EAST-WEST GATEWAY COORDINATING COUNCIL

2003 ANNUAL REPORT

INTERSECTIONS

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In Memoriam

Members of the East-West Gateway Board and staff gratefully acknowledge the leadership of Buzz Westfall, who served on the Board—including two terms as Chair—from the time of his inauguration as St. Louis County Executive in 1991 until his untimely death in October 2003.

To Our Colleagues

As the formally-designated Metropolitan Planning Organization for the bi-state St. Louis region, East-West Gateway is responsible for planning the area's surface transportation system. It follows, therefore, that we have selected "Intersections" as the theme of this annual report. During 2003, we advanced projects to improve the quality of travel on roadways and their intersections in all eight counties of the region. Of particular interest have been those roads and bridges where significant maintenance and rehabilitation are needed; those that are the frequent sites of motor vehicle crashes; and those that are seriously congested. These issues are the top three priorities of our regional transportation plan.

But, from our vantage point, "intersection" means more than the place where two or more roadways meet. It also connotes the coming together of ideas, needs, and values. In a metropolitan area as geographically, socially, economically, and racially diverse as St. Louis, one of the first steps in regional problem-solving is identifying the place where interests intersect (the 'common ground'). Only from that place can we successfully move ahead on a path to making good things happen.

The reader will learn more about many such problem-solving endeavors in the pages that follow. Brownfields and open space. Economic development and air quality. Transportation and employment and education. Local fiscal needs and metro economic growth. Modern technology and traditional community values. These are some of the intersections where we have focused our planning and problem-solving activities during the year.

One of the most memorable events of 2003 was, unfortunately, a sad one. Executive Committee member and former Chair Buzz Westfall succumbed to an invasive infection that ended his life suddenly and prematurely. He was a true regional leader and a valued colleague to all of us. He exerted leadership on the East-West Gateway Board in support of several of his proudest accomplishments: the extension of Page Avenue, the Metropolitan Education and Training Center, the Cross County MetroLink extension. These last two remain works-in-progress that will continue to have our active support in 2004 and beyond.

John Baricevic
Chair

Joseph Ortwerth
Vice Chair

Les Sterman
Executive Director

Left to right—
Joe Ortwerth, John Baricevic and Les Sterman.

INVEST NOW FOR TOMORROW INTERSECTIONS

New Technology

Local and state officials who sit around the Board table at East-West Gateway expect staff to provide accurate and reliable data to inform the decisions they make about transportation system improvements. In 2003, the agency strengthened its ability to produce good information by updating its computer modeling opportunities.

With advances in information technology, "models" used in transportation planning have become increasingly sophisticated. A model is a complex set of mathematical equations that explain the causal relationships between various conditions and the outcomes they produce. A good transportation model, for example, can describe with some accuracy the degree to which the construction of a new roadway affects congestion or air quality in the region, or how income might affect the number of trips that a family might make and the destinations they choose.

By accurately replicating past patterns, models are then calibrated to anticipate future needs. This is their real value in planning. Analysts put different possible future conditions or events into the equations and the model can then forecast what impact these events will have on a range of physical, economic, and social conditions. Prior to choosing between infrastructure investment A, B, or C, for example, local officials can use the output of the model to understand, without prejudice, the likely consequences of each option or choice.

In 2003, East-West Gateway took three important steps to strengthen the agency's modeling capability. The first of these was the completion of a Regional Travel Survey, which assessed the daily travel habits of 5,000 households and transit riders across the region. The results of the comprehensive survey offer transportation planners and elected officials a fresh look at the types and length of trips taken by the region's residents every day. This sort of data is essential for good transportation planning. The results of the survey guide the adjustment of equations used in modeling to reflect up-to-date patterns and conditions.

The second step forward in 2003 was the Board's decision in October to enlist a team of consultants to upgrade the computer software that performs the hundreds of millions of calculations needed to predict the flow of over seven million daily trips in the region. Major upgrades to the computer-driven transportation models used to forecast travel patterns in metro St. Louis will boost the ability of the East-West Gateway Board to make wise decisions about transportation investments.

