# 2011 Annual Report
## and 2012 calendar

*featuring the one-room schoolhouse*

EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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## Cover: Sand Bank School, Columbia, Illinois

The white frame country schoolhouse seen today on Old Bluff Rd. is a labor of love for two friends who purchased it and restored it. The two men are interested in the history of the area as well as the significance of the one-room school to education in southern Illinois. Other Columbia residents agree, these unique historical remnants should be preserved for future generations.

The first English-speaking school in Monroe County opened in an old log cabin in 1783. In 1817 the first Sand Bank School was built of logs by the son of the Revolutionary War veteran, James Piggott. The current schoolhouse was built in 1855. When it was decommissioned around 1952, it was purchased by a family who used it as their home until 1999.

Cleanup and restoration has all been completed by volunteers. Sand Bank School is one of two schools in the area that have been restored in this way. The city of Columbia received a Governor's Award for Outstanding Community Volunteerism in 2010. Sand Bank School is available for small parties and events. Contact Dennis Patton at dpatton1949@yahoo.com .

*(Back cover: inside Sand Bank School)*

## To our colleagues

St. Louis, documented by the census as the 18th largest metro area in the United States in both 2000 and 2010, has held its own in the ongoing movement to a more urban world. As the region's metropolitan planning organization, East-West Gateway Council of Governments has the responsibility to prepare St. Louis for a future where the region will vie for jobs, industry and residents with the rest of the world's metro areas.

To better determine the region's strengths and challenges, this year our research staff produced the sixth edition of *Where We Stand*, the strategic assessment of the St. Louis region, first published in 1992. *Where We Stand* compares St. Louis with 34 other metro areas in 129 categories, including economic, demographic and social measurements. Despite concerns about slow growth, *Where We Stand* shows that over the last 10 years St. Louis had a population growth of 4.1 percent, a rate that outpaces New York City, Chicago, Boston and Los Angeles.

East-West Gateway this year continued its primary function as the region's planning agency for transportation, by completing the *Regional Transportation Plan 2040*, a document that both describes and projects the region's transportation needs. This regional plan studied population, housing and employment trends as well as the fiscal conditions of funding agencies on the local, state and federal levels.

The need for such urban planning has never been more urgent, in part because of the ongoing migration of the world's population to cities. This year, the world's most populous country officially became an urban nation. In April, a census in China showed that 49.7 percent of its 1.34 billion population lived in cities. By now, it's more than half. Less than 30 years ago, only 20 percent of China's citizens resided in metropolitan areas.

People move to cities because they want to find work, and they want to have better opportunities for themselves or their families. In China, those basic human ambitions are intensified by a rigid government-controlled mandate to urbanize the country. One study predicts that by 2025, China's dramatic demographic and economic shift will lead to it having 221 metropolitan areas with more than a million people. Currently, the United States has 51 such metro areas, and Europe has 35.

China's leaders know that metropolitan areas are where the future will happen. They know that urban regions enhance both production and consumption, and the density and proximity of people and ideas often lead to innovation and job creation, as well as a reduction in transport costs for goods and services.

China has made these policy decisions to better prepare for a future that will be marked by great change coming at great speed. Those impending changes to an already turbulent global economy will affect the United States and make the role of metropolitan planning organizations even more vital.

*Left to right: Mark Kern, Steve Ehlmann and Ed Hillhouse*

East-West Gateway, formed in 1965, strives to cause progress to happen by bringing together the people, governments, and organizations of St. Louis so that their hopes and plans can lead to a better region. The roads, bridges and public transit systems that bind the St. Louis region together provide a starting point, and East-West Gateway provides a monthly meeting place for the region's leaders to sit at the same table and discuss their common future.

Metropolitan areas are where the future will happen, and in the St. Louis region, East-West Gateway and its active members are planning for, and creating, that future.

Mark Kern, Chair

Steve Ehlmann, Vice Chair

Ed Hillhouse, Executive Director

## Paying the fare for Transportation

Transportation has one advantage over many other vital public issues—there is little argument over its importance, or that government needs to play a predominant, defining role in how it is planned, approved and financed.

