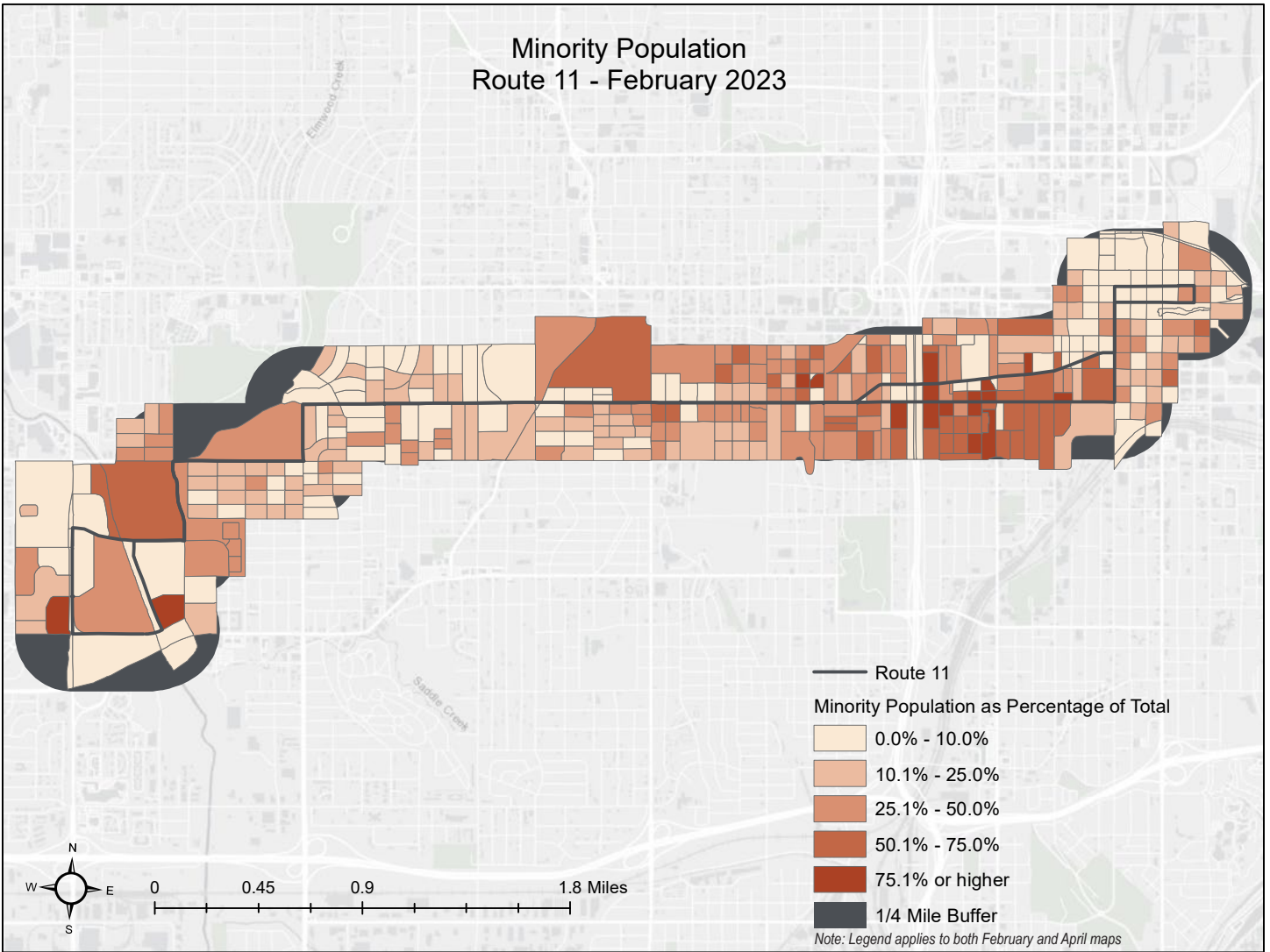
Figure 1.3

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

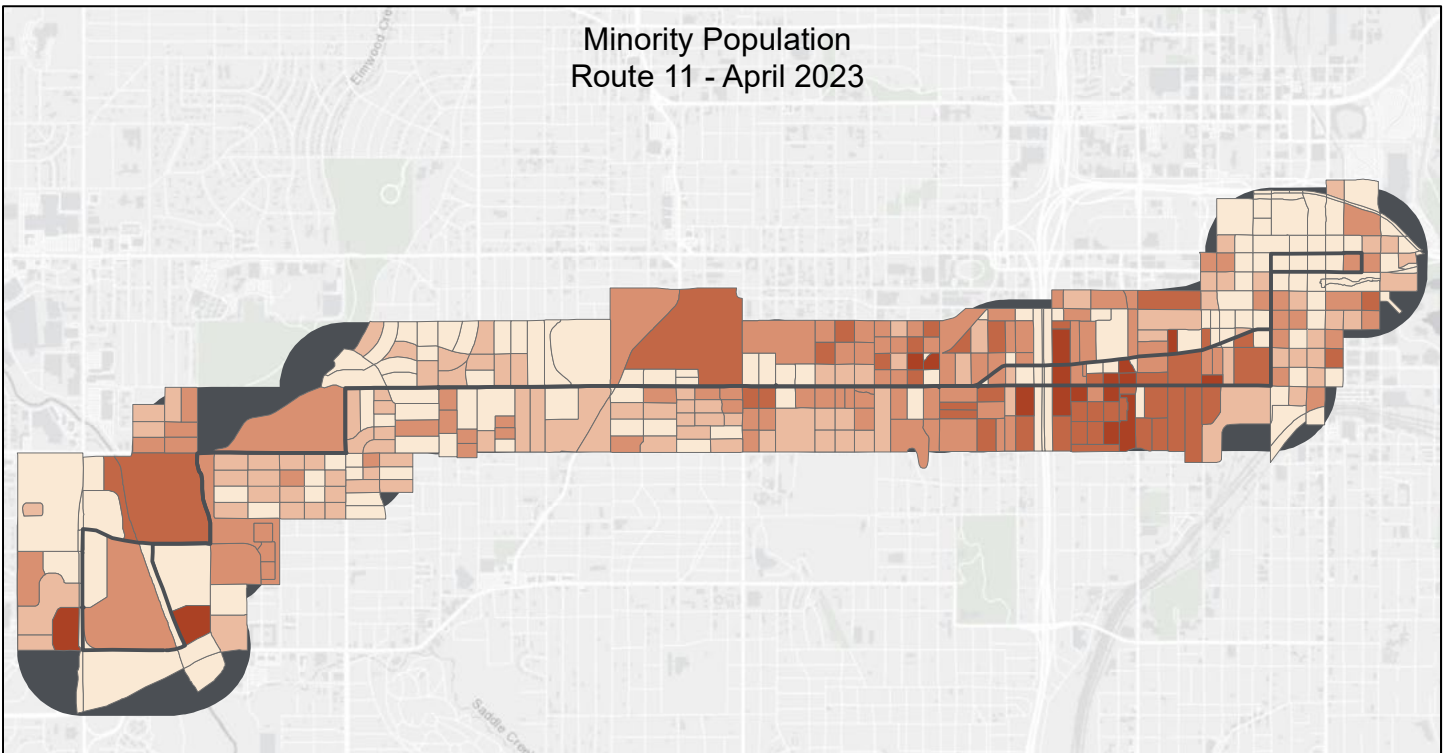
Figure 1.4

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

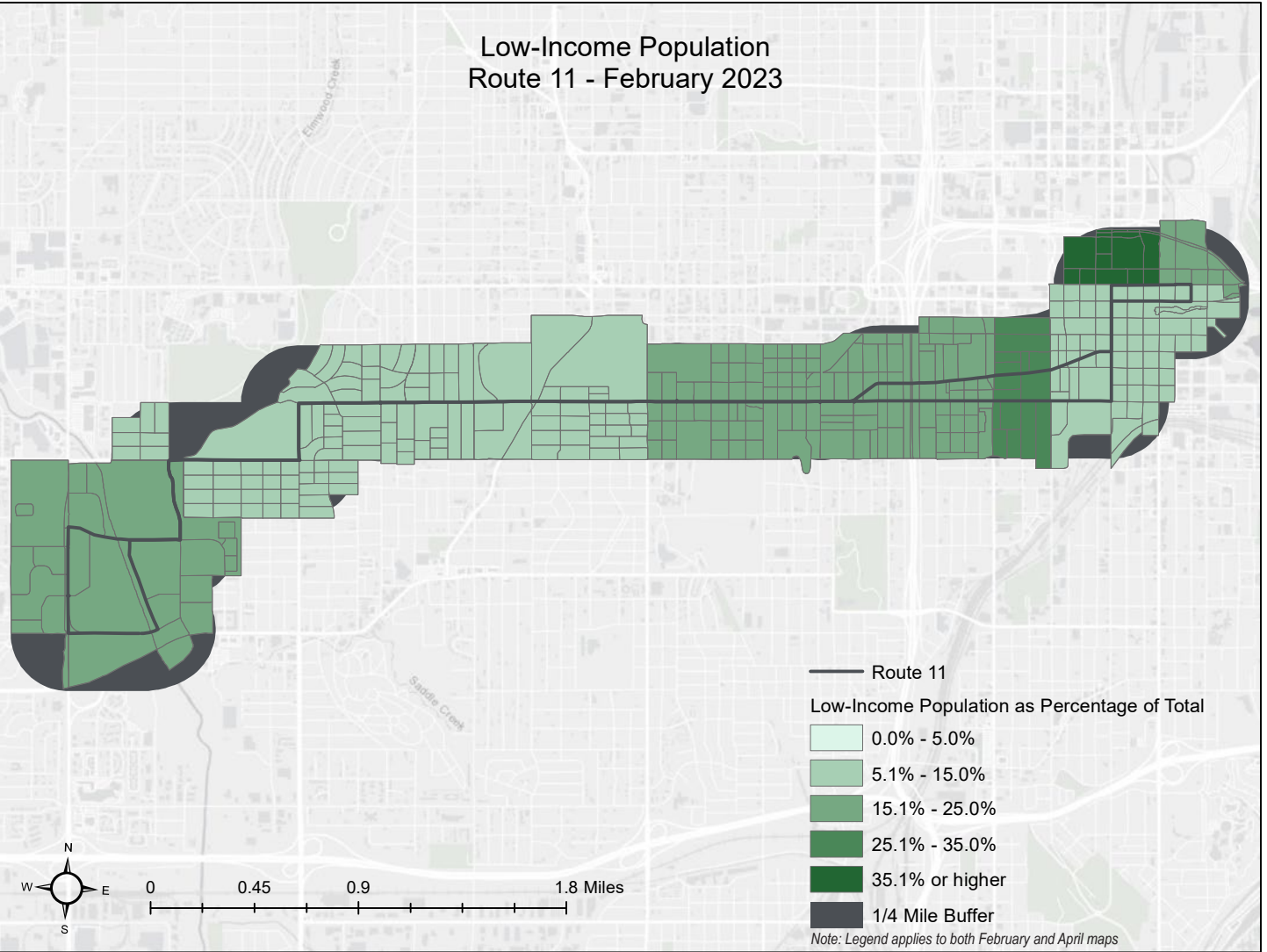
Minority Population Route 11 - February 2023



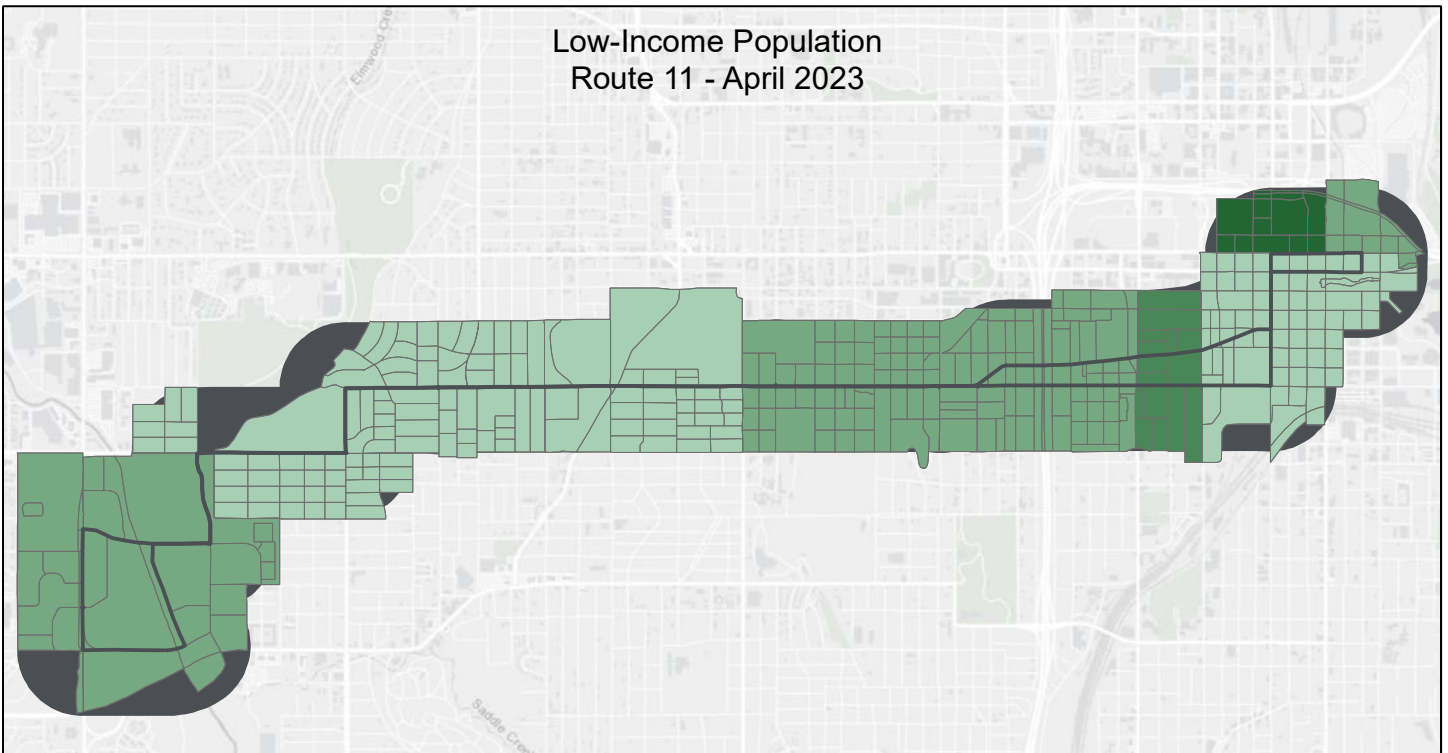
Minority Population Route 11 - April 2023



Low-Income Population Route 11 - February 2023



Low-Income Population Route 11 - April 2023



Route 13S

Proposal

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

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

Figure 1.3

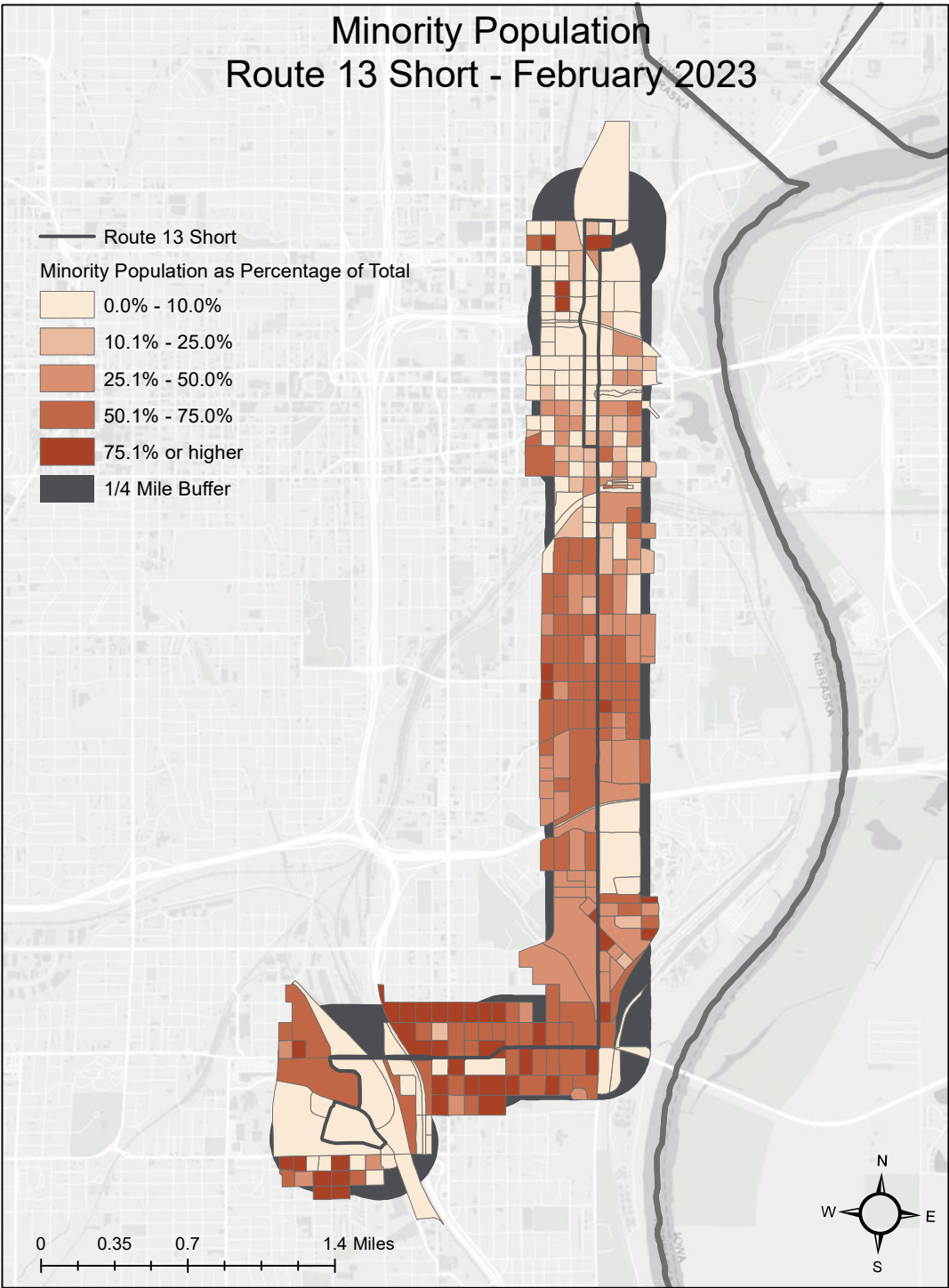
	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	16,841	13,012	77.26%	3,829	22.74%

Figure 1.4

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

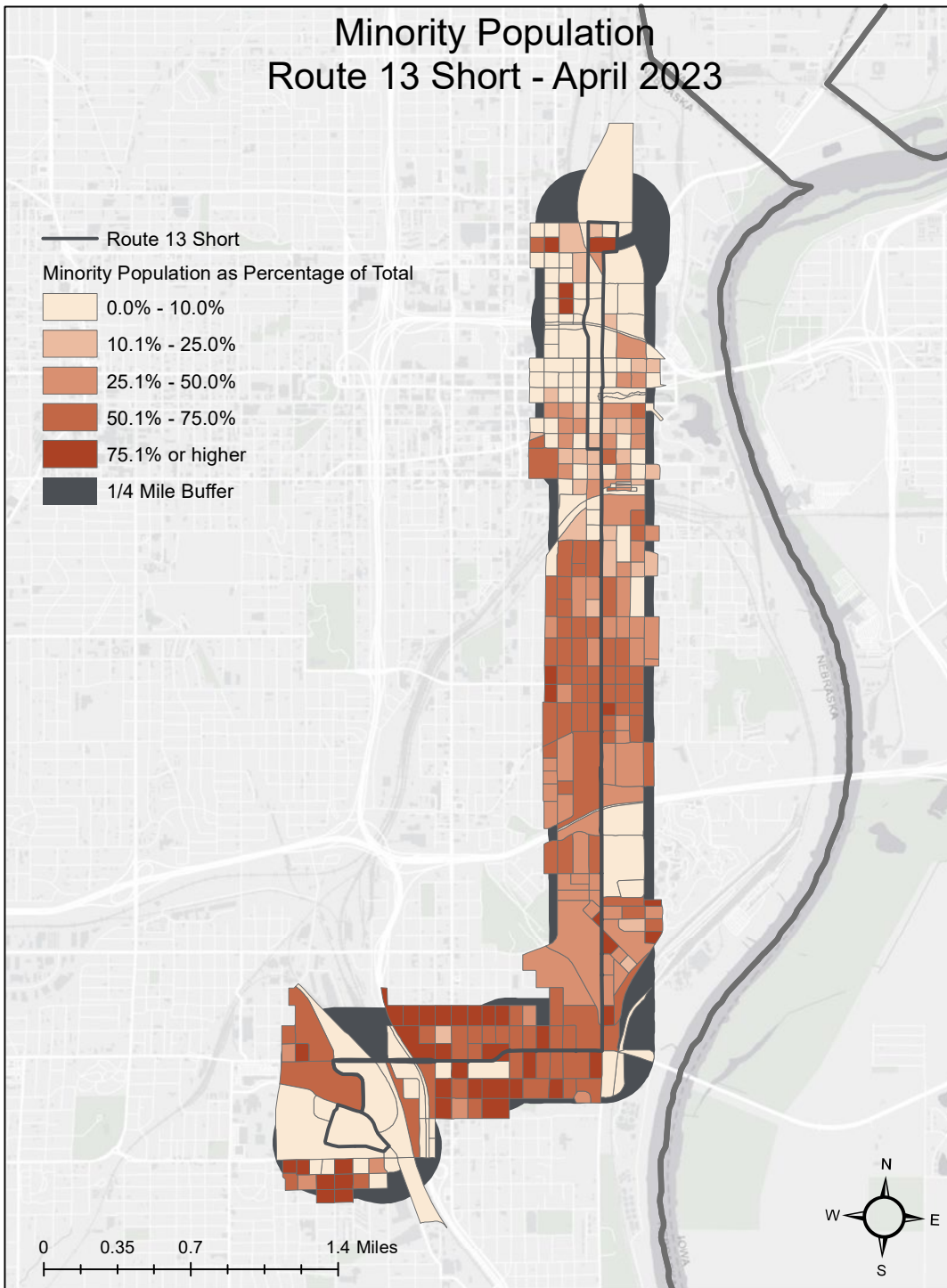
Minority Population Route 13 Short - February 2023