The third step forward in 2003 was the Board's approval in October of the high-tech St. Louis Metro Area Transportation and Land-Use Model, also known as the Blueprint Model. The Blueprint Model is a local application of the Land-Use Evolution and Impact Assessment Model developed by the University of Illinois, Department of Urban and Regional Planning.

The model employs state-of-the-art supercomputers to simulate the relationship between hundreds of factors that determine how the region will grow. The Blueprint Model produces instructive maps and charts depicting the likely effects of potential transportation and policy decisions.

Transportation Safety Initiative

Motor vehicle crashes are the leading cause of death for young people in the St. Louis region. In fact, one life is lost each day on our highways, roads, and bridges. Because of this, no investment in the future of metro St. Louis is more important and urgent than solving the transportation safety problem.

In 2003, the Board approved the concept of a Transportation Safety Initiative, to begin formally in 2004. Preliminary work resulted in a series of maps showing the location of fatal crashes across the eight-county St. Louis area between 1997 and 2001. Also completed in 2003 was a detailed analysis of the primary causes of accidents in metro St. Louis and a comprehensive review of safety related statistics and transportation safety measures adopted by state governments nationwide.

In the year to come, East-West Gateway will sponsor community engagement and outreach activities that focus especially on the "4-E's" of transportation safety: education, enforcement, engineering and emergency response. With the momentum established in 2003, the Transportation Safety Initiative promises to be a major focus of agency efforts in 2004.

Transportation Improvement Program

East-West Gateway adopted a long-range transportation plan, *Legacy 2025*, in 2002. This 20-year strategy is implemented through specific project commitments and budgeted expenditures in the short-range investment plan known as the Transportation Improvement Program (TIP). In July 2003, the East-West Gateway Board approved a $3.2 billion five-year TIP for metro St. Louis, to cover the time period 2004-2008. The TIP is updated annually.

The 2004-2008 Transportation Improvement Program includes more than 740 projects for state and local roads, highways, and bridges, and local transit and paratransit needs in Missouri and Illinois. Consistent with the goals of *Legacy 2025*, nearly 40 percent of the total five-year investment is dedicated to preserving the existing transportation system through maintenance and rehabilitation. To gauge community perspective about the 2004-2008 TIP, East-West Gateway sponsored six open-house meetings throughout the region in 2003, prior to the Board's approval.

Without significantly increased revenues for transportation, the aspirations of *Legacy 2025* will not be achieved. In the years ahead, the region's leaders will increasingly focus their attention on closing the gap between expectations for our transportation system and our fiscal capacity to improve the system.

Policy on Reasonable Progress

Concern about the timely completion of locally sponsored projects listed in past Transportation Improvement Programs prompted the East-West Gateway Board to adopt a policy in April 2001 to ensure that projects are completed in a timely manner. Under this Policy on Reasonable Progress, local sponsors of transportation projects that fall behind schedule risk having their projects removed from the TIP and associated federal funds returned to the regional funding pool.

By September 2003, 79 projects worth $41 million in federal funds were subject to suspension. After September, all but 14 had corrected their delays. With the concerted efforts of East-West Gateway, the Missouri Department of Transportation, and local project sponsors, the projects are in line to receive federal funds by the end of the 2003 calendar year.

In the two and a half years since the adoption of the Policy on Reasonable Progress, the backlog of unspent federal dollars earmarked for transportation projects has fallen from $105 million to $8 million. In 2003, $40.5 million in federal funds were obligated for projects kept on schedule thanks to good project management and the accountability provided by the Policy on Reasonable Progress.

St. Louis Regional Bicycle and Pedestrian Facilities Plan

In October, East-West Gateway began an update of the 1994 St. Louis Regional Bicycle Facilities Plan. The goal of this plan is to integrate bicycle trails and facilities seamlessly into the regional transportation system.

