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EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

TO OUR COLLEAGUES

There has been a lot of celebration in 2004. The year marked the 100-year anniversary of the St. Louis World's Fair and the Summer Olympics and the 200-year anniversary of the beginning of the Lewis and Clark Expedition, which was a year after the Louisiana Purchase. The anniversaries of these historic events were marked with celebrations as well as exhibitions at the Missouri Historical Society.

East-West Gateway Council of Governments marks its 40th year of existence in 2005 at a time when federally mandated Metropolitan Planning Organizations are becoming increasingly important in addressing regional issues. Originally set up to direct the flow of federal funds for local transportation projects, such organizations are being called upon to deal with problems that go well beyond concrete and commuters.

It's not a radical notion to see the connection between transportation decisions and where people live and what businesses do. So when federal and state budget shortfalls force municipalities and counties to do more with less at a time when economic and social difficulties have become more burdensome, turning to East-West Gateway as a forum for discussion and action makes sense.

Left to right: Alan Dunstan, Joe Ortwerth and Les Sterman

To reflect the reality of what East-West Gateway is and what it does, this year's chair of the board of directors, St. Charles County Executive Joe Ortwerth, urged us to change our name to East-West Gateway Council of Governments. Gone from the title is the phrase "coordinating council." We are truly a "council" of governments that meets to discuss regional issues. We haven't abandoned our traditionally important role in transportation decisions, but our portfolio of issues has been steadily expanding.

The role of East-West Gateway in the St. Louis region is revealed in its accompanying slogan, "Creating Solutions Across Jurisdictional Boundaries." As you page through the rest of this combined Annual Report and calendar, notice that in addition to planning where the next highway expansion or bridge maintenance might be, East-West Gateway is also in the business of helping local public safety agencies to prepare for man-made and natural disasters, providing resources for entry-level job holders to get to work and gauging the economic and social impacts of public policy decisions.

Read too, about Metro Forum, a new joint effort with FOCUS St. Louis and the Regional Chamber and Growth Association to bring together the public, private and civic sectors to make the entire region healthier and more economically productive.

As East-West Gateway enters its 40th year, there is ample reason to celebrate and at the same time concentrate our efforts on the difficulties and opportunities of the future.

Joe Ortwerth
Chair

Alan J. Dunstan
Vice Chair

Les Sterman
Executive Director

Jane Jacobs wrote long ago "a region is an area safely larger than the last one to whose problems we found no solution." Problems migrate across city limits and county lines much as people do, only they tend to move more slowly and are rarely the target of annexation.

The Toronto-based author of the *The Death and Life of Great American Cities* wasn't talking about St. Louis at the time, but the theory fits. The challenges that the St. Louis region faced in 2004 are not that different than what an older municipality might have faced decades ago. Households in debt, troubled public schools, racial and economic disparity, crime, a shortage of affordable housing, slow economic growth and environmental hazards are nothing new to a metropolitan area. The main difference is that many of the problems once thought to be confined to the urban core of St. Louis are steadily seeping over 4,500 square miles and 788 units of local government.

Some areas suffer while others are growing fast, with city and county governments having to respond to the pushes and pulls of boom and bust. Just as urban ills ignore jurisdictional limits, the cures for those ills also need to blur boundaries. While some growth and decline pose difficult questions, for some issues, the need and the mechanism are obvious.

The primary purpose of East-West Gateway Council of Governments, the federally designated Metropolitan Planning Organization, is to approve the use of federal funds for transportation-related projects in the St. Louis area. To that end, 21 voting members of the council's Board of Directors decide how best to invest that money.

That transportation decisions link this multitude of governmental units is not surprising. Moving cars, trucks and people from St. Clair County to St. Charles County, from Herculaneum to Hazelwood, from O' Fallon, MO. to O' Fallon, IL. requires cooperation and coalition building. Where will the federal dollars be spent? Which roads and bridges will be maintained or improved? The need is clear. Roads connect communities and economic centers without regard to political boundaries. A school district or a taxing authority may stop at the edge of a jurisdiction, but a road goes on forever.

Since 1965, this has been East West Gateway's role. For transportation decisions, our purpose is to reach consensus among the area's jurisdictions on a matter that affects them all—transportation.

During the four decades since East-West Gateway's inception, the St. Louis population has spread more evenly through the region. So have the challenges. So have East West Gateway's efforts to address those problems.

