Operations Committee

Open Meeting

Thursday, August 27, 2026, immediately following AFA Committee Meeting

Hybrid Meeting

211 North Broadway, 6th Floor

St. Louis, MO, 63102

Operations Committee - Open Meeting on August 27, 2026, immediately following AFA Committee Meeting

Notice of Meeting and Agenda

1. Call to Order	Approval	Chair Gladney (in Chair Jackson-Jennings absence)
2. Roll Call		M. Bennett
3. Public Comment A. Public Comments as of August 26, 2026 - 4	Information	Chair Gladney
4. Approval of Minutes of the May 28, 2026 - Operations Committee, Open Meeting A. Draft Minutes - May 28, 2026 - Operations Committee, Open Meeting - 7	Approval	Chair Gladney
5. Blue Line Single Car Presentation A. Presentation - 13	Information	R. Forrest
6. Contract Award - Various Uniforms Bi-State Development/Metro A. Briefing Paper - 22	Approval	R. Forrest
7. Contract Award - Brentwood Facility Cleaning Services A. Briefing Paper - 24	Approval	R. Forrest
8. Contract Award - Brentwood Bus Cleaning Services A. Briefing Paper - 26	Approval	R. Forrest
9. Contract Award- Snow & Ice Removal Services A. Briefing Paper - 28	Approval	R. Forrest
10. Contract Award - Ground Maintenance & Landscaping Services A. Briefing Paper - 30	Approval	R. Forrest
11. Contract Award - SCCTD eVan Charging Infrastructure A. Briefing Paper - 32	Approval	T. Curran / C. Poehler
12. Sole Source Service Level Agreement with NFI Infrastructure Solutions A. Briefing Paper - Sole Source - NFI Service Level Agreement - 34	Approval	T. Curran
13. Contract Modification - 79th Street Retaining Wall Design A. Briefing Paper - 36	Approval	T. Curran / C. Poehler
14. Sole Source Contract Renewal with Remix Software A. Briefing Paper - 38	Approval	T. Curran / L. Cagle
15. DeBaliviere Bus Facility Overhead Door Structural Repairs A. Briefing Paper - 40	Approval	T. Curran
16. Contract Award - Bus Driving Simulator A. Briefing Paper - 41	Approval	G. Salisbury
17. Unscheduled Business	Information	Chair Gladney
18. Operations Report A. July 2026 Operations Report - 43 B. Metro Operations Presentation - 49	Information	R. Forrest

19. President/CEO Report	Information	T. Roach
20. Call for the Dates of Future Board and Committee Meetings	Information	M. Bennett
21. Adjournment to Executive Session If such action is approved by a majority vote, the Committee 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).	Approval	Chair Gladney
22. Reconvene to the Open Meeting	Approval	Chair Gladney
23. Adjournment	Approval	Chair Gladney

Name: Grace
Representing: Self
Topic: 70 Bus Line Improvements

Comments:

Dear Bi-State Development Board of Commissioners:

The 70 Grand is the highest ridership bus in the MetroBus system, carrying thousands of riders daily. Despite this, the route's on-time performance is the lowest in the whole bus system, with just 70% of buses on Grand arriving on time in April 2026. I am a SLU student who uses the bus multiple times a week to attend classes on South Campus, get groceries, and help tutor children. Not only has the bus caused me to be late to these activities, but I am often left stranded after dark and sometimes forced to use a Lyft for my safety. To address these issues, I am asking you to study, fund, and implement these changes by the beginning of 2027:

– Dedicated bus lanes, that can be shared with emergency-vehicles, for segments where Grand has at least four traffic lanes.
– Transit priority signals, installed at bottleneck intersections that lead to slowdowns for riders, to keep the bus moving through intersections.
– Boarding islands, at stops with high ridership and transfers to other routes, which ensures accessibility of bus stops, increases passenger comfort, and speeds up the boarding process.

As a public transit advocate, I believe the best way to encourage people to ride the bus is to make improvements that would make sure people using the bus can get to where they're going safely and on time. I understand that Metro is studying the implementation of the Green Line BRT, and while I am excited about this project, I ask you to prioritize fixes to the 70, which carries many more riders and has worse on time performance. By carrying out a small-scale pilot on Grand, Metro would demonstrate the effectiveness of bus priority improvements and build support for the larger Green Line project, while also delivering these improvements to the route in greatest need.

Thank you for considering my comment, and I look forward to seeing these projects in 2027.

Signed,
Grace Zaky

Name: Julie Vomund
Representing: Myself
Topic: Accessibility

Comments:
The elevator at the Grand Metrolink station on the western side of the median has been broken for a while now. It's a major accessibility issue and no real alternative has been proposed. Because of the lack of crosswalk on Grand and the raised median, people with mobility issues cannot cross, and everyone else really should not cross. I've seen so many close calls with pedestrians in traffic because of this position you've put them in. Worse, I don't see some people that I'm used to seeing because they know they have no way to access the bus they need. If you don't keep an inventory of necessary parts on hand, you need to provide employees to help people with any detours or route changes and do so at no extra expense in the interim. This is not the first time one of your elevators has failed and there seems to be no urgency in resolving the issues, preparing for the next issue, or limiting the effects during the ongoing delays. This is unacceptable.

Name: Darion Robinson
Representing: St. Louis
Topic: Challenge Commute

Comments:

Good Evening!

My name is Darion Robinson, and I wanted to reach out to share some of my challenges with riding Metro.

The biggest and most frustrating/disappointing challenge is that I live in the Shaw Neighborhood and it takes me two hours to get to work at my job at Lindbergh High School. This is the same amount of time that it takes my friend to commute to his job in NYC from Philadelphia each morning. If I were driving, this would only be a 15-20 minute drive.
The other challenge that I wanted to name is the lack of cleanliness on the buses (I ride three different buses for my commute). The majority of the seats have visible stains on them and they could really use a deep cleaning. I get on my first bus at 5:30AM, so that means nothing is really being done to clean the buses overnight.

There are various reasons that people utilize public transportation here in St. Louis, and we deserve to have a public transportation system that is clean, safe, efficient, and reliable. I appreciate the improvements around safety and I like the new fare system, I hope to see investments in cleanliness and efficiency soon.

Thank you,
Darion

Name: Noah Goldman
Representing: Self
Topic: Masabi Fare Readers Dysfunctional in the Rain; Gates should remain open

Comments:

Dear Commissioners,

Myself and other riders are deeply concerned with the haphazard rollout of the fare gates and fare readers at MetroLink stations. Of note, I've experienced issues where the Masabi fare readers do not work as intended when it rains. In my own experience, rain droplets had obscured the QR code reader making it unable to read QR codes, while other riders have reported the devices have gone out of service at some stations such as Emerson Park. It is absolutely appalling that a rider who pays for a valid fare cannot access the station due to the weather. Fare gates at all stations should remain open on rainy days until the new fare system can accommodate all weather conditions experienced in St. Louis.

Noah Goldman

Name: Adam Treaster
Representing: Self
Topic: Fare gates

Comments:

Absolutely insane that the BRAND NEW fare gates at multiple stations have been out of service on and off for the past few weeks. Sometimes on rainy days, sometimes on sunny days. Sometimes they work.

At least I don't use a wheelchair, because I don't know what I would do if the ADA gate was broken.

What a terribly planned waste of money.

BI-STATE DEVELOPMENT
OPERATIONS COMMITTEE MEETING
OPEN SESSION MINUTES
(Hybrid Meeting)
May 28, 2026
Immediately following Audit, Finance & Administration Committee Meeting

Operations Committee Members participating via Zoom

Debra Moore, Chair
Derrick Cox – Absent
Irma Golliday – Absent

Other Commissioners participating via Zoom

Andrea Jackson-Jennings
Terry Beach
Herbert Simmons – Absent
Nate Johnson – Absent
Sam Gladney – Absent

Staff participating via Zoom

Taulby Roach, President and Chief Executive Officer
Brenda Deertz, Director of Executive Services
Gregory Linhares, Chief Legal Counsel
Myra Bennett, Manager of Board Administration
Tom Curran, Executive Vice President – Administration
Tammy Parris, Executive Vice President, Chief Financial Officer
Ron Forrest, Executive Vice President/Chief Operating Officer – Metro Transit
John Langa, Vice President Economic Development

Others participating via Zoom

Amy Athy, ASL Interpreter
Rachel Koch, ASL Interpreter

1. **Open Session Call to Order**
   9:10 a.m. Chair, Debra Moore, called the Open Session of the Operations Committee Meeting to order at 9:10 a.m.

2. **Roll Call**
   9:10 a.m. Roll call was taken, as noted above.

3. **Public Comment**
   9:11 a.m. Chair Moore asked Myra Bennett, Manager of Board Administration, to summarize any speaker cards have been received for today's meeting. Ms. Bennett noted that the Agency received 2 public comments for today's meeting. Ms. Bennett stated that all comments were distributed to the Commissioners prior to the meeting, for review. In addition, she noted that the

comments, in their entirety, will be provided in the online meeting materials, and will be included in the minutes from today's meeting. *(Please see public comments noted below.)*

Name: Robyn Wallen
Representing: Missouri Council of the Blind/RAISE Transit
Topic: Lack of transparency and how Metro is going backwards.

Comments:

Good morning Commissioners:

I want to share some serious concerns. It has become very obvious that Metro is understaffed on both the fixed route and paratransit system, despite the many job fairs that they have had.

Metro staff met with RAISE on the 4th of May and attempted to answer some questions we had asked. Mr Lowry explained that they have been facing problems, but other than saying they are currently looking into part-time drivers and contacting some retired employees to see if they could fill the gaps. He didn't offer any other solutions. It seems they are not going to do anything differently than they have been doing, and that is going to most likely result in the same situation they are currently in. Why aren't they looking for new solutions? Why are they focusing hiring events solely on transit centers and not moving hiring events out to the wider community?

We also asked about why you can no longer book next-day rides on the app, and the answer we got was basically explaining to us again what the busy times were and what we, the customer, should do, but no actual answer to the problem. We are all riders, and we understand how the system works, but some of us have tried to book rides at times that are not busy, and the same thing happens. Telling the customers what we should do is not addressing the underlying problem, and if they don't have an answer, then better to be forthright.

We had made some good progress, but even though they are showing zero denial metrics, that does not tell the entire story. yes their Metrics look good, but what they are not telling anyone is that people are again getting to work and appointments late, and that riders are often waiting long after their pickup times waiting for a van to become available or a Via or Lyft. Metrics don't matter if they are not showing everything.

We have also asked multiple times what happened to the Virtual Community Connects, and no one seems prepared to answer that question.

We were really hopeful that we wouldn't be back here again, but sadly, here we are. We were hopeful the new administration would be able ot make changes, but there is still a culture within Metro that seems to make this impossible, and so we get the same results again and again. Maybe it is time for even more management changes.

Name: Tracy Anderson
Representing: RAISE and Missouri Council Of The Blind
Topic: Call A Ride

Comments:

Although, I haven't been denied a trip lately, it appears that trip times are being missed and the rides are excessively long. On Friday, May 1, 2026 I was picked up at my requested time 2 PM. The driver informed me that he had a lot of stops to make and that it would be "awhile" before we (the other passengers and myself)were dropped off. I know the FTA states that trips could take as long as it would take a normal bus route, but I thought the maximum amount of time would be two hours? I was on the van for two hours and 45 minutes. There was another passenger on the van that was picked up 20 minutes before I was and she stated she would have been on the van for three hours! to make matters worse, we made a stop at a hospital near my home, which would have been less than 4 miles away, and the van routed us back 12 miles in the other direction that we just had come from to pick up someone else. Is there a problem with available drivers again? Are we not using the rideshares to make up the difference?

---

4. **Approval of the Minutes of the March 26, 2026 - Operations Committee, Open Meeting**

9:11 a.m. The minutes of the March 26, 2026, Operations Committee, Open Meeting, were provided in the Committee meeting materials for review. A motion to approve the minutes, as presented, was made by Commissioner Jackson-Jennings and was seconded by Commissioner Beach.

The motion passed unanimously.

5. **Contract Award – DeBaliviere Facility Cleaning Services**

9:12 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 enter into a five (5) year contract with the highest-ranking firm, World Management, whose proposal is the most advantageous to BSD with price and other factors considered, to provide Facility Cleaning Services at BSD's DeBaliviere Facility in the not to-exceed amount of $4,037,573,40. Tom Curran, Executive Vice President - Administration, gave an overview of this item, noting that on January 8, 2026 Bi-State Development (BSD) issued solicitation 26-RFP-650810-TJ DeBaliviere Facility Cleaning Services to provide all equipment and supplies, materials, labor, supervision and staff necessary for facility cleaning services at DeBaliviere facility, for a contract period consisting of five (5) base years. He noted that three (3) proposals were received and were deemed responsible and responsive and were forwarded to an evaluation committee, which consisted of individuals within the Facility and Bus Maintenance Departments. Upon completion of the review, World Management was deemed the highest-ranking firm.

