



Operations Committee

Open Meeting

Friday, October 15, 2021, immediately following the Audit, Finance & Administration Committee Meeting

Virtual Meeting

211 North Broadway, 6th Floor

St. Louis, MO, 63102



Operations Committee - October 15, 2021 - Open Meeting - Immediately following Audit, Finance & Administration Committee Meeting

1. Call to Order	Approval	Chair Windmiller
2. Roll Call		M. Bennett
3. Public Comment	Information	Chair Windmiller
4. Approval of Minutes of the August 12, 2021 Operations Committee, Open Meeting	Approval	Chair Windmiller
A. Draft Minutes 08-12-2021 Operations Committee, Open Meeting - 3		
5. Parkway Interlocking / Richmond Heights Turnout Design Contract Extension	Approval	C. Poehler
A. Briefing Paper - 7		
6. Contract Modification: MetroLink Structures Inspection Program	Approval	D. Curry
A. Briefing Paper - 8		
7. Contract Modification: Time Extension and Contract Amount Increase - On-Call General Engineering Consulting (GEC) Communications Systems Engineering Services	Approval	T. Curran
A. Briefing Paper - 10		
8. Contract Award – North County Transit Center & Civic Center Transit Center Cleaning Service	Approval	T. Curran
A. Briefing Paper - 12		
9. St. Louis Downtown Airport Surplus Property, 4320 Vector	Approval	J. Langa
A. Briefing Paper - 14		
B. Exhibit A - St. Louis Downtown Surplus Property - 4320 Vector - 16		
10. 2021 Annual Surplus Property Holdings	Approval	J. Langa
A. Briefing Paper - 20		
B. Table 1 - 2021 Annual Surplus Property Holdings - 22		
C. Exhibit A - 2021 Annual Surplus Property Holdings - New Additions - 25		
11. Extension of Pilot Fare Programs to Promote Access, Equity, and Ridership	Approval	J. Mefford-Miller
A. Briefing Paper - 41		
12. Unscheduled Business	Information	Chair Windmiller
13. Operations Report	Information	J. Mefford-Miller
A. Operations Report for 10-15-2021 - 45		
B. Operations Report - Presentation - 55		
14. President/CEO Report	Information	T. Roach

15. Call for the Dates of Future Board & Committee Meetings

Information

M. Bennett

16. Adjournment

Approval

Chair
Windmiller

**BI-STATE DEVELOPMENT
OPERATIONS COMMITTEE MEETING
OPEN SESSION MINUTES
(Virtual Meeting)
August 12, 2021
Immediately following the
Safety & Security Committee Meeting**

Operations Committee Members participating via Zoom

Rose Windmiller, Chair
Derrick Cox
Irma Golliday
Vernal Brown
Terry Beach

Other Commissioners participating via Zoom

Herbert Simmons
Sam Gladney
Justin Zimmerman – Absent
Fred Pestello – Absent
Nate Johnson – Absent

Staff participating via Zoom

Taulby Roach, President and Chief Executive Officer
Brenda Deertz, Director of Executive Services
Barbara Enneking, General Counsel and Deputy Secretary
Myra Bennett, Manager of Board Administration
Thomas Curran, Executive Vice President – Administration
Jessica Mefford-Miller, Executive Director Metro Transit
Tammy Fulbright, Senior Vice President Chief Financial Officer
Charles Stewart, Executive Vice President Organizational Effectiveness

Others participating via Zoom

Darrell Jacobs, ASL Interpreter
Shaunte Griffin-Rhodes, ASL Interpreter

1. **Open Session Call to Order**
9:45 a.m. Chair Windmiller called the Open Session of the Operations Committee Meeting to order at 9:45 a.m.
2. **Roll Call**
9:45 a.m. Roll call was taken, as noted above.

3. Public Comment

9:45 a.m. Chair Windmiller asked Myra Bennett, Manager of Board Administration, if any public comment cards were submitted for today's meeting. Ms. Bennett noted that one card was submitted, as follows:

Name: John Kelley

Topic: Public Transportation Expansion

Comments: I commute from my home in Alton, IL to my workplace in Town and Country, MO 4 times per week. Unfortunately, public transit would take 3 to 4 hours one way and is not active when I get off work at 12:30 AM. My current commute times take 45 to 60 minutes one way. I would gladly sacrifice ~90 minutes if it meant taking public transportation to and from work. My employer will reimburse public transportation costs through our benefits package. It would cause fewer emissions, less traffic, and be paying more into public transportation. I would love an added MetroLink station in Alton and a stop that went down 64 towards Chesterfield. Barring that, even a bus route would suffice. I would gladly get rid of one of my family's two cars. I would save hundreds of dollars per month and thousands per year if I didn't have a car payment, insurance, gas, and maintenance fees. I know I'm just one commuter, but a ~90 minute commute that could take me to and from work without the need for a personal vehicle would be ideal.

4. Minutes of the May 21, 2021 Operations Committee, Open Meeting

9:47 a.m. The minutes of the May 21, 2021, Operations Committee, Open Meeting were provided in the Committee packet. A motion to approve the minutes was made by Commissioner Golliday and seconded by Commissioner Beach. **The motion passed unanimously.**

5. Contract Award - Brentwood Facility & Bus Cleaning Service

9:48 a.m. A briefing paper was included in the meeting materials, presenting to the Operations Committee, for discussion, acceptance, and referral to the Board of Commissioners for approval, a request to authorize the President & CEO to approve a contract award to World Management, Inc., for Brentwood Facility and bus cleaning services. Tom Curran, Executive Vice President Administration, gave an overview of this item. A motion to accept this item and recommend it to the Board of Commissioners for approval, as presented, was made by Commissioner Brown and seconded by Commissioner Beach. **The motion passed unanimously.**

6. Contract Award - Central Facility & Call-A-Ride Van Cleaning

9:48 a.m. A briefing paper was included in the meeting materials, presenting to the Operations Committee, for discussion, acceptance, and referral to the Board of Commissioners for approval, a request to authorize the President & CEO to approve a contract award to World Management, Inc., for Central Facility and Call-A-Ride van cleaning services. Tom Curran, Executive Vice President Administration, gave an overview of this item. A motion to accept this agenda item, as presented, and recommend it to the Board of Commissioners for approval, was made by Commissioner Golliday and seconded by Commissioner Cox. **The motion passed unanimously.**

7. Contract Award - Track Maintenance Services

9:52 a.m. A briefing paper was included in the meeting materials, presenting to the Operations Committee, for discussion, acceptance, and referral to the Board of Commissioners for approval, a request to authorize the President & CEO to approve a contract award to Ironhorse, Inc., for track maintenance services, in the negotiated amount of \$3,962,678.28, with additional

contingency not to exceed 10%. Tom Curran, Executive Vice President Administration, gave an overview of this item. A motion to accept this agenda item, as presented, and recommend it to the Board of Commissioners for approval, was made by Commissioner Cox and seconded by Commissioner Simmons. **The motion passed unanimously.**

8. Operations Management Software: HASTUS Upgrade

9:54 a.m. A briefing paper was provided in the Committee packet, regarding a request to accept, and refer to the BSD Board of Commissioners for approval, a sole source contract with GIRO, for HASTUS software upgrades, not to exceed \$2,000,000. Jessica Mefford-Miller, Executive Director of Metro Transit, gave an overview of this item, noting that the cost includes licensing and implementation services. Commissioner Windmiller asked the anticipated life of the upgrades. Ms. Mefford-Miller stated that it is anticipated that the lifespan of the upgrades will be five to ten years. A motion to accept this agenda item, as presented, and recommend it to the Board of Commissioners for approval, was made by Commissioner Cox and seconded by Commissioner Brown. **The motion passed unanimously.**

9. Unscheduled Business

9:57 a.m. There was no unscheduled business.

10. Operations Report

9:57 a.m. An operations report for Metro Transit was included in the Committee packet. Jessica Mefford-Miller, Executive Director of Metro Transit provided a summary of the report for the Committee, noting a decrease in ridership, and significant farebox recovery loss. She noted that across the country, ridership is down 80%. She noted that Metro Transit is now operating at approximately 80-90% of pre-pandemic levels, with a goal of stabilizing service. Ms. Mefford-Miller indicated that, with the current workforce shortage, Metro Transit has been able to execute approximately 98% of scheduled bus trips. She reported that staff is working to strengthen the workforce; however, she anticipates there will be a 5% reduction of MetroBus service in the fall, with plans to reinstate service in spring 2022. Commissioner Simmons asked the status of the proposed fare collection system, which was discussed at the previous meeting. Ms. Mefford-Miller stated that she anticipates the scheduling of a Special Board Meeting or Workshop, devoted specifically to discussion of this issue. Chair Windmiller asked the status of service cuts. Ms. Mefford-Miller reported that service cuts will be executed on September 6th, with additional service changes to be made November 29th, and possible changes in the interim. (It was noted that this item was provided as information only.)

11. President/CEO Report

10:05 a.m. Bi-State Development President/CEO, Taulby Roach, stated that he has no report at this time.

12. Call of Dates for Future Board and Committee Meetings

10:05 a.m. Myra Bennett, Manager of Board Administration, advised the Committee of the upcoming meetings, as follows:

Audit, Finance & Administration Committee	Friday	August 20, 2021	8:30 AM
Board of Commissioners Meeting	Friday	September 24, 2021	8:30 AM

13. Adjournment

10:06 a.m. Chair Windmiller asked if there was any further business, and being none, Commissioner Simmons made a motion to adjourn the meeting. The motion was seconded by Commissioner Golliday. Unanimous vote in favor was taken. The motion passed, and the meeting was adjourned at approximately 10:06 a.m.

Deputy Secretary to the Board of Commissioners
Bi-State Development

**Bi-State Development Agency
Operations Committee
Open Session Agenda Item
October 15, 2021**

From: Jessica Mefford-Miller, Executive Director - Metro Transit
Subject: **Parkway Interlocking / Richmond Heights Turnout Design
Contract Extension**
Disposition: Approval
Presentation: Jessica Mefford-Miller, Executive Director – Metro Transit
Christopher Poehler, Asst. Exec. Director Engineering Systems
Thomas Curran, Executive Vice President – Administration

Objective:

To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, a request to extend the period of performance for an existing contract for design and construction phase services for the Parkway Interlocking/Richmond Heights Turnout, with STV Inc., d/b/a STV Engineers, Inc.

Background:

On November 22, 2019, the Bi-State Development Board of Commissioners authorized the President and CEO (Resolution #1010) to enter into Contract 20-RFP-106367-DR Parkway Interlocking/Richmond Heights Turnout Design, with STV Inc., d/b/a STV Engineers, Inc., to provide design and construction phase services for the aforementioned capital projects.

Bi-State Development / Metro has determined that the construction of an additional crossover and turnout is necessary to achieve reliable levels of service during the future rehabilitation of Skinker Tunnel and Big Bend Tunnel. The additional crossover will be added to the existing single crossover, located west of the Forest Park – DeBaliviere Passenger Station. The new Richmond Heights Turnout will be located adjacent to the existing Richmond Heights Passenger Station. The turnout will consist of roughly 300 feet of un-electrified storage track and allow for the storage of work trains and equipment during the rehabilitation of the respective tunnels.

Committee Action Requested:

Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for approval, this request to extend the contract period of performance from April 30, 2021 to December 31, 2022. This contract modification will extend the contract completion date allowing STV Inc. to finalize the design and provide services during the construction of this project. The initial contract period of performance did not include time for project construction support activities. Also, the previously approved not to exceed contract amount of **\$1,088,916.40**, which includes a 10% contingency, will not change as part of this action.

Funding Source:

This project is supported by FTA grant MO-2019-029, with matching local Prop M funds. The federal funds are section 5307 formula funds.

**Bi-State Development Agency
Operations Committee
Open Session Agenda Item
October 15, 2021**

From: Jessica Mefford-Miller, Executive Director Metro Transit
Subject: **Contract Modification: MetroLink Structures Inspection Program**
Disposition: Approval
Presentation: Jessica Mefford-Miller, Executive Director Metro Transit;
Darren Curry, Assistant Executive Director Transit Assets

Objective:

To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, to modify a contract with an engineering consulting firm, Juneau Associates, Inc. P.C., for MetroLink Structure Inspection Program engineering services (RFP-18-104788-DGR).

Background:

Metro has developed the MetroLink Standard for Structures Inspection and Maintenance, in conformance with industry guidelines and state/federal regulatory requirements. The standard provides the basis for continuing inspections of MetroLink alignment structures.

The standard details the structure types to be inspected, documentation necessary for reporting, schedule guidelines for inspection, methods of performing inspections and requires assessment of risk to facilitate prioritization of capital investment requirements. The documentation of the structures also forms a basis for planning emergency operations in the event of collision, earthquake, or other hazards.

The MetroLink Structures Inspection Program (**MSIP**) is managed within the MetroLink Maintenance of Way Department, under the direction of the Structures Inspection Program Manager. Metro has historically retained the services of an engineering firm to provide expertise to conduct the required inspections, but continues to expand its own capabilities to perform these inspections with qualified internal staff.

On February 23, 2018, the Board of Commissioners approved award of Contract 18-RFP-104788-DGR-MetroLink Structures Inspection Program Engineering Services to Juneau Associates, Inc. The contract consists of two base years and three option years. To date, the contract is currently in its second option year, with no performance issues from any of the consulting engineering firms under this contract. The third and final contract option year is planned to be executed on March 21, 2022, and expire on March 20, 2023.

The existing contract allows for up to two, 90-day time extensions. Prior to executing this final option year of the contract, BSD will need to issue a 90-day time extension to align the end of the final contract year with the end of BSD's fiscal year and to facilitate internal budgeting and accounting of subsequent contracts. To accommodate this time extension, a contract modification increase of \$622,614 will need to be added to the overall total not-to-exceed contract amount, to cover the scheduled inspection services during this time. The total not-to-exceed contract amount would increase from \$4,447,928.72 to \$5,070,542.72, and the contract end date would extend from March 20, 2023, to June 19, 2023.

Analysis:

The requested increase in overall contract amount is based on the additional scope of work defined by the current, recurring scheduled inspections during the 90-day time extension, and the previous year's costs for these services performed under this contract. A Disadvantaged Business Enterprises (DBE) goal of 16% is included in the current contract, and this goal has been exceeded in every contract year to date.

Funding Source:

This project is funded 100% through Operational funds. Metro's approved budget includes sufficient funds for performing structure inspections, in order to comply with the intensity and frequency of inspections detailed in the MetroLink Standard for Structures Inspection and Maintenance.

