



# PLAN.



# BUILD.



# OPERATE.



**BI-STATE  
DEVELOPMENT**

Gateway to growth. On both sides of the river.™

2017 REPORT TO THE REGION

Bi-State Development and its five enterprises are committed to improving the quality of life for citizens across the region while contributing to the growth of the local economy.

## THE SKY IS THE LIMIT

St. Louis Downtown Airport is the airport of choice for many business executives, politicians, professional sports teams and even entertainers because of its convenient, close proximity to downtown St. Louis. Federally funded taxiway changes will make it easier and safer for larger aircraft to move between the runways and ramp areas. The infrastructure investment is essential to safely increase charter business at the airport.

## BUILDING FOR INNOVATION

Construction got underway in 2016 at one of Metro transit's busiest hubs, the Civic Center Transit Center in downtown St. Louis. The expansion of the transit center will accommodate more buses and provide new customer amenities. The transit center can easily be modified to support electric buses and 60 foot buses in the future.



## THE LONG VIEW

Since 1967, the trams at the Gateway Arch have been delivering local residents and visitors to the top of the nation's tallest monument. Each year, thousands of Arch visitors from across the globe purchase tickets from Bi-State Development so they can take their very first trip up in the Arch. It is an experience they will always remember.

# Dear Bi-State Area Residents,

**When you work with a team of talented, visionary professionals, and you collaborate with a range of community organizations committed to excellence, then you can be a force that leads positive change in the region.**

Bi-State Development and its five enterprises are proud to be leaders in the exciting transformation of the St. Louis region on both sides of the Mississippi River. The U. S. Department of Transportation, in the Federal Register, recently featured Metro as a case study on the level of excellence possible in managing transit assets.

We are here to serve our region with leadership, collaboration and innovation. Not only are we a provider of reliable and efficient public transportation, but we are getting national attention as we market our region to the world as the ideal location for a growing freight industry.



At Bi-State Development, we are impacting neighborhoods, large and small, in Illinois and in Missouri, with investments that are anchored by the work of our five enterprises and shaped by our unique perspective of the region and its potential.

When we look at our Metro transit riders, we see an inter-connected community pursuing employment and educational opportunities.

We see more than the third busiest airport in the state of Illinois. We see a business center delivering nearly \$600 million of economic impact to our region every year.

We see more than rails, barges and bridges. We see opportunities for growth, new businesses and tens of thousands of new jobs.

We see more than 630 feet of sculpted steel. We see the most visited monument west of Washington, D.C., a premier tourist destination for our region.

We see more than data or new construction. We see underserved communities in need of health care and other resources, as well as new development that can improve neighborhoods and help residents live and work in new and meaningful ways.

Our team of thought leaders is researching best-in-class solutions to meet the needs of our region—today and into the future. From looking at how the bi-state area can attract and retain a highly skilled, millennial workforce, to working with our partners on affordable apartments in Illinois to accommodate active, older adults, we are helping prepare our region for success in the decades to come.

More great things are ahead for Bi-State Development and for the St. Louis region. Thank you for your support.

Handwritten signatures in black ink. The signature on the left is for John M. Nations, and the signature on the right is for David A. Dietzel.

**John M. Nations**  
President and CEO

**David A. Dietzel**  
Chairman, Board of Commissioners

**BSD HOSTS 2ND ANNUAL MEETING  
FOCUSED ON ELEVATING THE REGION'S  
ACCOMPLISHMENTS**



**FEDERAL TRANSIT ADMINISTRATION'S  
TOP LEADER TOURS FEDERALLY-FUNDED  
METRO TRANSIT PROJECT SITES**



**FREIGHT SUMMIT 2016 MARKS OFFICIAL  
LAUNCH OF BSD'S NEWEST ENTERPRISE  
— THE ST. LOUIS REGIONAL FREIGHTWAY**



# Building for Future Transit Needs



Metro is planning for future transit needs. The North County Transit Center in Ferguson, Missouri opened for service on March 14, 2016 in one of Metro's fastest growing transit markets. North St. Louis County is a transit hub for the region, which means increased access to employment, businesses, education and health care. Providing access to opportunities for Metro riders is a key to economic growth, and is critical to the continued development of the region.

