



Safety & Security Committee

Open Meeting

Thursday, October 6, 2022 -- 8:30 AM

Virtual Meeting

211 North Broadway, 6th Floor

St. Louis, MO, 63102



Safety & Security Committee Meeting -- October 6, 2022 @ 8:30 AM

Notice of Meeting and Agenda

1. Call to Order	Approval	Chair Simmons
2. Roll Call		M. Bennett
3. Public Comment	Information	Chair Simmons
4. Approval of Minutes of the August 11, 2022, Safety & Security Committee, Open Meeting	Approval	Chair Simmons
A. Draft Minutes - August 11, 2022 Security Committee - Open Meeting - 3		
5. Presentation - "Get Help Application" Program	Information	K. Scott / J. Wallace
6. Extension of Contract between Chestnut Health Systems, INC and Bi-State Development Agency for Transit Client Engagement Services	Approval	K. Scott
A. Draft Briefing Paper - 7		
B. First Amendment to Agreement for Chestnut Health Services - 9		
7. Bi-State Safety Oversight: 2022 Annual Update	Information	A. Ghiassi
A. Briefing Paper - 10		
B. 2022 BSSO Board of Commissioners Presentation - 11		
8. Unscheduled Business	Information	Chair Simmons
9. President/CEO Report	Information	T. Roach
10. Call for the Dates of Future Board & Committee Meetings	Information	M. Bennett
11. Motion to Move to Executive Session	Approval	Chair Simmons
If such action is approved by a majority vote of The Bi-State Development Agency's Board of Commissioners who constitute a quorum, the Board may go into closed session to discuss legal, confidential, or privileged matters pursuant to Bi-State Development Board Policy Chapter 10, Section 10.080 (D) Closed Records: Legal under §10.080(D)(1); Personnel under §10.080(D)(3); Security under §10.080(D)(11); and Rail, Bus, or Facilities Safety and Accidents under §10.080(D)(16).		
12. Reconvene to Open Session	Approval	Chair Simmons
13. Adjournment	Approval	Chair Simmons

**BI-STATE DEVELOPMENT
SAFETY AND SECURITY COMMITTEE MEETING
(VIRTUAL MEETING VIA ZOOM)
OPEN SESSION MINUTES
August 11, 2022
8:30 AM**

Committee Members Participating via Zoom

Vernal Brown
Rose Windmiller – Absent
Fred Pestello – Absent

Herbert Simmons, Chair
Derrick Cox – Absent
Irma Golliday – Absent

Other Commissioners Participating via Zoom

Nate Johnson
Sam Gladney – Absent

Terry Beach
Debra Moore

Staff Participating via Zoom

Taulby Roach, President and Chief Executive Officer
Brenda Deertz, Director of Executive Services
Lisa Stump, Lashley & Baer, Legal Counsel
Myra Bennett, Manager of Board Administration
Charles Stewart, Executive Director Metro Transit
Tom Curran, Executive Vice President Administration
Kevin Scott, General Manager Security
Andrew Ghaissi, General Manager Safety, Chief Safety Officer

Others Participating via Zoom

Melony Self, ASL Interpreter

1. Open Session Call to Order

9:25 a.m. Chair Simmons called the Open Session of the Bi-State Development Agency, Security Sub-Committee Meeting to order at 9:25 a.m.

2. Roll Call

9:25 a.m. Roll call was taken, as noted above.

3. Public Comment

9:26 a.m. Chair Simmons asked Ms. Bennett if any speaker cards were submitted for today's meeting. Ms. Bennett noted that the following public comment was received:

Name: Matthew Inman

Topic: July 26th Metro Service Disruptions and Lack of Preparedness

Comments: To the Bi-State Development Agency Board of Commissioners:

I'm a student at Washington University and I am a frequent user of Metro as a means for me to commute to work, run errands, and to overall get around town without a car. I wanted to share some comments and suggestions with you that involve Metro service during the recent flash floods on the morning of July 26th, 2022.

