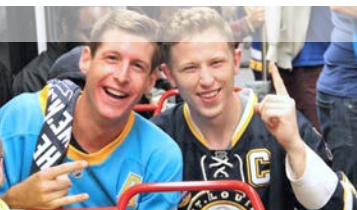




BI-STATE  
DEVELOPMENT

2020 REPORT TO THE REGION

We work for...







# You.

## WE SUPPORT THE ST. LOUIS REGION.

We are a dedicated team of more than 2,400 professionals who work every day to support the St. Louis region. We connect people to their jobs through the region's public transportation system. We operate the region's top tourist assets at The Gateway Arch and along the St. Louis riverfront. We manage the region's second busiest general aviation airport. We are a catalyst for the growth of the region's manufacturing and distribution sectors.

**WE ARE BI-STATE DEVELOPMENT - WE WORK FOR YOU.**





WE WORK FOR...

## Progress.

Bi-State Development's highest priority is you, our customer, and meeting your expectations for safe, reliable and comfortable service. It has never been more important than now during the COVID-19 pandemic to keep our essential riders and our employees healthy and safe. We also work for the region. Through partnerships and collaboration, we seek to contribute to regional efforts that support growth and progress.

### WE HAVE MANY 2019 ACHIEVEMENTS TO CELEBRATE.

Last fall, we implemented Metro Reimagined, a complete overhaul of all Missouri MetroBus routes – making routes more direct and increasing the frequency on 50 routes. In June, we set a new ridership record when more than 100,000 fans took MetroLink downtown for the St. Louis Blues Stanley Cup victory parade. With funding from Washington University School of Medicine and BJC HealthCare, we are now bringing major improvements to our Central West End MetroLink Station, the busiest station on our system. In this report you will hear more about these achievements, as well as other advancements.

### WE WILL CONTINUE TO WORK FOR THE REGION.

Looking ahead, we will continue to place you at the center of everything we do as we strive to deliver the mobility, safety, and technology you expect. Thank you for allowing us to serve you because we are in this together.

Special thanks to our team members who have performed like heroes on the front line to keep the St. Louis region moving during this global crisis. We appreciate all you do.



**Taulby Roach**  
President and Chief Executive Officer  
Bi-State Development



Bi-State Development works for our customers and for the region. Through collaboration and partnerships, we seek to participate in regional efforts that support growth and progress.

#### BSD Milestones

##### Bond Refinancing

In September 2019, we completed a bond refinancing that will save taxpayers in the City of St. Louis and in St. Louis County more than \$49 million over the life of the bonds.

##### Police Contracts

Signed policing agreements with St. Clair County Sheriff's Department, St. Louis County Police Department, and St. Louis Metropolitan Police Department.

##### Reducing Expenses

The focus of the FY2020 and FY2021 budgets is cost stabilization. The two-year average annual growth for operating expenses is .85 percent.



WE WORK FOR...

# Change.

**AS MEMBERS OF BI-STATE DEVELOPMENT’S BOARD OF COMMISSIONERS,** our job is to provide leadership and to approve policies that steer Bi-State Development toward meeting the changing demands of the St. Louis region. Change is never easy. We support the hard-working Bi-State Development professionals who embrace the opportunity to make the St. Louis region a better place.

Bi-State Development is governed by the Bi-State Development Board of Commissioners, which is responsible for the overall leadership and policy direction for BSD:

- Bi-State Development's 10-member Board of Commissioners includes five members from Illinois and five from Missouri.
- Missouri commissioners are selected by the governor and approved by the Missouri Senate. Illinois commissioners are appointed by the county board chairs of St. Clair and Madison counties.

**BOARD OF COMMISSIONERS**

CLOCKWISE FROM TOP LEFT

<b>Irma Golliday</b> Commissioner - Illinois	<b>Vernal Brown</b> Secretary - Missouri	<b>Rose Windmiller</b> Chair - Missouri	<b>Justin Zimmerman</b> Vice Chair - Illinois	<b>Constance Gully</b> Commissioner - Missouri
<b>Herbert Simmons</b> Treasurer - Illinois	<b>Nate K. Johnson</b> Commissioner - Missouri	<b>Derrick Cox</b> Commissioner - Illinois	<b>Fred P. Pestello</b> Commissioner - Missouri	<b>Terry Beach</b> Commissioner - Illinois

“Bi-State Development’s primary purpose is to provide excellent public transit services to our community and this is especially important during times of challenge and change. During the COVID-19 crisis, Metro Transit played a crucial role in getting essential workers to their jobs and other transit riders to their needed destinations.”

- Rose Windmiller, Board of Commissioners Chair





WE WORK FOR...