The 1994 "bike-ped" plan focused primarily on recreational bicycle travel in the region's parks and along the region's waterways. The updated version will shift focus to bicycle and pedestrian modes of travel incorporated into the fabric of daily travel patterns, with a stronger presence of bicycle and pedestrian facilities on local streets. In doing so, East-West Gateway honors its commitment to safe and diverse forms of travel in metro St. Louis.

Transportation Funding: Our Slice of the Pie

In 2003, landmark federal transportation laws were scheduled for reauthorization, along with a recommitment to the gas tax used to pay for these programs. The challenges in developing new federal transportation legislation are enormous, especially when money is scarce.

Maintaining desired standards of mobility will require extensive public investment. Complicating matters, transportation needs are changing. Planning for persistent transportation issues, such as safety; access to opportunity; congestion and air quality; and the movement of goods, deserves a fresh approach. These competing needs, combined with a myriad of special requests for local projects create legislative complications at the federal level.

In 2003, faced with an unachievable deadline at the end of the federal fiscal year, Congress passed a five-month extension to the existing transportation law, with the hope that a new Congress could reach agreement in 2004.

The St. Louis region has a keen interest in the national debate about transportation. Without new funding, key highway and rail projects would not occur for an extended period of time, and our local and regional economy would suffer. Staff closely monitored Congressional activity in 2003 and provided important analysis and information to our delegation and to local officials to support the aspirations of the metro area.

East-West Gateway also played a significant role in transportation funding at the state level during the year. Much of the work focused on a new funding scheme adopted at the end of 2002 by the state of Missouri for distribution of transportation dollars. East-West Gateway leadership and staff worked with the Missouri Highway and Transportation Commission on behalf of the region's interest in getting a fair share of the state transportation investment.

In prior state funding formulas, the Missouri portion of the St. Louis region received roughly 33 percent of the state allocation. Under new state-funding formula, St. Louis can expect to receive between 28 and 29 percent of state transportation dollars—a loss of approximately $40 million.

Where We Stand

Late in 2002, East-West Gateway released the fourth edition of the strategic regional assessment, *Where We Stand. Where We Stand* takes a broad look at how metro St. Louis stacks up against 34 peer regions nationwide.

In 2003, East-West Gateway staff launched an extensive outreach and education campaign around *Where We Stand*. With the board's endorsement, staff presented the findings of the report to many community, business and civic groups. Using a top ten list of "Things We Learned From *Where We Stand*," staff talked job growth with Civic Progress, education with The Scholarship Foundation, local government with the League of Women Voters, and "brain drain" with FOCUS St. Louis, just to name a few. More than 3,000 copies of the report were delivered by hand or through the mail.

During the 2003 outreach campaign, *Where We Stand* findings related to the racial divide in metro St. Louis generated the most sustained and passionate reactions and comments. An index of twelve indicators comparing metro St. Louis African Americans to metro St. Louis Whites found that the St. Louis region has the 11th highest level of economic and social disparity among 35 metro areas nationwide. In measurements of the rates of infant mortality and unemployment for African American and Whites, metro St. Louis fares even worse. No major metro in the United States has a higher level of racial disparity in housing opportunity than metro St. Louis, where African Americans are twice as likely as area Whites to spend more than 35 percent of their income for shelter.

In response, East-West Gateway partnered in 2003 with the St. Louis Business Diversity Initiative, Beyond Housing and the Fannie Mae Partnership for a series of panel discussions and strategy sessions to more closely examine racial disparity in metro St. Louis and to seek solutions to this complex and troubling regional divide.

Effective, Efficient and Equitable Public Investment

Missouri and Illinois state governments were faced in 2003 with a difficult financial situation, as dire as the fiscal situation for states during the Great Depression of the 1930s. Fiscal droughts at the state level place a greater burden on local governments that must "take up the slack" as state governments cut spending in local social service and economic development programs.