As a student with no access to a personal vehicle I have relied on Metrolink as a means to get to and from work each day this summer. I've rode with Metrolink enough to know that when it rains the train is delayed, but I was shocked when I checked the Transit App to see an alert that delays of "Up to two hours or more were occurring" Knowing the devastating impact this could have on my commute I hurried out the door to walk to Skinker Station. Based on the alert on the app and the Metro website I could tell that there were delays but it was unclear if the train was still running, if so between where, or if shuttles were in service. Ultimately, I decided that I would be able to gather more information at the station. Surely, if the train was no longer serving the station or the station was closed there would be signs to that effect with instructions on where to find the shuttle stop.

I was wrong.

And one comment I have is concerning Metro's lackluster planning and crisis management during the events of July 26th. Metro's rider alerts when they are issued at all are often confusing and contradictory. The alert on the website/app did not immediately tell me if the train was running or if the station was closed. And when I got to the station the PA system was giving contradictory announcements. The automated PA system was notifying passengers of the delay but did not clearly tell those waiting that the train was not serving the station.

I attempted to call Metro's transit information line for clarification if the station was open, and while I did get an answer eventually I was hung up on or otherwise disconnected several times in the process. This leads me to another issue about Metro's preparation for a large-scale Metrolink service disruption like this: The lack of easy to find information/wayfinding signage on Metrolink Shuttle stops.

There is no information on the platform nor was any sign posted about the overall location of the Metrolink shuttle stop locations. While I was easily able to find the sign that indicated the westbound Metrolink shuttle, I was unable and still have yet to find or receive a straight answer on where the Eastbound Metrolink shuttle stop is for the Skinker station. It seems that Metro hopes for people to aimlessly wander around in a blind attempt to find a little sign. Which is a prime example of poor planning and under preparedness.

Furthermore, I have yet to ride a designated Blue Line shuttle to or from Skinker and the Central West End. In my vain attempt to wait and hope the shuttle eventually shows up there have always been other bus/paratransit operators that have stopped and offered me a ride.

I understand that a weather event on the scale of what happened on July 26th may be beyond the design basis for much of the Metrolink system. However, I encourage Metro and Bi-State to take the lessons from this event to heart to better prepare for any future large scale disruptions.

4. **Approval of the Minutes of the May 5, 2022, Safety & Security Committee, Open Meeting 9:30 a.m.** The minutes of the May 5, 2022, Safety & Security Committee, Open Meeting, were provided in the Committee packet.

A motion to approve the minutes, as presented, was made by Commissioner Brown and was seconded by Commissioner Johnson. **The motion passed unanimously.**

5. **Task Force Quarterly Report**

9:31 a.m. The Task Force Quarterly Report was provided in the meeting materials, Kevin Scott, General Manager Security, gave an overview of this item, noting that the numbers contained in the in the quarterly reports come directly from our law enforcement partners and is broken down by jurisdiction. He stated that this is an opportunity to also stress the importance and compliment the men and women who work on a daily basis to interact with our customer base and address issues. He reported that 177 incidents occurred in the past three months, noting that the Agency uses this data in determining where to deploy resources. Mr. Scott reported that 71% of the most recent incidents were self-initiated, by proactive law enforcement engagement, which means that these were incidents that were not “calls for service”, but rather were observed or discovered by law enforcement during their routine patrols, while engaging ridership. He noted that the numbers reflect a high level of incidents at North Hanley and Fairview Heights locations, partially due to the proactive stance that law enforcement has been taken at these locations.

Chair Simmons asked for an update on the dispatch project. Mr. Scott stated that he has been in continuing discussions with Captain Morrow from St. Louis County and he is committed to the 90 day pilot. He stated that, during the FTA audit, it was noted that the inter collaboration radio communications between jurisdictions were highlighted as a weakness, and is a finding that the organization must address. Mr. Scott states that he believes that part of the issue is that our law enforcement partners do not understand the regulatory oversight that the Agency is under, and the benchmarks that we are obligated to achieve. He reported that the discussions with St. Louis County have been well received. Mr. Scott stated that we will not know what does, and does not work, until the organization completes the 90 day pilot. Commissioner Simmons noted that St. Clair County has continue to work with Captain Morrow regarding this project.