This past year, the Board elected to drop the term "coordinating council" and adopt the more descriptive term "council of governments." Throughout the country, the "COG" acronym is common, referring to the voluntary coming-together of local governments that share an economy, a community, and a quality of life.

We believe the future of the St. Louis region can be as notable as its past. Though many of the problems now facing the region are urgent, we believe the region has the physical and human resources needed to overcome its problems, take full advantage of its potential, and offer its residents an unexcelled quality of life. We commit ourselves to helping the region attain that goal. With that in mind, we define our mission in the following terms:

To recognize, analyze, and promote broad-based understanding of regional problems, issues, and opportunities; and to give special attention to the identification and assessment of emerging issues.

To help create a better sense of "region" among our unique local government constituency by acting as a catalyst to achieve consensus on regional issues, plan alternative actions, and aggressively pursue positive change in the physical, economic, and social environment.

To contribute to an environment for change by forming and maintaining an objective, informed, trusting, and open partnership with local governments, public agencies, the private sector, and the region's citizenry—sharing ideas, resources, and responsibilities.

To formulate and evaluate our work based on a sound assessment of needs, and to be innovative in our approaches to issues - not bound by past priorities, programs, and methods.

To help local governments be bold, creative, effective, and efficient by providing assistance, developing thoughtful solutions to problems; aiding inter-governmental cooperation, and forming new partnerships to tackle persistent or emerging problems.

To strengthen our efforts by maintaining a professional work environment that encourages diverse opinions and mutual respect, and that recognizes and values teamwork, innovation, and results; and to support a staff of skilled professional and retain them through a coordinated, well-articulated program of staff development and evaluation.

By its definition as a "council of governments," East-West Gateway provides a forum where difficult issues can be discussed. One of the obvious obstacles to those discussions is that St. Louis is a case study for the proliferation of government and the diffusion of power and taxing authority. In the 4th edition of the *Where We Stand* report by East-West Gateway, St. Louis ranked second highest among 34 peer metropolitan areas with 30.9 units of local government per 100,000 population. It ranked second for school districts per 100,000, with 4.7. It ranked third with 8.9 municipalities per 100,000.

There is little threat—or hope, depending on one's viewpoint—that anything resembling the metropolitan-wide planning efforts that are ongoing in Minnesota and Oregon will happen in St. Louis. But incrementally, starting with efforts by East-West Gateway planners to help improve water and air quality, enhance the safety and mobility of the transportation system, provide economic opportunities for low-skilled adults, analyze tax policies and reclaim brownfields, the beneficial effects of regional cooperation become clear.

As constituents and public officials who had thought of themselves as urban, suburban, or rural begin to realize they reside in a metropolitan community that is ever growing and changing, then the old definitions lose meaning.

Gone are the days that the image problems of the region can be attributed solely to an ailing central city. Projections by East-West Gateway demographers anticipate that the city's population may stabilize. The only unaccredited Missouri school district in the area is in St. Louis County. Two other area school districts are still under supervision of the state of Illinois. Crime and poverty are not limited to certain zip codes.

Yet old habits die hard. A running joke describes East-West Gateway as a regional planning organization in an area that doesn't believe in regionalism and hates planning. As with any humor, it contains a shred of truth.

But once a month, the elected leaders of St. Louis sit down at the same table at the downtown offices of East-West Gateway. It's the only regularly scheduled time the area's chief officials gather in one room. This is certainly not metropolitan government, but it's the path we've chosen for local governments to work together voluntarily toward common regional goals.

Drive Responsibly: "Someone's Future is in Your Hands"

The St. Louis region compares favorably with other cities in several social and economic indicators, but among the troubling contrasting statistics is the rate at which lives are lost unnecessarily in motor vehicle crashes on area roadways. When it comes to per capita transportation fatalities, St. Louis ranks 9th highest among 35 similar metro areas. Each year in the East-West Gateway region, an average of one person a day dies as a result of a motor vehicle crash.

In response to those chilling numbers, in 2004 East-West Gateway began a transportation safety initiative that focuses on driver inattention as a preventable cause of fatal crashes. In a *Where We Stand* update, a staff analysis of public safety reports from 1997 through 2002 revealed that driver inattention was the most often cited cause of fatal crashes. About a third of the crashes were due to driver inattention and 30 percent were due to drunken driving.