One of the underlying premises of East-West Gateway's tax policy research in 2003 was that the ability of the region to strengthen its economic competitiveness hinges in part on our ability to ensure the most effective and equitable public investment in services that local governments provide. Such services include education, transportation, public health and safety, water and sewer services, neighborhood amenities and more.

The research affirmed the importance of accountability in public investment. With 750 units of local government in the metro St. Louis area and nearly $6 billion in public investment annually, the ability to evaluate the effectiveness and appropriateness of individual tax dollar expenditures is an absolute necessity. Such public accountability is always important, but especially so during an economic downturn. The challenge ahead is to create a dependable apparatus to measure the economic and social impact of public investment and public incentives (such as tax subsidies or tax credits) on individual communities and the region as a whole.

Atlas of Opportunity

In 2003, East-West Gateway published a full-color *Atlas of Opportunity* that summarizes key economic and workforce statistics for metro St. Louis. Using maps, charts and informative lists, the *Atlas of Opportunity* clearly communicates both the challenges and also the resources available to workforce development professionals and job trainers in all eight counties of the region. The report is a product of a three-year community audit funded by the U.S. Department of Labor.

Topics surveyed in the report include population and mobility trends in the region, along with indicators of individual and family economic well-being, such as median household income, educational performance and transportation assets. The report also examined the business picture in the St. Louis region and the layout of educational and training resources. By comparing indicators, a clear picture emerged of regional assets and regional liabilities.

The completion of two reports in 2003 supplemented the *Atlas of Opportunity*. *Funding Streams for Workforce Development Planning and Programming* is a comprehensive list of federal programs that are designed to support workforce development activities and work-related support services. *The State of Healthcare Workforce in Metro St. Louis* examines the impact on the local healthcare workforce of a variety of demographic, social, and economic trends. East-West Gateway's research on the healthcare workforce is one component of a partnership with the Labor and Education Market Analysis initiative of the University of Missouri-St. Louis. To read both reports, visit the East-West Gateway workforce website www.workforcefutures.org.

Gateway Blueprint

The Gateway Blueprint is an outgrowth of the Initiative for a Metropolitan Community, a set of policy priorities for improving the region's quality of life adopted by the East-West Gateway Board in 1997. In keeping with the values of the IMC, the Gateway Blueprint is dedicated to responsibly examining the impact of public policy decisions on the economic and physical attributes of metro St. Louis, especially as those policies affect regional growth and development.

In 2003, East-West Gateway staff conducted community engagement and research activities to support the development of the Blueprint Model, a high tech tool for measuring the impact of regional transportation and development decisions. Staff also orchestrated the collection and analysis of demographic and geographic patterns in metro St. Louis, including migratory trends within the region during the 1990s. A full report about metro area demographic and population trends is expected early in 2004.

Local Government Briefings

The weekly *Local Government Briefings* newsletter celebrated its fifth anniversary in August 2003. Through the *Local Government Briefings*, East-West Gateway provides timely information to local governments in the St. Louis region about upcoming events, news, online resources, and grant opportunities. In 2003, readership expanded and now includes nonprofit organizations, state and federal agencies, state legislators, professors, and citizens concerned with municipal issues. Over 675 people subscribe to the weekly newsletter via e-mail and fax.

Metro South Study

Throughout 2003, East-West Gateway, Metro, and the Missouri Department of Transportation began work to assess the potential for a MetroLink expansion in south St. Louis County. Known as the Metro South Study, the goal is to select a locally preferred transportation improvement by late 2004.

The foundation of this planning work is community input. Even before the team of technical consultants began their analysis of the area, more than 40 south St. Louis County stakeholders—elected officials, civic leaders, community leaders and citizens—were interviewed about the transit and mobility needs of the study area and how best to involve affected citizens.

At a July kick-off meeting, residents were given blank maps of the proposed study area and asked to draw where they think a MetroLink alignment should travel in south St. Louis County. The study team received nearly 100 maps. Four potential routes were identified from a combination of citizen recommendations and technical analysis. South St. Louis County residents were able to take "virtual tours" of the four alternative routes at a September meeting.