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



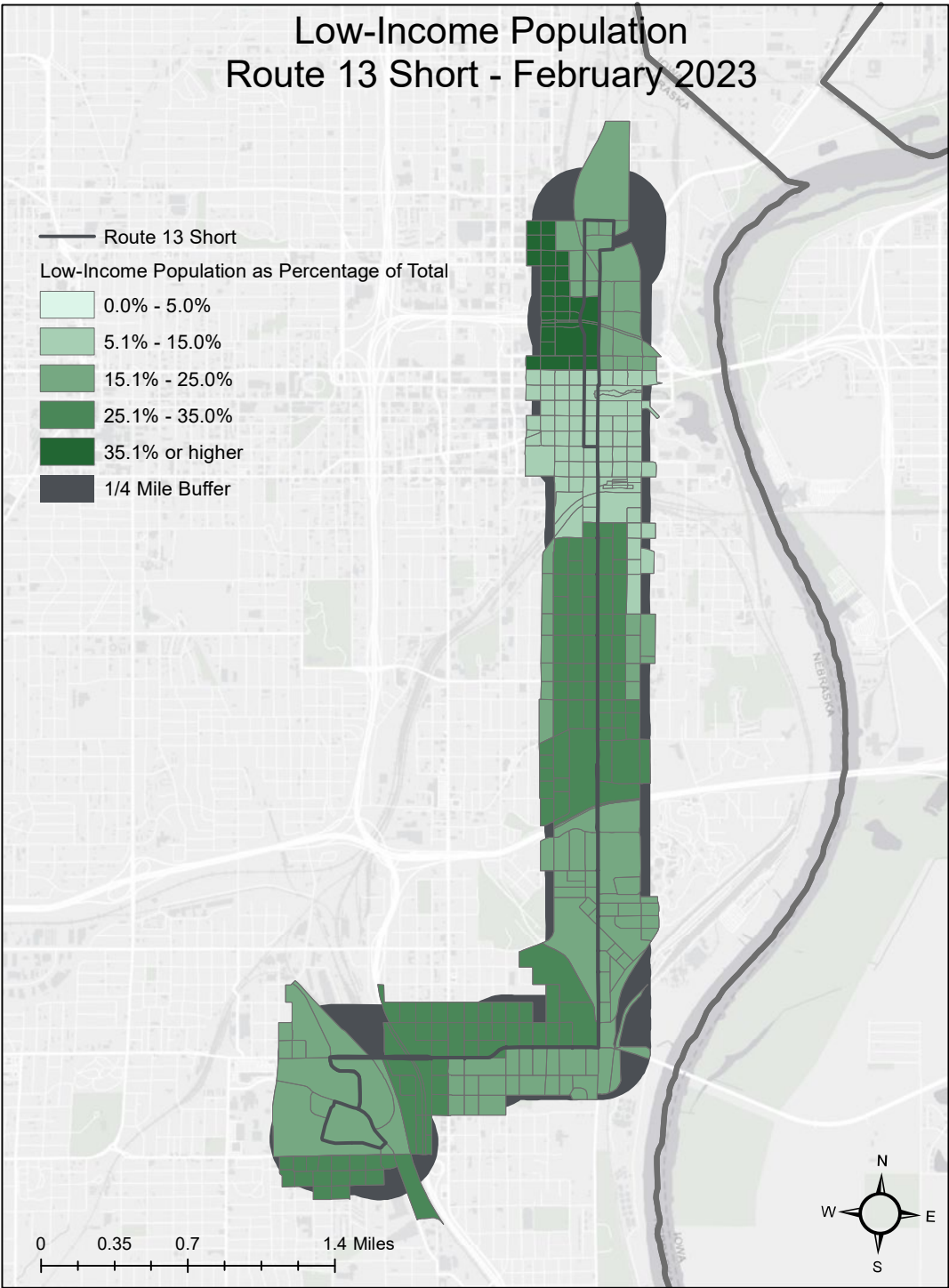
Minority Population Route 13 Short - April 2023

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



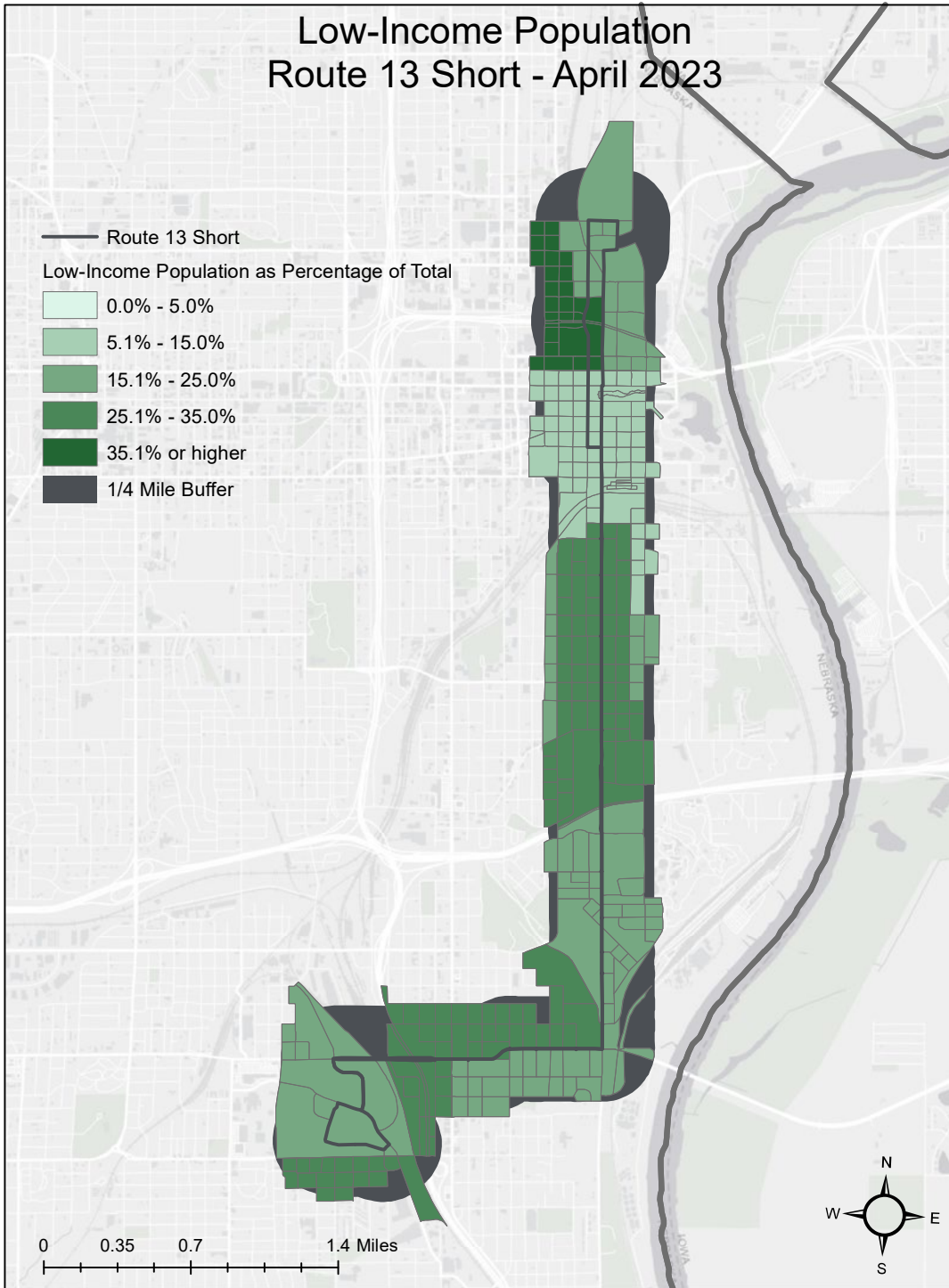
Low-Income Population Route 13 Short - February 2023

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



Low-Income Population Route 13 Short - April 2023

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



Route 13L

Proposal

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

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

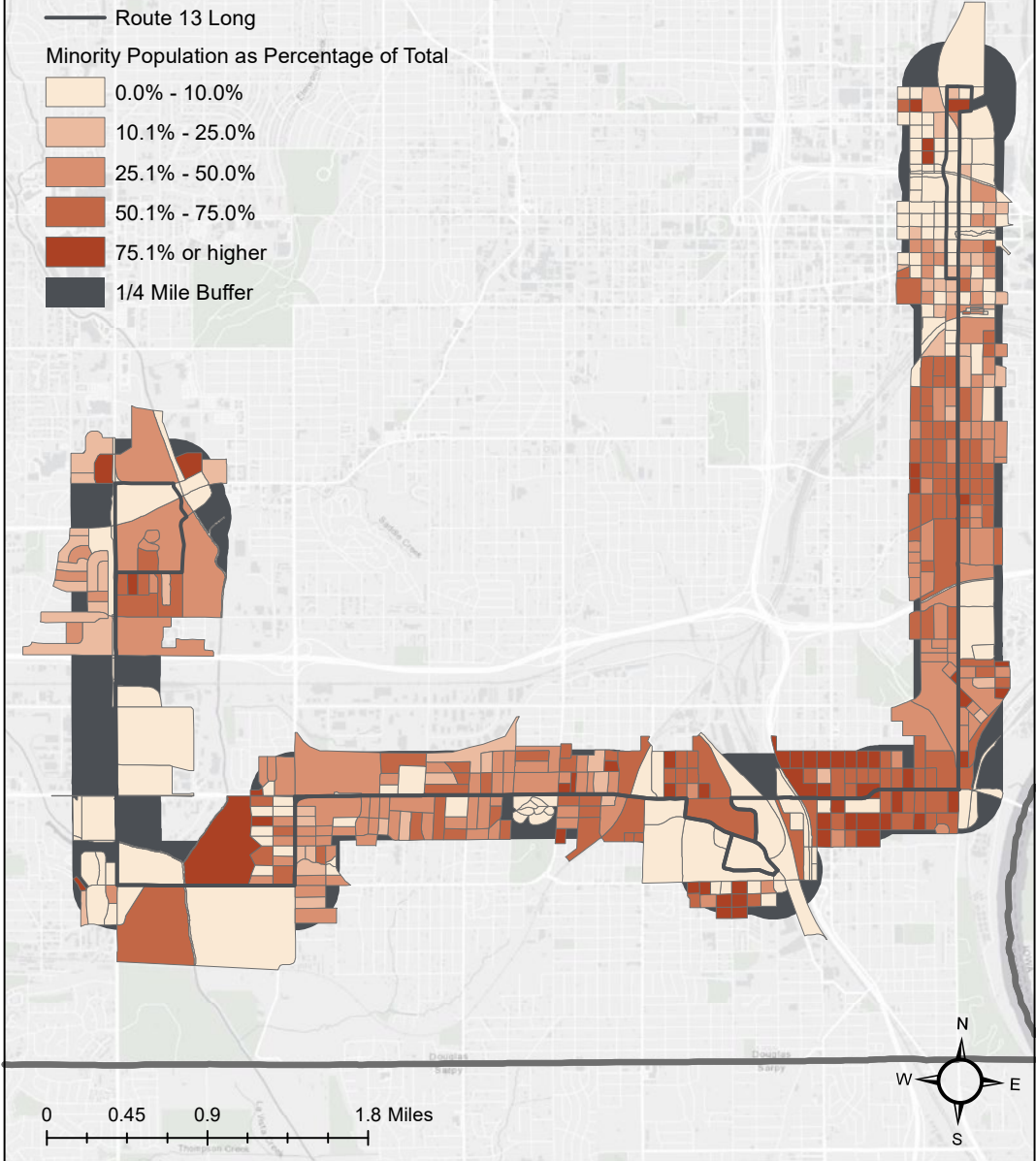
Figure 1.3

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

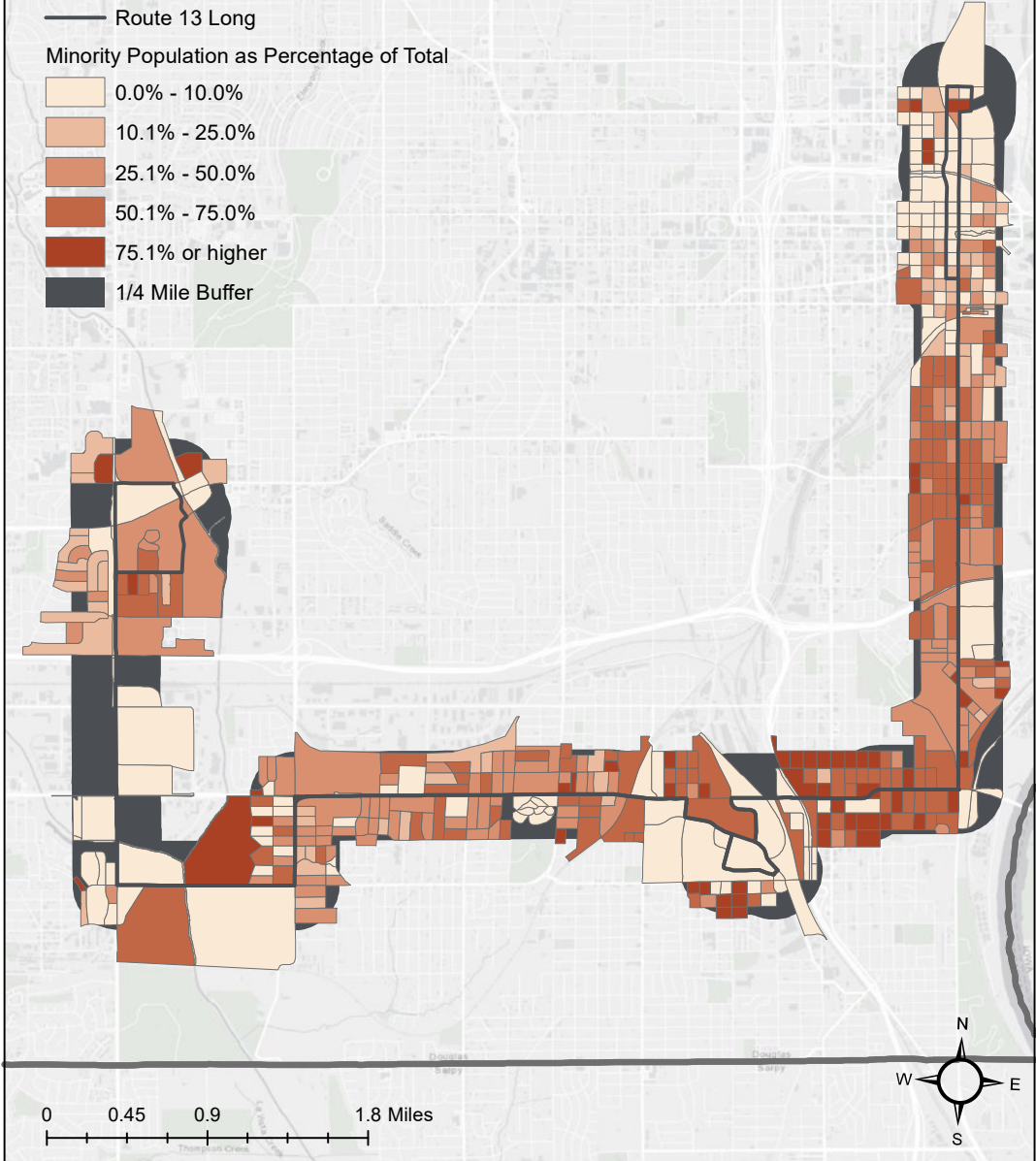
Figure 1.4

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

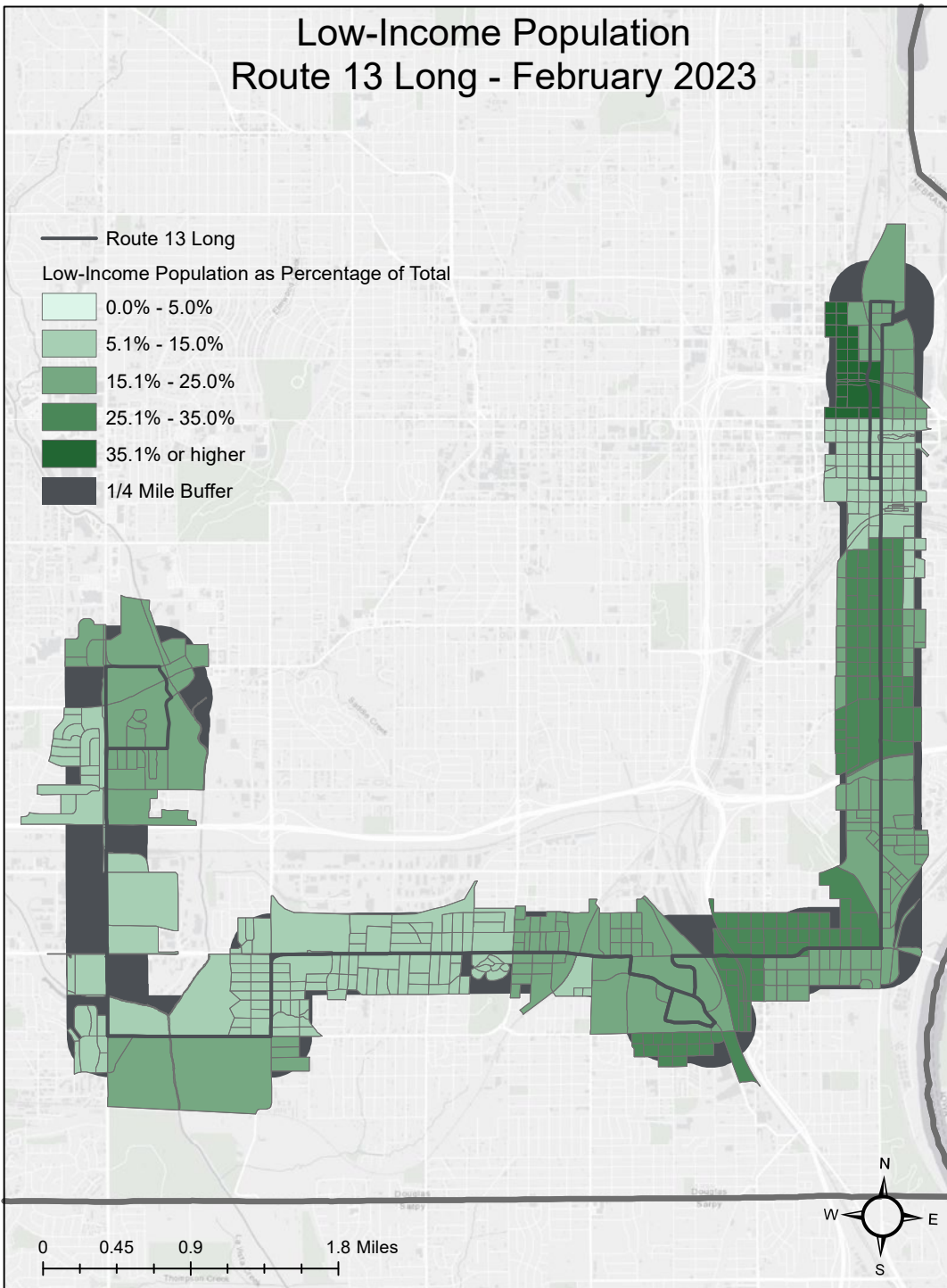
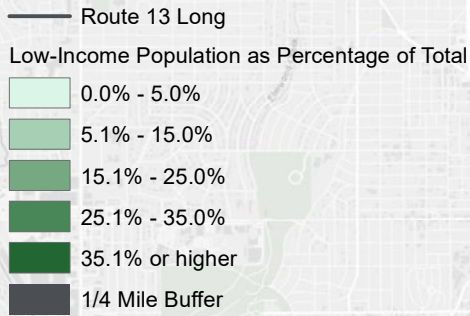
Minority Population Route 13 Long - February 2023



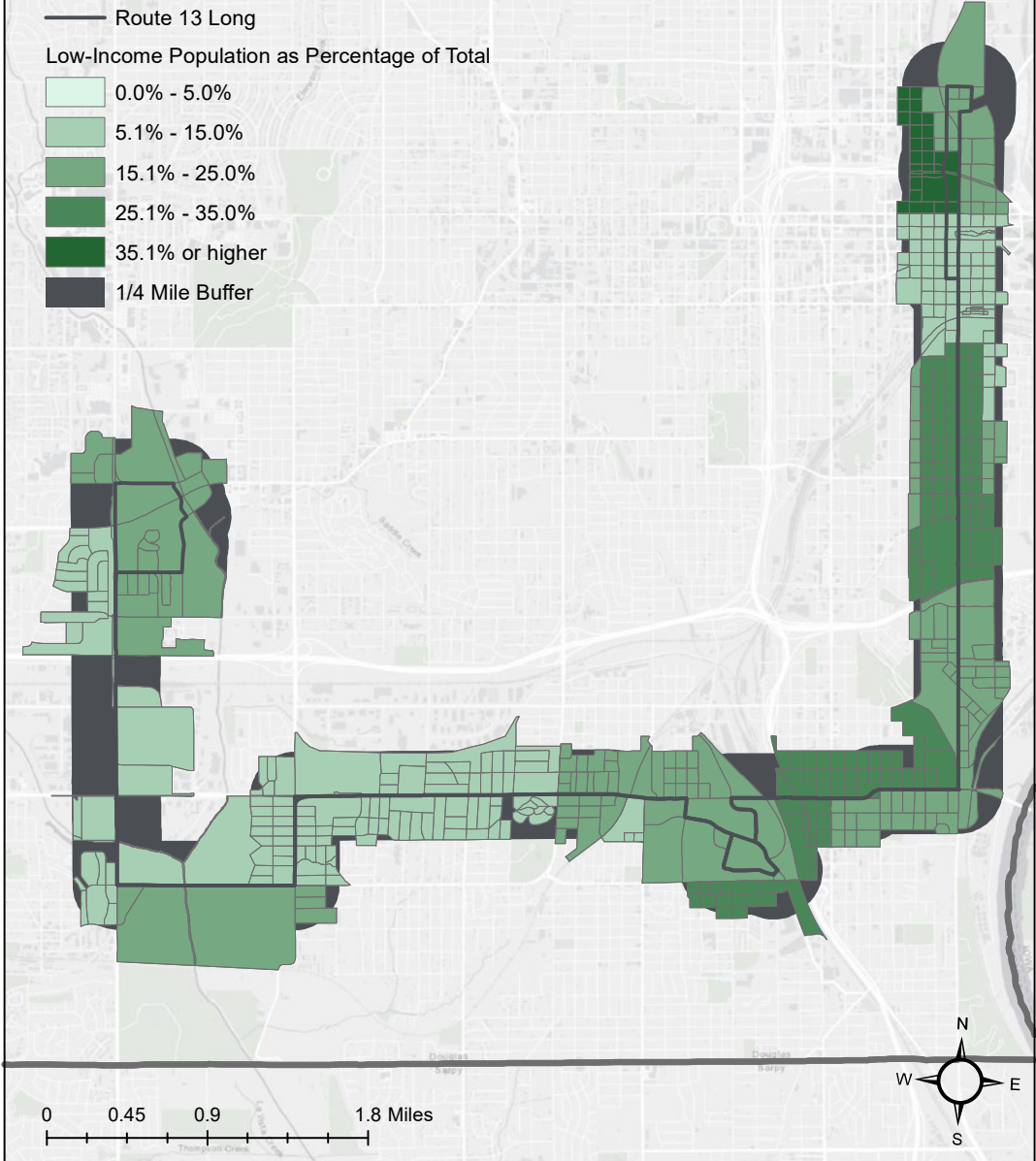
Minority Population Route 13 Long - April 2023



