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Alan Dunstan, Vice Chair
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Joseph Hagerty
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Stephanie Leon-Streeter
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Todd Waelterman
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Jonathan Zimmermann

During the last century our nation went car crazy. The car industry became quite a business and our nation built highways for them. Our calendar in the back of this report is a fond look back at some of the vehicles driven in the 20th century and still on the road today, once in a while.

Americans loved and needed their cars. Communities were built around this new mobility.

Before the car craze, most large metropolitan areas were rich with public transportation. Sadly, the car eventually ran all but a few out of business.

As we plan in the 21st century, we realize we can’t keep paving and polluting with more and more cars, we have come full circle. Good public transportation and walkable communities are what citizens and agencies like ours are working toward. The car will always be a part of the picture and smarter design and planning of transportation systems will be a part of that future, too.

But have fun with this brief look back at car design, cars as hobbies ... cars worth keeping and restoring ... cars Still on the Road.

Note: Cars in the calendar have been photographically manipulated and placed on various vintage and contemporary background photos. This is purely for fun and is not intended to portray factual or historic scenes.
Politics never seems far away, particularly in a presidential election year. Campaign coverage dominates media, yet if you get past the political ads, some of the talk does get down to public policy issues.

As the East-West Gateway Council of Governments prepares to enter its 52nd year, the region’s metropolitan planning organization’s main task remains dealing with public policy. That is not a once-every-four-year event, it’s what we do every day, and on the last Wednesday of each month when the metro area’s top elected officials gather at our board meeting.

East-West Gateway was created to set regional priorities and spend public money wisely. We facilitate public policy discussion and decision making on a regional basis. Much of what we do is transportation related, but we also deal with homeland security, air and water quality, sustainability planning, demographic research, and local government assistance.

Early this year saw the passage of a new $305 billion, five-year federal transportation bill that while it did not increase the fuel tax or fix long-term problems, it did create new freight funding programs and began to emphasize technology. In the spirit of recognizing freight as a fundamental part of transportation and commerce, East-West Gateway and Bi-State Development last year initiated the St. Louis Regional Freightway, a public-private partnership created to improve the region’s freight transportation network and boost the local economy.

In June, the board approved the Transportation Improvement Program for 2017-2020 that included 720 projects and $1.49 billion in federal funds for the region. The popular Great Streets program, which triggers economic and social benefits from existing streets, continued with five corridors being studied using a simplified scope of work that was completed on a shorter schedule. A new Great Streets project just beginning will bring the program’s skills to Forest Park.

As part of East-West Gateway’s plan for sustainable development, OneSTL assisted Double Up Food Bucks, a program that gives families who use electronic benefit transfer cards greater access to locally grown fresh fruits and vegetables. EBT card users can use Double Up Food tokens to purchase twice as much produce, up to $25 worth, at participating markets.

Last year’s 7th edition of “Where We Stand, the Strategic Assessment of the St. Louis Region,” was followed by several updates. One update focused on the aging demographic of the region, citing that over the next 30 years, the number of St. Louis residents 65 or older will increase by 77 percent. The update featured a panel discussion at the city’s Central Library in May.

Through continued Homeland Security funding, the St. Louis Area Regional Response System, STARRS, continued its regional coordination and collaboration needed to enhance emergency response capabilities. Using federal grant funds, STARRS has been able to facilitate the creation of regional coordination plans and buy response equipment to assemble regional emergency surge supplies.

When interest in further expansion of the MetroLink light rail system surfaced this year, it was logical and practical for East-West Gateway to be sought for guidance. Like other major projects of regional importance, East-West Gateway is where MetroLink began, and it will be involved in its planning and growth.

That is what East-West Gateway has done, and that is what it continues to do. When it comes to public policy decisions that affect the region’s future, East-West Gateway is on it every day.