Chair Simmons asked for an update regarding the camera project at the peace app centers. Mr. Scott stated that there has been a reconfiguration of some responsibilities, and positioning people with expertise in certain areas to address specific issues, and is hopeful that this will speed the process. Chair Simmons stated that he is optimistic that this will be done as early as next week, as the Agency is waiting for software to arrive. He noted for the Committee, that this project will allow monitoring of the platforms and parking lots, from the dispatch centers in St. Clair County. It was noted that this capability will only be available in St. Clair County at this point. Mr. Scott stated that the Secure Platform Plan contract, approved by the Board this morning, will allow for a buildout of a real time camera center at the central facility, which will support and compliment this project.

6. Unscheduled Business

9: 41 a.m. There was no unscheduled business.

7. President/CEO Report

9:41 a.m. President/CEO Taulby Roach asked Chuck Stewart, Executive Director of Metro Transit, to provide input regarding the public comment from Mr. Inman. Mr. Stewart noted that staff has responded to Mr. Inman. He stated that Mr. Inman represents a very important part of our ridership, as a student of Washington University. Mr. Stewart stated that Mr. Inman experienced the worst of the crisis, related to the unprecedented flooding incident, and significant damage to our system and facilities. He noted that the Agency is continuing to work to address these issues, and commended the entire staff for their response to these events.

Chair Simmons asked if staff responds directly to the public comments that are submitted. Mr. Stewart reported that staff does respond directly to the individuals, and stated that he could provide that correspondence to the Board, if needed. Chair Simmons asked that Mr. Stewart please forward that information to the Board.

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

9:45 a.m. Myra Bennett, Manager of Board Administration announced the upcoming meetings as follows:

Operations Committee Meeting:	Friday	August 19, 2022	8:30 AM
Audit, Finance & Administration Committee:	Friday	August 19, 2022	Following OPS
Board of Commissioners Meeting:	Friday	September 23, 2022	8:30 AM

9. Adjournment

9:46 a.m. Chair Simmons asked if there was any further business; being none, Commissioner Beach made a motion to adjourn the meeting. The motion was seconded by Commissioner Brown. Unanimous vote in favor was taken. The motion passed, and the meeting was adjourned at approximately 9:46 a.m.

Deputy Secretary to the Board of Commissioners
Bi-State Development

**Bi-State Development Agency
Safety and Security Committee
Open Session Agenda Item
October 6, 2022**

From: Taulby Roach, President & CEO
Subject: **Extension of Contract between Chestnut Health Systems, INC and Bi-State Development Agency for Transit Client Engagement Services**
Disposition: Approval
Presentation: Kevin Scott, General Manager of Security

Objective:

To present to the Safety and Security Committee, a request to forward to the Board for approval, the First Amendment to Agreement (2 year extension) for Transit Client Engagement Services with Chestnut Health Systems, INC to provide comprehensive behavioral health services, directly connecting riders/customers with appropriate Chestnut services or warm transfer to alternate service providers. This agreement will allow for two (two person) clinician teams focusing their resources at two transit centers: The North Hanley Transit Center and the Civic Center Transit Center.

Background:

The focus of a comprehensive Metro Transit public safety platform recognizes that there is a significant need to engage Riders/Customers in need with behavioral health services, to improve the health and safety of Riders/Customers on the Metro Transit System. Only focusing on security enforcement measures can simultaneously fail to address the underlying health determinants responsible for many safety concerns, while decreasing a sense of safety in our Metro Transit community. This model mimics the highly success pilot program already in place on the MetroLink Alignment within the St. Clair County Transit District, with the same provider (Chestnut Health Systems, INC).