A motion to approve this agenda item, as presented, was made by Commissioner Beach and was seconded by Commissioner Jackson-Jennings.

The motion passed unanimously.

6. **Contract Award – Purchase of ADA Compliant Vehicles**

9:14 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 and CEO to enter into two, separate, five (5) base year IDIQ contracts with Transportation Equipment Sales Corporation to provide the Turtle-Top Cut-Away Chassis and Central States Bus to provide the Non-Cut-Away (modified) Chassis and/or the Micro-Bird Cut-Away, with the total cost of these two contracts not to exceed the amount of $37,146,165.07, for approximately 205 units to be utilized for Paratransit Operations. Ron Forrest, Executive Vice President/Chief Operating Officer – Metro Transit, gave an overview of this item, noting that on July 25, 2025, Bi-State Development (BSD) issued solicitation 25-RFP-613445-TJ Purchase of Paratransit Vehicles to purchase revenue vehicles for Paratransit operations, consistent with the Agency's vehicle replacement strategy. It was noted that the contract period of performance consists of five (5) base years. Mr. Forrest noted that two (2) proposals were received, and the two proposals were deemed responsible and responsive and were forwarded to an evaluation committee, which consisted of individuals within the Quality Assurance and Call-A-Ride Operations departments. He stated that, upon completion of the individual evaluations, a consensus meeting was held, and the Evaluation Committee unanimously agreed to split the award between the two (2) offerors. Chair Moore asked what happens to the old vehicles. Mr. Forrest noted that they are decommissioned and sold.

A motion to approve this agenda item, as presented, was made by Commissioner Beach and was seconded by Commissioner Jackson-Jennings.

The motion passed unanimously.

7. **Contract Award – Refuse Removal Services**

9:18 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 enter into a contract for refuse removal and disposal services, consisting of three (3) base years and two (2) option years, with Waste Management in the not-to-exceed amount of $706,952.00. Tom Curran, Executive Vice President - Administration, gave an overview of this item, noting that on March 13, 2026, BSD issued solicitation 26-SB-661033-MD Refuse Removal Services to obtain a qualified and experienced firm that can provide waste removal and disposal services throughout BSD's facilities, with a contract period of performance of three (3) base years and two (2) option years. He reported that, in response to the solicitation, one bid was submitted (Waste Management of Missouri, Inc.). The sealed bid was reviewed and agreed upon, in accordance with the objectives specified in the solicitation package. He noted that the proposed contract price was evaluated against the Independent Cost Estimate (ICE) and the firm's previous pricing under Contract 21-SB-191975-MD for Refuse Removal Services. Based on this comparison, the proposed amount is determined to be fair and reasonable.

A motion to approve this agenda item, as presented, was made by Commissioner Jackson-Jennings and was seconded by Commissioner Beach.

The motion passed unanimously.

8. **Dissolution of Hanley Road Corridor Transportation Development District**

9:21 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 report reaffirming and approving BSD's entering into a Transportation Development District Dissolution Agreement, in connection with the dissolution of the Hanley Road Corridor Transportation Development District (TDD), and authorizing the BSD President and CEO to review and execute any related documents in support of this dissolution.. John Langa, Vice President - Economic Development, gave an overview of this item. He noted that BSD, along with the Cities of Brentwood and Maplewood, and St. Louis County approved entering into the TDD on March 24, 2009. The purpose of the TDD was to cause and fund (through sales tax proceeds) infrastructure improvements benefitting the TDD within an area generally along Eager Road and I-64 on the north, running the Hanley Road corridor south to the Manchester Road area. Mr. Langa noted that the TDD called for $50,007,338 in projects supporting the needs of the four (4) participants. He reported that bonds issued in 2009 to support the TDD projects, have now been retired through the 1% TDD sales tax proceeds. Mr. Langa stated that, given the TDD projects are complete and the project bonds retired, the TDD is now in a position to dissolve and remand from the TDD to the underlying TDD jurisdictions any unutilized project funds, per the Transportation Development District Act, Section 238, Revised Statutes of Missouri. The St. Louis County Circuit Court has a July 2026 hearing scheduled for this dissolution, and as of April 2026, BSD would be eligible for receiving approximately $1,246,668 of $6,042,871 in unutilized TDD project funds through the dissolution based on its 20.63% participation in the TDD total project costs. Chair Moore stated that it is good to see a taxing district complete its purpose and file for dissolution.

A motion to approve this agenda item, as presented, was made by Commissioner Beach and was seconded by Commissioner Jackson-Jennings.

The motion passed unanimously.

9. **Unscheduled Business**

9:23 a.m. There was no unscheduled business.

10. **Operations Report**

9:24 a.m. An operations report for Metro Transit was included in the Committee packet. Ron Forrest, Executive Vice President and Chief Operation Officer – Metro Transit, provided a summary of the report for the Committee including a workforce summary, including strategies being used to increase the workforce. He reported that a working group meeting was held this morning regarding negotiations with the ATU, and he noted that contract negotiations will begin with the IBEW in June. Mr. Forrest reviewed ridership numbers, noting zero denials of trips for Call-A-Ride. He noted a review of service design strategies to improve efficiency, and noted that the next service change is scheduled for June 15th. Mr. Forrest also noted bus stop improvements throughout the region and noted upcoming events. Commissioner Beach asked for the average number of Call-A-Ride services. Mr. Forrest noted approximately 50,000 service calls. Commissioner Beach stated that he sometimes wonders if the public and the media understand the complexity involved in providing this amount of service. He stated that this is incredible. Commissioner Jackson-Jennings asked if additional information could be provided to the Board regarding the upcoming events. Mr. Forrest stated that he will forward additional information.

11. **President/CEO Report**
9:36 a.m. There was no President/CEO report at this time.

12. **Call of Dates for Future Board and Committee Meetings**
9:36 a.m. Myra Bennett, Manager of Board Administration, advised the Board of Commissioners of the following upcoming meetings:

Board of Commissioners Meeting	Friday, June 12, 2026	8:30 AM
Safety & Security Committee Meeting	Thursday, August 13, 2026	8:30 AM
Audit, Finance & Administration Committee	Thursday, August 27, 2026	8:30 AM
Operations Committee Meeting	Thursday, August 27, 2026	Following AFA

13. **Adjournment to Executive Session**
9:37 a.m. Chair Moore asked Mr. Roach if an Executive Session is needed. Mr. Roach noted that the Executive Session is not needed.

14. **Adjournment**
9:37 a.m. Chair Moore asked if there was any further business, and being none, Commissioner Beach made a motion to adjourn the meeting. The motion was seconded by Commissioner Jackson-Jennings. Unanimous vote in favor taken. The motion passed, and the meeting was adjourned at approximately 9:37 a.m.

____

Deputy Secretary to the Board of Commissioners
Bi-State Development Agency

Considering One-Car Consist for MetroLink

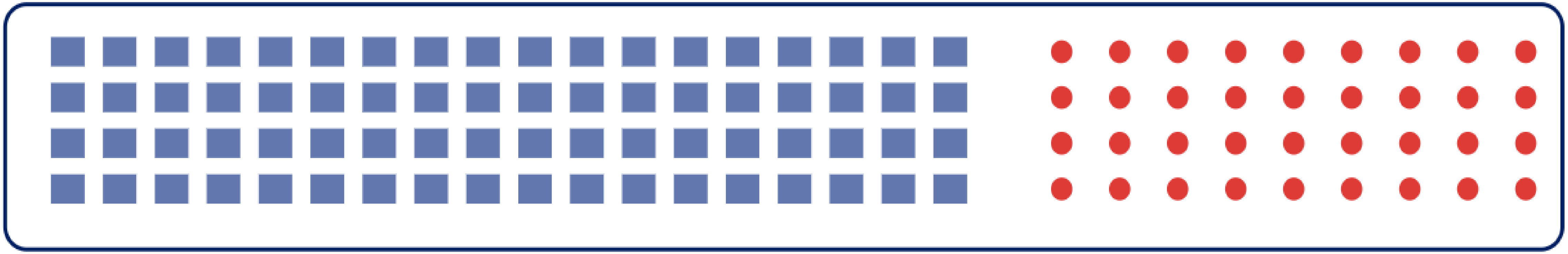
Fleet Sustainability, Cost Estimates, & Rider Experience Considerations

Ronald Forrest
Executive Vice President
Chief Operating Officer – Metro Transit

One-Car Consist: Scenarios to Consider

Decision A: Capacity Standard

- 72 riders per car (most riders seated)
- 108 riders per car (~40 standing)



Decision B: Operating Model

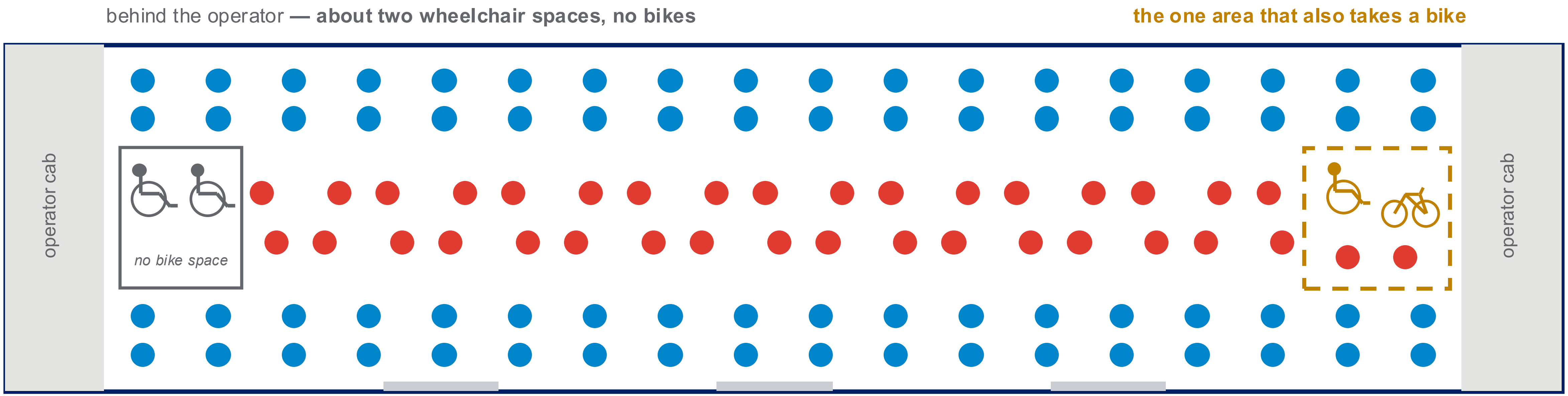
Model 1
One-car trains on both lines, every day, with frequency added to meet demand.

Model 2
Two-car Red / one-car Blue on weekdays; one-car everywhere on weekends.

Model 3
Blue frequency raised without Red — the train-interaction question.