The current difficulty with transportation is how to pay for it.

That a solid transportation system is the foundation of a civilization was proven long ago. The ancient Romans figured out the importance of paved roads around 300 B.C. when they started to build the Appian Way from Rome to the port city of Brundisium. They thought, and proved, that a system of paved roads can get consumer goods to market, facilitate travelers and in times of trouble, enable troops to get where they need to be. In other words, a transportation system helps an economy grow, gives citizens mobility and helps a government function.

Those ancient truths hold up today. The origin of the present interstate system can be traced back to 1919 when a young lieutenant colonel in the army named Dwight Eisenhower led a military motor convoy from Washington D.C. to San Francisco, over a patchwork of paved and dirt roads and more than a few rickety bridges. That experience later contrasted to his seeing the autobahn system in Germany at the end of World War II.

Even though the interstate highway system initiated under his presidency in the 1950s was funded largely for civilian and economic reasons, the title of that federal system is the Dwight D. Eisenhower National System of Interstate and Defense Highways.

The trouble today is that the old way of underwriting roads, bridges and public transit systems is no longer adequate. The system's needs have far outstripped the traditional ways to finance the work needed to preserve and enhance the system. The core method of the nation's transportation funding system is user financing, and the main mechanism of that approach is the federal fuel tax, which has been at 18.4 cents per gallon since 1993 and has not been adjusted for inflation.

The federal fuel tax is further constricted by the growth of fuel-efficient cars, because that growth has allowed cars to travel farther on a gallon of gas, thereby limiting the revenues raised by the per-gallon tax. The continued rising price of gasoline also is expected to provide incentive for people to drive less and seek more fuel-efficient or alternatively powered cars, both actions that would have a limiting effect on fuel tax revenues.

Transportation funding is driven by federal action because the system is so large, complex and inter-related that funding and regulating it is beyond the capacity of local and state jurisdictions. Many state and local governments are experiencing their own version of fiscal distress, and are reluctant or unable to increase fuel taxes or motor vehicle and license fees. Even in better times, local jurisdictions routinely depend on the federal government to pay about 80 percent of the cost for most major transportation projects.

The federal government empowered metropolitan planning organizations such as the East-West Gateway Council of Governments with the authority to

approve major transportation projects that have regional significance and require significant federal money. This year, as part of its planning responsibilities, the East-West Gateway staff produced the region's "Regional Transportation Plan 2040."

In the long-range plan, East-West Gateway includes an analysis of population and employment trends, describes the reliability of the system, and explains how housing and transportation combine to produce an "affordability index" which reveals that where people live has an adverse or positive effect on the amount of money they spend on transportation. With Americans spending nearly one-fifth of their household income on transportation, this is not an insignificant issue.

The affordability index is another reminder that providing an adequate transportation system for the St. Louis region is not just about the system growing with the population, it's about where that population lives, works and plays. Between 1950 and 2000, the metro area's population grew 41.5 percent yet the urbanized area with the region grew more than 250 percent. St. Louis in 2011 is even bigger and more populous, though the pace of urbanization of new areas is not as rapid.

From a national perspective, transportation and related economic activity continues to be concentrated in closely linked metropolitan areas, sometimes referred to as "mega regions." Servicing those links between St. Louis and Chicago, Kansas City or Memphis intensifies pressures on already congested commuter and freight corridors. As local economies become more globally integrated, it is in the national interest for a fully functioning transportation system—including highways, bridges, inland ports, rail and air—to facilitate the flow of people, goods, and services.

Justifying that transportation system is not the problem, paying for that system is. User fees, including the continuation and possible increase in the federal fuel tax, probably will continue to be the basis for funding the system. More toll roads are expected, with some possible loosening of the restrictions for tolls on federal interstates. Another concept being proposed is "congestion pricing" which would charge drivers fees in large cities during certain peak periods of traffic.

Other proposed partial solutions include an increase in public-private partnerships, in which for-profit corporations invest in the transportation system in exchange for concessions that may include tolling.