# Safety & Security.

**PASSENGER AND TEAM MEMBER SAFETY**

remains our first and highest priority. Working with the East-West Gateway Council of Governments, we and our three law enforcement partners developed and finalized a comprehensive security strategy for the Metro Transit system. While some recommendations to improve the customer and employee experience were implemented in 2019, the most recent action items implemented included the signing of contracts with the St. Louis County Police Department, St. Louis Metropolitan Police Department, and St. Clair County Sheriff's Department to police the system and the signing of a contract with G4S Secure Solutions.

The G4S agreement to provide contracted security guards for Metro Transit went into effect on April 1, 2020. Not only are G4S team members focused on addressing nuisance behavior and keeping Metro Transit vehicles and transit centers safe, they also assist riders, enforce fares and support our Public Safety team. Both the G4S security guards and Transit Security Specialists are wearing new high-visibility uniforms that are easier for riders to spot, providing a more visible security presence. The strategy also features a larger

security presence by our law enforcement partners and secondary off-duty police officers.

The security strategy has four major goals:

- To reduce the rate and perception of crime on the Metro system
- To implement fare enforcement as a security tool
- To engage all Metro employees and security contractors in securing the Metro system
- To identify and assess crime and other security threats to customers, employees, and property and to maximize security effectiveness

The new approach to safety and security also calls for exploring station design changes that leverage new infrastructure and technology to better control access and to monitor the transit system.

"Our customers are already experiencing a more cohesive, coordinated approach to security that offers them an improved transit experience," said Stephen Berry, General Manager of System Safety, Security and Emergency Operations.



Lighting improvements were made throughout St. Louis Downtown Airport, including upgrades at the airport Fire Station.

WE WORK FOR...

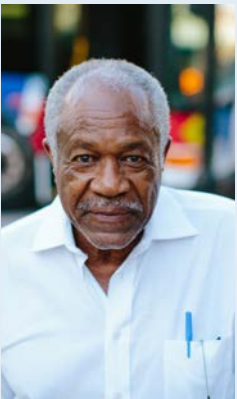
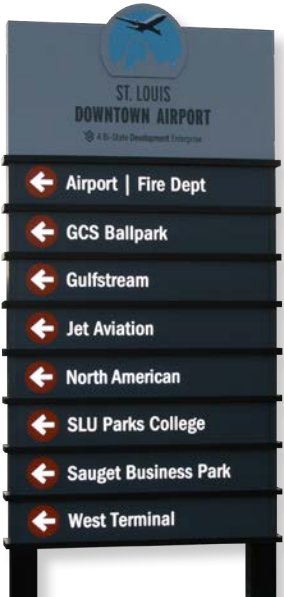
# Bright Futures.

**HOME TO 26 AVIATION BUSINESSES**

and located on 1,000 acres in Cahokia and Sauget, St. Louis Downtown Airport is Illinois' third busiest general aviation airport. Finding these businesses just got a little easier, thanks to new wayfinding signage and lighting improvements installed this past year.

New signage helps guide charter customers, aviation students and others from nearby streets to their airport destinations. Once they arrive, they discover brighter, lighter surroundings, thanks to a project to replace all fluorescent, incandescent and other light

bulbs on airport property with longer-lasting, more energy-efficient LED lighting. Incentives available through the Ameren Illinois Energy Efficiency Program helped fund the lighting upgrades, which will reduce electricity use by nearly 200,000 kilowatt hours a year, generating more than \$16,000 in annual energy savings.



"At St. Clair County Transit District, our partnership with Southwestern Illinois College (SWIC) and Metro Transit provides students with reliable public transit so they can attend classes at SWIC. The U-Pass (Metro University Pass) is a student's all-access transit ticket to nearly everything our region can offer."

**Lonnie Mosley**  
Member, Board of Trustees  
St. Clair County Transit District

**TRANSIT PASSENGER: DEB**  
Passengers like Deb depend on Metro Transit to manage expenses. She says "Parking is really expensive where I work, plus MetroLink drops me off really close to my office and it's a short walk after that."







WE WORK FOR...

## Passionate Fans.

**WHEN CROWDS GATHER**, Metro Transit is there. We consider it an honor to transport enthusiastic fans safely to and from St. Louis' most popular destinations and biggest celebrations. Whether it is a Stanley Cup Championship celebration, a World Series game or an iconic performance, we want you to be able to focus on your event – and leave the driving to us. You may even discover Metro Transit is a great option not just for special events, but every day.

**100<sub>k</sub>**

Record-setting number of MetroLink boardings on June 15, 2019, the date of the St. Louis Blues Stanley Cup Victory parade and rally in downtown St. Louis.