Operations Committee Action Requested:

Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for final approval, a contract modification to add the additional funds of \$622,614.00 to cover the expenses associated with the 90-day time extension. This modification will increase the total not-to-exceed contract amount from \$4,447,928.72 to **\$5,070,542.72** and the contract end date would extend from March 20, 2023, to June 19, 2023.

**Bi-State Development Agency
Operations Committee
Open Session Agenda Item
October 15, 2021**

From: Jessica Mefford-Miller, Executive Director – Metro Transit
Subject: **Contract Modification: Time Extension and Contract Amount Increase - On-Call General Engineering Consulting (GEC) Communications Systems Engineering Services**
Disposition: Approval
Presentation: Thomas Curran – Executive Vice President, Administration

Objective:

To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, a request for authorization to execute a contract modification, increasing the contract amount and time of performance with HNTB Architects Engineers and Planners for the continuation of Contract 16-RFP-102385-DW/MD - On-Call GEC Communications Systems Engineering Services.

Background:

In April 2016, Bi-State Development (BSD) procured services from qualified engineering firms for on-call communications systems engineering services. The intent of the Request for Proposals was to provide Bi-State with a source of qualified firms that would be contracted in each discipline for “on-call” services in their respective areas of expertise. The most qualified firm for each discipline entered into an agreement with BSD, and as projects were approved, individual “task orders” were negotiated.

The services were made available as an extension of BSD’s engineering staff in support of in-house projects, ranging from studies to contract document preparation.

The disciplines were called upon individually for a service, relative to a specific project. The selected projects were of short duration and were awarded by task orders. The selection process granted awards to five firms for three base years, with two one-year option periods that were exercisable at BSD’s discretion.

On April 1, 2016, the firms that were issued on-call contracts were:

Firm	Discipline/Services
Jacobs Engineering	Discipline 1 - Architectural Engineering, Civil and Structural Engineering and Surveying, Environmental/Geotechnical Services and Materials Testing, and Mechanical Engineering
HNTB, Inc.	Discipline 2 – Communications Systems Engineering Services
STV, Inc.	Discipline 3 – Track Engineering Services
Isis, Inc.	Discipline 4 – Signal System Engineering Services
STV, Inc.	Discipline 5 – Traction Power System Engineering Services

Two 90-day contract extensions have been issued that allowed HNTB to continue as BSD's On-Call GEC Communications System engineering firm of record during the current procurement process, which includes publication of solicitation, evaluation, and award of a new contract. Contract Modification No. 3 – Time Extension allowed HNTB to receive new task orders/task order modifications up to October 2021 and required all task orders to be completed.

Analysis:

MetroLink's communications system needs and requirements continue to evolve, while existing equipment is reaching the end of its useful life; therefore, HNTB expertise is needed to support critical decision-making related to network configuration upgrades, fixed CCTV system upgrades, and expansion and/or replacement of the SCADA system.

HNTB has previously performed work under six earlier task orders including Video Management/Communication Transmission System (VMS/CTS) upgrades, signal circuit modification designs for the Union Station Tunnel, upgrades to MetroLink's public address system, and design of conduit from the Airport to North Hanley Stations to support CCTV for fixed cameras.

Funding for the proposed SCADA system work is necessary for HNTB to perform market research for a system-wide upgrade, which will include additional SCADA points for the Mid-America Airport light rail extension and also provide the underlying system for future access control needs. Additional time is required to allow HNTB to complete the services outlined in Task Order No. 7, by incorporating a 180-day time extension (until April 30, 2022) and a \$150,000 increase in funding for a total contract not-to-exceed amount of \$760,602.39.

Funding:

Funding for this task order will be from both federal and local funds.

Committee Action Requested:

Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for final approval, the request to allow BSD to issue a contract modification to increase HNTB's total contract to an amount not-to exceed \$760,605.39 and a time extension for the contract period until April 30, 2022. In addition to the HNTB time extension, it is recommended that STV and ISIS remain as BSD's engineering firms of record, until new contracts are awarded.

**Bi-State Development Agency
Operations Committee
Open Session Agenda Item
October 15, 2021**

From: Jessica Mefford-Miller, Executive Director – Metro Transit
Subject: **Contract Award – North County Transit Center & Civic Center Transit Center Cleaning Service**
Disposition: Approval
Presentation: Thomas Curran, Executive Vice President, Administration

Objective:

To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, a request to authorize the President & CEO to enter into a contract with Innex Service Company, to provide cleaning services at Metro's North County & Civic Center Facilities.

Background:

On June 3, 2021, Bi-State Development (BSD) issued solicitation 21-RFP-233990-KM North County Transit Center & Civic Center Transit Center Cleaning Service, to obtain a qualified firm to provide all equipment, supplies, materials, labor, supervision, staff, and transportation necessary to provide cleaning of Centers at Metro's North County & Civic Center locations. The solicitation was advertised on BSD/Metro's iSupplier website. A Disadvantaged Business Enterprise (DBE) Goal of 10% was recommended for this project. The contract period of performance consists of five (5) years, with funds to be committed annually for cleaning of Metro's North County & Civic Center Transit Center Facilities.

Analysis:

In response to the solicitation, a total of four (4) proposals were received:

- MERS Goodwill
- 4M Building Solutions
- World Management, Inc.
- Innex

All four (4) proposals were deemed responsive and responsible and were forwarded to the evaluation committee, which consisted of individuals within BSD/Metro's Rail Facility Maintenance Department.

The proposals were scored in accordance with the evaluation requirements specified in the solicitation package. After completion of the initial technical evaluation, a consensus meeting was held to discuss the scoring.

The table below displays the overall results, representing the consensus technical and cost scores combined, and as a result, Innex is the highest ranking firm.

Firm:	Cost	Cost Score	Technical Score	Total
KATSAM	\$ 2,482,465.00	250.00	166.67	416.67
MERS	\$ 5,164,394.90	120.17	156.67	276.84
4M	\$ 2,954,597.79	210.05	156.67	366.72
INNEX	\$ 2,608,637.00	237.91	196.67	434.58
Total Possible Points		250	250	500
Percentage of Total Points		50%	50%	100%

Committee Action Requested

Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for final approval, this request to authorize the President and CEO to enter into a 5-year contract, with funds to be committed annually, for cleaning of Metro's North County Transit Center & Civic Center Transit Center Facilities with the highest ranking firm, Innex Service Company, whose proposal is most advantageous to BSD, with price and other factors considered, in the not-to-exceed amount of **\$2,608,637.00**.

Funding Source: Funding is provided through the Operating Budget.

**Bi-State Development Agency
Operations Committee
Open Session Agenda Item
October 15, 2021**

From:	John Langa, Vice President, Economic Development
Subject:	St. Louis Downtown Airport Surplus Property, 4320 Vector
Disposition:	Approval
Presentation:	Mary Lamie, Executive Vice President – Multi Modal Enterprises Erick Dahl, Airport Director, St. Louis Downtown Airport, John Langa, Vice President, Economic Development

Objective:

To present to the Bi-State Development (**BSD**) Operations Committee (**Committee**), for discussion and referral to the BSD Board of Commissioners (**Board**) for approval, the report reaffirming and declaring that the 4,099 square feet 4320 Vector lot with portable hangar (**4320 Vector**) portion of the property known at the St. Louis Downtown Airport (**Airport**) by locator number 01-36.0-300-032, is not useful for BSD aeronautical or revenue purposes in its present condition; and, that the property be declared surplus and conveyed to a successful offeror, selected through a competitive process, related to the creation of a new hangar.

Background:

The Airport owns 4320 Vector, a 4,099 square feet lot with a 1,060 square feet dilapidated portable hangar the Airport believes no longer in a condition that it can be leased to others. The hangar was built prior to 1988 and has not been leased since September 2020, due to its condition. The Airport believes, given the age and condition of the facility and the likely cost of repairs and improvements, estimated by the Airport in the \$20,000 range, it is neither economically prudent to upgrade the hangar, nor would it likely garner market interest without significant improvements that would cost substantially more than a return on a lease.

As with other areas of the Airport, the Airport has on-going control of the 4320 Vector ground and is able to own or long-term lease any improvement on it. For this project, the Airport is open to demolishing the hangar using its own maintenance staff, or have a developer demolish the hangar as part of the process of the developer also building a new hangar. Should this property be declared excess, the Airport will undertake a competitive process to oversee these efforts, and while the Airport may demolish the hangar using its own staff, it would not build or own the new hangar.

Analysis

The Airport believes 4320 Vector is not available for lease in its present condition, and the best course of action is for the existing hangar to be demolished and a new hangar constructed in its place. The Airport estimates new hangar construction (by others) in the range of \$100,000 to \$250,000. The Airport would control the ground and lease that to a developer, with an estimated annual ground lease rent in the \$818 range.

Should 4320 Vector be declared excess property and redeveloped by a developer it could provide the Airport an on-going source of ground rent without hangar repair liabilities; and, given the poor condition of the existing hangar, provide an upgraded appearance for the Airport with the new hangar development.

Committee Action Requested:

Management recommends that the Bi-State Development (**BSD**) Operations Committee (**Committee**) accept, and refer to the BSD Board of Commissioners (**Board**) for approval, the report reaffirming and declaring that the 4,099 square feet 4320 Vector lot with portable hangar (**4320 Vector**) portion of the property known at the St. Louis Downtown Airport (**Airport**) by locator number 01-36.0-300-032 is not useful for BSD aeronautical or revenue purposes in its present condition; and, that the property be declared surplus and conveyed to a successful offeror selected through a competitive process, related to the creation of a new hangar.

Funding Source:

The Airport budget would be the funding source for this project. The preliminary budget is \$2,500 for legal fees associated with a developer agreement and ground lease process. The Airport already has the survey and lot information that would be required for new hangar development, and if the Airport, itself, demolishes the hangar, it would use its own maintenance staff.

Attachments:

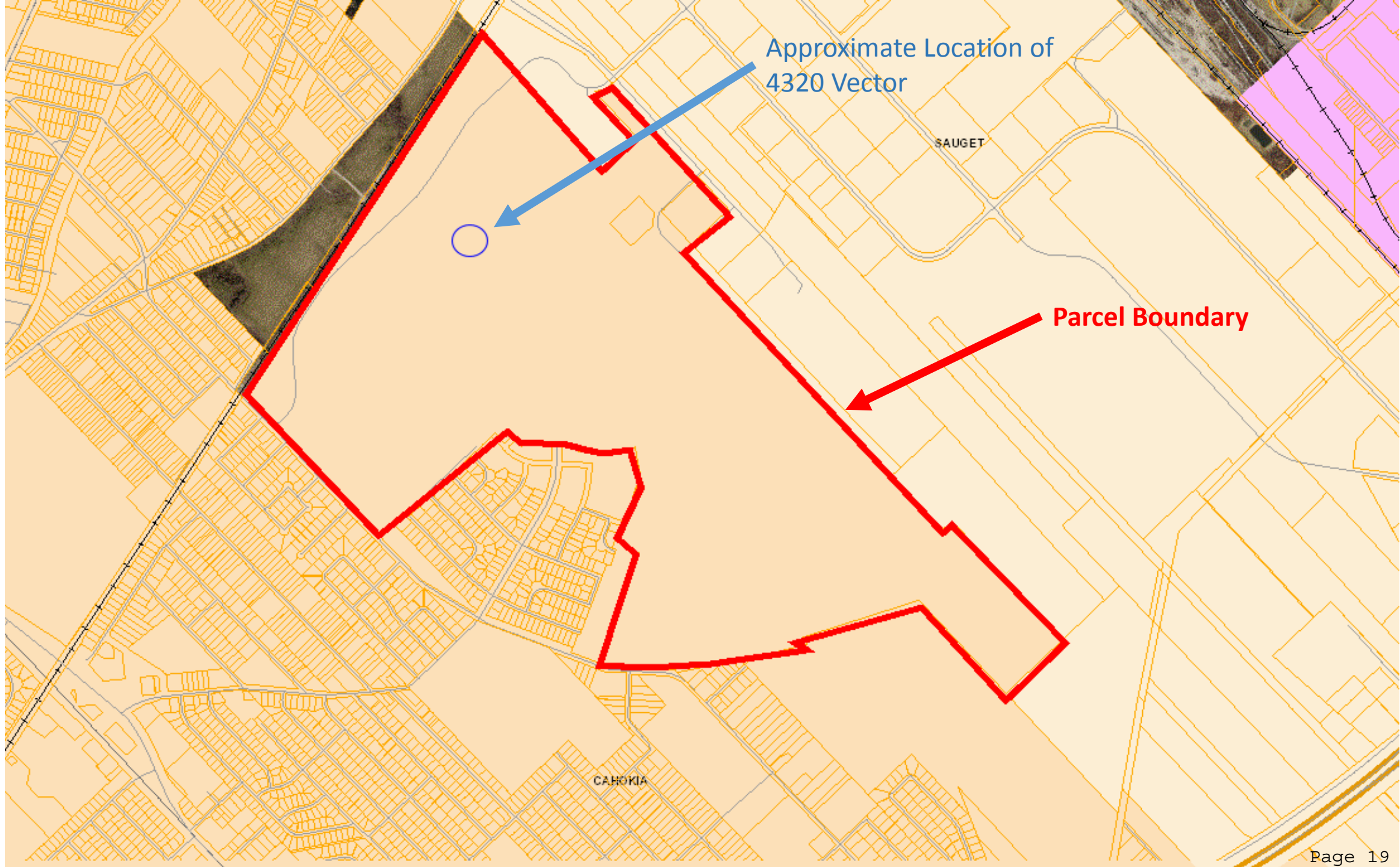
Exhibit A: St. Louis Downtown Airport Surplus Property, 4320 Vector

County Parcel Number	01360300032
Type of Interest	Fee Simple
Address	1400 Upper Cahokia Road
Location	4320 Vector
Parcel Size	470.22 acres, total - but includes <u>only</u> the 1,060 square feet hangar on the 4,099 square feet site at 4320 Vector to be declared as surplus property.
Acquisition Cost	Part of Tract A-1 acquired fee simple on December 22, 1964 from the Illinois State Trust Company – Trustee.
Notes	Only the improvements referred to as the 4320 Vector site and hangar are being declared surplus. All other land and improvements (as applicable) will remain with the Airport.
Grant Number	FAA: FAAP 9-11-048-0401, State: Not Applicable, Participation Ration, Unknown
Potential Disposition	The 4320 Vector hangar may be demolished to allow for the construction of a new hangar. The 1,060 square feet hangar sits on a 4,099 square feet site.

