

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

Join Zoom Meeting

<https://us06web.zoom.us/j/86399361861?pwd=aTc5WGYvbEI4cHQ3dWNjREFBZH14Zz09>

Meeting ID: 863 9936 1861

Passcode: 3417560

One tap mobile

+17193594580,,86399361861# US

+12532158782,,86399361861# US (Tacoma)

Dial by your location

+1 719 359 4580 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington DC)

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 386 347 5053 US

+1 564 217 2000 US

+1 646 931 3860 US

Meeting ID: 863 9936 1861

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AGENDA

REGULAR BOARD MEETING

REGIONAL METROPOLITAN TRANSIT AUTHORITY OF OMAHA

2222 Cuming Street

Omaha, Nebraska, 68102

September 22, 2022

8:45 a.m.

1. Call to Order: Notice of the Regular Meeting was published in the Omaha World Herald on September 18, 2022.
2. Approval of Minutes of Previous Meetings:
 - a. Regular Meeting: August 25, 2022
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 – Resolution #427 – Request Approval of the 2023 Tax Levy (W. Clingman)
7. Resolution – Resolution #428 – Request Approval of the Amended 2022 Annual Budget (W. Clingman)
8. Resolution – Resolution #429 – Request Approval of Proposed 2023 Annual Budget (W. Clingman)
9. Resolution – Request Approval of Agreement with Eide Bailly for Annual Audit Services for Fiscal Years 2022 through 2026 (W. Clingman)
10. Resolution – Request Approval of Metro Advertising Policy (W. Clingman)
11. Resolution – Staff Briefing on Title VI Program Update (L. Cencic)
12. Resolution – Request Approval of Title VI Service Equity Analysis for Ongoing Temporary COVID-Related Service Reductions (E. Schweitz)
13. Resolution – Request Approval of Title VI Service Equity Analysis for Upcoming Service Changes (E. Schweitz)
14. Resolution – Request Approval of the 2023 Transportation Improvement Program (J. Rumery)
15. Resolution - Request Approval of Agreement with Cleaver-Brooks Sales & Service for Boiler Repairs (W. Clingman)
16. Board Chair Report (A. Haase)
17. Date, Time and Place of Next Regular Board Meeting
Thursday, October 27, 2022, at 8:30 a.m.
Authority's Administrative Building
18. Adjournment

Tentative Resolutions for Next Board Meeting

None

6. RESOLUTION: **Resolution #427 – Request Approval of the 2023 Tax Levy**

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

The proposed Property Tax levy for the 2023 budget year is \$30,462,177 or 0.06743 mills.

Recommend Approval.

Resolution No. 427

**Omaha, Nebraska
September 22, 2022**

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

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

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

1. The certified valuation from the Douglas County assessor is \$45,176,000,625.
2. The valuation per \$100.00 is \$451,760,006.25
3. The RMTA of Omaha proposes to adopt a General property tax request that will cause its tax rate to be \$0.06743 per \$100 of assessed value.
4. The 2022-23 General property tax request be set at \$30,462,177
5. A copy of this resolution be certified and forwarded to the County Clerk on or before September 30,2022.

Motion by: _____ to adopt

Resolution No. 427

Seconded by. _____

Voting Yes: _____

MOTION CARRIED

ATTEST: _____

Board Chairperson

7. RESOLUTION: **Resolution #428 – Request Approval of the Amended 2022 Annual Budget**

EXPLANATION: It has become necessary to amend the previously adopted budget due to unforeseen circumstances related to capital expenditures the originally adopted budget cannot be reduced or remain the same during the remainder of the current fiscal year because of the unforeseen increased expenditures related to the current economic changes.

The required public hearing for this budget is planned to be held at 8:30 am on September 22, 2022.

Recommend Approval.

Resolution No. 428

**Omaha, Nebraska
September 22, 2022**

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

WHEREAS, it has become necessary to amend the previously adopted budget due to unforeseen circumstances related to capital expenditures the originally adopted budget cannot be reduced or remain the same during the remainder of the current fiscal year because of the unforeseen increased expenditures related to the current economic changes.; and

WHEREAS, a public hearing was held on September 22, 2022 at 8:30 o'clock AM at 2222 Cuming Street, Omaha, NE for the purpose of hearing support, opposition, criticism, suggestions or observations of taxpayers relating to the following proposed budget as required in Nebraska Statute 13-506; and

WHEREAS, a copy of the amended budget statement shall be forwarded as provided by law to the Auditor of Public Accounts, State of Nebraska; and

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

2019-2020 Actual Disbursements & Transfers	<u>\$ 36,564,408.00</u>
2020-2021 Actual/Estimated Disbursements & Transfers	<u>\$ 43,157,876.00</u>
2021-2022 Proposed Budget of Disbursements & Transfers	<u>\$ 44,439,332.72</u>
2021-2022 Necessary Cash Reserve	<u>\$ 5,842,395.09</u>
2021-2022 Total Resources Available	<u>\$ 50,281,727.81</u>
Total 2021-2022 Personal & Real Property Tax Requirement	<u>\$ 19,975,759.98</u>
Unused Budget Authority Created For Next Year	<u>\$ -</u>

Breakdown of Property Tax:

Personal and Real Property Tax Required for Non-Bond Purposes	<u>\$ 19,975,759.98</u>
Personal and Real Property Tax Required for Bonds	<u>\$ -</u>

Motion by: _____ to adopt

Resolution No. 428

Seconded by. _____

Voting Yes: _____

MOTION CARRIED

ATTEST: _____

Board Chairman

**2021-2022
STATE OF NEBRASKA
GENERAL BUDGET FORM**

Regional Metropolitan Transit Authority of Omaha

TO THE COUNTY BOARD AND COUNTY CLERK OF
Douglas County

This budget is for the Period January 1, through December 31

Upon Filing, The Entity Certifies the Information Submitted on this Form to be Correct:

The following **PERSONAL AND REAL PROPERTY TAX** is requested for the ensuing year:

\$	19,975,759.98	Property Taxes for Non-Bond Purposes
		Principal and Interest on Bonds
\$	19,975,759.98	Total Personal and Real Property Tax Required

Outstanding Bonded Indebtedness as of January 1

	-	Principal
	-	Interest
\$	-	Total Bonded Indebtedness

42,205,790,490	Total General Fund Certified Valuation (All Counties) <i>(Certification of Valuation(s) from County Assessor MUST be attached)</i>
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County Clerk's Use ONLY

APA Contact Information

Auditor of Public Accounts
State Capitol, Suite 2303
Lincoln, NE 68509

Telephone: (402) 471-2111 **FAX:** (402) 471-3301

Website: www.auditors.nebraska.gov

Questions - E-Mail: Jeff.Schreier@nebraska.gov

Budget Document To Be Used As Audit Waiver?

My Subdivision has elected to use this Budget Document as the Audit Waiver.
(If YES, Board Minutes **MUST** be Attached)

YES NO

If YES, Column 2 **MUST** contain **ACTUAL** Numbers.

If YES, DO NOT COMPLETE/SUBMIT SEPARATE AUDIT WAIVER REQUEST.

Report of Joint Public Agency & Interlocal Agreements

Was this Subdivision involved in any Interlocal Agreements or Joint Public Agencies for the reporting period of July 1, 2020 through June 30, 2021?

YES NO

If YES, Please attach Interlocal Agreement Report.

Report of Trade Names, Corporate Names & Business Names

Did the Subdivision operate under a separate Trade Name, Corporate Name, or other Business Name during the period of July 1, 2020 through June 30, 2021?

YES NO

If YES, Please attach Trade Name Report.

Submission Information

Budget Due by 9-20-2021

Submit budget to:

1. Auditor of Public Accounts -Electronically on Website or Mail
2. County Board (SEC. 13-508), C/O County Clerk

Regional Metropolitan Transit Authority of Omaha in Douglas County

Line No.	TOTAL ALL FUNDS	Actual 2019 - 2020 (Column 1)	Actual/Estimated 2020 - 2021 (Column 2)	Adopted Budget 2021 - 2022 (Column 3)
1	Beginning Balances, Receipts, & Transfers:			
2	Beginning Net Cash Balance	\$ 1,702,116.00	\$ 10,127,745.00	\$ 8,101,311.00
3	Investments	\$ 3,801,683.00	\$ -	\$ -
4	County Treasurer's Balance	\$ 1,058,462.00	\$ -	\$ -
5	Subtotal of Beginning Balances (Lines 2 thru 4)	\$ 6,562,261.00	\$ 10,127,745.00	\$ 8,101,311.00
6	Personal and Real Property Taxes (Columns 1 and 2 - See Preparation Guidelines)	\$ 19,318,842.00	\$ 18,900,032.00	\$ 19,777,980.18
7	Federal Receipts	\$ 14,259,971.00	\$ 14,476,022.00	\$ 15,039,436.64
8	State Receipts: Motor Vehicle Pro-Rate (To Lid Supporting Schedule, page 4)	\$ -	\$ -	\$ -
9	State Receipts: State Aid	\$ -	\$ -	\$ -
10	State Receipts: Other	\$ 3,423,814.00	\$ 3,669,001.00	\$ 2,600,000.00
11	State Receipts: Property Tax Credit	\$ -	\$ -	
12	Local Receipts: Nameplate Capacity Tax	\$ -	\$ -	\$ -
13	Local Receipts: In Lieu of Tax (To Lid Supporting Schedule, page 4)	\$ -	\$ -	\$ -
14	Local Receipts: Other	\$ 3,127,265.00	\$ 4,086,387.00	\$ 4,763,000.00
15	Transfers In Of Surplus Fees (To Lid Supporting Schedule, page 4)	\$ -	\$ -	\$ -
16	Transfer In Other Than Surplus Fees (Should agree to Transfers Out on Line 28)	\$ -	\$ -	\$ -
17	Total Resources Available (Lines 5 thru 16)	\$ 46,692,153.00	\$ 51,259,187.00	\$ 50,281,727.81
18	Disbursements & Transfers:			
19	Operating Expenses	\$ 36,564,408.00	\$ 34,623,715.00	\$ 38,000,607.00
20	Capital Improvements (Real Property/Improvements)	\$ -	\$ 674,901.85	\$ 1,733,899.42
21	Other Capital Outlay (Equipment, Vehicles, Etc.)	\$ -	\$ 7,859,259.15	\$ 4,704,826.30
22	Debt Service: Bond Principal & Interest Payments	\$ -	\$ -	\$ -
23	Debt Service: Payments to Retire Interest-Free Loans (Public Airports)	\$ -	\$ -	\$ -
24	Debt Service: Payments to Bank Loans & Other Instruments (Fire Districts)	\$ -	\$ -	\$ -
25	Debt Service: Other	\$ -	\$ -	\$ -
26	Judgments	\$ -	\$ -	\$ -
27	Transfers Out of Surplus Fees	\$ -	\$ -	\$ -
28	Transfers Out Other Than Surplus Fees (Should agree to Transfers In on Line 16)	\$ -	\$ -	\$ -
29	Total Disbursements & Transfers (Lines 19 thru 28)	\$ 36,564,408.00	\$ 43,157,876.00	\$ 44,439,332.72
30	Balance Forward/Cash Reserve (Line 17 - Line 29)	\$ 10,127,745.00	\$ 8,101,311.00	\$ 5,842,395.09
31	Cash Reserve Percentage			15%
PROPERTY TAX RECAP		Tax from Line 6		\$ 19,777,980.18
		County Treasurer's Commission at 1% of Line 6		\$ 197,779.80
		Total Property Tax Requirement		\$ 19,975,759.98

Regional Metropolitan Transit Authority of Omaha in Douglas County

To Assist the County For Levy Setting Purposes

The Cover Page identifies the Property Tax Request between Principal & Interest on Bonds and All Other Purposes. If your political subdivision needs more of a breakdown for levy setting purposes, complete the section below.

Property Tax Request by Fund:

	Property Tax Request
General Fund	\$ 19,975,759.98
Sinking Fund	_____
Bond Fund	\$ -
_____ Fund	_____
Total Tax Request	** \$ 19,975,759.98

** This Amount should agree to the Total Personal and Real Property Tax Required on the Cover Page (Page 1).

Documentation of Transfers:

(Only complete if there are transfers noted on Page 2, Column 2)

Please explain what fund the monies were transferred from, what fund they were transferred to, and the reason for the transfer.

Transfer From:	Transfer To:
Amount:	Amount:

Reason:

Transfer From:	Transfer To:
Amount:	Amount:

Reason:

Township Property Taxes

If this is a Township Subdivision budget form, the amount of property taxes shown above and on the front cover may not represent the amount the Township will receive. Statute 39-1522 outlines that one-half of all money collected from the township levy on property within the corporate limits of a city or village shall be paid to the treasurer of the city or village to be used for the maintenance and repairs of the streets.

Township should take this into consideration when determining property tax amount to be budgeted.

Township Total Valuation	42,205,790,490
City/Village Valuation included in Township Valuation	_____
General Fund Tax Rate	0.047329
Township Taxes within City/Village	-
50% of Township Taxes within City/Village	-
Projected Township Taxes to be collected	19,975,759.98

Cash Reserve Fund

Statute 13-503 says cash reserve means funds required for the period before revenue would become available for expenditure but shall not include funds held in any special reserve fund. If the cash reserve on Page 2 exceeds 50%, you can list below amounts being held in a special reserve fund.

Special Reserve Fund Name	Amount

Total Special Reserve Funds	-
Total Cash Reserve	\$ 5,842,395.09
Remaining Cash Reserve	\$ 5,842,395.09
Remaining Cash Reserve %	15%

CORRESPONDENCE INFORMATION

ENTITY OFFICIAL ADDRESS

If no official address, please provide address where correspondence should be sent

NAME	Metro
ADDRESS	2222 Cuming Street
CITY & ZIP CODE	Omaha, NE 68102
TELEPHONE	402-341-7560
WEBSITE	ometro.com

	BOARD CHAIRPERSON	CLERK/TREASURER/SUPERINTENDENT/OTHER	PREPARER
NAME	Amy Haase		William Clingman
TITLE /FIRM NAME	Chairperson		Finance Director
TELEPHONE	402-341-7560		402-341-7560; ext. 2200
EMAIL ADDRESS			wclingman@ometro.com

For Questions on this form, who should we contact (please one): Contact will be via email if supplied.

- Board Chairperson
- Clerk / Treasurer / Superintendent / Other
- Preparer

NOTE: If Budget Document is used as an Audit Waiver, approval of the Audit Waiver will be sent to the Board Chairperson via email. If no email address is supplied for the Board Chairperson, notification will be mailed via post office to address listed above.

Regional Metropolitan Transit Authority of Omaha in Douglas County

2021-2022 LID SUPPORTING SCHEDULE

Calculation of Restricted Funds

Total Personal and Real Property Tax Requirements	(1)	\$	19,975,759.98
Motor Vehicle Pro-Rate	(2)	\$	-
In-Lieu of Tax Payments	(3)	\$	-
Transfers of Surplus Fees	(4)	\$	-
Prior Year Budgeted Capital Improvements that were excluded from Restricted Funds.			
Prior Year Capital Improvements Excluded from Restricted Funds (From 2020-2021 Lid Exceptions, Line (10))		\$	- (5)
LESS: Amount Spent During 2020-2021		\$	- (6)
LESS: Amount Expected to be Spent in Future Budget Years		\$	- (7)
Amount to be included as Restricted Funds (<u>Cannot</u> be a Negative Number)	(8)	\$	-
Nameplate Capacity Tax	(8a)	\$	-

TOTAL RESTRICTED FUNDS (A)	(9)	\$	19,975,759.98
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Lid Exceptions

Capital Improvements Budgeted (Purchase of Real Property and Improvements on Real Property)	\$	-	(10)
LESS: Amount of prior year capital improvements that were excluded from previous lid calculations but were not spent and now budgeted this fiscal year (<i>cannot exclude same capital improvements from more than one lid calculation.</i>)			
Agrees to Line (7).	\$	-	(11)
Allowable Capital Improvements	(12)	\$	-
Bonded Indebtedness	(13)		
Public Facilities Construction Projects (Statute 72-2301 to 72-2308) (Fire Districts & Hospital Districts Only)	(14)		
Interlocal Agreements/Joint Public Agency Agreements	(15)	\$	-
Public Safety Communication Project - Statute 86-416 (Fire Districts Only)	(16)		
Benefits Paid Under the Firefighter Cancer Benefits Act (Fire Districts & Airport Authorities Only)	(16a)		
Payments to Retire Interest-Free Loans from the Department of Aeronautics (Public Airports Only)	(17)		
Judgments	(18)		
Refund of Property Taxes to Taxpayers	(19)		
Repairs to Infrastructure Damaged by a Natural Disaster	(20)		

TOTAL LID EXCEPTIONS (B)	(21)	\$	-
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TOTAL RESTRICTED FUNDS For Lid Computation (To Line 9 of the Lid Computation Form) <i>To Calculate: Total Restricted Funds (A)-Line 9 MINUS Total Lid Exceptions (B)-Line 21</i>		\$	19,975,759.98
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Total Restricted Funds for Lid Computation cannot be less than zero. See Instruction Manual on completing the Lid Supporting Schedule.

Regional Metropolitan Transit Authority of Omaha

in
Douglas County

LID COMPUTATION FORM FOR FISCAL YEAR 2021-2022

PRIOR YEAR RESTRICTED FUNDS AUTHORITY OPTION 1 OR OPTION 2

OPTION 1

2020-2021 Restricted Funds Authority = Line (8) from last year's Lid Computation Form 19,300,251.19
Option 1 - (1)

OPTION 2

Only use if a vote was taken at a townhall meeting last year to exceed Lid for one year

Line (1) of Prior Year Lid Computation Form Option 2 - (A)

Allowable Percent Increase **Less** Vote Taken (Prior Year Lid Computation Form Line (6) - Line (5)) %
Option 2 - (B)

Dollar Amount of Allowable Increase Excluding the vote taken (Line (A) times Line (B)) -
Option 2 - (C)

Calculated 2020-2021 Restricted Funds Authority (Line (A) Plus Line (C)) = -
Option 2 - (1)

CURRENT YEAR ALLOWABLE INCREASES

1 BASE LIMITATION PERCENT INCREASE (2.5%) 2.50 %
(2)

2 ALLOWABLE GROWTH PER THE ASSESSOR MINUS 2.5% - %
(3)

$\frac{\text{2021 Growth per Assessor}}{\text{2020 Valuation}} = \frac{\text{Multiply times}}{100 \text{ To get \%}}$

3 ADDITIONAL ONE PERCENT BOARD APPROVED INCREASE 1.00 %
(4)

$\frac{5}{5} = 100.00 \%$

of Board Members voting "Yes" for Increase / Total # of Members in Governing Body at Meeting = Must be at least .75 (75%) of the Governing Body

ATTACH A COPY OF THE BOARD MINUTES APPROVING THE INCREASE.

4 SPECIAL ELECTION/TOWNHALL MEETING - VOTER APPROVED % INCREASE %
(5)

Please Attach Ballot Sample and Election Results OR Record of Action From Townhall Meeting

TOTAL ALLOWABLE PERCENT INCREASE = Line (2) + Line (3) + Line (4) + Line (5) 3.50 %
(6)

Allowable Dollar Amount of Increase to Restricted Funds = Line (1) x Line (6) 675,508.79
(7)

Total Restricted Funds Authority = Line (1) + Line (7) 19,975,759.98
(8)

Less: Restricted Funds from Lid Supporting Schedule 19,975,759.98
(9)

Total Unused Restricted Funds Authority = Line (8) - Line (9) -
(10)

LINE (10) MUST BE GREATER THAN OR EQUAL TO ZERO OR YOU ARE IN VIOLATION OF THE LID LAW.

The amount of Unused Restricted Funds Authority on Line (10) must be published in the Notice of Budget Hearing.

REPORT OF TRADE NAMES, CORPORATE NAMES, BUSINESS NAMES

REPORTING PERIOD JULY 1, 2020 THROUGH JUNE 30, 2021

Regional Metropolitan Transit Authority of Omaha

Douglas County

SUBDIVISION NAME

COUNTY

List all Trade Names, Corporate Names and Business Names under which the political subdivision conducted business.

Metro Transit

Metro

ORBT

8. RESOLUTION: **Resolution #429 – Request Approval of Proposed 2023 Annual Budget**

EXPLANATION: The proposed total disbursements and transfer for the 2023 budget is \$62,461,251.99. The required public hearing for this budget is planned to be held at 8:30 am on September 22, 2022. Additional details and assumptions for the 2023 budget can be found on subsequent pages of this Board packet.

Recommend Approval.

Resolution No. 429

**Omaha, Nebraska
September 22, 2022**

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

WHEREAS, a public hearing was held on September 22, 2022 at 8:30 o'clock AM at 2222 Cuming Street, Omaha, NE for the purpose of hearing support, opposition, criticism, suggestions or observations of taxpayers relating to the following proposed budget as required in Nebraska Statute 13-506; and

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

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

2020-2021 Actual Disbursements & Transfers	<u>\$ 43,157,876.00</u>
2021-2022 Actual/Estimated Disbursements & Transfers	<u>\$ 44,439,332.72</u>
2022-2023 Proposed Budget of Disbursements & Transfers	<u>\$ 62,461,251.99</u>
2022-2023 Necessary Cash Reserve	<u>\$ 5,869,987.39</u>
2022-2023 Total Resources Available	<u>\$ 68,331,239.38</u>
Total 2022-2023 Personal & Real Property Tax Requirement	<u>\$ 30,462,177.00</u>
Unused Budget Authority Created For Next Year	<u>\$ -</u>

Breakdown of Property Tax:

Personal and Real Property Tax Required for Non-Bond Purposes	<u>\$ 30,462,177.00</u>
Personal and Real Property Tax Required for Bonds	<u>\$ -</u>

Motion by: _____ to adopt

Resolution No. 429

Seconded by. _____

Voting Yes: _____

MOTION CARRIED

ATTEST: _____

Board Chairman

Accrual to State Budget Reconciliation

	2022 Revised Budget	2023 Proposed Budget
Revenues		
Accrual Revenues	\$47,887,023	\$56,628,866
Adjust Property Tax Revenue Based on Differing Recognition Years	(\$10,486,417)	(\$6,964,488)
Subtotal (Operating Revenue)	\$37,400,606	\$49,664,377
Adjust Property Tax Fee (1% of Levy)	(\$197,780)	(\$301,606)
Add: FTA Capital Contributions	\$4,977,591	\$13,126,072
Total State Revenues	\$42,180,417	\$62,488,844
Property Tax Levy Reported with State Budget	0.04731	0.06743
Expenses		
Accrual Expenses	\$49,698,825	\$56,361,330
Remove: Depreciation/Amortization	(\$12,100,438)	(\$11,350,000)
Subtotal (Operating Cost)	\$37,598,387	\$45,011,330
Adjust Property Tax Fee	(\$197,780)	(\$301,606)
Add: Capitalized Cost	\$7,038,726	\$17,751,528
Total State Expenses	\$44,439,333	\$62,461,252

Metro

2023 Final Exp-Rev Budget

Revenue Description	2021 Annual Final Approved	2022 Annual Final Approved	2023 Annual Final
REVENUES:			
FARES	\$2,408,516.00	\$3,406,000.00	\$2,764,000.00
TAX LEVY	\$19,300,251.00	\$19,975,760.00	\$37,426,665.54
FEDERAL	\$7,685,681.00	\$10,061,846.00	\$13,035,000.00
STATE	\$2,600,000.00	\$2,600,000.00	\$1,500,000.00
CONTRACT SERVICES	\$894,237.00	\$904,000.00	\$1,370,000.00
INTEREST	\$8,000.00	\$8,000.00	\$10,000.00
OTHER	\$401,744.00	\$445,000.00	\$523,200.00
TOTAL REVENUES	\$33,298,429.00	\$37,400,606.00	\$56,628,865.54
EXPENSES:			
BUS OPERATIONS	\$9,282,332.00	\$9,282,332.00	\$13,036,434.48
MAINTENANCE	\$2,556,393.00	\$3,025,444.00	\$3,381,395.45
SALARIED	\$3,422,180.00	\$4,012,126.00	\$4,937,292.08
TOTAL LABOR	\$15,260,905.00	\$15,260,905.00	\$21,355,122.01
FRINGE BENEFITS	\$10,126,901.00	\$10,126,900.00	\$10,504,903.56
TOTAL LABOR AND FRINGES	\$25,387,806.00	\$25,387,806.00	\$31,860,025.57
SERVICE	\$2,101,750.00	\$2,101,750.00	\$4,014,789.67
FUEL	\$2,144,710.00	\$2,144,710.00	\$4,718,774.19
MATERIALS AND SUPPLY	\$2,451,200.00	\$2,451,200.00	\$2,003,134.00
UTILITIES	\$425,000.00	\$425,000.00	\$450,000.00
CLAIMS	\$212,713.00	\$212,714.00	\$262,563.64
PREMIUMS	\$412,750.00	\$412,750.00	\$509,682.36
PURCHASED TRANSPORTATION	\$10,000.00	\$10,000.00	\$10,000.00
TRAVEL, TRAINING, MEETINGS AND DUES	\$14,000.00	\$24,000.00	\$133,300.00
ADVERTISING - MEDIA	\$75,000.00	\$75,000.00	\$131,600.00
TAX COLLECTION AND WRITE OFFS	\$0.00	\$0.00	\$304,621.77
OTHER	\$63,500.00	\$53,500.00	\$612,839.00
TOTAL OPERATING EXPENSES	\$33,298,429.00	\$33,298,430.00	\$45,011,330.21
TOTAL OPERATING	\$33,298,429.00	\$33,298,430.00	\$45,011,330.21
Depreciation Expense	\$13,585,177.00	\$12,100,438.00	\$11,350,000.00
TOTAL OPERATING W/Depreciation	\$46,883,606.00	\$45,398,868.00	\$56,361,330.21

**2022-2023
STATE OF NEBRASKA
GENERAL BUDGET FORM**

Regional Metropolitan Transit Authority of Omaha

TO THE COUNTY BOARD AND COUNTY CLERK OF
Douglas County

This budget is for the Period January 1, through December 31

Upon Filing, The Entity Certifies the Information Submitted on this Form to be Correct:

The following **PERSONAL AND REAL PROPERTY TAX** is requested for the ensuing year:

\$	30,462,177.00	Property Taxes for Non-Bond Purposes
		Principal and Interest on Bonds
\$	30,462,177.00	Total Personal and Real Property Tax Required

Outstanding Bonded Indebtedness as of January 1

	-	Principal
	-	Interest
\$	-	Total Bonded Indebtedness

45,176,000,625	Total General Fund Certified Valuation (All Counties) <i>(Certification of Valuation(s) from County Assessor MUST be attached)</i>
----------------	---

County Clerk's Use ONLY

APA Contact Information

Auditor of Public Accounts
State Capitol, Suite 2303
Lincoln, NE 68509

Telephone: (402) 471-2111 FAX: (402) 471-3301

Website: auditors.nebraska.gov

Questions - E-Mail: Jeff.Schreier@nebraska.gov

Budget Document To Be Used As Audit Waiver?

My Subdivision has elected to use this Budget Document as the Audit Waiver.
(If YES, Board Minutes **MUST** be Attached)

YES NO

If YES, Column 2 **MUST** contain **ACTUAL** Numbers.

If YES, DO NOT COMPLETE/SUBMIT SEPARATE AUDIT WAIVER REQUEST.

Report of Joint Public Agency & Interlocal Agreements

Was this Subdivision involved in any Interlocal Agreements or Joint Public Agencies for the reporting period of July 1, 2021 through June 30, 2022?

YES NO

If YES, Please attach Interlocal Agreement Report.

Report of Trade Names, Corporate Names & Business Names

Did the Subdivision operate under a separate Trade Name, Corporate Name, or other Business Name during the period of July 1, 2021 through June 30, 2022?

YES NO

If YES, Please attach Trade Name Report.