Ken Waller, Chair

Alan Dunstan, Vice Chair

Jim Wild, Executive Director
If there were one issue—and perhaps it was only one issue—that the two main presidential candidates agreed on during the 2016 campaign, it was the need to invest in the public “infrastructure.”

Sounds good. What does it mean?

Traditionally, it means roads, bridges, highways, and public transit. More broadly, it includes sewage systems, waterworks, port facilities, bicycle lanes, parks, recreational facilities, locks and dams, airports, and even railways. The modern concept of infrastructure also could include broadband access, fiber optic cable, telecommunication capacity, public utilities, and charging stations for electric vehicles.

Yet infrastructure is not static. Its needs and form are constantly changing.

The growth of “e-hailing” which pertains to using online and electronic linking of those in need of a ride with those willing to give a ride for a fee, such as Uber and Lyft, will have an increasing effect on mobility. Car sharing, bike sharing, and carpooling platforms are anticipated to grow as people look for economical and ecologically sound ways to travel.

The impact of these technological and social innovations will have an effect on how governments plan and react to changing transportation usage. Something as advanced as a driverless car will force government to be more aware of something as basic as adequately maintained, clear lane markings because these vehicles rely on those lane markings for navigation.

Self-driving vehicles, often called “autonomous” vehicles, are being developed and are about five to 10 years away from wider use. In-vehicle crash avoidance systems and connected vehicles communications also promise to have an impact on a region’s transportation system. Data gained by one car’s computer can be shared by many cars. Information about congestion, accidents, and construction could be transmitted from a traffic management center to autonomous vehicles which could then alter their routes to adjust to road conditions. These changes could mean more cars on the road, fewer crashes, and increased mobility for the elderly.

Handheld technology is providing more options for those who might otherwise rely on public transit or the conventional taxicab. In addition to providing extemporaneous choices for someone needing a late night ride from a bar or hotel, some ride services are offering ridesharing functions with drivers picking up more passengers along a route. How these types of technologically aided offerings might eventually affect public transit systems is uncertain.

The growing freight industry also uses public infrastructure, and is expected to be aided by the move to autonomous vehicles. Trucks hauling freight could have fewer collisions by relying on driverless trucks for long-distance freight hauls, thereby avoiding the driver hazards of sleep deprivation, inattention, and human error.

“**In-fra-struc-ture:** the basic equipment and structures (such as roads and bridges) that are needed for a country, region, or organization to function properly” —*Merriam-Webster Dictionary*
In the St. Louis region, the East-West Gateway Council of Governments was involved in the creation of the St. Louis Regional Freightway, which is a local effort to develop and grow the manufacturing and logistic industries through partnerships with public and private sector leaders.

The St. Louis Regional Freightway has a lengthy project list that includes replacing the Merchants Rail and the I-270 bridges over the Mississippi River, widening various roads and highways, continuing improvements to local airports, and further enhancements to port facilities for barges and multimodal operations. Throughout these plans, there is a concerted effort to encourage cooperation among governments, the transportation industry, and business.

A recognition that a stable infrastructure needs private and public investment is becoming clearer as new technology speeds up commerce and forces government to adjust.

It is estimated that more private capital was spent on developing the cellular network than there was public money used to build the interstate highway system.

Either way, public or private, fixing infrastructure in the 21st century will involve more than pouring concrete over a steel grid to facilitate transportation. Even a broad, traditional sense of the word infrastructure should include amenities such as parks, recreation centers, and alternative transit options to the fading one-driver-one-car model. Public works such as waterworks, sewage systems, and public utilities have long been assumed to be part of the public infrastructure. Recently, telecommunications and internet access have become part of the mix.

Often these services are either fully funded by tax dollars or user fees, or available for reduced cost because they are subsidized to make them more affordable to the public, with the benefits shared.

The distinction between public and private infrastructure has become blurred as some services, drinking water for example, are becoming privatized. But whether it be public or private, the need for sound roads, safe drinking water, and dependable utilities is indisputable.