EXHIBIT A



Approximate Location of
4320 Vector



Raw Text:

Parcel:01360300032	
Parcel Number:	1360300032
Acreage:	470.22
Assessor ID:	01-36.0-300-032
Site Address:	1400 UPPER CAHOKIA RD
Site City Zip:	CAHOKIA, IL 62206
Subdivistion:	CAHOKIA COMMONFIELD
Owner:	BI-STATE PARKS AIRPORT
Owner Address:	ATTN: R. MCDANIEL
Owner Address2:	1680 SAUGET IND. PARKWAY
Owner City:	SAUGET, IL
Township Name:	CENTREVILLE
Assessed Land Value:	0
Assessed Building Value:	0
Assessed Certified Total Value:	0
Elementary School District:	
High School District:	
Unit School District:	CAHOKIA UNIT #187
Fire District:	CAHOKIA FIRE
Library District:	CAHOKIA PUB LIB DIST
Park District:	
Sewer District:	METRO-EAST SANITARY
TIF District:	CAHOKIA T.I.F. #3
Municipal Place:	VILLAGE OF CAHOKIA
Square Footage:	20,482,744.09

**Bi-State Development Agency
Operations Committee
Open Session Agenda Item
October 15, 2021**

From: John Langa, Vice President, Economic Development
Subject: **2021 Annual Surplus Property Holdings**
Disposition: Approval
Presentation: John Langa, Vice President, Economic Development; Jeff Braun, Director, Real Estate

Objective:

To present to the Bi-State Development (**BSD**) Operations Committee (**Committee**), for discussion and referral to the BSD Board of Commissioners (**Board**) for approval, the report reaffirming and approving that the properties included herein in **Table 1** are not required for BSD purposes, and may, therefore, be declared surplus and subject to sale, lease, or the grant of other property rights.

Background:

At the end of the 2021 calendar year, there are 93 surplus (for purposes of this paper, the words “excess” and “surplus” are used interchangeably) properties owned by BSD. These annual totals, which have been reported in this manner since 2013, include as follows:

<u>Year</u>	<u>Total Surplus Properties</u>
2013	87
2014	92
2015	100
2016	101
2017	100
2018	90
2019	91
2020	91
2021	93

These parcels are identified in Table 1 by their BSD Parcel Number (unless otherwise noted), and the MetroLink station section of the alignment, or other areas, to which they are in close proximity. All but three (3) of the properties were originally acquired for transit-related purposes, with these at the St. Louis Downtown Airport (**Airport**). In 2021, there were two (2) properties added, 3158 Pershall, approved by the Board in February, and 4320 Vector at the Airport, which is being considered by the Committee and the Board in October and November, respectively. In the event 4320 Vector is not declared excess, it will be removed from the final list of surplus properties presented to the Board at its November 2021 meeting.

Analysis

As with similar previous reports, this list will be used by BSD as the basis for future triennial excess property reports for the Federal Transit Administration (**FTA**). Table 1 is formatted in a manner consistent with these reports, and when the next triennial report is due, the Airport properties will not be included.

Committee Action Requested:

Management recommends that the Committee accept, and refer to the Board for approval, the report reaffirming and approving that the properties included herein in **Table 1** are not required for BSD purposes, and may, therefore, be declared surplus and subject to sale, lease, or the grant of other property rights.

Funding Source:

No use of BSD funds is anticipated as part of this declaration of surplus properties.

Attachments:

Table 1. 2021 Annual Excess Property Holdings

Exhibit A. 2021 Annual Excess Property Holdings, New Property Additions

Table 1. 2021 Annual Surplus Property Holdings (General Description Section is a Synopsis of the Materials in the Excess Property Book)

BSD Parcel Number	Location / Area	General Description
<i>Transit-related parcels</i>		
ID802.01F	East Riverfront Area	2.3 acres along Riverfront Drive, potential disposition with IDOT Route 3 upgrades
02-21.0-119-015 (St. Clair County parcel number)	East St. Louis	0.42 acres, L shaped parcel, could be part of an assemblage
SO1RW144	5 th & Missouri Area	0.04 acres, could be part of an assemblage
SO1RW107	5 th & Missouri Area	1.6 acres, could be part of an assemblage, at 5 th and Broadway in downtown
1D003.00F-02, 1D001.00F-02	5 th & Missouri Area	1.4 acres, 2 parcels, a portion could be part of an assemblage
1D012.00F-02, 1P013.00F-02, 1P014.00F-02	5 th & Missouri Area	0.3 acres, landlocked, 3 parcels could be part of an assemblage
1P024.01F-02	5 th & Missouri Area	0.08 acres, could be part of an assemblage
1P026.00F-02	5 th & Missouri Area	0.14 acres, could be part of an assemblage
1P028.00F-2, 1P029.00F-02, 1P031.00F-02, 1P032.00F-02, 1P033.00F-02, 1P034.00F-02, 1P035.00F-02	Emerson Park Area	0.87 acres, 7 parcels, thin triangular strip, could be part of an assemblage
1P036.00F-02	Emerson Park Area	0.18 acres, could be part of an assemblage
1P038.00F-02, 1P039.00F-02	Emerson Park Area	0.38 acres, 2 parcels, along N. 6 th Street, could be part of an assemblage
1P041.00F-02, 1P042.00F-02	Emerson Park Area	0.17 acres could be part of an assemblage, 2 parcels
1P044.00F-02	Emerson Park Area	0.21 acres, could be part of an assemblage
1P046.01F-02, 1P047.01F-02, 1P048.00F-02, 1P049.01F-02, 1P049.02F	Emerson Park Area	5 parcels, along North 7 th Street, less than an acre, could be part of an assemblage
1P048.00F-00, 1P050.02F-02	Emerson Park Area	0.28 acres, 2 parcels, could be part of an assemblage
1D053.01F-02, 1P053.01F-02, 1P052.02F-02, 1P054.01F-02, 1P052.01F-02	Emerson Park Area	0.34 acres, 5 parcels, between 7 th and 8 th Streets, could be part an assemblage
1P048.00F-00, 1P063.00F-02	Emerson Park Area	0.11 acres, 2 parcels, could be part of an assemblage

1D064.03F-02	Emerson Park Area	0.04 acres, could be part of an assemblage
1P048.00F-02, 1P064.01F-02, 1P065.01F-02, 1P063.01F-02	Emerson Park Area	0.11 acres, 3 parcels, could be part of an assemblage
1P069.00F-02, 1P069.01F-02, 1D073.00F-02	Emerson Park Area	0.34 acres, 3 parcels, triangular strip, could be part of an assemblage
1P072.02F-02, 1P072.03F-02	Emerson Park Area	0.23 acres, 2 parcels, could be part of an assemblage
1P048.00F-02, 1P074.00F-02, 1P074.02F-02, 1P075.00F-02, 1P076.00F-02	Emerson Park Area	0.17 acres, 5 parcels, triangular landlocked piece, could be part of an assemblage
1P048.00F-00	Emerson Park Area	0.17 acres, could be part of an assemblage
1P048.00F-02	Emerson Park Area	0.07 acres, could be part of an assemblage, landlocked
1P078.00F-02	Emerson Park Area	0.13 acres, could be part of an assemblage
2P001.05F-05	Washington Park Area	Less than an acre, wetland
2P038.00F-06, 2P039.00F-06	Belleville Memorial Area	9.11 acres, hillside slope next to BSD parking lot
6P007.00F-10	SWIC Area	4.1 acres, landlocked, long linear property, possible disposition to adjoining owner
6P002.00F-10	SWIC Area	0.74 acres, landlocked triangular piece, possible disposition to adjoining owner
6P012.00F-10	SWIC Area	0.45 acres, landlocked triangular piece, possible disposition to adjoining owner
6P004.00F-10	SWIC Area	13.64 acres, landlocked, wetland
6P005.00F-10	SWIC Area	2 acres, landlocked, scrub, near farm ground
6P006.00F-10	SWIC Area	1.86 acres, landlocked, farm ground
SO7RW062-068	Lambert #2 Area	2 +/- acres, possible billboard location at I-70 and I-170, landlocked
Multiple City Parcel Numbers (14)	Hodiamont ROW	Multiple parcels, part of the Hodiamont ROW, 3-mile 25' ROW
A portion of 13 J31 1026 (St. Louis County parcel number)	North Hanley	2 + acres, SW corner of North Hanley MetroLink parking lot,

		proposed University Crossing TOD project
14H410323, 14H410314, 14H431030 (St. Louis County parcel number)	Webster Groves	0.81 acres, 3 parcels, flood plain, possible municipal bike path
22 K53 0671 (St. Louis County parcel number)	Brentwood Garage	Surplus 6.75 acre wetland area south of Brentwood Garage, possible municipal or GRG park site
2P459.01F-X10	Sunnen Station Area	0.35 acres, possible interest from adjacent foundry
3873-00-06500 (City of St. Louis parcel number)	Debaliviere Area	0.3 acres, kiss-n-ride site, under contract for Echo at Forest Park TOD phase II
Added in 2021 10 G44 0338	North County Transit Center Area	3.5 acres, 3158 Pershall, possible use for an assemblage, does not have frontage
<i>Airport-related parcels</i>		
07-06.0-400-031 (St. Clair County parcel number)	St. Louis Downtown Airport	3.72 acres, I-255 and Mousette Lane, public storage interest
Hangar 5 portion of 01-36.0-300-032 (St. Clair County parcel number)	St. Louis Downtown Airport	0.5 acres, 6,200 SF hangar, proposed for hangar redevelopment
Added in 2021 4320 Vector portion of 01-36.0-300-032 (St. Clair County parcel number)	St. Louis Downtown Airport	0.1 acres, 1,060 SF hangar, proposed for hangar redevelopment

Exhibit A

**Bi-State Development Agency
Board of Commissioners
Executive Session Agenda Item
February 19, 2021**

From: Taulby Roach, President and Chief Executive Officer
Subject: **Surplus Property Declaration, 3158 Pershall Road, Ferguson, Missouri**
Disposition: Approval
Presentation: John Langa, Vice President, Economic Development;
Jeff Braun, Director, Real Estate

Objective:

To present to the Bi-State Development Board of Commissioners (**Board**) for approval that 3158 Pershall Road, Ferguson, Missouri (**Property**) known by locator number 10 g44 0338 is (1) declared as incidental, non-transit use property (*FTA Circular C 7050.1*) and proposed for development as excess property (*BSD Board Policy 40.050*); (2) confirmed for conveyance via lease, sale, joint development buyout or other alternative acceptable to BSD and the Federal Transit Administration (FTA); and (3) herein authorize BSD's President and CEO to finalize and execute agreements in support of the project.

Background:

In November 2019, Joe Webber approached BSD regarding his interest in the Property. Mr. Webber has owned the retail strip center immediately north of the Property for approximately five-years and now has an interest in using the Property in conjunction with retail and service uses at his center. Please see **Exhibit A**, an aerial of the Property (Exhibit A, Site B) and of surrounding properties. **Exhibit B** provides directional views of adjacent properties.

BSD acquired the Property in December 2014. At that time, BSD was contemplating a bus garage project as part of the overall North County Transit Center investment, and the Property, which is immediately west of the North County Transit Center, would have been used for overflow parking or as part of an open space requirement supporting the proposed bus garage development. BSD acquired the Property from the City (**City**) of Ferguson for \$27,702, a total which represented half of the cost of the City's Property acquisition and demolition. The City had acquired the Property due to a tax delinquency, and led the demolition effort of a dilapidated building on the Property. Of note, the building (Exhibit A, Site A) Mr. Webber acquired was similar to the depilated building on the Property, but in better condition, and since owning it, he has routinely made improvements to his building.

An abstract of the Property follows:

Address: 3158 Pershall Road, Ferguson, Missouri 63136
Locator No: 10 g44 0338
Ownership: Bi-State Development
Acquisition: December 5, 2014, \$27,702, local, not FTA funds
Appraised Value: 2020 appraisal in process; 2013 appraisal \$160,000 (if improvements are demolished, land site only, and if all 3.54 acres are usable, as-is), Real Estate Analysts

Facing East: North County Transit Center
Facing South: Residential neighborhood, City of Ferguson
Facing West: Active church
Facing North: 3156 Pershall Road (Joe Webber's property)

Acreage: 3.54, width 504', depth 300' to 312'
Property: Vacant, steep slope going up-hill on the back half of the property
Zoning: C-2, Planned Commercial District, City of Ferguson
Other: Utilities to site; site appears to not drain well due to existing topography, existing storm sewer, or both issues; access easement exists through the parking lot at 3156 Pershall Road (the property to the north) to Pershall Road between the I-270/West Florissant and I-270/Halls Ferry interchanges; and, approximately half the site is useable for development given topography.

As noted above, the primary purpose for BSD acquiring the Property was in the event that BSD moved forward with a proposed 150,000 square foot bus garage that would have been immediately east of the North County Transit Center - the Property would have supported the overall development's increased parking and/or open space needs. Since that time, BSD has redeveloped the property containing the North County Transit Center, and used a portion of the remaining site for drainage requirements supporting the Transit Center, and a proposed BSD cell tower. The North County Transit Center is actually comprised of two properties (Exhibit A, Site C), a 3.00 acre tract that held the original 26,087 square foot former auto dealership remodeled for the Transit Center, and a 5.65 acre tract adjacent to the east (a portion of the 5.65 acre tract has been used in support of drainage requirements for the redevelopment of the Transit Center, and more recently for the proposed BSD cell tower).

BSD ordered an appraisal for the Property in December 2020. At the time of writing this Briefing Paper, BSD is waiting on that appraisal to come in. Mr. Webber is fully aware that his offer cannot be less than appraised value, and, as that offer comes in, BSD would advertise for additional interest in the property (any such advertisement process would be undertaken in lieu of a request for proposals or hiring a broker to dispose of the Property). Given Mr. Webber's interest, and the potential disposition process now underway, it is possible that BSD could dispose of the property in the first half of 2021.

Analysis

The Property was purchased to potentially support North County Transit Center uses, specifically should the overall development have included a bus garage. Given the development of the Transit Center, which included using a portion of the eastern Transit Center acreage for development related drainage, and a proposed BSD cell tower, it is unlikely that there is sufficient acreage to develop a bus garage of the size originally contemplated. Furthermore, the possibility of a garage at that location has not been pursued over the past few years. Metro Transit has been made aware of this potential disposition and has not expressed interest in BSD's continuing to hold the Property for transit uses.