In addition to completely redesigning MetroBus service for North St. Louis County riders, the transit center provides connections to more destinations, faster transfers, and more direct, frequent service. The North County Transit Center also offers the enhanced amenities passengers have been asking for, including an indoor passenger waiting area, public restrooms and concessions, a free Park-Ride lot, digital messaging boards with real-time MetroBus arrival times, and a Public Safety office.

One of Metro's busiest transit hubs in the heart of downtown St. Louis—the Civic Center Transit Center—is currently under construction for expansion with completion expected in late 2017. The expanded transit center will also provide safer transfers for riders between MetroBus vehicles and MetroLink, as well as customer amenities such as public restrooms, an indoor passenger waiting area, digital messaging boards with real-time MetroBus arrival times and a Public Safety office. Both the North County Transit Center and the expanded Civic Center Transit Center are designed to easily accommodate 60 foot buses and electric buses.

## Putting the St. Louis Region on the National Freight Logistics Map



The St. Louis Regional Freightway, along with its public and private partners, is working hard to market the region as the first choice for site selectors around the world who are looking for the ideal combination of freight logistics. Located at the nexus of rivers, rail, interstate highways, and robust air transport, the St. Louis region is poised to become the freight leader of the future. With a 45 percent projected growth in national freight volume by 2045, the St. Louis Regional Freightway is getting ready for both the challenges and opportunities that rapid freight expansion presents. With the help of regional partners from the public and private sectors, the Freightway is identifying freight infrastructure funding priorities in order to make freight movement faster, safer and more efficient.

In April, Administrator Gregory G. Nadeau of the Federal Highway Administration helped launch the St. Louis Regional Freightway, and was so impressed by what the Freightway is creating in the St. Louis region, he came back in September to lead one of his national freight economy roundtables for nearly 120 manufacturers, shippers, logistics experts, government officials and other business leaders from Missouri, Illinois and Kansas. Together, the diverse group of freight leaders discussed the critical link between economic growth and investment in transportation—and the important role the St. Louis region will play as a dynamic national and international model for freight expansion.

*"St. Louis was a gateway for the nation in the 19th century, and is poised to do so again for the freight community in the 21st – important to both national and international markets and representing a premier freight hub in our nation."*

- **Gregory G. Nadeau**, U.S. DOT Federal Highway Administrator



# A Year of Celebration Under the Arch

The complete transformation of the Gateway Arch grounds continues to move forward with another key project reaching completion. Elected leaders, project partners, area residents and visitors celebrated the reopening of the St. Louis Riverfront in June. The total renovation of a 1.5 mile stretch of the St. Louis Riverfront is part of the larger CityArchRiver visionary project, which will improve the visitor experience at the Gateway Arch, and along the Riverfront. In addition to providing more ways for visitors to reach the Gateway Arch grounds to enjoy the St. Louis Riverfront, the renovation was also a testament to the power of collaboration. Bi-State Development, Great Rivers Greenway, the CityArchRiver Foundation, the Missouri Department of Transportation and the National Park Service all worked together to make this important project a success. 2016 also marked the reopening of the newly redesigned 4,000-square-foot retail Gateway Arch Store and the completion of the North Gateway pathways area near the historic Eads Bridge.

## Taxiway Improvements Essential for Continued Commercial Growth

An \$850,000 grant from the Federal Aviation Administration will help fund needed taxiway improvements at St. Louis Downtown Airport in Illinois. The changes will allow larger aircraft to safely move between the runways and the ramp areas, which is essential for continued growth and commercial expansion at the airport. With a total economic impact of nearly \$584 million, the St. Louis Downtown Airport is the third busiest general aviation airport in Illinois—just behind Chicago’s O’Hare and Midway Airports. It is the second busiest general aviation airport in the St. Louis region and the destination of choice for professional sports teams, entertainers, corporate aircraft and major charter airlines. The airport’s close proximity to downtown St. Louis hotels, stadiums, and entertainment venues is unparalleled.