Farther down the road, perhaps 10 or more years away, alternative revenue measures may include a vehicle miles traveled (VMT) fee. Although the details are far from final, and contain some issues that will trigger controversy, a VMT fee would charge motor vehicle owners a fee based on how much they drive. A VMT fee could be an ultimate user fee, though substantial privacy and collection cost issues persist.

In the months and years ahead, the decisions government and society make about how to fund transportation will affect not only how the system is preserved and enhanced, but how much the American economy will be helped or hindered by its transportation system.

## Getting the economy moving from Where We Stand

Economic development is not some abracadabra activity that creates jobs and businesses out of thin air, as if by magic.

To create the conditions where small businesses thrive, large companies expand and out-of-town corporations consider moving to your metro area, government, civic and corporate leaders need to know the economic inventory they offer. They need to know a region's history, its logistics, the available workforce, the tax structure, the political climate, the area's cultural amenities—in essence, if people want to help a region grow economically, they must know that region thoroughly and assess it accurately.

That type of information compilation is something East-West Gateway's *Where We Stand* has done since 1992. This year East-West Gateway research staff produced the sixth edition of *Where We Stand*, which is subtitled "The Strategic Assessment of the St. Louis Region." *Where We Stand*, last published in 2006, gives dependable ratings in 129 categories, comparing St. Louis to 34 other metro areas.

The metro areas included in this comparison have a population of at least 1 million and are within 500 miles of St. Louis, or they have an economic function similar to that of the St. Louis region. The group with a population of at least a million and within 500 miles of St. Louis includes metros like Cleveland, Louisville and Indianapolis. Cities in the group farther than 500 miles but with a similar economic function include Denver, San Antonio and Baltimore.

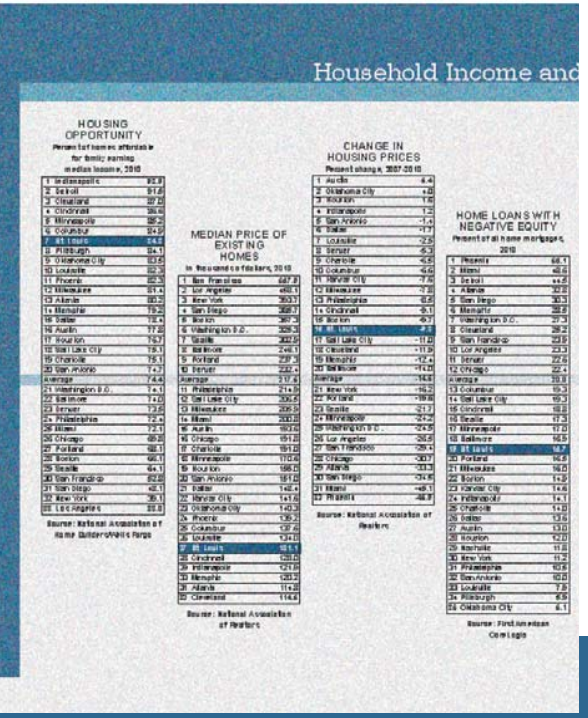
Comparing metropolitan regions makes sense because that is where most of the country's economic activity occurs. Most of the U.S. population, 83.7 percent, and most of its jobs, 86.2 percent, are in metropolitan regions. The same is true for other economic measures, with 90.1 percent of the gross domestic product and 90.3 percent of wages and salary income occurring in metropolitan statistical areas.

The good news about the St. Louis metropolitan region is mostly known, though often underplayed.

St. Louis compares favorably to its peer regions when considering cost of living, health care coverage, crime, fewer seniors living in poverty, commute times to work, and affordable housing. The region does not fare as well when the categories are loss of manufacturing jobs, income disparity, net migration and racial disparity in education, health, income and employment.

When the median household income in St. Louis is adjusted for cost of living, St. Louis ranks sixth best of 35 cities for "purchasing power," with Los Angeles and New York City at the bottom. St. Louis is seventh in housing opportunity, based on the percent of

homes affordable for a family earning the area's median income. St. Louis also has fewer people without health care coverage, fewer seniors in poverty and shorter commute times than most of its peer metro areas. St. Louis has a below average number of home loans with negative equity, and its change in employment during the current economic turbulence has been average.