Low-Income Population Route 13 Long - February 2023



Low-Income Population Route 13 Long - April 2023



Route 15S

Proposal

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

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

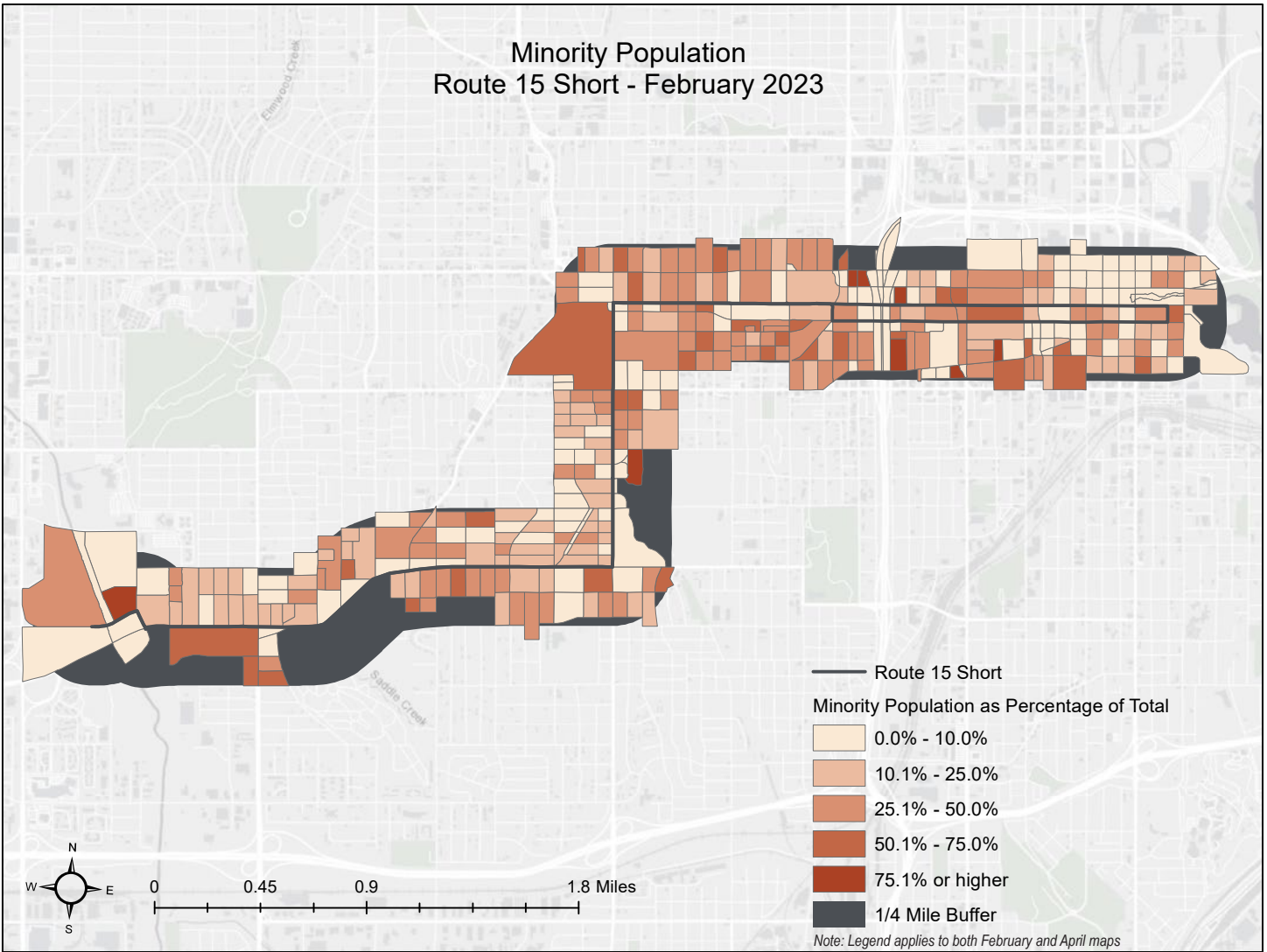
Figure 1.3

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

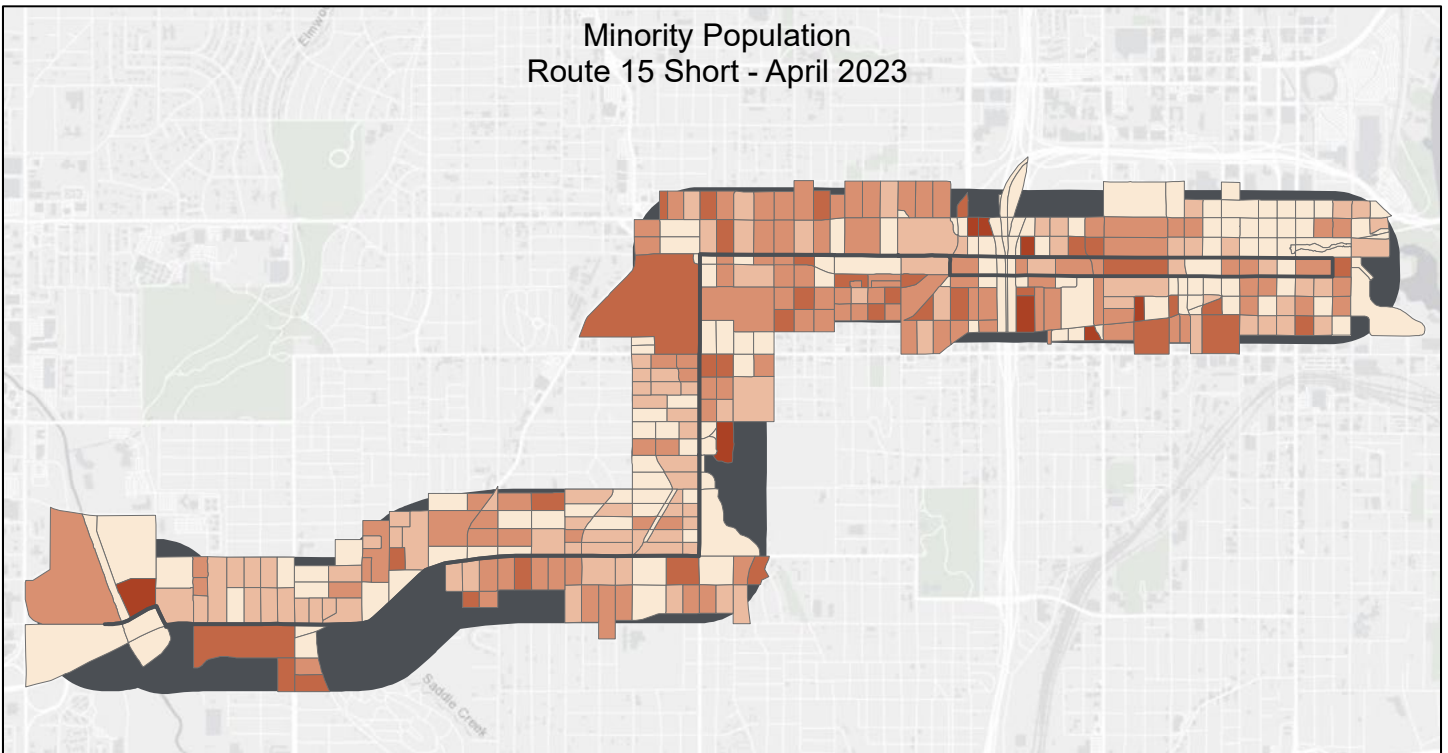
Figure 1.4

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

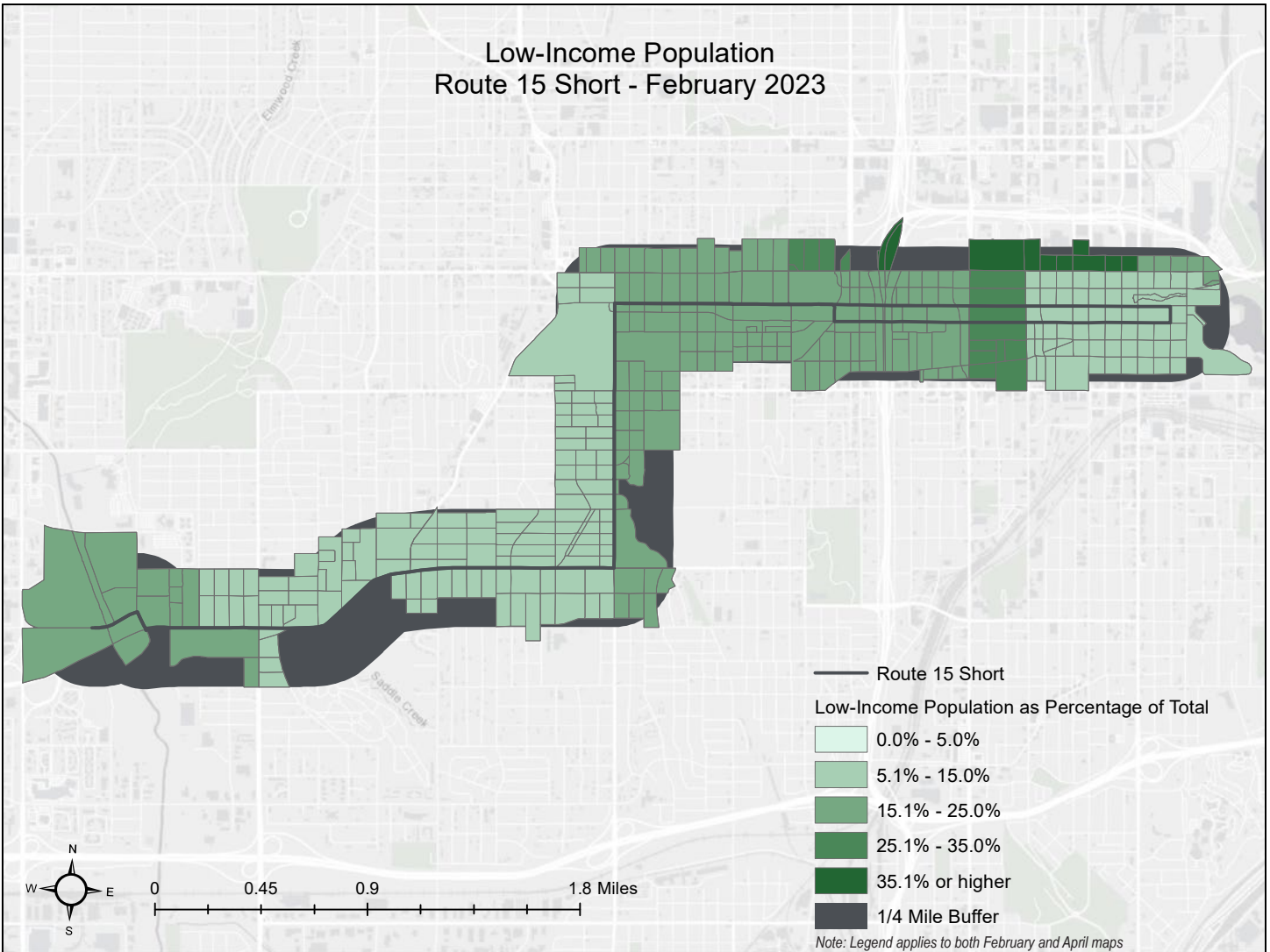
Minority Population Route 15 Short - February 2023



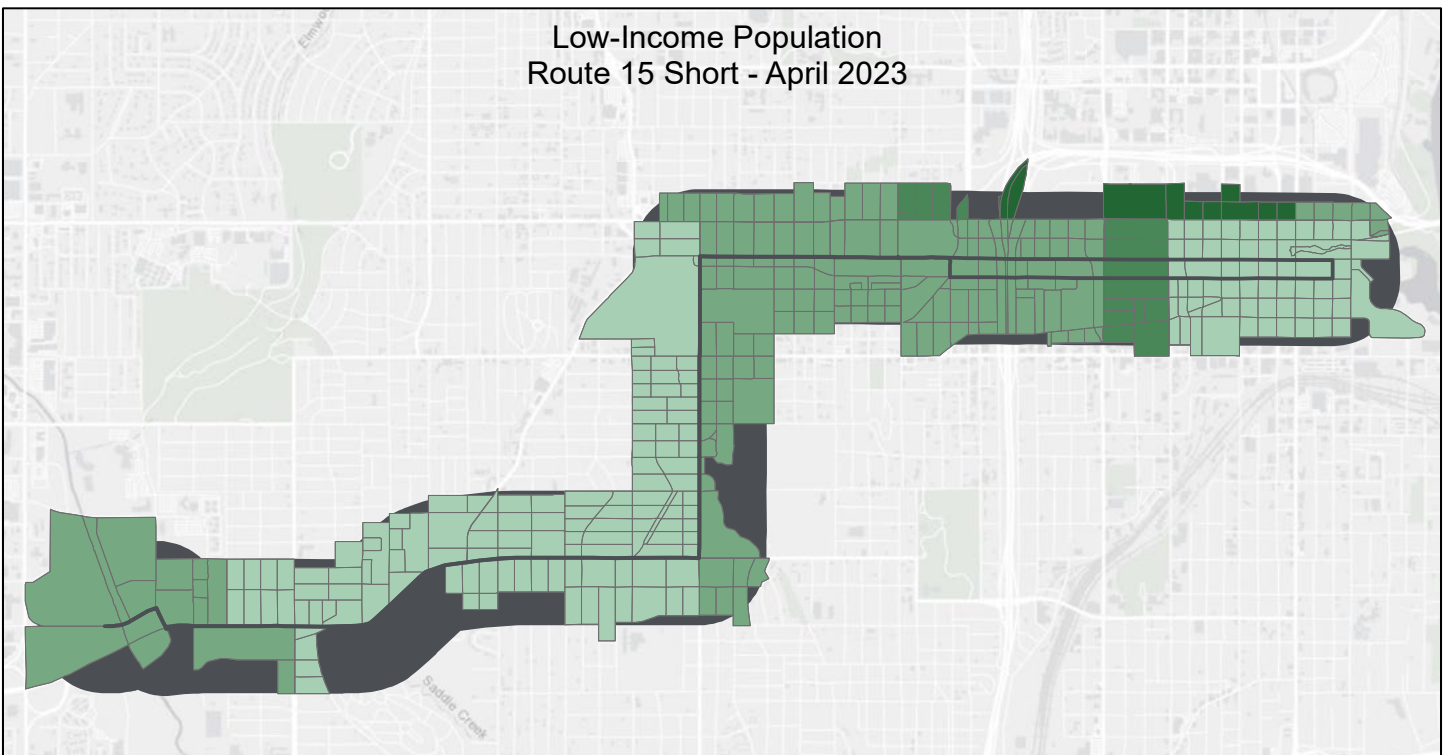
Minority Population Route 15 Short - April 2023



Low-Income Population Route 15 Short - February 2023



Low-Income Population Route 15 Short - April 2023



Route 15L

Proposal

- Span Increase (Sundays)

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

	Total Population	Percentage Minority	Percentage Low-Income
Metro Service Area	477,942	35.36%	11.86%
Existing Route 15L	27,775	29.19%	12.98%

Figure 1.2

	Type of Change	Total Population	Non-Minority Population	Percentage Non-Minority	Minority Population	Percentage Minority
Frequency	Increase	27,775	19,667	70.81%	8,108	29.19%

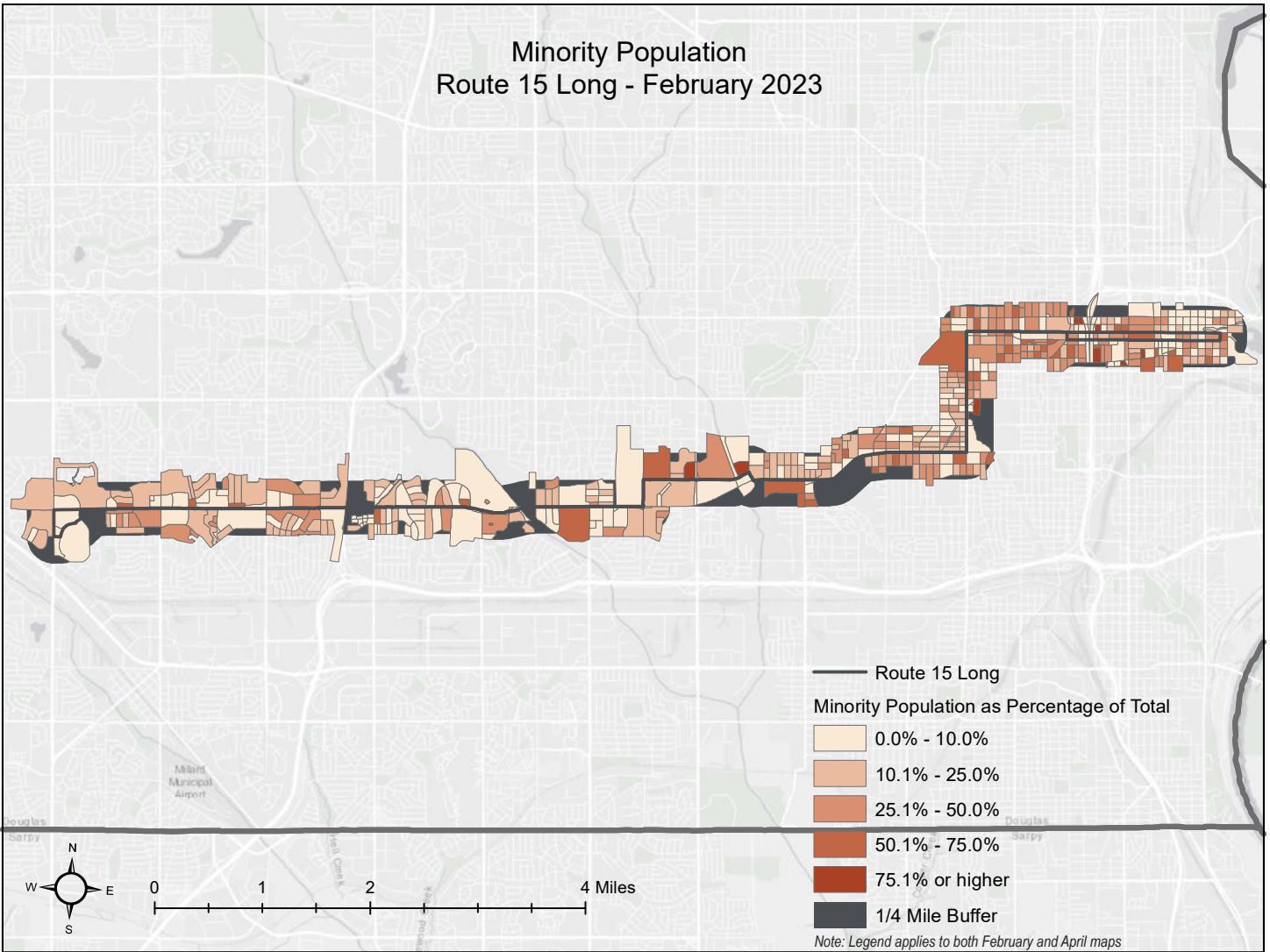
Figure 1.3

	Type of Change	Total Population	Non-Low-Income Population	Percentage Non-Low-Income	Low-Income Population	Percentage Low-Income
Frequency	Increase	27,775	24,169	87.02%	3,606	12.98%