# Model for Transit-Oriented Housing for Active, Older Adults



Bi-State Development is working with Southwestern Illinois Development Authority and Bywater Development Group on a new \$10.5 million development that will bring senior apartment living adjacent to the Swansea MetroLink Station in Swansea, Illinois. The Transit-Oriented Development project called Metro Landing of Swansea will feature affordable apartments for independent older adults seeking an active, car-free lifestyle. The apartments will provide easy access to MetroBus and MetroLink as well as the Metro East Park and Recreation District BikeLink trail system, for exercise and recreation. This project not only serves as a great example of public-private partnership collaboration, but also as a model for transit-oriented senior housing.

*“Metro Landing is reflective of a very strong and effective public-private partnership and stands to serve as a model for transit-oriented senior housing.”*

**- Mike Lundy**  
*Executive Director,  
Southwestern Illinois Development Authority*

# \$10.5 MILLION DEVELOPMENT



# A Link to the Past—A Bridge to the Future

This year, Bi-State Development celebrated a major milestone in the completion of the first full-scale rehabilitation of the superstructure and rail deck in the history of the 142-year-old Eads Bridge. Careful planning minimized the impact on MetroLink passengers who experienced little or no delays as trains stayed in continuous operation on the bridge during the entire four-year rehabilitation project. The bridge is the only MetroLink connection between Illinois and Missouri. If MetroLink trains had not been able to operate on the bridge while the structure was being rehabilitated, then riders would have been transported between the two states on buses, which would have significantly increased

the project costs, as well as created major delays and inconvenience for MetroLink passengers.

The \$48 million project was needed to extend the life of the bridge for another 75 years so it can continue to support 300 MetroLink trains each day across the Mississippi River on the rail deck, as well as support vehicles, pedestrians and cyclists utilizing the top deck of the bridge. A special event to celebrate the completion of this important project was held in October on the bridge, which is co-owned by Bi-State Development and the City of St. Louis.

## Local Art Inspires Metro Riders with Hope and Unity

Metro Arts in Transit, supported by the Missouri Arts Council and the St. Louis Regional Arts Commission, has a proud history of enhancing transit infrastructure, beautifying neighborhoods, and bringing commissioned artwork to the community. In 2016, Metro dedicated a 24-foot-tall metal sculpture at the Riverview Transit Center—the “Adinkra Tower,” created by St. Louis artist Thomas Sleet. The Tower incorporates Adinkra—visual symbols created by the Ashanti people of Ghana. Twenty symbols represent freedom, unity, hope, excellence, courage and wisdom.

A new mural by St. Louis artists Con Christeson and Catharine Magel was dedicated in May 2016 at the Forest-Park DeBaliviere MetroLink Station. The three-dimensional piece brings in both elements of St. Louis history and the experience of transit itself. The artists collaborated with local students and the larger St. Louis community on the design process, which is reflected in the work.



“Adinkra Tower”



## Healthier Residents—Healthier Communities

In collaboration with the St. Louis County Department of Public Health, the Bi-State Development Research Institute received a grant from the Federal Transit Administration (FTA) for \$940,000 to fund a mobile health unit pilot program. This grant is one of just 19 awarded across the nation—and the only FTA award granted in Missouri.

The mobile health units will be located at the North Hanley, Rock Road and Wellston MetroLink Stations, and will improve access to basic health care screenings for public transit dependent residents living near those transit

centers. At the same time, the mobile health units will help make the transit hubs a more integral part of the community.

This innovative partnership between the Bi-State Development Research Institute and the St. Louis County Department of Public Health is a prime example of how Bi-State Development is working to solve the regional problems through transit-related solutions. The mobile health unit program will create both healthier citizens and healthier communities.

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DEVELOPMENT

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**Bi-State Development and our five enterprises are all focused on promoting economic growth in the region. For more than six decades, we have been using our expertise in research, planning and implementation to address regional challenges while serving as a multifaceted economic development resource for the Bi-State area.**

In partnering with public and private organizations on hundreds of projects over the years, we have played a special role in helping create thousands of jobs on both sides of the Mississippi River. We stand committed as partners with regional leaders and businesses in order to create new economic development opportunities for the region.