The Metro South website is a consistent and accessible source for community information. The site offers helpful synopses of technical information and also allows people to send comments and questions via email. For those without access to the Internet, the study team set up information sites at eight south St. Louis County locations, such as libraries and chambers of commerce. A 24-hour hotline for comments and questions, periodic study newsletters mailed to citizens, and public open-house style meetings round out the mix of community-based Metro South activities in 2003.

Geographic Information Systems

A key part of East-West Gateway's mission is to provide high quality technical products to augment local government planning efforts. In keeping with this mission, the East-West Gateway Geographic Information Systems staff combines satellite photography with local data to produce maps and images that illuminate regional issues and trends.

In 2003, staff provided finished products to local governments in metro St. Louis and statewide, allowing public officials the opportunity to see firsthand the effects of planning decisions. Staff also assumed a leadership role statewide, participating in the Missouri GIS Advisory Committee, which helped define GIS protocol and standards for consistent application of the technology. East-West Gateway projects that depend upon the continued assistance of the GIS Team include the Gateway Blueprint, the All-Hazard Mitigation Plan and the ongoing community-engagement work of the Water Resource Advisory Committee.

East-West Gateway Online

East-West Gateway's website is a repository of reports and information of regional significance. www.ewgateway.org provides up-to-date meeting announcements, comprehensive links to community and regional resources, an Online Data Center, and the Air Quality Resource Center.

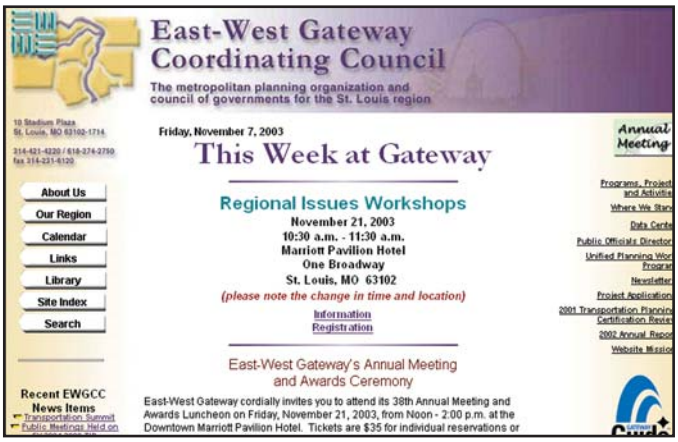
In 2003, East-West Gateway improved its Online Data Center by adding three-decades of metro St. Louis commuting patterns. Understanding these travel patterns help local decision-makers better identify local needs.

The Online Data Center is part of the East-West Gateway Regional Decision Support System. Local government officials and planning departments across the region rely upon the Data Center for accurate assessment of demographic stats and trends. Annual population and employment estimates are fixtures of the Data Center. Much of the information is derived from U.S. Census data, which is then analyzed and packaged to reflect regional issues.

During the year, East-West Gateway unveiled the Air Quality Resource Center, accessible from the agency's homepage. The Center contains comprehensive information for metro St. Louis, including features about regional air quality trends. It also includes a list of everyday actions people might take to improve air quality, especially important in the hot summer months. The online center is a product of East-West Gateway's Air Quality Advisory Committee.

Additionally, in 2003, East-West Gateway continued to maintain www.workforcefutures.org, a website dedicated to information, analysis and resources related to workforce development issues and trends in metro St. Louis. The information is organized around seven objectives identified by the St. Louis Regional Workforce Policy Group.

In the past four years, East-West Gateway partnered with several metro St. Louis organizations and agencies to assist in the development and maintenance of their websites. Partners included the St. Louis Area City Managers Association, St. Louis-Jefferson County Solid Waste District, and the Missouri Chapter of the American Planning Association. In 2003, regional website assistance continued with the St. Clair County Transit District.