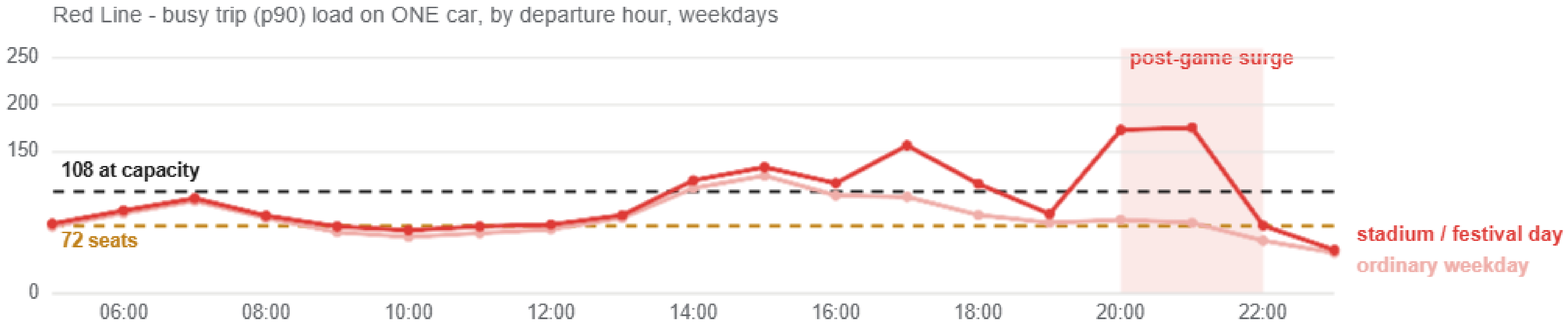
Key Policy Choice: Capacity Standard

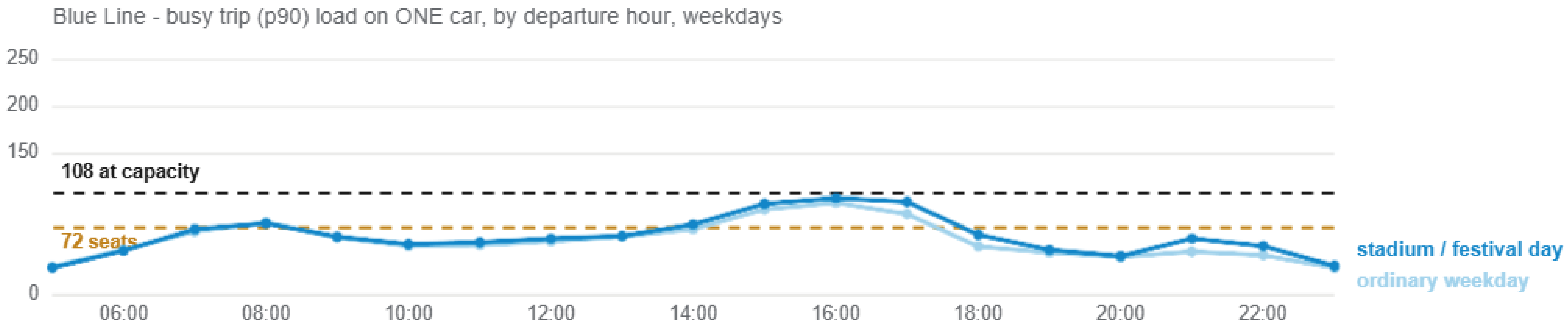
72 seated · **36 standing at the 108 allowance** — every dot is one rider; schematic, not a floor plan



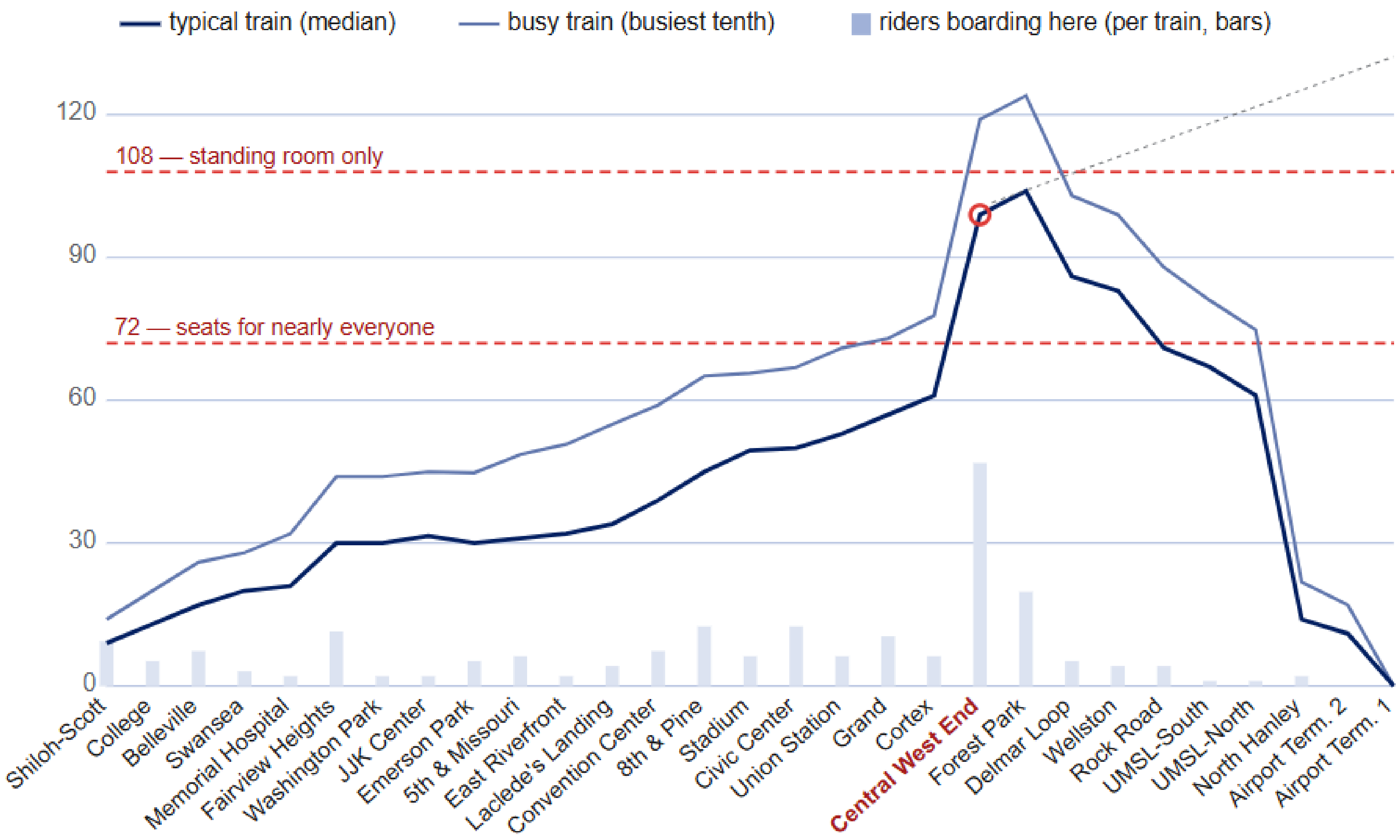
Service Standard	Capacity per Car	Operational Impact	Other considerations
Most everyone seated	72 riders	Requires added service during weekday peaks and event days	Every seat taken will feel crowded to current riders
Standing room only	108 riders	Little added service required outside event days	No room for bikes, little space for wheelchairs or strollers

The Red Line is the Constraint





Where a One-Car Train Gets Full



About 45 riders board each westbound train at Central West End between 3 and 4 pm — the station serving the BJC / Washington University medical campus and Cortex.

A typical train leaves Forest Park with about 104 aboard; a busy train (the busiest tenth) with 124. One car has 72 seats.

Blue does the same thing an hour later: a typical train leaves Forest Park with 82 aboard at 4–5 pm, a busy train with 102.

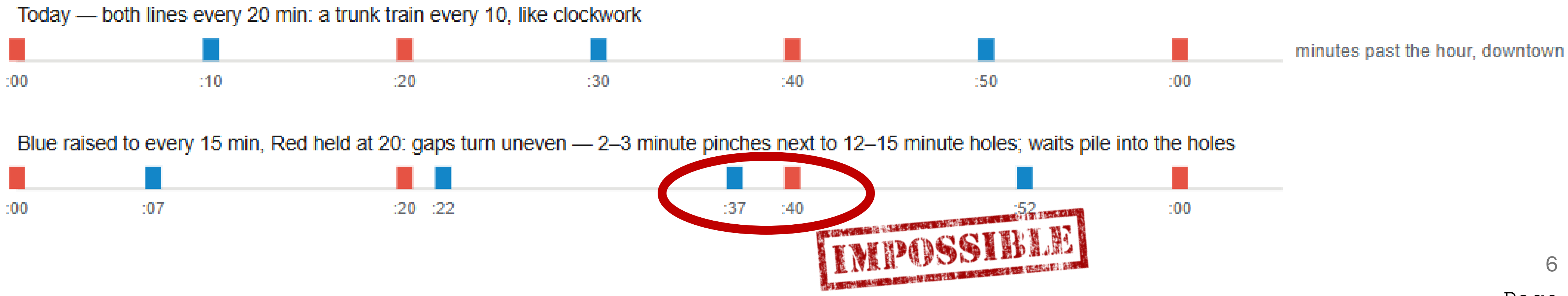
Eastbound, Red builds its load at North Hanley and tops out at Central West End — 91 aboard on a typical train.

The load falls quickly past Forest Park — so an extra train need not run the whole line to help.

Comparing the Alternatives

Option	Benefits	Concerns
Model 1: One-car, both lines, every day	Maximum savings	Highest crowding risk
Model 2: One-car Blue, two-car Red weekdays; One-car weekends	Balances savings and capacity	Lower $ savings than Model 1
Model 3: Increased Blue frequency	Targets Blue crowding	Operational complexity, scheduling very difficult (see below)

Model 3: raising Blue frequency without Red



Asset + Cost Impacts: Seats for Everyone

Model 1

	WEEKDAY		WEEKEND (MAX)	
	Typical	Event	Typical	Event
Blue Line	+11	+12	+6	+9
Red Line	+28	+37	+7	+19
Total added trips	**+39**	**+49**	**+13**	**+28**

Added-frequency cost	$6,640,000
Rescue contingency (cost)	$75,000
Maintenance savings	$4,220,000

Costs $2,495,000/yr

blended annual · seats-standard

Model 2

Red not converted on weekdays.

	WEEKDAY		WEEKEND (MAX)	
	Typical	Event	Typical	Event
Blue Line	+11	+12	+6	+9
Red Line	—	—	+7	+19
Total added trips	**+11**	**+12**	**+13**	**+28**

Added-frequency cost	$2,300,000
Rescue contingency (cost)	$75,000
Maintenance savings	$2,520,000

Saves $145,000/yr

blended annual · seats-standard

Current regular service: 248 scheduled trips per day

Asset + Cost Impacts: Standing Room Only

Model 1

	WEEKDAY		WEEKEND (MAX)	
	Typical	Event	Typical	Event
Blue Line	+1	+1	+2	+3
Red Line	+5	+9	+2	+8
Total added trips	**+6**	**+10**	**+4**	**+11**

Added-frequency cost	$1,690,000
Rescue contingency (cost)	$75,000
Maintenance savings	$4,860,000

Saves $3,095,000/yr

blended annual · standing-room standard

Model 2

Red not converted on weekdays.

	WEEKDAY		WEEKEND (MAX)	
	Typical	Event	Typical	Event
Blue Line	+1	+1	+2	+3
Red Line	—	—	+2	+8
Total added trips	**+1**	**+1**	**+4**	**+11**

Added-frequency cost	$620,000
Rescue contingency (cost)	$75,000
Maintenance savings	$2,710,000

Saves $2,015,000/yr

blended annual · standing-room standard

Current regular service: 248 scheduled trips per day

Decision Point Summary:

Decision A: Capacity Standard

- 72 riders per car (most riders seated)
- 108 riders per car (~40 standing)

Decision B: Operating Model

Model 1
One-car trains on both lines, every day, with frequency added to meet demand.

Model 2
Two-car Red / one-car Blue on weekdays; one-car everywhere on weekends.

Model 3
Blue frequency raised without Red — the train-interaction question.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From:	Ronald Forrest, EVP, Chief Operating Officer – Metro Transit
Subject:	**Contract Award: Various Uniforms Bi-State Development/Metro**
Disposition:	Approval
Presentation:	Ronald Forrest, Chief Operating Officer – Metro Transit

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 award Contract 26-RFP-658998-DR – Uniform Garments & Accessories for Operators TSMs, OCC, Rail Dispatchers, Training Staff, Facility Maintenance, Mechanics and Public Safety Divisions.

Background:
On May 20, 2026, Bi-State Development (BSD) issued solicitation *26-RFP-658998-DR – Uniform Garments & Accessories for Operators TSMs, OCC, Rail Dispatchers, Training Staff, Facility Maintenance, Mechanics and Public Safety* to obtain a qualified firm to provide both summer and winter garments and accessories for MetroBus, MetroVan, MetroLink, TSMs, Public Safety, Training Dept., Facility and ROW Maintenance and Mechanics within Bi-State Development. The contract period of performance consists of five (5) base years.

Metro currently employs a total of:

- 906 - Operators - (613) Bus Operators, (195) Van Operators and (98) LRV Operators both male and female.
- 18 - Public Safety Dispatchers – both male and female
- 84 - Transit Services Managers (TSMs) - both male and female
- 18 – Training Department – both male and female
- 66 – Facility Maintenance (28) and ROW Maintenance (38) - both male and female
- 39 – General Maintenance Mechanics (23) Facilities and (16) ROW Maintenance) – both male and female

These groups receive an annual uniform allowance in various amounts except Public Safety.