Joe Ortwerth, St. Charles County Executive and chair of the board of directors, made the Transportation Safety Initiative a priority for the agency, pointing out that in addition to fatalities, more than 33,000 people each year sustain some type of transportation-related injury.

The overall initiative encompasses four primary approaches to improve safety: public education, law enforcement, emergency medical response and engineering improvements in roadways and vehicles. The safety initiative also includes an extensive public communications campaign that uses various media, including television, radio, posters and billboards. The theme of "Someone's Future is in Your Hands" emphasizes personal responsibility and driver diligence.

Another aspect of the campaign is the TravelSafe Communities Congress, which is comprised of representatives appointed by mayors from the region's municipalities, counties and law enforcement agencies. They will meet quarterly throughout 2005 and keep in contact throughout the year to maintain a coordinated regional support system so that the best practices of law enforcement and public education are promoted.

The Transportation Safety Initiative is intended to expand East-West Gateway's role in the region beyond planning and helping fund road construction to actually having a beneficial impact on the quality of life for the people who use those roads by trying to reduce fatalities and serious injuries due to motor vehicle crashes.

DRIVE SAFELY WORK WEEK

Transportation Improvement Program

A five-year plan may not appear to be "short-range," but that is how the Transportation Improvement Program (TIP) is viewed in the context of Legacy 2030, the long-range plan that spells out the region's transportation policies and goals for the next 25 years. Federal legislation requires that each locale's designated metropolitan planning agency prepare and approve the TIP for federal funds to be used on area projects. The TIP is intended to address the short-range highway and public transit system needs of the region.

Adopting the TIP in 2004 meant assigning $2.3 billion for more than 600 local projects. About 40 percent of the TIP investment is dedicated to preserving the existing transportation system through maintenance and rehabilitation. As part of the TIP approval process, six open-house meetings were held throughout the area.

In 2004, East-West Gateway staff recommended that two projects be dropped from the TIP because they were judged to be no longer necessary. After a series of public hearings and the injection of unexpected funding from the Missouri Department of Transportation (MoDOT), the projects were retained in the TIP, which covers fiscal years 2005 through 2009.

In an effort to reduce conflicts in the future, the staff recommended that the span of a TIP would return to the prior limit of three years. The concern was that the long development time for many projects, particularly those that are repeatedly delayed, makes it more likely that the conditions and priorities change during project development. Reducing the TIP time to three years would help make it more responsive to changing needs.

The staff also recommended that an annual transportation program status report would be presented to the Board of Directors in March of each year. This report will document the progress of each project, along with changes in scope, cost and schedule.

Board actions on these staff proposals will most likely occur in January 2005.

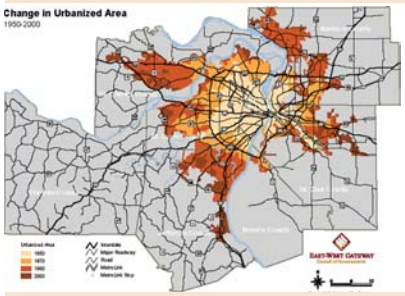
Legacy 2030

Legacy 2030 is the third update of the document that was initially developed in 1992-93 as *Transportation Redefined*. The plan is updated every three years and this time it is being reworked into a 25-year plan to extend to the year 2030.

Though many of the same projects are included in the plan, new census data will be incorporated in the scenario building that occurs with each project. During 2004, East-West Gateway completed an extensive travel survey and upgraded its modeling and geographic information system capabilities to support the long-range plan update.

A hallmark of East-West Gateway's planning efforts is that transportation is not seen as the end product; rather it is the means to a much larger end, which is an improved quality of life. Part of that quality of life includes transportation supporting economic development, a clean environment, varied outlets for recreation and equity and opportunity for all citizens.

The 25-year plan guides the investment of billions of dollars in public funds, of which approximately 80 percent are federal dollars and 20 percent are from state and local governments. The actual expenditure of funds is managed by the current five-year cycle of the Transportation Improvement Program, in which funding is contingent on a variety of complex economic, political and other factors that affect tax revenues and expenditures.



The plan also sets the stage for a series of complex transportation corridor studies, in which areas with significant problems are carefully examined and a series of alternative solutions are evaluated and ranked prior to an investment decision being made. In 2004, the largest of these studies focused on areas in South St. Louis County, where a potential expansion of the MetroLink system could alleviate congestion problems and improve access for transit-dependent individuals. The corridor study concluded at year's end, although the Board deferred a final decision on the preferred alternative solution pending increased availability of funds.