**75<sub>k</sub>**

Additional MetroLink boardings recorded on the day of the Stanley Cup celebration, compared to typical Saturday ridership in June.

**11<sub>k</sub>**

Mobile transit tickets purchased for the St. Louis Blues Stanley Cup celebration.



WE WORK FOR...

# Economic Impact.

## RIDERS CHOOSE METRO TRANSIT FOR

many reasons. Some ride to save money on gas, auto maintenance, and insurance. Others want to avoid the expense and hassle of parking. Many prefer to spend the money they save by riding Metro when they get to their destination. Those savings add up. Metro Transit, our employees and customers support 21,080 direct and indirect jobs and \$2.65 billion in economic activity each year, according to the 2019 Economic Impact of Public Transit in Missouri study conducted by Citizens for Modern Transit and St. Louis University.

21,080  
DIRECT & INDIRECT JOBS



\$2.65 billion  
IN ECONOMIC  
ACTIVITY  
EACH YEAR

WE WORK FOR...

# Partnerships.

## MEETING CUSTOMERS' EXPECTATIONS FOR

safety and security begins at the top. In 2019, we welcomed new leadership to our Public Safety Department: Stephen Berry, General Manager of System Safety, Security and Emergency Operations; Kevin Scott, General Manager of Field Security Operations; and Vernon Summer, Manager of Public Safety. These safety and security professionals are responsible for implementing the transit system's comprehensive security program.



The new leadership to the Public Safety team is part of our new, more proactive and collaborative approach to security, which calls for building stronger relationships with law enforcement partners and other regional organizations, and better coordination of security resource deployment. Each one brings transit security, law enforcement or community policing to the equation.



Ground breaking for the Forest Park-DeBaliviere transit-oriented development project is expected to take place in 2020.

WE WORK FOR...

# Community Development.

## PUBLIC TRANSIT NOT ONLY GIVES RIDERS

a way to get to work, school or events around town, it is a catalyst for growth. Since 2011, more than \$9.2 billion in commercial development has been completed, is currently under construction or planned within a half-mile radius of MetroLink stations across Missouri and Illinois. Transit-Oriented Development (TOD) improves access to jobs, housing and amenities, while promoting active, car-optional lifestyles in these neighborhoods.

Following up on the 2019 grand opening of the 62-unit Metro Landing project in Swansea, IL, the latest example is now taking shape at the Forest Park-DeBaliviere Transit Center near the St. Louis History Museum. That's where Tegethoff Development will break ground on the Expo at Forest Park, a \$91.5 million mixed-use development, much of which will be on formerly surplus Bi-State Development

property. Plans call for 275 apartments, retail space and parking. Due to this development momentum, a second developer is proposing another large apartment project just steps away. This six-story, 150-unit building is planned for the corner of Pershing and DeBaliviere avenues – the same intersection as the Tegethoff Development.

"When our transit centers can spur economic development, Metro Transit helps strengthen neighborhoods and improve the quality of life for everyone in the region," said Taulby Roach, Bi-State Development President and Chief Executive Officer. "These new projects will transform the area around one of Metro's most popular transit centers. Its impact on the community will be long-lasting."



"As one of the largest healthcare providers and employers in the region, we know public transportation is essential to many of BJC's patients, families and team members. We are fortunate to have bus and transit stops near some of our largest hospital and administrative sites."

June McAllister Fowler  
Senior Vice President  
BJC HealthCare

## VISITOR PROFILE: ANDY

In a single year, Andy visited the entirety of the U.S. National Park system, and he completed his travels with his 419th and final stop of the year, the Gateway Arch. "Every day this year has been filled with new input, new learning, new emotions, and new scenery."



275

Number of apartments planned near the Forest Park-DeBaliviere Transit Center.

## TRANSIT-ORIENTED DEVELOPMENT

improves access to jobs, housing and amenities, while promoting active, car-optional lifestyles in neighborhoods near MetroLink stations.

\$9.2 Billion

Commercial development completed, under construction or planned within a ½ mile of MetroLink stations since 2011.



WE WORK FOR...

# Adventure Seekers.

**NOTHING SAYS ST. LOUIS QUITE LIKE THE GATEWAY ARCH** and Mississippi riverfront. Both experienced a resurgence in attendance in 2019 following the completion of major renovations. The entire nation took notice when the New York Times named the Gateway Arch National Park as the first stop for anyone spending “36 Hours in St. Louis” and National Geographic reminded visitors to “See the View from Top.” Even the St. Louis Blues left the ice long enough to celebrate their Stanley Cup Championship with a rally on the newly updated grounds. On the river, new live entertainment cruises brought in new audiences and gave repeat customers another reason to come back.