Submission Information

Budget Due by 9-30-2022

Submit budget to:

1. Auditor of Public Accounts -Electronically on Website or Mail
2. County Board (SEC. 13-508), C/O County Clerk

Regional Metropolitan Transit Authority of Omaha in Douglas County

Line No.	TOTAL ALL FUNDS	Actual 2020 - 2021 (Column 1)	Actual/Estimated 2021 - 2022 (Column 2)	Adopted Budget 2022 - 2023 (Column 3)
1	Beginning Balances, Receipts, & Transfers:			
2	Beginning Net Cash Balance	\$ 10,127,745.00	\$ 8,101,311.00	\$ 5,842,395.09
3	Investments	\$ -	\$ -	\$ -
4	County Treasurer's Balance	\$ -	\$ -	\$ -
5	Subtotal of Beginning Balances (Lines 2 thru 4)	\$ 10,127,745.00	\$ 8,101,311.00	\$ 5,842,395.09
6	Personal and Real Property Taxes (Columns 1 and 2 - See Preparation Guidelines)	\$ 18,900,032.00	\$ 19,777,980.18	\$ 30,160,571.29
7	Federal Receipts	\$ 14,476,022.00	\$ 15,039,436.64	\$ 26,161,072.00
8	State Receipts: Motor Vehicle Pro-Rate (To Lid Supporting Schedule, page 4)	\$ -	\$ -	\$ -
9	State Receipts: State Aid	\$ -	\$ -	\$ -
10	State Receipts: Other	\$ 3,669,001.00	\$ 2,600,000.00	\$ 1,500,000.00
11	State Receipts: Property Tax Credit	\$ -	\$ -	
12	Local Receipts: Nameplate Capacity Tax	\$ -	\$ -	\$ -
13	Local Receipts: In Lieu of Tax (To Lid Supporting Schedule, page 4)	\$ -	\$ -	\$ -
14	Local Receipts: Other	\$ 4,086,387.00	\$ 4,763,000.00	\$ 4,667,201.00
15	Transfers In Of Surplus Fees (To Lid Supporting Schedule, page 4)	\$ -	\$ -	\$ -
16	Transfer In Other Than Surplus Fees (Should agree to Transfers Out on Line 28)	\$ -	\$ -	\$ -
17	Total Resources Available (Lines 5 thru 16)	\$ 51,259,187.00	\$ 50,281,727.81	\$ 68,331,239.38
18	Disbursements & Transfers:			
19	Operating Expenses	\$ 34,623,715.00	\$ 38,000,607.00	\$ 44,709,724.00
20	Capital Improvements (Real Property/Improvements)	\$ 674,901.85	\$ 1,733,899.42	\$ 10,171,500.00
21	Other Capital Outlay (Equipment, Vehicles, Etc.)	\$ 7,859,259.15	\$ 4,704,826.30	\$ 7,580,027.99
22	Debt Service: Bond Principal & Interest Payments	\$ -	\$ -	\$ -
23	Debt Service: Payments to Retire Interest-Free Loans (Public Airports)	\$ -	\$ -	\$ -
24	Debt Service: Payments to Bank Loans & Other Instruments (Fire Districts)	\$ -	\$ -	\$ -
25	Debt Service: Other	\$ -	\$ -	\$ -
26	Judgments	\$ -	\$ -	\$ -
27	Transfers Out of Surplus Fees	\$ -	\$ -	\$ -
28	Transfers Out Other Than Surplus Fees (Should agree to Transfers In on Line 16)	\$ -	\$ -	\$ -
29	Total Disbursements & Transfers (Lines 19 thru 28)	\$ 43,157,876.00	\$ 44,439,332.72	\$ 62,461,251.99
30	Balance Forward/Cash Reserve (Line 17 - Line 29)	\$ 8,101,311.00	\$ 5,842,395.09	\$ 5,869,987.39
31	Cash Reserve Percentage			13%
PROPERTY TAX RECAP		Tax from Line 6		\$ 30,160,571.29
		County Treasurer's Commission at 1% of Line 6		\$ 301,605.71
		Total Property Tax Requirement		\$ 30,462,177.00

Regional Metropolitan Transit Authority of Omaha in Douglas County

To Assist the County For Levy Setting Purposes

The Cover Page identifies the Property Tax Request between Principal & Interest on Bonds and All Other Purposes. If your political subdivision needs more of a breakdown for levy setting purposes, complete the section below.

Property Tax Request by Fund:

	Property Tax Request
General Fund	\$ 30,462,177.00
Sinking Fund	_____
Bond Fund	\$ -
_____ Fund	_____
Total Tax Request	** \$ 30,462,177.00

** This Amount should agree to the Total Personal and Real Property Tax Required on the Cover Page (Page 1).

Documentation of Transfers:

(Only complete if there are transfers noted on Page 2, Column 2)

Please explain what fund the monies were transferred from, what fund they were transferred to, and the reason for the transfer.

Transfer From:	Transfer To:
Amount:	

Reason:

Transfer From:	Transfer To:
Amount:	

Reason:

Township Property Taxes

If this is a Township Subdivision budget form, the amount of property taxes shown above and on the front cover may not represent the amount the Township will receive. Statute 39-1522 outlines that one-half of all money collected from the township levy on property within the corporate limits of a city or village shall be paid to the treasurer of the city or village to be used for the maintenance and repairs of the streets.

Township should take this into consideration when determining property tax amount to be budgeted.

Township Total Valuation	45,176,000,625
City/Village Valuation included in Township Valuation	_____
General Fund Tax Rate	0.067430
Township Taxes within City/Village	-
50% of Township Taxes within City/Village	-
Projected Township Taxes to be collected	30,462,177.00

Cash Reserve Fund

Statute 13-503 says cash reserve means funds required for the period before revenue would become available for expenditure but shall not include funds held in any special reserve fund. If the cash reserve on Page 2 exceeds 50%, you can list below amounts being held in a special reserve fund.

Special Reserve Fund Name	Amount

Total Special Reserve Funds	-
Total Cash Reserve	\$ 5,869,987.39
Remaining Cash Reserve	\$ 5,869,987.39
Remaining Cash Reserve %	13%

CORRESPONDENCE INFORMATION

ENTITY OFFICIAL ADDRESS

If no official address, please provide address where correspondence should be sent

NAME	Regional Metropolitan Transit Authority of Omaha
ADDRESS	2222 Cuming Street
CITY & ZIP CODE	Omaha 68102
TELEPHONE	402-341-7560
WEBSITE	www.ometro.com

	BOARD CHAIRPERSON	CLERK/TREASURER/SUPERINTENDENT/OTHER	PREPARER
NAME	Amy Haase		William Clingman
TITLE /FIRM NAME	Chairperson		Finance Director
TELEPHONE	402-341-7560		402-341-7560, ext 2200
EMAIL ADDRESS			wclingman@ometro.com

For Questions on this form, who should we contact (please one): Contact will be via email if supplied.

- Board Chairperson
- Clerk / Treasurer / Superintendent / Other
- Preparer

NOTE: If Budget Document is used as an Audit Waiver, approval of the Audit Waiver will be sent to the Board Chairperson via email. If no email address is supplied for the Board Chairperson, notification will be mailed via post office to address listed above.

REPORT OF JOINT PUBLIC AGENCY AND INTERLOCAL AGREEMENTS

REPORTING PERIOD JULY 1, 2021 THROUGH JUNE 30, 2022

Omaha Metropolitan Transit Authority of Omaha

Douglas County

SUBDIVISION NAME		COUNTY	Amount Used as Lid Exemption (Column 4)
Parties to Agreement (Column 1)	Agreement Period (Column 2)	Description (Column 3)	
City of Omaha	3/24/22 until dissolved	Agreement to create the Omaha Streetcar Authority	\$ -

Total Amount used as Lid Exemption \$ -

REPORT OF TRADE NAMES, CORPORATE NAMES, BUSINESS NAMES

REPORTING PERIOD JULY 1, 2021 THROUGH JUNE 30, 2022

Regional Metropolitan Transit Authority of Omaha

Douglas County

SUBDIVISION NAME

COUNTY

List all Trade Names, Corporate Names and Business Names under which the political subdivision conducted business.

Metro Transit

Metro

ORBT

NOTICE OF BUDGET HEARING AND BUDGET SUMMARY

Regional Metropolitan Transit Authority of Omaha
IN
Douglas County, Nebraska

PUBLIC NOTICE is hereby given, in compliance with the provisions of State Statute Sections 13-501 to 13-513, that the governing body will meet on the 22 day of September 2022, at 8:30 o'clock AM at 2222 Cuming Street, Omaha, NE for the purpose of hearing support, opposition, criticism, suggestions or observations of taxpayers relating to the following proposed budget. The budget detail is available at the office of the Finance Director during regular business hours.

2020-2021 Actual Disbursements & Transfers	\$ 43,157,876.00
2021-2022 Actual/Estimated Disbursements & Transfers	\$ 44,439,332.72
2022-2023 Proposed Budget of Disbursements & Transfers	\$ 62,461,251.99
2022-2023 Necessary Cash Reserve	\$ 5,869,987.39
2022-2023 Total Resources Available	\$ 68,331,239.38
Total 2022-2023 Personal & Real Property Tax Requirement	\$ 30,462,177.00
Unused Budget Authority Created For Next Year	\$ -

Breakdown of Property Tax:

Personal and Real Property Tax Required for Non-Bond Purposes	\$ 30,462,177.00
Personal and Real Property Tax Required for Bonds	\$ -

2023 Preliminary Budget Assumptions

Our Proposed 2023 revenue budget is \$62,488,844 and expense budget is \$62,461,252. This is \$20,308,427 and \$18,021,920 over the proposed amended 2022 budget, respectively.

1. Fuel is budgeted at \$3.29/gallon for diesel/gasoline and CNG.
2. Comparable wage increases overall in this budget average 3.3% vs. 2022.
3. This budget will increase service over the course of 2023. Ending the year with a 19% increase in service when compared to 2022. This will require an estimated \$2.7M in additional operator wages.
4. This budget will add 6 positions. Two of these positions are a Transit Field Supervisor and an Executive Assistant. The other 3 positions are in the Planning, Communications and Human Resources department.
5. Miscellaneous advertising and promotion is budgeted at \$131,600.
6. Passenger fares are projected lower as compared to our 2022 budget at \$2,764,000. Contracted fares are projected to increase compared to our 2022 budget to \$1,370,000.
7. Property tax revenue in the proposed budgeted is \$30,462,177. This will require a levy of .06743. This is a .02012 over our current levy.
8. State of Nebraska operating assistance to Metro is projected to be decrease as compared to the 2021 budget, at \$1,500,000.
9. We plan to draw down approximately half of our remaining ARP funds in 2023. This amount is budgeted at \$5,350,000.
10. Our capital costs are budgeted at \$17,751,528. Which is a \$10,712,802 increase over the capital costs of \$7,038,275 in our amended 2022 budget.

9. RESOLUTION: **Request Approval of Agreement with Eide Bailly for Annual Audit Services for Fiscal Years 2022 through 2026**

EXPLANATION: Staff is seeking approval to enter into an agreement with Eide Bailly for external annual audit services, including the review of our annual NTD filing, for the next 5 years beginning with the fiscal year 2022. This approval is for an amount not to exceed \$320,270 over the next 5 years.

This cost is not eligible for Federal funding and will be paid 100% by local match funds.

Recommend Approval.

PROJECT: Annual Audit – 2022 - 2026

TRANSIT AUTHORITY OF THE CITY OF OMAHA BID PROPOSAL
FORM ANNUAL AUDITS

TO:
Transit Authority of the City of Omaha
2222 Cuming Street, Omaha, NE 68102

Date: August 23, 2022

The undersigned hereby agrees to furnish service in accordance with the specifications on file in the office of the Transit Authority of the City of Omaha, which have been carefully examined and are attached hereto.

Flat	1 st	2 nd	3 rd	4 th	5 th
<u>Price</u>	<u>Year</u>	<u>Year</u>	<u>Year</u>	<u>Year</u>	<u>Year</u>
	\$57,960	\$60,860	\$63,900	\$67,100	\$70,450

The' undersigned hereby certifies that this organization is not one on the U.S. Comptroller General's list of ineligible contractors for federally financed projects.

Name of Corporation, Partner or Individual
Eide Bailly LLP

Address, City and State
**18081 Burt Street, Suite 200
Omaha, NE 68022-4722**

Authorized Signature and Title



Partner

Print Signature

Nathaniel Edelman

10. RESOLUTION: **Request Approval of Metro Advertising Policy**

EXPLANATION: Staff is requesting approval of a formal advertising policy as it relates to paid advertising on Metro owned and/or operated assets.

This policy will ensure consistent guidelines are applied in all advertising. The policy includes a list of prohibited items to ensure only viewpoint neutral advertising is allowed and advertising that may be disruptive to traffic is also prohibited. A copy of the proposed advertising policy will be provided under separate cover.

Recommend Approval.

11. RESOLUTION: **Staff Briefing on Title VI Program Update**

EXPLANATION: Every three years, Metro is required to submit a Title VI Program Update to the Federal Transit Administration (FTA). Title VI of the Civil Rights Act of 1964, as amended, is a federal statute that provides that no person shall, on the grounds of race, color or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance.

Staff is working diligently on this program update and will bring it to the Board for approval at a future Board meeting. In particular, this program update will look at Metro's services over the last several years as well as set new definitions and thresholds for the future.

Among other things, the Title VI Program Update will look at service monitoring (including vehicle loads, headway, on-time performance, service accessibility, vehicle assignments and distribution of transit amenities), updating our Public Participation Policy, updating our Limited English Proficiency Plan, and will incorporate updated Census data for our use in equity analyses.

An important aspect of the Title VI Program is Metro's definitions of "Major Service Change", "Disparate Impact Policy", and "Disproportionate Burden Policy". These three definitions will need to be approved by the Board along with the overall program update.

The purpose of the Major Service change Policy is to define the thresholds for a major change warranting an equity analysis. The thresholds should not be set so high as to never require an analysis, but to yield a meaningful result in light of Metro's service characteristics.

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 Disparate Impact Policy establishes a threshold for determining whether proposed service or fare changes disproportionately affect minority populations relative to non-minority populations.

The Disproportionate Burden Policy and Disparate Impact Policy consider both the burdens borne by and the benefits experienced by the relevant affected populations.

	Current Policy	Draft Proposed Policy
Major Service Change	<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 	<ul style="list-style-type: none"> • The addition and/or elimination of a bus route • 10% or more for the system revenue miles • 15% or more revenue miles on any individual route
Disproportionate Burden Policy	+/-25%	15%
Disparate Impact Policy	+/- 25%	15%

Metro will hold public meetings in October to seek input from the public on proposed changes to these three policies before returning to the Board to request approval.

12. RESOLUTION: **Request Approval of Title VI Service Equity Analysis for Ongoing Temporary COVID-Related Service Reductions**

EXPLANATION: In 2020, in response to the COVID-19 pandemic, Metro temporarily reduced service on numerous routes. At the time, no Title VI Service Equity Analysis was required because of the temporary nature of these service reductions. However, as the impact of the COVID-19 pandemic has lasted longer than expected extending the length of these service reductions, staff completed a Service Equity Analysis in compliance with Metro's Title VI Program. However, it is worthy to note that these reductions are still intended to be temporary in nature and Metro has already begun the process to increase services on these routes, with plans to return many of them to the pre-pandemic levels.

Metro's Title VI Policy requires a Service Equity Analysis be completed for any proposed changes that meet the definition of a Major Service Change. A Major Service Change includes any significant change in transit service that meets at least one of the following:

- The addition and/or elimination of a bus route
- A 12 percent or more addition or reduction in the system revenue miles
- A twenty-five percent or more addition or reduction in revenue miles on any individual route, whether by frequency, span of service or route realignment beyond a three-quarter mile buffer

The temporary COVID-19 related service reductions meet this definition of a Major Service Change by reducing system revenue miles by more than 12 percent. The Service Equity Analysis was completed to identify if the proposed changes would have a discriminatory impact on minority and/or low-income populations. The Title VI Service Equity Analysis found:

- No disparate impact on minority riders.
- No disproportionate burden on low-income riders.

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 under separate cover. Staff recommends the full Board approve the resolution as presented.



2222 Cuming Street, Omaha, Nebraska 68102-4392
(402) -341-0800 Fax (402)-342-0949 TDD: (402) -341-0807

Operated by the Transit Authority of the City of Omaha



TITLE VI SERVICE EQUITY ANALYSIS

2021 – Temporary Service Reductions

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

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1. Purpose and Executive Summary

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 Transit Authority City 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 Federal 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.

Collectively the Metro Transit system includes 26 bus routes: 19 fixed routes, six express/commuter, and one downtown circulator. Additionally, Metro operates Americans with Disabilities Act (ADA) Complementary Paratransit (MOBY) service.

2. Summary of Proposed Service Changes

The changes below are temporary in nature in direct response to the COVID-19 pandemic. Like many transit agencies across the United States, Metro made temporary service reductions at the beginning of the COVID-19 pandemic in response to rapidly declining ridership and operational challenges resulting from the pandemic. Temporary service changes in response to an emergency do not rise to the level of a major service change so a service equity analysis is not required. However, if temporary service changes last longer than twelve months, a service equity analysis is required. It is anticipated that the service reductions will be incrementally reversed over time as resources become available and ridership recovers. Some of these temporary reductions have already been reinstated as can be seen in the timeline below.

The temporary service reductions in response to the COVID-19 pandemic began in March of 2020. Some of these service reductions were incrementally reversed in July and November of 2020. As this analysis is intended to analyze the impacts of changes that constitute a major service change that extend beyond twelve months, the analysis relies on the service reductions as of October 2021.

Initial Temporary Service Reductions in March 2020

Route 2

- Monday through Friday daytime frequency was reduced from 15 minutes to 30 minutes
- Started 45 minutes later; Ended 30 minutes earlier

Route 3

- Monday through Friday service started about 1 hour, 40 minutes later; Ended 1 hour earlier

Route 4

- Monday through Friday serviced started 75 minutes later; Ended 1 hour earlier

Route 5

- Monday through Friday peak frequency was reduced from 30 minutes to 1 hour
- Started about 1 hour later

Route 8

- Started 1 hour later

Route 11

- Monday – Friday frequency was reduced from 30 minutes to 1 hour
- Started about 1 hour later; Ended 1 hour earlier

Route 13

- Monday through Friday daytime frequency ended earlier (30 minutes to 1 hour)
- Started 1 hour later; Ended 30 minutes earlier

Route 14

- Monday through Friday peak frequency reduced from 30 minutes to 1 hour
- Started 90 minutes later; Ended 30 minutes earlier

Route 15

- Monday through Friday peak frequency reduced from 15 minutes to 30 minutes for the eastern half of the route; reduced from 30 minutes to 1 hour for the western half
- Started 2 hours later; Ended about 50 minutes earlier

Route 16

- Reduced from 8 morning trips to 3
- Reduced 7 afternoon trips to 3
- Frequency reduced from 30 minutes to 75 minutes

Route 18

- Monday through Friday daytime frequency reduced from 15 minutes to 30 minutes
- Started about 50 minutes later; Ended 1 hour earlier

Route 24

- Monday through Friday daytime frequency reduced from 15 minutes to 30 minutes
- Started about 1 hour later; Ended about 35 minutes later

Route 26

- Monday through Friday frequency reduced from 1 hour to 2 hours
- Started 1 hour later clockwise, started 2 hours later counter-clockwise; Ended 1 hour earlier (only in the clockwise direction)

Route 30

- Started 1 hour later; Ended 1 hour earlier

Route 34

- Suspended

Route 35

- Monday through Friday frequency reduced from 30 minutes to 1 hour
- Started about 90 minutes later; Ended 1 hour earlier

Route 36

- Monday through Friday frequency reduced from 30 minutes to 1 hour
- Started 1 hour later; Ended 1 hour earlier

Route 55

- Monday through Friday frequency reduced from 30 minutes to 1 hour
- Started about 90 minutes later; Ended 15 minutes earlier

Route 92

- Reduced AM and PM service by two trips each (resulting in 2 trips in AM and 2 in PM)

Route 93

- Reduced AM and PM by one trip each (resulting in 1 trip in AM and 1 in PM)

Route 94

- Reduced AM and PM by one trip each (resulting in 1 trip in AM and 1 in PM)

Route 95

- Reduced AM and PM by one trip each (resulting in 2 trips in AM and 2 in PM)

Route 96

- Suspended

Route 97

- Reduced AM and PM service by two trips each (resulting in 2 trips in AM and 2 in PM)

Route 98

- Reduced AM and PM by one trip each (resulting in 1 trip in AM and 1 in PM)

Restoration of Temporary Service Reductions - July 2020**Route 13**

- Routing changed: north terminus moved from Bob Kerrey Pedestrian Bridge to North Downtown Millwork Commons district

Route 2

- Monday-Friday daytime frequency increased to 15 minutes
- Started 30 minutes earlier; Ended 1 hour later

Route 3

- Started about 75 minutes earlier; Ended 1 hour later

Route 4

- Started about 1 hour earlier; Ended 1 hour later

Route 5

- Started about 20 minutes earlier
- Added service to 78 & Military

Route 13

- Monday-Saturday daytime frequency increased to 30 minutes
- Routing changed to serve Millwork District

Route 14

- Routing changed to include 108th & Ida

Route 15

- Monday through Friday frequency increased to 15 minutes (from 30 minutes) during peak hours on eastern half; Increased to 30 minutes (from 60 minutes) frequency on western half
- Started about 1 hour, 45 minutes earlier; Ended about 45 minutes later

Route 16

- Increased from 3 trips to 8 in the morning; Increased from 3 trips to 7 in the afternoon

Route 18

- Monday through Friday daytime frequency increased to 15 minutes from 30 minutes
- Saturday service increased to 30 minute frequency
- Started about 30 minutes earlier; Ended about 30 minutes later
- Moved to serve Harney & Farnam

Route 24

- Started about 1 hour earlier; Ended about 70 minutes later

Route 30

- Started about 20 minutes earlier; Ended 1 hour later

Restoration of Temporary Service Reductions - November 2020

Route 4

- Started 15 minutes earlier
- Routing changed to include Regency Circle

Route 13

- Monday through Friday peak frequency increased to 15 minutes from 30 minutes on eastern half of route; Increased to 30 minutes from 60 minutes on the western half
- Started about 1 hour, 20 minutes earlier; Ended about 30 minutes later

Route 92

- Routing changed to link with Westroads/ORBT
- Increased from 2 AM trips to 6; Increased

Other Service Changes:

Route 200 Circulator – reversal of a temporary detour due to construction

Route 2/ORBT: In November of 2020, Metro launched ORBT on Dodge Street, replacing the former Route 2. This service change on its own rose to the level of a major service change and a stand-alone equity analysis was completed and approved by Metro’s Board of Directors.

For the purposes of this service equity analysis, Metro compared the pre-pandemic service to the service in effect of as October 2021. Because the ORBT/Route 2 change occurred in November of 2020 and was covered in a separate analysis, Metro analyzed the changes in service both with and without the change in service with ORBT/Route 2.

3. Metro Title VI Policies

Metro established the Major Service Change, Disproportionate Burden, and Disparate Impact Policies below 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, "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 below regarding Major Service Change, Disparate Impact, and Disproportionate Burden remain in effect since first adopted by the Metro Board of Directors on September 11, 2013, and approved by the FTA effective Tuesday, November 19, 2013. These policies are a part of Metro's Title VI program effective from December 1, 2019 – November 30, 2022, which was approved by FTA on November 14, 2019.

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 twelve percent or more addition or reduction in the system revenue miles.
3. A twenty-five percent or more addition or reduction of revenue miles on any individual route, whether by frequency, span of service or route realignment 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 major service change require a minority population to bear adverse effects twenty-five percent or greater of a cumulative impact compared to those adverse effects borne by the non-minority population, that impact will be deemed a disparate impact unless, there is substantial legitimate justification for the change, and no other alternatives exist that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin.

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, if needed at the next submission.

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 of 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 twenty-five 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 a.) There is substantial legitimate justification for the change and b.) 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 a new bus rapid transit line called ORBT; the elimination of local Route 2 serving the same corridor, and a minor route extension on Route 4. The proposed service changes therefore qualify as a “Major Service Change” under Metro’s policy adopted by the Board of Directors in September 2013.

Pre-COVID Revenue Miles				
Route	Weekday	SAT	SUN	Weekly Revenue Miles
3	631.15	565.86	222.73	3,944.34
4	1,103.68	695.65	322.20	6,536.25
5	584.67	365.11	0.00	3,288.46
8	325.54	305.36	0.00	1,933.06
11	430.74	208.71	157.22	2,519.63
13	945.76	629.19	356.91	5,714.90
14	733.11	432.29	0.00	4,097.84
15	941.50	590.84	324.62	5,622.96
16	267.10	0.00	0.00	1,335.50
18	1,744.26	918.07	739.46	10,378.83
24	1,103.40	595.51	246.67	6,359.18
26	225.81	112.79	85.33	1,327.17
30	557.54	508.15	232.09	3,527.94
34	40.98	0.00	0.00	204.90
35	434.91	216.14	162.63	2,553.32
36	208.45	104.49	77.90	1,224.64
55	325.26	198.13	0.00	1,824.43
92	261.65	0.00	0.00	1,308.25
93	100.50	0.00	0.00	502.50
94	140.29	0.00	0.00	701.45
95	135.02	0.00	0.00	675.10
96	91.17	0.00	0.00	455.85
97	258.05	0.00	0.00	1,290.25
98	104.84	0.00	0.00	524.20
200	87.84	0.00	0.00	439.20
TOTAL:	11,783.22	6,446.29	2,927.76	68,290.15

October 2021 Revenue Miles				
Route	Weekday	SAT	SUN	Weekly Revenue Miles
3	599.36	564.90	219.19	3,780.89
4	1,113.06	726.49	343.02	6,634.81
5	334.50	359.46	0.00	2,031.96
8	305.36	305.36	0.00	1,832.16
11	405.00	208.71	157.22	2,390.93
13	589.24	613.43	345.12	3,904.75
14	443.67	443.67	0.00	2,662.02
15	603.65	590.84	324.62	3,933.71
16	263.20	0.00	0.00	1,316.00
18	1,686.19	1,304.07	724.42	10,459.44
24	871.91	595.51	246.76	5,201.82
26	114.57	114.57	86.67	774.09
30	507.95	511.57	235.52	3,286.84
34	0.00	0.00	0.00	0.00
35	219.77	219.77	165.29	1,483.91
36	104.49	104.49	77.90	704.84
55	212.71	198.13	0.00	1,261.68
92	234.44	0.00	0.00	1,172.20
93	56.06	0.00	0.00	280.30
94	70.14	0.00	0.00	350.70
95	89.65	0.00	0.00	448.25
96	0.00	0.00	0.00	0.00
97	135.23	0.00	0.00	676.15
98	53.54	0.00	0.00	267.70
200	72.50	0.00	0.00	362.50
TOTAL:	9,086.19	6,860.97	2,925.73	55,217.65

	Weekday	SAT	SUN	Weekly Revenue Miles
Total Change in Revenue Miles:	-2,697.03	414.68	-2.03	-13,072.50
Percent Change in Revenue Miles:	-22.89%	6.43%	-0.07%	-19.14%

When also considering the conversion of Route 2 to ORBT in November of 2020, the total change in revenue miles would have been as follows:

	Weekday	SAT	SUN	Weekly Revenue Miles
Total Change in Revenue Miles:	-2,126.13	800.46	299.56	-9,530.63
Percent Change in Revenue Miles:	-16.53%	11.19%	8.51%	-12.71%

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 2015-2019 Five Year American Community Survey (ACS) data. 2020 Decennial U.S. Census block level data was utilized for overall population and minority population data. 2019 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 25% 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 2019 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 2019 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 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.