Engaging Citizens in Regional Problem-Solving

To enhance our ability to understand the public's viewpoint, East-West Gateway has devised a program to solicit input from area residents in a variety of ways. The new and expanded Strategy to Engage Citizens in Regional Problem-Solving was adopted by the Board in September 2004.

The strategy is based on the belief that people should know how tax dollars are spent and that those affected by regional decisions need to be heard. Planners, too, are aided by hearing from citizens and their plans are made better when they reflect a reasonable balance between local and regional priorities. The strategy has four components: communication, consultation, cooperation and community-based outreach to specific groups.

The communication component will focus on East-West Gateway's publications to get the word out. Those publications, the quarterly newsletter *Gateways* and the weekly emailed or faxed *Local Government Briefings* can be received by anyone who requests them. East-West Gateway's website, is another way to reach citizens.

Consultation will consist of citizen interaction with the council's standing committees, public meetings held for plan updates, and a "We're Listening" tour across the region.

Cooperation refers to joint planning activities in which citizens play an integral role, such as has occurred in the development of the Regional Strategy for Access to Jobs, the Bicycle and Pedestrian Plan, the Transportation Safety Initiative and the Water Resources Council.

The community-based outreach will strive to include several groups of citizens who have been historically under-served by regional systems. Those groups include low-income workers and job seekers, older adults and persons with disabilities. In 2004, East-West Gateway contracted with the Starkloff Disability Institute to lead a series of activities to see that the needs and perspectives of individuals with disabilities are reflected in the update of the long-range transportation plan, *Legacy 2030*.

Timely Use of Transportation Funds

An important agency goal is to allocate federal transportation money to the best projects and to then assure that those funds are spent as quickly as possible to serve the traveling public.

East West Gateway's "Policy on Reasonable Progress" requires that federal money awarded to a transportation project be used in a timely manner or it will be returned to the regional funding pool for redistribution to other projects. The policy has the effect of stimulating quicker action to design and build transportation projects.

Over the last three years, the Board of Directors has taken action to ensure the timely obligation of federal funds for both local and state transportation programs. Enforcement of the Reasonable Progress Policy has reduced the backlog of unspent funds from more than $105 million to a balance of zero by the end of the fiscal year.

Water Resources Advisory Committee

A common topic at East-West Gateway Council of Governments is the stewardship of shared natural resources. With water, the main concerns are the effects of storm water, the overall outdoor water quality, wastewater treatment and safe drinking water.

To manage these issues, a Water Resources Advisory Committee was formed in 2001. Serving as an advisory committee to the East-West Gateway Board of Directors, the committee is a diverse group of citizens and representatives from the homebuilders industry, federal agencies, city and county government and environmental groups.

The Water Resources Advisory Committee's mission is to deal with major water quality issues, to achieve federal and state public health standards and to balance and sustain economic growth. By discussing the value of sustainable development with the broad spectrum of involved parties from the public, private and civic sectors, the committee provides a framework where water quality issues are addressed on a regional level.

By its inclusive membership, the committee is equipped and qualified to integrate land use, economic development, tax policy and environmental considerations into its discussion of the impacts of projects that affect the region's water.

One of the projects that took up much of last year's efforts was the committee's work with the Metropolitan Sewer District to develop a Phase II stormwater plan. The committee worked with MSD and various local communities to share ideas and resources about how to deal with the danger or pollution from the run-off from storms.

The committee also worked with communities along the lower Meramec River about water quality coordination. With funding from the U.S. Environmental Protection Agency, the work centers on streams in Franklin, Jefferson and St. Louis counties that are tributaries to the Meramec near Eureka and Pacific.

East-West Gateway Online

The easiest way to learn about East-West Gateway Council of Governments is to check our website, www.ewgateway.org. Newly redesigned and reorganized, the site offers an expanded Online Data Center that includes several 2004 publications. Among these are the 2004 *St. Louis Trends* booklet, which is a statistical snapshot of the St. Louis region; *Community Close-Up*, which provides descriptive information on all 200 municipalities in the region; and the 2004 edition of the *Public Officials Directory*.