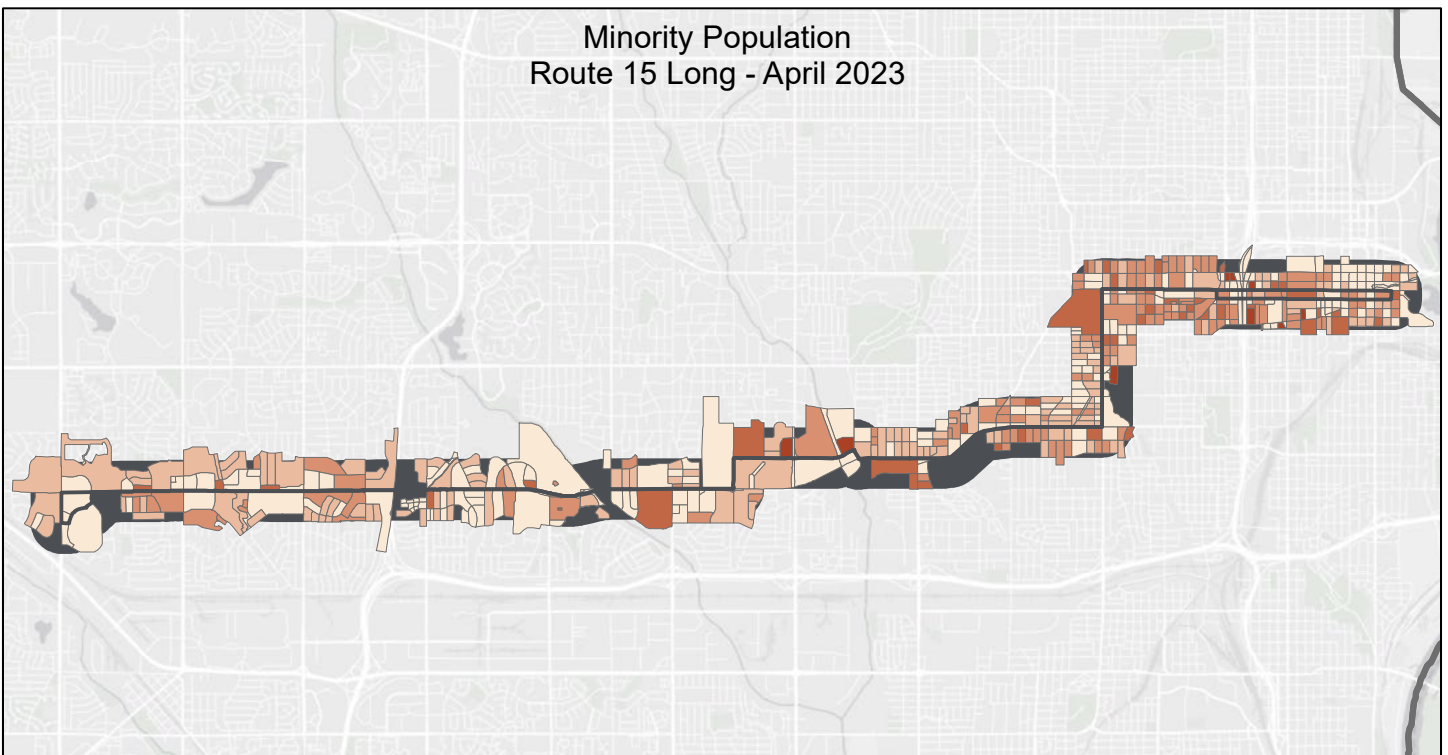
Figure 1.4

	Type of Change	Minority			Low-Income		
		% of Minority Along Route	% of Minority In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area	% Low-Income Along Route	% Low-Income In Service Area	Higher (+)/ Lower (-) Percentage Than Service Area
Frequency	Increase	29.19%	35.36%	-6.17%	12.98%	11.86%	1.12%

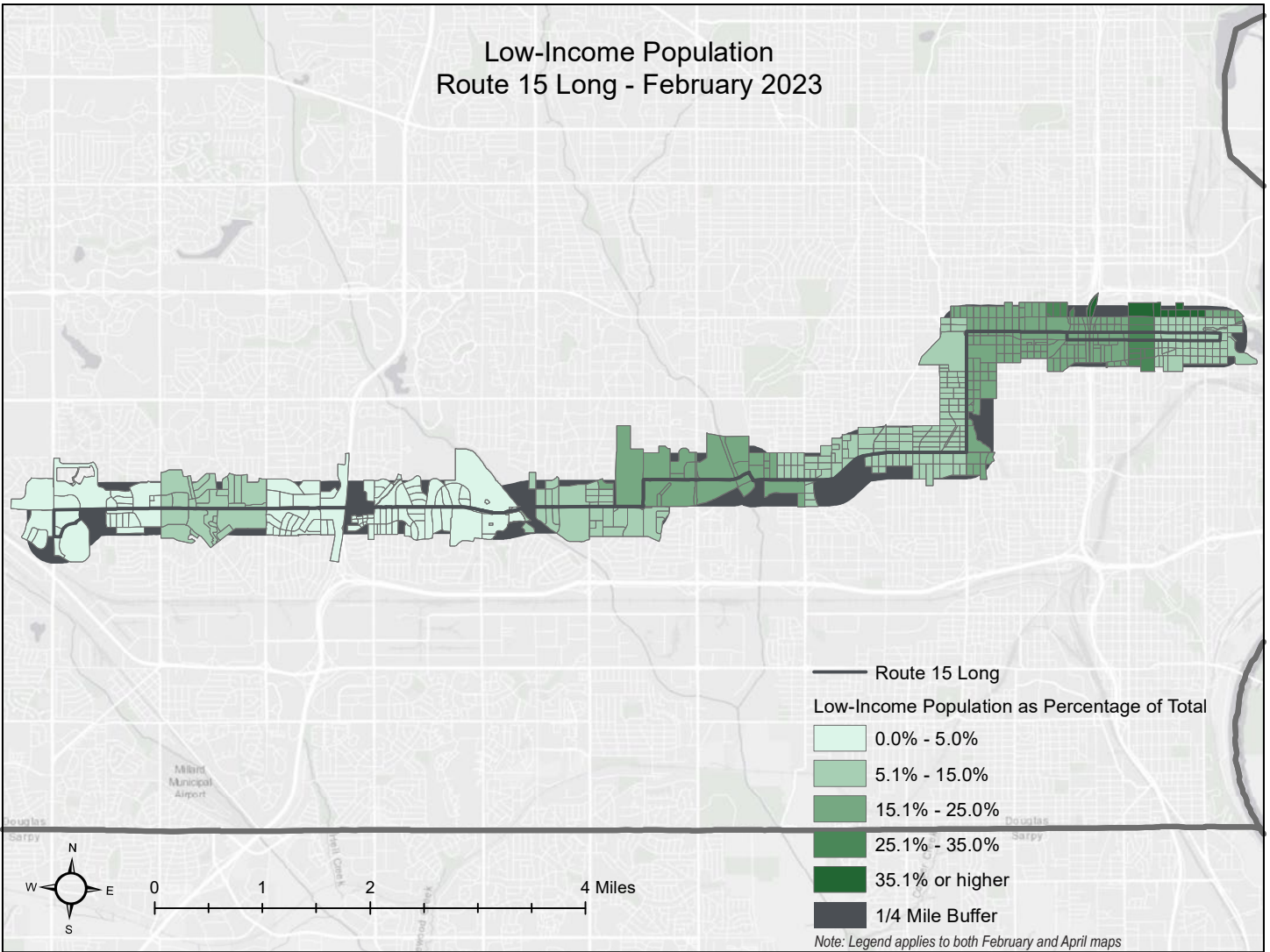
Minority Population Route 15 Long - February 2023



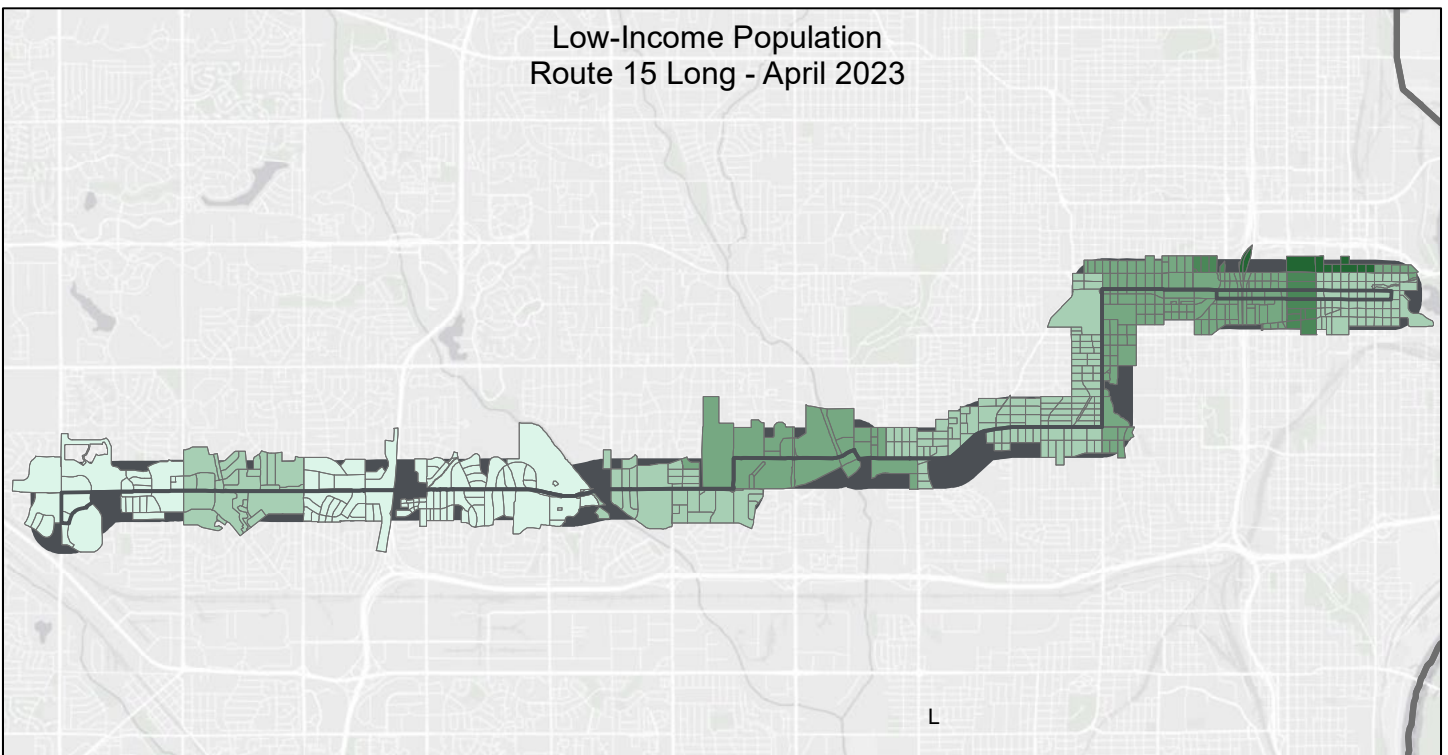
Minority Population Route 15 Long - April 2023



Low-Income Population Route 15 Long - February 2023



Low-Income Population Route 15 Long - April 2023



Route 24

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

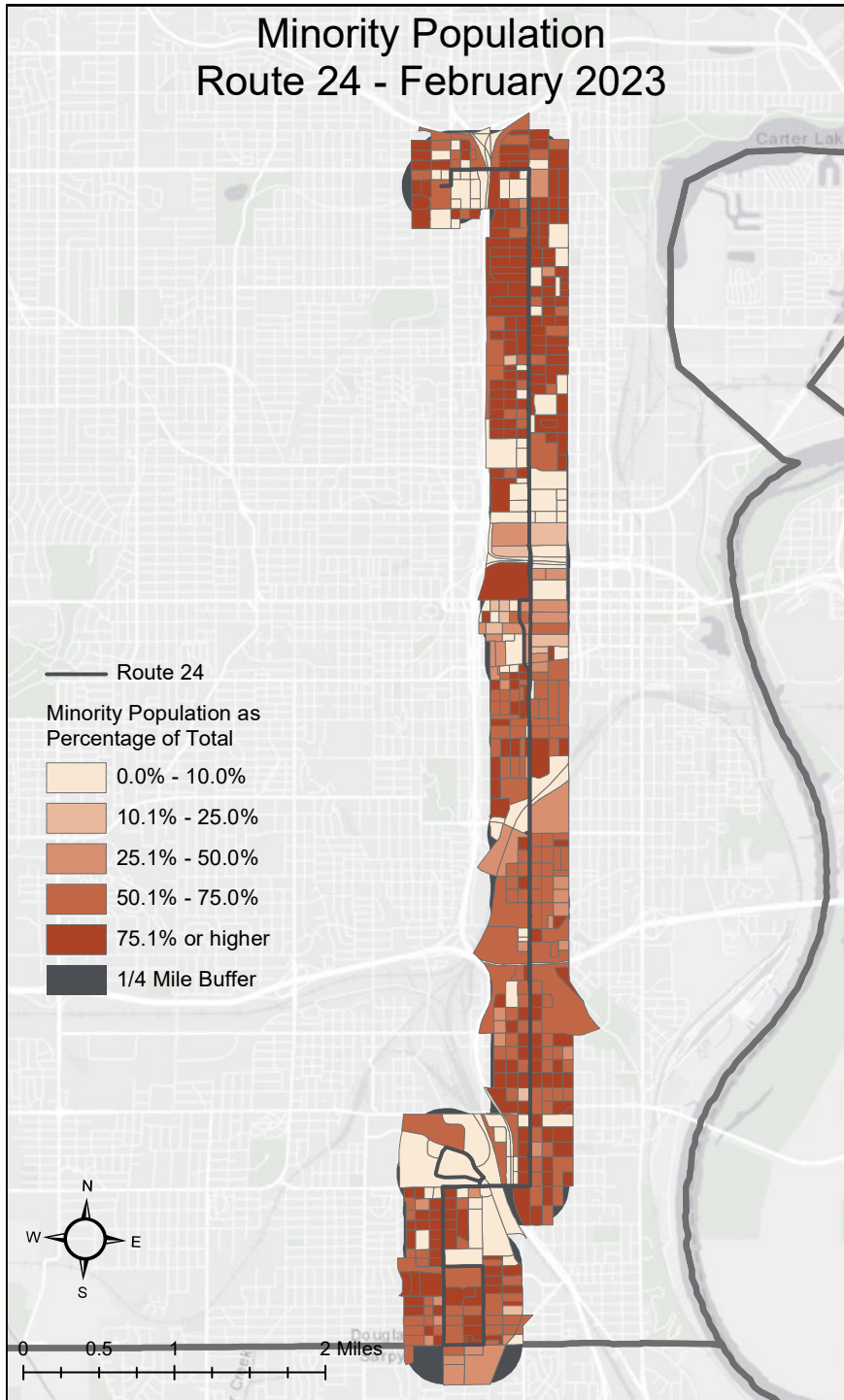
Figure 1.3

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

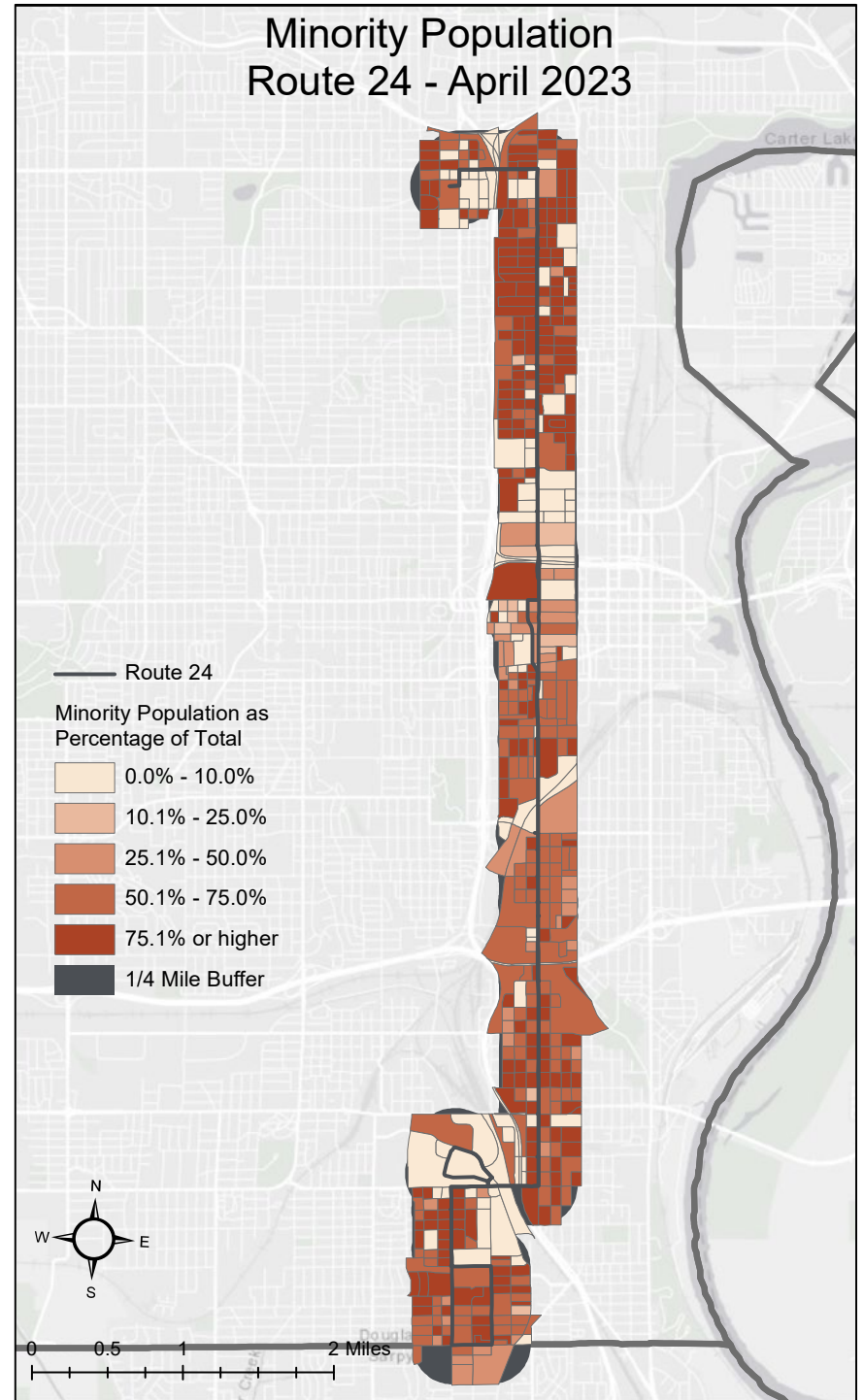
Figure 1.4

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

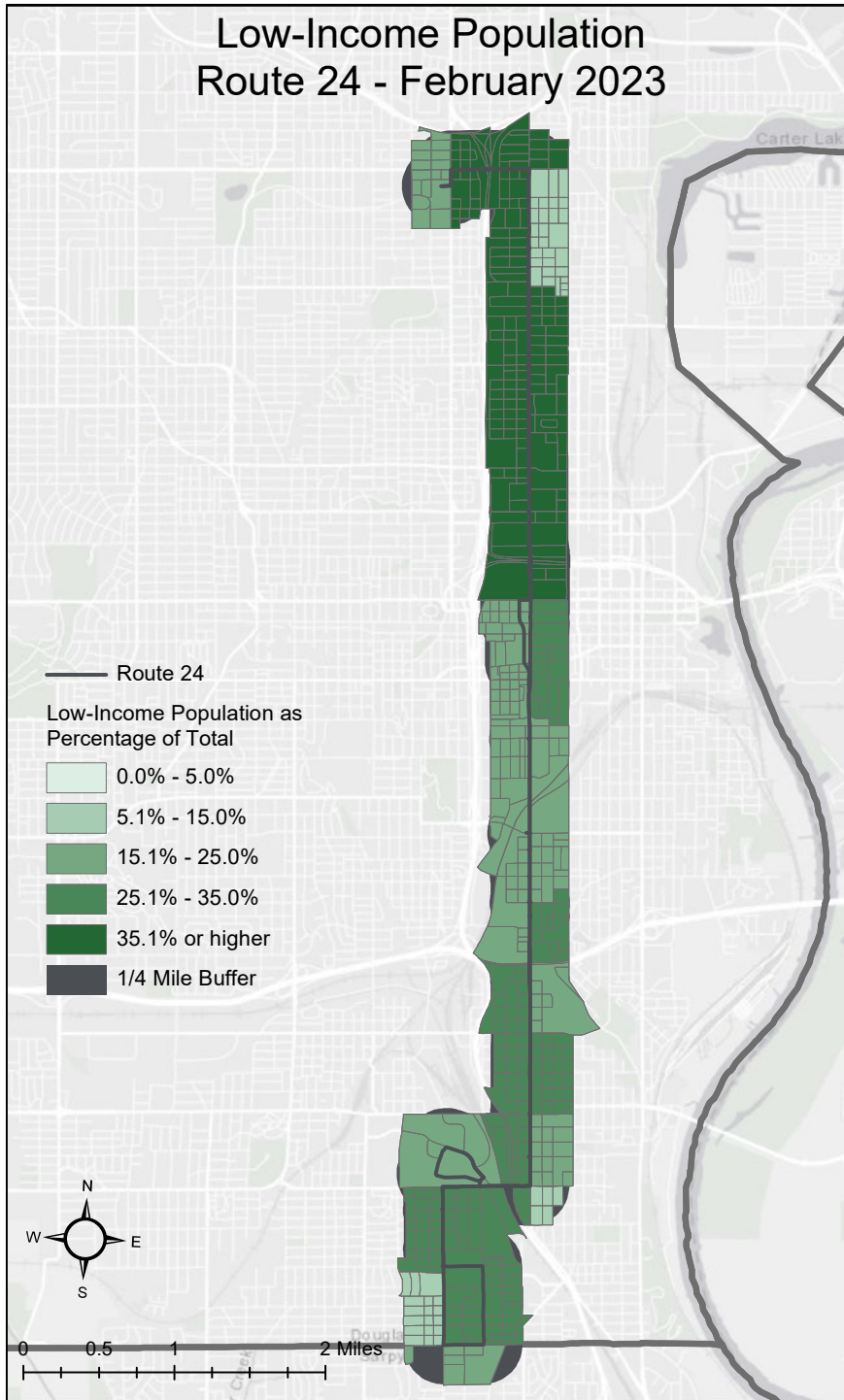
Minority Population Route 24 - February 2023