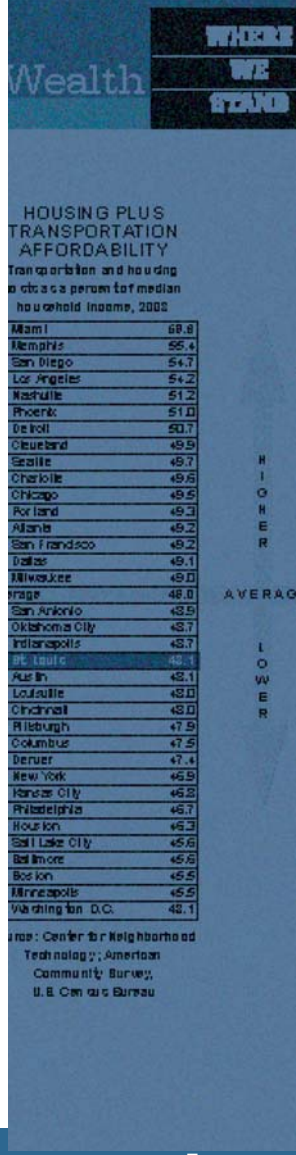

In short, St. Louis has big city features at affordable prices. From the 2000 census to the 2010 census, it has stayed the 18th largest metropolitan area in the country, ahead of Tampa and behind San Diego, and even though its 4.1 percent population growth in the last 10 years is considered slow, it is a faster growth rate than New York City, Chicago, Los Angeles or Boston.

On the downside, St. Louis lost 29.8 percent of its manufacturing employment, from 2001 to 2009, which is a lot, but less than Boston, Cleveland, Philadelphia, New York and Detroit. Houston fared best in this category, and even it lost 1 percent of its manufacturing job base.

St. Louis is far from the boomtown it once was, yet the Brookings Institution's "State of Metropolitan America" listed St. Louis in the "Skilled Anchors" group of metro areas, describing it as an area with "low growth, low diversity and high educational attainment." That group included Boston, Philadelphia, Milwaukee, Cincinnati, Buffalo, and 13 other metro areas. Brookings left St. Louis out of the most "demographically disadvantaged" category of "Industrial Core" metros such as Detroit and Cleveland.

As a 247-year old metropolitan region, St. Louis has architecturally striking buildings, an expansive system of parks, a classic grid of close-knit neighborhoods, cultural amenities such as well-stocked libraries and museums, a history of a well skilled workforce and a strategic location in the center of the nation.

To assess what St. Louis can do with those attributes, people who are serious about St. Louis can use the 2011 edition of *Where We Stand* to fix what needs to be fixed and promote what deserves promotion. For those wanting to know St. Louis better and how it compares to the rest of the nation, *Where We Stand* is a good place to start.



*Pocket School, Centreville, Illinois*

Pocket School sits on Pocket Road boarded up and looking almost the same as it did the day it closed, which was probably sometime in the 1950s. Many rural schools began as early as the 1850s and remained in service until the baby-boom brought about a change.

Early schools were within walking distance for students and also, along with churches, served as community and social centers. Many of the frame and brick buildings were similar, but each district was unique. Some locales had their own style of schoolhouse. But the most-used design was something like a small house with a front porch entrance and a row of big windows down the side for natural light. They were heated with a pot-bellied stove and cooled by the breeze. There was no electricity, water was from a hand pump in the yard and restrooms were “out back.”