“It’s clear that the St. Louis region and Bi-State Development value transportation, people and quality of life. The projects I saw in St. Louis demonstrate many models of efficiency that expand transportation options – and opportunities – for residents.”

- CAROLYN FLOWERS,  
ACTING ADMINISTRATOR, FEDERAL TRANSIT ADMINISTRATION



“St. Louis needs more transit development, and it needs it now. Expanding access to transit is about more than moving people from point A to point B. It’s about catalyzing development in struggling neighborhoods, deconcentrating poverty, promoting healthy living, and creating vibrant and accessible public spaces.”

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MAYOR OF THE CITY OF ST. LOUIS



“We have the will and capacity to grow MetroLink, and we are going to do it in a smart and effective way. I want to commend Bi-State leadership for continuing their outstanding work of connecting county residents and our regional residents to employers, to schools and to the attractions that make our region great.”

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ST. LOUIS COUNTY EXECUTIVE



“The challenge to us policy makers is to stay ahead of the curve and foster an environment that is conducive to innovation and long-term infrastructure development. The infrastructure that Bi-State Development is engaged in is part of this very important equation.”

- MARK KERN,  
ST. CLAIR COUNTY BOARD CHAIRMAN



[WWW.GATEWAYARCH.COM](http://WWW.GATEWAYARCH.COM)

**\$258 MILLION**  
ECONOMIC IMPACT ON OUR REGION



Since our partnership with the National Park Service began in 1962, Bi-State Development has been instrumental in the creation and operation of key assets along the riverfront and at the Gateway Arch. With its partners, Bi-State Development is helping to recreate the region's premier tourist destination, which is home to one of the most visited monuments in the country.



BSD issued \$7.5 million in bonds to replace the tram system motor generator sets and a portion of the Visitor's Center/museum roof.

**66** RIVERBOAT CRUISES PER MONTH

**1.3** MILLION VISITORS TO THE ARCH

SUPPORTS **3,000** JOBS



**Metro**<sup>®</sup>

WWW.METROSTLOUIS.ORG



\$1 / \$4

Studies show that every \$1 invested in public transportation produces approximately \$4 in economic returns.

Bi-State Development operates Metro transit, the St. Louis metropolitan region's public transportation system that includes the 46-mile MetroLink light rail system, a MetroBus fleet of approximately 400 vehicles, and the Metro Call-A-Ride paratransit van fleet. Metro vehicles traveled more than 26.9 million revenue miles in Missouri and Illinois in fiscal year 2016.

37 METROLINK STATIONS

80 METROBUS ROUTES

\$6.4 BILLION

Since 2011, more than \$6.4 billion in commercial development has been built or is currently under construction within a half-mile radius of MetroLink stations.

46 MILE

METROLINK LIGHT RAIL SYSTEM

44 MILLION

COMMUTER BOARDINGS PER YEAR



**ST. LOUIS™  
DOWNTOWN AIRPORT**

[WWW.STLOUISDOWNTOWNAIRPORT.COM](http://WWW.STLOUISDOWNTOWNAIRPORT.COM)



Bi-State Development owns and operates St. Louis Downtown Airport, which is located just three miles from downtown St. Louis in Cahokia and Sauget, Illinois. Popular with professional sports teams, political and business leaders, entertainers and hundreds of general aviation pilots, the airport has two full-service fixed base operators and is home to numerous aircraft maintenance and aviation service businesses.



**\$584 MILLION**  
ECONOMIC IMPACT ON THE REGION

SECOND BUSIEST AIRPORT IN THE REGION, THIRD IN THE STATE OF ILLINOIS.

**25** HOME TO 25 LOCAL BUSINESSES

**3,700**  
JOBS

**7,800 PER MONTH**

TAKE OFFS AND LANDINGS AT AIRPORT



# ST LOUIS REGIONAL FREIGHTWAY

Your Gateway to the World

[WWW.THEFREIGHTWAY.COM](http://WWW.THEFREIGHTWAY.COM)



The St. Louis region moves **342 MILLION TONS** of freight a year – worth about **\$261 BILLION** – making it the **10<sup>TH</sup> LARGEST** region by freight volume.