## NEW OPTIONS

A new Ghost Cruise, Comedy Wedding Dinner Theater Cruise, Decked Out Divas and holiday-themed cruises are attracting new audiences and strengthening our bonds with long-time customers.

## 14% INCREASE

Following facility upgrades and new dockside experiences, our traditional St. Louis Riverfront Cruise, formerly the One-Hour Sightseeing Cruise, saw ticket sales at or near record levels since 2001.

## TOP ATTRACTION

In its May 2019 issue, National Geographic featured an article on “What to do at the Gateway Arch National Park,” including a section on “the view at the top” in its travel section.





The Riverboats at the Gateway Arch offer many unique ways to celebrate in front of the most memorable backdrop in the country.

WE WORK FOR...

## Travel and Tourism.

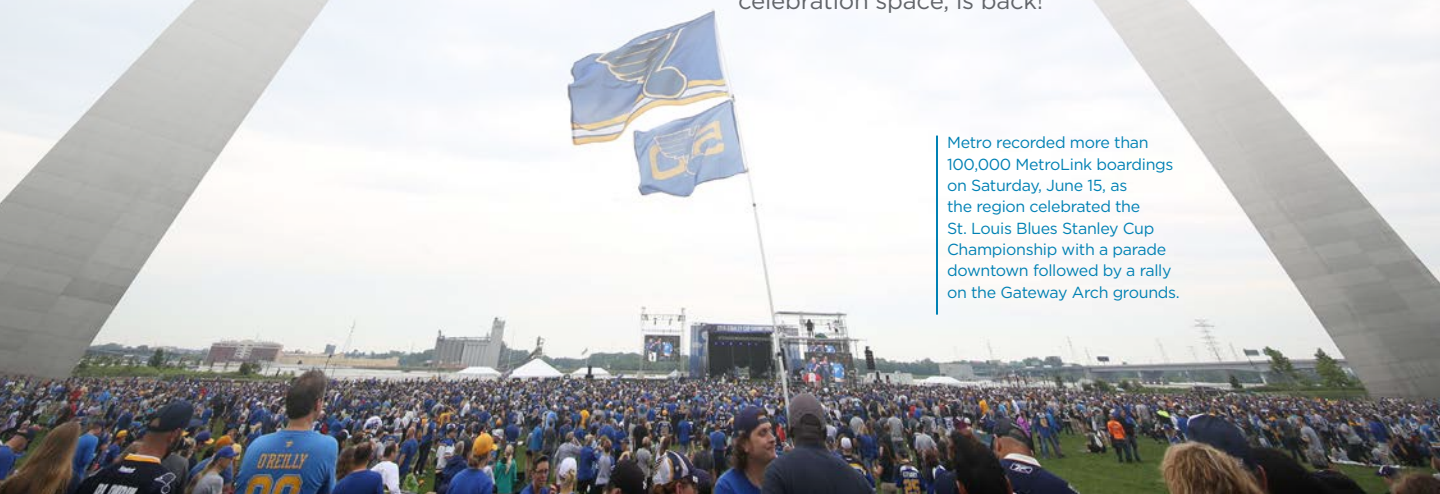
**SINCE ST. LOUIS' FOUNDING**, the Mississippi riverfront has been a place where adventures begin. More than 250 years later, it still is, thanks to exciting changes at two landmarks.

One of the region's most unique dining and entertainment experiences, the Riverboats at the Gateway Arch, came back in style after flooding made them unavailable for much of Summer 2019. We used the downtime wisely. Updated with new theme cruises, facility upgrades and dockside experiences, our beloved riverboats reopened to rave reviews and the promise to be an even greater venue for family outings and date nights. The addition of a dockside bar, live dockside music events and fun, new theme cruises created more ways to take in the riverfront and St Louis skyline.

Just across the street from the riverboats, we faced an even bigger challenge in 2019: how to re-introduce the nation's tallest monument to St. Louis and the rest of America following the \$380 million makeover of the museum and park grounds. Our answer: a yearlong series of celebrations, concerts, media events and after-hours Arch adventures to remind locals and visitors that the Arch is a place where memories are made.

In the first full year since construction was completed, the Arch welcomed July 4th celebrations, school groups, tourists, athletes, journalists, concert-goers, "Sunny" – the NBC Today show service dog, and 80,000 of the world's greatest hockey fans. The riverfront, St. Louis' official welcome spot and favorite celebration space, is back!

Metro recorded more than 100,000 MetroLink boardings on Saturday, June 15, as the region celebrated the St. Louis Blues Stanley Cup Championship with a parade downtown followed by a rally on the Gateway Arch grounds.