Infrastructure includes the physical systems that support community and economic functions. These public goods are resources that make lives better but which cannot be strictly provided by market forces because the public in general share the benefits, whether each individual is able or willing to pay the full price or not.

If considered broadly, infrastructure is not limited to a governmental or a private concept, but represents the building blocks for providing services to the public, highlighting what people share in common that can empower individuals and enable communities to thrive.

No one can much argue the need. The American Society of Civil Engineers says $3 trillion worth of work is needed, with two-thirds of that meant for the conventional aspects of infrastructure—the transportation system.

Beyond enabling trade and commerce to operate more efficiently and freely, work to improve the public infrastructure will provide jobs and could help prevent another economic downturn.

That is perhaps why two candidates who agreed on very little, agreed on this: for America to be better, it needs to maintain and improve its infrastructure. By enhancing its transportation system, by widening its telecommunications and internet capabilities, and by modernizing its public energy utilities, the entire country and its citizens benefit.
The Photo: Before MetroLink, the most common form of transportation to the airport was the automobile. Demand for parking lots for all the cars kept growing and growing. In the future they will have to make room for a bright little 1960 Pontiac Catalina and a red 1968 Chevelle.
The photo: Brought back to life by its owner for a trip across the country on Rt. 66, this 1949 Mercury Sedan, pulling a 1948 Tourette Teardrop camper, was spotted in St. Louis visiting some popular sights. They continued the journey on the “Mother Road” after seeing the Arch and the St. Louis riverfront. (Also featured on the front and back covers.)
### March 2017

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- **Worm Moon**
- **Pulaski Day**
- **Daylight Savings begins**
- **EAC meeting**
- **St. Patrick’s Day**
- **Spring begins**
- **Board meeting**

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The photo: Cruisin’ weather and the drive-in hamburger joint is the order of the day for this 1964 Chevelle Malibu. She’s good for a Sunday drive and a root beer and when it gets hot, put back the top.
The photo: A rolling art gallery, this 1961 Chevy panel wagon just pulled up at the old Texaco in DeSoto, MO. This early wagon most likely started life as a delivery vehicle.
May 2017

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Flower Moon  
Mother's Day  
EAC meeting  
Board meeting  
Memorial Day

The Photo: An economical ride before MetroLink could have been this 1956 Nash Metropolitan from the UK. This little vehicle helped to spur the introduction of the Big Three’s (General Motors, Ford, and Chrysler) new compact models in the late 50s and early 60s. The smart car of the past?
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*June 2017*

- **June 4**: Flag Day
- **June 18**: EAC meeting
- **June 21**: Board meeting

*The photo: The old car never looked so good. There is ample room for ladders and supplies in this roomy old 1955 Chevy. Is this a quick stop to paint a mural on the riverfront?*
The photo: The iconic 1956 T-bird shows some patriotism at a huge flag display.
The photo: Summer is not complete until you make a trip to Ted Drewes in the 1966 Mustang convertible. Looks like others have the same idea.
The photo: This old 1962 VW Campervan is ferrying the Illinois River for a look around on the other side.
The photo: Just in time for Halloween, an economy-sized Subaru Ecto-1 is ready for some ghost-busting in Alton’s haunted McPike Mansion.
Just kidding.
**November 2017**

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<tr>
<td>Daylight Savings ends</td>
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<td>Election Day</td>
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<td>Veterans Day (Observed)</td>
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The photo: A blue 1956 Chevy Deluxe Cab truck is still working its heart out down on the farm.
Cold Moon

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Hanukkah

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Winter begins

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Christmas

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New Year’s Eve

The photo: This Santa has moved up to a 1925 red Model T. Happy holidays everyone.
## Statement of Resources and Expenditures