Other potential uses could include BSD developing the Property to support the Transit Center, or working with a group that might consider the same. An inhibiting issue for the Property is that it faces the back side and loading area of the building immediately to its north (the building that Mr. Webber owns). Additional development concerns include site topography, which slopes steeply uphill to the south and leaves approximately half of the site available for development, and poor

drainage. Given such, BSD staff estimates that the updated appraisal may come in considerably less than the original appraisal.

Previous Action:

This item was recommended for approval at the January 22, 2021, meeting of the Operations Committee.

Board Action Requested:

The Operation Committee recommends that the Bi-State Development Board of Commissioners approve that 3158 Pershall Road, Ferguson, Missouri (**Property**) known by locator number 10 g44 0338 is (1) declared as incidental, non-transit use property (*FTA Circular C 7050.1*) and proposed for development as excess property (*BSD Board Policy 40.050*); (2) confirmed for conveyance via lease, sale, joint development buyout or other alternative acceptable to BSD and the Federal Transit Administration (**FTA**); and (3) herein authorize BSD's President and CEO to finalize and execute agreements in support of the project.

Funding Source:

The Economic Development and Real Estate budgets would be the funding source for this project. The full appraisal costs are estimated at \$3,100, advertising at \$900, and BSD staff estimates legal fees will be in the \$2,000 range.

Exhibit A: Property Aerial

Exhibit B: Adjacent Properties

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF
THE BI-STATE DEVELOPMENT AGENCY
OF THE MISSOURI-ILLINOIS METROPOLITAN DISTRICT
DECLARING 3158 PERSHALL ROAD, FERGUSON, MISSOURI,
AS SURPLUS PROPERTY**

PREAMBLES:

Whereas, The Bi-State Development Agency of the Missouri-Illinois Metropolitan District (the "Agency"/ "BSD") is a body corporate and politic, created by an interstate compact between the States of Missouri and Illinois, acting by and through its Board of Commissioners (the "Board of Commissioners"); and

Whereas, the Agency is authorized by Mo. Rev. Stat. §§ 70.370 et seq. and 45 Ill. Comp. Stat. 100/1 et seq. (jointly referred to herein as the "Compact") to purchase or lease, sell or otherwise dispose of, and to plan, construct, operate and maintain, or lease to others for operation and maintenance, passenger transportation facilities, and motor vehicle and other terminal or parking facilities; to contract with municipalities or other political subdivisions for the services or use of any facility owned or operated by the Agency, or owned or operated by any such municipality or other political subdivision; to contract and to be contracted with; and to perform all other necessary and incidental functions; and

Whereas, Board Policy, Section 40.050, Disposition of Surplus Property, provides that:

the President and CEO, in conjunction with the Agency's Real Estate Department shall review all Agency real estate to determine the appropriate use of each property, and shall annually submit a report to the Board of Commissioners for its approval detailing all Agency property or properties that are not required for Agency purposes and may therefore be declared to be surplus and subject to sale, lease, or the grant of other property rights; and

Whereas, in accordance with Board Policy, the Real Estate Department has determined the Agency property identified in the Briefing Paper as 3158 Pershall Road, Ferguson, Missouri (Property) known by locator number 10 g44 0338, was purchased to potentially support North County Transit Center uses, specifically the development of a bus garage; and

Whereas, given the development of the Transit Center, which included using a portion of the eastern Transit Center acreage for development related drainage, and a proposed BSD cell tower, it is unlikely that there is sufficient acreage to develop a bus garage of the size originally contemplated, and furthermore, the possibility of a garage at that location has not been pursued over the past few years; and

Whereas, it is feasible, necessary and in the public interest for the Board of Commissioners to determine that the Agency property, 3158 Pershall Road, Ferguson, Missouri, known by locator number 10 g44 0338 is (1) declared as incidental, non-transit use property (FTA Circular C 7050.1) and proposed for development as excess property (BSD Board Policy 40.050); (2) confirmed for conveyance via lease, sale, joint development buyout or other alternative acceptable to BSD and the Federal Transit Administration (FTA); and (3) herein authorize BSD's President and CEO to finalize and execute agreements in support of the project, in accordance with the terms and conditions described herein.

NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF THE BI-STATE DEVELOPMENT AGENCY OF THE MISSOURI-ILLINOIS METROPOLITAN DISTRICT DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. Findings. The Board of Commissioners hereby finds and determines those matters set forth in the preambles hereof as fully and completely as if set out in full in this Section 1.

Section 2. Declaration of Surplus Property. The Board of Commissioners hereby determines that the Agency property, 3158 Pershall Road, Ferguson, Missouri, known by locator number 10 g44 0338 is (1) declared as incidental, non-transit use property (FTA Circular C 7050.1) and proposed for development as excess property (BSD Board Policy 40.050); (2) confirmed for conveyance via lease, sale, joint development buyout or other alternative acceptable to BSD and the Federal Transit Administration (FTA); and (3) herein authorize BSD's President and CEO to finalize and execute agreements in support of the project, under and pursuant to this Resolution and the Compact for the authorized Agency purposes set forth in the preambles hereof and subject to the conditions hereinafter provided.

Section 3. Actions of Officers Authorized. The officers of the Agency, including, without limitation, the President and CEO, and the Vice President of Economic Development, are hereby authorized and directed to take such actions as they may deem necessary or advisable in order to carry out and perform the purposes of this Resolution.

Section 4. Severability. It is hereby declared to be the intention of the Board of Commissioners that each and every part, section and subsection of this Resolution shall be separate and severable from each and every other part, section and subsection hereof and that the Board of Commissioners intends to adopt each said part, section and subsection separately and independently of any other part, section and subsection. In the event that any part, section or subsection of this Resolution shall be determined to be or to have been unlawful or unconstitutional, the remaining parts, sections and subsections shall be and remain in full force and effect, unless the court making such finding shall determine that the valid portions standing alone are incomplete and are incapable of being executed in accordance with the intent of this Resolution.

Section 5. Rights Under Resolution Limited. No rights shall be conferred by this Resolution upon any person or entity other than the Agency, its officers and employees.

Section 6. Governing Law. The laws of the State of Missouri shall govern this Resolution.

Section 7. No Personal Liability. No member of the Board of Commissioners, officer, employee or agent of the Agency shall have any personal liability for acts taken in accordance with this Resolution.

Section 8. Payment of Expenses. The Senior Vice President and CFO is hereby authorized and directed to pay or cause to be paid all costs, expenses and fees incurred in connection with or incidental to this Resolution.

Section 9. This Resolution shall be in full force and effect from and after its passage and approval.

ADOPTED by the Board of Commissioners of The Bi-State Development Agency of the Missouri-Illinois Metropolitan District this 19th day of February, 2021.

In Witness Whereof, the undersigned has hereto subscribed her signature and caused the Seal of the Agency to be affixed.

**THE BI-STATE DEVELOPMENT AGENCY OF THE
MISSOURI-ILLINOIS METROPOLITAN DISTRICT**

By: _____
Title

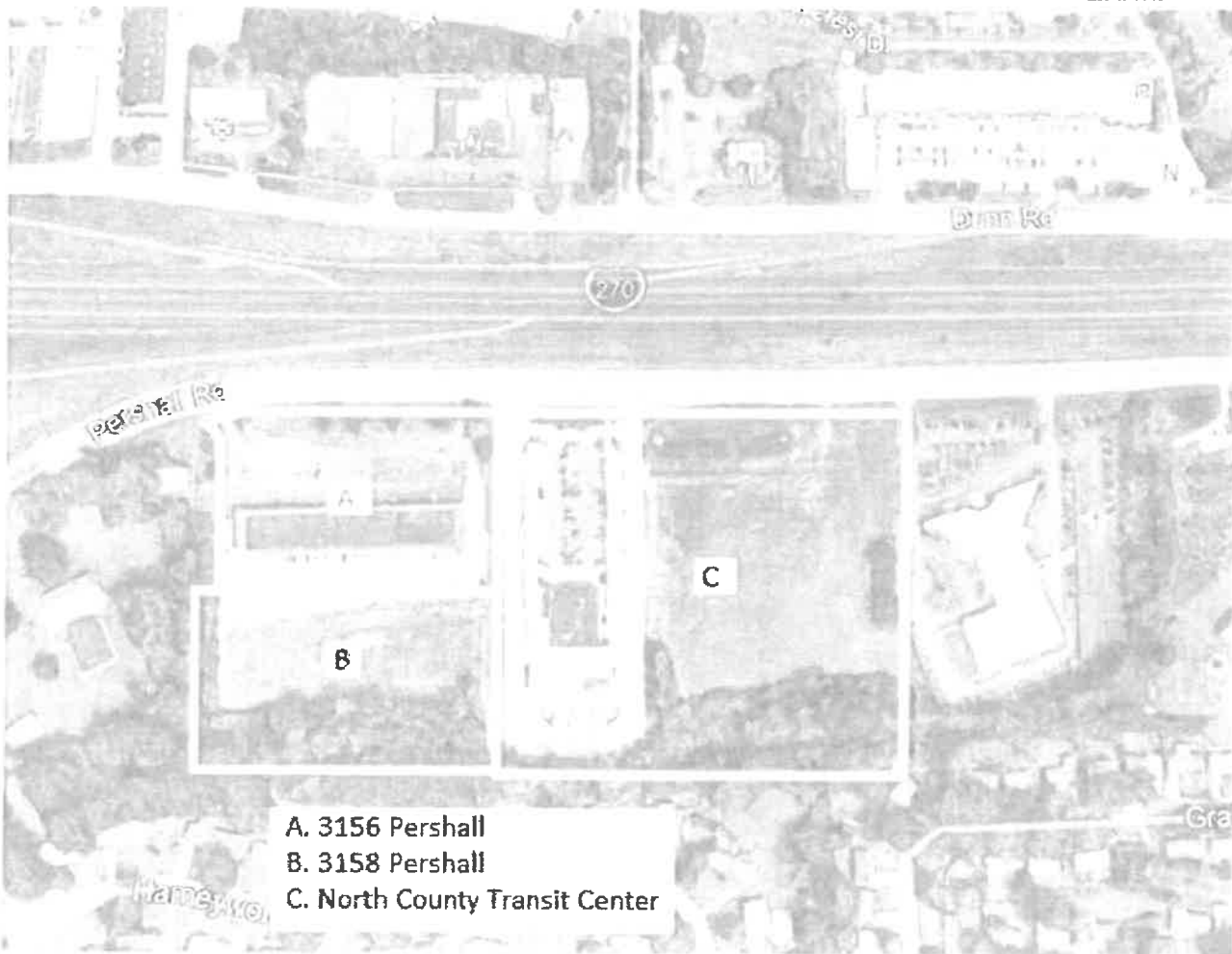
[SEAL]

ATTEST

By: _____
Deputy Secretary to the Board of Commissioners

Resolution #1113
Bi-State Development Agency Board of Commissioners
February 19, 2021
Surplus Property Declaration, 3158 Pershall Road, Ferguson, Missouri
Page 2

Exhibit A



25 of 29

Looking East



Looking Generally North



Exhibit B

Looking South



Looking Generally West



**Bi-State Development
Open Session Agenda Item
Operations Committee
October 15, 2021**

From: John Langa, Vice President, Economic Development
Subject: St. Louis Downtown Airport Surplus Property Holdings
Disposition: **Approval**
Presentation: Mary Lamie, Executive Vice President – Multi Modal Enterprises, Erick Dahl, Airport Director, St. Louis Downtown Airport, John Langa, Vice President, Economic Development

Objective:

To present to the Bi-State Development (**BSD**) Operations Committee (**Committee**) for approval and referral to the BSD Board of Commissioners (**Board**) the report reaffirming and declaring that the 4,099 square feet 4320 Vector lot with portable hangar (**4320 Vector**) portion of the property known at the St. Louis Downtown Airport (**Airport**) by locator number 01-36.0-300-032 is not useful for BSD aeronautical or revenue purposes in its present condition; and, that the property be declared surplus and conveyed to a successful offeror selected through a competitive process related to the creation of a new hangar.

Background:

The Airport owns 4320 Vector, a 4,099 square feet lot with a 1,060 square feet dilapidated portable hangar the Airport believes no longer in a condition that it can be leased to others. The hangar was built prior to 1988 and has not been leased since September 2020 due to its condition. The Airport believes given the age and condition of the facility and the likely cost of repairs and improvements, estimated by the Airport in the \$20,000 range, it is neither economically prudent to upgrade the hangar nor would it likely garner market interest without significant improvements that would cost substantially more than a return on a lease.

As with other areas of the Airport, the Airport has on-going control of the 4320 Vector ground and is able to own or long-term lease any improvement on it. For this project, the Airport is open to demolishing the hangar using its own maintenance staff, or have a developer demolish the hangar as part of the process of the developer also building a new hangar. Should this property be declared excess, the Airport will undertake a competitive process to oversee these efforts, and while the Airport may demolish the hangar using its own staff, it would not build or own the new hangar.

Analysis

The Airport believes 4320 Vector is not available for lease in its present condition and the best course of action is for the existing hangar to be demolished and a new hangar constructed in its place. The Airport estimates new hangar construction (by others) in the range of \$100,000 to \$250,000. The Airport would control the ground and lease that to a developer, with an estimated annual ground lease rent in the \$818 range.

Should 4320 Vector be declared excess property and redeveloped by a developer it could provide the Airport an on-going source of ground rent without hangar repair liabilities; and, given, the poor condition of the existing hangar, provide an upgraded appearance for the Airport with the new hangar development.

Committee Action Requested:

Management recommends that the Bi-State Development (**BSD**) Operations Committee (**Committee**) approve and refer to the BSD Board of Commissioners (**Board**) the report reaffirming and declaring that the 4,099 square feet 4320 Vector lot with portable hangar (**4320 Vector**) portion of the property known at the St. Louis Downtown Airport (**Airport**) by locator number 01-36.0-300-032 is not useful for BSD aeronautical or revenue purposes in its present condition; and, that the property be declared surplus and conveyed to a successful offeror selected through a competitive process related to the creation of a new hangar.