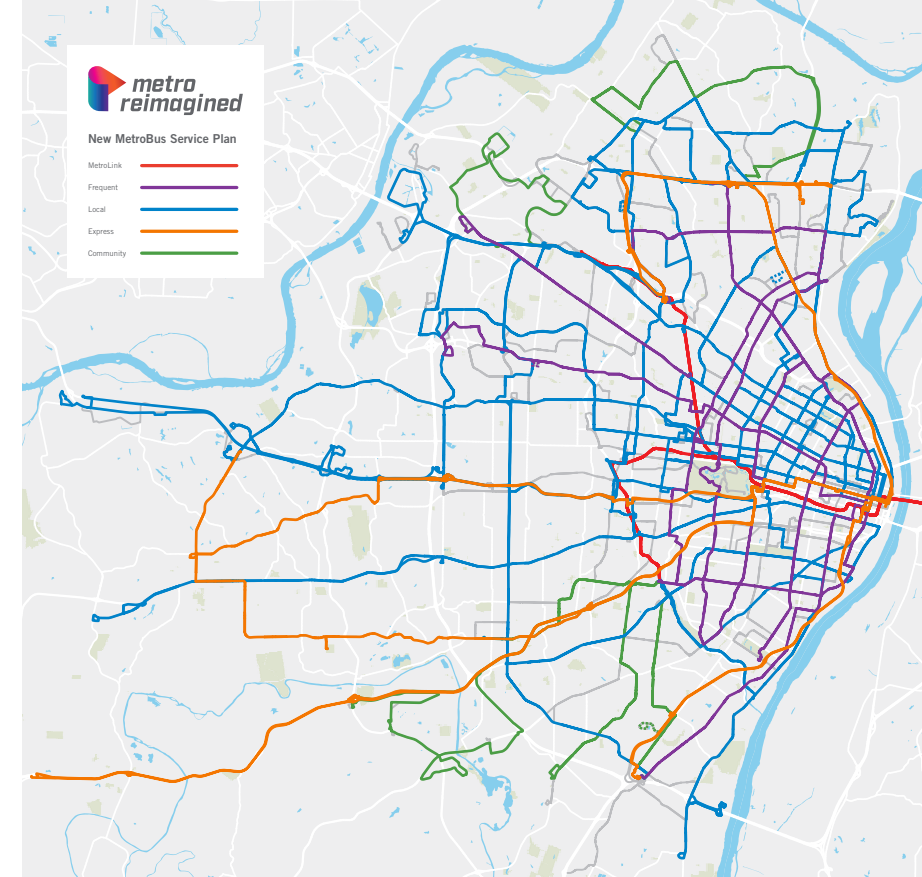
WE WORK FOR...

## Our Riders.

### A NEW METROBUS SERVICE

plan launched in September 2019 increased service frequency and offered faster and more direct trips, as well as improved weekend service for our most heavily trafficked Missouri areas. Known as Metro Reimagined, the plan is the result of a two-year in-depth analysis of the Metro Transit system to identify improvements to help customers get where they need to go. Community engagement and rider input were key elements of each stage of the planning process, and adjustments to the service plan were made, where possible, in response to the feedback.

Prior to COVID-19 service adjustments, 10 routes, which carried nearly half of current MetroBus customers in Missouri, offered service at least every 15 minutes on weekdays, compared to just one route previously. An additional 35 MetroBus routes ran on 30-minute

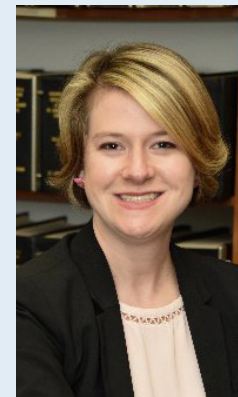


Metro Reimagined was designed to provide MetroBus riders more frequent service; faster and more direct trips; improved weekend service and more convenient options for getting to work, school, shopping, errands and more.

frequencies, instead of the former 40-minute or 60-minute service. Weekend service was also improved, with nearly all MetroBus routes operating on Sunday. A similar plan will be rolled out in 2020 for St. Clair County Transit District bus riders.

While Metro Reimagined did not directly impact MetroLink

service, it improved connections between MetroLink and MetroBus, creating a better transit experience for all riders. By streamlining route design and increasing frequency, our bus operators can do what they do best – moving lots of riders in high-demand areas. The enhancements were all supported within the existing operating budget.



"The people of our region require a strong public transportation system so that we can all have access to the opportunities needed to thrive. Day in and day out, it is public transportation that connects people to jobs, to education, to healthcare and to other essential goods and services. We must continue to invest in its success."

**Lisa Clancy**  
Chair  
St. Louis County Council

### TRANSIT PASSENGER: JEANNETTA

Transit riders like Jeannetta depend on Metro to get to work, school, and other important destinations. She says "Using transit is easy and Metro gets you there when you need to be there."