On June 26, 2026, four (4) firms submitted proposals in response to the solicitation.

1) Leon Uniform Co.
2) Blue Sky Apparel & Promotions
3) Geiger Bros.
4) Cintas Corporation

Analysis:
The four proposals were deemed responsible and responsive and were forwarded to an evaluation committee, which consisted of individuals within the Metro Operations, Public Safety, Training, Mechanics and Maintenance Facility Divisions. The proposals were scored in accordance with the evaluation requirements, as specified in the solicitation. After completion of the individual evaluations, a consensus meeting was held, and the Evaluation Committee unanimously agreed to award the contract to Leon Uniform Company.

For cost evaluation purposes only, the annual cost is based on purchasing one (1) of each male/female/unisex garment and accessory in each available size/color.

The cost proposals submitted by both Geiger Bros and Cintas Corp. did not include unit pricing for a large number of the garments and accessories that BSD/Metro requires within the various groups instead N/A was indicated. Therefore, Procurement requested clarity from both firms and reminded them that this is a five-year contract.

- Geiger Bros. indicated that the unit pricing submitted with their proposal reflects current market pricing. Due to the uncertainty of future market conditions, including manufacturer price changes, raw material costs, freight, tariffs, and other factors outside of Geiger's control, they are unable to guarantee pricing for a five-year contract term or provide projected pricing for future years and was unable to complete the pricing matrix for Years 2 through 5.

- Cintas Corp. indicated the items marked "N/A" are items they cannot provide. Also, their unit pricing for the one year indicated "starting at" meaning that sizes above 3XL and/or 48-inch waist are additional cost. Cintas was also unable to complete the pricing matrix for Years 2 through 5.

Based on the above, a cost score could not be calculated for Geiger Bros and Cintas Corp.

The table below presents the overall rating results, representing the consensus technical and cost scores combined.

Firm	Cost	Consensus Technical Scores	Cost Scores	Overall Total Score
Leon Uniform Company	$248,545.00	312.50	124.64	437.14
Blue Sky Apparel & Promotion	$247,822.48	246.00	125.00	371.00
Cintas Corporation	--	109.00	--	--
Geiger Bros.	--	227.50	--	--
Total Possible Points = 500	**125**	**375**		
Percentage of Total Points	**25%**	**75%**		**100%**

Previous Contract Cost Comparison:
The previous five (5) year contract *20-RFP-106742-DR Metro Operator TSM and Public Safety Uniforms* was awarded to Leon Uniform Company and the 5-year spend was $3,737,716.04.

Committee Action Requested:
Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for approval, a request that the President & CEO enter into a 5-year contract with the highest-ranking firm, Leon Uniform Company whose proposal is most advantageous to BSD with price and other factors considered, in the not to exceed amount of **$5,000,000.**

Funding Source:
The contract is funded 100% through operational funds.

Board Policy 50, Purchasing – Section 50.010 Procurement and Contract Administration E.1.a. The Board of Commissioners shall approve the following Procurements: Competitive Negotiation Procurements which exceed $500,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From:	Ronald Forrest, EVP and Chief Operating Officer, Metro Transit
Subject:	**Contract Award: Brentwood Facility Cleaning Services**
Disposition:	Approval
Presentation:	Ronald Forrest, EVP and Chief Operating Officer, Metro Transit

Objective:
To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, a request for authorization to award Contract 26-RFP-673030-KM-Brentwood Facility Cleaning Services for a five-year period.

Background:
On May 13, 2026, Bi-State Development (BSD) issued solicitation *26-RFP-673030-KM Brentwood Facility Cleaning Services* to provide all equipment and supplies, materials, labor, supervision and staff necessary for facility cleaning services at Brentwood facility. The solicitation was advertised on BSDS'S iSupplier website. The contract period of performance consists of five (5) base years.

A total of six (6) firms were invited to bid on the solicitation for this project, and (6) proposals were received.

- MERS Goodwill
- World Management
- BRC Distributors Inc
- LRL Commercial Cleaning Inc
- Dynasty
- Innex

Analysis:
The six (6) proposals were deemed responsible and responsive and were forwarded to an evaluation committee, which consisted of individuals within the Facility and Bus Maintenance Departments. The proposals were scored in accordance with the evaluation requirements, as specified in the solicitation. After completion of the initial evaluation, a consensus meeting was held to determine the procurement outcome.

The table below presents the overall rating results, representing the consensus technical and cost scores combined. As a result, World Management is the highest-ranking firm.

Firm:	Cost	Cost Score	Technical Score	Total
MERS Goodwlll	$2,987,453.00	116.71	210	326.71
World Management	$3,325,470.50	104.85	259.7	364.55
LRL	$3,730,284.54	93.47	171.41	264.88
Innex	$3,192,100.00	109.23	186.5	295.73
BRC	$3,567,739.20	97.73	124.80	225.53
Dynasty	$2,324,588.76	150.00	116.55	266.55
Total Possible Points = 500				
Percentage of Total Points		30%	70%	100%

Previous Contract Cost Comparison:
The previous five-year facility cleaning contract 20-RFP-106870-KM was combined with bus cleaning services and awarded to World Management. The cost of that contract was $5,150,781.00. The average cost per year for the previous World Management contract for facility cleaning & bus cleaning was $444,178.00 compared to $597,490.60 per year for the new World Management contract recommendation.

Committee Action Requested:
Management recommends that the Operations Committee accept, and refer to the Board of Commissioners for approval, this request to authorize the President and CEO to enter into a five (5) year contract with the highest-ranking firm, World Management, whose proposal is the most advantageous to BSD with price and other factors considered, to provide Facility Cleaning Services at BSD's Brentwood Facility in the not to-exceed amount of **$3,325,470.50.**

Funding Source:
Funding will be provided through Operating Budget.

.

Board Policy 50, Purchasing – Section 50.010 Procurement and Contract Administration E.1.a. The Board of Commissioners shall approve the following Procurements: Competitive Negotiation Procurements which exceed $500,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From: Ronald Forrest, EVP and Chief Operating Officer, Metro Transit
Subject: **Contract Award: Brentwood Bus Cleaning Services**
Disposition: Approval
Presentation: Ronald Forrest, EVP and Chief Operating Officer, Metro Transit

Objective:
To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, a request for authorization to award Contract 26-RFP-673077-KM-Brentwood Bus Cleaning Services for a five-year period.

Background:
On May 12, 2026, Bi-State Development (BSD) issued solicitation *26-RFP-673077-KM Brentwood Bus Cleaning Services* to provide all equipment and supplies, materials, labor, supervision and staff necessary for bus cleaning services at Brentwood facility. The solicitation was advertised on BSD'S iSupplier website. The contract period of performance consists of five (5) base years.

A total of five (5) firms were invited to bid on the solicitation for this project, however, only two (2) proposals were received.

- World Management
- LRL Commercial Cleaning Inc

Analysis:

The two (2) proposals were deemed responsible and responsive and were forwarded to an evaluation committee, which consisted of individuals within the Bus Fleet and Bus Maintenance Departments. The proposals were scored in accordance with the evaluation requirements, as specified in the solicitation. After completion of the initial evaluation, a consensus meeting was held to determine the procurement outcome.

The table below presents the overall rating results, representing the consensus technical and cost scores combined. As a result, LRL Commercial Cleaning Inc is the highest-ranking firm.

Firm:	Cost	Cost Score	Technical Score	Cost Score	Overall Total Score
LRL Commercial	$ 3,025,266.03	125.00	231.67	125.00	**356.67**
World Management	$ 4,760,739.65	79.43	235.00	79.43	**314.43**
Total Possible Points= 500					
Percentage of Total Points			**75%**	**25%**	**100%**

Previous Contract Cost Comparison:

The previous five-year facility cleaning contract 20-RFP-106870-KM was combined with bus cleaning services and awarded to World Management. The cost of that contract was $5,150,781.00. The average cost per year for the previous World Management contract for facility cleaning & bus cleaning was $585,978.20 compared to $605,053.20 per year for the new MERS Goodwill contract recommendation.

Committee Action Requested:

Management recommends that the Operations Committee accept, and refer to the Board of Commissioners for approval, this request to authorize the President and CEO to enter into a five (5) year contract with the highest-ranking firm, LRL Commercial Cleaning Inc, whose proposal is the most advantageous to BSD with price and other factors considered, to provide Bus Cleaning Services at BSD's Brentwood Facility, in the not to-exceed amount of **$3,025,266.03**

Funding Source:

Funding will be provided through Operating Budget.

Example: Board Policy 50, Purchasing – Section 50.010 Procurement and Contract Administration E.1.a. The Board of Commissioners shall approve the following Procurements: Competitive Negotiation Procurements which exceed $500,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From: Ronald Forrest, EVP – Chief Operating Officer - Metro Transit
Subject: **Contract Award- Snow & Ice Removal Services**
Disposition: Approval
Presentation: Ronald Forrest, EVP – Chief Operating Officer - Metro Transit

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 BlueGrass Lawncare of St. Louis to provide snow & ice removal services.

Background:
On June 3, 2026, Bi-State Development (BSD) issued *Solicitation 26-RFP-677065-KM for Snow & Ice Removal Services,* to obtain a qualified contractor to provide snow and ice removal services, in accordance with the requirements and evaluation criteria set forth in the solicitation. The resulting contract will consist of a three (3) year base term.

Analysis:
On July 1, 2026, one (1) proposal was received from the incumbent contractor, BlueGrass Lawncare of St. Louis. Although six (6) firms were solicited, no other proposals were submitted. Procurement contacted several firms that did not submit proposals to determine the reasons for their non-participation. The primary reason cited was an inability to provide the level of staffing necessary to perform the detailed scope of work while maintaining quality service. One firm indicated it would have considered submitting a proposal if the solicitation had also included parking lot snow plowing services.

The single proposal submitted by BlueGrass Lawncare of St. Louis was reviewed and deemed responsive and fair and reasonable.

Previous Contract Cost Comparison
The previous contract for Snow & Ice Removal Services was awarded to BlueGrass Lawncare of St. Louis for an initial contract amount of $329,360.00. During the three-year contract term, the contract was amended, with approval from the President/CEO, to address additional service requirements resulting from winter weather events. As of July 29, 2026, payments under the contract total $1,647,169.60 with final invoice processing still underway. Snow and ice removal services are weather-dependent, and actual service requirements vary based on the frequency, duration, and severity of winter weather conditions. Contractor invoices and supporting documentation were reviewed and audited to verify the additional services performed and associated charges.

Committee Action Requested:

Management recommends that the Operations Committee accept, and refer to the Board of Commissioners for approval, this request to authorize the President and CEO to enter into a three (3) base year contract with BlueGrass Lawncare of St. Louis, whose proposal is the most advantageous to BSD with price and other factors considered, to provide Snow and Ice Removal Services at BSD's MetroLink platform stations, in the not-to-exceed the amount of **$2,023,308.00.**

Funding Source:

Funding will be provided through Operating Budget.

Example: Board Policy 50, Purchasing – Section 50.010 Procurement and Contract Administration E.1.a. The Board of Commissioners shall approve the following Procurements: Competitive Negotiation Procurements which exceed $500,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From: Ronald Forrest, EVP – Chief Operating Officer - Metro Transit
Subject: **Contract Award - Ground Maintenance & Landscaping Services**
Disposition: Approval
Presentation: Ronald Forrest, EVP – Chief Operating Officer - Metro Transit

Objective:
To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, a request for authorization to award Contract *26-RFP-666042 -KM* Ground Maintenance & Landscaping Services for a five-year period.

Background:
A total of five (5) firms were invited to bid on the solicitation for this project; however, as a result of the procurement, a total of four (4) proposals were received.

- BlueGrass Lawncare of St. Louis
- Yard Docs and More
- Ultimate Detail and Landscape
- MACC Contracting

During the initial responsiveness review, the proposal submitted by MACC Contracting was determined to be non-responsive and was eliminated from further consideration. The remaining three (3) responsive and responsible proposals were evaluated, in accordance with the solicitation's evaluation criteria.

Analysis:
Following the initial evaluation of proposals, BSD requested a Best and Final Offer (BAFO) from the highest-ranking firm, Yard Docs and More. Yard Docs and More submitted revised pricing as part of the BAFO process. In accordance with BSD procurement policy, cost scores were recalculated based on the final BAFO pricing. The revised pricing resulted in an increase to Yard Docs and More's cost score and overall evaluation score, while the technical score remained unchanged.

The table below presents the overall rating results, representing the consensus technical scores and final cost scores combined. As a result of the final evaluation, Yard Docs and More is the highest-ranking firm.