Much of the information in the Online Data Center is derived from U.S. Census data, compiled by East-West Gateway staff to describe regional issues. Other links lead to data and reports involving environmental issues, local government resources, regional development, emergency response and transportation. Regularly scheduled meetings and upcoming special events are listed, as are the agenda and supporting documents from the monthly meeting of the Board of Directors.

Easy online access is available to *Where We Stand*, the authoritative source for regional information that compares St. Louis to 34 peer metropolitan regions, showing 104 indicators of economic, social, physical and fiscal well-being. *Gateways*, the East-West Gateway newsletter, is also accessible online.

Those who visit the website can express their own views on various regional topics as part of the continuous online feedback survey. The "We're Listening" service enables any citizen to click on the image of an ear and type in views on any topic.

The website also offers quizzes, surveys and polls. The first use of that capacity was a Transportation Safety quiz. Presented during the Drive Safely Work Week in early October, the responses to the 20 questions were scored and the results presented the following week.

East-West Gateway maintains the website for the St. Louis Area Regional Response System (STARRS) at www.stl-starrs.org. STARRS was initiated to better coordinate the emergency response of public safety agencies and the health care community to mass casualty events.

The new Metro Forum site is also maintained by East-West Gateway, giving web access to the venture that brings together 45 leaders from the private, public and civic sectors to address the challenges facing the region. The website, www.metro-forum.org, offers community profiles and statistics about local government.

Access to Jobs

East-West Gateway's Regional Strategy for Access to Jobs supports three important objectives: to expand the mobility choices available and affordable to low-income workers in the region, to increase the percentage of St. Louis area residents with incomes above the poverty level, and to address the workforce needs of robust industries throughout the regional economy. These objectives provide the framework for the investment of federal and local funds in special transportation projects that complement existing transportation and transit service.

In 2004, the implementation of the Access to Jobs Strategy included a number of different projects, with overall coordination provided by East-West Gateway staff. Several of these projects were a part of what is called the LEARN+WORK LINK corridor, which means that they were designed to connect individuals to both job training and employment opportunities through service to and from MetroLink stops.

Premier among these was St. Louis Bridges to Work, now in its seventh year, which set a record for the month of August when it provided 3,500 trips between the Hanley Road MetroLink station and employment sites in Earth City. Bridges to Work, housed at the Metropolitan Education and Training Center in Wellston, was East-West Gateway's first initiative to improve access to jobs through special transportation services.

In addition to providing entry-level workers with transportation to work, Bridges to Work provided mobility counseling to clients of the MET Center, including information about Metro schedules and commuting information to more than 600 individuals throughout the year. Bridges to Work also held a Mobility Informational Fair and provided news on employment opportunities through its Job Opportunity Board, which is updated weekly for job seekers.

Other projects funded as part of the Regional Strategy for Access to Jobs include the Cooperative Healthcare Employee Transportation (CHET) program, which is a partnership between East-West Gateway and St. John's Mercy Medical Center; Challenges Unlimited, which serves people with mental, emotional, developmental and physical disabilities in Madison and St. Clair counties; and the Career Assistance Program (CAP), a joint venture with Better Family Life and Employment Connection to provide round-trip transportation from faith-based sites to job readiness and skill-based training programs, job interviews, employment sites and Job Fairs. In addition, East-West Gateway has awarded federal Access to Job funds to Madison County Transit Authority, Monroe County Transit, Sanford Brown College, and Metro to provide new transportation services to low-income job-seekers and to provide travel training to individuals with disabilities who seek full- and part-time employment in the regional economy.

Regional Jobs Initiative

The St. Louis Regional Jobs Initiative is a unique partnership headed by Better Family Life, Inc., and East-West Gateway for the purpose of improving the economic stability of families in the region's urban core through work readiness, job training, employment coaching, and individual and family support services. The Jobs Initiative offices are based at the Metropolitan Education and Training (MET) Center adjacent to the MetroLink stop in Wellston. The partnership, now in its sixth year, is funded by the Annie E. Casey Foundation and several local and state investors.

During 2004, the Jobs Initiative focused most of its attention on the MET Center, where a number of partners are pulling together to create a full family resource center that can be a permanent asset to low-income families all along the MetroLink light rail corridor. During the year, a new Board of Directors was installed that ensures that the MET reflects the needs of residents of both St. Louis City and County. The partners coordinated and established a centralized database for all work readiness and skill-based training programs. During the 2004-05 fiscal year, 2,380 individuals were assessed for services, 938 people graduated from MET Center programs, and 668 people found full-time work. These numbers are expected to increase significantly in 2005.