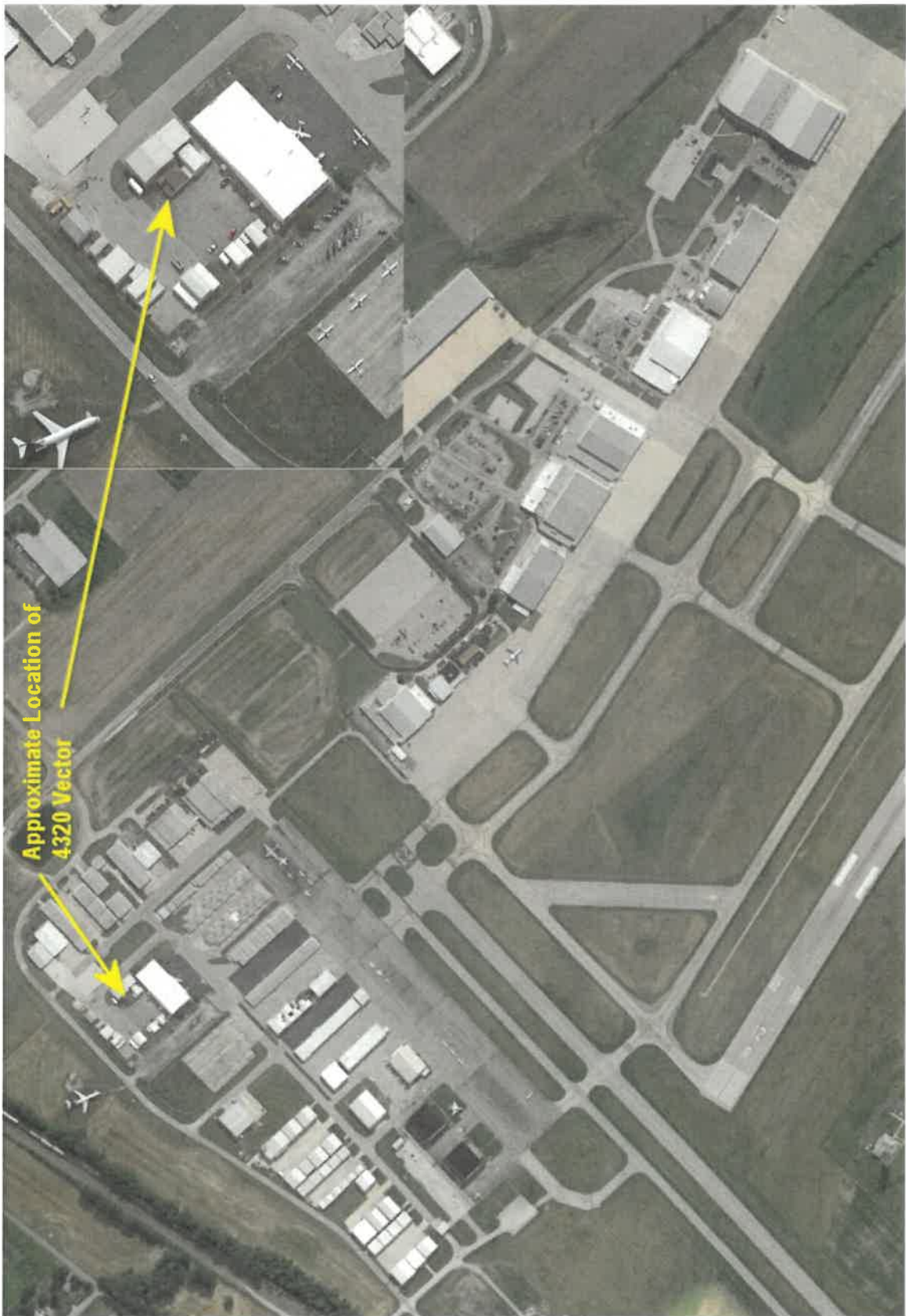
Funding Source:

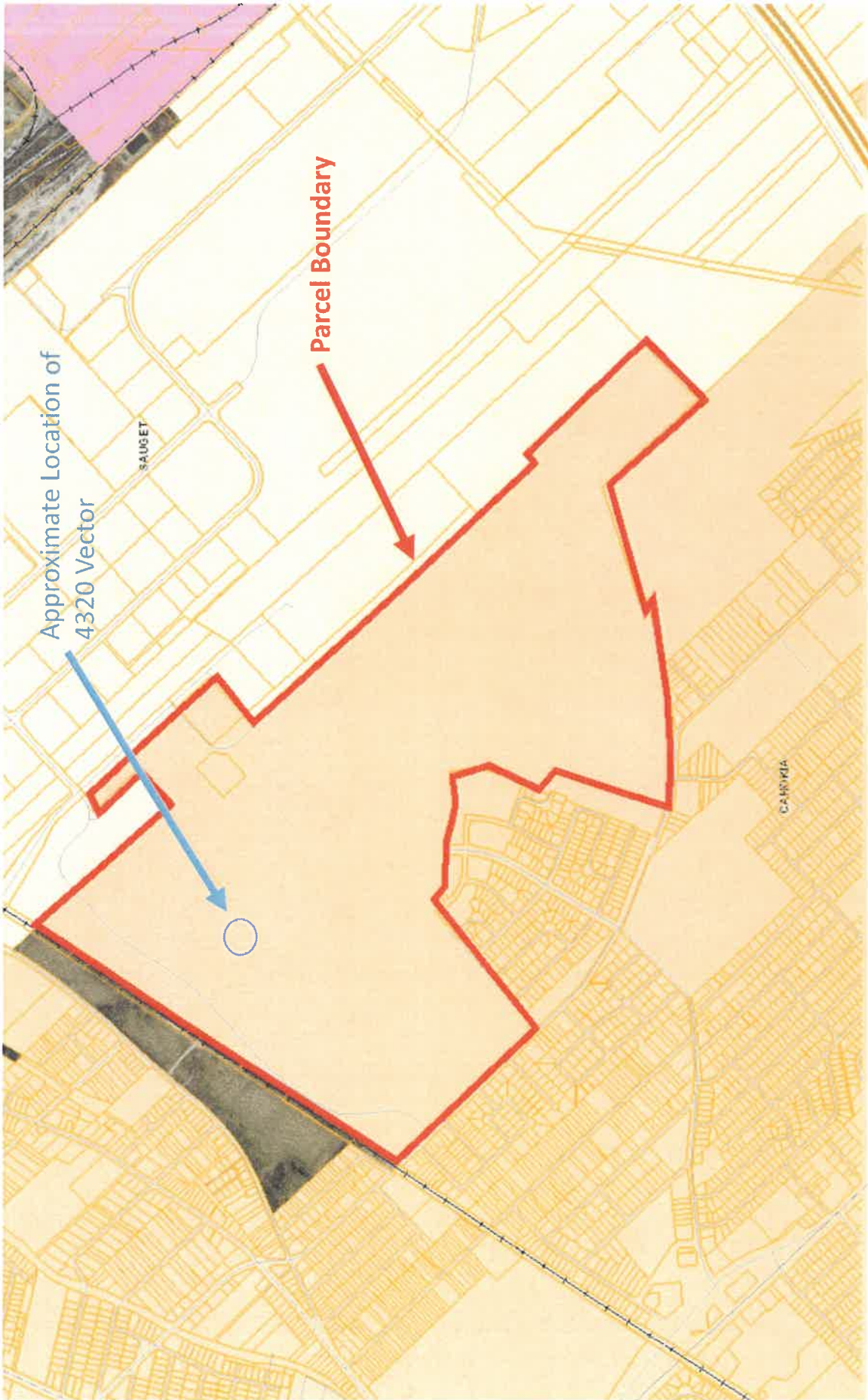
The Airport budget would be the funding source for this project. The preliminary budget is \$2,500 for legal fees associated with a developer agreement and ground lease process. The Airport already has the survey and lot information that would be required for new hangar development, and if the Airport, itself, demolishes the hangar, it would use its own maintenance staff.

Exhibit A: 4320 Vector Surplus Property Information

County Parcel Number	013603000032
Type of Interest	Fee Simple
Address	1400 Upper Cahokia Road
Location	4320 Vector
Parcel Size	470.22 acres, total - but includes <u>only</u> the 1,060 square feet hangar on the 4,099 square feet site at 4320 Vector to be declared as surplus property.
Acquisition Cost	Part of Tract A-1 acquired fee simple on December 22, 1964 from the Illinois State Trust Company – Trustee.
Notes	Only the improvements referred to as the 4320 Vector site and hangar are being declared surplus. All other land and improvements (as applicable) will remain with the Airport.
Grant Number	FAA: FAAP 9-11-048-0401, State: Not Applicable, Participation Ration, Unknown
Potential Disposition	The 4320 Vector hangar may be demolished to allow for the construction of a new hangar. The 1,060 square feet hangar sits on a 4,099 square feet site.

EXHIBIT A





Raw Text:

Parcel:01360300032

File Number	1360300032
Page	470.22
Assessor ID	01-36-0-300-032
Site Address	1400 UPPER CAHOKIA RD
State, Co, Zip	CAHOKIA, IL 62206
Subdivision	CAHOKIA COMMONFIELD
Owner	BI-STATE PARKS AIRPORT
Owner Address	ATTN: R. MCDANIEL
Owner Address 2	1680 SAUGET IND. PARKWAY
Owner City	SAUGET, IL
Township Name	CENTREVILLE
Assessed Land Value	0
Assessed Building Value	0
Assessed Certified Total Value	0
Elementary School District	
High School District	
Unit School District	CAHOKIA UNIT #127
Fire District	CAHOKIA FIRE
Police District	CAHOKIA PUB LIB DIST
Park District	
Sanitary District	METRO-EAST SANITARY
Traffic District	CAHOKIA T.I.F. #3
Municipal Code	VILLAGE OF CAHOKIA
Source Address	20,482,744.09

**Bi-State Development Agency
Operations Committee
Open Session Agenda Item
October 15, 2021**

From: Jessica Mefford-Miller, Executive Director Metro Transit; Jessica Gershman, Assistant Executive Director for Planning & System Development
Subject: **Extension of Pilot Fare Programs to Promote Access, Equity, and Ridership**
Disposition: Approval
Presentation: Jessica Mefford-Miller, Executive Director Metro Transit; Jessica Gershman, Assistant Executive Director for Planning & System Development

Objective:

To present to the Operations Committee, for discussion and referral to the Board of Commissioners, a request for approval to extend by 180 days, the promotional fare programs launched by Metro in June 2021. The two promotional programs we are recommending for extension include On the Way with ADA (no-fare on fixed route for ADA paratransit riders) and a pilot One-Day Pass discount. These promotional fare discount programs are designed to incentivize ridership and an increased number of trips per rider, provide more equitable access to transit service, and allow staff to explore aspects of Metro’s proposed update to its Fare Program, forthcoming in 2022.

Background:

A planned update to Metro Transit’s Fare Program in 2022 will recommend and seek Bi-State Development [BSD] Board approval on restructuring transit fare, including new discounts for various services and ridership groups. The guiding principles for the proposed Fare Program include: ridership stabilization, fiscal responsibility, customer and community focus, and prioritizing equitable fares and access to transit service.

Additionally, our current operator workforce shortage has had a disproportionate impact on our Call-A-Ride (CAR) paratransit service. This shortage has led to CAR having to turn down over 9,900 requests for trips from eligible customers in August 2021. Preliminary figures for September 2021 show an increase in denials. While CAR paratransit service has largely sustained its pre-pandemic level of demand, there is currently excess capacity on bus and light rail modes.¹

The development of a Fare Program update, as well as the current CAR labor shortage, set the stage for Metro to explore fare discount programs that could reduce barriers and enable more people to ride the fixed route system (MetroBus and MetroLink), while being less dependent on CAR service. A promotional fare mechanism, outlined in BSD Board Policy Chapter 90, states that the “Agency may offer experimental or promotional fares to attract new passengers or provide an incentive to passengers to increase their use of the transit system.” The BSD CEO may authorize

¹ Call-A-Ride resumed collecting cash fares onboard its vans in June 2021, after suspending fare collection for over a year due to COVID-19 safety concerns with the cash collection methods that were formerly used. Newly installed fareboxes on vans made cash fares – which comprise the majority of paratransit fares – safer and feasible to collect again, starting at \$2/ride (which is double the current COVID base fixed route fare). Resuming fare collection on Call-A-Ride was expected to have the effect of lessening some demand, but workforce shortages remain a challenge and demand is at a historic high in the context of these scarce resources.

these promotional programs for up to 180 days.² Metro has offered the programs described below since June 2021, under the approval of BSD’s CEO. We now seek Board approval to continue running these programs for an additional 180 days, from the end of November 2021 through May 2022.

Analysis:

In order to increase equitable access to transit service, while generating long-term transit customers, Metro staff is requesting Board approval of a plan to continue the following two promotional fare programs through May 2022:

No-Fare on Fixed Route for ADA Paratransit Cardholders

The “On the Way with ADA” (OTW) pilot fare program makes fixed route (MetroBus and MetroLink) free to customers who are eligible for paratransit. The goal of such a no-fare program is to encourage customers, for whom fixed route is an option, to shift from paratransit service, which is far more costly to operate than fixed route, and is strained by higher demand and operator shortages.

Metro launched this pilot program on June 21, 2021, to coincide with the resumption in cash fare collection aboard Call-A-Ride. The program is currently scheduled to end on December 17, 2021.

Over 1,500 OTW Gateway Cards were issued between June 21 and September 21, 2021. The distribution of these cards was focused on current frequent CAR riders, with other CAR eligible riders receiving cards by request. Any new applicants or riders seeking renewal or replacement ADA paratransit-eligible cards were also issued an OTW Gateway Card.

During this same time period, 468 of the individuals who received an OTW Gateway Card validated the card on either MetroBus or MetroLink platforms. Of these 468 early program adopters, each individual validated the card 49 times on average during this three-month period. **These 468 early adopters of the OTW program reduced their CAR trip by half, the first three months of the pilot, compared to their usage in the three months prior to the launch of the pilot.** By comparison, ADA Paratransit Eligible customers on average took 28.6 trips during the three months prior to the pilot, and 27.52 trips during the first three months of the OTW pilot.

FIGURE 1

Comparison of Call a Ride Utilization during first 3 months of Pilot and during 3 months prior to Pilot start date:

	Average # of CAR trips Pre-Pilot (2-22-21 to 5-21-21)	Average # of CAR trips During Pilot (6-22-21 to 9-21-21)
OTW Adopter	18.88	9.04
OTW Card Holder	38.75	26.86

² Board Policy Chapter 90 Transit Operations, Section 90.010 Transit System Fares, C. Promotional Fares.

ADA Paratransit Eligible	28.6	27.52
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*OTW Adopter-has OTW Gateway Card and Validated at least once.

*OTW Card Holder-has OTW Gateway Card and may or may not have validated on MetroBus/MetroLink

*ADA Paratransit Eligible-has current ADA Paratransit Eligibility and may or may not have OTW Gateway Card

Through the 180 day extension of the pilot, we aim to:

- collect qualitative information including OTW participants' experience and perception of the program
- continue coordinating existing programs with OTW, including Travel Training
- shift more demand from CAR to fixed-route service in the face of especially challenging resource scarcity for paratransit services.
- further explore potential annual cost savings to the agency upwards of \$500,000, assuming a minimum of a 2.5% shift in trips from CAR to fixed route – based on pre-pandemic figures of paratransit operating costs, less the amount of passenger revenue not collected from ADA customers on bus/train.