6. Analysis of Cumulative Effects of Proposed Service Changes

Figures 6A-6J 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 analysis of Pre-COVID service and minority populations

Pre-COVID Routes					
Route	Weekly Revenue Miles	Total Population	Minority Population	Percent Minority	Minority Service Miles
3	3,944.34	24,622	13,163	53.46%	2,108.66
4	6,536.25	27,876	11,120	39.89%	2,607.37
5	3,288.46	20,733	11,006	53.08%	1,745.66
8	1,933.06	25,561	13,925	54.48%	1,053.08
11	2,519.63	21,243	7,164	33.72%	849.72
13	5,714.90	24,739	11,542	46.66%	2,666.29
14	4,097.84	28,471	12,733	44.72%	1,832.66
15	5,622.96	27,775	8,108	29.19%	1,641.44
16	1,335.50	6,884	3,597	52.25%	697.82
18	10,378.83	26,838	16,055	59.82%	6,208.81
24	6,359.18	27,571	18,643	67.62%	4,299.96
26	1,327.17	14,006	9,592	68.48%	908.91
30	3,527.94	21,441	10,825	50.49%	1,781.16
34	204.90	31,871	13,527	42.44%	86.97
35	2,553.32	22,159	12,744	57.51%	1,468.46
36	1,224.64	12,424	5,965	48.01%	587.97
55	1,824.43	13,207	4,197	31.78%	579.78
92	1,308.25	24,464	6,441	26.33%	344.44
93	502.50	25,520	9,565	37.48%	188.34
94	701.45	30,598	9,704	31.71%	222.46
95	675.10	45,561	21,115	46.34%	312.87
96	455.85	26,705	10,460	39.17%	178.55
97	1,290.25	28,758	9,368	32.58%	420.30
98	524.20	38,051	12,109	31.82%	166.82
200	439.20	2,598	690	26.56%	116.65
TOTAL:	68,290.15	599,676.00	263,358.00	43.92%	33,075.16

Figure 6B: Cumulative analysis of service as of October 2021 and minority populations

October 2021 Routes						Net Change
Route	Weekly Revenue Miles	Total Population	Minority Population	Percent Minority	Minority Service Miles	Minority Service Miles
3	3,780.89	24,451	13,137	53.73%	2,031.39	-77.27
4	6,634.81	29,063	11,274	38.79%	2,573.75	-33.62
5	2,031.96	21,135	11,029	52.18%	1,060.35	-685.31
8	1,832.16	25,561	13,925	54.48%	998.12	-54.97
11	2,390.93	21,243	7,164	33.72%	806.32	-43.40
13	3,904.75	24,933	11,666	46.79%	1,827.01	-839.28
14	2,662.02	30,005	13,445	44.81%	1,192.83	-639.83
15	3,933.71	27,775	8,108	29.19%	1,148.32	-493.12
16	1,316.00	6,883	3,581	52.03%	684.67	-13.15
18	10,459.44	28,717	17,035	59.32%	6,204.57	-4.25
24	5,201.82	27,571	18,643	67.62%	3,517.37	-782.59
26	774.09	14,006	9,592	68.48%	530.14	-378.78
30	3,286.84	21,441	10,825	50.49%	1,659.44	-121.73
34	0.00	0	0	0.00%	0.00	-86.97
35	1,483.91	22,159	12,744	57.51%	853.42	-615.04
36	704.84	12,424	5,965	48.01%	338.41	-249.57
55	1,261.68	13,207	4,197	31.78%	400.94	-178.83
92	1,172.20	6,238	1,480	23.73%	278.11	-66.33
93	280.30	25,520	9,565	37.48%	105.06	-83.28
94	350.70	30,598	9,704	31.71%	111.22	-111.24
95	448.25	45,561	21,115	46.34%	207.74	-105.13
96	0.00	0	0	0.00%	0.00	-178.55
97	676.15	30,406	9,615	31.62%	213.81	-206.49
98	267.70	38,051	12,109	31.82%	85.19	-81.63
200	362.50	2,598	690	26.56%	96.28	-20.37
TOTAL:	55,217.65	529,546.00	236,608.00	44.68%	26,924.45	-6,150.71

Cumulative Impact to Minority Populations:

-18.60%

Figure 6C: Cumulative analysis of Pre-COVID service and non-minority populations

Pre-COVID Routes					
Route	Weekly Revenue Miles	Total Population	Non Minority Population	Percent Non Minority	Non Minority Service Miles
3	3,944.34	24,622	11,459	46.54%	1,835.68
4	6,536.25	27,876	16,756	60.11%	3,928.88
5	3,288.46	20,733	9,727	46.92%	1,542.80
8	1,933.06	25,561	11,636	45.52%	879.98
11	2,519.63	21,243	14,079	66.28%	1,669.91
13	5,714.90	24,739	13,197	53.34%	3,048.61
14	4,097.84	28,471	15,738	55.28%	2,265.18
15	5,622.96	27,775	19,667	70.81%	3,981.52
16	1,335.50	6,884	3,287	47.75%	637.68
18	10,378.83	26,838	10,783	40.18%	4,170.02
24	6,359.18	27,571	8,928	32.38%	2,059.22
26	1,327.17	14,006	4,414	31.52%	418.26
30	3,527.94	21,441	10,616	49.51%	1,746.78
34	204.90	31,871	18,344	57.56%	117.93
35	2,553.32	22,159	9,415	42.49%	1,084.86
36	1,224.64	12,424	6,459	51.99%	636.67
55	1,824.43	13,207	9,010	68.22%	1,244.65
92	1,308.25	24,464	18,023	73.67%	963.81
93	502.50	25,520	15,955	62.52%	314.16
94	701.45	30,598	20,894	68.29%	478.99
95	675.10	45,561	24,446	53.66%	362.23
96	455.85	26,705	16,245	60.83%	277.30
97	1,290.25	28,758	19,390	67.42%	869.95
98	524.20	38,051	25,942	68.18%	357.38
200	439.20	2,598	1,908	73.44%	322.55
TOTAL:	68,290.15	599,676.00	336,318.00	56.08%	35,214.99

Figure 6D: Cumulative analysis of service as of October 2021 and non-minority populations

October 2021 Routes						Net Change
Route	Weekly Revenue Miles	Total Population	Non Minority Population	Percent Non Minority	Non Minority Service Miles	Non Minority Service Miles
3	3,780.89	24,451	11,314	46.27%	1,749.50	-86.18
4	6,634.81	29,063	17,789	61.21%	4,061.06	132.18
5	2,031.96	21,135	10,106	47.82%	971.61	-571.19
8	1,832.16	25,561	11,636	45.52%	834.04	-45.93
11	2,390.93	21,243	14,079	66.28%	1,584.61	-85.30
13	3,904.75	24,933	13,267	53.21%	2,077.74	-970.87
14	2,662.02	30,005	16,560	55.19%	1,469.19	-795.99
15	3,933.71	27,775	19,667	70.81%	2,785.39	-1,196.13
16	1,316.00	6,883	3,302	47.97%	631.33	-6.35
18	10,459.44	28,717	11,682	40.68%	4,254.87	84.86
24	5,201.82	27,571	8,928	32.38%	1,684.45	-374.77
26	774.09	14,006	4,414	31.52%	243.95	-174.30
30	3,286.84	21,441	10,616	49.51%	1,627.40	-119.37
34	0.00	0	0	0.00%	0.00	-117.93
35	1,483.91	22,159	9,415	42.49%	630.49	-454.37
36	704.84	12,424	6,459	51.99%	366.43	-270.23
55	1,261.68	13,207	9,010	68.22%	860.74	-383.92
92	1,172.20	6,238	4,758	76.27%	894.09	-69.72
93	280.30	25,520	15,955	62.52%	175.24	-138.92
94	350.70	30,598	20,894	68.29%	239.48	-239.51
95	448.25	45,561	24,446	53.66%	240.51	-121.72
96	0.00	0	0	0.00%	0.00	-277.30
97	676.15	30,406	20,791	68.38%	462.34	-407.61
98	267.70	38,051	25,942	68.18%	182.51	-174.87
200	362.50	2,598	1,908	73.44%	266.22	-56.33
TOTAL:	55,217.65	529,546.00	292,938.00	55.32%	28,293.20	-6,921.79

Cumulative Impact to Non-Minority Populations:

-19.66%

Cumulatively, the impact of the changes including the Route 2 conversion to ORBT, the impact to minority populations was a reduction of 14.79% service miles and the impact to non-minority populations was a reduction of 10.9% service miles.

Figure 6E: Cumulative analysis of service impacts on minority and non-minority populations

	Exclusive of Route 2/ORBT	Inclusive of Route 2/ORBT
Cumulative Impact to Minority Populations	-18.6%	-14.79%
Cumulative Impact to Non-Minority Populations	-19.66%	-10.9%
Difference	-1.06%	3.89%

Figure 6F: Cumulative analysis of Pre-COVID service and low-income populations

Pre-COVID Routes					
Route	Weekly Revenue Miles	Total Population	Low-Income Population	Percent Low-Income	Low-Income Service Miles
3	3,944.34	24,622	5,694	23.13%	912.15
4	6,536.25	27,876	5,349	19.19%	1,254.21
5	3,288.46	20,733	3,834	18.49%	608.11
8	1,933.06	25,561	4,883	19.10%	369.28
11	2,519.63	21,243	4,311	20.29%	511.33
13	5,714.90	24,739	5,226	21.12%	1,207.25
14	4,097.84	28,471	4,547	15.97%	654.45
15	5,622.96	27,775	4,229	15.23%	856.15
16	1,335.50	6,884	2,020	29.34%	391.88
18	10,378.83	26,838	6,754	25.17%	2,611.92
24	6,359.18	27,571	8,614	31.24%	1,986.80
26	1,327.17	14,006	4,356	31.10%	412.76
30	3,527.94	21,441	5,848	27.27%	962.24
34	204.90	31,871	6,162	19.33%	39.62
35	2,553.32	22,159	6,449	29.10%	743.10
36	1,224.64	12,424	2,725	21.93%	268.60
55	1,824.43	13,207	1,133	8.58%	156.51
92	1,308.25	24,464	3,870	15.82%	206.95
93	502.50	25,520	4,545	17.81%	89.49
94	701.45	30,598	4,779	15.62%	109.56
95	675.10	45,561	10,409	22.85%	154.24
96	455.85	26,705	4,975	18.63%	84.92
97	1,290.25	28,758	4,980	17.32%	223.43
98	524.20	38,051	5,619	14.77%	77.41
200	439.20	2,598	586	22.56%	99.07
TOTAL:	68,290.15	599,676.00	121,897.00	20.33%	14,991.43

Figure 6G: Cumulative analysis of service as of October 2021 and low-income populations

October 2021 Routes						Net Change
Route	Weekly Revenue Miles	Total Population	Low-Income Population	Percent Low-Income	Low-Income Service Miles	Low-Income Service Miles
3	3,780.89	24,451	5,633	23.04%	871.04	-41.12
4	6,634.81	29,063	5,420	18.65%	1,237.34	-16.88
5	2,031.96	21,135	3,891	18.41%	374.09	-234.02
8	1,832.16	25,561	4,883	19.10%	350.00	-19.28
11	2,390.93	21,243	4,311	20.29%	485.21	-26.12
13	3,904.75	24,933	5,292	21.22%	828.78	-378.47
14	2,662.02	30,005	4,750	15.83%	421.42	-233.03
15	3,933.71	27,775	4,229	15.23%	598.94	-257.20
16	1,316.00	6,883	2,020	29.35%	386.22	-5.67
18	10,459.44	28,717	7,090	24.69%	2,582.35	-29.56
24	5,201.82	27,571	8,614	31.24%	1,625.20	-361.59
26	774.09	14,006	4,356	31.10%	240.75	-172.01
30	3,286.84	21,441	5,848	27.27%	896.48	-65.76
34	0.00	0	0	0.00%	0.00	-39.62
35	1,483.91	22,159	6,449	29.10%	431.87	-311.23
36	704.84	12,424	2,725	21.93%	154.60	-114.01
55	1,261.68	13,207	1,133	8.58%	108.24	-48.28
92	1,172.20	6,238	442	7.09%	83.06	-123.90
93	280.30	25,520	4,545	17.81%	49.92	-39.57
94	350.70	30,598	4,779	15.62%	54.77	-54.78
95	448.25	45,561	10,409	22.85%	102.41	-51.83
96	0.00	0	0	0.00%	0.00	-84.92
97	676.15	30,406	5,629	18.51%	125.17	-98.26
98	267.70	38,051	5,619	14.77%	39.53	-37.88
200	362.50	2,598	586	22.56%	81.76	-17.30
TOTAL:	55,217.65	529,546.00	108,653.00	20.52%	12,129.14	-2,862.28

Cumulative Impact to Low-Income Populations:

-19.09%

Figure 6H: Cumulative analysis of Pre-COVID service and non-low-income populations

Pre-COVID Routes					
Route	Weekly Revenue Miles	Total Population	Non Low-Income Pop.	Percent Non Low-Income	Non Low-Income Service Miles
3	3,944.34	24,622	18,928	76.87%	3,032.19
4	6,536.25	27,876	22,527	80.81%	5,282.04
5	3,288.46	20,733	16,899	81.51%	2,680.35
8	1,933.06	25,561	20,678	80.90%	1,563.78
11	2,519.63	21,243	16,932	79.71%	2,008.30
13	5,714.90	24,739	19,513	78.88%	4,507.65
14	4,097.84	28,471	23,924	84.03%	3,443.39
15	5,622.96	27,775	23,546	84.77%	4,766.81
16	1,335.50	6,884	4,864	70.66%	943.62
18	10,378.83	26,838	20,084	74.83%	7,766.91
24	6,359.18	27,571	18,957	68.76%	4,372.38
26	1,327.17	14,006	9,650	68.90%	914.41
30	3,527.94	21,441	15,593	72.73%	2,565.70
34	204.90	31,871	25,709	80.67%	165.28
35	2,553.32	22,159	15,710	70.90%	1,810.22
36	1,224.64	12,424	9,700	78.07%	956.13
55	1,824.43	13,207	12,074	91.42%	1,667.92
92	1,308.25	24,464	20,594	84.18%	1,101.30
93	502.50	25,520	20,975	82.19%	413.01
94	701.45	30,598	25,819	84.38%	591.89
95	675.10	45,561	35,152	77.15%	520.86
96	455.85	26,705	21,730	81.37%	370.93
97	1,290.25	28,758	23,778	82.68%	1,066.82
98	524.20	38,051	32,432	85.23%	446.79
200	439.20	2,598	2,012	77.44%	340.13
TOTAL:	68,290.15	599,676.00	477,780.00	79.67%	53,298.82

Figure 6I: Cumulative analysis of service as of October 2021 and non-low-income populations

October 2021 Routes						Net Change
Route	Weekly Revenue Miles	Total Population	Non Low-Income Pop.	Percent Non Low-Income	Non Low-Income Service Miles	Non Low-Income Service Miles
3	3,780.89	24,451	18,818	76.96%	2,909.85	-122.33
4	6,634.81	29,063	23,643	81.35%	5,397.47	115.44
5	2,031.96	21,135	17,245	81.59%	1,657.97	-1,022.38
8	1,832.16	25,561	20,678	80.90%	1,482.16	-81.62
11	2,390.93	21,243	16,932	79.71%	1,905.72	-102.58
13	3,904.75	24,933	19,641	78.78%	3,075.97	-1,431.68
14	2,662.02	30,005	25,255	84.17%	2,240.60	-1,202.79
15	3,933.71	27,775	23,546	84.77%	3,334.77	-1,432.05
16	1,316.00	6,883	4,863	70.65%	929.78	-13.83
18	10,459.44	28,717	21,627	75.31%	7,877.09	110.17
24	5,201.82	27,571	18,957	68.76%	3,576.62	-795.77
26	774.09	14,006	9,650	68.90%	533.34	-381.07
30	3,286.84	21,441	15,593	72.73%	2,390.36	-175.34
34	0.00	0	0	0.00%	0.00	-165.28
35	1,483.91	22,159	15,710	70.90%	1,052.04	-758.18
36	704.84	12,424	9,700	78.07%	550.30	-405.83
55	1,261.68	13,207	12,074	91.42%	1,153.44	-514.47
92	1,172.20	6,238	5,796	92.91%	1,089.14	-12.15
93	280.30	25,520	20,975	82.19%	230.38	-182.63
94	350.70	30,598	25,819	84.38%	295.93	-295.97
95	448.25	45,561	35,152	77.15%	345.84	-175.02
96	0.00	0	0	0.00%	0.00	-370.93
97	676.15	30,406	24,777	81.49%	550.98	-515.84
98	267.70	38,051	32,432	85.23%	228.17	-218.62
200	362.50	2,598	2,012	77.44%	280.74	-59.40
TOTAL:	55,217.65	529,546.00	420,895.00	79.48%	43,088.66	-10,210.16

Cumulative Impact to Non Low-Income Populations:

-19.16%

Cumulatively the impact of the changes including the Route 2 conversion to ORBT, the impact to low-income populations was a reduction of 13.56% service miles and the impact to non-low-income populations was a reduction of 12.47% service miles.

Figure 6j: Cumulative analysis of service as of October 2021 and non-minority populations

	Exclusive of Route 2/ORBT	Inclusive of Route 2/ORBT
Cumulative Impact to Low-Income Populations	-19.09%	-13.56%
Cumulative Impact to Non-Low-Income Populations	-19.16%	12.47%
Difference	-0.07%	1.09% %

CONCLUSION:

Overall, the weekly revenue miles on Metro’s service (not including Route 2 or ORBT) decreased from 68,290.15 to 55,217.65 with the temporary service reductions in response to the COVID-19 pandemic. The total population served (including duplication of the populations served by more than one route) decreased from 552,217 to 529,546.

Inclusive of the route 2 (pre-pandemic) and ORBT (initiated in November 2020), the overall weekly revenue miles pre-pandemic were 74,983.45 compared to 65,452.82 as of October 2021. The total population served decreased from 618,395 to 548,405 people. However, it is noteworthy, that this conversion from Route 2 to ORBT was covered by a separate Title VI analysis.

DISPARATE IMPACT ANALYSIS

The service equity analysis shows that on a cumulative basis the minority population had fewer negative impacts than the non-minority population. The number of weekly revenue miles was multiplied by the percent of minority population residing within the service buffer to identify the cumulative effect on minority populations. The cumulative impact of the changes to minority populations is -18.6%. The cumulative impact of the changes to non-minorities is -19.66%. Inclusive of the Route 2 to ORBT conversion, the cumulative impact to minority and non-minority populations is -14.79% and -10.9%, respectively. **No disparate impact is identified for the temporary service reductions.**

DISPROPORTIONATE BURDEN ANALYSIS

The service equity analysis shows that on a cumulative basis the low-income population had slightly fewer negative impacts 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 impact of the changes to low-income populations is -19.09%. The cumulative impact of the changes to non-low-income individuals is -19.16%. Inclusive of the Route 2 to ORBT conversion, the cumulative impact to low-income and non-low-income populations is -13.56% and 12.47%, respectively. **No disproportionate burden is identified for the proposed changes.**

7. Public Engagement

PUBLIC NOTIFICATION

Notice of the temporary service changes were posted on Metro's website, social media platforms and in rider alerts on the buses. Additionally, Metro held a series of 20 public meetings on the MetroNEXT plan, which in part helps to outline the timing and process to re-instate temporarily suspended services due to the COVID-19 pandemic. Temporary service reductions will be rolled back incrementally beginning in October 2022 as sufficient staffing, vehicles and funding become available and the negative impacts of COVID-19 lessen, including but not limited to supply chain disruptions.

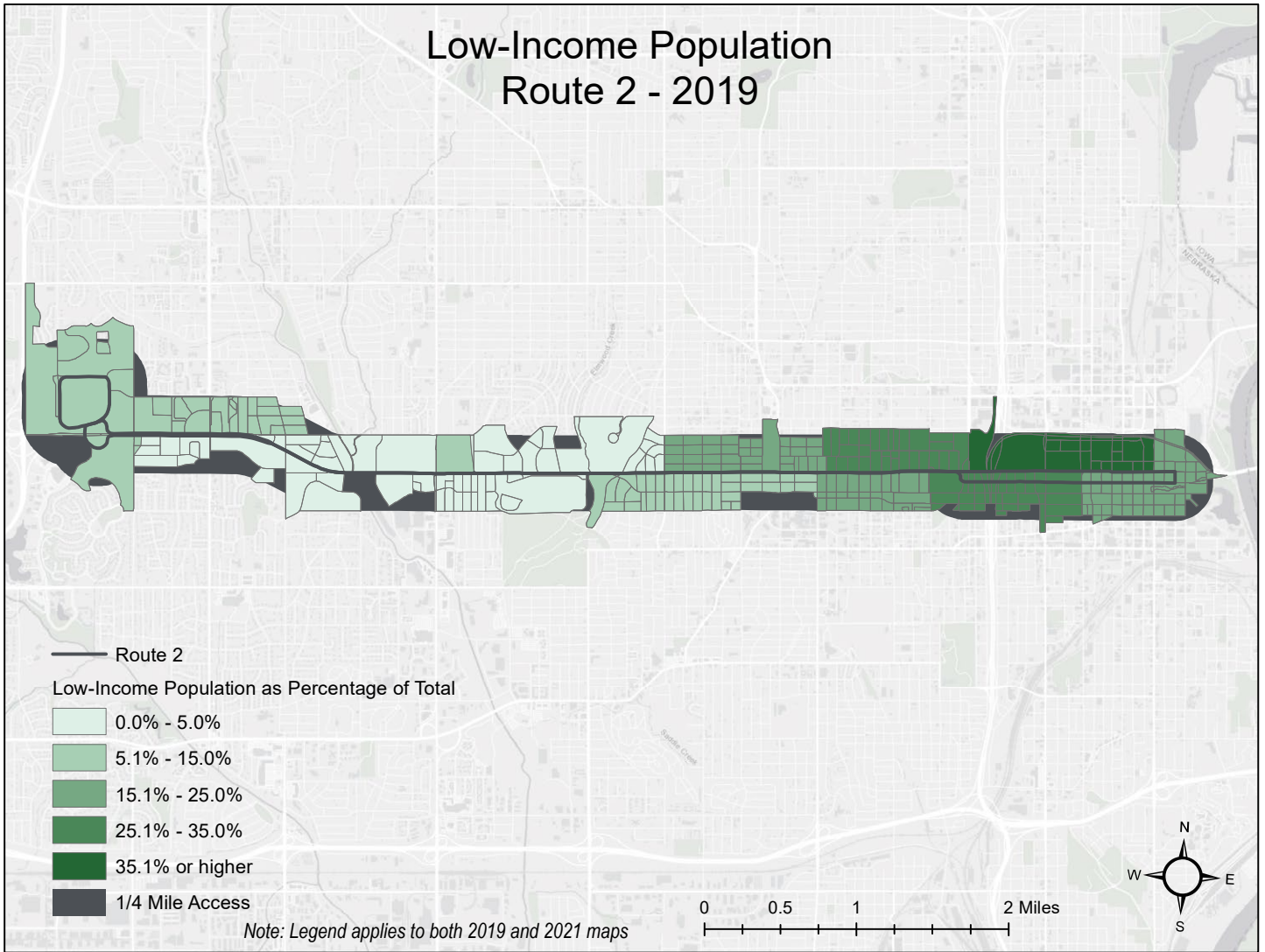
Appendix A: Definitions

1. **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, re-routing and route elimination.
2. **Disparate Impact** - A facially neutral policy or practice that has a disproportionately excluding or adverse effect on the minority riders or population of the service area.
3. **Disproportionate Impact** - A facially neutral policy or practice that has a disproportionately excluding or adverse effect on the low-income riders or population of the service area.
4. **Express Transit Service** - Metro designated express routes.
5. **Local Transit Service** - Metro fixed-route bus routes not designated as express routes.
6. 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.
7. **Minority Populations & Areas** - Minority populations include those persons who self-identify 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 blocks where the percentage of minority persons is higher than the Metro service area average.
8. **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.
9. **Route-Level** - Refers to the geographic level of analysis by which the performance of a transit route is measured for equity. For the purposes of analysis, this is specifically a quarter-mile buffer on both sides and terminus of a transit route's alignment. This is an appropriate distance based upon a normal walk shed. Used for all regular service routes and any mitigating route alignments.
10. **Route-Service Area** - A three-quarter mile buffer on both sides and terminus of a transit route's alignment. For the purposes of analysis, this specifically a three-quarter-mile buffer on both sides and terminus of a transit route's alignment. Used for all express alignments only.
11. **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.
12. **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."
13. **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.
14. **System-wide** - Refers to the geographic level of analysis by which the performance of the entire transit system (timetables, schedules, headways, and transit network) is measured for equity.
15. **Transit Center** - Serves as a connection point for three or more bus routes.

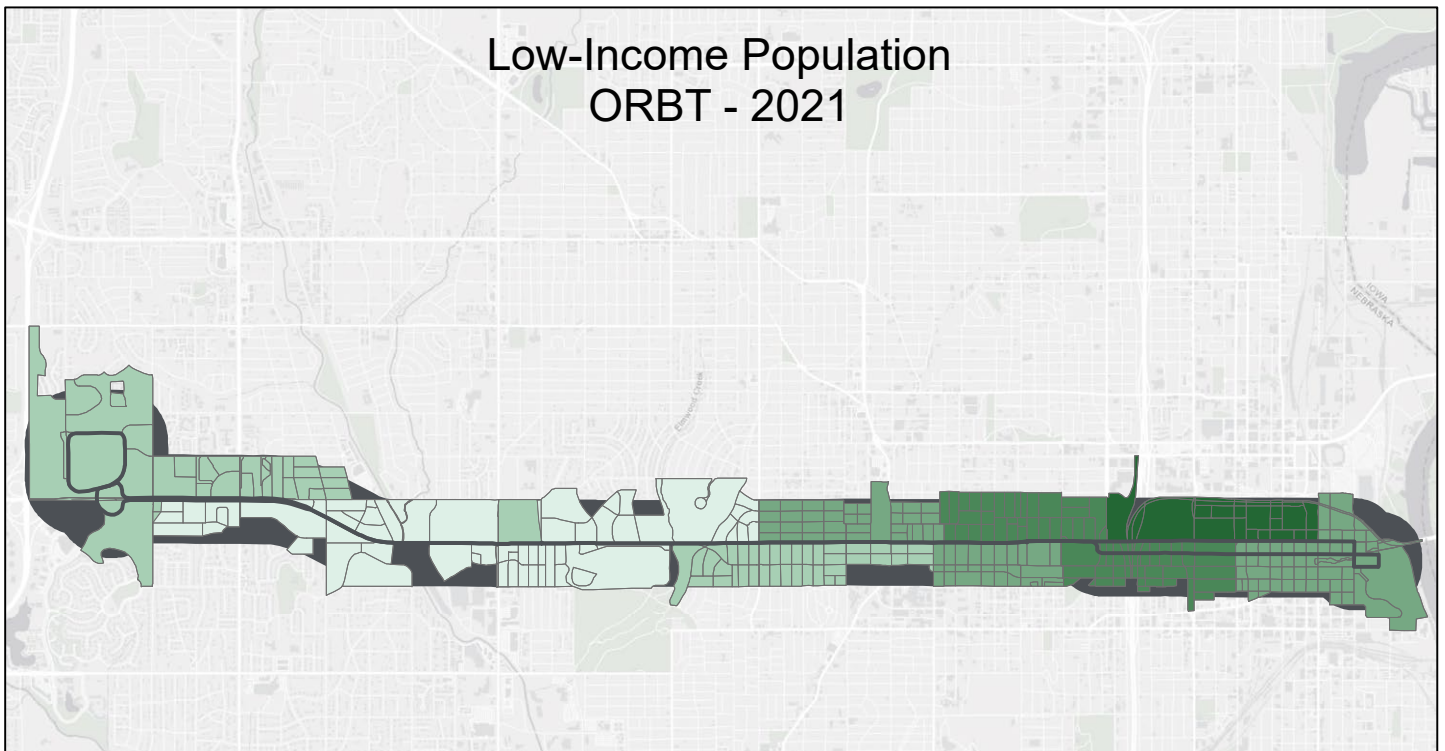
Appendix B: Individual Route Analyses and Maps

This Appendix contains GIS maps of routes that had temporary service reductions due to COVID-19. Data in this Title VI analysis was derived from the demographic spatial analysis and the proposed change (span, frequency, etc.) by route. The changes to each route were then analyzed cumulatively.