Analysis:

By paring Chestnut Health Crisis Teams with Metro Transit security personnel, we are taking a proactive public health approach to Metro Transit System rider safety. We are proposing that adding this initiative to the Metro Transit System's existing security improvement efforts will increase rider security and experience, while tangibly improving the community's perception of the Metro Transit System. Data collection/metrics will be established to measure impact of this program.

Committee Action Requested:

Management recommends that the Safety and Security Committee accept, and forward to the Board of Commissioners for approval, the Amendment allowing the Bi-State President and CEO to authorize an Extension of Contract between Chestnut Health Systems, INC and Bi-State Development Agency for Transit Client Engagement Services, in a total not to exceed amount of \$790,000.

Attachments:

1. Draft of the First Amendment to Agreement for Transit Client Engagement Services with Chestnut Health Services, INC.

Funding Source:

Metro Transit Public Safety Security Budget.

FIRST AMENDMENT TO AGREEMENT FOR TRANSIT CLIENT ENGAGEMENT SERVICES

This **FIRST AMENDMENT TO AGREEMENT FOR TRANSIT CLIENT ENGAGEMENT SERVICES** (this “First Amendment”) is made this 20th day of September 2022, by and between **CHESTNUT HEALTH SYSTEMS, INC.**, an Illinois not-for-profit corporation (“Chestnut”), and **BI-STATE DEVELOPMENT AGENCY OF THE MISSOURI-ILLINOIS METROPOLITAN DISTRICT** (“Metro Transit”).

WHEREAS, Chestnut and Metro Transit are parties to that certain Agreement for Transit Client Engagement Services dated October 1, 2021 (the “Agreement”); and

WHEREAS, Chestnut and Metro Transit wish to amend certain terms of the Agreement as set forth herein.

NOW, THEREFORE, in consideration of the foregoing, the mutual agreements hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. **EFFECTIVE DATE.** This First Amendment shall be effective as of December 1, 2022.

2. **AMENDMENTS.**

2.1 The Term, as defined in Section 10.1 of the Agreement, shall be extended for a period of twelve (24) months, commencing on December 1, 2022 and ending on December 1, 2024.

2.2 The following compensation structure shall be added to Exhibit C to the Agreement titled, “Compensation”: “In accordance with Section 5.2 of the Agreement, Metro Transit shall pay Chestnut Three Hundred Ninety Thousand Dollars (\$390,000.00) for the services rendered during December 1, 2022 through November 30, 2023. Metro Transit shall pay Chestnut Four Hundred Thousand Dollars (\$400,000.00) for the services rendered during December 1, 2023 through November 30, 2024. These compensation amounts are estimates only; monthly invoices will reflect actual amounts due to Chestnut, pursuant to the terms of each invoice.”

3. **MISCELLANEOUS.** This First Amendment contains all of the agreements of the parties hereto with respect to the subject matter hereof and no prior agreement or understanding pertaining to any such matters shall be effective for any purpose. To the extent of any conflict between the Agreement and this First Amendment, this First Amendment shall control. No provision of this First Amendment shall be modified in any matter whatsoever except by agreement in writing by the parties hereto.

IN WITNESS WHEREOF, the parties hereto have signed this **FIRST AMENDMENT TO AGREEMENT FOR TRANSIT CLIENT ENGAGEMENT SERVICES** as of the date first set forth above.

CHESTNUT:

Chestnut Health Systems, Inc.

By: _____
Name: Puneet Leekha
Title: Chief Operating Officer and General Counsel

METRO TRANSIT:

**Bi-State Development Agency of The
Missouri-Illinois Metropolitan District**

By: _____
Name: _____
Title: _____

From: Andrew J Ghiassi, General Manager of Safety
Subject: **State Safety Oversight: 2022 Annual Update**
Disposition: Information
Presentation: Taulby Roach, President & CEO

Objective:

This report describes the operations of the Bi-State Safety Oversight (BSSO) Program to address state and federal safety rules for MetroLink for Calendar Year (CY) 2022, and contains information from the 2022 Annual Report to the Federal Transit Administration (FTA). The Bi-BSSO will report alongside the Bi-State Development Safety Department.