The OTW program is compatible with the intent of Americans with Disabilities Act (1990), such as inclusion and full participation in society. Even though there is no cost to OTW participants to ride Metro's fixed route service, OTW participants still are required to tap their card at the onboard farebox on MetroBus or at the MetroLink platform validator upon boarding light rail. These taps track utilization of the program, so that staff plan can for potential future phases.

Pilot Discount to Metro's One-Day Pass

By reducing the cost of a One Day Pass from \$7.50 to \$5, this promotional fare program (a) provides an equitable substitute for the Two-Hour Transfer paper pass, and (b) encourages new and former customers to ride transit.

Prior to the launch of this pilot in June 2021, Metro's One-Day unlimited ride fare product was sold at \$7.50/pass at the Metro Store in Downtown St. Louis and at Ticket Vending Machines (TVMs) at all major transfer centers. Unlimited passes – like the Two-Hour Transfer Pass, the One-Day or the Monthly passes – are time-bound but otherwise provide discounted fares for the transit system's most committed riders. They are an especially valuable type of fare product on a system like Metro Transit and a region like St. Louis, where land use and economic patterns make it difficult to reach many destinations, without transferring between multiple vehicles along a full transit trip.

Early in the COVID-19 pandemic, Metro temporarily suspended the sale and use of paper Two-Hour Transfer Passes, because of safety concerns about viral transmission with the contact required between operator and customer for paper transfers. Metro's emergency fare solution has been to institute \$1/One Ride tickets on MetroBus, which does not require close operator-passenger interaction. However, the offering of a more affordable One-Day Pass provides a

contactless substitute for the paper Two-Hour Transfer Pass, which had been priced at \$3/pass. The reasons for pricing the promotional discount at \$5 include: it approximates the cost of roundtrip travel (multiplying twice the cash base train fare of \$2.50/ride); it offers a simple fare option that does not require coins/change; it is less expensive than paying cash for roundtrips that require multiple transfers; and in all iterations of a new fare program modeling conducted by our Transit Fare expert consultants, recommendations are to lower the One-Day Pass, in order to attract more riders and be more aligned with peer transit system prices.

Committee Action Requested:

Management recommends that the Committee accept, and refer to the Board for approval, continuation of the pilot On the Way with ADA and Discounted One Day Pass through May 2022.

Funding Source:

Funding is accommodated within Metro's Operating Budget.

VISION

Metro Transit is committed to delivering excellence in service for our customers, our community and our team members. We bring this commitment to life every day through our industry-leading operations and performance. We are focused on providing environmentally and financially sustainable services that are centered on inclusiveness and social equity, to ensure everyone in our region can access the many benefits of our transit system. And, we are building on the region's investment in transit with innovative programs, technology and infrastructure, so we can continue to meet the evolving needs of our riders and our community.

Jessica Mefford-Miller
Executive Director, Metro Transit

PERFORMANCE

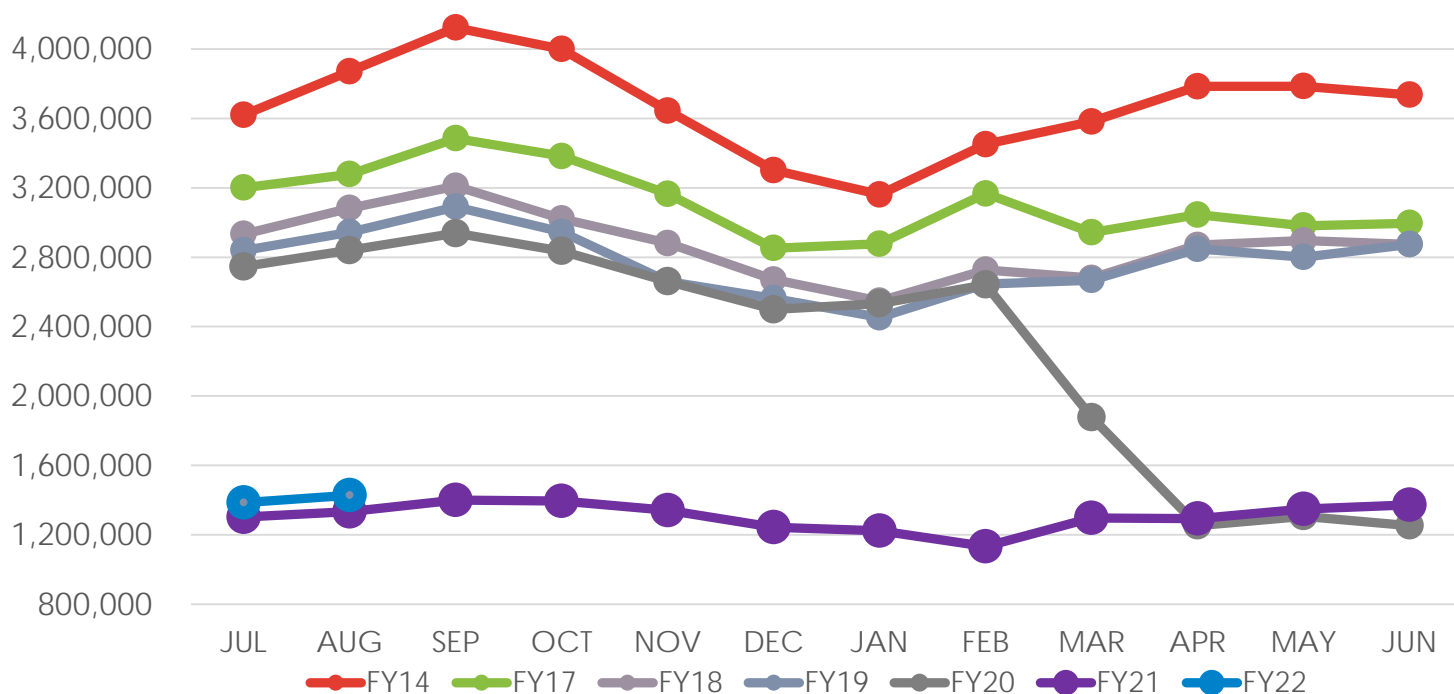
Metro Transit Operations At-A-Glance

YTD FY22 Performance Measures	MetroBus Fixed Route + Special Services	FY22 vs. FY21	MetroLink	FY22 vs. FY21	Call-A-Ride	FY22 vs. FY21
System Ridership	2,021,100	3.9%	1,062,900	12.2%	63,250	(-1.3%)
Missouri	1,780,700	4.7%	831,800	13.3%	63,250	(-1.3%)
Illinois	240,400	(-1.2%)	231,000	8.7%		
Revenue Miles	2,572,700	12%	471,000	0.9%	651,900	(-2.7%)
Revenue Hours	185,900	12%	20,600	0.4%	36,400	(-6.5%)
On-Time Performance	89.2%	(-1.8%)	97.9%	0.7%	93.2%	(-4.6%)
MetroBus + MetroLink 12-Month Rolling Average Fare	\$1.03	3.1%	Call-A-Ride 12-Month Rolling Average Fare		\$0	(-100%)
Financials	YTD FY22 Actual		YTD FY22 Budget		Budget Adherence	
Expenses (Transit)	\$44,890,800		\$53,897,700		(-17%)	
Passenger Revenue	\$ 2,875,100		\$3,807,000		(-24%)	
Farebox Recovery Ratio	6.4%		7.1%		(-9.3%)	

- Operator shortages and resulting missed trips continue to impact service quality and ridership recovery. Planning and Operations departments have implemented service cuts for the September service change, which reduced manpower needs. Metro plans to reduce service again in November to align service needs with manpower availability.
- Call-A-Ride trip denials have increased to nearly 9,500 in August 2021, up from 140 denials in August 2020. Demand has rapidly returned to pre-pandemic levels. After ridership was up (92%) vs April FY20, May and June ridership were up again and on par with a typical pre-pandemic month. Meanwhile, Call-A-Ride is experiencing similar labor challenges to the rest of the organization.
- Metro has endured more than 18 months of COVID-era transit activity and operations. As Metro tracks recovery, it should be noted that COVID-era figures from FY21 now the baseline in the year-over-year calculations. Standardized ridership is up by (7.1%); see the August '20 and August '21 ridership data points in the chart below for reference.
- On June 14, The Cardinals returned to full seating capacity for home games for the remainder of the season, and attendance has begun to regularly exceed 30,000 fans. This season, MetroLink system ridership is up roughly (30%) around Cardinals home games compared to Cardinals away games. Metro will closely monitor these and other upcoming special events as vaccinations continue and ridership gradually recovers.

Recent Fiscal Year Ridership Trends Vs. Peak Ridership Levels FY14

STANDARDIZED FIXED-ROUTE RIDERSHIP (TOTAL SYSTEM)





Major Projects Update

Metro is focused on delivering a program of projects driven by strategic goals. We are driven to deliver an excellent customer experience; grow and sustain ridership; create a safer, more secure Metro; demonstrate fiscal responsibility; and create an outstanding organizational culture by developing and engaging team members.

The realization of these strategic goals requires a talented and coordinated team that is focused on a set of clear objectives, and has the training and support necessary to guide their performance. Over the past year we have undergone significant changes in the management, focus and organizational structure of our team. We have welcomed new leaders in the wake of the Highly Incentivized Retirement Opportunity (HERO) program. We are restructuring roles and rethinking job requirements in response to our workforce shortage. We are making investments in employee development and training. We have realigned all of our asset maintenance teams that support our vehicles, stations, light rail system, and operating facilities into one Transit Assets team. Together, we are moving forward.

SERVICE UPDATE: NOVEMBER 2021 SERVICE CHANGE

Metro's workforce shortage has become so significant that we cannot successfully execute our regularly-scheduled service. Even with the assistance of operators volunteering to work additional hours, and assigning managers to drive whenever possible, we are frequently missing trips. In September 2021, we missed 3.3% (3,500) of MetroBus trips. In August, we denied 9,900 customer requests for Call-A-Ride trips, with a significant increase in denials estimated for September.

In order to provide our customers with the reliable service they expect of Metro, we are adjusting service levels to better match our currently available workforce. **Our service hours planned for November will reflect an approximately 10% decrease since September 2021, and a roughly 15% decrease since June 2021** (which was the service level we had planned to sustain for post-COVID restoration). Metro aims to increase service again as soon as operator availability permits – potentially by mid-2022 – enabling us to ramp back up to June 2021 service levels while maintaining consistent service.

Reductions to Missouri MetroBus service planned for November are based on matching service levels to ridership and demand – preserving more frequent service on busier routes and times of day. As always, Metro prioritizes service as much as possible in parts of our region with higher minority and low-income populations, which happen to coincide with communities that traditionally have higher transit utilization. Service in St. Clair County, IL will remain stable in November 2021.



In order to achieve a sustainable service level, in November 2021 Metro must temporarily suspend six routes, while reducing either frequency or span of service on another 21 routes. Making these critical service adjustments is the best way to allow Metro to meet its scheduled service and uphold its reliability for customers. Further details on these temporary service reductions are as follows:

- 14 *Local* routes will adjust weekday daytime service from 30-minute to either 40- or 60-minute frequency
- 4 *Frequent* routes will adjust weekday daytime service (3 routes moving from 15-minute to 20-minute frequency, and one route moving from 20- to 30-minute frequency)
- 2 routes will have evening service reduced from 30- to 60-minutes
- 4 routes will shorten the evening span of service due to low nighttime demand; 3 of those routes, located in North County, have a replacement microtransit service after 8PM
- 6 routes temporarily suspended
 - > Includes all 4 Express routes
 - > Includes 2 local routes in South and West County -- #46-Tesson Ferry and #65-Outer Forties -- which will be fully covered by microtransit service

Meanwhile, in order to complement fixed route service, fill gaps where bus reductions have occurred, and offset the immense demand for Call-A-Ride, the **Via Metro STL pilot is expanding.**

- A third “West Zone” will be established in November, to cover employment and healthcare destinations along Outer Forty Road (such as medical facilities and senior/assisted living centers) which will no longer be served by the #65 Outer Forties. These destinations have not been best-served by regular bus service – with heavier vehicles deviating onto private property and through parking lots in order to reach these facilities. Microtransit with six-passenger vans may be a better fit for serving these locations, and so the West Zone of Via Metro STL will work to absorb the current demand for route #65 Outer Forties.
- Additionally, the current South Zone will expand north to Manchester Road, so that the Via service area encompasses some common Call-A-Ride booking request locations. Metro is working to help customers learn about and become trained on the Via platform, so that if/when they experience difficulty booking Call-A-Ride, they will have another option with microtransit.

In late October, Metro will begin a customer outreach campaign to inform customers about the November 29 service change, and ensure they are aware of alternatives including Via and Lyft. This informational campaign will consist of signage across the MetroBus and MetroLink systems; audible announcements; social media posting; and rider alerts pushed through the Transit App (Metro’s trip planning and mobile fare payment app).



CAPITAL PROGRAM UPDATE

FLEET MAINTENANCE & MODERNIZATION

Bus Replacement

- **Project Summary:** We are obtaining a total of twenty-one new Gillig buses in the FY21 capital budget cycle, including fifteen 40' diesel and six 40' battery electric buses.
- **Project Budget:**
 - > 6 battery electric Gillig buses - \$5,550,840
 - > 15 Diesel buses - \$7,388,970
- **Project Status:** All 21 buses are currently in the procurement phase.
 - > The 6 battery electric buses are currently in production, and the 15 diesel buses will enter production in October 2021.
 - > The manufacturers are experiencing delays in production due to parts shortages. We are awaiting news of scheduled delivery dates.

Call-A-Ride Van Replacement

- **Project Summary:** Forty new Ford Transit/ Arboc Low Floor Paratransit Vans have been ordered for Call-A-Ride. Many Call-A-Ride vans are currently beyond their useful life- the result of several years of difficulty obtaining vans due to a lack of materials including chassis, and difficulty in manufacturers' ability to reach Buy America requirements. Looking ahead, staff is contemplating changes to the composition of the Call-A-Ride fleet that will allow us to better support customer demand and maintain a reliable fleet.
- **Project Budget:** The estimated budget for these forty vehicles is \$5,412,000.
- **Project Status:** Delivery has been delayed due to a lack of available chassis for the new vans from Ford. Vans were ordered in March 2021. At this time, three of forty chassis are expected to be available by January 2022, while the availability of the remaining thirty-seven is unknown.