WE WORK FOR...

# The Long Haul.

**GIVEN OUR CENTRAL LOCATION IN THE MIDDLE OF THE COUNTRY** at the confluence of the Mississippi, Missouri and Illinois rivers, the St. Louis region plays a critical role in the nation's freight network. The shipping industry is important to those who live and work here, too. Freight-based industries represent more than 75% of the total economic output in the St. Louis Metropolitan Statistical Area, according to the latest Economic Census. St. Louis Regional Freightway's job is to help elevate the region's status as a world-class freight center.

**\$1** Billion

More than \$1 billion in bridge, interstate and other critical freight infrastructure projects were funded or under construction in the St. Louis region in 2019.

**200**M

By enhancing key bridges and interstates, we are supporting more than 200 million tons of freight that move through the region annually.

**40**%

Infrastructure improvements will help ensure our freight network can capture a share of the 40% increase in national freight volume expected over the next 30 years.





Reconstruction of the Merchants Bridge in Downtown St. Louis, along with rail network approaches on both sides of the Mississippi River, will advance the region's significance in the national supply chain.

WE WORK FOR...

# Regional Freight Assets.

**FREIGHT ENTERS AND LEAVES** the St. Louis region by truck, train, plane or barge. Working with manufacturers and logistics companies on both sides of the Mississippi River, the St. Louis Regional Freightway sets transportation priorities that support these industries, while also maintaining and investing in our region's multi-modal freight assets.

The Freightway's 2020 Priority Project List includes more than \$750 million in improvements to the region's freight network, with primary emphasis on enhancing key bridges and interstates used by the trucking industry. The list is topped by a \$222 million project to replace the 129-year-old Merchants Rail Bridge, one of the nation's primary east-west rail corridors. The Merchants Bridge accommodates about 16% of the freight moving through the region by rail.

Other high-priority projects funded for construction include:

- A \$9 million project to realign the track through Union Pacific Railroad's Lenox Tower in Mitchell, Illinois, to help increase freight train speed limits through the junction
- \$4 million in roadway repairs to improve access to Earth City, Missouri, one of the region's largest industrial areas
- A \$59 million project to replace the I-255/ Davis Street Ferry Road Interchange in Dupo, Illinois, to reduce travel times and cost to Union Pacific's nearby intermodal yard
- A \$278 million project to overhaul an eight-mile stretch of I-270, including the Chain of Rocks Bridge Replacement, to address traffic volume and safety issues



"More than \$1 billion in critical infrastructure projects in the bi-state region moved forward in 2019. At MoDOT, we helped identify those projects as top priorities along with other St. Louis Regional Freightway partners like IDOT, East-West Gateway Council of Governments, local, state and federal officials along with business and industry leaders in the private sector. This really is quite a remarkable achievement."

**Tom Blair**  
St. Louis District Engineer  
Missouri Department of Transportation

**TRANSIT PASSENGER: SONYA**  
Passengers like Sonya depend on Metro Transit to ease their commute from Illinois to Downtown St. Louis. She says "I enjoy riding MetroLink, it makes my commute simple and I avoid traffic in a safe and well-lit environment."



WE WORK FOR...

# Improved Access.

**CWE STATION EXPANSION** A \$7.5 million project underway at the Central West End MetroLink Station will create a safer, more convenient transit experience. Funded by our partners at Washington University School of Medicine and BJC HealthCare, the improvements include new entrances and exits, improved platform lighting, a wider staircase and an expanded platform canopy. With more than 4,300 riders boarding trains each weekday, the Central West End Station is MetroLink's busiest station.

"By adding fencing, lighting, signage and other amenities, we are modifying the station to create more secure access and provide a safer and more comfortable transit experience," said Jessica Mefford-Miller, Metro Transit Executive Director.

The Central West End Station is one of five stations included in a program to improve rider safety by better controlling platform access.

The \$7.5 million upgrade to MetroLink's Central West End Station will improve safety and visibility while also easing passenger congestion during peak ridership times.



WE WORK FOR...

# Expansion.

**DEVELOPING REGIONAL TRANSIT ASSETS MATTERS.** In 2019, Illinois Governor J.B. Pritzker approved \$96 million for construction of a 5-mile MetroLink extension from the Shiloh-Scott MetroLink Station to MidAmerica St. Louis Airport. Funding for the project was approved to support Governor Pritzker's Rebuild Illinois plan to help maintain infrastructure for the roads, bridges and mass transit in Illinois.







WE WORK FOR...