In 2014, regional leaders turned to Bi-State Development to create a freight district to advance the region’s position as a premier freight gateway and multimodal hub. Serving a bi-state area encompassing eight counties in Missouri and Illinois, today the St. Louis Regional Freightway is focused on optimizing the region’s freight transportation network through public-private partnerships, and producing results that strengthen the region by increasing job growth.



America’s Central Port (ACP) in Illinois was recognized with an “America’s Marine Highway Leadership Award” by Paul Jaenichen, Administrator, Maritime Administration. ACP was built to increase the handling capabilities of port operators to better accommodate the demands of Midwest shippers.

# 45%

NATIONAL FREIGHT VOLUME IS EXPECTED TO GROW BY 45 PERCENT BY 2045.

FREIGHT DISTRICT PARTNERSHIP WILL SUPPORT  
**230,000 JOBS**

BI-STATE DEVELOPMENT  
RESEARCH  
INSTITUTE

WWW.BISTATEDEV.ORG

\$20 / \$1



Studies show that there is an overall health care savings of \$20 for every \$1 invested in mobile health units.

The Bi-State Development Research Institute assists organizations and businesses as they look to advance growth in the region. The Research Institute develops data and information about the return on investment of local programs, public infrastructure and real estate improvements. The Research Institute is also charged with researching and evaluating land use and public policy, and making real estate investments that support regional economic development.

\$1.5 MILLION

Grants to provide underserved communities with better access to health care and nutrition through mobile health units and food markets.

“ People with limited access to reliable, safe transportation often miss their medical appointments, sometimes with dire consequences. ”  
-ANTHONY FOXX, U.S. TRANSPORTATION SECRETARY

## FOOD KIOSKS

Awarded a \$583,958 grant from the Missouri Foundation for Health to launch a pilot program to bring healthier food options closer to Metro riders and residents in the communities adjacent to two MetroLink stations in St. Louis County.



# FINANCIAL HIGHLIGHTS

For the Year Ended June 30, 2016 (in millions)