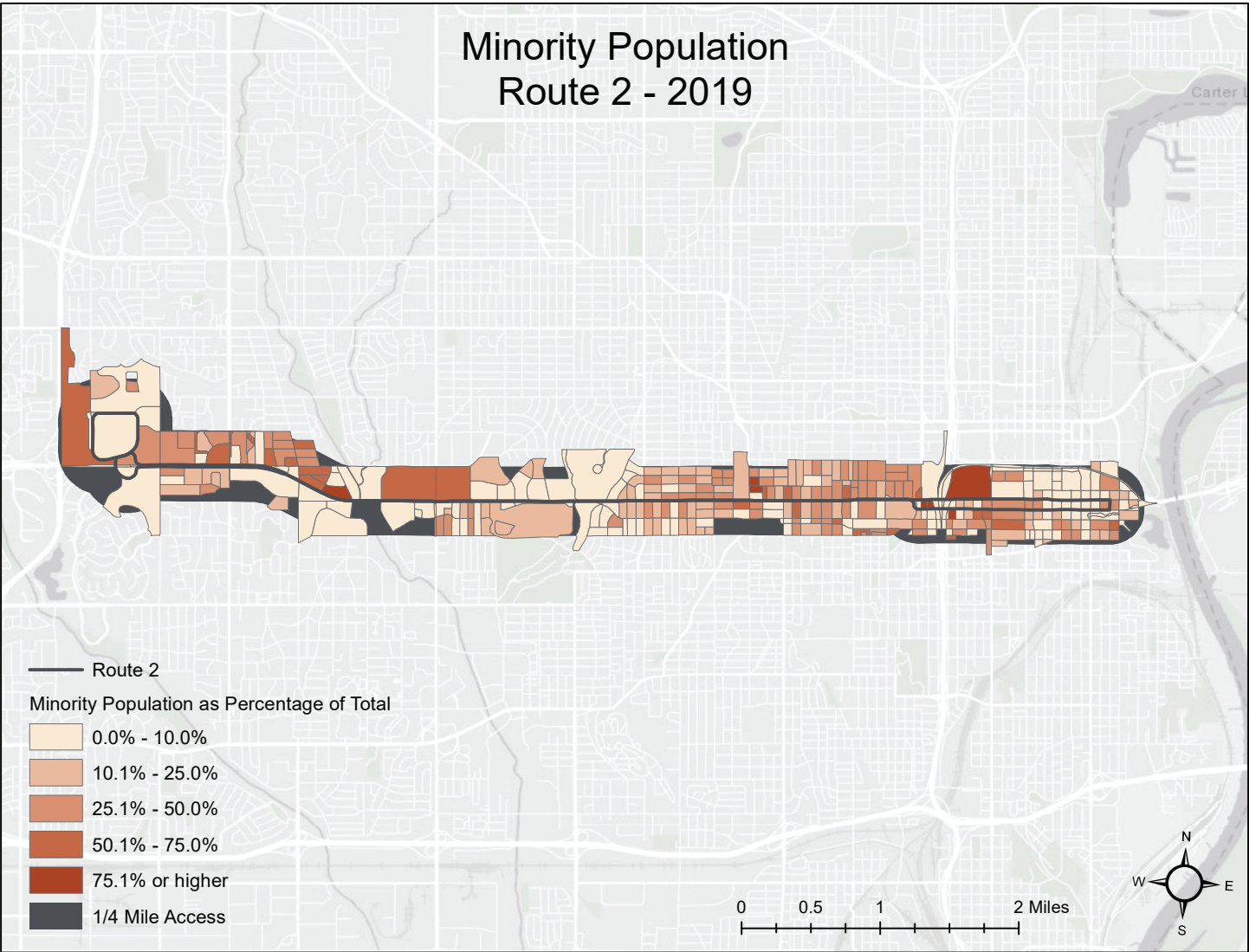
Low-Income Population Route 2 - 2019



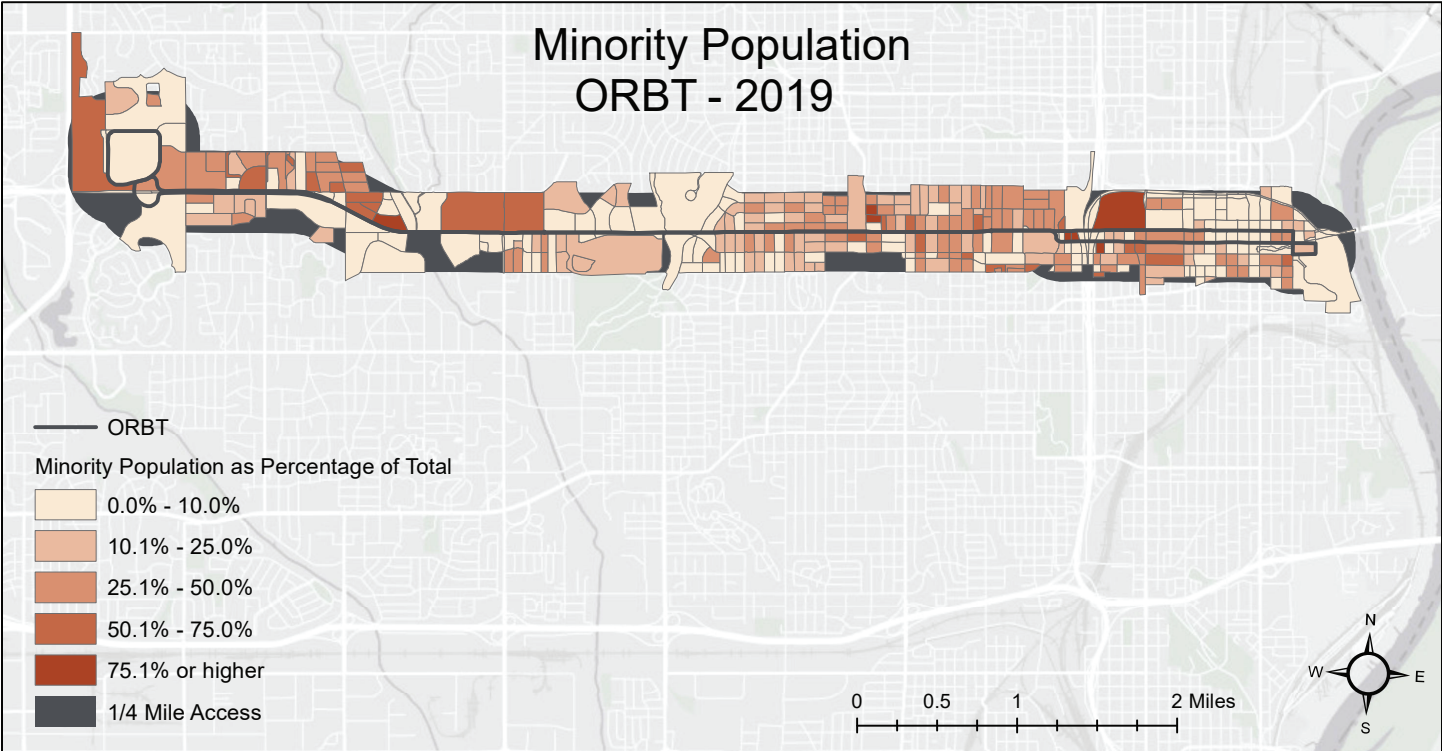
Low-Income Population ORBT - 2021



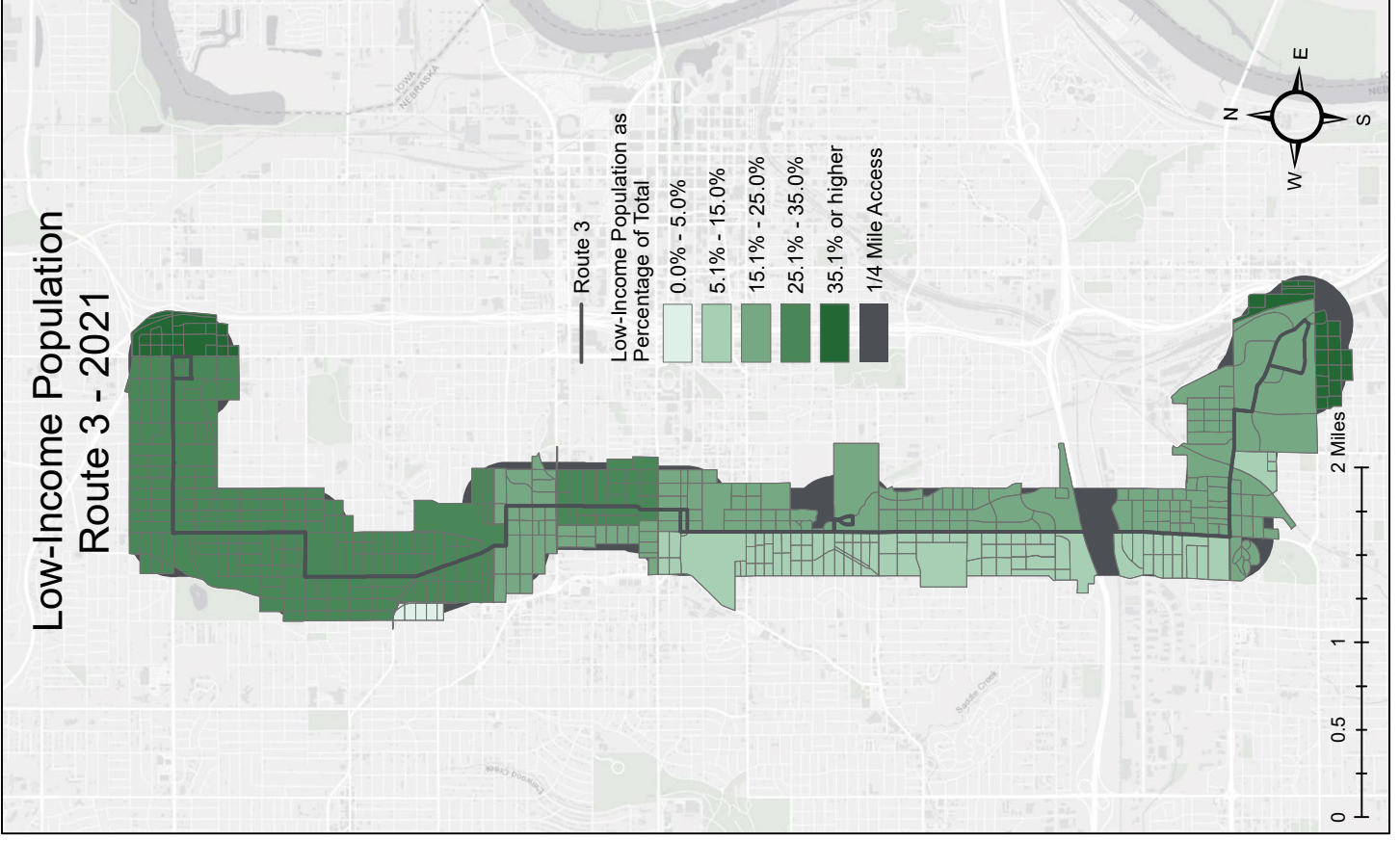
Minority Population Route 2 - 2019



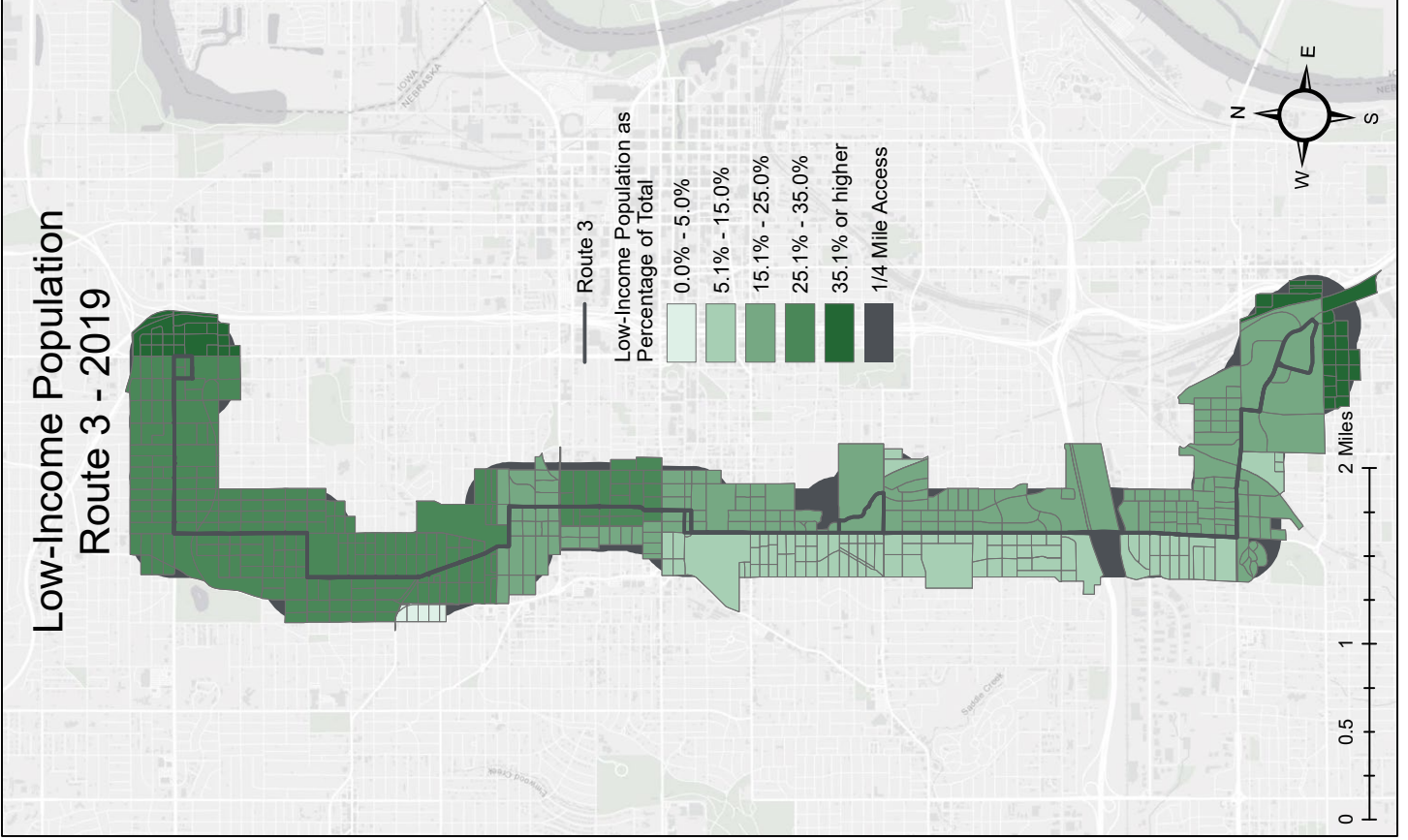
Minority Population ORBT - 2019



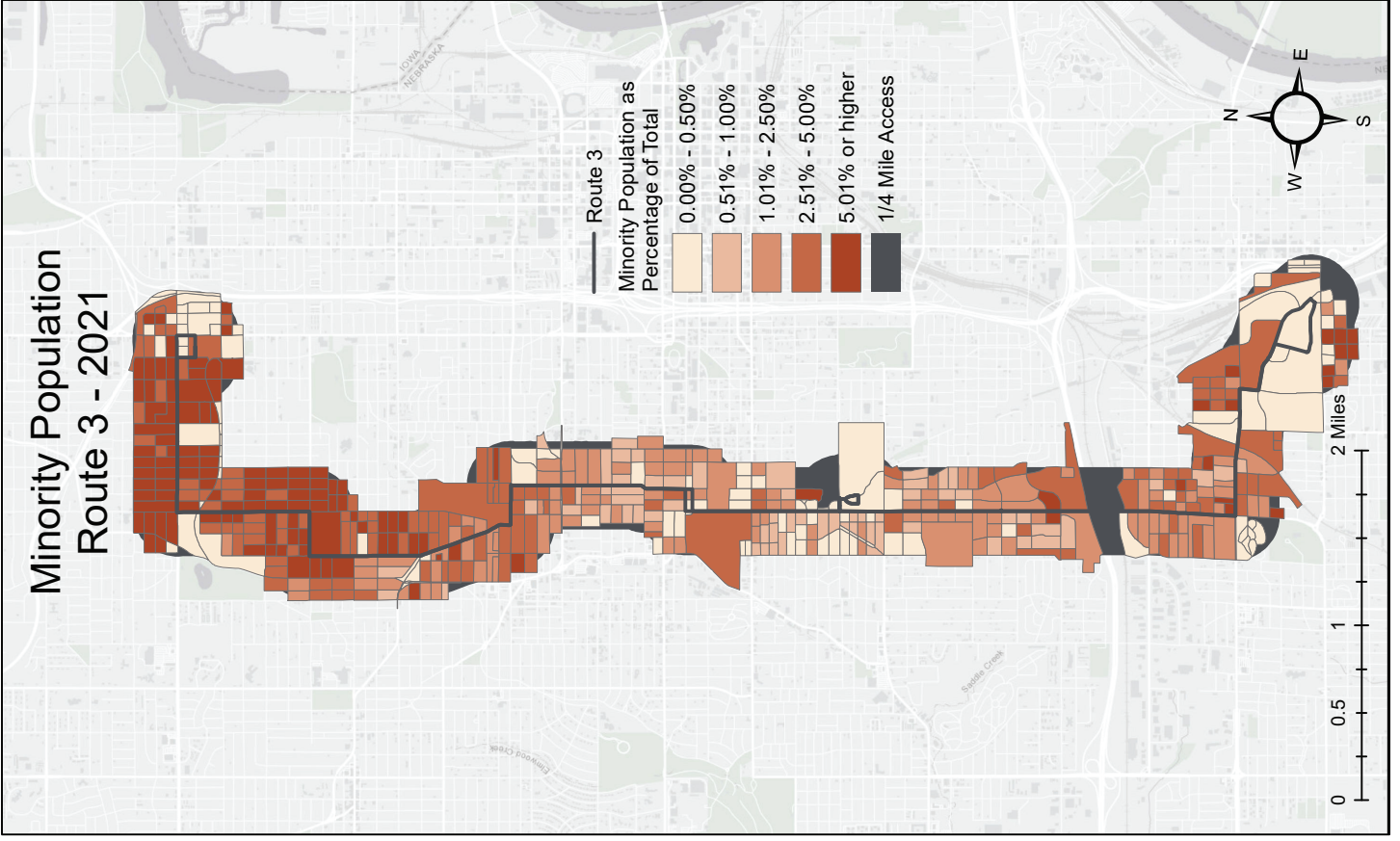
Low-Income Population Route 3 - 2021



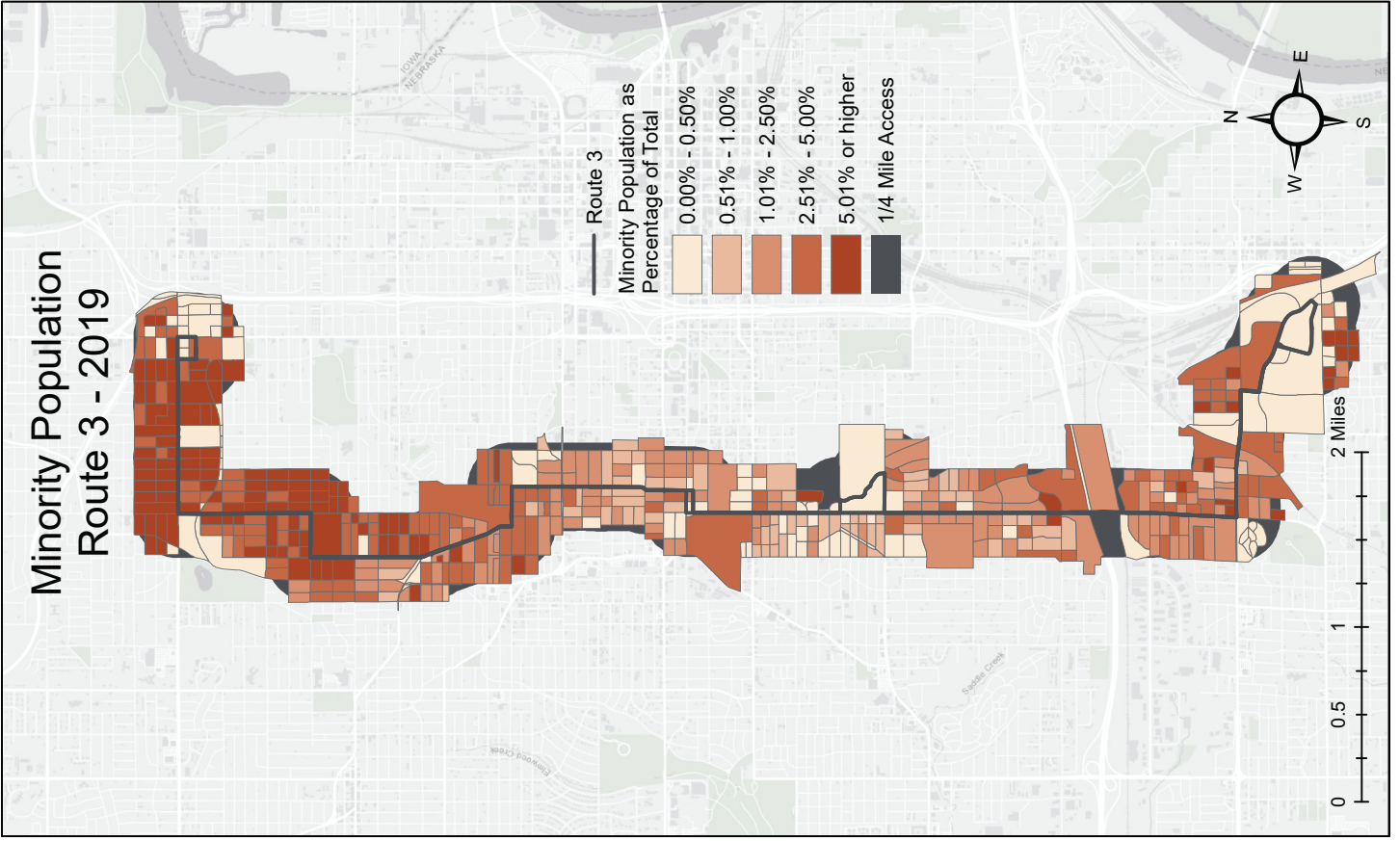
Low-Income Population Route 3 - 2019



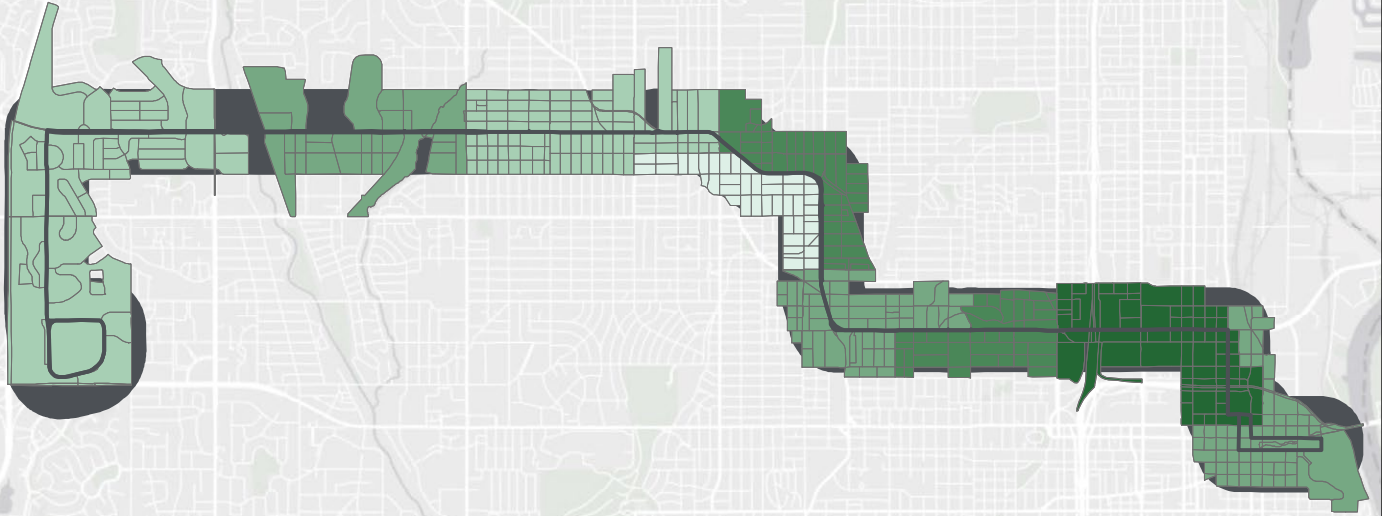
Minority Population Route 3 - 2021



Minority Population Route 3 - 2019



Low-Income Population Route 4 - 2019



Route 4

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

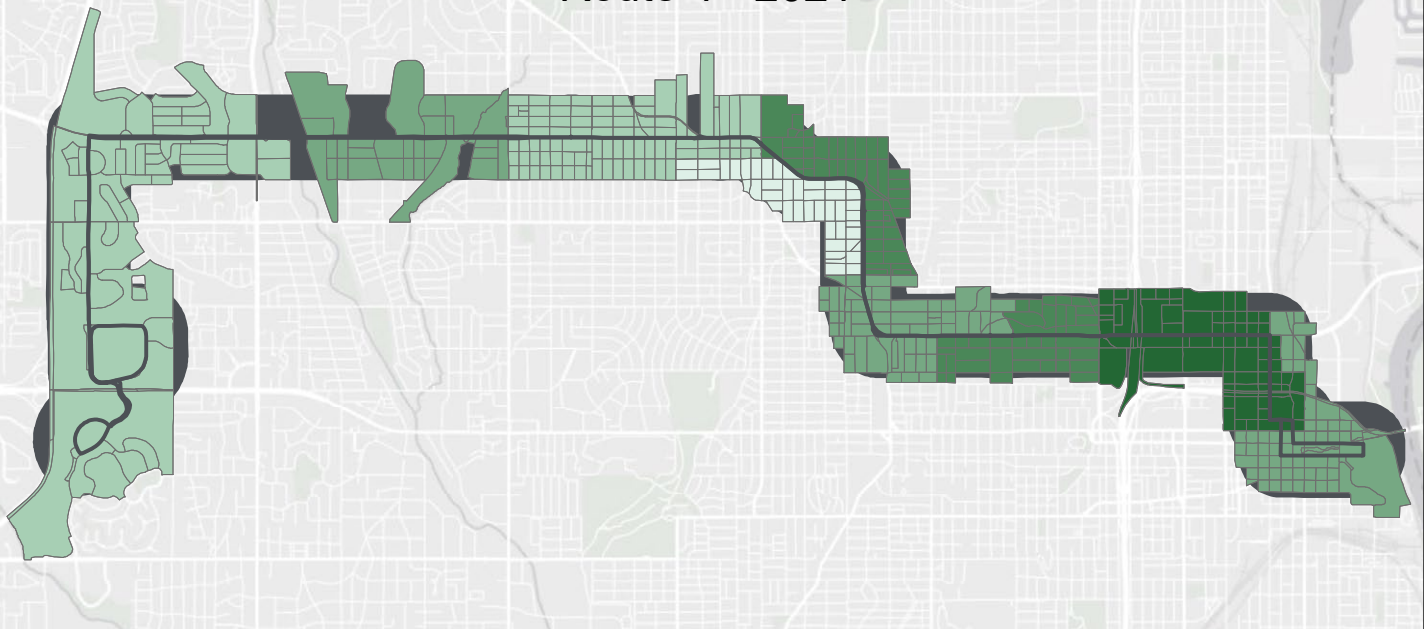
1/4 Mile Access

Note: Legend applies to both 2019 and 2021 maps

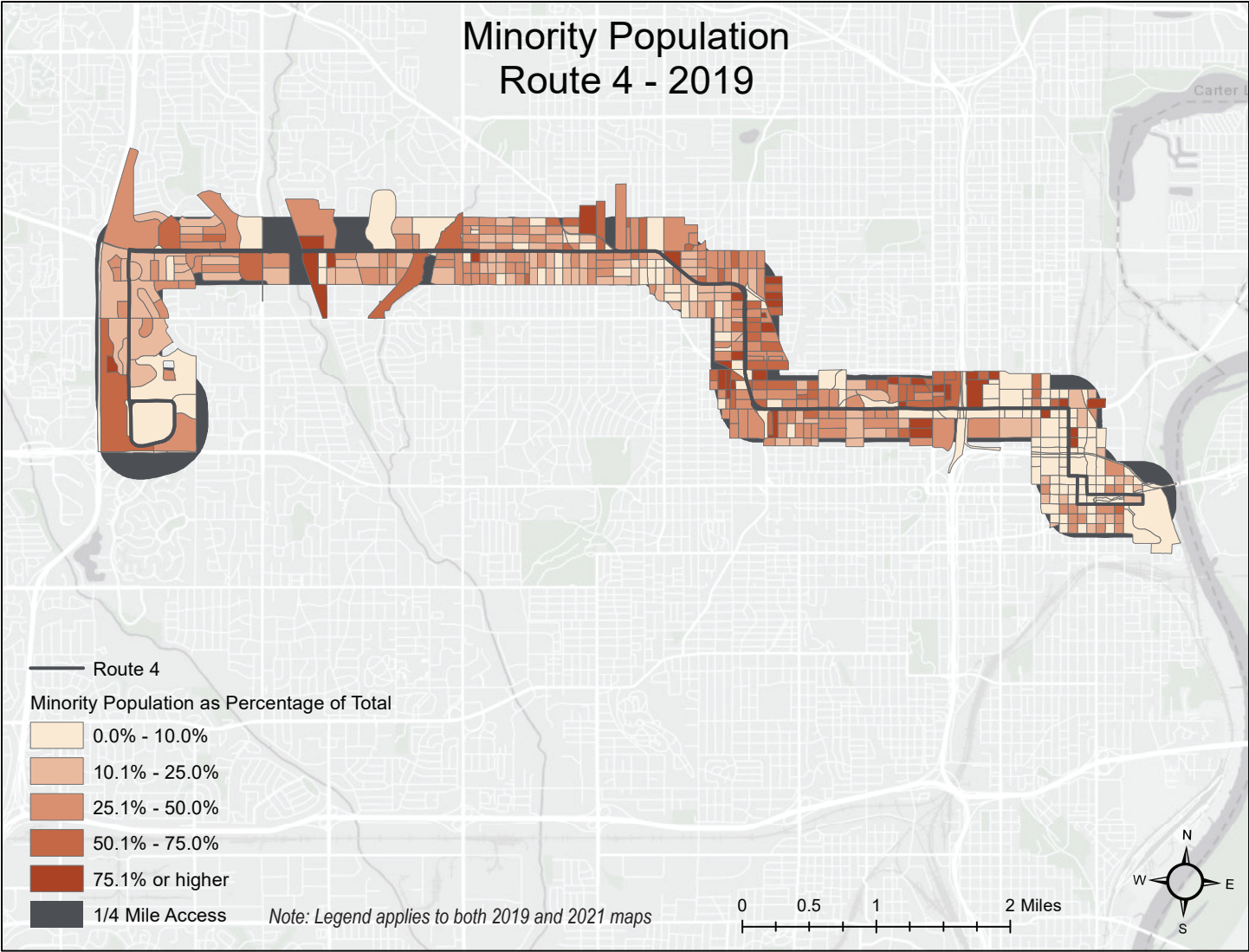