Background:

In accordance with 49 CFR Part 674(a)(7), the BSSO must report at least annually to the Governor, the FTA, and the board of directors or equivalent entity of each rail fixed guideway public transportation system on the safety status of that system.

Analysis:

The presentation will outline the following for 2022:

- BSSO Regulations
- BSSO Approvals
- Public Transportation Agency Safety Plan Approval
- Safety Management System Overview
- 2022 Internal Safety and Security Audits
- FTA Reportable Event Summary

Committee Action Requested:

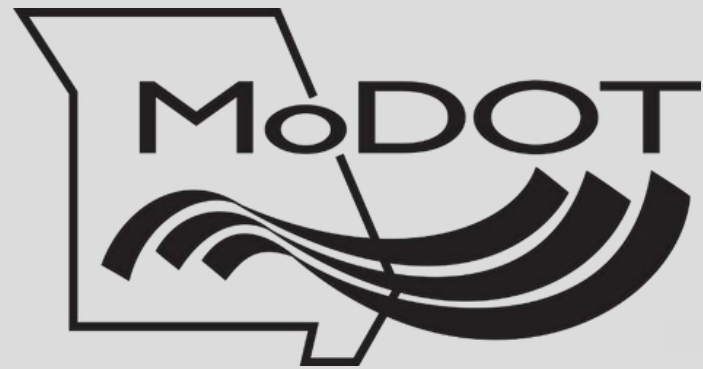
No committee action is necessary. Information only.

Funding Source:

There is no funding request associated with this action.

Attachments:

1. Metro Transit's Annual Safety Presentation to the Board of Commissioners.



Illinois Department of Transportation

BI-STATE SAFETY OVERSIGHT

Annual Safety Report to the Bi-State Development
Board of Commissioners

October 6, 2022

AGENDA

- BSSO Program Requirements and Activities
- Bi-partisan Infrastructure Law (BIL) Requirements
- Safety Management System (SMS)
Implementation
- FTA Reportable Event Summary
- BSSO & BSD Safety Collaboration



BI-STATE SAFETY OVERSIGHT (BSSO)

THE MISSOURI AND ILLINOIS DEPARTMENTS OF TRANSPORTATION HAVE PARTNERED AS THE BSSO TO PROVIDE BSD METRO CONSISTENT OVERSIGHT STANDARDS ACROSS BOTH STATES.

- MoDOT- (1) Program Manager
- IDOT- (2) Program Members
- Transportation Resource Associates, Contractor Support

BSSO GOVERNING REGULATIONS

FEDERAL REGULATIONS

- SAFETEA-LU 49 USC 5330
- MAP-21 49 USC 5329
- 49 CFR Parts 674, 673, 672
- Bi-Partisan Infrastructure Law (BIL)

STATE REGULATIONS

- Missouri Revised Statues
 - Chapter 389, Sections 998 & 1005
- Missouri State Code
 - 7 CSR 265 Chapter 9
- Illinois Compiled Statutes
 - 45 ILCS 111
- Illinois Public Act 102-0559

BSSO PROGRAM STANDARDS MANUAL

COMPLETED ANNUAL REVISION AND UPDATE OF PSM FOR 2022 [JUNE - AUGUST]

PSM 2022 CHANGE SUMMARY

- Implemented new State Safety Oversight Program and Public Transportation Agency Plan (PTASP) requirements which were included in the BIL.
- Revised the timeline for annual review and final distribution was updated.
- Incorporated requirements for Emergency Preparedness Program Plan (EPPP) added to this section.
- Added cyber security events as events reportable to the Transportation Security Administration (TSA) reportable events.
- Added additional information on the handling of Sensitive Security Information (SSI).