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<th>2015* (audited)</th>
<th>2016 (estimated)</th>
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<tr>
<td><strong>Resources:</strong></td>
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<tr>
<td>Federal grants</td>
<td>$7,249,272</td>
<td>$7,310,720</td>
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<td>State appropriations and grants</td>
<td>307,804</td>
<td>351,070</td>
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<td>Local contributions:</td>
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<td>Cash—per capita</td>
<td>321,407</td>
<td>321,407</td>
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<td>Transportation project assessment fee</td>
<td>291,189</td>
<td>245,313</td>
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<td>Cash—other</td>
<td>3,117,951</td>
<td>613,405</td>
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<td>In-kind services</td>
<td>299,632</td>
<td>281,455</td>
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<tr>
<td>Miscellaneous income</td>
<td>28,122</td>
<td>59,945</td>
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<tr>
<td><strong>Total Resources</strong></td>
<td><strong>$11,615,377</strong></td>
<td><strong>$9,183,315</strong></td>
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|                      |                 |                  |
| **Expenditures:**    |                 |                  |
| Salaries, benefits   | $4,535,427      | $4,509,915       |
| Public agencies, planning consultants | 5,017,268 | 1,636,102 |
| In-kind services     | 299,632         | 281,455          |
| Grant funded equipment and software | 1,081,234 | 1,783,290 |
| Other grant expenses and operating expenses | 771,892 | 937,238 |
| **Total Expenditures** | **11,705,453** | **9,148,000**    |
| **Change in Net Assets** | **$(90,076)** | **$35,315**      |
Transportation Planning Committee 2016
Mark Gvillo, Co-Chair
Jason Jonas, Co-Chair
Tracy Beidleman
Rich Bradley
Amanda Brauer
Maurice Falls
C. William Grogan
Mike Henderson
Kevin Hutchinson
Jerry J. Kane
Jeffrey Keirn
Pat Kelly
Grace Kyung
Aaron Metzger
John Miller
Jessica Mefford-Miller
Hart Nelson
Richard Sauget, Jr.
Wesley Stephen
Craig Tajkowski
Ron Williams

Air Quality Advisory Committee 2016
Stacy Allen
David Bloomberg
Darcy Bybee
Lance Feezel
Jack Fishman
Susannah Fuchs
Mike Henderson
Jerry J. Kane
Pat Kelly
Delores Lysakowski
Gary Marshall
Brad McMahon
Heather Navarro
Michael J. Right
Jeremey Rogus
Christopher Schmidt
Eric Schneider
Steve Schneider
Ryan Tilley
Betsy Tracy

Water Resources Committee 2016
Steven Brendel
Russell Batzel
Roland Biehl
Tracy Boaz
Bradley T. Brown
Tracyee Verdun Chapman
Katherine Dockery
Mark Eshelman
Christine Favilla
Timothy Ganz
Terri Gaston
Tracy Haag
Scott Harding
Steven Herrington
Dennis Hogan
Jay Hoskins
John Johnson

Bicycle and Pedestrian Advisory Committee 2015
Lisa Cagle
Laura Ellen
John Hicks
Curtis Jones
Karen Karabell
John Kohler
Grace Kyung

Bicycle and Pedestrian Advisory Committee 2015
Donovan Larson
Elizabeth Simons
Mary Vandervord
Bryan Werner
Jamie Wilson
Jeremy Wolfmeyer
The East-West Gateway Council of Governments provides a forum for representatives of local governments in the bi-state area to meet on a monthly basis to discuss regional issues and decide how best to use resources to meet common needs.

East-West Gateway is the only federally designated metropolitan planning organization for the region. Its 24-member board consists of representatives from Madison, Monroe and St. Clair counties in Illinois; Franklin, Jefferson, St. Charles and St. Louis counties in Missouri; and the city of St. Louis. Its primary mission is to develop a comprehensive transportation plan for the region. Other East-West Gateway duties include monitoring air and water quality issues, overseeing homeland security expenditures, and assisting local governments in community planning.

The council’s staff is available to assist local governments by providing research, analysis and support in their efforts to more efficiently and effectively serve the needs of their citizens on a wide range of metropolitan issues.