St. Louis Area Regional Response System

After September 11, 2001, elected officials and citizens alike asked how the St. Louis region would handle an unpredictable and catastrophic event like the one that befell the city of New York. A particular challenge is that the St. Louis region is not a single jurisdiction, but a sometimes-unwieldy agglomeration of hundreds of local governments in eight counties and two states. Elected officials in metro St. Louis have now joined with private and community-based organizations to form new alliances for efficient and effective emergency response.

The St. Louis Area Regional Response System, known as STARRS, is a public-private partnership between hospitals, local governments, public safety agencies and area businesses. It is a unique partnership designed to bring together many disciplines to deal with the almost unimaginable complexies of a wide range of possible disasters, man-made and natural.

In 2003, East-West Gateway joined with STARRS so local elected officials are able to fully participate in decisions affecting the health and safety of their constituents.

Among key STARRS initiatives is the establishment of MedComm, a center for the integration and coordination of communication in response to a catastrophic event or medical emergency within the St. Louis region. MedComm will provide critical communication and logistical control during severe emergencies normally characterized as "chaotic." As part of the communication process, MedComm will implement an emergency patient tracking system, using technology to identify, locate and support rapid and effective treatment for those injured in an emergency.

STARRS will also act as a platform for the region's participation in the Urban Area Security Initiative. The Urban Area Security Initiative is a federal program to assure that the region is fully prepared to respond to a major emergency. The federal program sponsors the purchase of emergency communication and logistical equipment, emergency training, coordinated regional response planning, and routine emergency training exercises.

An effective response to a compelling and catastrophic event like that seen on September 11 is a necessary and achievable goal. It can only be done however, with a degree of cooperation, coordination and sophistication rarely seen in metro St. Louis. STARRS is demonstrating that this goal is within our grasp.

All Hazard Mitigation Plan

In January, the Board of Directors voted to support the development of a plan to effectively deal with natural disasters that might occur on the Missouri side of the region. In June, over 100 emergency response managers and elected officials from 64 local municipalities attended a seminal meeting to identify and endorse the goals of the All Hazard Mitigation Plan.

The Hazard Plan covers eight natural hazards: (1) tornadoes and severe thunderstorms, (2) floods, (3) severe winter weather, (4) drought, (5) heat wave, (6) earthquakes and other "ground failures" such as mudslides, (7) dam failures, and (8) wildfires. Each participating community is given a risk assessment based upon natural resources and built infrastructure in the community, along with recommended mitigation measures to assist in preparing and responding to natural disasters. The ultimate goal of the plan is to decrease the potential loss of life and property.

In 2003, the town of Desoto in Jefferson County was decimated by a tornado. The damage was extensive and the personal and fiscal trauma caused by the twister severe. Such natural disasters reinforce the wisdom behind the federal Disaster Mitigation Act of 2000, which requires all state and local governments to have an updated emergency mitigation plan like the one under development at East-West Gateway.

LEARN+WORK LINK

In 2003, East-West Gateway and Metro adopted the phrase "LEARN+WORK LINK" to create an identity for the MetroLink light rail corridor as a resource for St. Louis area residents seeking education, training, and employment. The communities currently served by light rail have some of the highest concentrations of job-seekers in the region. At the same time, almost 20 job training and post-secondary education centers and nearly 16,000 firms with entry-level employment are accessible by MetroLink and MetroBus. The idea behind LEARN+WORK LINK is to encourage unemployed and underemployed individuals to use light rail to take advantage of these opportunities.

East-West Gateway staff convened meetings of education and training providers along the light rail line in 2003, and developed preliminary marketing materials. In cooperation with St. Clair County, a "mobility counselor" was trained and began providing services to job-seekers at the MET Center, located at the Wellston MetroLink Station. The partners made plans for a comprehensive marketing campaign in 2004.

In cooperation with Metropolitan Congregations United and United Congregations of Metro East, East-West Gateway staff assisted in the design of several transportation projects that complement MetroBus and MetroLink service to better serve the needs of low-income job seekers. These projects are a part of the Regional Strategy for Access to Jobs, adopted by the Board late in 2002 and funded through the U.S. DOT's Job Access and Reverse Commute program. They include CHET, the Cooperative Healthcare Employee Transportation partnership with St. John's Mercy Medical Center launched in 2003.