|  | GATEWAY ARCH TRAM SYSTEM | METRO TRANSIT | ST. LOUIS DOWNTOWN AIRPORT | RIVERFRONT ATTRACTIONS | BI-STATE REGIONAL FREIGHTWAY | ARTS IN TRANSIT, INC. | BI-STATE DEVELOPMENT RESEARCH INSTITUTE | EXECUTIVE SERVICES | INTERFUND ELIMINATIONS | TOTAL         |
|--|--------------------------|---------------|----------------------------|------------------------|------------------------------|-----------------------|---|--------------------|------------------------|---------------|
| <b>Revenues</b>                                  |                          |               |                            |                        |                              |                       |   |                    |                        |               |
| Passenger and Service Revenues                   | 5.3                      | 48.9          | 1.3                        | 2.1                    | -                            | -                     | -                                       | -                  | (0.1)                  | 57.5          |
| Other Operating Revenue                          | -                        | 7.6           | 0.2                        | 0.2                    | 0.3                          | 0.02                  | 0.04                                    | 3.5                | (3.1)                  | 8.8           |
| Charges for Services                             | -                        | -             | -                          | -                      | -                            | -                     | -                                       | -                  | -                      | -             |
| <b>Non-Operating Revenue</b>                     |                          |               |                            |                        |                              |                       |   |                    |                        |               |
| Local  | -                        | 203.8         | -                          | -                      | -                            | -                     | -                                       | -                  | -                      | 203.8         |
| State  | -                        | 1.1           | -                          | -                      | -                            | -                     | -                                       | -                  | -                      | 1.1           |
| Federal  | -                        | 20.2          | -                          | -                      | -                            | -                     | -                                       | -                  | -                      | 20.2          |
| Interest   | -                        | 7.4           | -                          | -                      | -                            | -                     | -                                       | -                  | -                      | 7.4           |
| Other  | 0.8                      | -             | -                          | 0.1                    | -                            | -                     | -                                       | -                  | -                      | 0.9           |
| <b>Total Revenues</b>                            | <b>6.1</b>               | <b>289.0</b>  | <b>1.5</b>                 | <b>2.4</b>             | <b>0.3</b>                   | <b>0.02</b>           | <b>0.04</b>                             | <b>3.5</b>         | <b>(3.2)</b>           | <b>299.7</b>  |
| <b>Expenses</b>                                  |                          |               |                            |                        |                              |                       |   |                    |                        |               |
| Wages and Benefits                               | 1.6                      | 174.7         | 0.9                        | 1.2                    | 0.2                          | -                     | -                                       | 2.2                | -                      | 180.8         |
| Services   | 0.7                      | 31.2          | 0.2                        | 0.3                    | 0.2                          | -                     | -                                       | 0.6                | -                      | 33.2          |
| Materials, Supplies, and Fuel                    | -                        | 37.7          | 0.1                        | 0.5                    | -                            | -                     | -                                       | 0.1                | -                      | 38.4          |
| Casualty and Liability Insurance Costs           | 0.1                      | 7.5           | 0.1                        | 0.1                    | -                            | -                     | -                                       | -                  | -                      | 7.8           |
| Administrative Charges                           | 0.6                      | 2.4           | 0.1                        | -                      | -                            | -                     | -                                       | -                  | (3.1)                  | -             |
| Utilities, Leases and General Expense            | 0.7                      | 10.9          | 0.2                        | 0.2                    | 0.1                          | -                     | -                                       | 0.3                | (0.1)                  | 12.3          |
| Claims Paid and Admin Insurance Costs            | -                        | -             | -                          | -                      | -                            | -                     | -                                       | -                  | -                      | -             |
| Non-Operating Expenses and Transfers             | -                        | 27.8          | 0.1                        | -                      | -                            | -                     | -                                       | -                  | -                      | 27.9          |
| <b>Total Expenses</b>                            | <b>3.7</b>               | <b>292.2</b>  | <b>1.7</b>                 | <b>2.3</b>             | <b>0.5</b>                   | <b>-</b>              | <b>-</b>                                | <b>3.2</b>         | <b>(3.2)</b>           | <b>300.4</b>  |
| <b>Income(Loss) Before Depreciation</b>          | <b>2.4</b>               | <b>(3.2)</b>  | <b>(0.2)</b>               | <b>0.1</b>             | <b>(0.2)</b>                 | <b>0.02</b>           | <b>0.04</b>                             | <b>0.3</b>         | <b>-</b>               | <b>(0.7)</b>  |
| Depreciation and Amortization Expense            | -                        | 72.0          | 1.5                        | 0.3                    | -                            | -                     | -                                       | 0.1                | -                      | 73.9          |
| <b>Income(Loss) Before Capital Contributions</b> | <b>2.4</b>               | <b>(75.2)</b> | <b>(1.7)</b>               | <b>(0.2)</b>           | <b>(0.2)</b>                 | <b>0.0</b>            | <b>0.0</b>                              | <b>0.2</b>         | <b>-</b>               | <b>(74.6)</b> |
| Capital Contributions                            | -                        | 73.8          | -                          | -                      | -                            | -                     | -                                       | -                  | -                      | 73.8          |
| Change in Net Assets                             | 2.4                      | (1.4)         | (1.7)                      | (0.2)                  | (0.2)                        | 0.02                  | 0.04                                    | 0.2                | -                      | (0.8)         |
| Total Net Assets, Beginning of the Year          | 11.4                     | 521.6         | 24.7                       | (0.4)                  | -                            | -                     | -                                       | 3.9                | -                      | 561.2         |
| Total Net Assets, End of the Year*               | 13.8                     | 520.2         | 23.0                       | (0.6)                  | (0.2)                        | 0.02                  | 0.04                                    | 4.1                | -                      | 560.4         |

## BOARD OF COMMISSIONERS

Bi-State Development's (BSD) Board of Commissioners provides overall leadership and policy direction for BSD, and is comprised of five members from Missouri and five from Illinois. In Missouri, members are selected by the Governor from recommendations by the Mayor of the City of St. Louis and the St. Louis County Executive. One

Missouri position is currently vacant. In Illinois, the Chairmen of the County Board for both St. Clair and Madison counties appoint their representatives. Members of the Board serve five-year terms without compensation and must be a resident voter of their state, as well as reside within the bi-state metropolitan region.