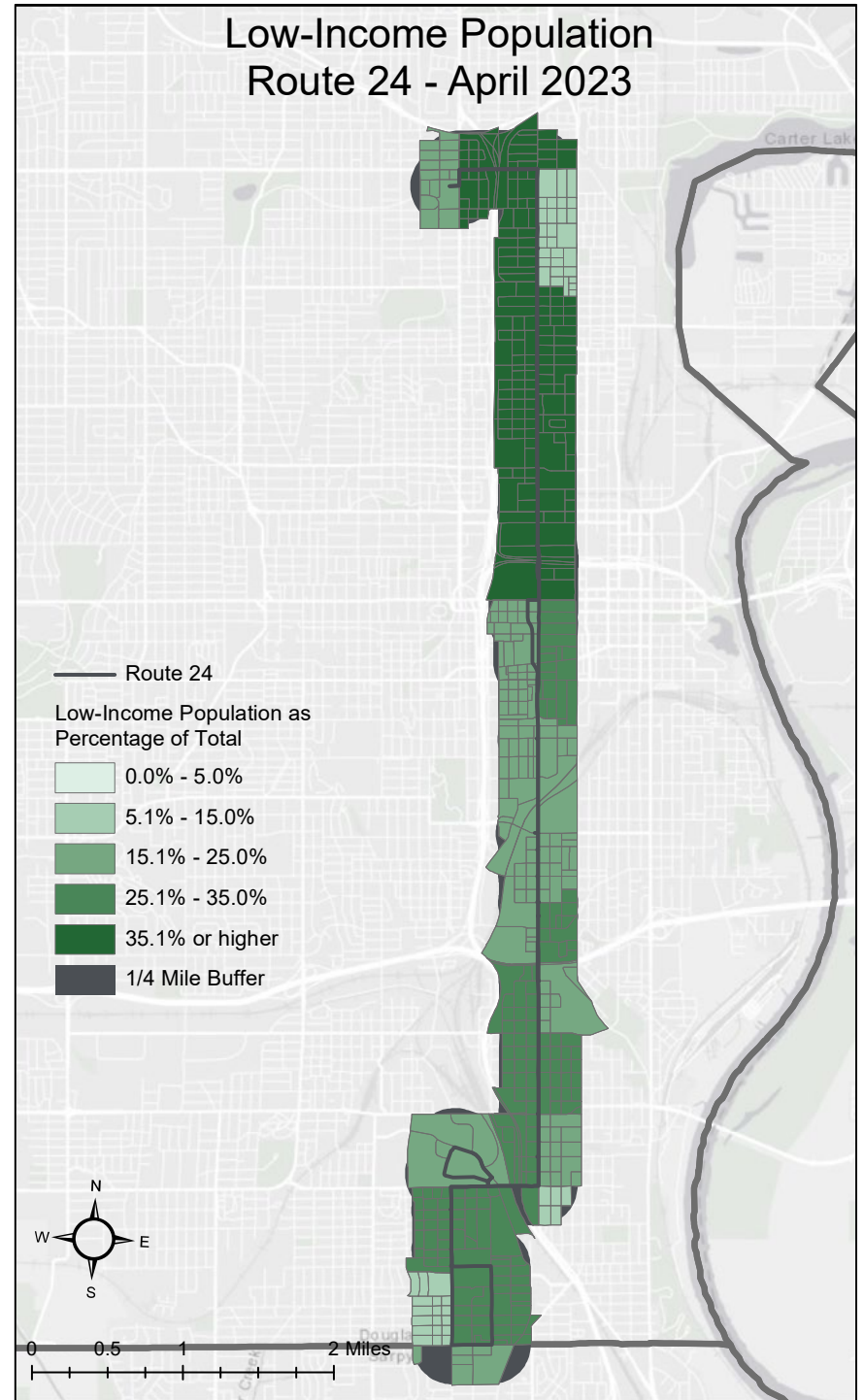
Minority Population Route 24 - April 2023



Low-Income Population Route 24 - February 2023



Low-Income Population Route 24 - April 2023



Route 30

Proposal

- Frequency Increase (Sundays)

Demographic Analysis

Minority Population

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

Low-Income Population

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

Figure 1.1

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

Figure 1.2

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

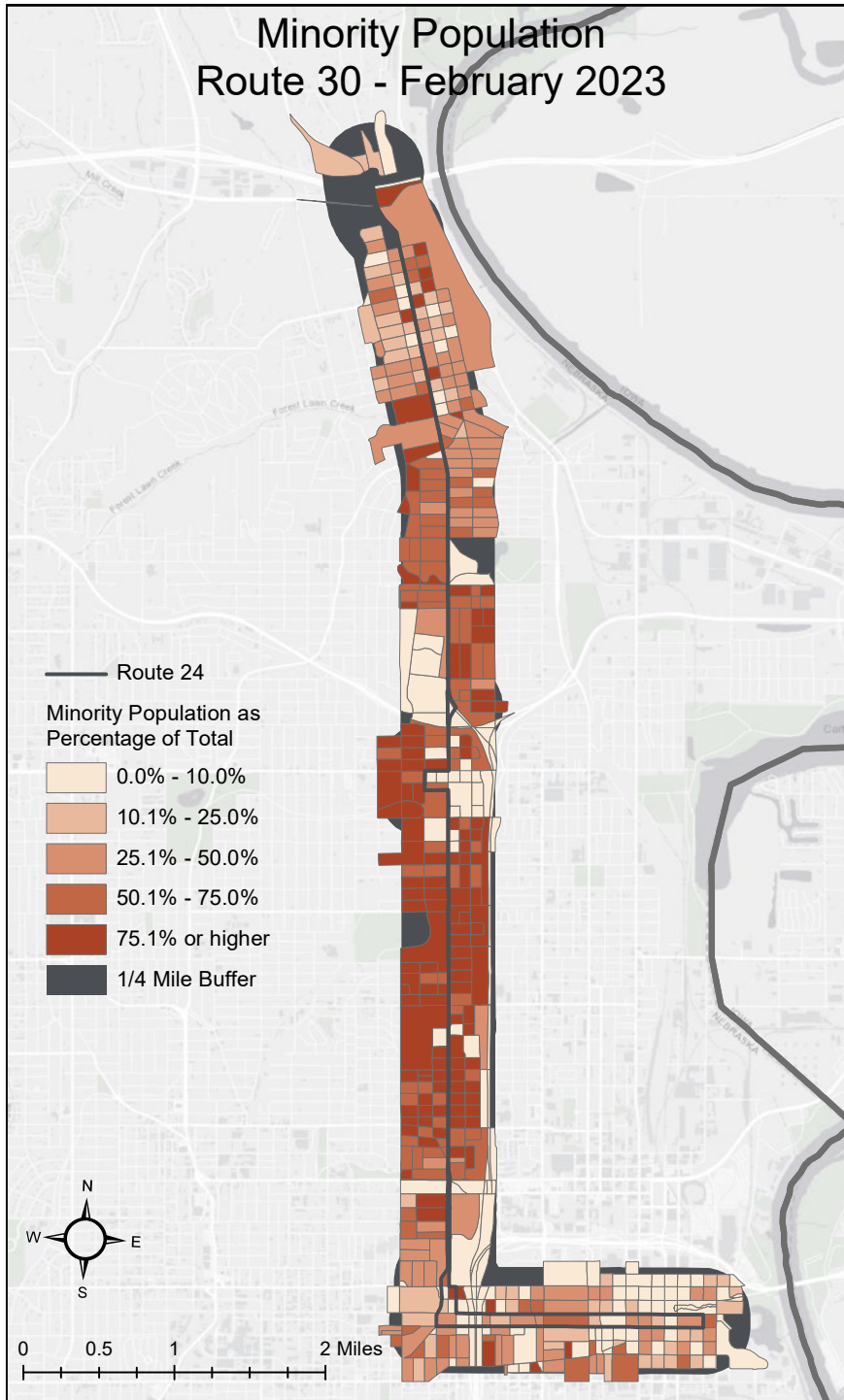
Figure 1.3

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

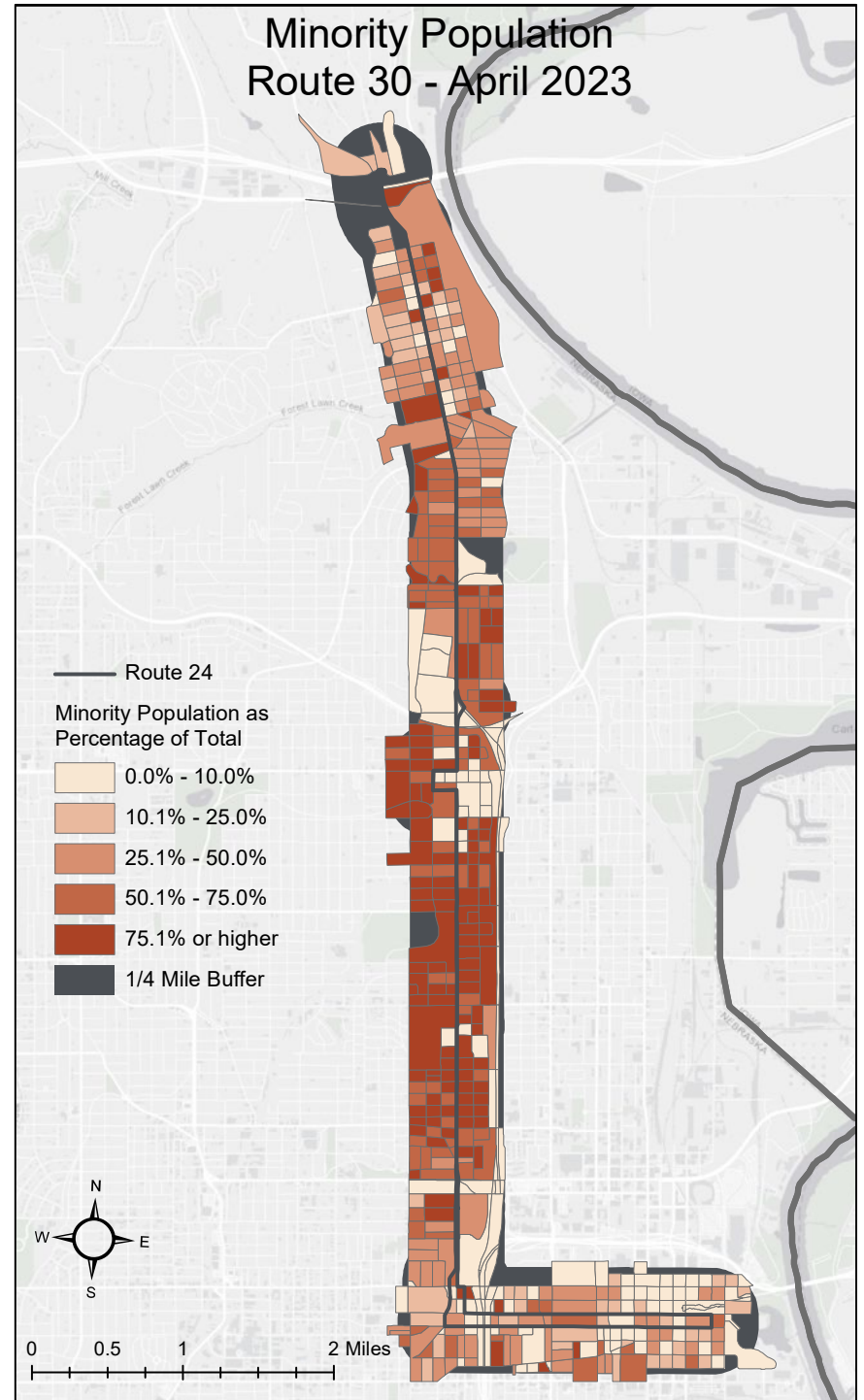
Figure 1.4

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

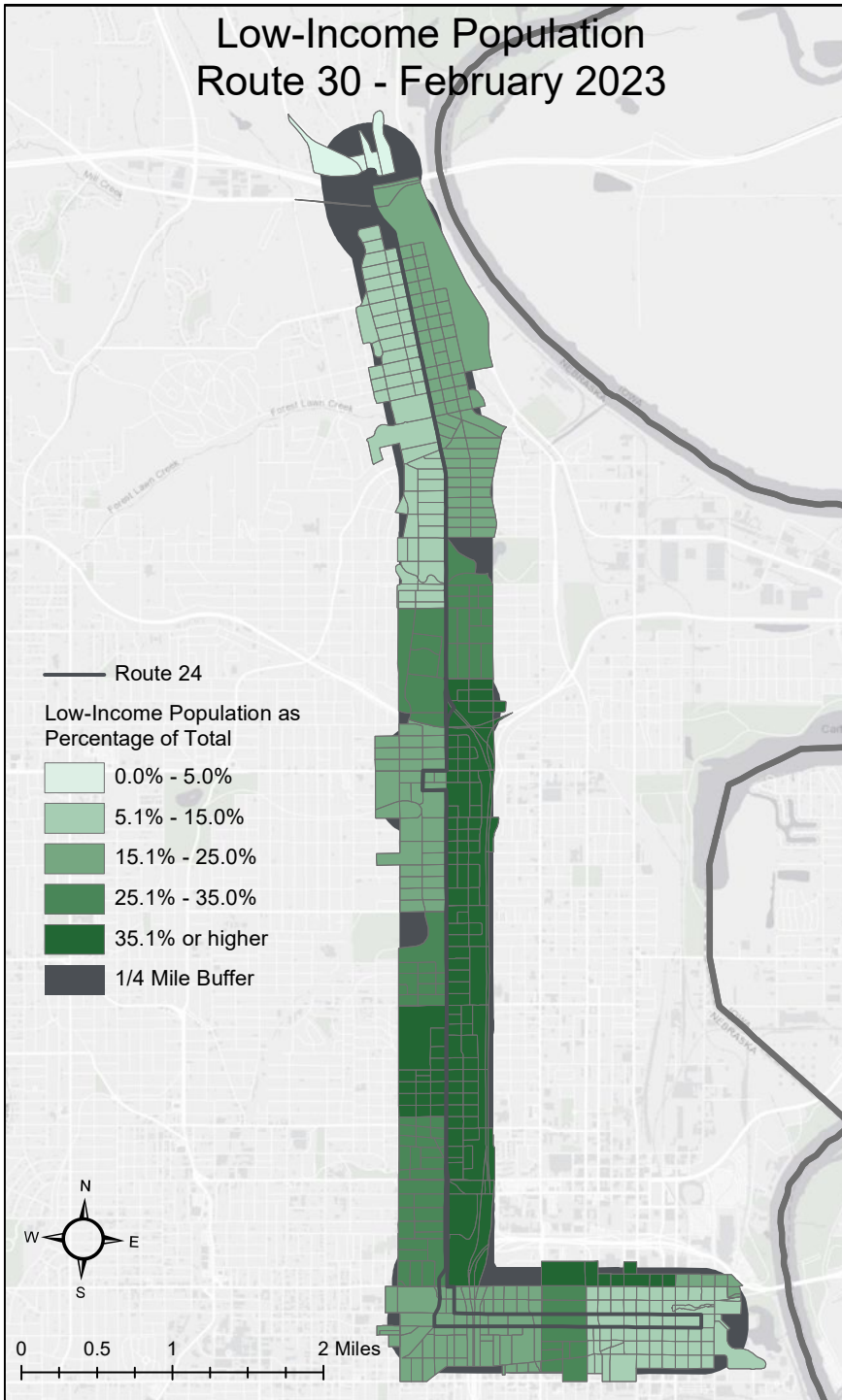
Minority Population
Route 30 - February 2023



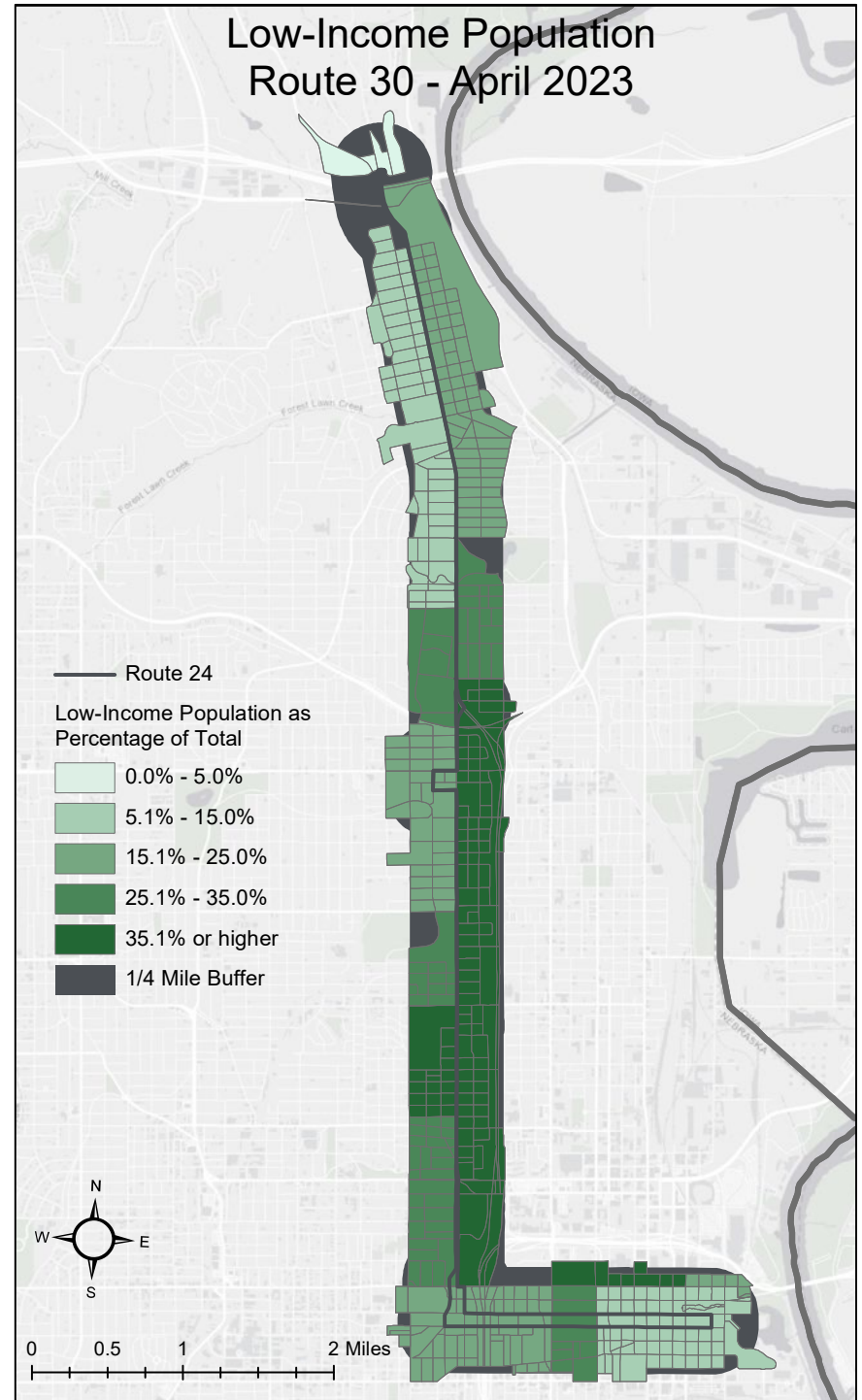
Minority Population
Route 30 - April 2023



Low-Income Population Route 30 - February 2023



Low-Income Population Route 30 - April 2023



Appendix B: Definitions

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

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

Appendix C: Board Approval

Board Meeting Minutes approving Service Equity Analysis to be inserted.

7.

RESOLUTION:

Resolution #432 – Request Approval of Resolution #432 to Enter into a Statement of Intent to Cooperate in the Future Feasibility and Development of a Multimodal Bridge and Modern Streetcar System

EXPLANATION:

Staff requests approval of Resolution #432 which approves the Statement of Intent to Cooperate with the City of Council Bluffs, City of Omaha and Omaha Streetcar Authority. The Statement of Intent to Cooperate is intended to encourage collaboration and the exchange of information in determining the future feasibility and development of a multimodal bridge over the Missouri River and an interconnected modern streetcar system to serve the Omaha-Council Bluffs metropolitan area. The Statement of Intent does not obligate funding on behalf of Metro. The proposed feasibility analysis will be led by the City of Council Bluffs.

By virtue of this Statement of Intent, Metro will collaborate and share information with the City of Council Bluffs and the other parties to this agreement. This resolution is conditioned upon the approval and execution of the Statement of Intent by the City of Council Bluffs, City of Omaha and Omaha Streetcar Authority. This resolution authorizes the CEO/Executive Director to execute the agreement on behalf of Metro. A copy of Resolution #432 and the Statement of Intent to Cooperate are included in the Board packet.

Recommend Approval.

STATEMENT OF INTENT TO COOPERATE IN THE FUTURE FEASIBILITY AND DEVELOPMENT OF A MULTIMODAL BRIDGE AND MODERN STREETCAR SYSTEM TO SERVE THE OMAHA-COUNCIL BLUFFS METROPOLITAN AREA

Between

the Omaha Streetcar Authority (“OSA”), Regional Metropolitan Transit Authority of Omaha, dba Metro (“Metro”), the City of Omaha, Nebraska (“Omaha”), and the City of Council Bluffs, Iowa (“Council Bluffs”), collectively referred to herein as “Parties”. The Parties hereby agree as follows:

1. The purpose of this Statement of Intent to Cooperate in the Future Feasibility and Development of a Multimodal Bridge and Modern Streetcar System to Serve the Omaha-Council Bluffs Metropolitan Area (“SOI”) is to encourage collaboration and the exchange of information for the mutual benefit of the Parties hereto in determining the future feasibility and development of a multimodal bridge over the Missouri River and an interconnected modern streetcar system to serve the Omaha-Council Bluffs metropolitan area (the “System”). Refer to attached Exhibits A, B, and C for generally depicted and identified conceptual locations, corridors, and alignments.
2. The Parties to this SOI agree to collaborate and mutually exchange information to explore conceptual development opportunities through such activities as feasibility and preliminary design studies, planning, and identification of funding sources for the implementation of design, construction, operation, and maintenance of a multimodal bridge over the Missouri River and the System.
3. Omaha and Council Bluffs (the “Cities”) agree to make good faith efforts to cooperate and shall identify, acquire, preserve, and maintain locations, corridors, and alignments (as generally depicted and identified in attached Exhibits A, B, and C) throughout their respective jurisdictions, within the Cities’ public roadways and rights-of-way, to accommodate the System. Development, infrastructure, or other improvements throughout the Cities’ respective jurisdictions, within public roadways and rights-of-way, that would interfere with locations, corridors, and alignments will not be permitted unless suitable alternatives are acquired.
4. All activities contemplated by this SOI are subject to the availability of funds to the Parties. In the event any cooperative funding agreements are made between any of the Parties hereto, such shall be executed in writing.