By year's end, the Board had approved a contract with Metro to expand circulator service to jobs in the Chesterfield Valley area of St. Louis County and an agreement with Challenges Unlimited to expand transportation to work for persons in St. Clair and Madison counties with developmental and mental disabilities. Planned for 2004 are neighborhood circulator services for welfare recipients in the City of St. Louis who are entering the workforce, travel training services for job-seekers with physical disabilities, and additional employer-sponsored transit and carpooling programs patterned after the partnership with St. John's.

Local Government Management and Leadership Partnership

The Local Government Management and Leadership Partnership joins the resources of East-West Gateway with the expertise of the University of Missouri–St. Louis Public Policy Administration Program and the University of Missouri Outreach and Extension offices. Together, the partners provide training, technical and resource assistance to local municipalities.

The Local Government Partnership director divides time between the cooperating agencies, meeting regularly with metro St. Louis public officials and staff to accurately identify the needs of local municipalities and to create a strategic plan that integrates the goals of the Local Government Partnership with those needs.

In late 2003, staff released the results of a local government survey that identified common municipal needs that the Local Government Partnership plans to incorporate into a strategic plan in 2004. Also late in the year, East-West Gateway launched a renewed planning effort for a stronger Local Government Partnership presence on the World Wide Web. Local government officials and staff should expect to find relevant, online information about training opportunities and local government resources early in 2004.

St. Louis Regional Jobs Initiative

2003 was the fifth year for the St. Louis Regional Jobs Initiative. The Regional Jobs Initiative is a partnership convened by East-West Gateway and funded by the Annie E. Casey Foundation and several local and state investors. East-West Gateway restructured the Jobs Initiative during the year to ensure that key goals are met and sustainability plans are in place by the time the Casey Foundation funding ends in 2005. A most significant change was the expansion of a partnership between the Regional Jobs Initiative and Better Family Life, Inc. that puts Better Family Life—a 20-year old community-based organization—in a lead role.

The principal focus of the Regional Jobs Initiative for the 2003-2005 period is the MET Center. The MET Center is a strategic partnership of public and private entities committed to enhancing opportunities for work and wealth for the region's low-income adults.

Housed in the former Wagner Electric Plant, adjacent to the Wellston MetroLink station, the MET Center facility is managed and owned by St. Louis County. In addition to the County, partners at the MET Center include the City of St. Louis, St. Louis Community College, Special School District, St. Louis Public Schools, MOKAN, Better Family Life, Construction Prep Center, and East-West Gateway. MET Center targets for 2003 were to assist more than 700 individuals in preparing for and finding employment. These numbers will increase substantially in 2004.

Also during 2003, the story of four typical clients who found work through the Regional Jobs Initiative was captured in a documentary video produced by East-West Gateway and the St. Louis Community College.

Bridges to Work

Bridges to Work was East-West Gateway's first initiative to improve access to jobs through special transportation services. In 2003, Bridges completed its sixth year. Housed at the MET Center in Wellston, Bridges provides entry-level workers with transportation from the Hanley Road MetroLink station to employment sites in the Earth City area of St. Louis County. Clients are referred to the program from training providers at the MET Center and other locations, and from satisfied customers through word of mouth. Staff maintains a Job Opportunity Board, a clearinghouse of employment information, updated weekly.

Opportunities at approximately 60 regional employers are monitored and posted on the Board for job-seekers to see.

Revitalizing Brownfields and Protecting Open Space

The Revitalizing Brownfields and Protecting Open Space project, funded by a grant from the U.S. Environmental Protection Agency, reached its mid-point in 2003. East-West Gateway convened meetings of local government officials and municipal and county planners around the common interest of removing barriers to cleaning up "brownfields"—abandoned and contaminated properties.