Light Rail Vehicle Replacement

- **Project Summary:** Metro's original light rail vehicles (LRVs) are nearing the end of their 30-year useful life and must be replaced to ensure reliable system operation. After conducting a thorough assessment of the existing 87-car LRV fleet, Metro is proceeding with design and procurement of twenty-four LRVs; this represents one-third of the required peak fleet and 20% spare ratio.

Metro is working alongside Hatch LTK on the conceptual design, industry assessment, and technical specification of this new LRV fleet. This process includes evaluating interest and capacity to develop LRVs that fulfill system integration requirements, including integration with Metro's existing overhead catenary system, weight distribution requirements over our network of bridges and structures, and adherence to our dynamic envelope requirements to ensure clearance at stations and facilities. This process also seeks to evaluate the potential for more innovative design features, including integration of modern technology, an extended-car profile, onboard battery electric storage systems, and potential facility modifications. Once technical specifications have been

defined, Metro will proceed with developing a request for proposals (RFP) for rail car manufacturers.

- **Project Budget:** \$154,927,343
- **Project Status:** Metro and Hatch LTK have developed existing system requirements and engaged all project stakeholders and developed and released a request for information (RFI) from rail car manufacturers. We are now conducting virtual meetings with all responsive manufacturers, and anticipate formal responses from those manufacturers in early November. Our next steps include developing full technical specifications from December 2021 – August 2022, and releasing an RFP for LRV production in spring of 2023. The first new LRVs would be delivered as early as 2024, dependent on procurement timeline and production schedules.

Electric Bus Infrastructure

- **Project Summary:** Project includes installation of charging infrastructure to support the new and forthcoming fleet of battery electric buses. The charging infrastructure consists of depot charging at the Brentwood Maintenance Facility and on-route charging at the North Broadway Transit Center.
- **Project Budget:** \$10,300,000
- **Project Status:** The project is substantially complete. The chargers are in use and are sufficiently charging buses as needed to enable bus operation. The project is currently in a prolonged period of contract closeout, with efforts underway to fine tune the functionality of chargers and the charge management system to achieve a product that meets the requirements of Vehicle Maintenance and MetroBus Operations.





METROLINK STRUCTURES & SYSTEMS

Track System Upgrades

- **Project Summary:** The project includes multiple track system upgrades to the Phase 1 MetroLink Alignment including: Plymouth Avenue Grade Crossing Renewal; Grand Diamond Removal; Ewing Avenue Grade Crossing Renewal; Civic Center Restraining Rail Curves; and Broadway Avenue Restraining Rail Curves.
- **Project Budget:** \$4,560,000
- **Project Status:**
 - > Design activities have been completed and the construction contract has been awarded to RailWorks Track Services, Inc.
 - > Construction is anticipated to begin in fall 2021 and completed fall 2022.

Eads Bridge / Laclede's Landing Station Brick Repairs

- **Project Summary:** As part of Metro's Transit Assets Management (TAM) program, structural inspections of the Eads Bridge and Laclede's Landing Station revealed deteriorating tuck pointing and brick work. Staff recently launched a two-phase maintenance program. Phase 1 will provide immediate repairs, replacing missing bricks and tuck pointing the remaining loose bricks. Phase II will involve soliciting contracted support for the remaining brick replacement and tuck pointing.
- **Project Budget:** The total project budget is unknown at this time.
- **Project Status:** Metro is currently seeking a qualified vendor that possess the necessary high rail equipment and historical structure experience to provide cost estimates for Phase I and Phase II, along with the ability to provide emergency repairs for Phase I.





Union Station Tunnel Rehabilitation

- **Project Summary:** The project will entail the structural rehabilitation of the existing tunnel. The scope of work will include phased tunnel construction (foundations, cast in place reinforced concrete abutments, new precast concrete girders), all surface site work, and standpipe, which would supply water from street level fire hydrants down into the tunnel in case of a fire emergency. All of the tunnel outside of the track area will be backfilled with flow-able backfill to prevent future collapse of the tunnel and satisfy NEPA requirements.
- **Project Budget:** \$51,916,000
- **Project Status:**
 - > Design activities are currently 90% complete.
 - > Construction is anticipated to begin in spring 2022 and completed by spring 2025.

Downtown Tunnel Rehabilitation

- **Project Summary:** Project entails structural repairs at various locations within the Downtown Tunnel and the replacement of the existing standpipe, which would supply water from street level fire hydrants down into the tunnel in case of a fire emergency.
- **Project Budget:** \$5,023,000
- **Project Status:** Design activities have been completed. Currently preparing procurement documents for construction services. Construction is anticipated to begin in spring 2022 and completed by the spring 2024.



Skinker Bridge Rehabilitation

- **Project Summary:** Project entails structural repairs of the existing bridge along with new MetroLink rail and rail connectors.
- **Project Budget:** \$1,982,000
- **Project Status:**
 - > Design activities have been completed and the construction contract has been awarded to KCI.
 - > Construction is anticipated to begin in fall 2021 and completed summer 2022.



Parkway Interlocking and Richmond Heights Siding

- **Project Summary:** An additional rail crossover and rail siding is necessary to achieve reliable levels of service during the future rehabilitation of Skinker and Big Bend Tunnels. The additional crossover will allow MetroLink cars to move from one track to the other and will be located west of the Forest Park – DeBaliviere Passenger Station. The new Richmond Heights siding will be located adjacent to the existing Richmond Heights Station. The siding will consist of roughly 300 feet of unelectrified storage track and allow for the storage of work trains and equipment during the rehabilitation of the respective tunnels.
- **Project Budget:** \$4,500,000
- **Project Status:**
 - > Design activities are currently 90% complete with completion anticipated by the end of October 2021.
 - > Construction is anticipated to begin in spring 2022.



STATION IMPROVEMENTS

Illinois Parking Lot Resurfacing

- **Project Summary:** The project entails sealcoating of the two auxiliary lots, repaving of the main lot at the Emerson Park MetroLink Station, and repair and repaving of the main parking lot at the Belleville MetroLink Station.
- **Project Budget:** \$1,412,000
- **Project Status:**
 - > Emerson Park is substantially complete. Repaving of the Belleville bus loop has been completed.
 - > The final phase of the repair and repaving of the Belleville lot will commence this month. Construction will be completed by fall 2021.

Belleville Station Parking Lot



Emerson Park Station Parking Lot





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Operations Report

October 15, 2021

Jessica Mefford-Miller, Executive Director

Metro



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Capital Project Update

Fleet Maintenance & Modernization



- Bus Replacement
 - > 6 BE Gillig buses in production
 - > 15 diesel buses begin production this month
- Electric Bus Infrastructure
 - > Infrastructure substantially complete, fine tuning chargers and charge management system
 - > Confidence in in-route charging is growing, 60' New Flyer buses used more broadly across the #70 Grand



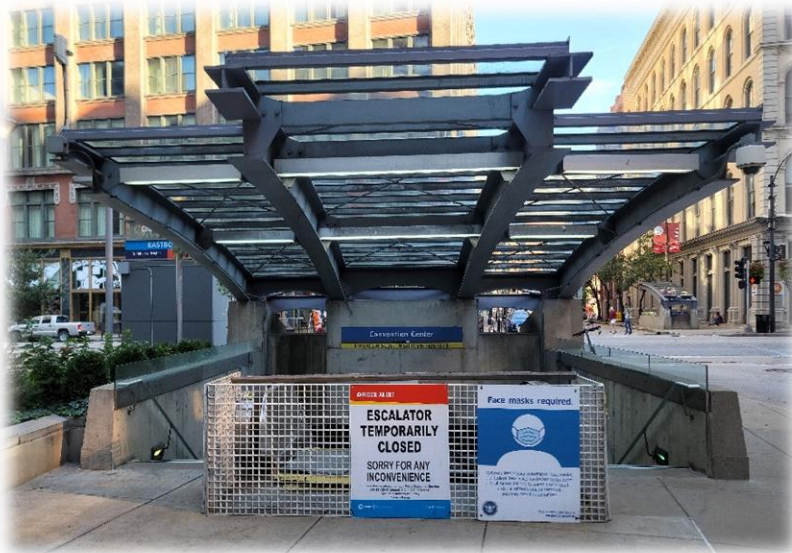
Fleet Maintenance & Modernization



- Call-A-Ride Van Replacement
 - > Call-A-Ride average fleet age exceeds program design due to difficulty in obtaining materials
 - > 40 Ford Transit / Arboc vans have been ordered. 3 available early 2022, remaining 37 delivery TBD.
- Light Rail Vehicle Replacement
 - > Progress continues on conceptual design, industry assessment, and spec development
 - > Meetings conducted with interested manufacturers conducted in Sep – Oct, formal responses due in Nov
 - > Formal responses from interested manufacturers due Nov
 - > Spec development Dec 2021 – Aug 2022
 - > RFP for production anticipated spring 2023



- Downtown Station Enhancement Project
 - > Design for Convention Center, 8th & Pine, Laclede's Landing Redesign 30% complete, construction remains unfunded
 - > Repairs required on escalators and elevators
 - > Project scope for repair / redesign under development
- Eads Bridge / Laclede's Landing Station Brick Repairs
 - > Structural inspections revealed deteriorating bricks and tuck pointing
 - > Remediation and repairs to be completed in 1 – 3 phases
 - > Project scope and budget unknown at this time



Skinker Bridge & Parking Lot Resurfacing



- Skinker Bridge

- > Includes structural repairs of existing bridge and new MetroLink rail
- > Design complete, construction to occur fall 2021 – summer 2022



- Illinois Parking Lot Resurfacing

- > Includes repaving the main lot at Emerson Park MetroLink Station, repair of main lot at Belleville MetroLink Station, sealcoating of two auxiliary lots
- > Emerson Park substantially complete
- > Belleville bus loop complete. Final phase of Belleville lot complete in fall 2021



Tunnel Rehabilitation



- Union Station

- > Includes structural rehabilitation, phased tunnel construction, surface site work, standpipe
- > Design 90% complete
- > Construction anticipated spring 2022 - 2025



- Downtown Tunnel

- > Includes structural repairs at various locations, replacement of standpipe
- > Design complete, preparing construction procurement
- > Construction anticipated spring 2022 - 2024





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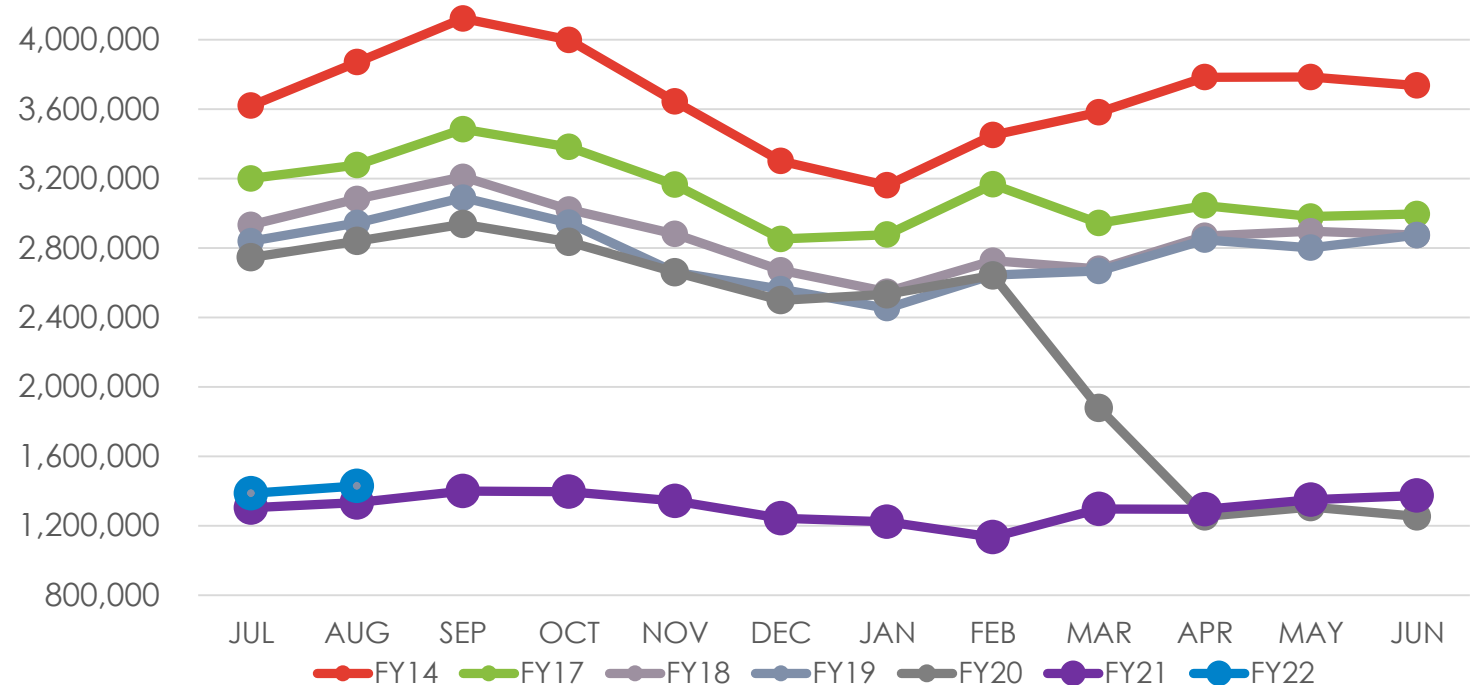
Service Update