Firm	Cost	Cost Score	Technical Score	Total
Ultimate Detail	$444,880.00	100.00	188.00	288.00
BlueGrass	$783,182.00	56.80	296.00	352.80
Yard Docs and More	$899,950.00	49.43	344.00	393.43
Total Possible Points		**100.00**	**400.00**	**500.00**
Percentage of Total Points		**20%**	**80%**	**100%**

The final BAFO submitted by Yard Docs and More resulted in a reduced contract amount, while maintaining compliance with the solicitation requirements and the level of service required by BSD. The revised proposal reflects the Offeror's adjusted pricing approach and provides the best value to BSD based on the evaluation criteria established in the solicitation.

Previous Contract Cost Comparison:

The previous five-year Metro Ground/Grass Maintenance & Landscaping Services contract, 21-RFQ-198989/BH/KM, was awarded to Katsam LLC. The cost of that contract, inclusive of an 180-day time extension, was $382,844.00. The recommended five-year contract with Yard Docs and More has a not-to-exceed amount of $899,950.00; representing an increase of $517,106.00 compared to the previous contract. The difference in contract value reflects the pricing received through the current competitive procurement process and the requirements established in the current solicitation.

Committee Action Requested:

Management recommends that the Operations Committee accept, and refer to the Board of Commissioners for approval, this request to authorize the President and CEO to enter into a five (5) base year contract with the highest-ranking firm, Yard Docs and More, whose proposal is the most advantageous to BSD with price and other factors considered, to provide Ground Maintenance and Landscaping Services at BSD's site locations, in the not-to-exceed the amount of **$899,950.00.**

Funding Source:

Funding will be provided through Operating Budget.

Example: Board Policy 50, Purchasing – Section 50.010 Procurement and Contract Administration E.1.a. The Board of Commissioners shall approve the following Procurements: Competitive Negotiation Procurements which exceed $500,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From: Ronald Forrest, EVP – Chief Operating Officer - Metro Transit
Subject: **Contract Award – 27-RFP-678087-DGR – SCCTD eVan Charging Infrastructure**
Disposition: Approval
Presentation: Thomas Curran, Executive Vice President – Administration
Christopher Poehler, Vice President – Capital Programs

Objective:
To present to the Operations Committee, for discussion and referral to the Board of Commissioners for approval, a request for authorization to award Contract 27-RFP-678087-DGR – SCCTD eVan Charging Infrastructure.

Background:
St. Clair County Transit District (SCCTD) is in the process of procuring and deploying four electric vans for use in transit operations. Operation of these vehicles will require on-route charging at the Belleville MetroLink station; therefore, Bi-State Development on behalf of St. Clair County Transit District, conducted a best-value style solicitation for construction services for a turnkey charging infrastructure solution. The construction solicitation, and the construction project management, will be performed by Bi-State Development (BSD). Upon completion of this work, SCCTD will own and maintain the chargers.

Analysis:
On June 22, 2026, Bi-State Development (BSD) issued solicitation *27-RFP-678087-DGR-SCCTD eVan Charging Infrastructure* on behalf of St. Clair County Transit District. The Request for Proposals was issued to a total of 45 potential contractors and on July 16, 2026, two (2) proposals were received.

- Wissehr Electric
- Schaeffer Electric

The two (2) proposals were deemed responsible and responsive and were forwarded to an evaluation committee, which consisted of individuals within the BSD's Engineering, Safety, and Bus and Rail Facility Maintenance Departments, and SCCTD representatives. The committee requested Best and Final Offers from both firms. After a review of the Best and Final Offers, the committee unanimously agreed that Schaeffer Electric's proposal and cost for the project represented the best value for BSD and SCCTD.

The table below presents the overall rating results, representing the consensus technical scores and final cost scores combined. As a result, Schaeffer Electric is the highest-ranking firm.

Firm	Cost	Cost Score	Technical Score	Total
Schaeffer Electric	$605,235.00	150.00	242.00	392.00
Wissehr Electric	$1,424,410.00	61.40	280.00	341.40
Total Possible Points		**150.00**	**350.00**	**500.00**
Percentage of Total Points		**30%**	**70%**	**100%**

Committee Action Requested:

Management recommends that the Operations Committee accept, and refer to the Board of Commissioners for approval, this request to authorize the President and CEO to enter into a contract with Schaeffer Electric, the highest-ranking firm whose proposal is most advantageous to BSD with price and other factors considered, for the SCCTD eVan Charging Infrastructure project in a not-to-exceed amount of $696,235.00. (The $696,235 contains a 15% contingency of $91,000, to cover any potential change orders.)

Funding Source:
Federal and local match funds.

Board Policy 50, Purchasing – Section 50.010 Procurement and Contract Administration E.1.a. The Board of Commissioners shall approve the following Procurements: Competitive Negotiation Procurements which exceed $500,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From: Ronald Forrest, EVP and Chief Operating Officer, Metro Transit
Subject: **Sole Source Service Level Agreement with NFI Infrastructure Solutions**
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 and CEO to award a sole source procurement with New Flyer Infrastructure (NFI) Solutions for the purchase of a three (3) year service level agreement for Metro's battery electric bus infrastructure.

Background:
In the year 2020, Metro began construction to provide the infrastructure necessary to facilitate the Zero Emissions Fleet Transition plan developed to meet the requirements of 49 U.S.C. 5339(c)(3)(d) for applicants to the FY22 Low or No Emission Grant Program (Low-No). Metro has been operating on warranty periods of coverage as early as September 30, 2020 to May 12, 2021. Since May 12, 2023, such warranty coverages have expired and have caused Metro to operate without adequate coverage of equipment and technologies following warranty expiration.

Metro has been experiencing issues with its charging infrastructure components that have required the Maintenance team to navigate the difficult process of working with the supplier of these components without a service agreement. The Maintenance team has been working towards finding suitable providers of service, however, the technological intellectual rights of the software and proprietary components on hardware have made it necessary to engage in a sole source agreement with the firm responsible for infrastructure installation.

The Maintenance team had included within the Service Level Agreement, personnel training to provide Metro's Maintenance departments with the necessary education that will allow them to diagnose and repair common failures in the future to reduce costs moving forward.

Analysis:
The three (3) year Service Level Agreement, to include one (1) year of Charger Performance Monitoring, Preventative Maintenance and Spare Parts, will provide the resources needed to educate our team members to move closer to self-sufficient support in troubleshooting and repair of infrastructure components. In addition, the Service Level Agreement will re-establish the technical support and parts coverage that was provided during the warranty period as provided upon completion of the original construction period.

Committee Action Requested:
Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for approval, this request that the President & CEO enter into a Sole Source Agreement with New Flyer Infrastructure Solutions for the purchase of a three (3) year Service Level

Agreement with three (3) one (1) year agreements on Charger Performance Monitoring, Preventative Maintenance, and Spare Parts, in the not-to- exceed amount of **$1,128,371.81.**

Funding Source:
Funding will be provided through Operating Budget.

Board Policy Chapter 50.010 E., Purchasing, requires the Board of Commissioners to approve Non-Competitive Procurements which exceed $100,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From:	Ronald Forrest, EVP & Chief Operating Officer – Metro Transit
Subject:	**Contract Modification: 23-RFP-378259-CG - 79th Street Retaining Wall Design**
Disposition:	Approval
Presentation:	Christopher Poehler, Vice President Capital Programs 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 modify the current contract with Modjeski and Masters for the 79th Street Retaining Wall Design Project.

Background:
In August 2023, Bi-State Development (BSD) executed a contract with Modjeski and Masters to provide design services for the repair of the retaining walls at the 79th Street Crossing in East St. Louis. The contract was awarded in the amount of $612,351.62, with an additional 10% contingency, and a performance period of thirty-five (35) weeks. A 6% Disadvantaged Business Enterprise (DBE) participation goal was established for the project, and Modjeski and Masters committed to achieving 10.5% DBE participation.

Since the initial contract execution:

- Two 90-day contract time extensions have been issued to Modjeski and Masters, allowing continuation of existing tasks through October 10, 2024.

- On September 20, 2024, the Board of Commissioners approved a contract modification for the defined modified scope elements including design modifications and the addition of construction phase services in the amount of $683,250.37, inclusive of a 10% contingency. This modification also maintains DBE participation above the established 10.5% goal. With this action, the total contract not-to-exceed amount increased to $1,356,836.50, and the contract end date was extended to December 31, 2025.

- On May 14, 2026, the Board of Commissioners authorized the President & CEO to execute a no cost contract modification with Modjeski and Masters to extend the contract end date to December 31, 2026, to allow for construction completion and contract closeout activities.

Analysis:
During the design phases of the project, delays were encountered obtaining permits from St. Clair County Highway Department. These permitting challenges resulted in significant delays to the commencement of construction activities and, consequently, delayed the need for construction-phase engineering support services.

Once construction began, many unforeseen conditions were encountered that required redesign and resulted in additional project delays and the need for additional engineering services.

Additionally, several unfavorable weather periods have slowed progress and caused delays to the project schedule. Based on forecast project workload, coupled with reduced internal staff, it is imperative that BSD maintains full access to the consultant staff throughout the remainder of the construction phase and project closeout. Consultants will be used to address any project issues that arise but will also be used to provide on-site inspection services when BSD staff is unavailable.

This modification would maintain the current contract end date of December 31, 2026, and increase the contract amount by $69,752.32 to allow Modjeski and Masters to perform the remaining construction-phase engineering, design support, and project closeout services necessary to complete the project. These funds are currently included within the approved project budget and are readily available for use.

Committee Action Requested:

Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for approval, a recommendation to authorize the President & CEO to execute a contract modification with Modjeski and Masters, to increase the contract amount by $69,752.32, to provide continued support during construction completion and contract closeout activities.

Funding Source:

Federal Transit Administration Grant Number MO 2022-030, MO-2022-040, and Local Match from SCCTD.

Board Policy Chapter 50.010 E.1 - Board of Commissioners shall approve Competitive Negotiated Procurement which exceed $500,000 and G., Contract Modifications – Contract extensions in excess of 180 days must be approved by the Board of Commissioners.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From:	Ronald Forrest, EVP, Chief Operating Officer – Metro Transit
Subject:	**Sole Source Contract Renewal with Remix Software**
Disposition:	Approval
Presentation:	Lisa L. Cagle, Deputy Chief Enterprise Planning & Performance; Thomas Curran, Executive Vice President of 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 award a five-year sole-source contract renewal with Remix, a cloud-based transit planning and analytics platform used to evaluate service changes, assess impacts, support Title VI compliance, and facilitate collaborative transit planning.

Background:
Metro's Planning & System Development Division designs and evaluates transit service improvements in coordination with Operations and other departments. Prior to adopting Remix, staff relied on several separate software programs to perform route design, demographic analysis, cost estimation, mapping, and presentation development. Remix consolidates these functions into a single platform, improving efficiency and enabling staff to analyze and communicate service alternatives more effectively.

In December 2016, Metro acquired Remix to support Comprehensive Operational Assessments and transit center planning activities and has renewed the contract twice since then. Use of the software platform has expanded across multiple Metro departments to support service planning, microtransit analysis, public engagement, and Title VI analyses and compliance.

Analysis:
Remix remains a critical planning tool for both short- and long-range transit service planning. The platform enables staff to quickly develop, evaluate, and share service scenarios while simultaneously assessing operating costs, accessibility impacts, and demographic effects. Unlike other software reviewed by staff, Remix uniquely combines route design, service analytics, equity analysis, public engagement tools, and collaborative workflows within a single application.

The product is offered as software as a service (SaaS) package, a fully hosted, cloud-based web platform. Remix continuously upgrades the software based on the collective needs of their clients. Each new version of the platform includes new data layers, analytical tools, and services that are useful to Metro Planning and Operations.

Metro staff regularly monitor the transit industry for software and web-based platforms, participate in vendor demos, and talk with peer agencies about the tools they use. While individual competitors may provide portions of the required functionality, staff have not identified another platform that combines service planning, scheduling analysis, demographic and Title VI evaluation, stakeholder collaboration, public engagement tools, and cost estimation capabilities within a single integrated product. For this reason, Remix is considered a sole-source provider for Metro's requirements.

Metro has determined the proposed pricing to be fair and reasonable based on market review, continued use across the transit industry, and the platform's unique functionality. The proposed five-year contract value is $578,500 total: $108,900 for 2026, $112,200 for 2027, $115,600 for 2028, $119,100 for 2029, and $122,700 for 2030.