IN WITNESS WHEREOF, the Parties have executed this SOI by their duly authorized representatives, each of which shall be deemed an original, and effective as of the latest affixed date below:

Omaha Streetcar Authority Date
By: Jay Noddle, President

Regional Metropolitan Transit Authority of Omaha Date
By: Lauren Cencic, CEO/Executive Director

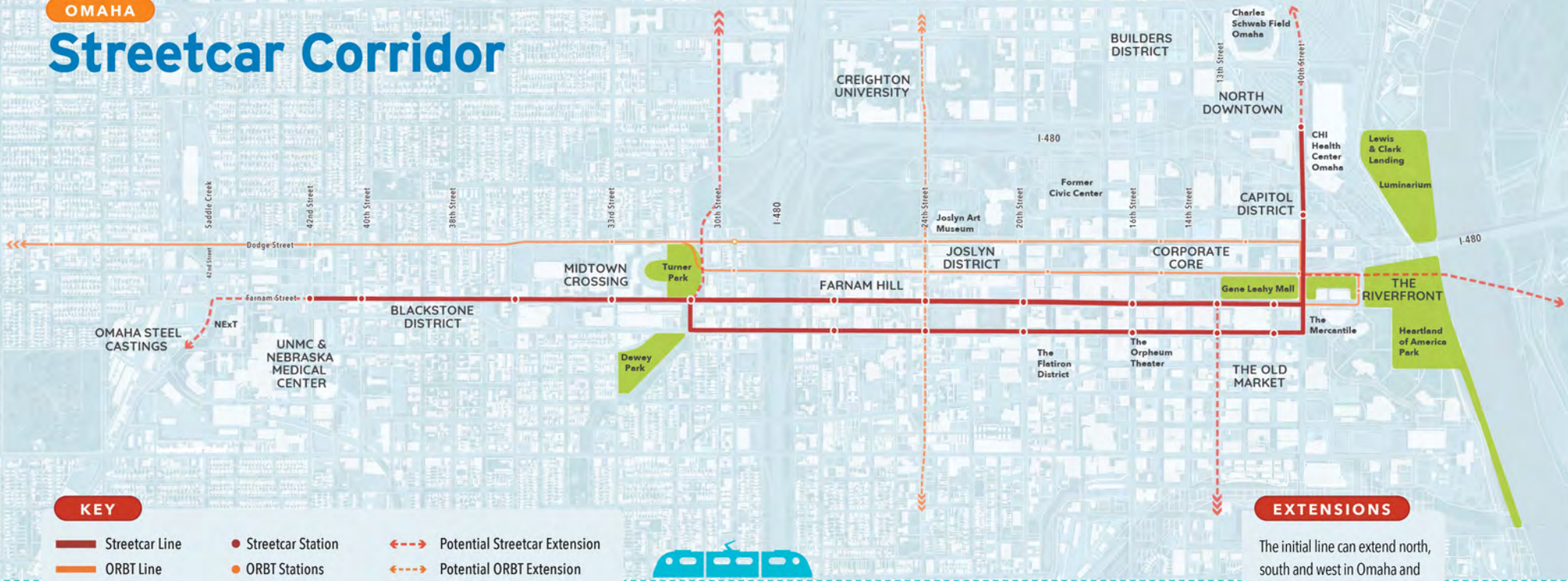
City of Omaha Date
By: Jean Stothert, Mayor

City of Council Bluffs Date
By: Matthew Walsh, Mayor

Exhibit A

OMAHA

Streetcar Corridor



KEY

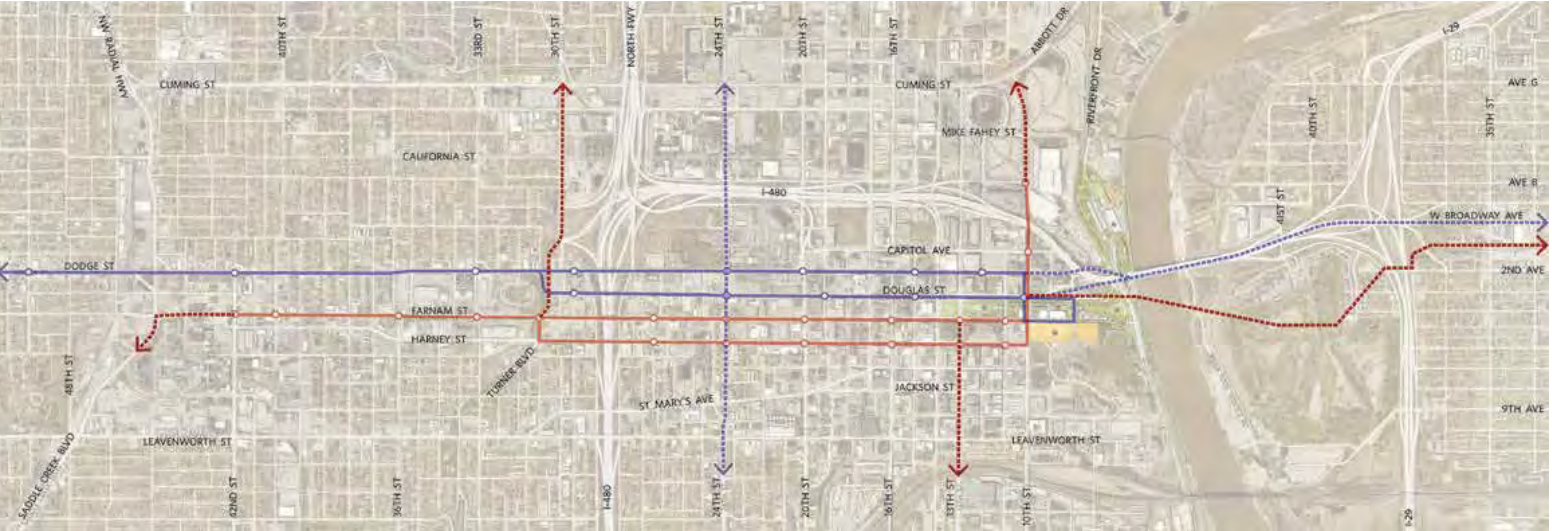
- Streetcar Line
- ORBT Line
- Streetcar Station
- ORBT Stations
- ORBT Stops
- - - - - Potential Streetcar Extension
- - - - - Potential ORBT Extension

EXTENSIONS

The initial line can extend north, south and west in Omaha and to Council Bluffs

STREETCAR EXTENSIONS

Once the initial streetcar starter line is established, a number of extensions are contemplated. These include east-west extensions both to Council Bluffs and the former Steel Castings site west of UNMC, as well as north-south connections south on 13th Street, north on 10th Street to Millwork Commons, and north to the North Omaha business district at 24th and Lake. These connections will be catalysts for economic development and redevelopment, and provide circulation to and from the many neighborhoods and districts located outside the Urban Core.



Proposed Streetcar Route Extension

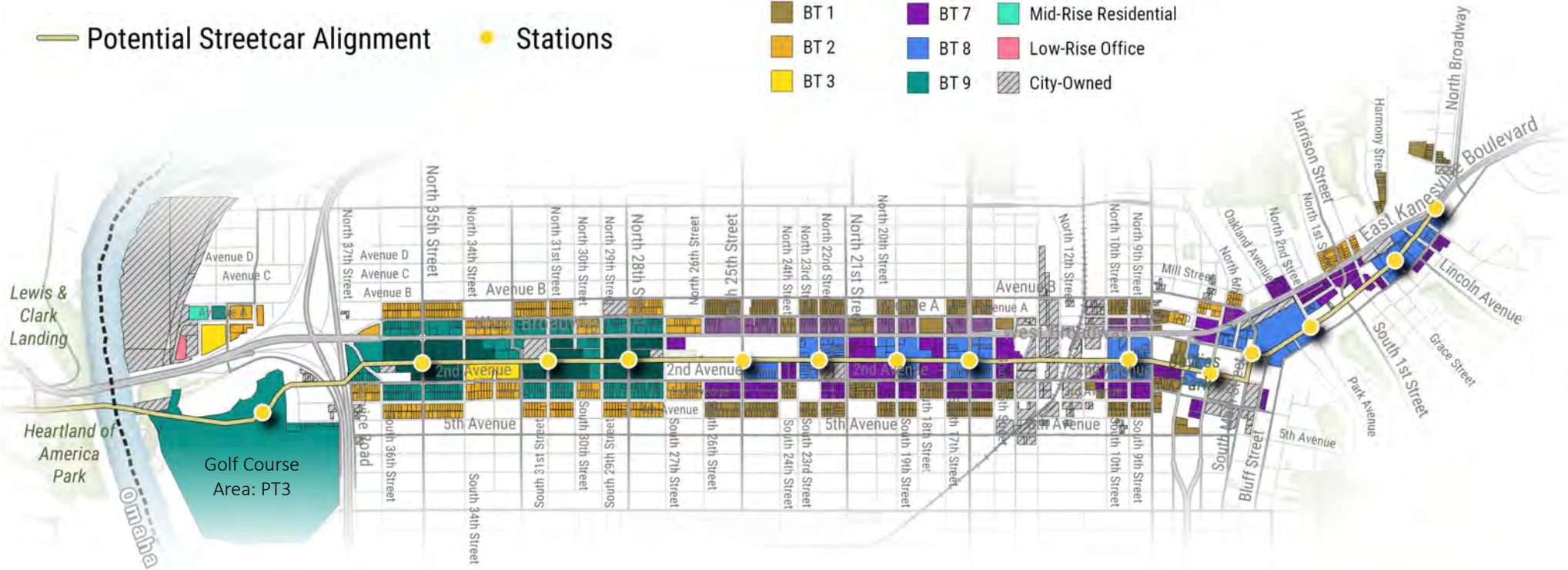


Cincinnati Streetcar

1st Avenue Streetcar Scenario

— Potential Streetcar Alignment ● Stations

Block Types	BT 6	BT 10
BT 1	BT 7	Mid-Rise Residential
BT 2	BT 8	Low-Rise Office
BT 3	BT 9	City-Owned



Potential Station Locations

- » Medical Centers – E Kanesville Blvd & Kimball Ave
- » Union St
- » 100 Block – at 2nd St
- » Downtown – W Broadway & Main St
- » Bayliss Park – 6th St
- » 9th St
- » 16th St
- » 19th St
- » 22nd St
- » Thomas Jefferson – 25th St
- » 28th St
- » 31st St
- » Gateway – 35th St
- » 40th St

RESOLUTION NO. 432

March 23, 2023
Omaha, Nebraska

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

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

WHEREAS, the City of Council Bluffs (“Council Bluffs”) has expressed an interest in studying the feasibility of a multimodal bridge over the Missouri River and a streetcar system connecting Council Bluffs and Omaha;

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

WHEREAS, the Omaha Streetcar Authority was created by virtue of the Interlocal Cooperation Act, Nebraska Revised Statutes Chapter 13, Article 8 in order to design, construct, operate and maintain a modern streetcar in downtown and midtown Omaha; and

WHEREAS, it is in the best interests of, and mutually advantageous to, the City of Council Bluffs, the City of Omaha, the Omaha Streetcar Authority and Metro to cooperate and share information regarding the feasibility of a multimodal bridge and modern streetcar system connecting Council Bluffs and Omaha.

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

The Statement of Intent to Cooperate between the City of Council Bluffs, City of Omaha, Omaha Streetcar Authority and the Regional Metropolitan Transit Authority of Omaha to is approved, conditioned upon the approval and execution of the agreement by the City of Council Bluffs, City of Omaha, and Omaha Streetcar Authority. Furthermore, Metro’s CEO/Executive Director is authorized to execute the same on behalf of Metro.

ADOPTED BY:

CHAIR

CERTIFICATE

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

Signature of Recording Officer

Title of Recording Officer

Date

8.

RESOLUTION:

Resolution #433 – Request Approval of Resolution #433 – Board Recognition of Nebraska Public Transit Week, April 9th – 15th

EXPLANATION:

Nebraska Public Transit Week is dedicated to raising awareness of public transportation across the state.

Public transit has served the cities of Omaha and Council Bluffs since 1867. Metro's fixed route and paratransit service operated 3,587,887 miles and 259,799 hours in 2022 connecting people, places, and opportunities.

This year, Metro will offer fare-free periods, lasting 30-minutes each, twice a day during Nebraska Public Transit Week for the entire system. Metro will also host a number of other activities for riders throughout the week, including contests and giveaways.

Metro will recognize its dedicated workforce with appreciation days and a safety banquet to honor Metro employees. During this time, we will encourage riders to thank employees for their role in providing transit service by submitting thank you cards from our website and sending in comments of appreciation.

RESOLUTION NO. 433

March 23, 2023
Omaha, Nebraska

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

WHEREAS, public transit provides Omaha and all Nebraskans access to medical, business, employment, social and supportive services;

WHEREAS, public transit allows individuals to remain independent, contributes to economic development, reduces traffic congestion, decreases carbon emissions, and improves mobility;

WHEREAS, Nebraska has numerous public transit employees who provide service to Nebraska, nearly 300 of whom are employed by Metro, who must maintain stringent educational requirements and standards, particularly bus and paratransit operators;

WHEREAS, public transit professionals play an important role in so many lives;

WHEREAS, Metro provides public transportation service in the Greater Omaha area;

WHEREAS, over 2.6 million rides were provided on Metro routes in 2022;

WHEREAS, the Metro Board of Directors wishes to encourage all citizens to increase their understanding and awareness of their local transit system; and

WHEREAS, the Metro Board of Directors and the Nebraska Association of Transportation Providers recognizes the important role public transit professionals play and wishes to acknowledge that role.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSIT AUTHORITY OF THE CITY OF OMAHA BOARD:

The Metro Board of Director's, DO HEREBY CONGRATULATE the Employees of Metro and proclaim the week of April 9 - 15, 2023 as

PUBLIC TRANSIT WEEK

in Omaha, and all of Nebraska.

ADOPTED BY:

CHAIR

CERTIFICATE

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

Signature of Recording Officer

Title of Recording Officer

Date

9.

RESOLUTION: Request Approval to Enter into a Contract with Thermo-King Christensen for Bus HVAC Repairs

EXPLANATION: Metro solicited quotes for a Bus HVAC Repair project on February 16, 2023. The Bus HVAC repair project is to provide on-site repairs and preventative maintenance to Metro's Thermo-King HVAC systems on our bus fleet as has been the past practice at Metro. Metro received one (1) responsive and responsible quote for this project from Thermo-King Christensen for this project.

Thermo-King Christensen's quote was for \$131.60/hour. The anticipated length of this project is for 1 year with a minimum of 800 hours and a maximum of 1,000 hours. Staff has determined that the quote from Thermo-King Christensen is fair and reasonable.

Staff is requesting the authority to enter into a contact with Thermo-King Christensen for a not to exceed price of \$131,600. This item was forwarded to the Finance/Procurement Committee prior to the Board meeting.

Recommend Approval.

PURPOSE

The Omaha metro area needs reliable, quality public transportation to grow sustainably and serve the diverse needs of our residents.

MISSION

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

VISION

Metro is a valued transportation choice for all members of our community and a vital partner in Omaha's future.

Metro aims to realize this vision by cultivating and investing in:

- Collaborative communication
- Employee empowerment
- Culture of respect & appreciation
- Well-maintained equipment & facilities
- Up-to-date technology & processes
- Ongoing training & safety efforts
- Collaborative partnerships to improve our service
- Outstanding rider communication & experience
- Recognition of Metro's value to the community

VALUES

Unity: We are a team with a common purpose.

Responsibility: We take pride in our work and are committed to going above and beyond.

Care: We care about our customers and each other.

Resourcefulness: We are adaptable and driven to overcome challenges.

Learning: We are always training for tomorrow.

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

VISION:

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

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



SERVICE COLLABORATIONS,
RIDER EXPERIENCE

RECOGNITION
OF METRO'S
VALUE TO THE
COMMUNITY

COLLABORATIVE
PARTNERSHIPS
TO IMPROVE OUR
SERVICE

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

MAINTENANCE, EQUIPMENT,
AND TRAINING

CLEAN,
FUNCTIONING,
WELL-MAINTAINED
EQUIPMENT &
FACILITIES

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

ONGOING
TRAINING &
SAFETY EFFORTS
FOR ALL
DEPARTMENTS

COMMUNICATION,
CULTURE, AND
CAREERS

TRANSPARENT
2-WAY
COLLABORATIVE
COMMUNICATION

EMPLOYEE
EMPOWERMENT
THROUGH CAREER
ADVANCEMENT
AND REWARD

A CULTURE OF
MUTUAL RESPECT,
APPRECIATION, AND
TEAMWORK

Meeting Minutes – February 23, 2023

**MINUTES
REGULAR MEETING
REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA
2222 Cuming Street
Omaha, Nebraska, 68102
February 23, 2023
MINUTES**

The Regional Metropolitan Transit Authority of Omaha Board met in Regular Session on Thursday, February 23, 2023, at 8:30 a.m., in person at the Authority’s Administration Building, 2222 Cuming Street, Omaha, Nebraska 68102, and virtually. Notice was published in the Omaha Daily Record on February 17, 2023, in advance of the meeting. For the benefit of the public in attendance, a copy of the Open Meetings Law is posted in the meeting room and the Agenda is published on the display in the facility lobby. The following persons were in attendance at the meeting:

Authority Board:

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

Authority Staff:

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

Others Present:

Other Metro staff
Members of the public

Meeting Minutes – February 23, 2023

Agenda Item #1: Call to order

Ms. Haase called the meeting to order at 8:33 a.m. Notice of the Regular meeting was published in the Omaha Daily Record on February 17, 2023. For the benefit of the public in attendance, a copy of the Open Meetings Law has been posted in the meeting room and is available online at ometro.com, and the agenda was published on the display in the facility lobby.

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

Ms. Haase entertained a motion to approve the minutes of the Board Meeting on January 30, 2023.

Motion by Mr. Lawse; Second by Ms. Plucker

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Agenda Item #3: General Public Comment Period

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

Agenda Item #4: Administrative Report

(L. Cencic)

Ms. Cencic shared with the Board that Metro is preparing for the annual financial audit as well as continuing with installation of the new financial software. Metro has also been onboarding and training many new employees that will serve in key roles heavily rooted in regulatory requirements.

Ms. Cencic informed the Board that the state funding for Metro has decreased in the last two years, due in primarily to increased transit expenditures throughout other parts of the state. Since 2013, Metro has typically received between \$2 and \$4 million annually from the state. This is funding that goes directly towards operations. However, this year the state funding was reduced to \$1.2 million. Metro is closely watching the NDOT budget process at the Unicameral to better understand the potential for state funding in the future years. Metro also plans to request an increase to future state funding. Out of total funds available, NDOT funds the rural transit agencies at the full requests, and after that funding is distributed, whatever is left over is split between Omaha and Lincoln. Metro's request will be for the Unicameral to consider an increased overall budget so that funding amounts can remain the same for rural transit agencies. In addition to the state budget, Metro is also watching several bills currently in the Unicameral. Most of these bills are related to streetcar funding.

Ms. Cencic updated the Board that Metro is currently working with the Nebraska Association of Transportation Providers to hold a legislative day in early April. This will coincide with Public Transit Week. Transit agencies

Meeting Minutes – February 23, 2023

throughout the state will be going to Lincoln, along with Metro, to meet with legislators and express joint support for transit.

Ms. Cencic informed the Board that in January 2023, ORBT ridership saw the most rides for either Route 2 or ORBT since 2012. Metro carried nearly 39,000 riders in January despite the frigid temperatures outside.

Ms. Cencic updated the Board that Metro staff have nearly completed Revela leadership training on the importance of effective communication and having difficult conversations. Metro has about 25-30 different managers, supervisors, and administrative staff going to this training series. Training has focused on personalities, communication styles, and how to work with one another within the agency, and Metro is beginning to see positive outcomes from these training efforts.

Ms. Cencic informed the Board that she and the Communications Team attended several community, city and federal events with community, city and government leaders to talk about funding opportunities in the North Omaha area, specifically around additional funding for the 24th Street project as well as MAPA's Safe Streets for All planning initiative. Both of those efforts are going to include Metro's strategic partners and staff are very excited to be a part of these processes.

Ms. Cencic updated the Board that contract negotiations are continuing with both TWU and the Teamsters but the overall progress is positive. In December 2022, the Board authorized an extension of the prior year contract through the end of February 2023. Metro will be exercising an additional extension through at least March but staff is very optimistic that the contracts will be finalized in March.

Lastly, Ms. Cencic informed the Board that as Metro prepares for the milestone of one-million rides on ORBT in March, staff are considering offering a day of free fares to help with that celebration.

Discussion was had.

Agenda Item #5a: Administrative Reports

(D. Grant)

In the month of February, the HR Team has spent a significant amount of time on the new HR software implementation, making sure that staff is fully trained on how to use the new software and building it in a way that makes things efficient for all Metro employees who utilize it.

In addition to the software implementation, Metro has been recruiting as well. Metro had 16 individuals start new roles at Metro in the month of February. Of these 16 new people, 14 are Bus Operators and 2 are Paratransit Operators. Approximately half of these new Operators will be starting on Monday. Metro has also posted some additional roles including a Transit Planner, a Building Maintenance Manager, and a Senior Building Maintenance role. This week, Metro will also be posting for a Dispatcher and a Transit Field Supervisor.

Discussion was had.

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Agenda Item #5b: Administrative Reports

(I. Maldonado)

Mr. Maldonado informed the Board that last week due to severe weather conditions, for 2 days Metro operated all fixed route services on snow route detours. Staff did a fantastic job insuring the safety of Metro customers and employees, providing advanced notification to customer, and taking every opportunity to minimize service interruptions. It was a very challenging week with difficult weather conditions, but staff did an outstanding job.

Staff is making preparations for services during the College World Series, which is scheduled to start on June 16, 2022 and could last until June 26, 2022. To serve the general public who may wish to attend the event, staff anticipates providing a circulator route similar to what was provided in 2022. The route operated one hour before and after each game. The route will serve various public parking areas and will connect with ORBT. Specifics are still in the planning phases and Metro staff is currently in discussions with the College World Series event organizers.

Various staff, including Mr. Maldonado, attended a 4-day Federal Transit Administration Triennial Review workshop to gain an understanding of the federal rules and regulations as well as to know how to comply with federal program requirements and guidelines and to be prepared for the next triennial which will likely happen within the next two years.

In the two bargaining units, Metro continues to negotiate the 2023-2025 Collective Bargaining Agreement. Metro hopes to finalize versions of these two contracts by next month and present them for Board approval. There is one that is advancing faster than the other due to the fact that negotiations were started earlier. Metro anticipates the document going in front of the TWU for voting by the beginning of March. Once ratified, the document will be brought to the Board for final approval. Metro is going through the documents very thoroughly to make sure there is no conflicting language, and to ensure that the language is clear, concise, and to the point so that there are no questions or grey areas concerning the contracts.

Staff is working on the consolidation of Metro's two Dispatch Centers. MOBY Paratransit Operations is currently in one area and Fixed Route Operations is in another area. In order to gain efficiency, to have better coverage, and to help staff, Metro is consolidating these two areas.

Discussion was had.

Agenda Item #5c: Administrative Reports

(N. Ebat)

Ms. Ebat informed the Board that due to the additional winter weather experienced over the last month, the Communications team has been able to streamline the process of what needs to be done and who the team needs to talk to both in the building and out of the building to get rider alerts and media releases out as quickly as possible. Metro has seen an uptick in local media automatically picking up the snow alerts. When Communications sends a press release, an article is typically available within a couple of minutes. This has been consistent across the board during each snow event.