BSSO REVIEW AND APPROVAL

APPROVES

- BSD Public Transportation Agency Safety Plan (PTASP)
- BSD System Security Plan (SSP)
- BSD Emergency Preparedness Program Plan (EPPP)
- BSD Event Investigation Procedures (EIP)
- BSD Annual Internal Audit Report and Certification
- BSD Accident Investigation Reports
- BSD Corrective Action Plans (CAPs)

Bi-Partisan Infrastructure Law Requirements

- BSD must establish a joint labor-management Employee Safety Committee (ESC)
- The BSSO must establish a risk-based inspection program.
 - The FTA will issue formal guidance on the creation of this program by November 15, 2022.
- The BSD PTASP now must include the following:
 - A risk reduction program to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers.
 - Include language that RTA policies will be consistent with Centers for Disease Control and Prevention (CDC) and state health department guidelines to minimize exposure to infectious diseases.
 - A requirement for maintenance personnel to meet the existing safety training requirements and safety, operations, and all safety sensitive personnel to complete de-escalation training.
 - Risk reduction performance targets using a three-year rolling average of the data submitted by the recipient to the National Transit Database and allocate not less than 0.75 percent of their section 5307 funds to safety related projects.
 - Risk Reduction program for assaults on transit workers based on data submitted to the national database.

Joint Labor-Management Safety Committee

- As required by the BIL, BSD has established a joint labor-management Employee Safety Committee
 - The BIL requires that this committee be composed equally of representatives that are frontline employees and management.
 - This committee is responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agency's safety risk assessments.
 - The frontline employee representatives on this committee should be selected by the labor organization and management.
 - The labor organization that the frontline workers are part of must be the labor organization that represents the largest plurality of frontline workers.
 - This committee began meeting prior to the July 31 deadline and must be described in the PTASP no later than December 31, 2022.
 - **This committee must now approve the agency's ASP along with the Accountable Executive and the Board of Directors.**

2022 BSD SMS IMPLEMENTATION

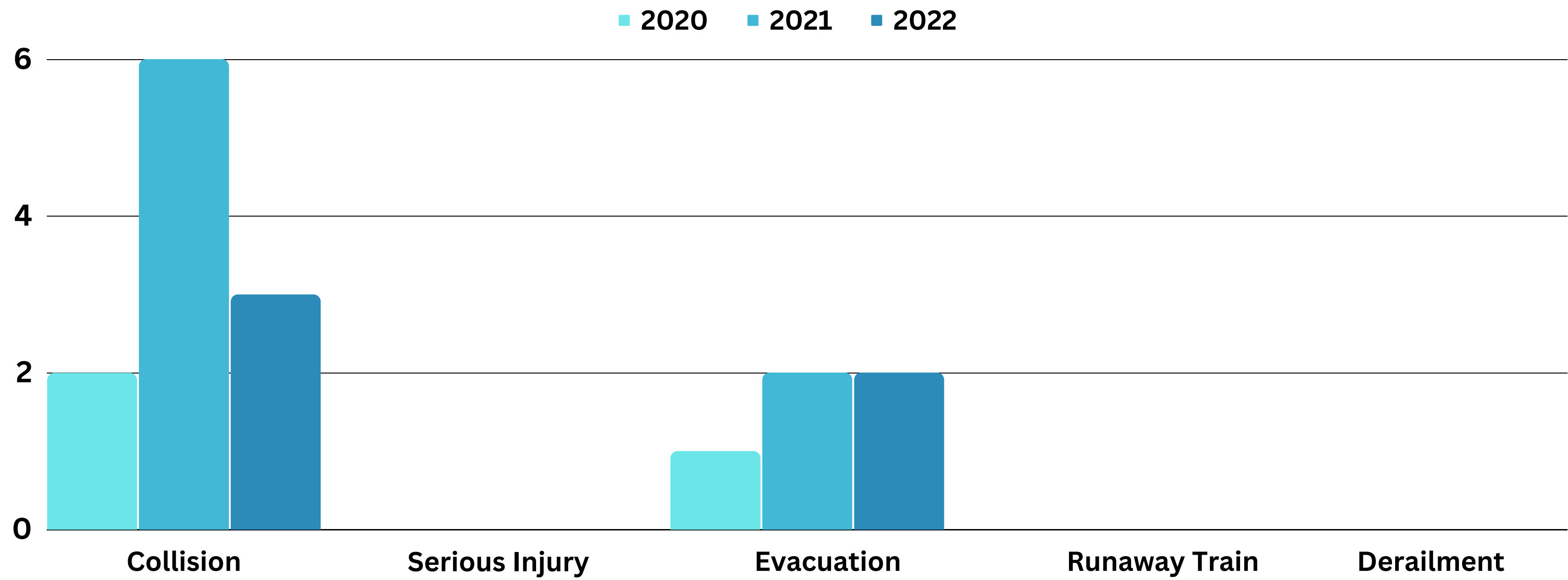
- Promoted SMS awareness through the 9 “Core Safety Training” classes including de-escalation training.
- Established a joint labor-management employee safety committee.
- Promoted Employee Safety Reporting through multiple avenues including a QR scan code.
- Developed and is working implement CAPs to address 2021 triennial audit findings and BSD internal audit findings.
- Continued to implement and improve BSD’s internal audit program.