The Remix Transit Planning Platform License includes:

- Remix licenses for an unlimited number of users within organization;
- Software as a Service – fully hosted, cloud-based web platform;
- Continuous improvements released throughout the course of the contract;
- Dedicated Customer Success Staff with response to requests in 1 business day.

Additionally, new product features include a bus stop management tool, which tracks asset inventory, stop demographics, as well as frequency of bus service at each stop by time of day.

Remix is currently used by staff in Planning, Metro Operations, Public Affairs, and other departments to evaluate service changes and support public engagement efforts. Without Remix, staff would be required to use multiple software applications and more manual processes to conduct service planning, Title VI analyses, and public engagement activities, reducing efficiency and analytical capabilities.

Previous Contract Cost Comparison:
Metro first acquired Remix in December 2016 for $280,000 (three-year contract). The contract was renewed in 2020 for $288,000 (a flat rate of $96,000 each year) and in 2023 for $297,000 ($99,000 per year). Since 2023, use of the platform has expanded to support service planning, microtransit analysis, public engagement, and Title VI analyses across multiple departments.

Unlike the previous three-year agreement, which maintained a flat rate of $99,000 per year for 2023, 2024, and 2025, the new contract includes an initial 10% step-up to account for ongoing product development and new features being rolled out on Remix. The subsequent year-over-year increases in the renewal then drops to 3% for the remainder of the term.

Committee Action Requested:
Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for approval, a five-year contract with Remix in an amount not to exceed **$578,500** to be paid in five annual installments.

Funding Source:
Funding for this project is included in the operating budget.

Board Policy Chapter 50 Purchasing, Section 50.010 - (E) Award Authority, Board Approval for Non-Competitive Procurements exceed $100,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From:	Ronald Forrest, EVP, Chief Operating Officer – Metro Transit
Subject:	**DeBaliviere Bus Facility Overhead Door Structural Repairs**
Disposition:	Emergency Award
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 expenditure of funds for structural repairs and replacement of the southeast overhead garage door at the DeBaliviere Bus Repair Facility, as a result of damage sustained during a significant weather event.

Background:
On May 16, 2025, St Louis region experienced a severe weather event which produced several tornadoes, one of which caused significant damage to the Skinker-DeBaliviere neighborhood and Bi-State's DeBaliviere Bus Repair Facility. Upon inspection of the building, Bi-State staff discovered damage to the facility, including structural damage to the southeast overhead garage door frame and masonry because of the weather event.

Analysis:
Metro Engineering assessed the structural damage immediately after the tornado (May 20, 2025) and recommended initiation of a task order under Metro's General Engineering small projects contract with Juneau Associates, Inc. The task order for engineering assistance was executed on September 25, 2025, and a cost estimate was provided by Juneau and issued for construction plans on December 18, 2025. The projected cost of structural repairs was approximately $150,000, plus an estimated $100,000 for the new door and its installation.

Due to the huge demand for structural repairs, during the past year in the aftermath of the tornado in Central and North St. Louis, the ability to secure a contractor was extremely limited. Bi-State's Engineering Department recommended G.S. & S. Construction for the repairs, because that firm specializes in a fast-track method of construction.

The damage sustained has been categorized as high priority for security purposes, as well as the need to protect the infrastructure from further damage that could be sustained through continued weather events. Until last month, the opening had been boarded up since the tornado event. Contractors began repairs on July 27, 2026, to ensure completion for security purposes and before inclement winter weather occurs. Repairs are expected to be completed by the end of October 2026.

Committee Action Requested:
Management recommends that the Operations Committee approve and forward to the Board of Commissioners for final approval, this request to authorize the President and CEO to enter into a contract with G.S. & S. Construction to provide the necessary repairs at the DeBaliviere Bus Facility, due to tornado damage, in the not-to-exceed amount of **$250,000.**

Funding Source:
Operational funds

Board Policy Chapter 50.010 E., Purchasing, requires the Board of Commissioners to approve non-competitive procurements/emergency procurements which exceed $100,000.

Bi-State Development Agency
Operations Committee
Open Session Agenda Item
August 27, 2026

From:	Ronald Forrest, EVP, Chief Operating Officer – Metro Transit
Subject:	**Contract Award – Bus Driving Simulator**
Disposition:	Approval
Presentation:	Gaylord Salisbury, Sr. Director, Metro Operations Performance

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 award a contract to Sim-Tech Simulation Technology, for the fabrication, configuration, delivery, installation, training, and warranty of a bus driving simulator.

Background:
Metro Transit previously utilized a bus training simulator to support the development of MetroBus operators. The prior simulator became obsolete, exceeding its useful life, and was decommissioned in 2012 when no longer capable of meeting the agency's training needs. The Metro Transit Training Department is requesting approval to replace the simulator based on its demonstrated value as a training tool.

A bus simulator serves as an effective bridge between classroom instruction and behind-the-wheel training, helping prepare safer, more confident, and better-qualified operators before they enter revenue service. Simulators allow operators to develop and practice critical driving skills in a controlled environment where instructors can safely expose trainees to a variety of real-world operating conditions.

Modern bus simulators can replicate adverse weather, heavy traffic, pedestrian interactions, emergency situations, and defensive driving scenarios without risk to passengers, employees, vehicles, or the public. This capability enhances safety, improves training consistency, and provides operators with valuable experience responding to challenging situations before operating a bus in service. Replacing the existing simulator will help Metro Transit maintain a high-quality operator training program while supporting its ongoing efforts to recruit, train, and retain a skilled workforce.

On July 30, 2025, Bi-State Development (BSD) issued *Solicitation 26-RFP-634468-TJ Bus Driving Simulator* to obtain proposals from qualified firms to build, configure, and install a bus driving simulator that will enhance front-line team member initial and refresher training.

A total of three (3) firms were invited to bid on the solicitation for this project; one (1) proposal was received.

- Sim-Tech Simulation Technology

Analysis:

Despite reaching out to multiple prospective vendors, BSD received only one proposal, from Sim-Tech Simulation Technology. The technical proposal was evaluated in accordance with the following evaluation requirements, specified in the solicitation package:

- Proposed solution - Simulator Design
- Vendor Qualifications
- Warranty, Service Support, and Maintenance Objective

.

After evaluating the proposal individually, which included a live demonstration, the review committee met on July 14, 2026, and recommended acceptance of Sim-Tech's proposal.

Based on the above activities and technical evaluation, Sim-Tech has demonstrated that they can provide a bus driving simulator that will meet BSD's current and future related training needs.

The table below presents the overall rating results, representing the consensus technical and cost scores combined. As a result, Sim-Tech Simulation Technology is the highest-ranking firm.

Firm:	Cost 20%	Cost Score	Technical Score	Total
SIM-TECH	$635,637.50	100	226.4	326.4
Total Possible Points		100	400	500
Percentage of Total Points		20%	80%	100%

Committee Action Requested:

Management recommends that the Operations Committee accept, and forward to the Board of Commissioners for approval, authorization of the President and CEO to enter into a contract with Sim-Tech Simulation Technology for a bus simulator, which consists of fabrication, configuration, delivery, installation, training, and three years warranty coverage in the amount of **$635,637.50.**

Funding Source:

Federal and local match funds.

Board Policy 50, Purchasing – Section 50.010 Procurement and Contract Administration E.1.a. The Board of Commissioners shall approve the following Procurements: Competitive Negotiation Procurements which exceed $500,000.

Ridership Update July 2026

"Metro is committed to safe, reliable, and efficient service that St. Louis can trust. With better connections, convenient service, and a more comfortable ride, we are building a stronger, more dependable choice for mobility—one that empowers people, connects communities, and moves our region forward…"

Ron Forrest, Executive Vice President and Chief Operating Officer, Metro Transit

System ridership	MetroBus	MetroLink	Call-A-Ride	Via Microtransit
2.0M	**1.2M**	**706K**	**50.5K**	**22.7K**
+4.1% vs. July 2025	+7.4% vs. July 2025	−1.4% vs. July 2025	+24% vs. July 2025	−20% vs. July 2025
+4.1% FY to date	+7.4% FY to date	−1.4% FY to date	+24% FY to date	−20% FY to date

Ridership by Mode	July 2026	vs. July 2025	2027 FYTD	vs. 2026 FYTD
System Ridership	**2.0M**	**+4.1%**	**2.0M**	**+4.1%**
Fixed-Route Ridership	**1.9M**	**+4.0%**	**1.9M**	**+4.0%**
MetroBus	**1.2M**	**+7.4%**	**1.2M**	**+7.4%**
Missouri	1.0M	+5.8%	1.0M	+5.8%
Illinois	196K	+16.3%	196K	+16.3%
MetroLink	**706K**	**−1.4%**	**706K**	**−1.4%**
Missouri	562K	−1.9%	562K	−1.9%
Illinois	144K	+0.7%	144K	+0.7%
Call-A-Ride (incl. overflow)	**50.5K**	**+24%**	**50.5K**	**+24%**
Via Microtransit	**22.8K**	**−20%**	**22.8K**	**−20%**

Fixed-Route Performance July 2026

MetroBus On-Time Performance	MetroBus Revenue Hours	MetroLink On-Time Performance	MetroLink Revenue Hours
88.1%	**84.0K**	**95.5%**	**7.2K**
1.1 pts above target	**1.6K below scheduled**	**0.5 pts below target**	**above scheduled**
+1.7% vs. July 2025	−0.5% vs. July 2025	+0.8% vs. July 2025	−19.2% vs. July 2025

Fixed-route service	Target / Scheduled	July 2026	vs. July 2025	2027 FYTD	2026 FYTD
MetroBus					
On-Time Performance	87%	88.1%	+1.7%	88.1%	+1.7%
Revenue Miles	1.1M	1.1M	−1.2%	1.1M	−1.2%
Revenue Hours	85.7K	84.0K	−0.5%	84.0K	−0.5%
Completed Trips*	100%	96%	−0.4%	96%	−0.4%
MetroLink					
On-time Performance	96%	95.5%	+0.8%	95.5%	+0.8%
Revenue Miles	208K	208K	5.8%	208K	5.8%
Revenue Hours	7.2K	7.2K	−19.2%	7.2K	−19.2%

MetroBus Holds Steady Amid Missed Trips

— **Missed-trip woes continue:** A continued workforce and vehicle availability shortage contributed to service reliability issues. Approximately 3% of trips were fully missed in July, not counting partial misses.

— **Heavy ridership routes suffer on OTP:** The #70 and #40 routes had the worst on-time performance in July, both falling below 80%.

— **Elimination of #5:** The #5 route will be eliminated in September. The routing of the #2 and #16 will be adjusted to provide coverage.

MetroLink Remains Reliable

— **OTP and ridership stay the course:** July on-time performance remained around 95%, with ridership slightly below last July's value.

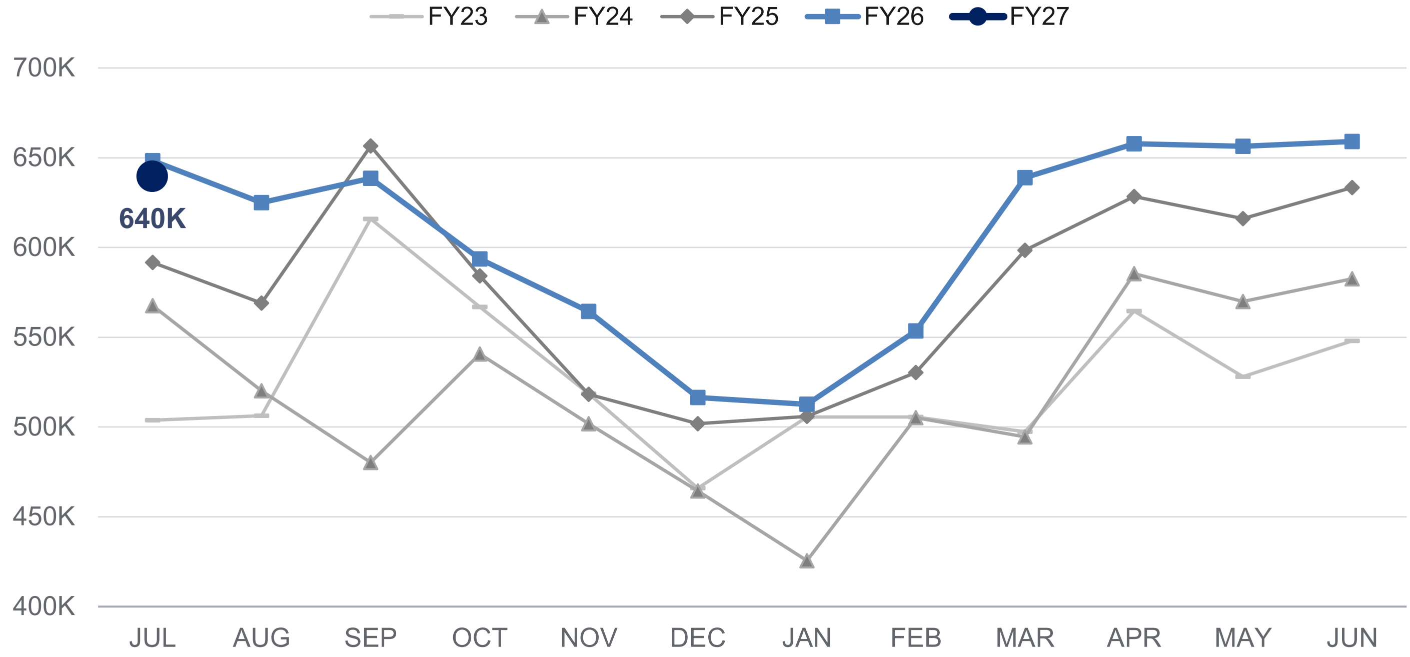
— **Union Station single track:** Single tracking remains in effect most evenings, as work continues on Union Station tunnel rehabilitation.