0 0.5 1 2 Miles



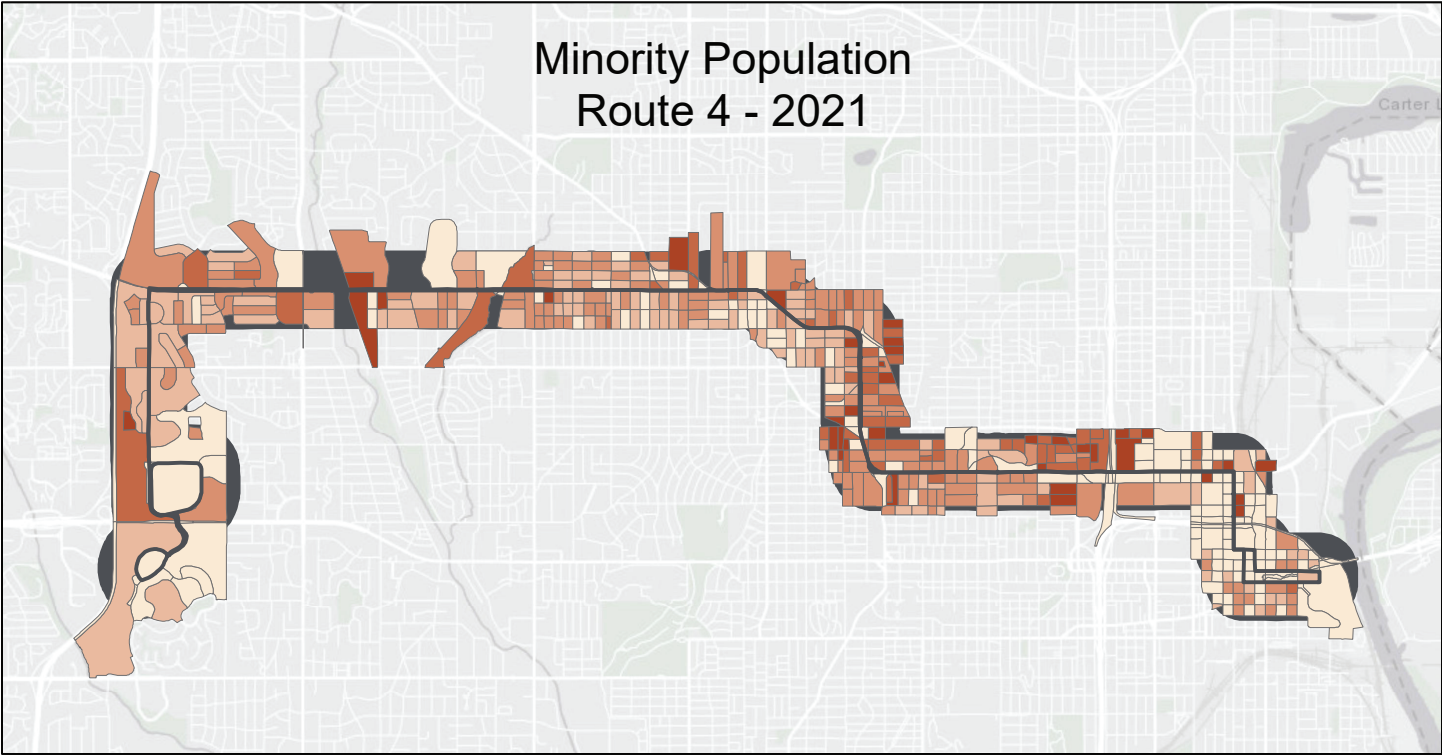
Low-Income Population Route 4 - 2021



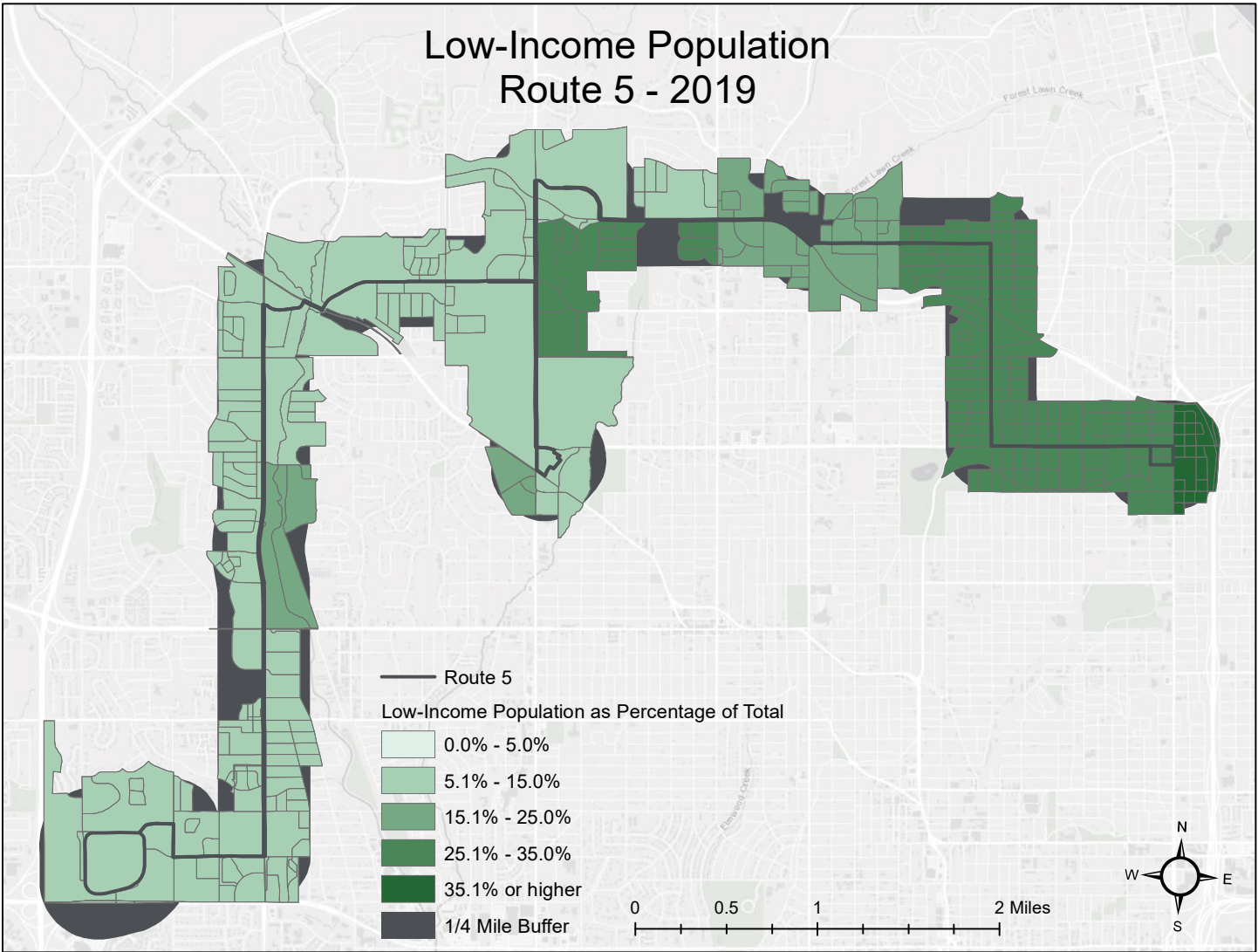
Minority Population Route 4 - 2019



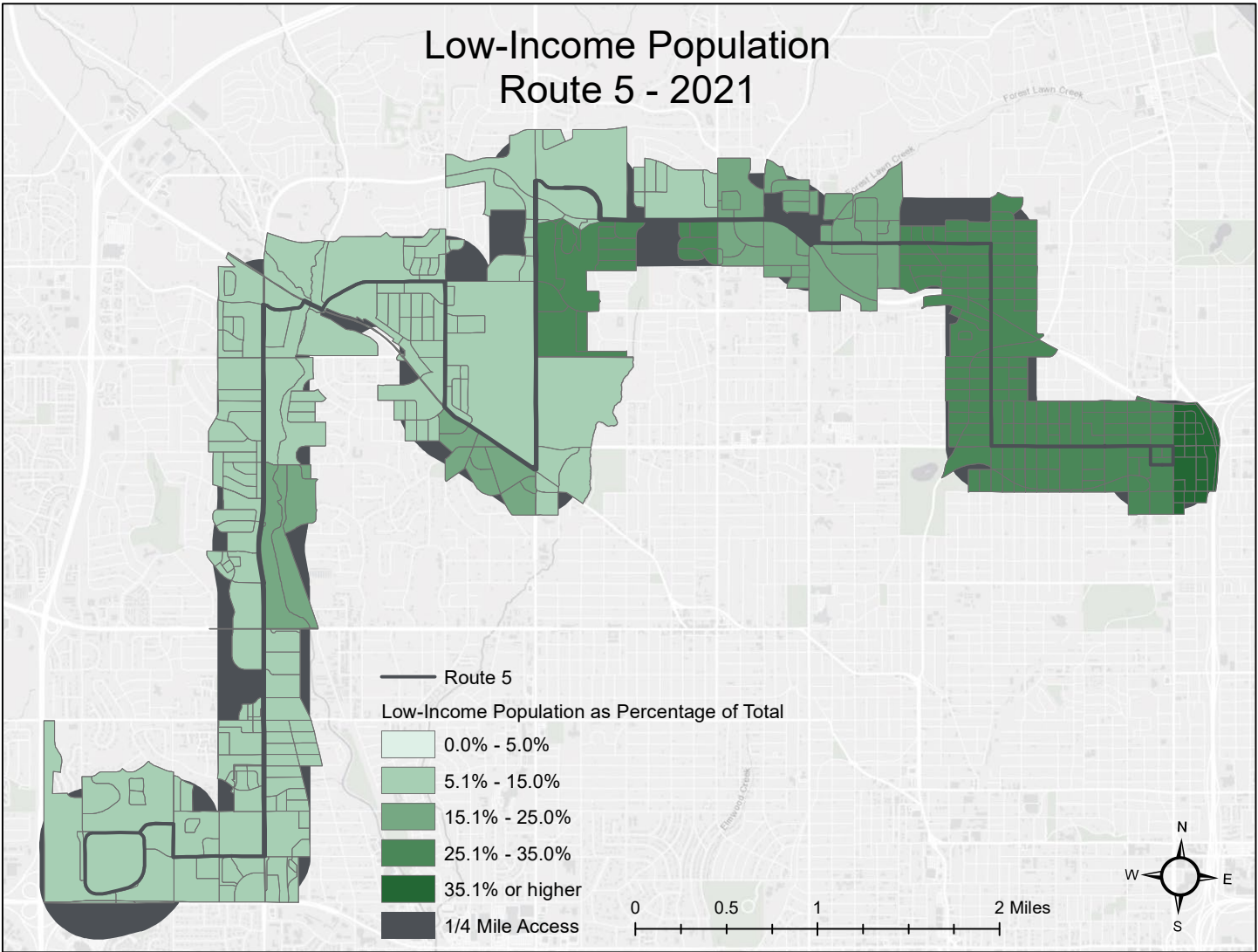
Minority Population Route 4 - 2021



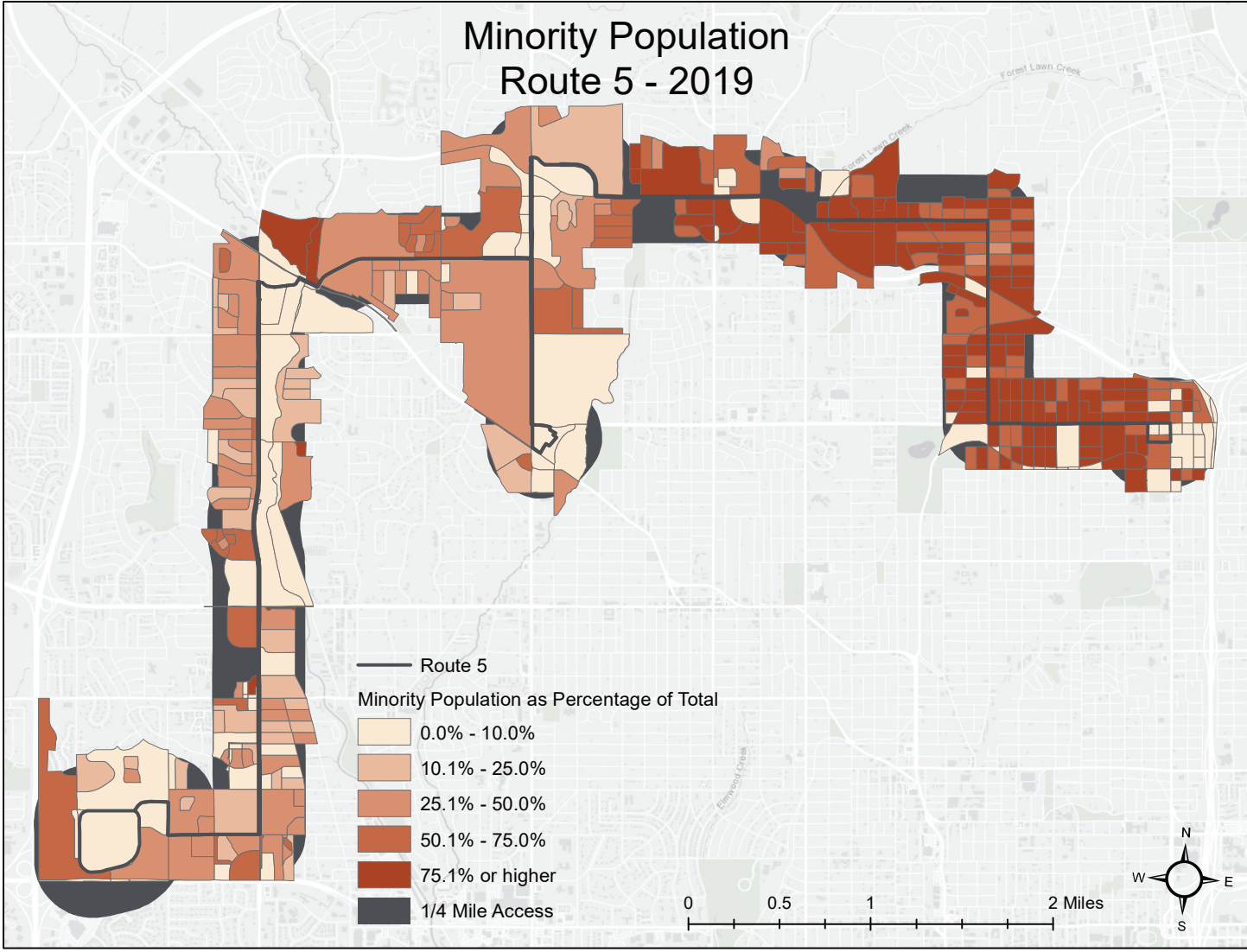
Low-Income Population Route 5 - 2019



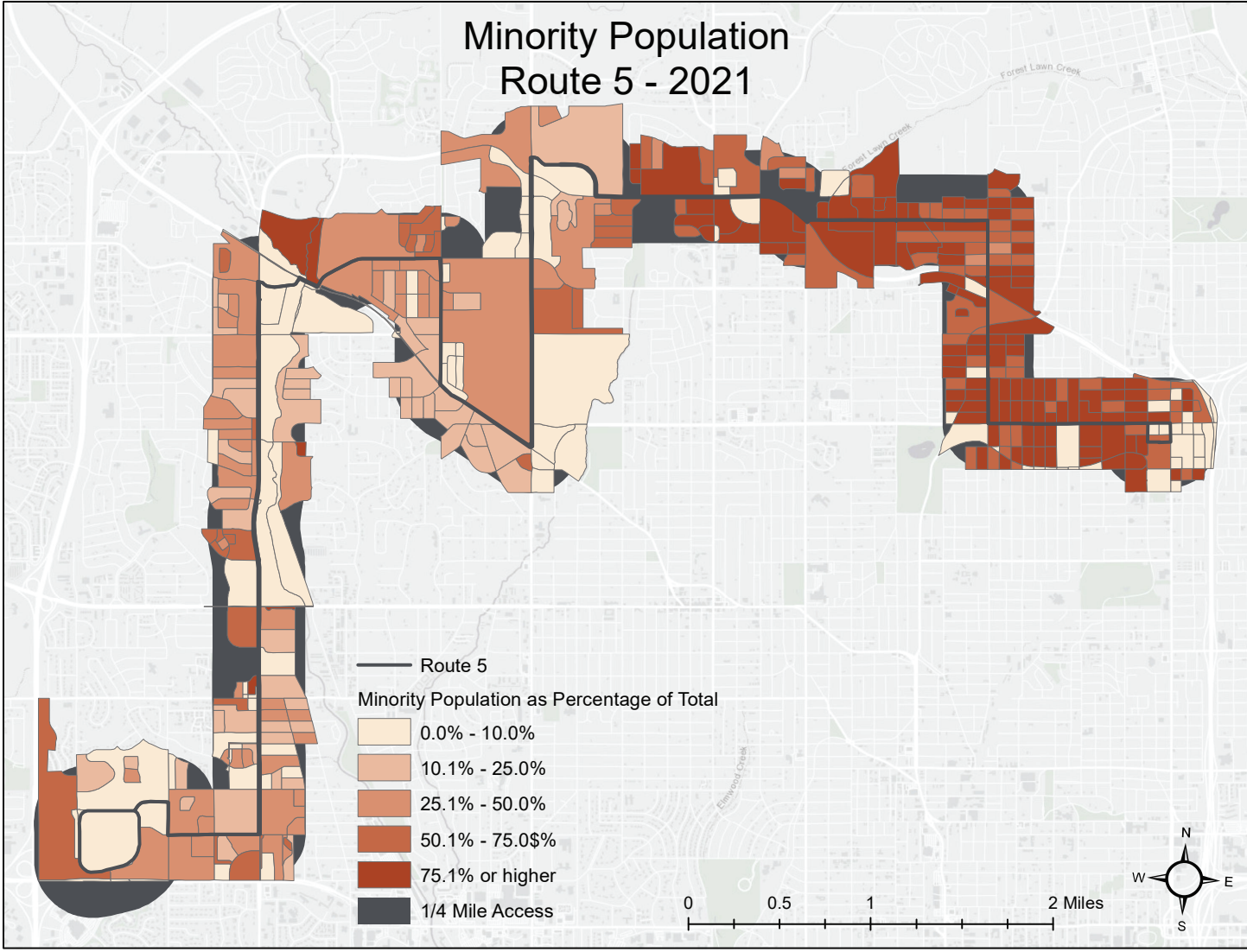
Low-Income Population Route 5 - 2021



Minority Population Route 5 - 2019

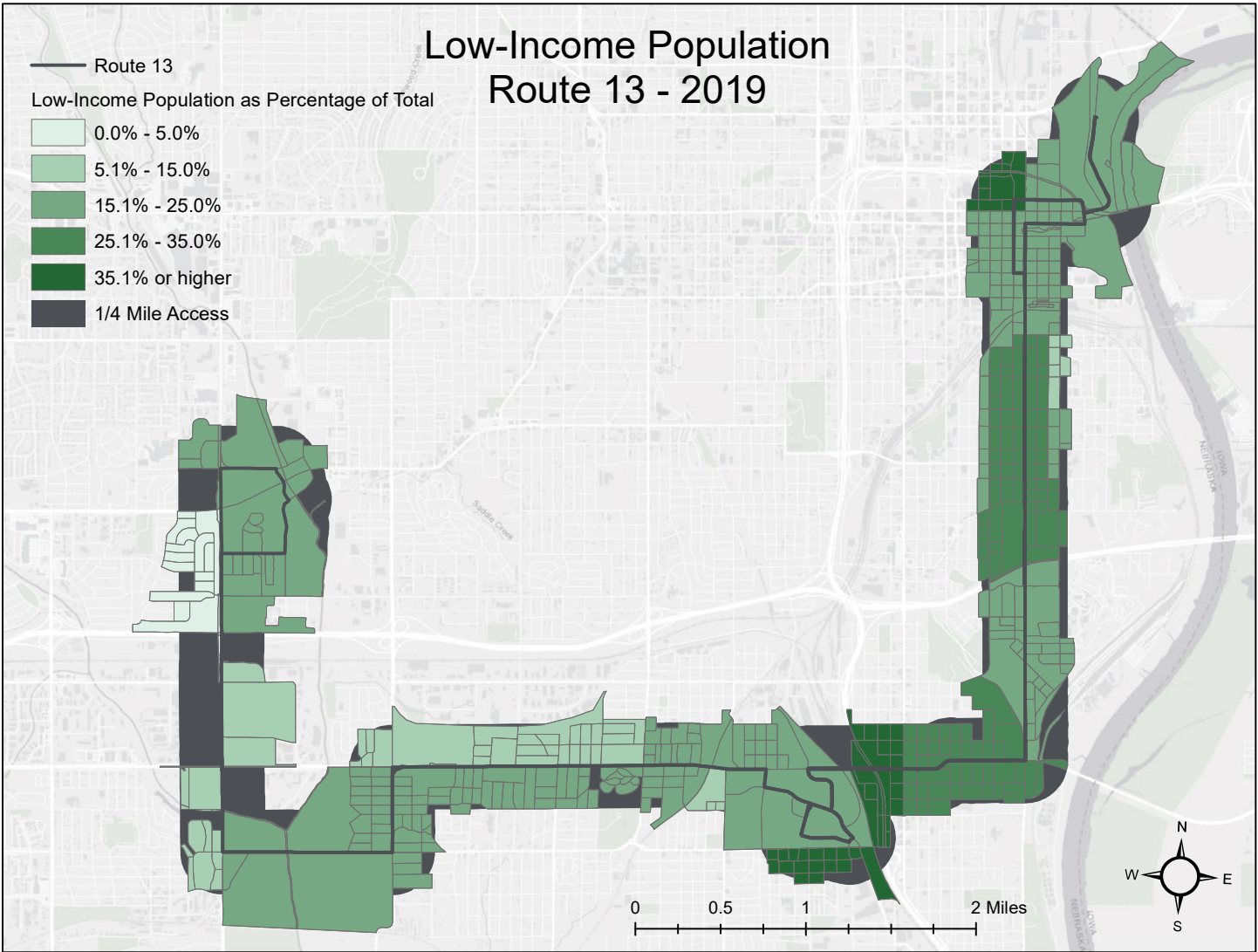


Minority Population Route 5 - 2021



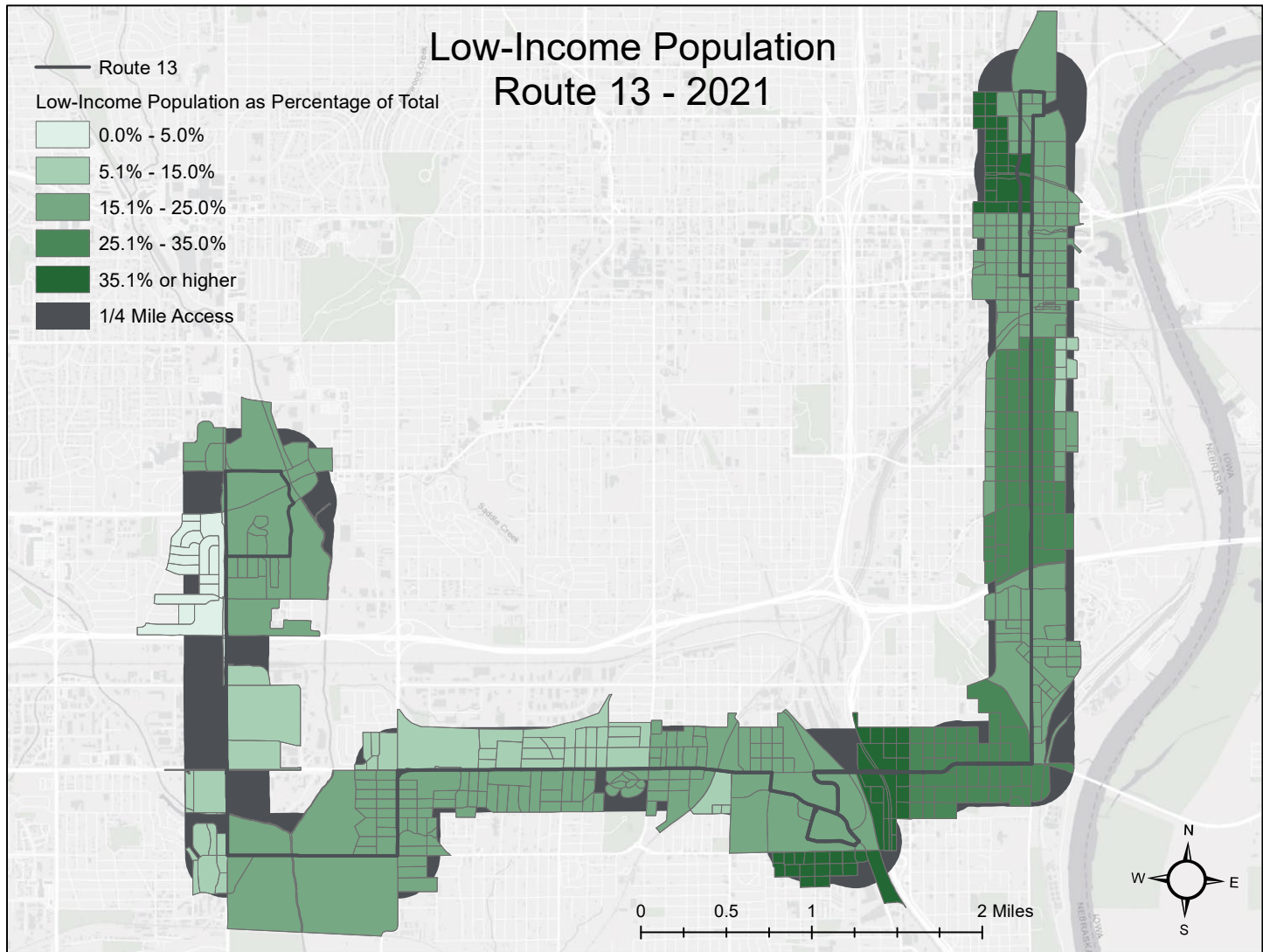
Low-Income Population Route 13 - 2019

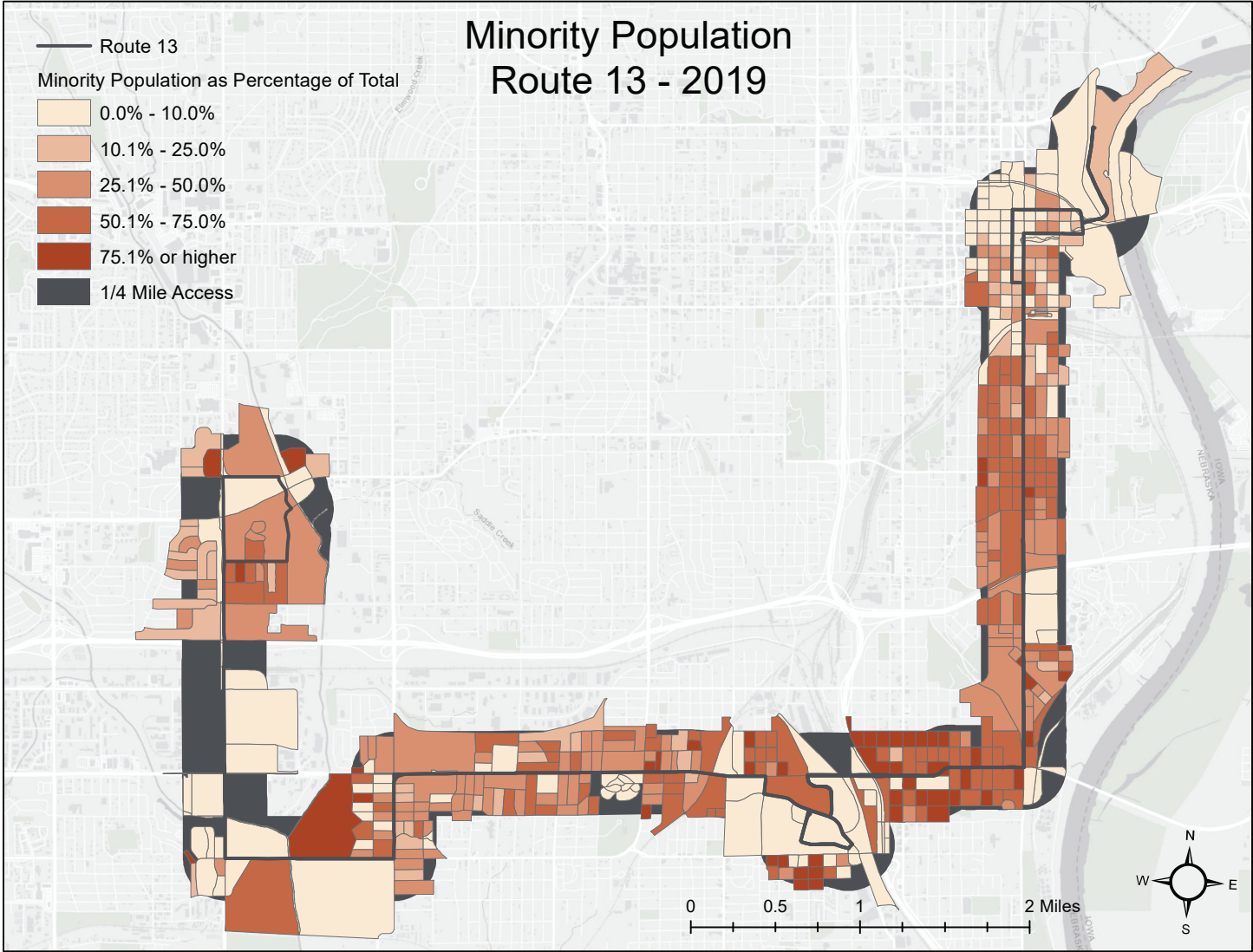
- Route 13
- Low-Income Population as Percentage of Total
 - 0.0% - 5.0%
 - 5.1% - 15.0%
 - 15.1% - 25.0%
 - 25.1% - 35.0%
 - 35.1% or higher
- 1/4 Mile Access