The MET Center is located in the former Wagner Electric Plant, which is owned and managed by St. Louis County. In addition to Better Family Life and East-West Gateway, the partners offering educational and other programs at the MET Center include St. Louis Community College, the St. Louis Special School District, MOKAN, the St. Louis Public Schools, the St. Louis Agency on Training and Employment, and St. Louis County. The Center also serves as a venue for numerous community events and meetings sponsored by other organizations.

Planning began for a new pilot program targeting jobs in the Life Sciences sector was initiated in 2004 as a cooperative effort between Better Family Life, the St. Louis Community College, the Regional Chamber and Growth Association, East-West Gateway, and the Workforce Strategy Center of New York. A curriculum is being designed to conform to the needs of area employers in the biomedical and pharmaceutical fields. A pilot program should be implemented with 15-20 students by spring, 2005.

Local Government Management and Leadership Partnership

The Local Government Management and Leadership Partnership is a joint venture involving East-West Gateway, the University of Missouri-St. Louis Public Policy Administration program and the University of Missouri Extension. The partnership offers local government officials access to professional training, technical assistance and information designed to improve local governance and capacity in the St. Louis region.

The partnership is responsible for the production of the *Public Officials Directory* and the Outstanding Local Government Achievement Awards Program presented at the East-West Gateway's Annual Meeting. During 2004, the Partnership was also instrumental in providing technical assistance to St. Louis County and St. Louis City board of election commissioners to update and redesign the training manual for election judges.

Training opportunities include short courses, workshops and for-credit summer courses. Technical assistance supports transportation planning, geographic information systems mapmaking, census analysis, meeting facilitation and guest speakers. Information sharing features website development, weekly e-mail briefings and new targeted means of information distribution meant for local government engagement and outreach.

Local Government Briefings

Every Friday, more than 900 people receive *Local Government Briefings* via email and fax from the offices of East-West Gateway. Announcements, conferences, events, news, jobs, online resources and grant opportunities are covered in this weekly newsletter that celebrated its sixth anniversary in August 2004.

The information, which is relevant to anyone interested in regional issues, goes to local governments, nonprofit organizations, the business community, state and federal agencies, state legislators, educators, students and citizens of the St. Louis region. Issues of *Local Government Briefings* can be found online at www.ewgateway.org . Click on newsletters in the library section and choose current or past issues. The *Briefings* are free.

Metropolitan Forum

Every year, local governments of the St. Louis metropolitan area spend more than $6 billion on the public services that provide the underpinning of quality of life. Much more is spent in the form of public incentives that do not show up on local balance sheets. Where does this money come from? Where does it go? What are tax payers buying with their overall regional investment? These reasonable, but as yet unanswered questions are the first focus of the Metropolitan Forum, a "virtual organization" formed by East-West Gateway, FOCUS St. Louis, and the St. Louis Regional Chamber and Growth Association.

The Metropolitan Forum has been in development for more than a year, and its first public face in 2004 was a new website, developed by the convening partners and maintained by East-West Gateway. For the first time, the website makes available to area local governments and the public detailed fiscal information from the area's municipalities, counties and special purpose units of government.

First convened at a two-day retreat in January 2003, the 45-member Metro Forum is pulling together public, private and civic players to address challenges facing the bi-state St. Louis region. The members of the Forum serve on the boards of the three convening organizations.

THE METROPOLITAN FORUM

The Metro Forum has identified three major themes as priorities for regional improvement. These are sluggish job growth, racial and economic disparity and the uneven quality of public services, due in part to local tax policy and structure.

The first issue paper by the Metro Forum, "More for Our Money," calls for a study of local government tax structure and makes the case for developing a coordinated and regional public spending and investment strategy. The paper points out that the chance to strengthen the regional economy and to close racial and economic disparities hinges in large part on the quality and quantity of public services provided by local government.

Because quality of life issues do much to determine where people decide to live, the condition of the area's schools, roads, water, air and business climate have an effect on population and job growth. The Metro Forum hopes that by providing objective financial data, analyzing these data, and describing trends and patterns, local governments will be better equipped to plan for a future tax strategy that is effective, equitable, and sustainable.