This month, the Communications team focused on Community Equity Day. Team members worked with the Director of Civil Rights & Inclusion to help get messaging out to riders. During that weekend, along with the Director of Human Capital & Development also attended the State of North Omaha Community meeting where staff learned about the area, some of its history, and the ongoing data coming out of analysis and strategies for the area. Staff also had the opportunity to connect with different community members.

This week, staff had the opportunity to hold a Learn To Ride event with the Autism Action Partnership Group. Staff presented information about how to plan a trip, showed where to go to find news alerts on Metro's

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website, and then took the group out on a bus so that attendees had the opportunity to learn first hand in a low-pressure environment. This event was very positive and the group of very engaged.

The Communications team is now moving ahead full force to plan the event to celebrate the one-millionth ORBT ride. Several large community partners are already on board with this celebration.

Metro also had the opportunity to pass out Valentine's Day cards this year. Staff went out in person to transit centers and rode buses to hand cards out to riders in person. This event was also a very positive experience for the team and for the riders with whom they interacted.

Discussion was had.

Agenda Item #6: Request Approval of Title VI Service Equity Analysis for Planned Service Changes (E. Schweitz for A. Johnson)

Staff sent out the Title VI analysis to the Board for approval but after distributing the report, some changes that need to be made to some of the calculations were identified. There is more time available for approval so staff will make these changes and present the corrected analysis to the Board in March.

To summarize changes coming in April 2022:

- Route 13 and Route 15 will increase in frequency during weekdays. Route 13 will have pre-Covid frequency restored with 15-minute peak service from downtown to MCC South Campus and 30-minute peak service from MCC to Aksarben. Service on Route 15 will exceed pre-pandemic service with 15-minute service all day from downtown to Aksarben.
- Route 11 will begin 30-minute service all day on Saturdays.
- Routes 13 and 15 will gain 30-minute service from downtown to their half-way points on Sundays.
- Routes 3, 4, 24, and 30 will gain 30-minute service on the entire line throughout the day on Sundays.
- All routes that are gaining 30-minute service on Sundays will also stay out approximately 60 minutes later on Sunday evenings as well.

These are requests that customers made during the MetroNEXT public outreach, and Metro is eager to deliver some of the improvements requested.

Discussion was had.

Ms. Haase requested a motion to table this item until the Board meeting on March 23, 2023.

Motion by Mr. Lawse; Second by Ms. Plucker

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Agenda Item #7: Resolution #431– Approval of Federal Certifications & Assurances (W. Clingman)

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

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

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

Discussion was had.

Motion by Ms. Plucker; Second by Mr. Lawse

ROLL CALL:

UNANIMOUS; MOTION CARRIES.

Agenda Item #8: Request Approval of the 2023 Transportation Improvement Plan (W. Clingman)

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

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

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

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

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PROJECT	SOURCE OF FUNDS	AMOUNT	DESCRIPTION
PREVENTATIVE MAINTENANCE	5307	Fed: \$5,600,000 Local: \$1,400,000 Total: \$7,000,000	Preventative Maintenance for both Bus and Buildings, Grounds and Engineering
ROLLING STOCK	5339	Fed: \$13,558,199 Local: \$3,489,400 Total: \$17,047,599	Rolling stock replacement, bus wash and associated equipment
SUPPORT EQUIPMENT AND FACILITIES	5339	Fed: \$320,000 Local: \$80,000 Total: \$400,000	Design and procurement of improvements to admin/maintenance facility

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

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

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

Discussion was had.

Motion by Ms. Plucker; Second by Mr. Lawse

**ROLL CALL:
UNANIMOUS; MOTION CARRIES.**

Agenda Item #9: Request Approval of Fuel Contract
(L. Cencic)

Metro’s existing fuel contract with Sapp Brothers ends at the end of February 2023. On February 21, 2023, Metro solicited bids for diesel fuel and received two bids. The low responsive, responsible bid was from Harms Oil for \$2.92/gallon for the 5% biodiesel blend and \$2.862/gallon for the 20% biodiesel blend. Staff recommends a new 6-month fuel contract for a biodiesel blend with Harms Oil beginning on February 27, 2023. The contract will be for a 5% biodiesel blend from the end of February 2023 to April 15, 2023 and a 20% blend for April 16, 2023 to

Meeting Minutes – February 23, 2023

the end of the contract. Metro will receive a rebate of \$0.50/gallon for the 20% blend from the Nebraska Soybean Board.

The prior fuel contract, entered into in July 2022, was for \$3.3793/gallon. Fuel was budgeted at \$3.29/gallon in the 2023 budget.

In accordance with Metro’s Procurement Policy, the CEO advised the Board Chair prior to entering into a fuel agreement and is now returning to the full Board to request concurrence of a fuel contract.

Recommend full Board approval.

Discussion was had.

Motion by Ms. Plucker; Second by Mr. Lawse

**ROLL CALL:
UNANIMOUS; MOTION CARRIES.**

Agenda Item #10: Board Chair Report
(A. Haase)

Ms. Haase, Mr. Lawse, and Ms. Plucker all shared that no committees have anything to report this month.

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

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

Agenda Item #12: Adjournment

There being no further business to come before the Board, a motion was entertained to adjourn the meeting at 9:06 a.m.

Motion by Mr. Lawse; Second by Ms. Plucker

**ROLL CALL:
UNANIMOUS; MOTION CARRIES.**

Ms. Amy Haase – Chair

Recording Secretary

Feb

Recruiting Report

	Mar Hires	Proj. Remaining Need	Recruiting Activity Notes
All Roles	7	24	x people started new roles at Metro in the month of March. Metro also posted roles for a Transit Planner, Dispatcher, Transit Field Supervisor, Building Maintenance Manager and Sr. Building maintenance role.

Operations	Bus Operators - Omaha	2	6	Currently reviewing and interviewing candidates.
	Paratransit Operators	3	0	Currently reviewing and interviewing candidates.

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

BG&E	Sr. Building		1	
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Custodial				
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Feb**Recruiting Report**

Role	Hires	Proj. Remaining Need	Recruiting Activity Notes
Admin Staff	0	6	
Fleet Maintenance Dir		1	Currently reviewing and interviewing candidates.
Procurement & Contracts Manager		1	Currently reviewing and interviewing candidates.
Transit Planner		1	Currently reviewing candidates.
Building Maintenance Manager		1	Currently reviewing candidates.
Dispatcher		1	Currently reviewing candidates.
Transit Field Supervisor		1	Currently reviewing candidates.

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

SOCIAL MEDIA SUMMARY

2.1.23 - 2.28.23



Facebook: [Metro Transit Omaha](#)

Posts: 22
 Reach: 10,875
 Reactions: 247
 Comments: 44
 Shares: 47
 28 new followers | 1.28% increase



Twitter: [@rideORBT](#)

Tweets: 23
 Impressions: 13,600
 Avg. 861 impressions/post for the year
 Mentions: 30
 Profile visits: 895
 6 new followers | 0.54% increase



Instagram: [@metrotransitoma](#)

Posts: 8
 Likes: 191
 Avg. 25 likes/post for the year
 Comments: 7
 4 new followers | 0.29% increase



EARNED MEDIA SUMMARY

2.1.23 - 2.28.23

17 stories | 7 outlets

Metro moving to Snow Route Option A for Wed. night, service starting on detours Thurs.



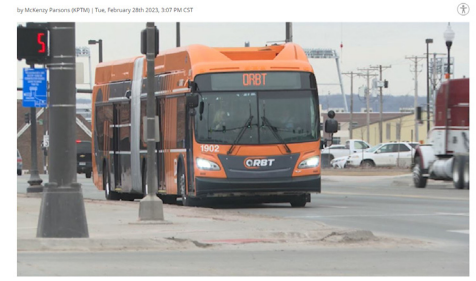
KPTM - Weather service

Metro moving to snow routes for busses Wednesday night due to forecast winter weather



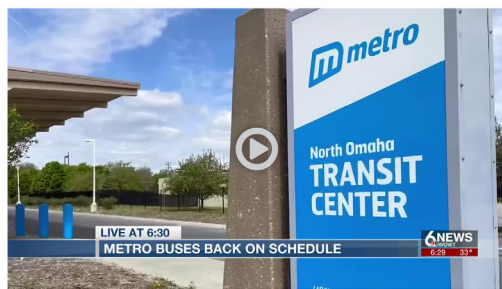
KETV - Weather service

ORBT riders experience a bit of a detour when disembarking at 72nd and Dodge streets



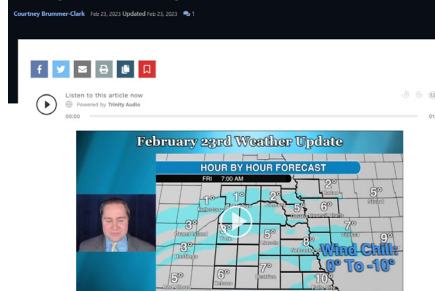
KPTM - ORBT station closure

All but one Omaha Metro bus routes returned to their regular routes at noon Friday. "Route 14 will remain on Snow Route Option A with an additional detour off of Bedford near Fontenelle," according to a Friday morning news release from Metro.



WOVW - Weather service

Omaha-area schools, offices announce delays due to icy, cold conditions



Omaha World-Herald - Weather service

OUTREACH

N. 24th BID (Feb. 2 & 3)



Metro staff attended the N. 24th BID Safety Luncheon on February 2nd and the press announcement about federal funding for the N. 24th BID streetscape project.

Valentine's Day Rider Outreach (Feb. 14)



In order to spread more love on Valentine's Day, Metro staff members met riders at a variety of transit centers and onboard buses to hand out bus-themed Valentines, as well as a free one-ride token.

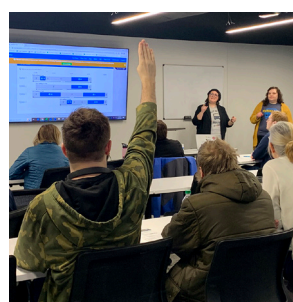


Omaha Farmers Market (Feb. 7)

A member of Metro's Communications team met with representatives from the Omaha Farmer's Market to discuss partnership and cross-promotional opportunities in 2023.



Autism Action Network (Feb. 21)



Three Metro employees hosted a how-to-ride event for the Autism Action Network, explaining how the MyRide OMA and Umo apps work, going through all the steps of catching the bus and getting where you need to go, and answering a number of great questions.