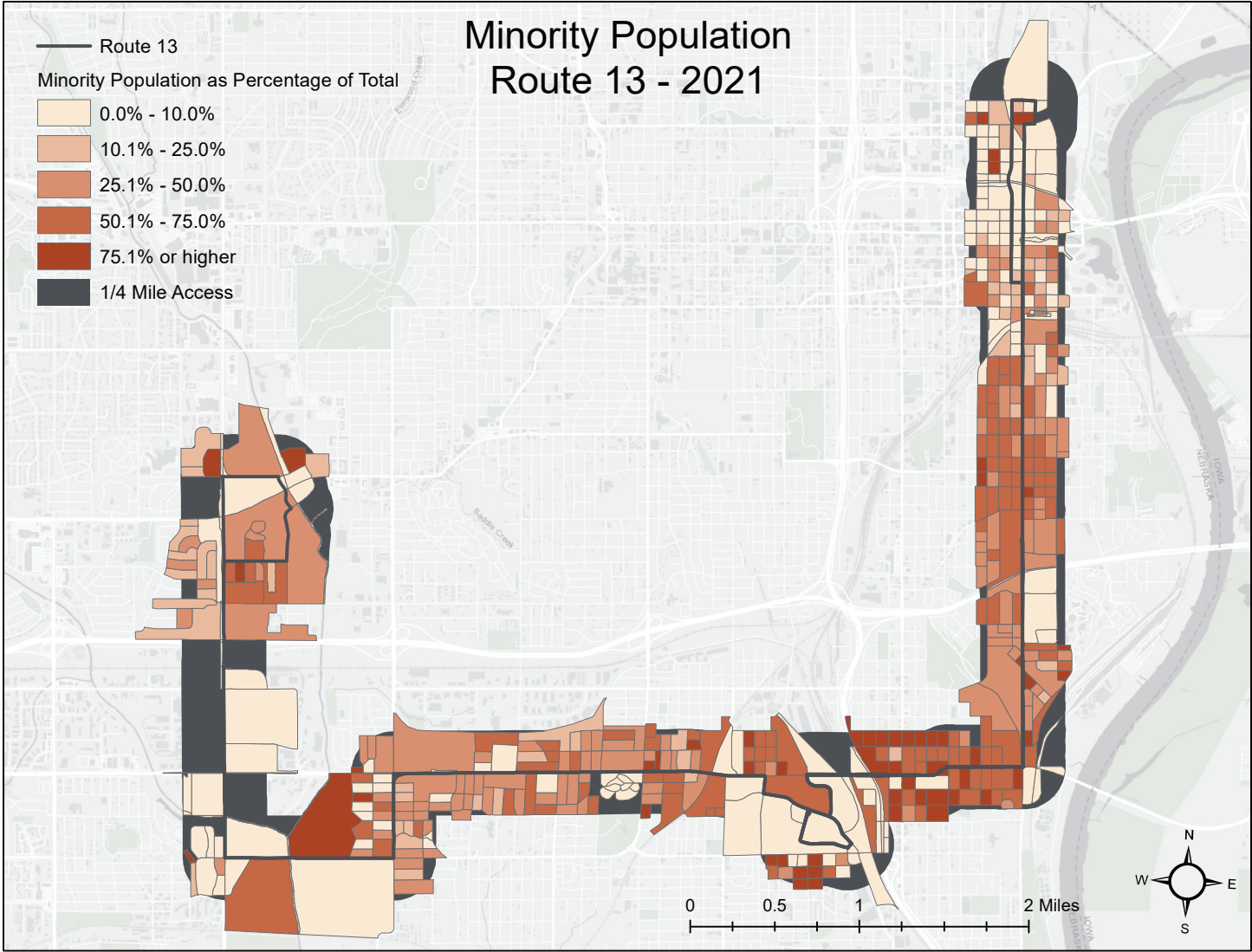


Low-Income Population Route 13 - 2021

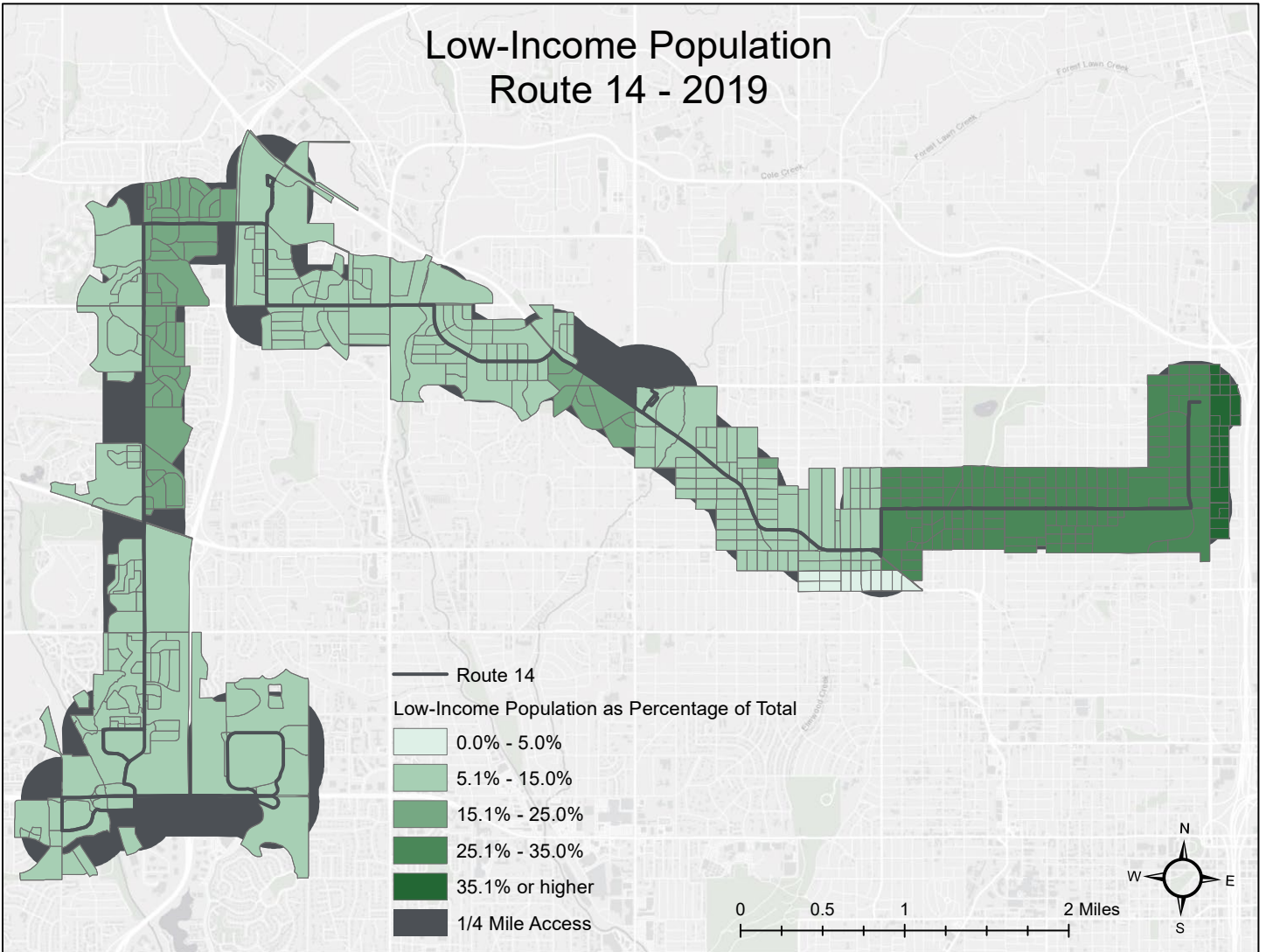
- Route 13
- Low-Income Population as Percentage of Total
 - 0.0% - 5.0%
 - 5.1% - 15.0%
 - 15.1% - 25.0%
 - 25.1% - 35.0%
 - 35.1% or higher
- 1/4 Mile Access