The region covered by the Metro Forum includes Franklin, Jefferson, Lincoln, St. Charles, St. Louis and Warren counties; the city of St. Louis, and the Illinois counties of Clinton, Jersey, Madison, Monroe and St. Clair.

Gateway Blueprint

The Gateway Blueprint is a three-year project to model issues related to growth and development in the 10-county metropolitan area around St. Louis. The computer model used in the project, devised by researchers at the University of Illinois at Champaign-Urbana, is called the Land Evolution and Impact Assessment Model.

Beyond projecting population growth, the model uses sophisticated computer technologies to predict how transportation and other investment decisions influence the financial, environmental, social and political realities of a region. The goal is to develop a better understanding of how transportation decisions affect the regional landscape years, even decades, into the future.

The computer model divides the region into 30-meter squares, but it cannot forecast exactly what will occur on any particular street corner. It is designed to predict patterns of development, given certain circumstances. The expectation is that with improvements in technology and geographic information systems software and better data, the level of specificity and the detail of the projections will increase.

In its early stages, the urban simulation model is being used to analyze the land use plans of Edwardsville, Glen Carbon and Madison County to determine how overlapping plans may affect development outcomes for each of these communities.

The "Blueprint Model" can be used to assess the fiscal impact of development decisions. The model also is being used to assist the Metropolitan Forum in its study of local government tax structure and its effect on the delivery of public services. The study will look into the value of developing a coordinated and regional public spending and investment strategy.

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 East-West Gateway in 1997.

St. Louis Area Regional Response System

When the World Trade Center was destroyed on September 11, 2001, the rescue efforts of emergency medical personnel and other public safety officers were complicated by the difficulty they had communicating with each other. In an effort to prevent that problem locally, the St. Louis Area Regional Response System (STARRS) was formed through the cooperative efforts of area local governments, hospitals, and the first responder community. In 2003 East-West Gateway entered a partnership with STARRS and agreed to become its fiscal agent.

STARRS is taking a lead role in coordinating with federal, state, county and municipal governments; public safety agencies; hospitals; health care providers and others to develop what its director Frank Schaper calls a "seamless emergency response system." STARRS is a regional organization developed to coordinate planning and response for large-scale critical incidents in a metropolitan region that consists of two states, eight counties and more than 200 local governments.

The U.S. Department of Homeland Security's Urban Area Security Initiative Grant Program helped form and fund STARRS, establishing a regional approach to funding emergency medical response. Other grants that came from the U.S. Department of Health and Human Services are intended to assist STARRS to help area hospitals prepare for mass casualty incidents through improved communication in the health care community, sharing of resources and additional training and exercises.

STARRS is forming a Safety and Security Council to plan and prepare emergency response throughout the region. The council will be composed of representatives from police and fire departments, EMS, schools, utility companies, hospitals and any other agency that is involved with responding to a crisis.

East-West Gateway Council of Governments
Statement of Resources and Expenditures

	2003 (Audited)	2004 (Estimated)
Resources:		
Federal Grants	$5,168,565	$7,182,931
State Appropriations & Grants	195,336	45,420
Local Contributions:		
Cash - Per Capita	297,952	297,953
Cash - Other	1,091,995	1,189,618
In-Kind Services	333,867	815,513
Miscellaneous Income	56,667	19,540
Total Resources	**$7,144,382**	**$9,550,975**
Expenditures:		
Salaries, Benefits	$3,118,543	$3,440,466
Public Agencies, Planning Consultants	3,031,115	4,742,216
In-kind Services	333,867	815,512
Operating Expenses, Staff Development & Travel	679,661	579,781
Total Expenditures	**$7,163,186**	**$9,577,975**

EAST-WEST GATEWAY
Council of Governments

Transportation Planning Committee

Randall S. Blankenhorn
Sandra Bohler
Steve Carey
Darrell Cates
David A. Dietzel
J. Michael Dooley
Tim Fischesser
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We're Listening

Please share your comments, suggestions, and concerns about St. Louis area issues.

We will use them to inform regional plans and project development.

My comments are about:

- ❑ Environmental Quality
- ❑ Demographics
- ❑ Homeland Security
- ❑ Land Use
- ❑ Local Government
- ❑ Tax Policy
- ❑ Transportation Safety
- ❑ Transportation
- ❑ Workforce Development
- ❑ Other, please specify

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