FTA REPORTABLE ACCIDENT CRITERIA

49 CFR Part 674

- A loss of life occurring at the scene or within 30 days following the accident
- Report of a serious injury to a person
- A collision involving a rail transit vehicle
- A runaway train;
- An evacuation for life safety reasons;
- Any derailment of a rail transit vehicle at any location, at any time, whatever the cause.

METROLINK ACCIDENTS | 2020-2022

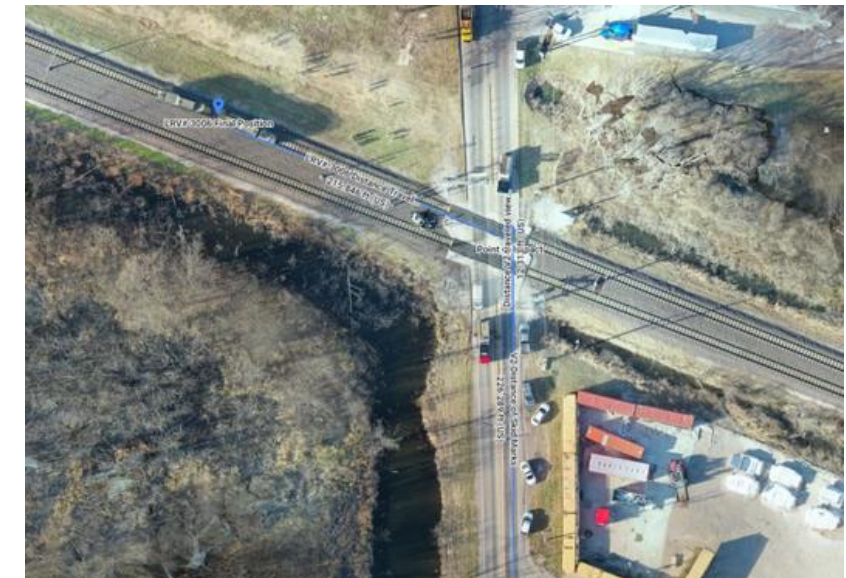


GRADE CROSSING SAFETY EVENTS

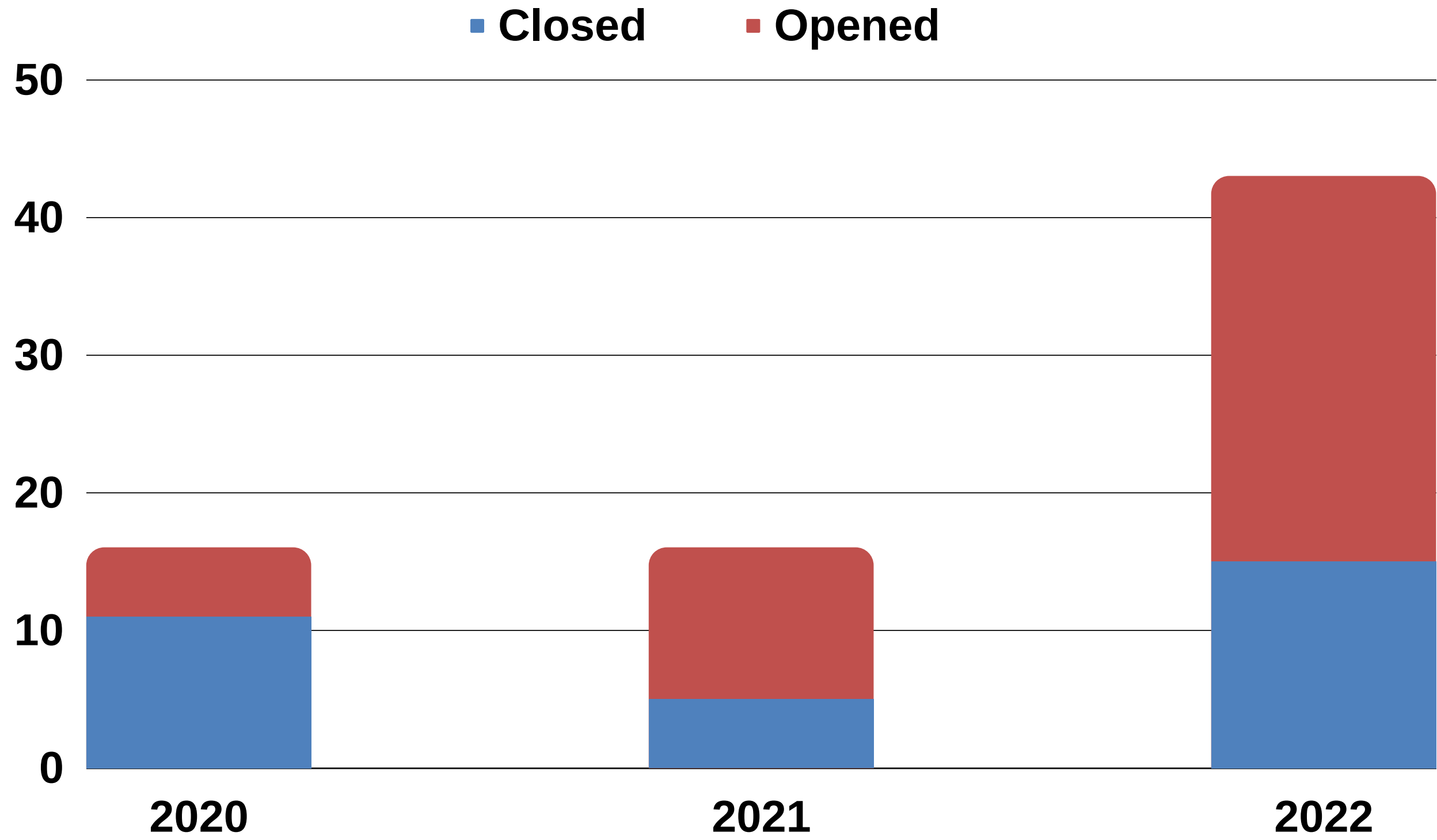
Since January 2020 7 BSSO reportable BSD MetroLink events occurred at grade crossings, with multiple events at the Kingshighway and MLK crossings.

STEPS TAKEN

- IDOT and MoDOT Regional Support
- BSSO Grade Crossing Assessment at Kingshighway
 - Reviewed Crossing Gates and Lights
 - Reviewed Signage
 - Reviewed Pavement Markings
 - Reviewed Line of Sight



CORRECTIVE ACTION PLANS | 2020-2022



BSSO/METRO COLLABORATION

TRIENNIAL
AUDITS

EVENT
INVESTIGATION

DRILLS &
EXERCISES

SAFETY & SECURITY
CERTIFICATION

FRONTLINE TEAM
SAFETY MEETINGS

CONFIGURATION
CHANGE BOARD

CAP ADVISORY
REVIEW COMMITTEE

BSSO/METRO SAFETY
MEETING

THANK YOU



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