# Soaring Higher.

**YOUNG WOMEN FROM A DOZEN ST. LOUIS AREA HIGH SCHOOLS** spent an October day trying out high-tech flight simulators, taking a first-hand look at the instrumentation in various aircraft cockpits and exploring the possibility of a future career in aviation. All were part of the 2nd annual Girls in Aviation Day at St. Louis Downtown Airport. Hosted by St. Louis University's Park's College of Engineering, Aviation & Technology, the day-long event included an aviation career expo in addition to inspirational talks and hands-on activities.

**21**  
COMPANIES

21 aviation company and organization representatives participated in the Career Expo, sharing details on aviation job opportunities and career paths.

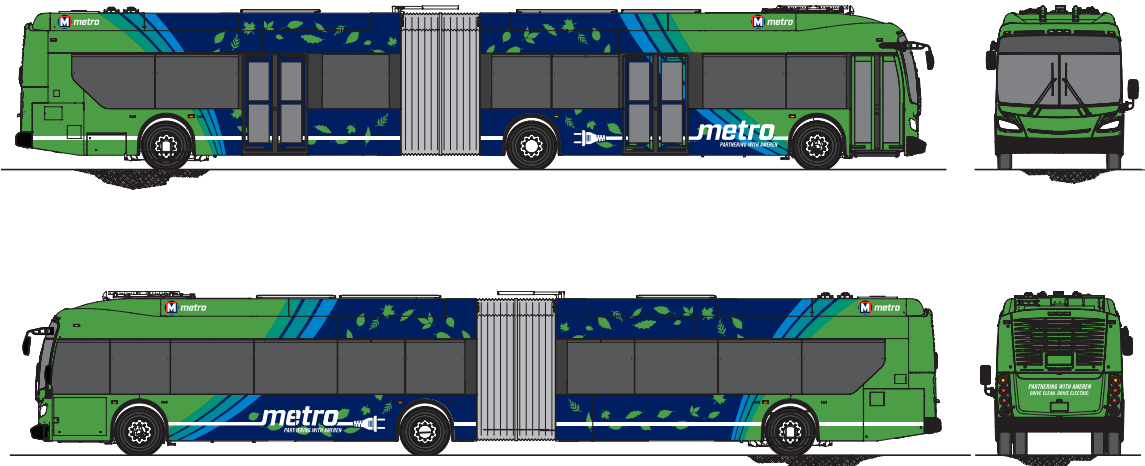
OVER  
**120**

The number of young women from high schools in the St. Louis region who participated in the 2nd annual Girls in Aviation Day.

**20**  
THOUSAND

The number of girls worldwide who participate in Girls in Aviation Day events each year.





Metro Transit tested electric bus technology from several bus manufacturers to better understand current capabilities and reliabilities.

## WE WORK FOR... The Environment.

**METRO TRANSIT HAS OFFICIALLY BEGUN** the shift to more environmentally friendly electric buses. After test-driving a model in 2017 and securing grants for four electric buses in 2018, we placed an order for 14 electric-battery articulated buses in Fall 2019. The electric buses will replace diesel vehicles scheduled for retirement at the year's end. When they hit the road in early 2021, the new buses will serve as the primary fleet running on the #70 Grand, the region's busiest bus route.

Grants from the Federal Transportation Administration will cover about 80% of the \$1 million cost of each bus. The premium price is expected to be offset by reductions in fuel, parts and labor costs over their expected 15-year service life. Capable of driving 200

miles a day on a single charge, today's electric buses typically require less maintenance than diesel-powered buses, while delivering comparable performance and service.

The new buses will operate from our Brentwood MetroBus facility, where Ameren Missouri will construct a new electric substation to power the battery-electric fleet. Ameren will contribute \$1 million to the initiative.

"We are making an investment that will add reliable, efficient and environmentally friendly bus service," said Jessica Mefford-Miller, Metro Transit Executive Director. "These new electric buses will help shape the future of public transit in the St. Louis region."

14

The number of electric buses that will join our fleet in 2021.

\$1 MILLION PLUS

Ameren Missouri's investment in a substation on formerly surplus Bi-State Development property to support our Brentwood facility and that general area within the City of Brentwood.

200

Number of miles our new electric buses can travel on a single charge.

## WE WORK FOR... Collaboration.

**WE STARTED 2020 WITH A NEW LABOR** contract for our operators, mechanics, and clerical and maintenance workers who serve our customers. They are represented by the Amalgamated Transit Union Local 788. "We are very pleased to have a new contract in place with our employees that provides them with fair compensation and benefits for the hard work and service they deliver to the region each day," said Jessica Mefford-Miller, Executive Director of Metro Transit.