— **Extra trips for events:** MetroLink exceeded scheduled revenue miles and hours due to extra trips provided for downtown events.

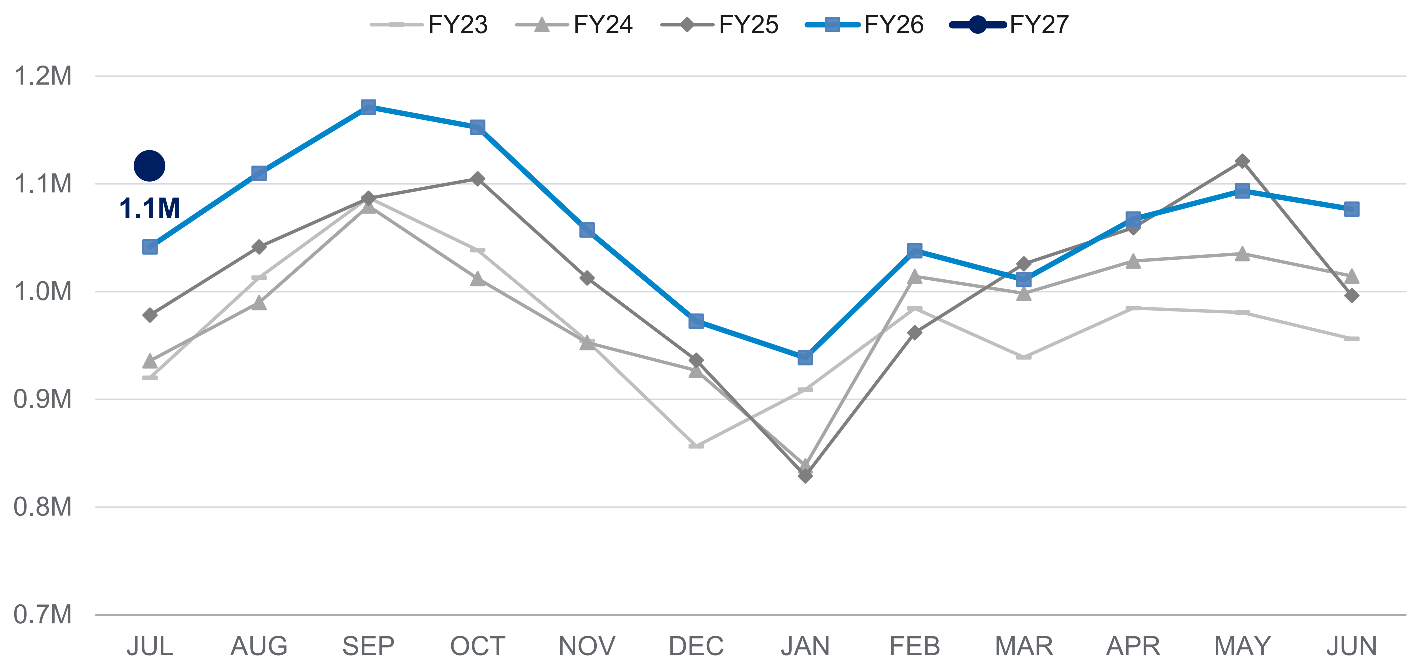
* Uses a weighted statistic to account for both fully and partially missed trips.

Fixed-Route Ridership Trends

Standardized MetroLink Ridership



Standardized MetroBus Ridership



Standardized figures assume 20 weekdays, 4 Saturdays, and 4 Sundays every month; thus, the numbers shown in the charts are for comparison purposes only.

On-Demand Performance July 2026

Call-A-Ride On-Time Performance	Call-A-Ride Productivity	Call-A-Ride Trips Carried by Overflow Partners	Via Microtransit Met-Demand Rate
88.5%	**1.91**	**11.7%**	**85.2%**
4.5 pts below target	above target	Via and Lyft	5.2 pts above target
−3.6% vs. July 2025	−2.6% vs. July 2025	>+100% vs. July 2025	−3.9% vs. July 2025

On-demand service	Target / Scheduled	July 2026	vs. July 2025	2027 FYTD	vs. 2026 FYTD
Call-A-Ride					
On-Time Performance	93%	88.5%	−3.6%	88.5%	−3.6%
Productivity*	1.5	1.91	−2.6%	1.91	−2.6%
Missed Trips	0	329	>+100%	329	+>100%
ADA Denials	0	1	–	1	–
Trips Carried by Overflow	–	11.7%	>+100%	11.7%	>+100%
Via Microtransit					
Productivity*	–	2.9	−12.1%	2.9	−12.1%
Met-Demand Rate	80%	85.2%	−3.9%	85.2%	−3.9%

Call-A-Ride Breaks 50K Again

— **High ridership.** Call-A-Ride carried over 50,000 passengers in July, a 24% increase over a year ago. Over 62,000 rides were requested.

— **Operators remain below target:** Operator staffing was at 195 full-time and 10 part-time in July, below targets of 200 and 20, respectively.

— **ADA denial result of negotiation error:** A passenger was erroneously given a time outside of the ADA-allowed 1-hour window.

— **Partners remain crucial:** Via and Lyft continue to provide substantial relief for Call-A-Ride demand.

Microtransit Stays in Demand

— **Demand remains high:** 40,000 trips were requested in July; 85% were offered a proposal.

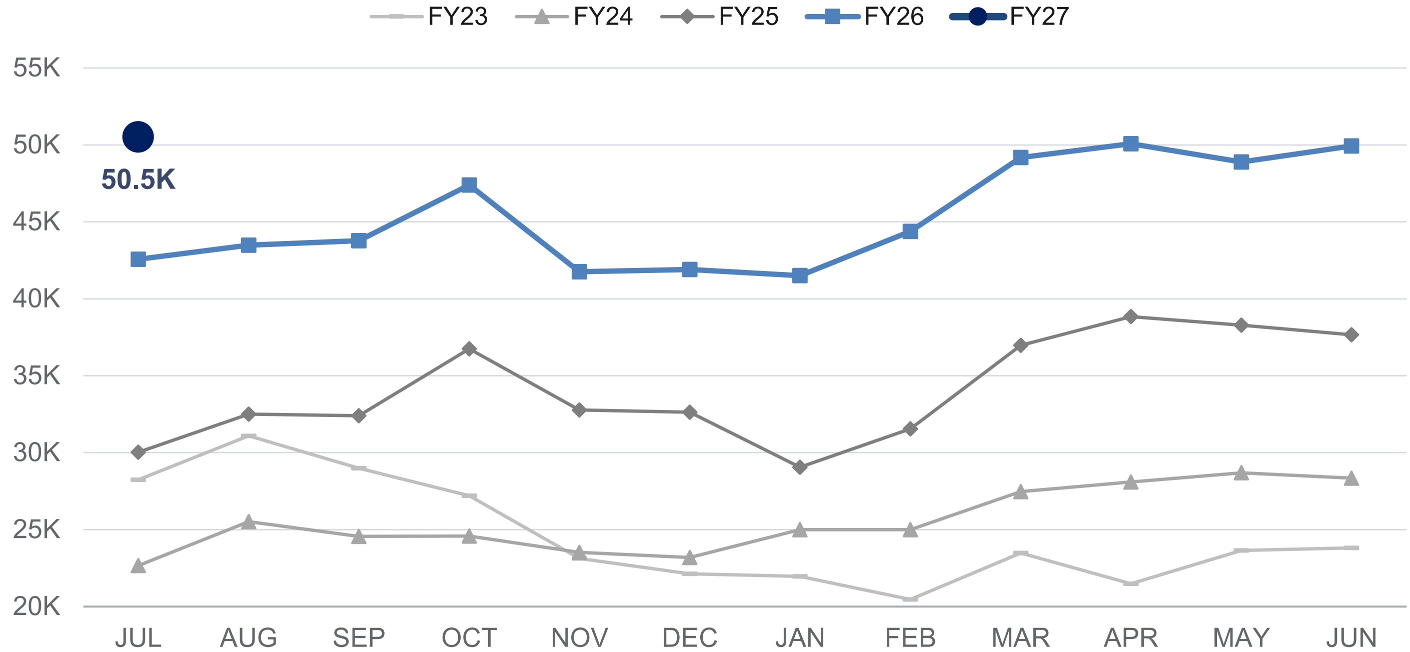
— **Ridership skews north:** The North Zone remains the highest-usage zone, comprising about 70% of all passenger trips. The South Zone comprises about 20%, while the West Zone remains the lowest utilized at less than 5%.

— **Riders give high ratings:** Of trips that were rated by riders, over 90% gave their ride a five-star rating.

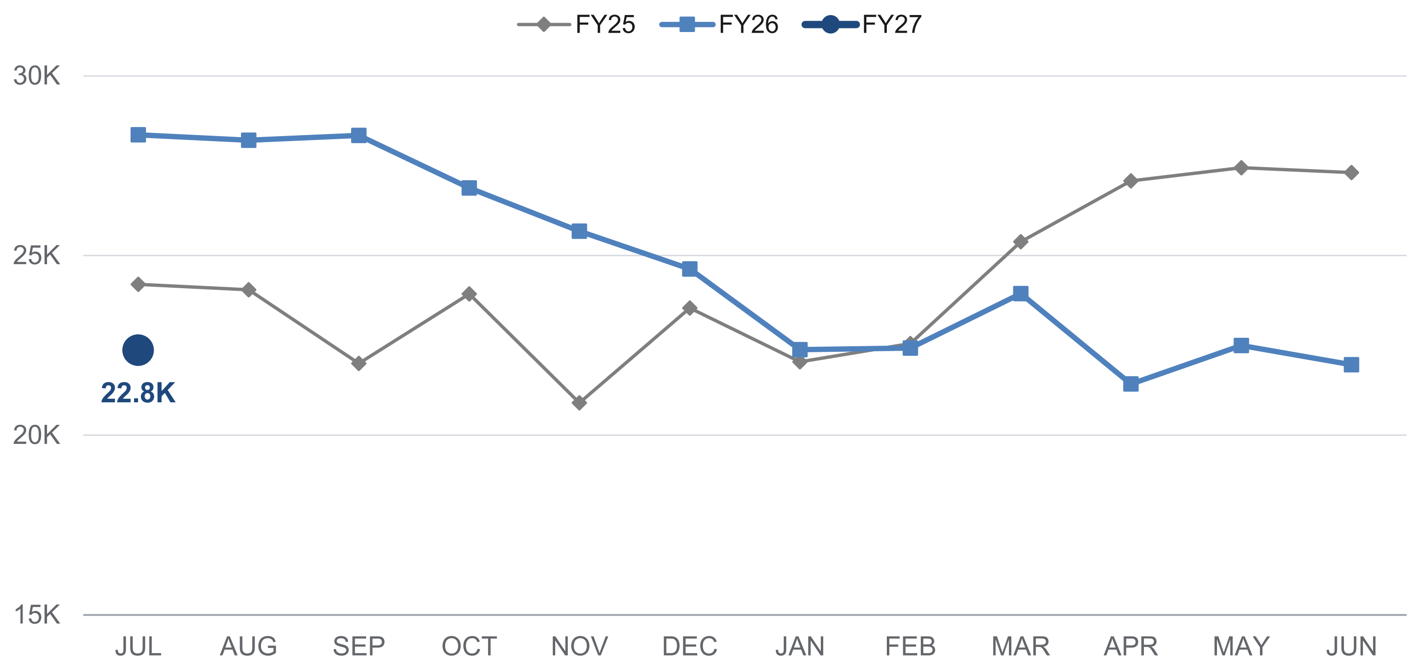
* Productivity = passenger trips per revenue hour.