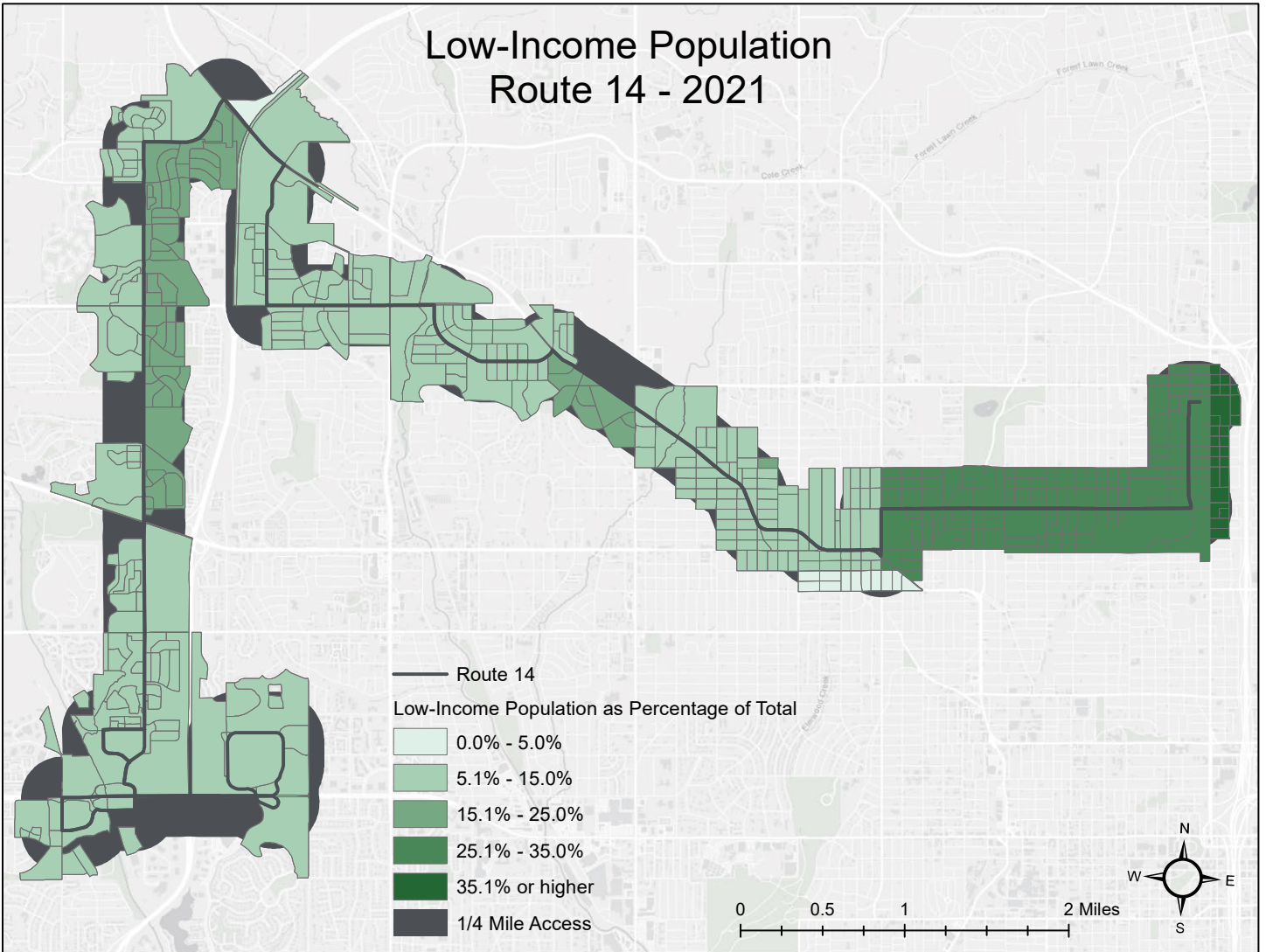




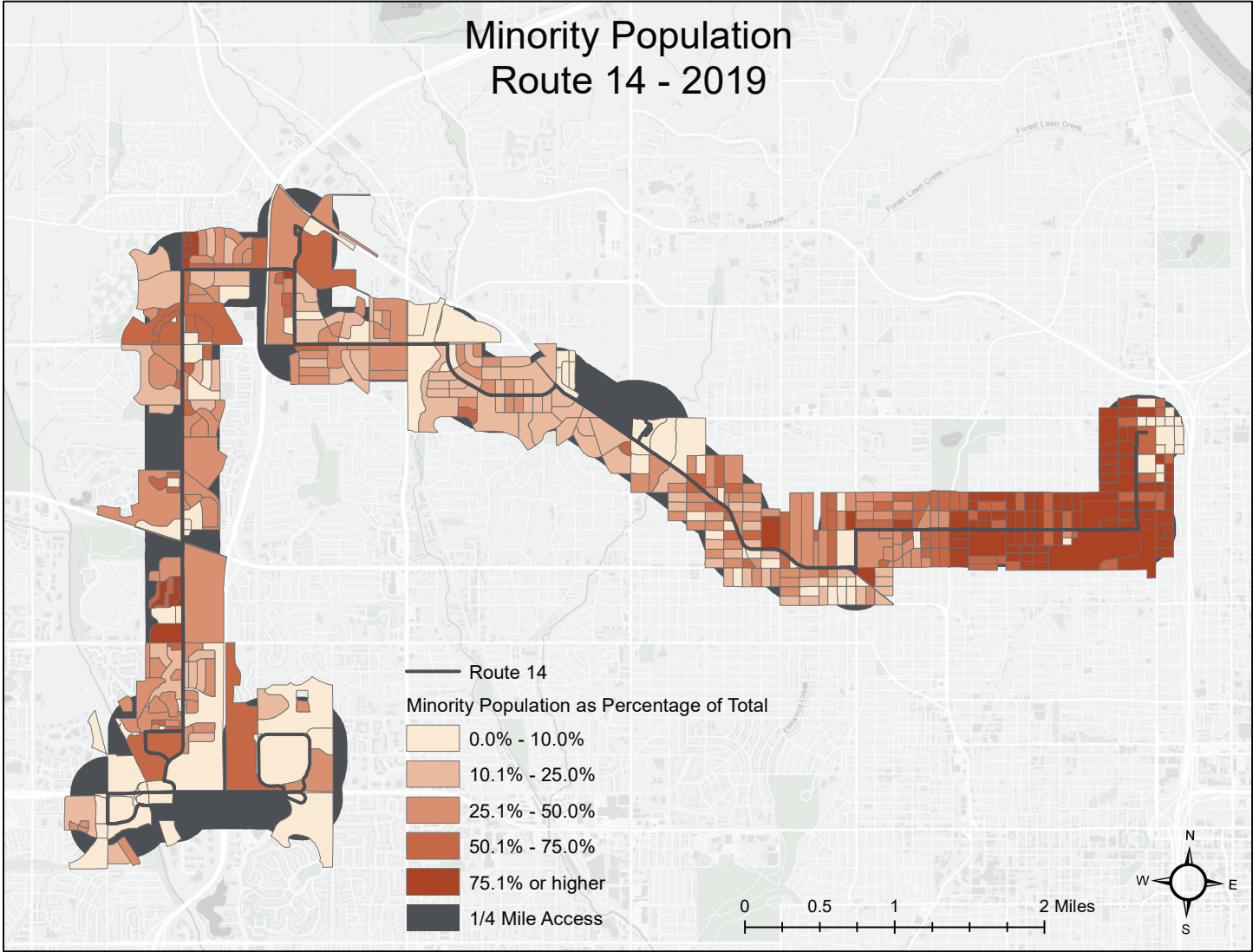
Low-Income Population Route 14 - 2019



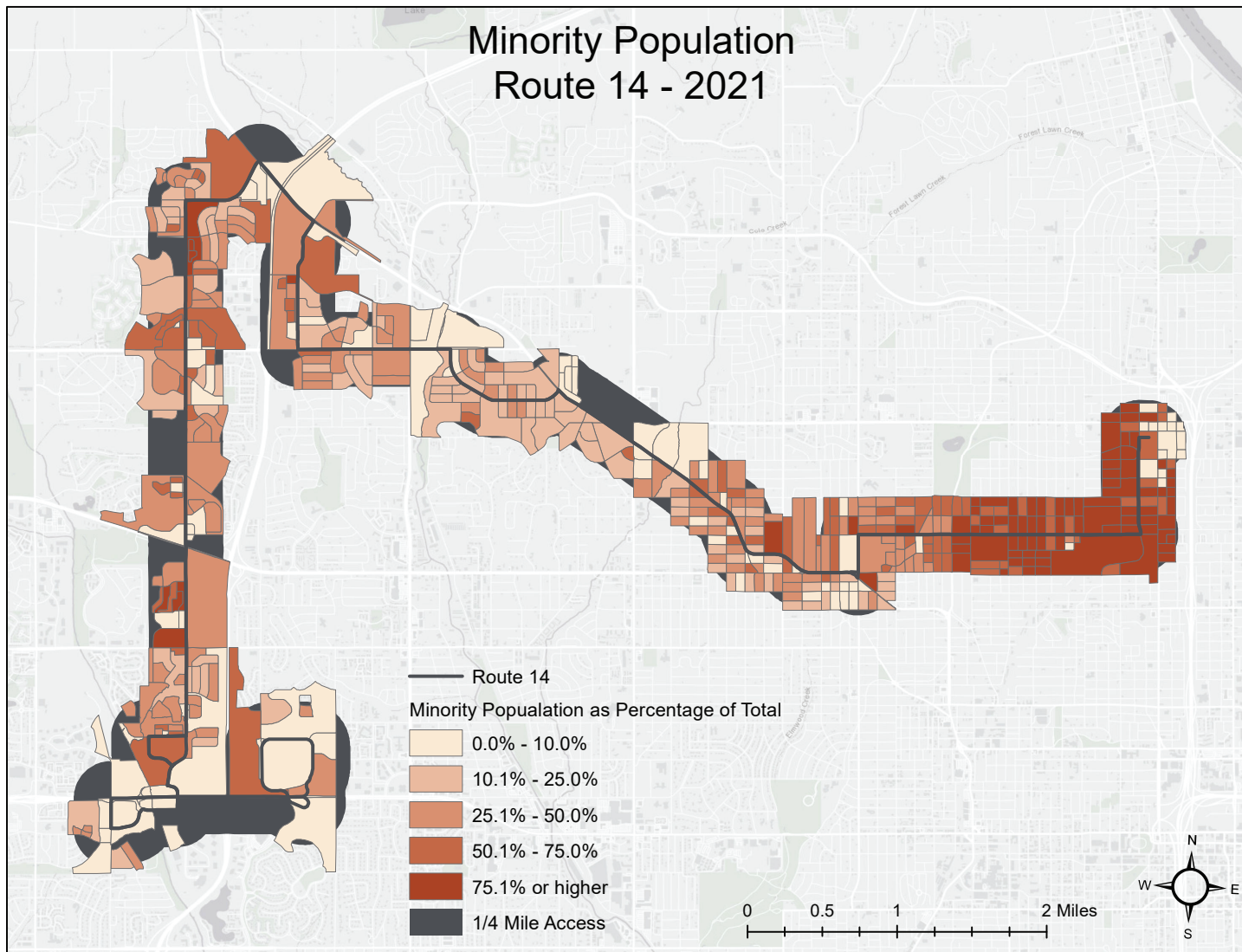
Low-Income Population Route 14 - 2021



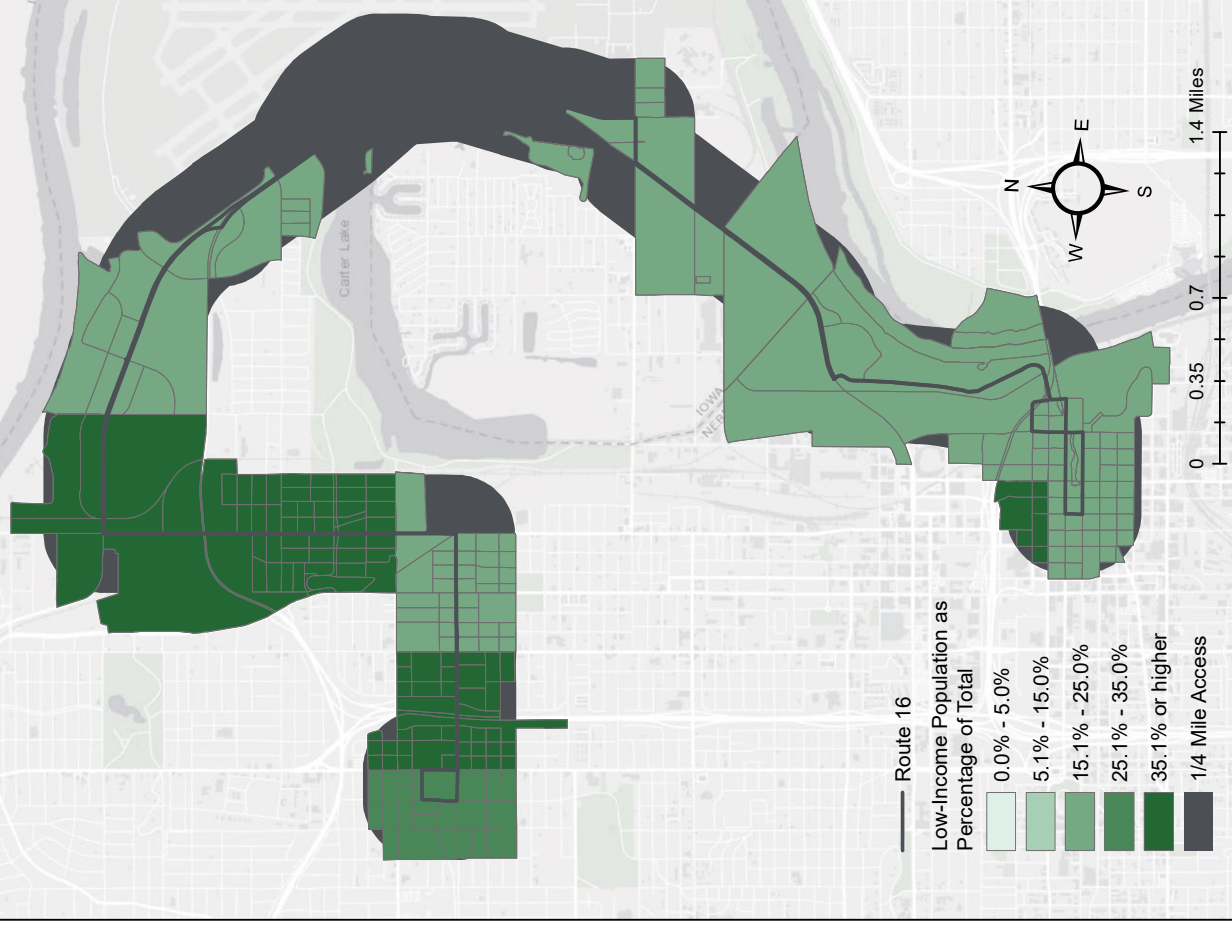
Minority Population Route 14 - 2019



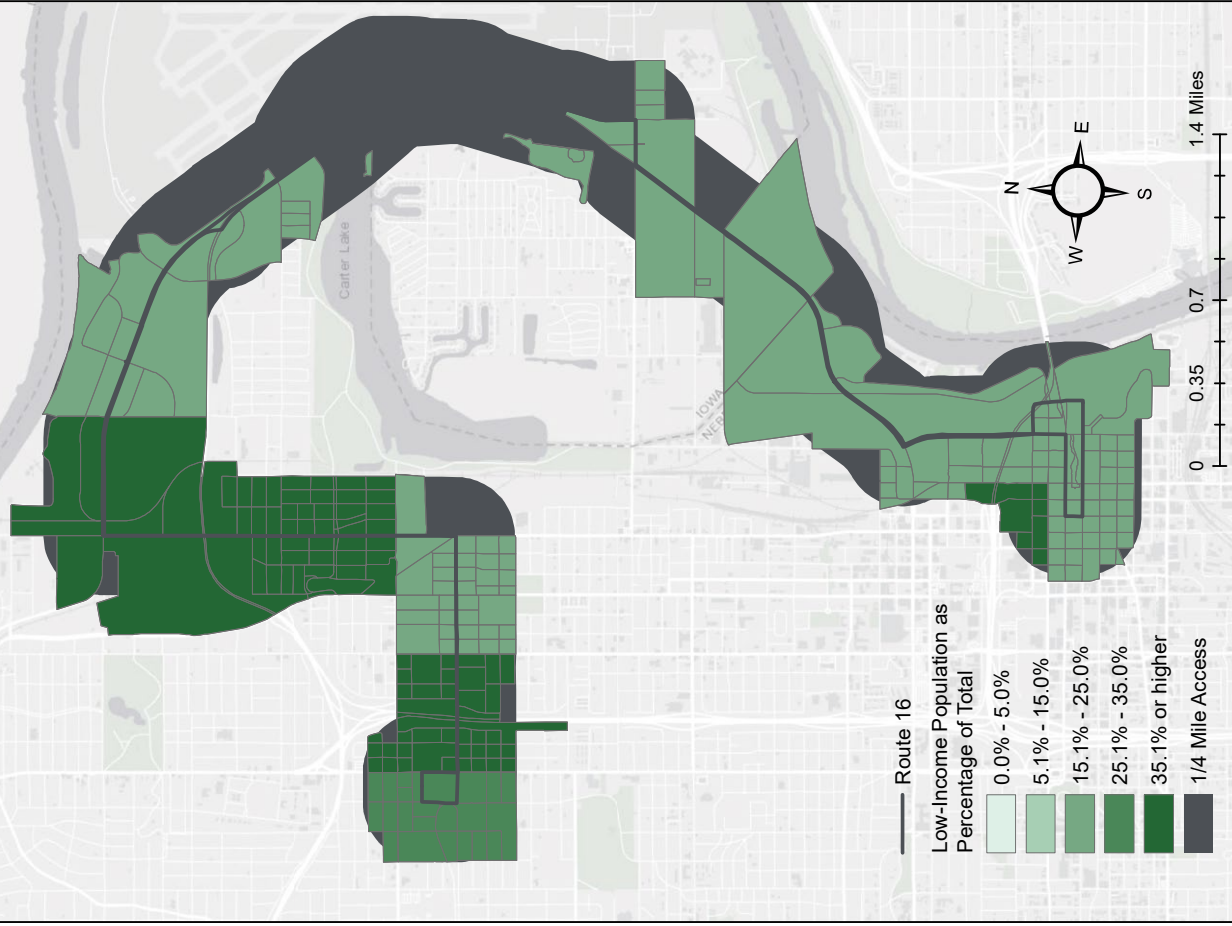
Minority Population Route 14 - 2021



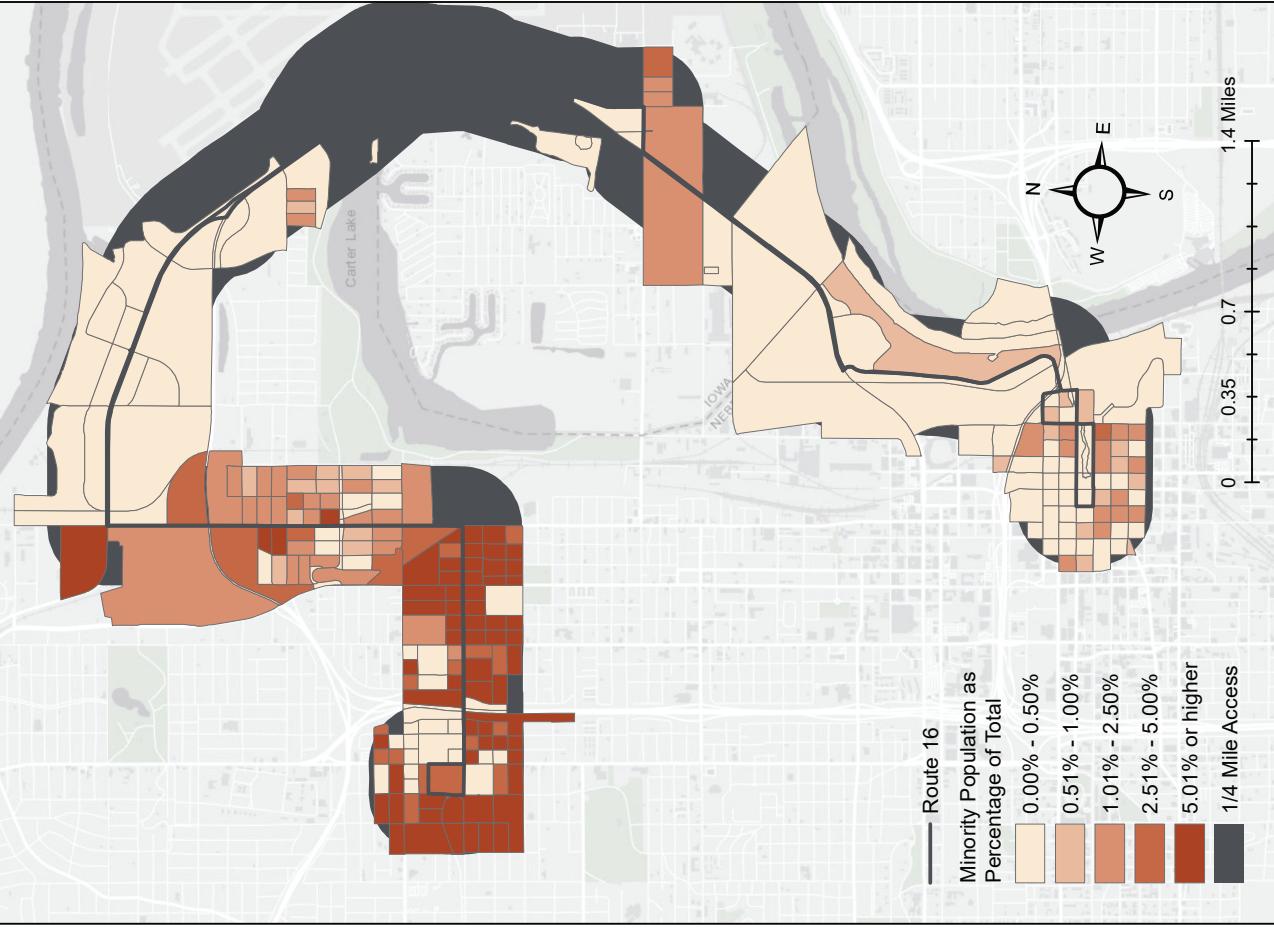
Low-Income Population Route 16 - 2021



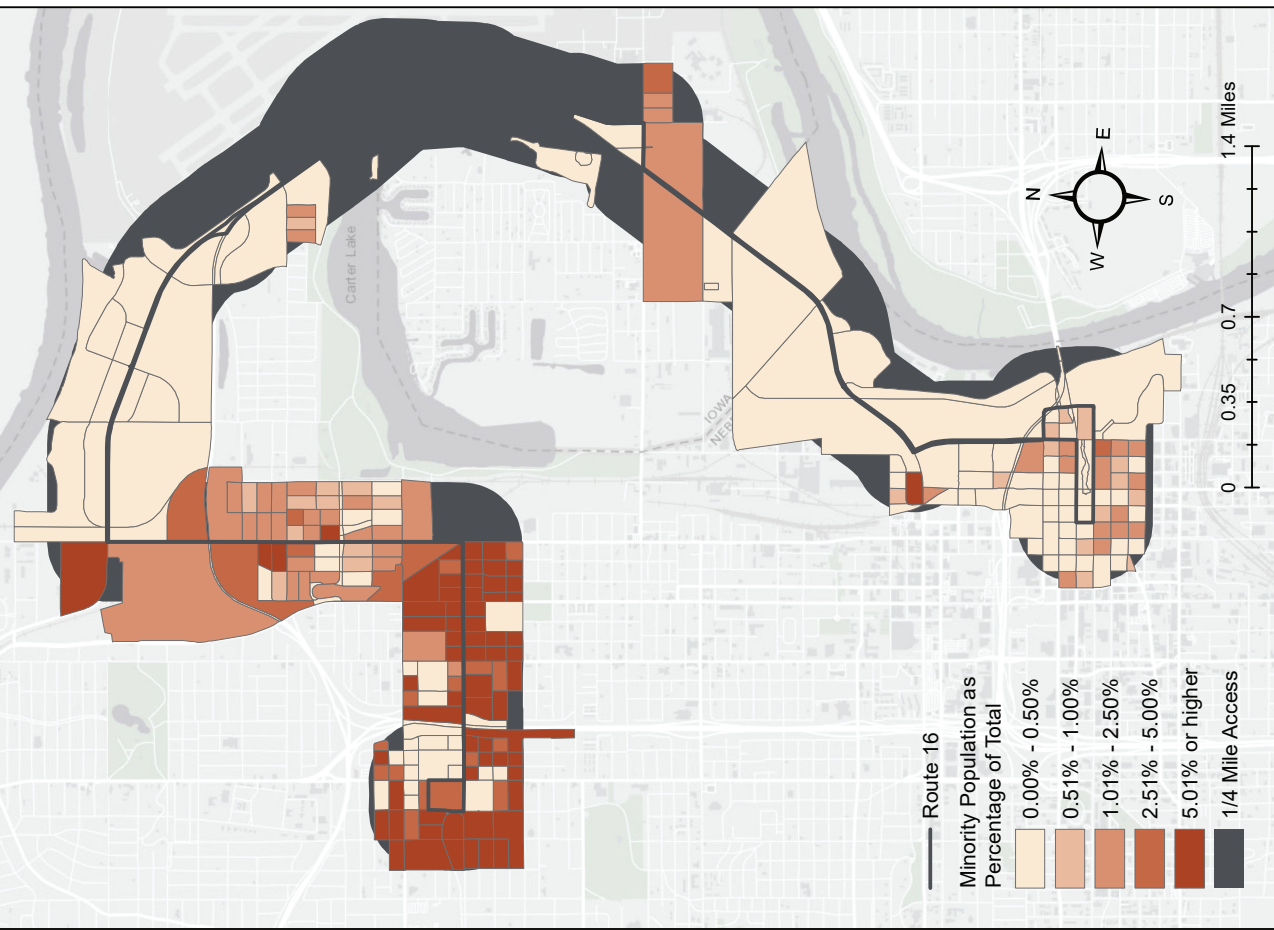
Low-Income Population Route 16 - 2019



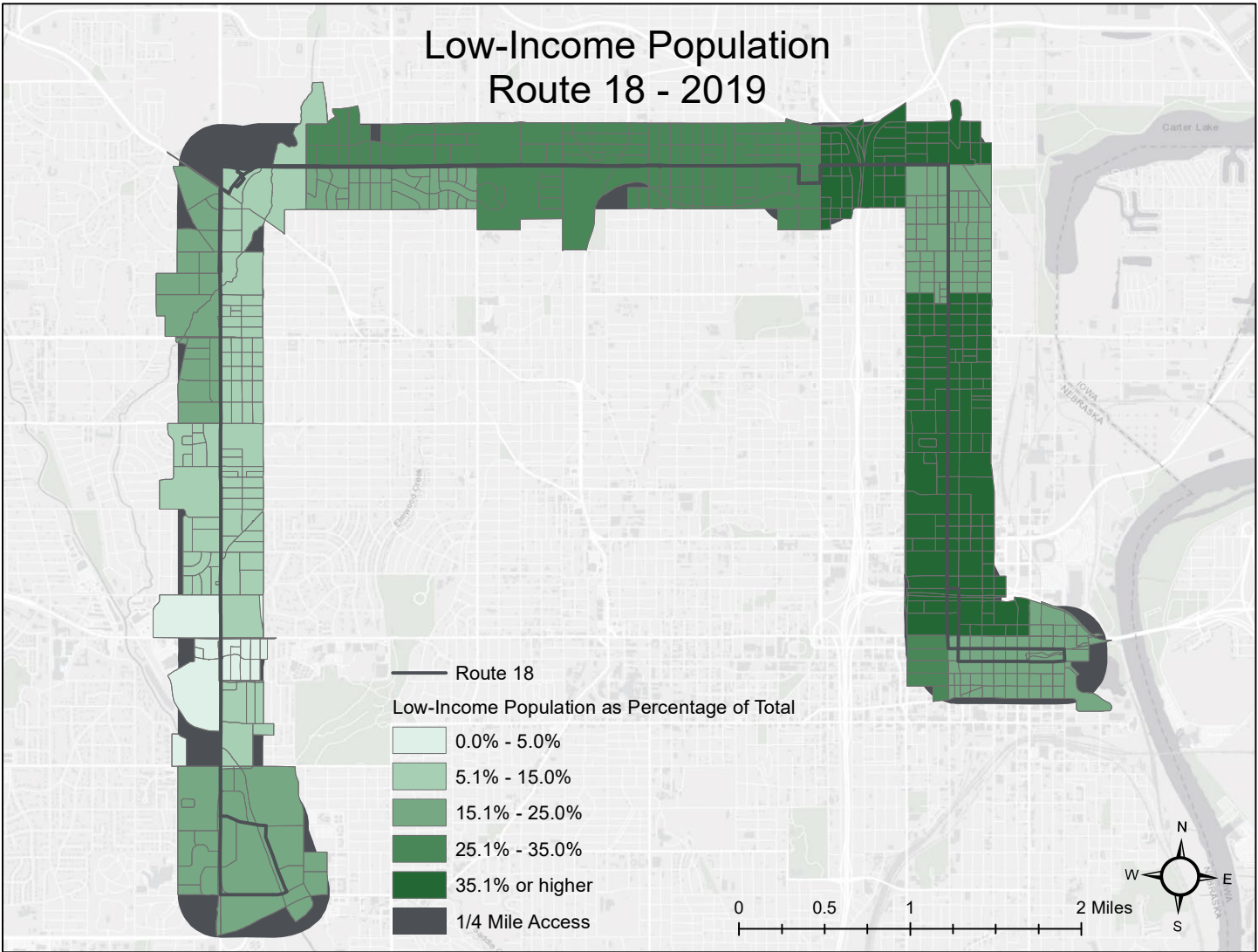
Minority Population Route 16 - 2021



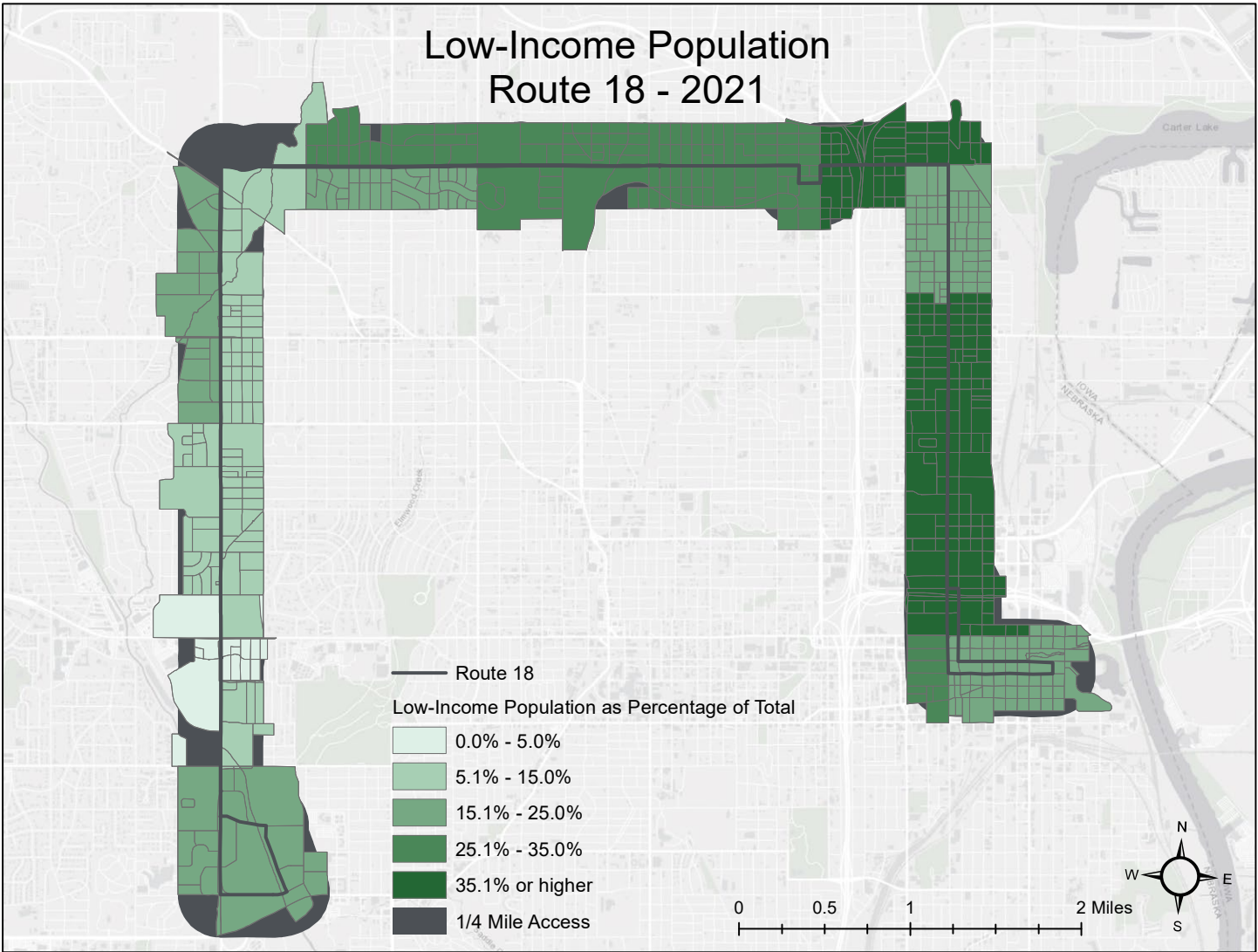
Minority Population Route 16 - 2019



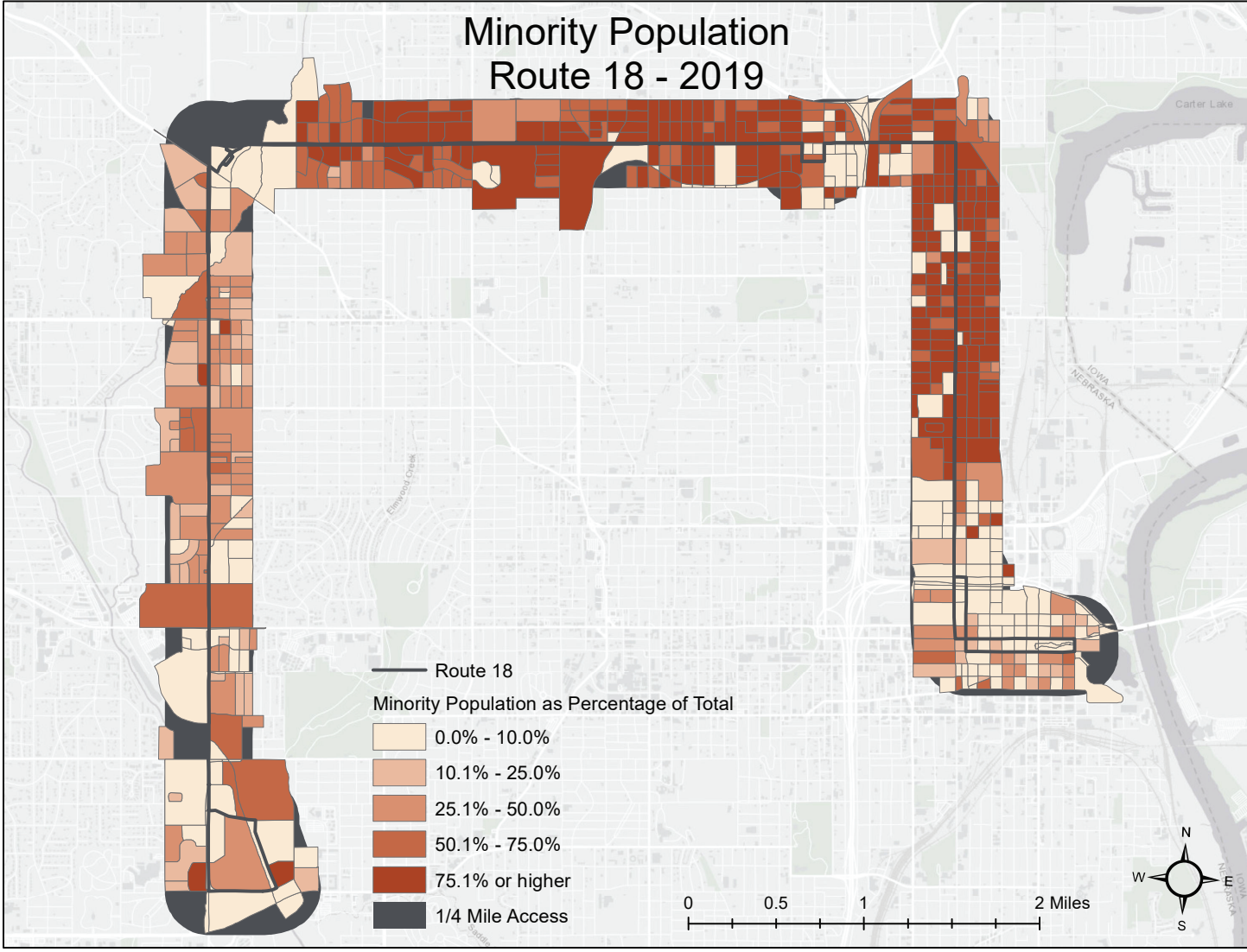
Low-Income Population Route 18 - 2019



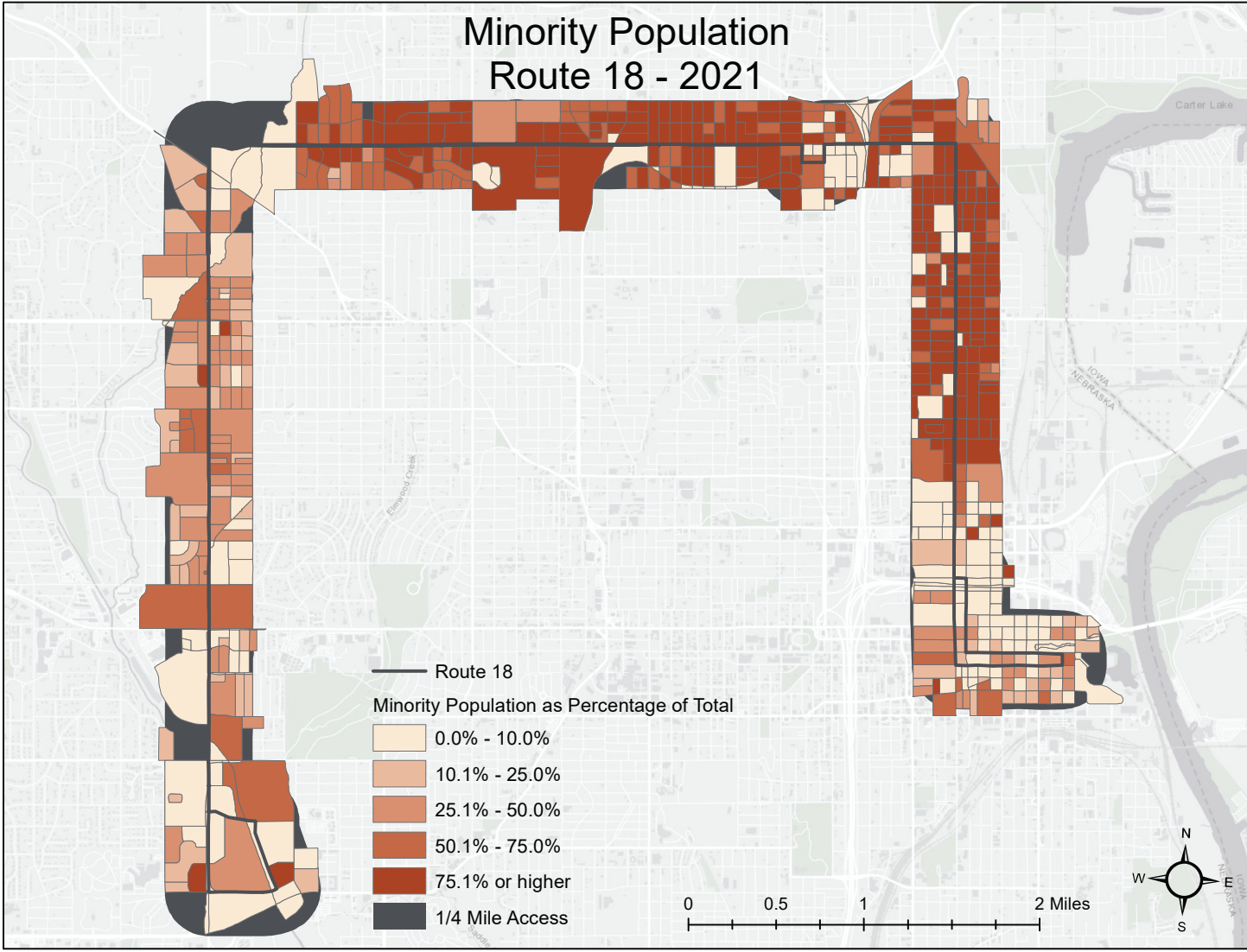
Low-Income Population Route 18 - 2021



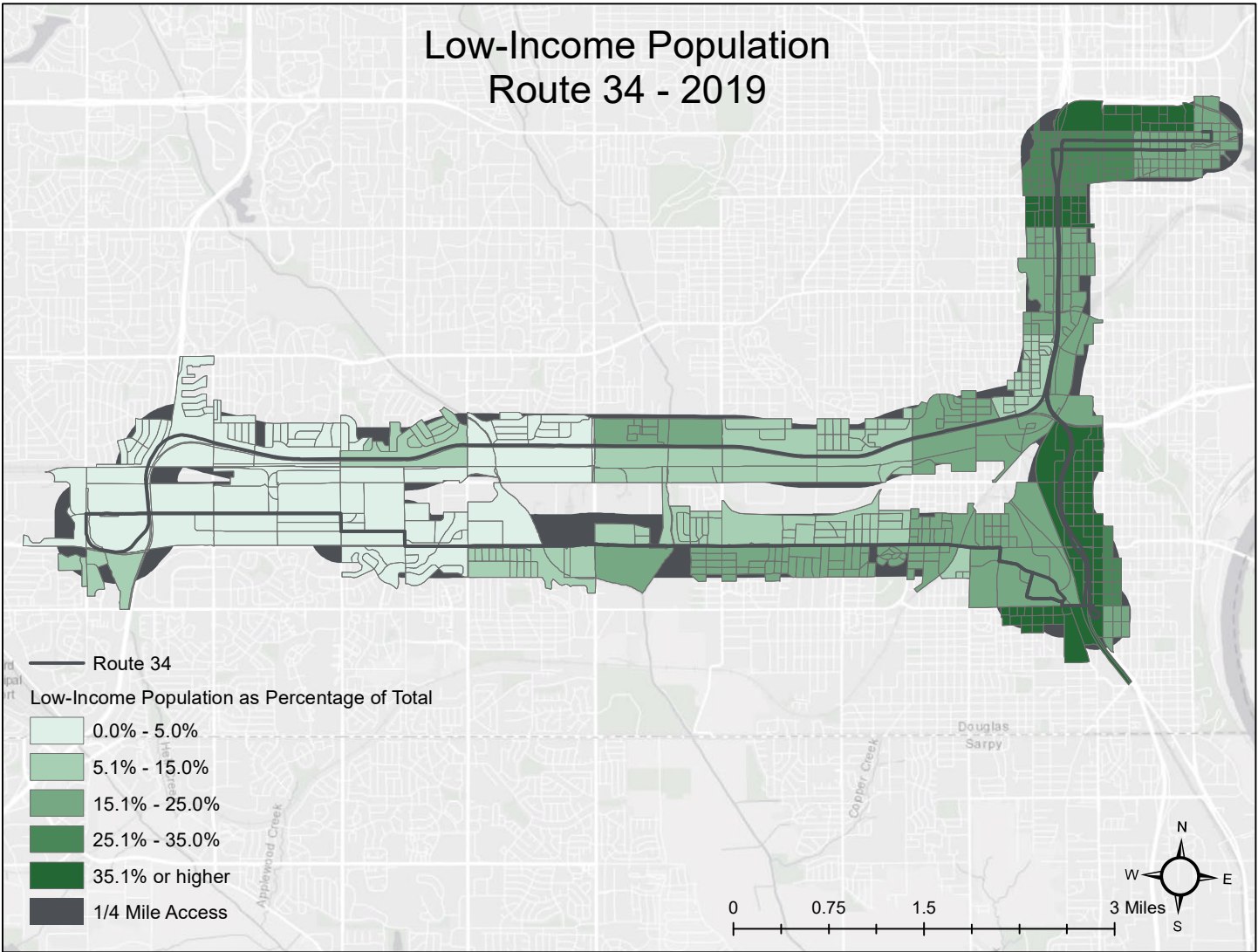
Minority Population Route 18 - 2019



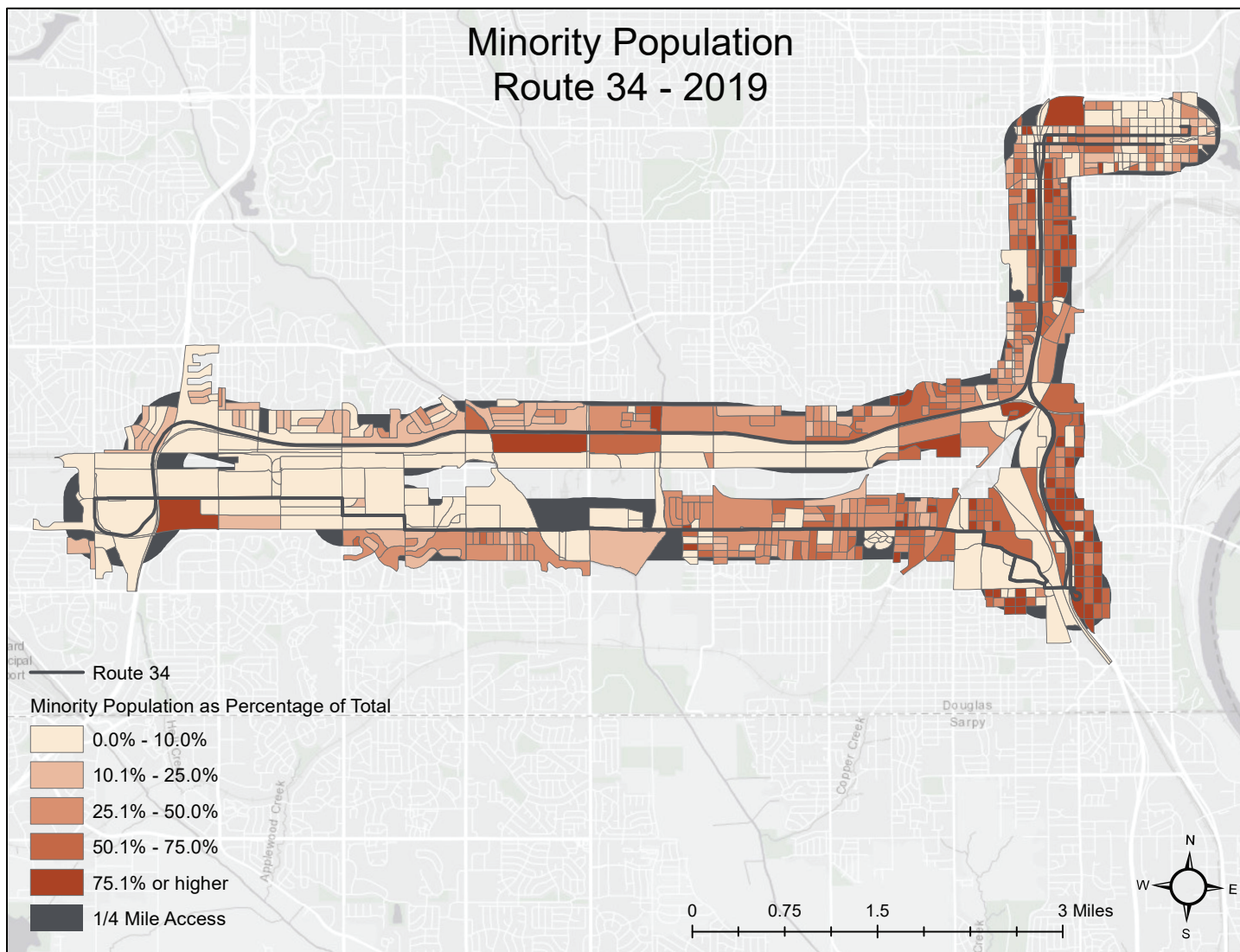
Minority Population Route 18 - 2021



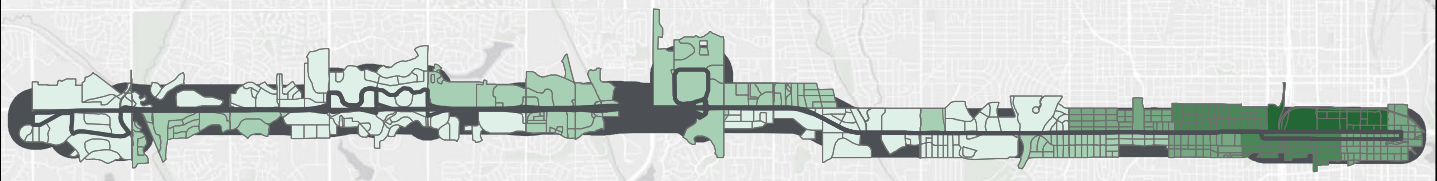
Low-Income Population Route 34 - 2019



Minority Population Route 34 - 2019

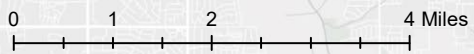


Low-Income Population Route 92 - 2019

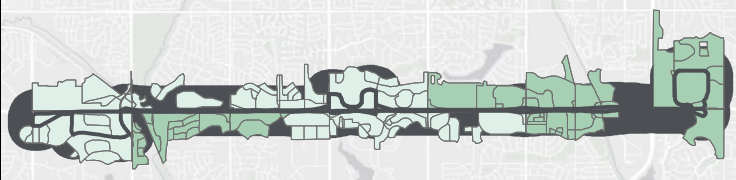


- Route 92
- Low-Income Population as Percentage of Total
 - 0.0% - 5.0%
 - 5.1% - 15.0%
 - 15.1% - 25.0%
 - 25.1% - 35.0%
 - 35.1% or higher
- 1/4 Mile Access

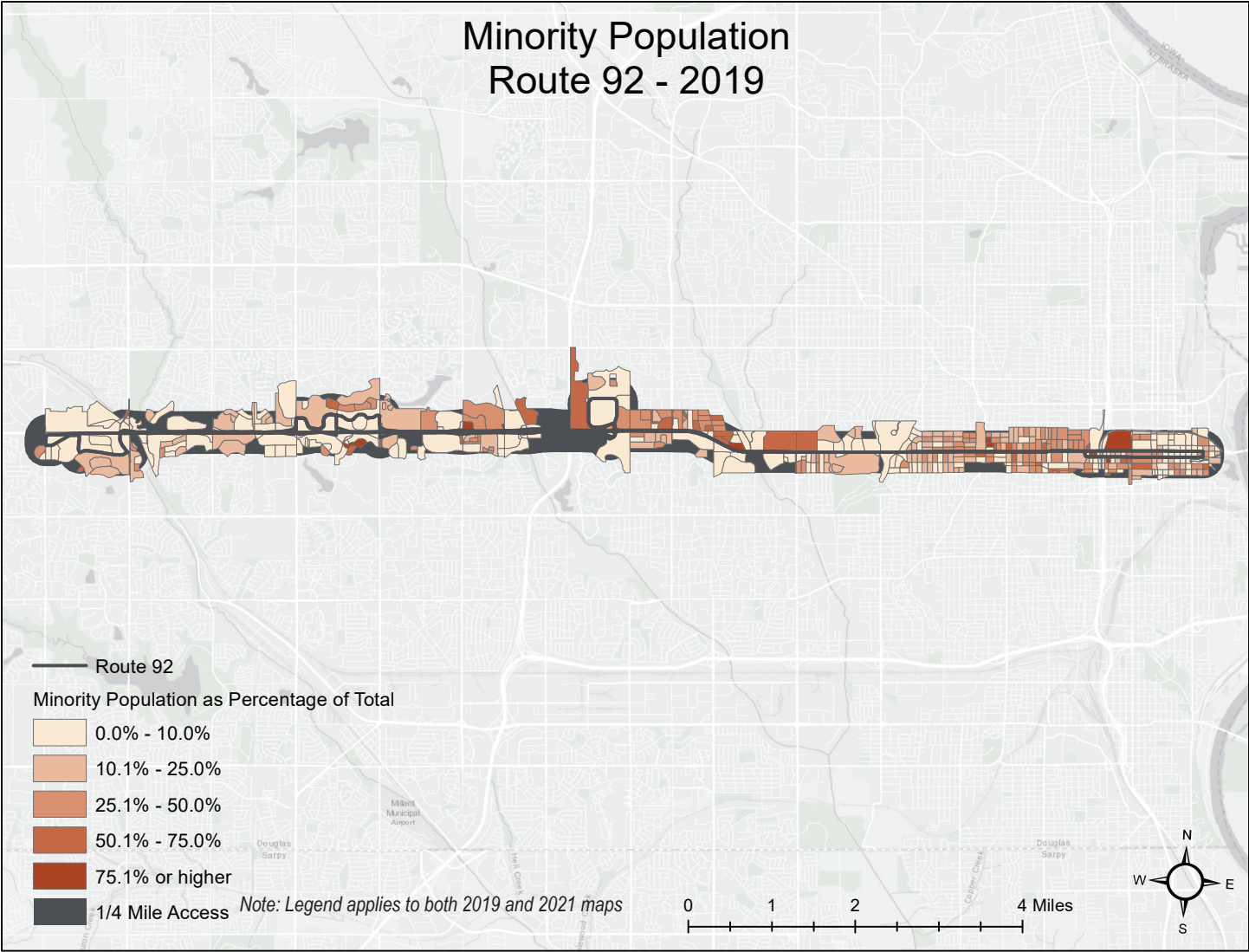
Note: Legend applies to both 2019 and 2021 maps