Given the nature of brownfields, communities most affected in metro St. Louis are inner ring, urban core neighborhoods with a history of heavy industry, especially the city of St. Louis and East St. Louis, Illinois. Major partners in the Brownfields Initiative are the St. Louis Development Corporation, the University of Missouri-St. Louis, and the East St. Louis Community Development and Block Grant Corporation.

A notable accomplishment in the 2003 Brownfields initiative was the development of the information resource *Brownfield Programs: Federal, Illinois and Missouri Tools for Revitalization*, produced in tandem with the Washington University Interdisciplinary Environmental Clinic. Also in 2003, three workshops dedicated to preparing and financing prime redevelopment sites were convened in metro St. Louis.

The future of brownfields reclamation and redevelopment in the region looks promising. Plans for 2004 include collaboration between East-West Gateway and the UMSL Public Policy Research Center for hands-on applied research on brownfields redevelopment in metro St. Louis.

Illinois Green

In 2003, East-West Gateway partnered with the St. Clair County Health Department to implement the Illinois Green program of the Illinois Environmental Protection Agency. Illinois Green is designed to encourage counties statewide to comprehensively assess environmental resources and problems and to gather information from county residents about environmental concerns. The partners gathered this information as a first stage in the development of a long-range environmental plan for St. Clair County.

Water Resource Advisory Committee

In 2003, the East-West Gateway Water Resource Advisory Committee, in cooperation with St. Louis Earth Day, organized "Clean Water, Livable Cities: Models that Work," held at the Missouri Botanical Garden. The symposium emphasized the value of proactive watershed planning and highlighted the latest information about bridges designed to improve stream flow.

Storm water management was another important topic for the Water Resource Advisory Committee. Through the committee, East-West Gateway and the Metropolitan Sewer District actively developed storm water management plans for St. Louis City and St. Louis County. One of the highlights of the year was the release of an online regional resource for successful storm water management.

In 2003, the Water Resource Advisory Committee co-sponsored watershed tours of LaBarque Creek in Jefferson County and Fox Creek in St. Louis County to highlight practices that reduce stream bank erosion and protect healthy streams.

Financial Report

	2002 Audited	2003 Estimated
Resources:		
Federal Grants	$5,105,456	$4,412,185
State Appropriations & Grants	643,172	252,067
Local Contributions:		
Cash—per capita	297,952	297,953
Cash—other	892,290	990,406
In-kind Services	645,830	480,498
Miscellaneous Income	38,304	19,471
Total Resources	**$7,623,004**	**$6,452,580**
Expenditures:		
Salaries, Benefits	$3,178,483	$3,175,175
Public Agencies, Planning Consultants	3,206,586	2,232,375
In-kind Services	645,831	435,499
Operating Expenses, Staff Development & Travel	662,852	620,886
Total Expenditures	**$7,693,752**	**$6,463,935**

Water Resources Committee

Diana Allen
Mark Alvey
Angela Anderson
Kathy Andria
Kathy Arnett
Joshua Beeks
DavidBerger
Tracy Boaz
Gerry Boehm
Nancy Bowser
T.R. Carr
Wayne Caughman
Laura Cohen
Ron Coleman
Patrick Costello
Bea Covington
Eric V. Cowle
Thomas Curran
Gary Davis
Michael A. Duvall
Christine M. Favilla
Dennis Fenske
Margaret Fertaly
David Fisher
Wayne Freeman
Mike Fruth
LaRhonda Garrett
Barbara Grothe
Chris Hall
Scott Harding
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Pamela Hogan
Barbara Hohlt
Ray Hudak
Kevin D. Hutchinson
John Johnson
Ben Knox
Susan R. Lammert
Leslie Lihou
Bruce Litzsinger
Tabitha Madzura
Ken Maki
Leon E. McKinney
Jackie Moore
Jim Nyberg
Patrick O'Donnell
Glenn A. Powers
Robert Prager
Jerome E. Rombach
Charlie Scott
Evelyn Shields-Benford
Tom Siegel
Todd Strole
Martin Toma
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