On-Demand Ridership Trends

Call-A-Ride Ridership



Via Microtransit Ridership



Workforce Update July 2026

FT MetroBus Operators	PT MetroBus Operators	FT MetroLink Operators	FT Call-A-Ride Operators	Vehicle 1A Mechanics	Electromechanics
2.9%	**39.7%**	**14.7%**	**5.0%**	**14.9%**	**38.4%**
below budget	below budget	below budget	below budget	below budget	below budget

Status of operations

— Missed trips clustered in the afternoon rush. Between 4 PM and 7 PM MetroBus completed 95.17% of scheduled trips; 31.24% of all missed trips occurred in that window. It has been difficult to get all runs out on time then because of absenteeism and vehicle availability, which the labor agreement's restriction on on-street reliefs after 5 PM continues to exacerbate.

— MetroLink service was disrupted by planned work. Several scheduled construction projects and single-tracking for maintenance on portions of the alignment disrupted regular service.

— Call-A-Ride ADA demand. Despite continued extraordinary growth in demand, Call-A-Ride experienced only one ADA rider capacity denial in July and achieved 88.53% on-time performance, short of the department's 93% target.

Staffing changes

— Recruitment. 8 new Bus Operator apprentices were hired in July; the next training class starts August 17. 12 new Van Operator apprentices were hired; their next class starts September 7.

— July attrition. Ten FT and one PT Bus Operators, five FT and four PT Van Operators, four Rail Operators, four Van apprentices and two Electricians left Metro employment.

— July moves. One FT Bus Operator moved to a Maintenance position, two Van Operators were promoted to other positions, and one Electromechanic moved to another Maintenance position.

Staffing levels

Position	Budget	Filled (incl. trainees)	Under budget	% under
Full-time MetroBus Operators	619	601	18	2.91%
Part-time MetroBus Operators	63	38	25	39.68%
MetroLink Operators	102	87	15	14.71%
Full-time Call-A-Ride Operators	200	197	3	1.50%
Part-time Call-A-Ride Operators	15	11	4	26.67%
General Maintenance 1A Mechanics	42	40	2	4.76%
Vehicle 1A Mechanics	181	154	27	14.92%
MetroLink Electro-Mechanics	39	24	15	38.46%
Electricians	65	56	9	13.85%

Recruiting and training snapshot

Position	Applications	Hires	Scheduled for training	In training	FY26 graduates
MetroBus Operators	128	8	6	2 FT, 18 PT	101
MetroLink Operators	0	0	0	3	13
Call-A-Ride Operators	212	12	4	9 FT	68
1A Mechanics	13	2	0	5	17
Electro-Mechanics	5	0	0	0	5
Electricians	126	8	6	0	6

Trip completion source: Metro Operations TroubleLog, which records performance with inputs from operations staff and managers.

Operations Report

Ron Forrest, Chief Operating Officer, Metro Transit

August 27, 2026

Workforce Update

Staffing Levels (8/14/2026)									
	FT MetroBus Operators	PT MetroBus Operators	MetroLink Operators	FT CAR Operators	PT CAR Operators	General Maintenance 1A Mechanics	Vehicle 1A Mechanics	MetroLink ElectroMech	Electricians
Budgeted	619	63	102	200	15	42	181	39	65
Filled (includes Trainees)	599	38	87	194	11	40	157	24	55
(Over)/Under Budget	21	25	15	6	4	2	24	15	10
% (Over)/Under Budget	3.23%	39.68%	14.71%	3.00%	26.67%	4.76%	13.26%	38.46%	15.38%

Recruitment:

- **September 19 Metro Hiring Event |** North County Transit Center
    - 9 a.m. - 3 p.m. - Onsite interviews for bus operators, van operators and mechanics

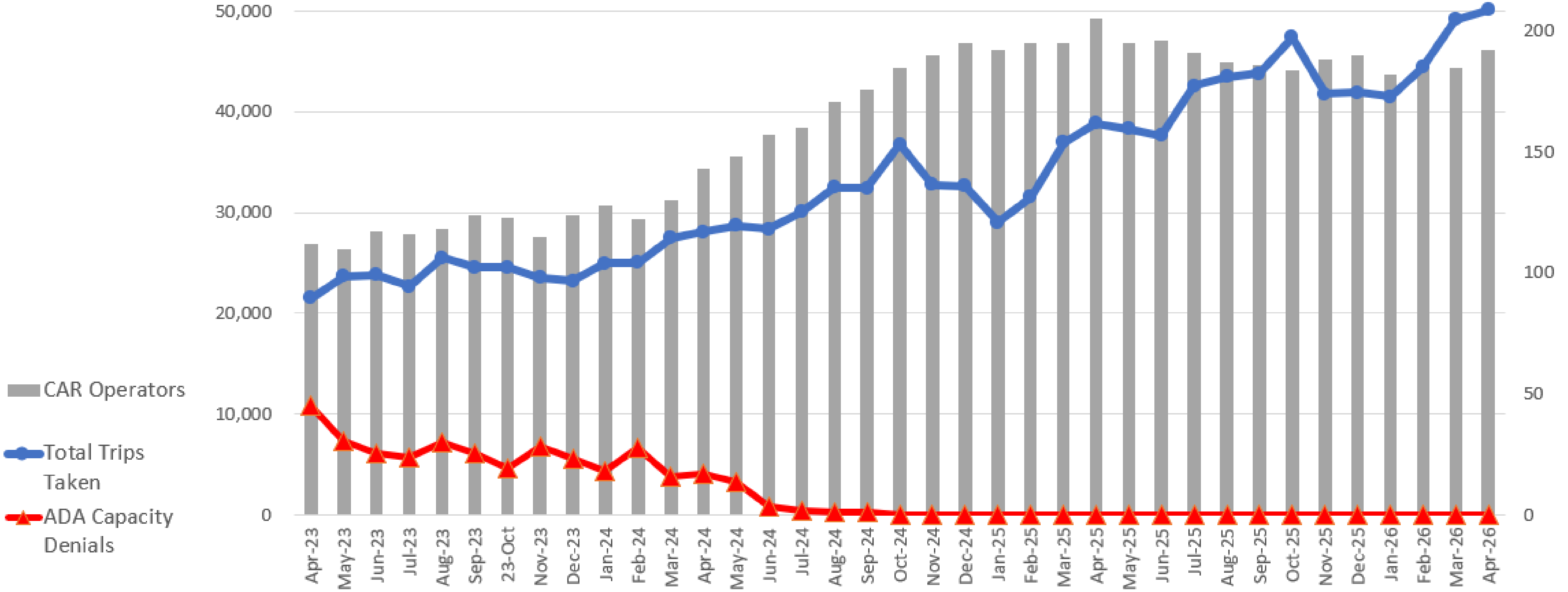
Strategy to Increase Workforce

- Zoom/Virtual Interviews
- Streamlining the hiring process
- Maintenance Apprenticeship Program
- Hiring employees as young as 18 years old for mechanic positions
- Updating progressive discipline process

Transit Ridership

Fiscal Year 2027 YTD (July 2026)		
Mode	**Boardings**	**Increase from FY 2025**
System	18.18 Million	5.8%
MetroLink	6.4 Million	4.6%
MetroBus	11.4 Million	6.2%
Call-A-Ride (inc. overflow services)	44,577	9.6%
Via Microtransit	252,200	2%

Call-A-Ride Operators and Total Passenger Trips Served vs ADA Capacity Denials

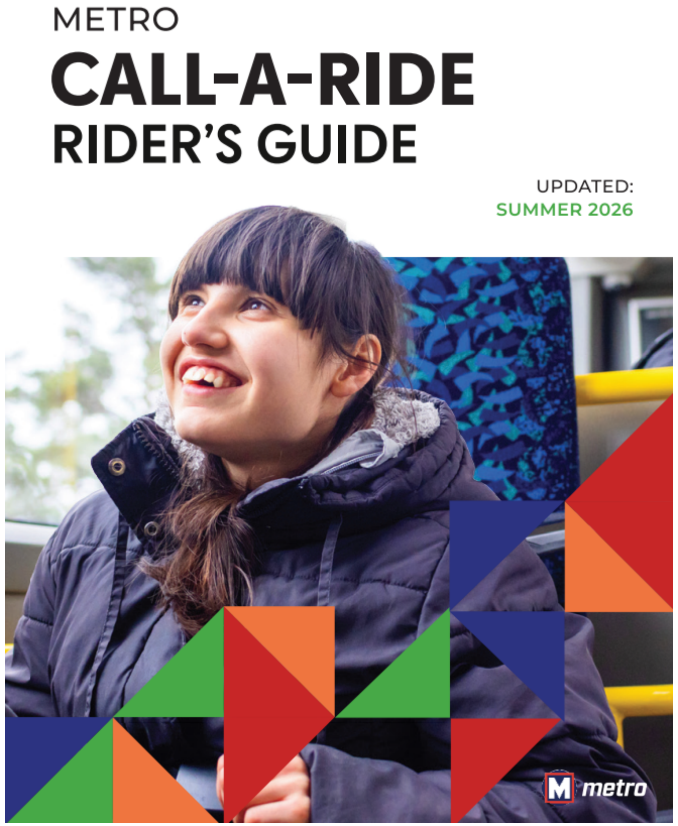


Metro Call-A-Ride:
Education Through Communication

Coming Soon: The Call-A-Ride Rider's Guide

- **Final draft under review**
  - A new rider information guide has been designed to help Paratransit users better understand and navigate the service.

- **Refined No Show/Late Cancellation Policy Making an Impact**
  - Issued in May, this policy has helped reduce no-shows. Riders may cancel up to one hour before pickup.



Initial clustering analysis output

Fixed Route Service Change Updates

- A service change was implemented on June 15, with schedule adjustments made to 17 bus routes
  - Changes are primarily run time adjustments to improve operator experience, or schedule adjustments to improve passenger transfers at transit centers
  - Blue Line MetroLink service to Fairview Heights Transit Center was restored on Monday, June 22
- Upcoming service changes in 2026 include:
  - Preparations for light rail schedule serving the forthcoming Mid America Airport station

The #97-Delmar MetroBus pulls out of Clayton Transit Center

metro

Bus Stop Improvements

- Metro Planning and Engineering are adding a variety of seating and shelter to 40+ bus stops, improving safety & comfort for customers
  - Permit applications nearly complete for all locations; Engineering will submit for approval from MODOT, St. Louis County
  - Procuring new seating options to test out
- Continued work with external partners to explore options when amenities requested
  - Partners with CMT on “Story of a Bench” Program – 5 in MO, 6 in IL complete
  - Working with BJC on Sunset Hills shelter location

New low profile seating option for stops lacking space for a full bench(above)

CMT's red bench placemaking program (below)

MetroBus shelter with perforated metal walls, allowing for transparency and easier maintenance

ADA Accessibility News

- Campaign-Update Red Gateway Cards to Ride On Cards
  - Priority for ADA Paratransit Card Holders to Update by September 30, 2026
  - Cards can be updated in-person at North County Transit Center or by mail
  - To request an updated card, visit www.MetroStLouis.org/RedCards or call 314.982.1510
- Metro Transit Accessibility Advisory Committee
  - www.MetroStLouis.org/ADACommittee
  - Next meeting Friday, September 18th.
  - Applications to fill expiring seats will be available in the fall.
  - Committee members and representatives from the disability community visited Call-A-Ride Main Shop to preview body style of 2 Paratransit Vans and provide feedback

Upcoming Events

Service Updates

Monday, September 14

Quarterly Service Change

- Minor schedule and route adjustments to 10 Missouri MetroBus routes to improve on-time performance
- No changes to Illinois MetroBus
- No changes to MetroLink

Saturday, September 26 & Sunday, September 27

No MetroLink Service Between Forest Park & Grand

- Bus shuttles will transport riders between the Forest Park-DeBaliviere, Central West End, Cortex and Grand Stations that weekend due to tunnel work
- Riders traveling in this area should allow an extra 20-30 minutes

Recruitment

Saturday, September 19 | 9 a.m. - 3 p.m.

Metro Hiring Event

North County Transit Center

3140 Pershall Road

Ferguson, MO

On-site interviews and offers available:

- MetroBus Operator
- Call-A-Ride Van Operator
- MetroLink Operator
- Mechanic

metro

Thank you!

metro