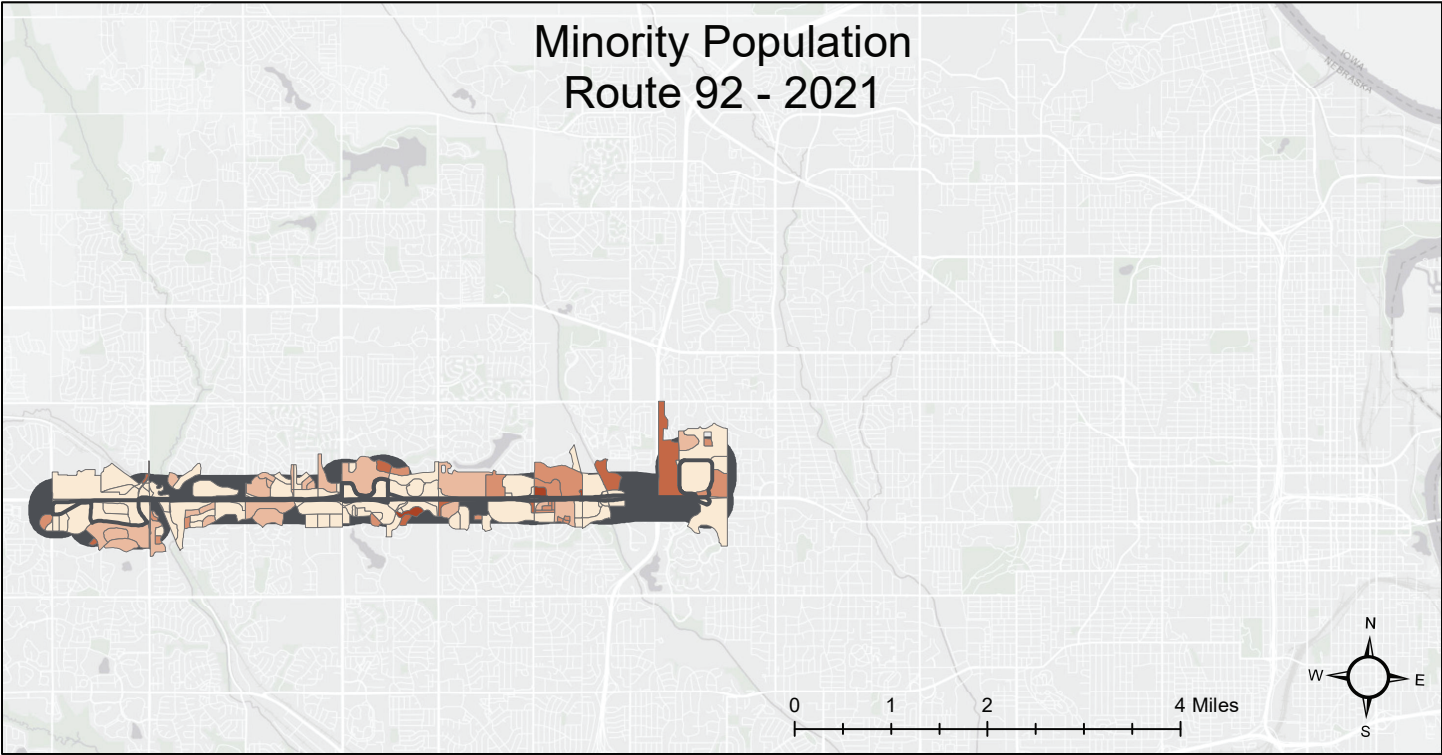
Low-Income Population Route 92 - 2021



Minority Population Route 92 - 2019



Minority Population Route 92 - 2021



Low-Income Population Route 96 - 2019

Route 96

Low-Income Population as Percentage of Total

0.0% - 5.0%

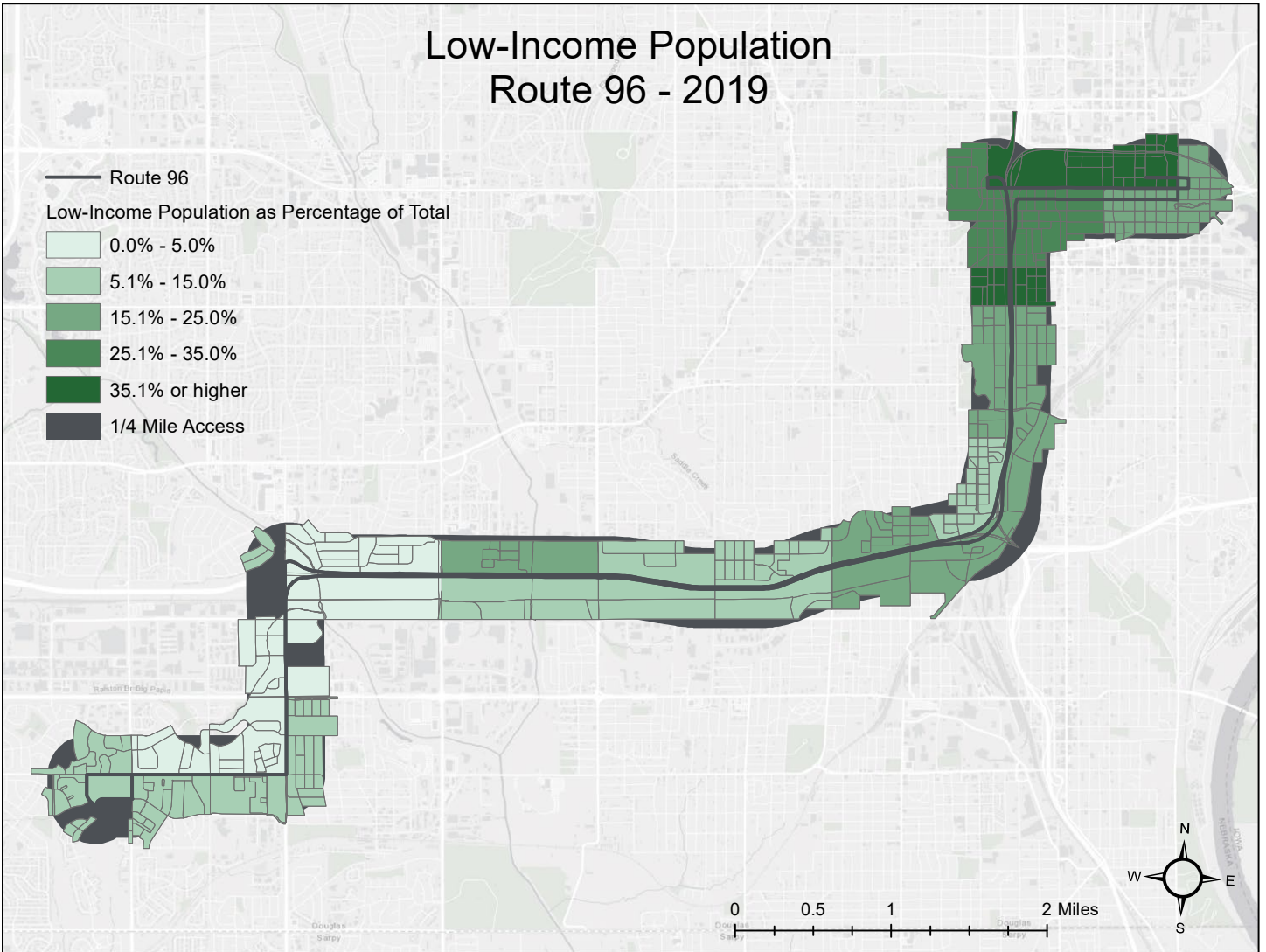
5.1% - 15.0%

15.1% - 25.0%

25.1% - 35.0%

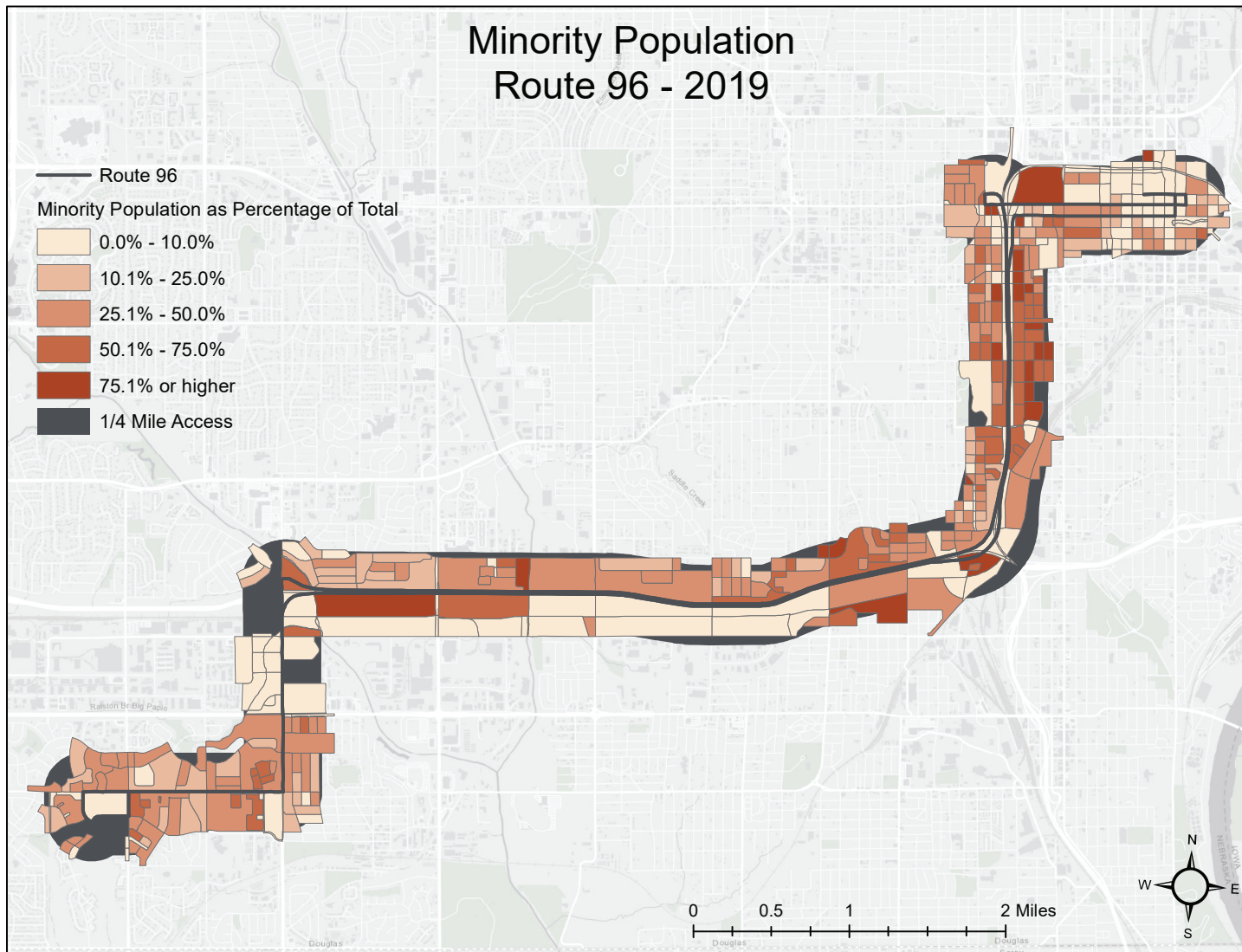
35.1% or higher

1/4 Mile Access

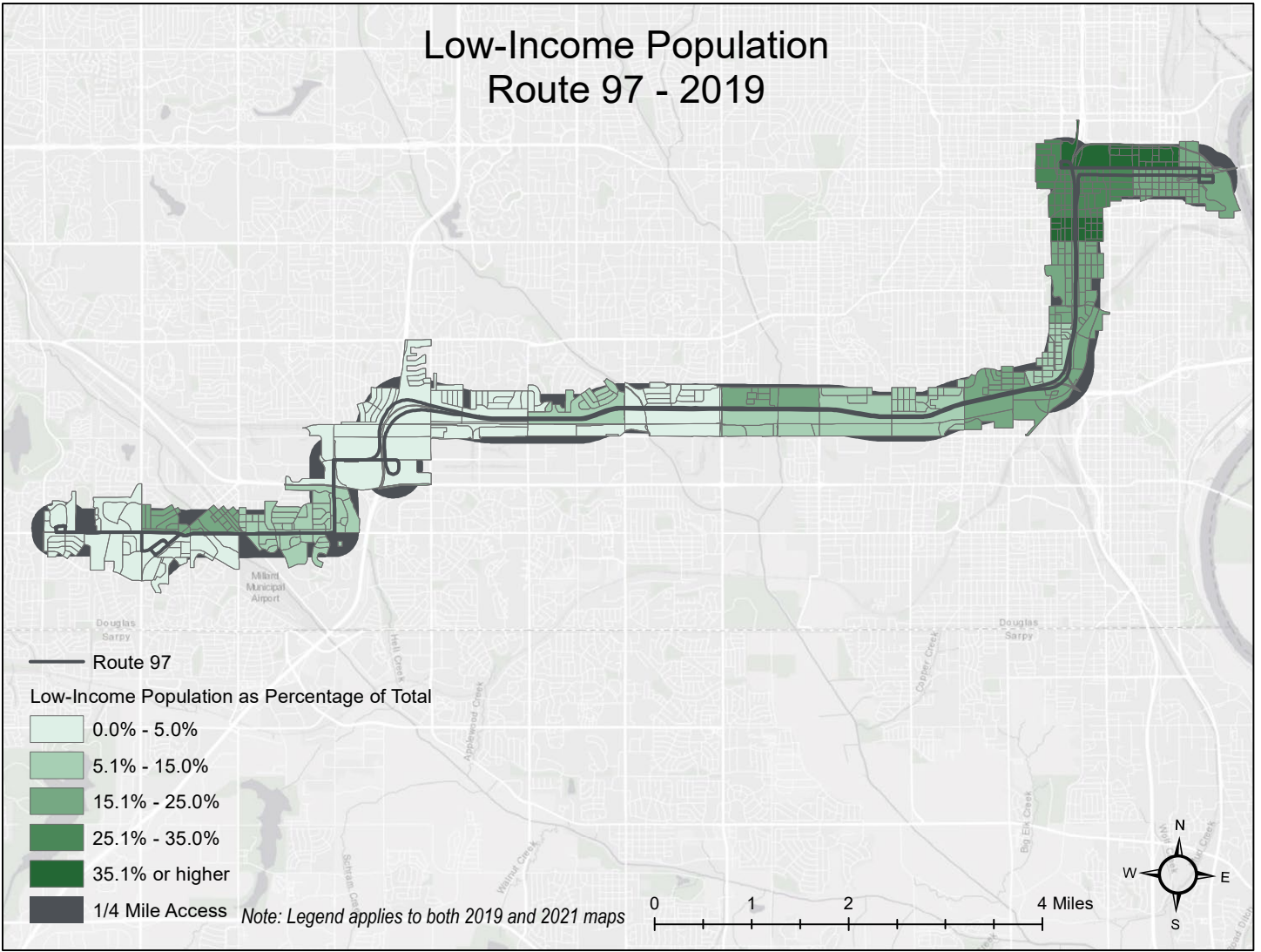


Minority Population Route 96 - 2019

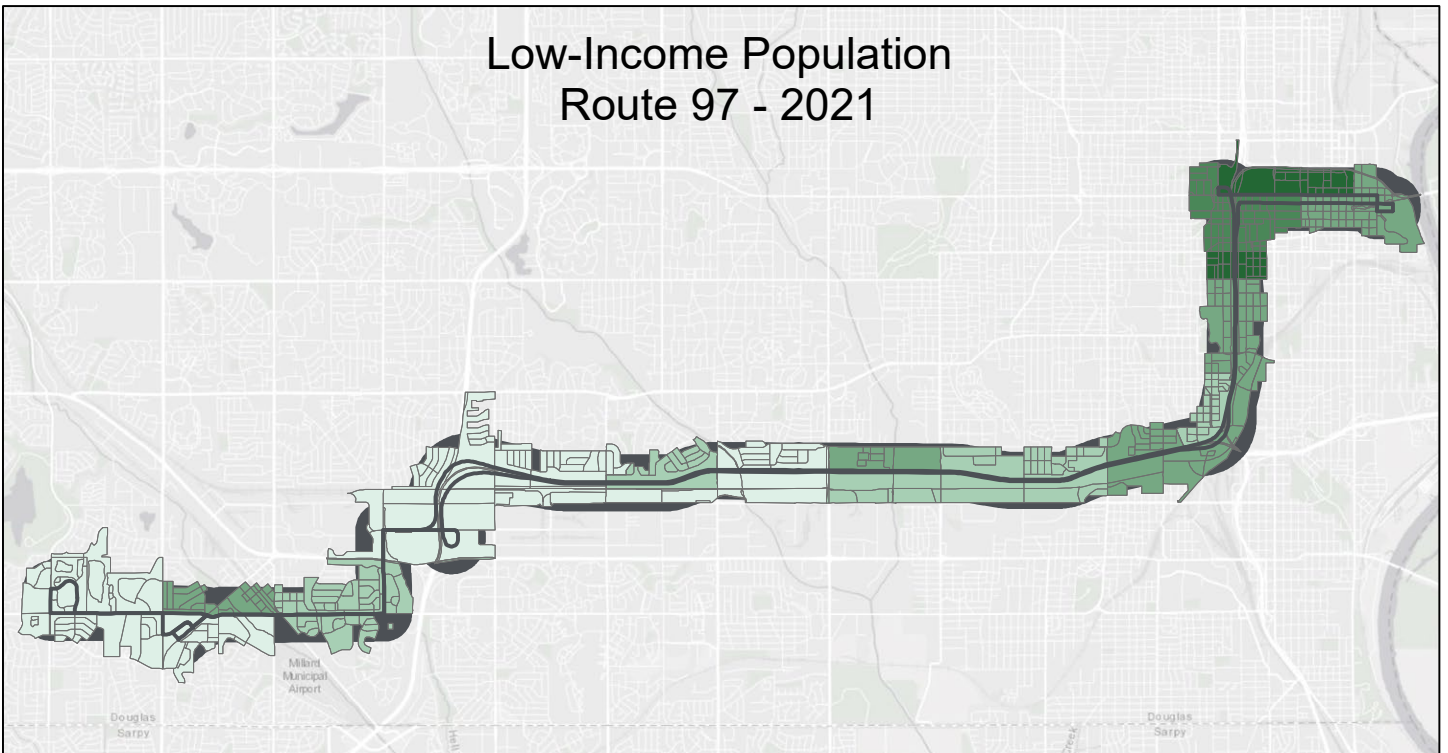
- Route 96
- Minority Population as Percentage of Total
 - 0.0% - 10.0%
 - 10.1% - 25.0%
 - 25.1% - 50.0%
 - 50.1% - 75.0%
 - 75.1% or higher
- 1/4 Mile Access



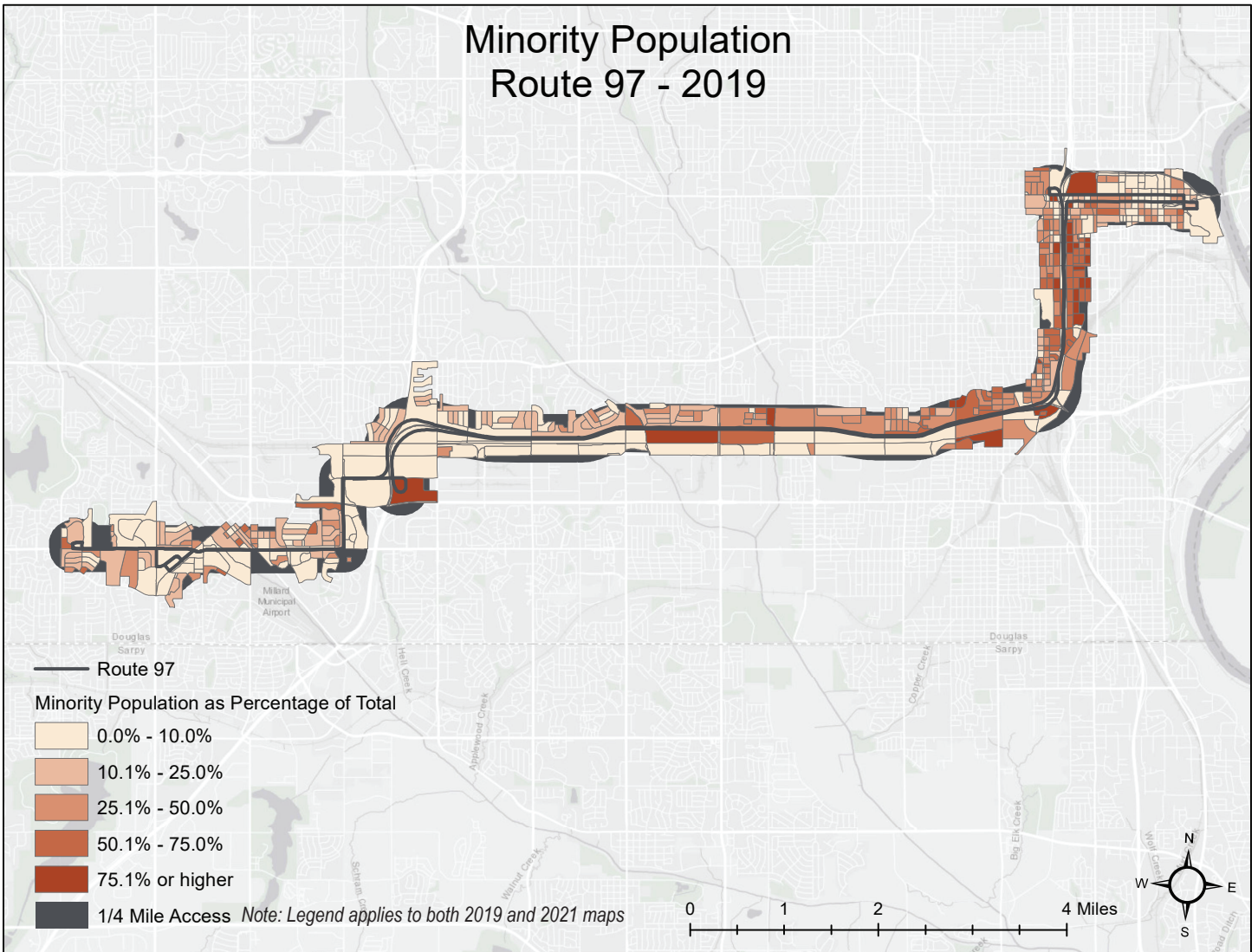
Low-Income Population Route 97 - 2019



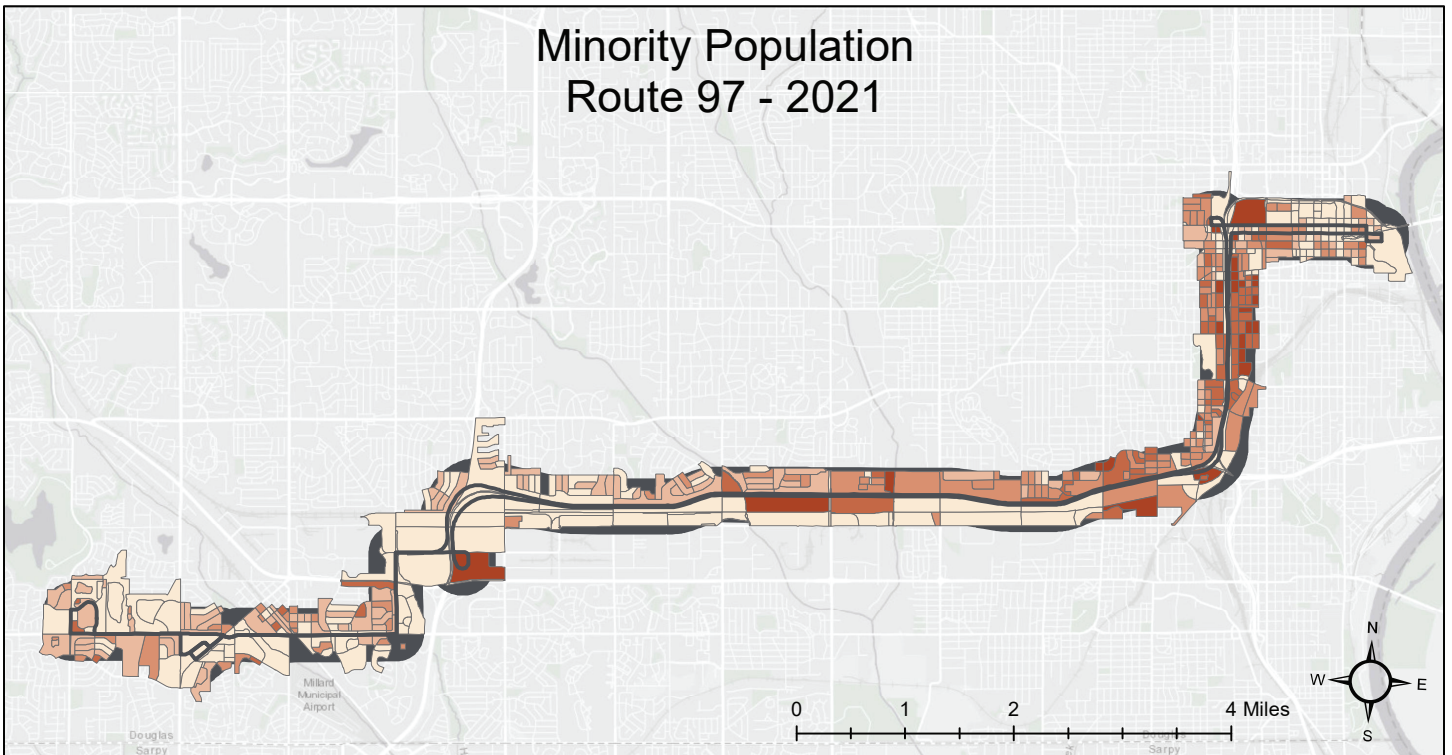
Low-Income Population Route 97 - 2021



Minority Population Route 97 - 2019



Minority Population Route 97 - 2021



13. RESOLUTION: **Request Approval of Title VI Service Equity Analysis for Upcoming Service Changes**

EXPLANATION: In compliance with Metro's Title VI Program, a Service Equity Analysis was conducted on the proposed service changes planned for October 2022. Metro's Title VI Policy requires a Service Equity Analysis be completed for any proposed changes that meet the definition of a Major Service Change. A Major Service Change includes any significant change in transit service that meets at least one of the following:

- The addition and/or elimination of a bus route
- A 12 percent or more addition or reduction in the system revenue miles
- A twenty-five percent or more addition or reduction in revenue miles on any individual route, whether by frequency, span of service or route realignment beyond a three-quarter mile buffer

The proposed changes for October 2022 meet this definition of a Major Service Change by increasing services on several routes (Routes 3, 24, 26, 35 and 36) by more than 25% of their revenue miles.

The Service Equity Analysis was completed to identify if the proposed changes would have a discriminatory impact on minority and/or low-income populations. The Title VI Service Equity Analysis found:

- No disparate impact on minority riders.
- No disproportionate burden on low-income riders.
- Minority and low-income riders will not be limited to 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 under separate cover. Staff recommends the full Board approve the resolution as presented.



2222 Cuming Street, Omaha, Nebraska 68102-4392
(402) -341-0800 Fax (402)-342-0949 TDD: 4(402)-341-0807

Operated by the Metropolitan Regional Transit Authority of Omaha



TITLE VI SERVICE EQUITY ANALYSIS

2022

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

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1. Purpose and Executive Summary

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 Federal 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.

Collectively the Metro Transit system includes 28 bus routes: 20 fixed routes, seven express/commuter, and one 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. 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. The changes will be evaluated for their cumulative impact to low-income and minority populations in the area.

Increases to Frequency

Several routes have been identified for increases in weekday frequency of arrivals, including daytime increases to Routes 3, 24, 26, 35, and 36, and peak hour increases to Route 15. Route 24 will receive increased service on Saturdays, and Route 18 will be increased on both Saturdays and Sundays. See Table 2A for specific adjustments.

Figure 2A: Cumulative Changes to Revenue Miles

Route	Pre-COVID Frequency	Current Frequency	New Frequency
Weekday			
3	30	30	20
24	15	20	15
26,35,36	30	60	30
15 (Peak hour only)	15	30	15
Saturday			
18	15*	20	15
24	30	30	20
Sunday			
18	30	30	20

* Fifteen-minute frequency on Route 18 on Saturday began in March 2020 to reduce crowding as a COVID-19 health concern, and was maintained until May 2022.

Other Additional Weekday Trips

Metro staff identified the need for several other more minor service adjustments, including an additional round-trip on Routes 4 and 92 on weekday afternoons, and restoring early morning trips on Routes 14, 15, 26, 35, and 36, which were suspended due to low ridership during the COVID-19 pandemic.

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 established the Major Service Change, Disproportionate Burden, and Disparate Impact Policies below 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, "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 below regarding Major Service Change, Disparate Impact, and Disproportionate Burden remain in effect since first adopted by the Metro Board of Directors on September 11, 2013, and approved by the FTA effective Tuesday, November 19, 2013.

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 twelve percent or more addition or reduction in the system revenue miles.
3. A twenty-five percent or more addition or reduction of revenue miles on any individual route, whether by frequency, span of service or route realignment 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 major service change require a minority population to bear adverse effects twenty-five percent or greater of a cumulative impact compared to those adverse effects borne by the non-minority population, that impact will be deemed a disparate impact unless, there is substantial legitimate justification for the change, and no other alternatives exist that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin.

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, if needed at the next submission.

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 of 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 twenty-five 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 a.) There is substantial legitimate justification for the change and b.) 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.