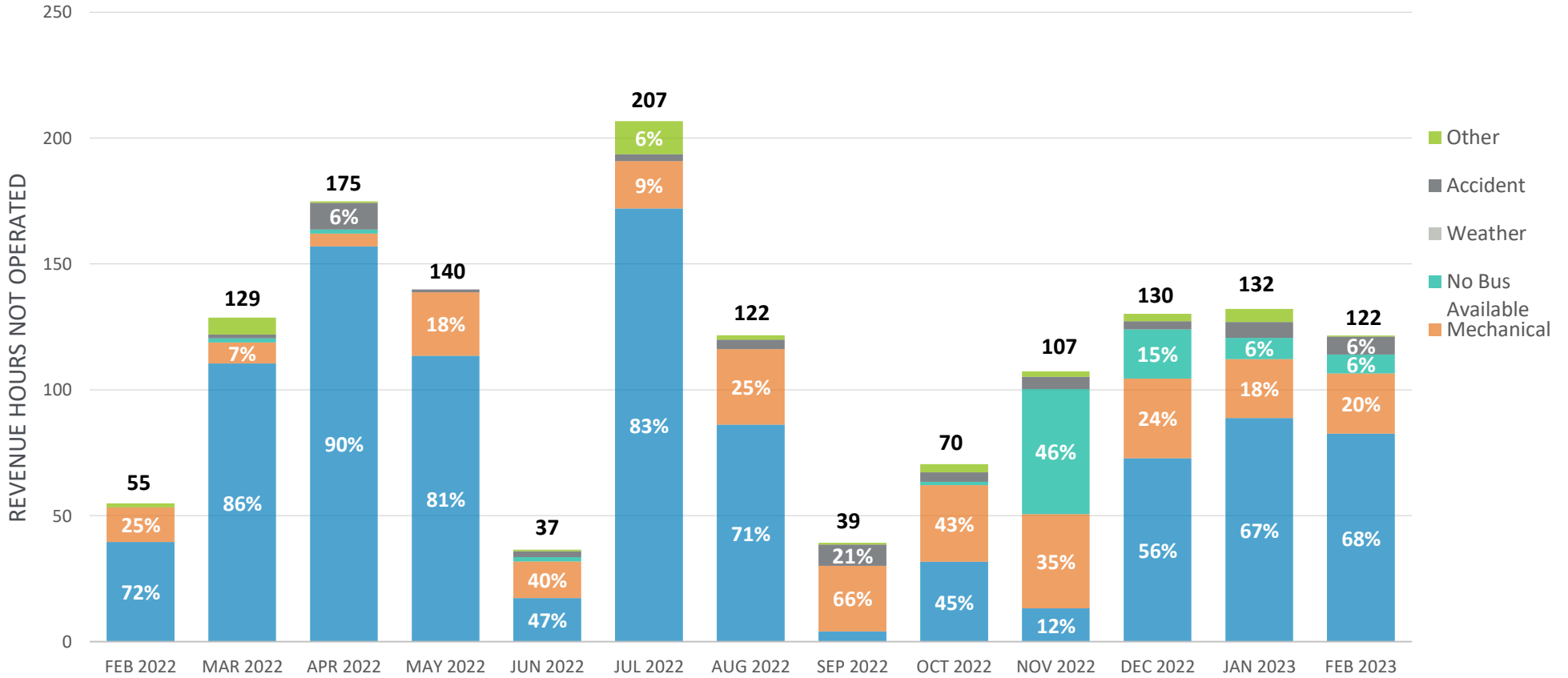


COMMUNICATIONS

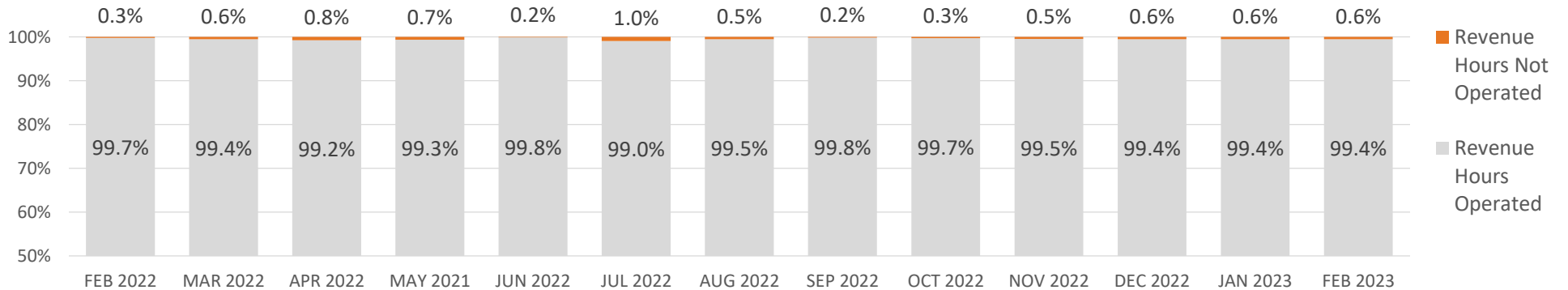


MONTHLY SERVICE INTERRUPTIONS

REVENUE HOURS NOT OPERATED BY TYPE

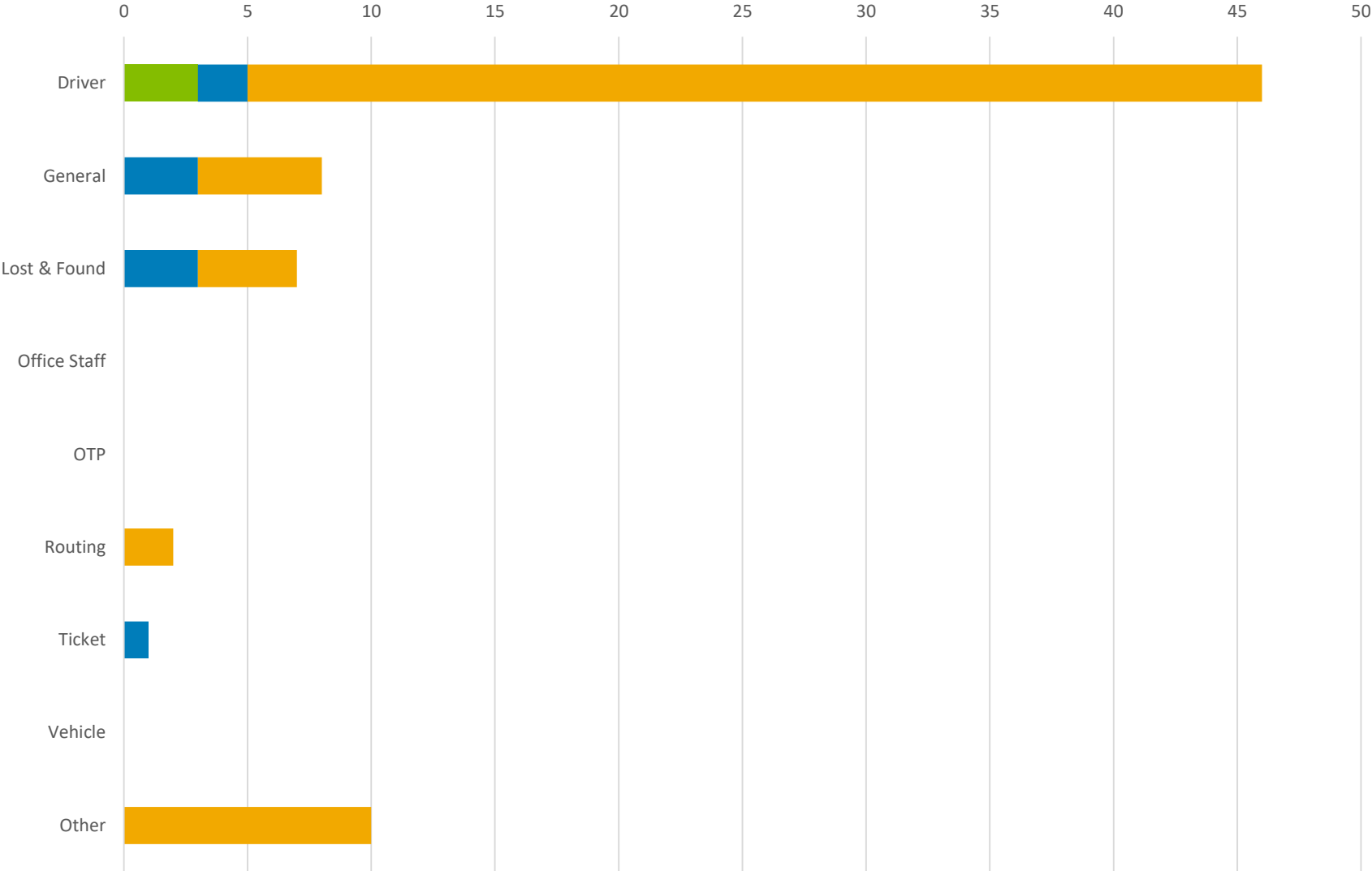


Percent of Total Revenue Hours

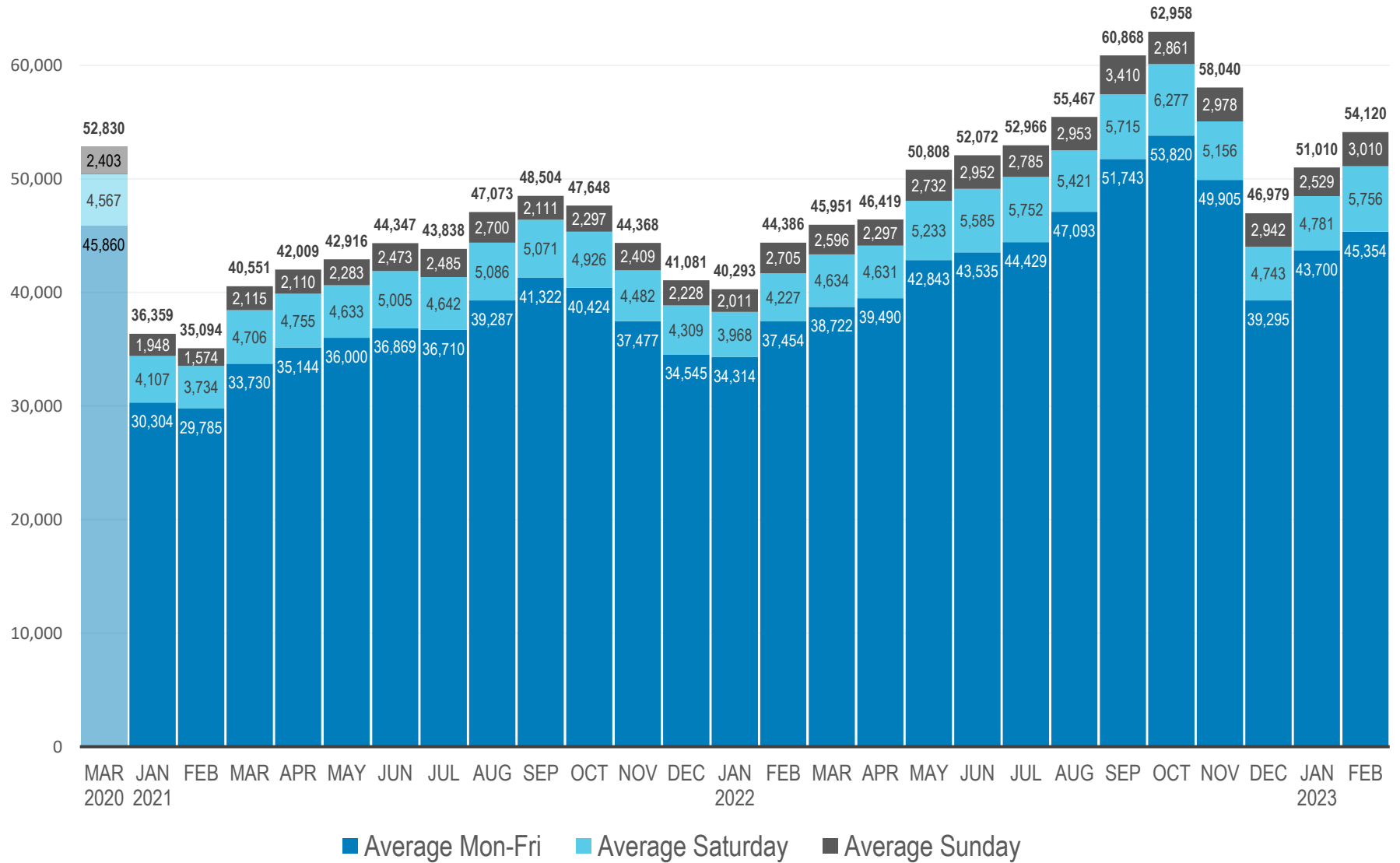


February 2023
Fixed Route Registered Customer Service Concerns by Category

Positive Neutral Negative



COVID-19 Impact on Average Weekly Ridership

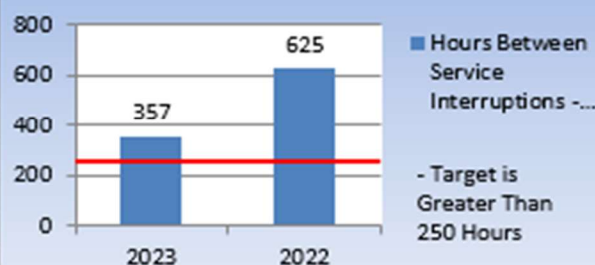


Metro Transit Operations Report

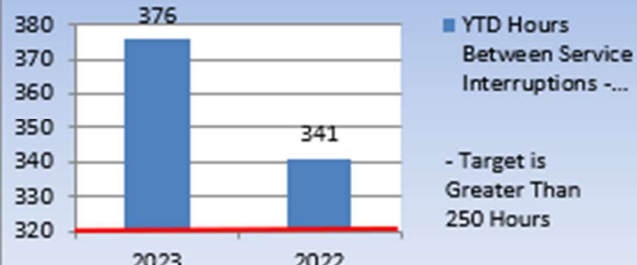
February 2023

					YTD	YTD	YTD
Current Month	2023	2022	Variance	Year to Date	2023	2022	Variance
Service				Service			
Service Hours	21758	20007	8.75%	Service Hours	45074	40893	10.22%
Service Miles	299277	275759	8.53%	Service Miles	623587	563489	10.67%
Interruptions				Interruptions			
Interruptions	61	32	90.63%	Interruptions	120	120	0.00%
Hours Between Interruptions	357	625	-42.95%	Hours Between Interruptions	376	341	10.22%
Miles Between Interruptions	4906	8617	-43.07%	Miles Between Interruptions	5197	4696	10.67%
Target Miles	3350	3350		Target Miles	3350	3350	
Road Calls				Road Calls			
Road Calls	51	26	96.15%	Road Calls	88	51	72.55%
Miles Between Road Calls	5868	10606	-44.67%	Miles Between Road Calls	7086	11049	-35.86%
Paratransit				Paratransit			
Total Van Trips	6773	6290	7.68%	Total Van Trips	13682	12292	11.31%
Passenger Hours	4365	3564	22.47%	Passenger Hours	8817	7185	22.71%
Trips per Hour	1.55	1.76	-12.08%	Trips per Hour	1.55	1.71	-9.29%
Passenger Miles	49917	40920	21.99%	Passenger Miles	79904	79904	0.00%
Trips per Mile	0.1357	0.1537	-11.73%	Trips per Mile	0.1712	0.1538	11.31%
Taxi Trips	0	0	#DIV/0!	Taxi Trips	0	0	#DIV/0!
Total Trips - Van & Taxi	6773	6290	7.68%	Total Trips - Van & Taxi	13682	12292	11.31%

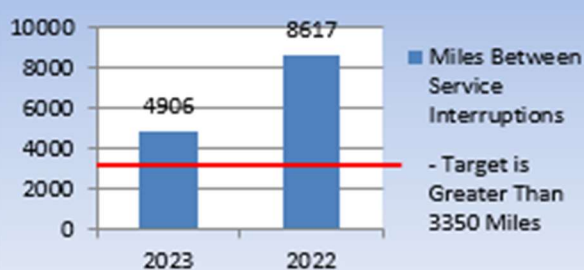
Hours Between Service Interruptions - February 2022 & 2021



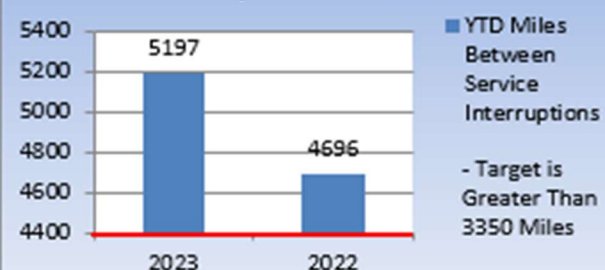
YTD Hours Between Service Interruptions - 2022 & 2021



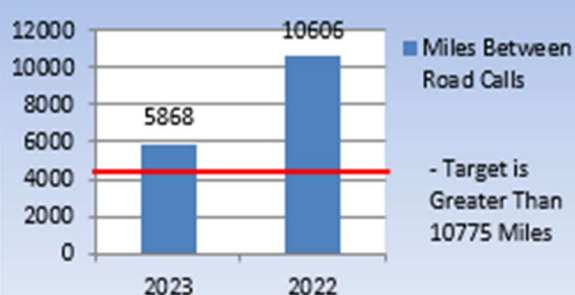
Miles Between Service Interruptions - February 2022 & 2021



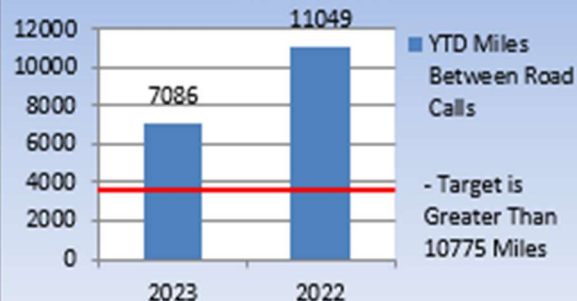
YTD Miles Between Service Interruptions - 2022 & 2021



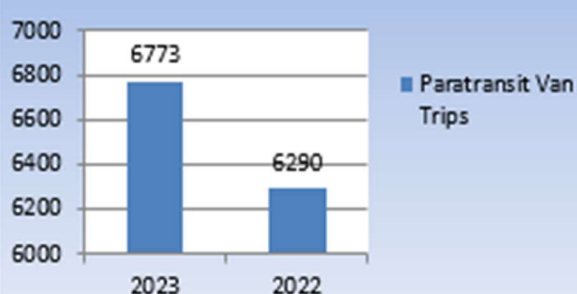
**Miles Between Road Calls
February - 2022 & 2021**



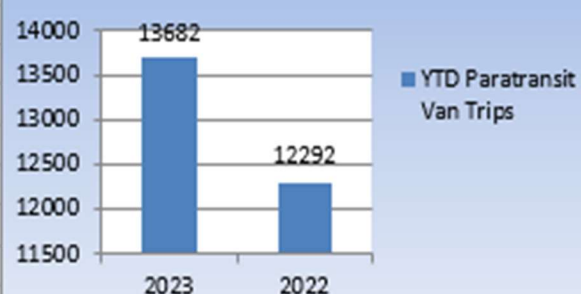
**YTD Miles Between Road Calls
- 2022 & 2021**



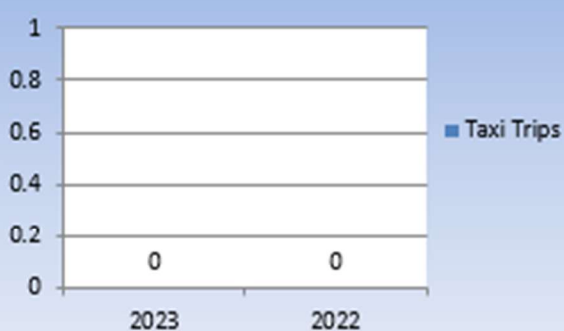
**Paratransit Van Trips February - 2022
& 2021**



**YTD Paratransit Van Trips - 2022 &
2021**



Taxi Trips February - 2022 & 2021



YTD Taxi Trips - 2022 & 2021



**Paratransit Van & Taxi Trips February -
2022 & 2021**

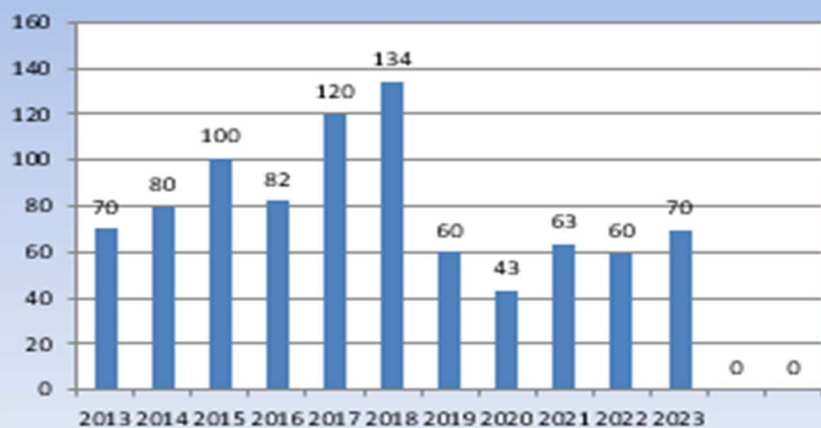


**YTD Paratransit Van & Taxi Trips - 2022
& 2021**

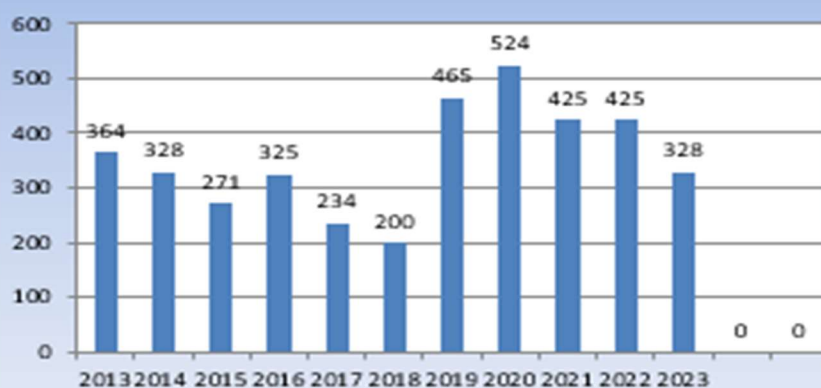


Service Interruptions Detail						
Type	February 2022	February 2023	Difference	2022 YTD	2023 YTD	Difference
Accident	0	5	5	4	11	7
Unsanitary Bus	2	2	0	2	4	2
Delayed Out Operator	14	16	2	79	51	-28
Bus Operator Family Emergency	0	0	0	0	0	0
Drunk on Bus - Police Called	0	0	0	0	1	1
Passenger Emergency	0	1	1	0	1	1
Weather	0	0	0	0	0	0
Mechanical	16	30	14	16	56	40
Unknown	0	0	0	0	1	1
Vandalism on Bus	0	0	0	0	0	0
Heavy Traffic	0	0	0	0	0	0
No Bus Available	0	7	7	6	14	8
Total	32	61	29	107	139	32
Mechanical Reasons						
Air Conditioner	0	0	0	0	0	0
Air pressure went down	2	1	-1	4	4	0
Brake Problem	1	1	0	1	1	0
Broken Belt	0	0	0	0	0	0
Bus Body Problem	0	1	1	1	1	0
Bus shut down	5	10	5	7	22	-15
Delayed by Train	0	0	0	0	0	0
Door Problem	0	0	0	0	0	0
Electrical Problem	0	1	1	0	2	-2
Farebox	0	0	0	0	0	0
Leaking Fluid	1	0	-1	2	0	2
Leaking fuel	0	0	0	0	0	0
Lift malfunction	0	0	0	0	0	0
Light problem	0	0	0	0	0	0
Low water	0	1	1	0	1	-1
Mirror Broke	0	1	1	0	0	0
No power	0	3	3	2	5	-3
Power Steering Problem	0	0	0	0	0	0
Oil Pressure	0	0	0	0	0	0
Overheated	0	0	0	0	0	0
Radiator Leak	0	2	2	0	2	-2
Seat Problem	0	1	1	0	1	-1
Starting problem	0	1	1	0	1	-1
Suspension problem	2	4	2	4	5	-1
Tire problem	0	3	3	2	6	-4
Transmission malfunction	0	0	0	0	0	0
Unknown Mechanical	5	0	-5	8	2	6
Windshield/Window	0	0	0	0	0	0
Total	16	30	14	31	53	22

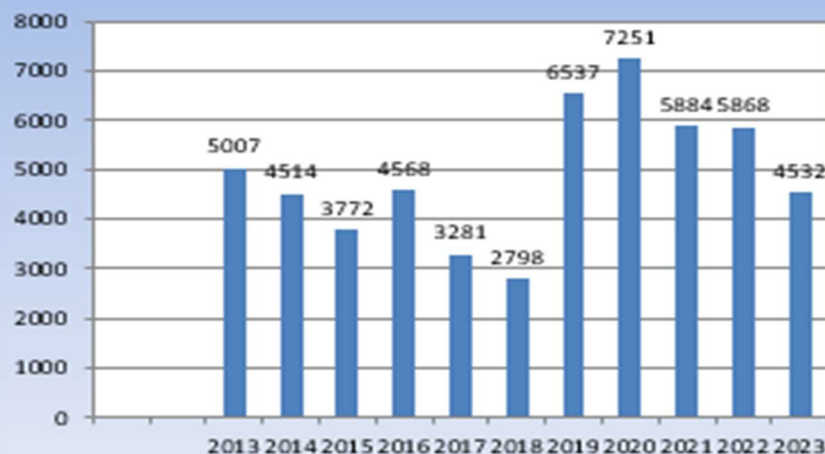
Service Interruptions



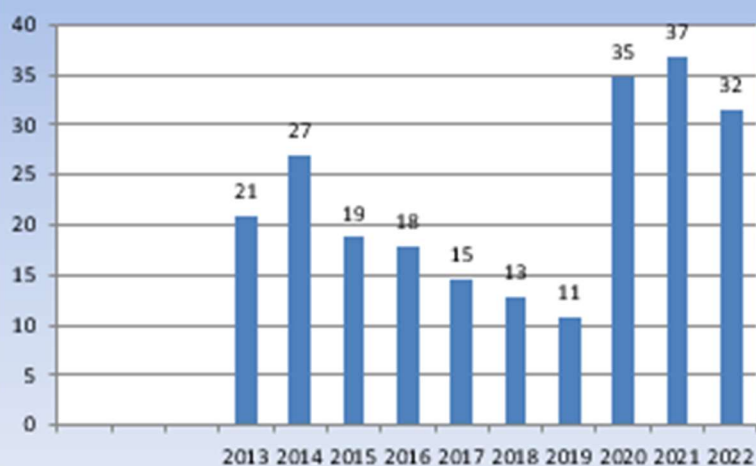
Hours Between Interruptions



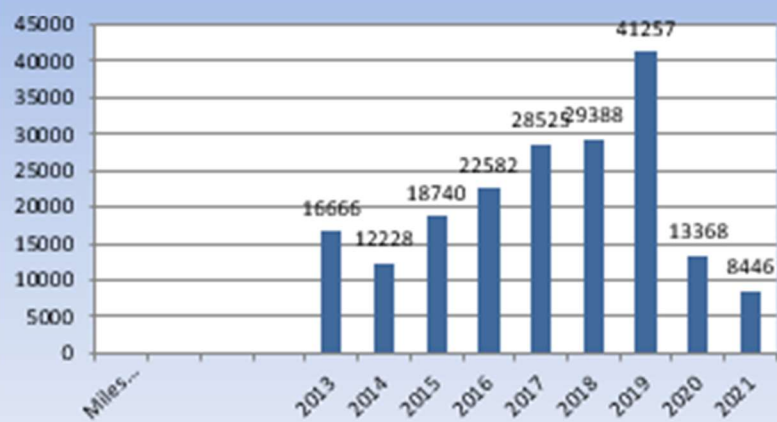
Miles Between Interruptions



Roadcalls



Miles Between Roadcalls



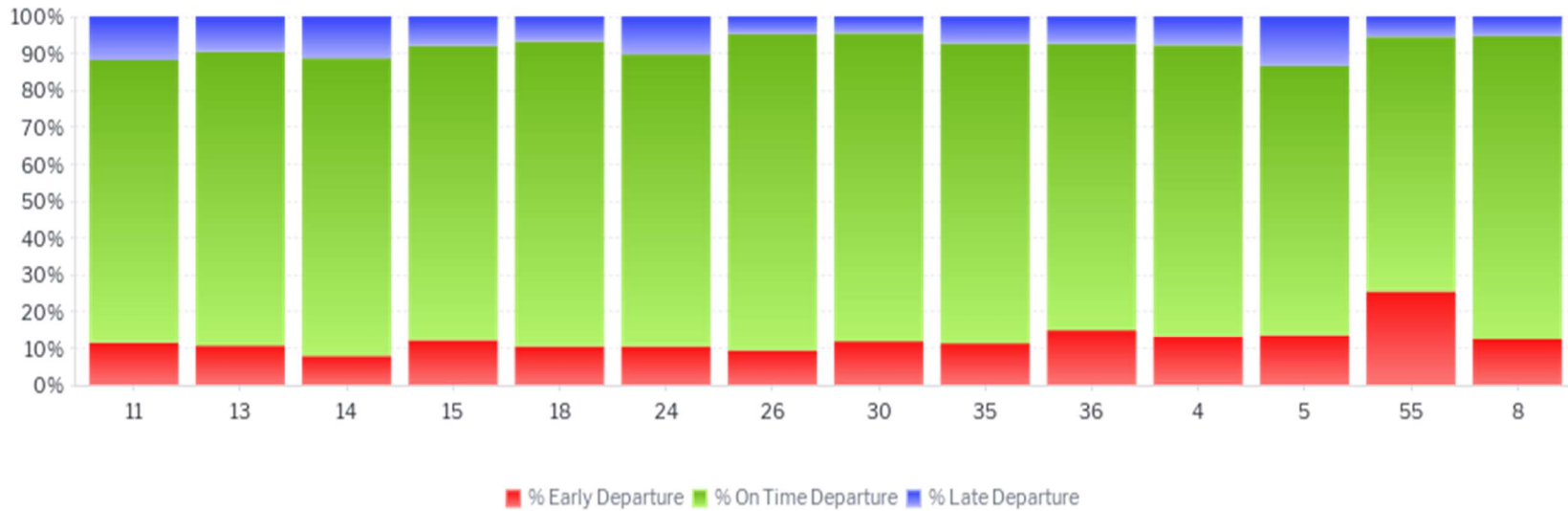
February 2023 OTP

Departures: On-Time Performance (System Wide)

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

Month	Start Date	End Date	Early Departs	% Early Departure	On Time Departs	% On Time Departure	Late Departs	% Late Departure	Total
February	2/1/23	2/28/23	15,767	11.7%	107,807	80.2%	10,833	8.1%	134,407

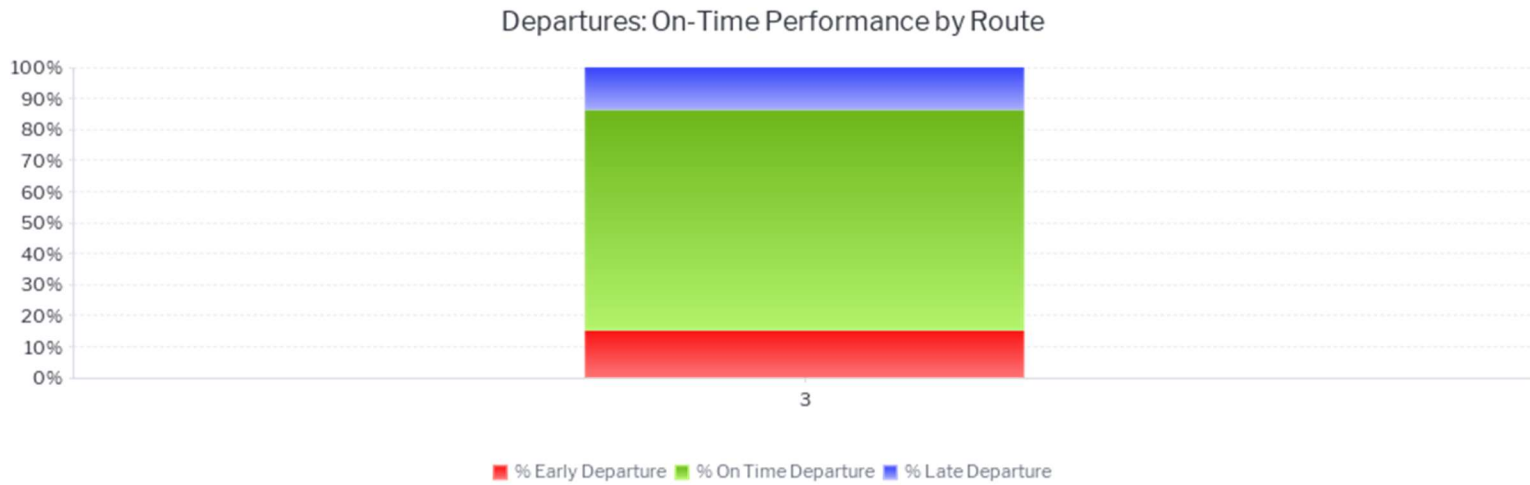
Departures: On-Time Performance by Route



February 2023 OTP

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

Route 3



Start Date	End Date	Route	Route	Early Departs	% Early Departure	On Time Departs	% On Time Departure	Late Departs	% Late Departure	Total
2/1/23	2/28/23	3	North 40th / South 42nd	2,411	15.2%	11,313	71.1%	2,184	13.7%	15,908
				2,411		11,313		2,184		15,908

February 2023

Registered Customer Service Concerns by Category

Total Calls	13023
Bus	7890
MOBY	5133

Calls by Category

	Total	Positive	Neutral	Negative	Percentage
Driver	52	4	3	45	62.65%
General	9	0	3	26	10.84%
Lost and Found	7	0	3	4	8.43%
Office Staff	0	0	0	0	0.00%
Other	12	1	0	11	14.46%
OTP	0	0	0	0	0.00%
Routing	2	0	0	2	2.41%
Ticket	1	0	1	0	1.20%
Vehicle	0	0	0	0	0.00%
Total	83	5	10	68	100.00%
Percentage	100%	6.02%	12.05%	81.92%	