Though the country school seems to have vanished from the landscapes of today, some that remain have been turned into residences. Others have been rescued and refurbished to become museums. Many have been moved to new locations in order to save them. The rest sit and wait, holding their dear memories for someone, remaining symbols of the beginning of the free educational system in America.

to see all of the calendar,
open the "calendar" file

## Statement of Resources and Expenditures

| | 2010* (audited) | 2011 (estimated) |
|---|---|---|
| **Resources:** | | |
| Federal grants | $11,660,959 | $11,406,736 |
| State appropriations and grants | 44,040 | 255,805 |
| Local contributions: | | |
| Cash—per capita | 310,367 | 321,407 |
| Transportation project assessment fee | 328,671 | 294,366 |
| Cash—other | 591,282 | 487,697 |
| In-kind services | 283,413 | 766,730 |
| Miscellaneous income | 39,403 | 19,364 |
| **Total Resources** | **$13,258,135** | **$13,552,105** |
| **Expenditures:** | | |
| Salaries, benefits | $3,925,615 | $4,177,665 |
| Public agencies, planning consultants | 4,019,729 | 3,720,145 |
| In-kind services | 283,413 | 766,730 |
| Grant funded equipment and software | 4,159,960 | 4,175,370 |
| Other grant expenses and operating expenses | 801,460 | 673,965 |
| **Total Expenditures** | **13,190,177** | **13,513,875** |
| **Change in Net Assets** | **$67,958** | **$38,230** |

**Full financial statement available upon request*

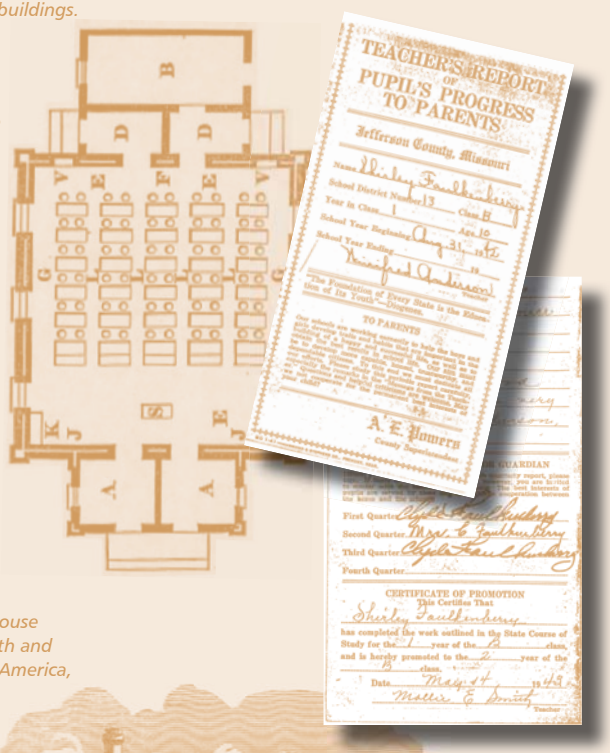
*The first schoolhouses were simple, sparsely furnished, one-room buildings. Windows emitted light and a pot-bellied stove radiated heat while students sat on benches receiving uniform, ungraded instruction from one teacher. The schoolhouse became a fixture as the concept of "schooling" became more widely accepted. (Gulliford, 1990)*

*One-room school houses developed a distinctive architectural appearance. The log cabin schools really were not very well adapted to the needs of the students or teachers. As time passed new school buildings became similar to houses in their construction. The gabled vestibules and bell towers of frame schools also showed the influences of church architecture. To help local school districts construct adequate buildings, states issued "standard" plans for rural schools.*

*This form of the one-room schoolhouse prevailed throughout the nineteenth and into the twentieth century in rural America, but in towns and cities it began to evolve.*

*As the population expanded and a town outgrew its school, a second room was added, creating a larger, two-room schoolhouse (Graves, 1993).*

*-Above text from http://www.wirtalumni.com/news/news14.htm*
*-Ink drawing and floorplan http://clarke.cmich.edu/resource_tab/information_and_exhibits/one_room_schools/architecture.html*




*Above-a copy of an old report card from "Country Schools, Jefferson County 1806-1952," Della Lang, 1998.*

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*The background photo is of an old log school circa the 1830s from St. Paul, Missouri. It is presently located in Boone Village in Defiance, Missouri.*

EAST-WEST GATEWAY
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

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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 service the needs of their citizens on a wide range of metropolitan issues.