Service Performance

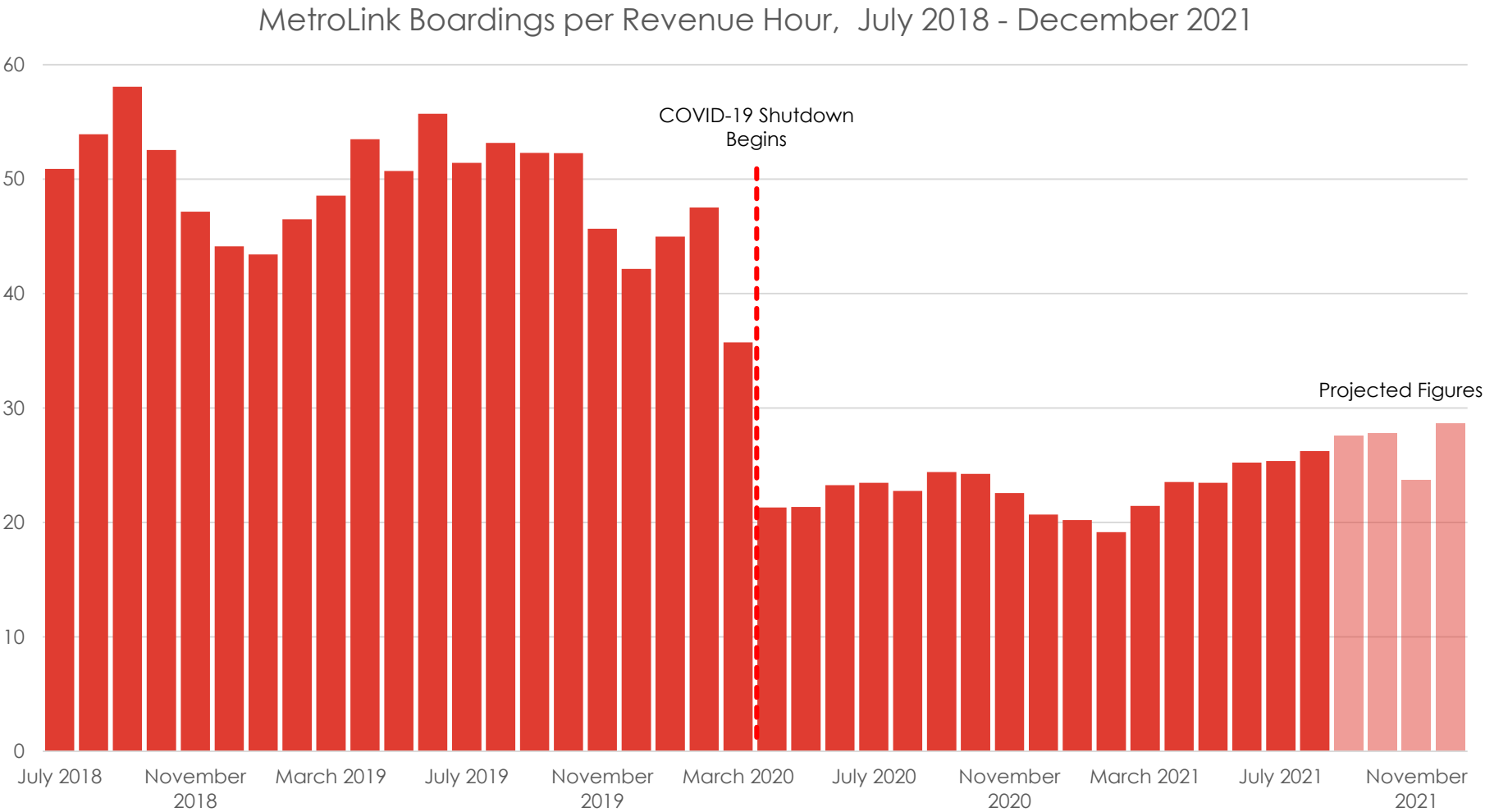


- Ridership is returning at a moderate pace
 - > August 2021 ridership is up 7.1% year-over-year, and is 47% of 2019 ridership
 - > Special events ridership is returning
- Passenger revenue is growing

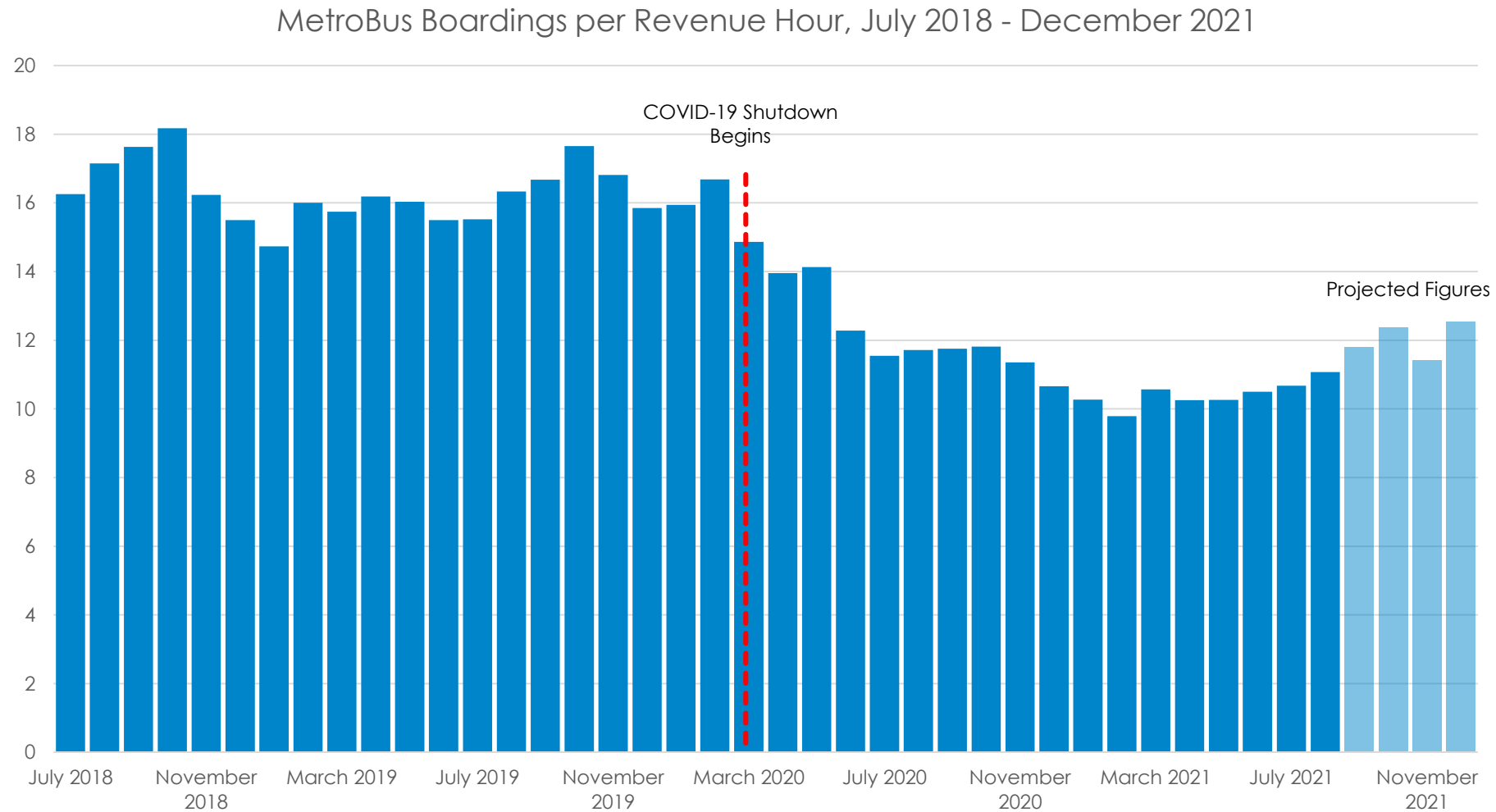
Standardized Ridership FY14 – FY22 YTD



MetroLink Ridership History



MetroBus Ridership History



Metro Service Level Adjustment

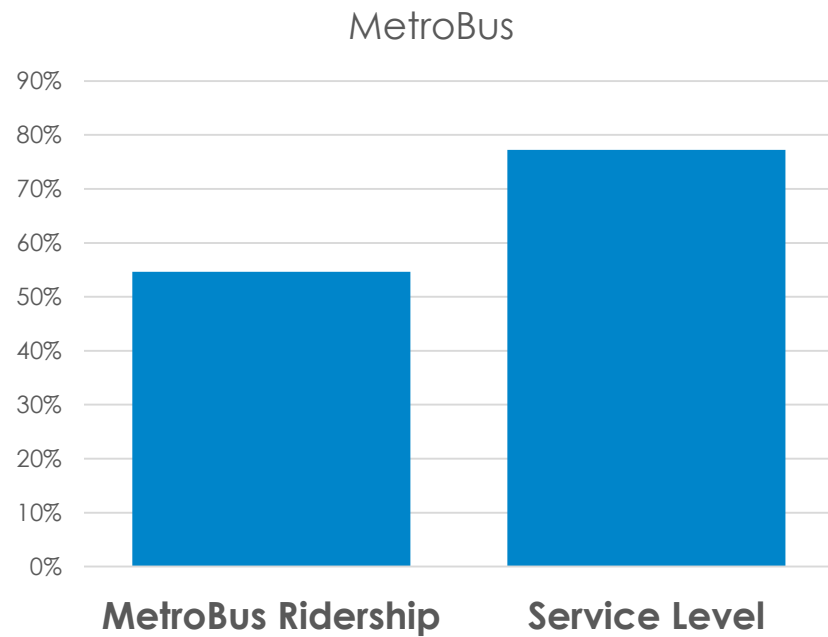


- FY22 service goal is to operate 90% of pre-pandemic service, but we are not yet capable of delivering this service level.
 - > MetroBus missed 3,552 (3.3%) of scheduled September service
 - > MetroLink has continued to operate as scheduled to date
 - > 28.3% (14,610) of 51,674 requested Call-A-Ride trips were denied due to workforce shortage
- **We must reduce our service level to align with our workforce expectations while we commit ourselves to retaining and recruiting operators, mechanics and electricians.**
- **On November 29, 2021, Missouri MetroBus service will be reduced by ~10% below September 2021.**
- Staff is analyzing the impact of a potential reduction in MetroLink peak frequency.

Projected Ridership & Service Level



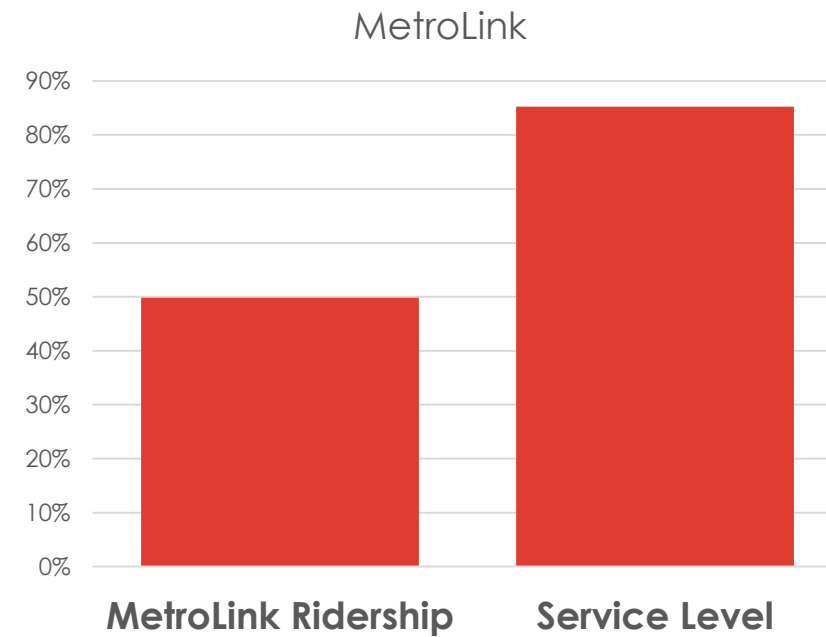
December 2021 vs. 2019 Projected Service Level & Ridership



Percent of
pre-COVID

55%

77%



Percent of
pre-COVID

50%

85%

November 29 Service Change Summary



- 14 *Local* routes will adjust weekday daytime service from 30-minute to either 40- or 60-minute frequency
- 4 *Frequent* routes will adjust weekday daytime service (3 routes moving from 15-minute to 20-minute frequency, and one route moving from 20- to 30-minute frequency)
- 2 routes will have evening service reduced from 30- to 60-minutes
- 4 routes will shorten the evening span of service due to low nighttime demand; 3 of those routes, located in North County, have a replacement microtransit service after 8PM
- 6 routes temporarily suspended
- Includes all 4 Express routes
- Includes 2 local routes in South and West County -- #46-Tesson Ferry and #65-Outer Forties – which will be fully covered by microtransit service
- Via MetroSTL pilot expanding into a West Zone along Outer Forty Road. The Via South Zone will expand north to Manchester to provide relief to common Call-A-Ride destinations

- **Information Sharing Actions**

- > Bus Stop Signage – using decals to mark suspended routes, as well as routes with significantly changed span of service
- > General signage and rider alerts (transit centers, electronic, social media)
- > Customer handouts

- **Rider Education Actions**

- > “Pop-up” sessions at key transit centers, to catch riders who will need to learn about Via and Lyft options
 - > Clayton TC, Ballas TC, North Hanley, NCTC, and Shrewsbury
- > Internal training session(s) and materials for Transit Service Managers and Customer Service agents to equip Metro employees to help customers navigate their new trip

Workforce Update



Staffing Levels							
	MetroBus Operators	MetroLink Operators	Call-A-Ride Operators	General Maintenance 1A Mechanics	Vehicle 1A Mechanics	MetroLink ElectroMechanics	Electricians
Budgeted Positions	789	102	201	46	223	40	58
Active Employees	698	98	140	35	208	31	50
Percent Shortage	11.50%	3.92%	30.40%	23.91%	6.73%	22.50%	13.79%

Workforce Update



- Retention Progress
 - 1st Retention Bonus paid (\$1,000) September 24
 - Compensation review with other transit agency salaries
 - Analysis of root causes for turnover underway with updated exit interview process
 - New operator mentoring program in development
 - COVID-19 mitigation prioritizes employee safety

Workforce Update



- Recruitment Progress
 - Monthly Open Houses for on-the-spot hiring events scheduled.
 - Community outreach to expand network with 14 partner organizations.
 - Participation in community events including a recruiting component.
 - 22 employees hired with the potential for a sign-on bonus
 - Employee Referral Bonuses implemented resulting in 18 hires.
 - Call-a-Ride Operator shifting to hiring at age 18+ instead of 21+.
 - Refocused advertising to emphasize recruiting efforts.





- Recruiting & Training Capacity
 - Partnership with Supir for direct recruitment.
 - RFP to help with high-volume and/or direct hire recruiting effort due 10/20/21.
 - Adding capacity with temporary employee(s) to help with recruitment and case management.
 - Added training classes to shorten time from employment application to start date.

Recruiting & Training Pipeline (September)				
	Applications Received	Candidates in Process	Candidates Scheduled for Training	Trainees in Process
MetroBus Operators	121	13	5 (Starts 11/1)	10
Call-A-Ride Operators	55	20	3	6
1A Mechanics	15	2	5	4
Electro-Mechanics	6	5	0	0
Electricians	8	1	0	0



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Discussion