**David A. Dietzel**  
Chairman  
Illinois



**Constance Gully**  
Vice Chair  
Missouri



**Aliah Holman**  
Secretary  
Missouri



**Michael Buehlhorn**  
Treasurer  
Illinois



**Jeffrey K. Watson**  
Commissioner  
Illinois



**Tadas Kicielinski**  
Commissioner  
Illinois



**Vincent C. Schoemehl Jr.**  
Commissioner  
Missouri



**Vernal Brown**  
Commissioner  
Missouri



**Irma Golliday**  
Commissioner  
Illinois



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314.982.1400

[BiStateDev.org](http://BiStateDev.org)



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ST. LOUIS DOWNTOWN AIRPORT

WWW.STLOUISDOWNTOWNAIRPORT.COM

SECOND BUSIEST AIRPORT IN THE REGION, THIRD IN THE STATE OF ILLINOIS.

3,700 JOBS

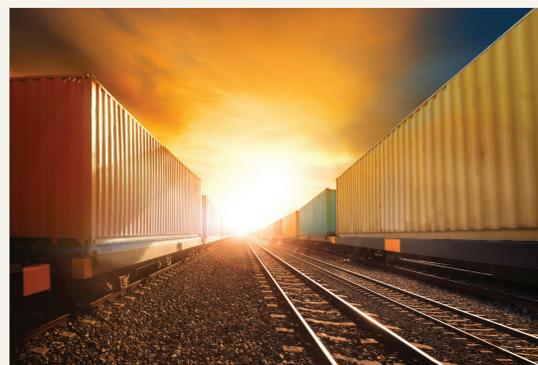
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\$584 MILLION ECONOMIC IMPACT ON THE REGION

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7,800 PER MONTH TAKE OFFS AND LANDINGS AT AIRPORT



ST LOUIS REGIONAL FREIGHTWAY

Your Gateway to the World

WWW.THEFREIGHTWAY.COM

45% NATIONAL FREIGHT VOLUME IS EXPECTED TO GROW BY 45 PERCENT BY 2045.

230,000 JOBS FREIGHT DISTRICT PARTNERSHIP WILL SUPPORT

In 2014, regional leaders turned to Bi-State Development to create a freight district to advance the region's position as a premier freight gateway and multimodal hub. Serving a bi-state area encompassing eight counties in Missouri and Illinois, today the St. Louis Regional Freightway is focused on optimizing the region's freight transportation network through public-private partnerships, and producing results that strengthen the region by increasing job growth.



America's Central Port (ACP) in Illinois was recognized with an "America's Marine Highway Leadership Award" by Paul Jaenichen, Administrator, Maritime Administration. ACP was built to increase the handling capabilities of port operators to better accommodate the demands of Midwest shippers.

The St. Louis region moves 342 MILLION TONS of freight a year — worth about \$261 BILLION — making it the 10<sup>th</sup> LARGEST region by freight volume.



BI-STATE DEVELOPMENT RESEARCH INSTITUTE

WWW.BISTATEDEV.ORG

\$1.5 MILLION

Grants to provide underserved communities with better access to health care and nutrition through mobile health units and food markets.

“ People with limited access to reliable, safe transportation often miss their medical appointments, sometimes with dire consequences. ”

- ANTHONY FOXX, U.S. TRANSPORTATION SECRETARY

FOOD KIOSKS

Awarded a \$583,958 grant from the Missouri Foundation for Health to launch a pilot program to bring healthier food options closer to Metro riders and residents in the communities adjacent to two MetroLink stations in St. Louis County.



\$20/\$1

Studies show that there is an overall health care savings of \$20 for every \$1 invested in mobile health units.

The Bi-State Development Research Institute assists organizations and businesses as they look to advance growth in the region. The Research Institute develops data and information about the return on investment of local programs, public infrastructure and real estate improvements. The Research Institute is also charged with researching and evaluating land use and public policy, and making real estate investments that support regional economic development.