## WE WORK FOR... Strategic Planning.

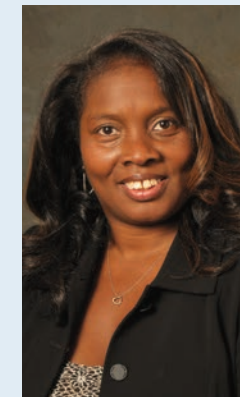


**EARLY IN 2020, BI-STATE DEVELOPMENT** initiated a strategic planning project that will be completed later this calendar year. The organization's strategic planning project will center on articulating Bi-State Development's direction and outlining measurable goals that will be used to benchmark progress as we plan for future growth in the industries and communities we serve.

Once completed, the Bi-State Development strategic plan will provide external stakeholders with a clear view of our commitments to the metropolitan region while also identifying the steps we are taking to improve regional mobility, enhance quality of life, improve fiscal responsibility, and promote economic development. Additionally, the strategic planning project will provide our dedicated team members with actionable guidance designed to empower their efforts as they work collaboratively to achieve shared goals.

### TRANSIT PASSENGER: COLLEEN

As a student at Webster University, Colleen is able to take advantage of Metro's U-Pass program. In total, six area colleges or universities offer unlimited use of both MetroLink and MetroBus through the U-Pass program.



"When the Jehovah's Witnesses brought their international convention to town in 2019, Explore St. Louis and Metro Transit teamed up to provide attendees the best transit experience possible. Not only did a special Metro Transit pass get the attendees from the airport to their hotels and back and forth to the convention sessions, but it also gave them convenient, and easy access to some of our most popular tourist attractions, creating a win for all involved."

**Stephanie Monroe**  
Director of Specialty Market Sales  
Explore St. Louis



# Financial Highlights

**BI-STATE DEVELOPMENT** was created to promote economic development in the St. Louis region in Southwestern Illinois and eastern Missouri and has a long successful history of tackling and offering viable solutions to regional challenges. BSD owns or operates five enterprises: Gateway Arch, Metro Transit, St. Louis Downtown Airport, St. Louis Regional Freightway, and Riverboats at the Gateway Arch.

For the Year Ended, 2019  
(in millions)

	Executive Services	Gateway Arch Tram System	Riverfront Attractions	St. Louis Downtown Airport	Metro Transit	St. Louis Regional Freightway	Bi-State Development Research Institute	Arts In Transit Inc.	Self Insurance Funds	Interfund Eliminations	Total
<b>Revenues</b>											
Passenger and Service Revenues	\$ -	\$ 8.7	\$ 2.1	\$ 1.4	\$ 40.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52.7
Other Operating Revenue	4.8	0.3	0.1	0.4	5.5	-	0.1	0.3	-	(4.4)	7.1
Charges for Services	-	-	-	-	-	-	-	-	51.7	(44.1)	7.6
Non-Operating Revenue											
Local	-	-	-	-	236.5	-	-	-	-	-	236.5
State	-	-	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	17.1	-	-	-	-	-	17.1
Interest	0.1	0.3	-	-	14.9	-	-	-	0.5	-	15.8
Other	-	0.2	-	-	-	2.1	-	-	2.5	-	4.8
<b>Total Revenues</b>	<b>4.9</b>	<b>9.5</b>	<b>2.2</b>	<b>1.8</b>	<b>314.5</b>	<b>2.1</b>	<b>0.1</b>	<b>0.3</b>	<b>54.7</b>	<b>(48.5)</b>	<b>341.6</b>
<b>Expenses</b>											
Wages and Benefits	3.0	2.1	1.3	0.8	195.1	0.3	0.1	0.1	1.6	-	204.5
Services	1.2	1.2	0.3	0.2	33.2	0.4	0.1	0.1	0.4	-	37.1
Materials, Supplies, and Fuel	-	0.3	0.4	0.1	33.4	-	-	-	-	-	34.2
Casualty and Liability Insurance Costs	-	0.1	0.1	0.1	8.5	-	-	-	1.1	-	9.9
Administrative Charges	-	1.1	-	0.1	3.2	-	-	-	-	(4.4)	(0.0)
Utilities, Leases and General Expense	0.4	0.7	0.2	0.3	11.8	-	-	0.1	0.2	-	13.7
Claims Paid and Admin Insurance Costs	-	-	-	-	-	-	-	-	50.1	(44.1)	6.0
Non-Operating Expenses and Transfers	2.0	1.6	-	-	29.8	-	-	-	-	-	33.4
<b>Total Expenses</b>	<b>6.6</b>	<b>7.1</b>	<b>2.3</b>	<b>1.6</b>	<b>315.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.3</b>	<b>53.4</b>	<b>(48.5)</b>	<b>338.8</b>
<b>Income (Loss) Before Depreciation</b>	<b>(1.7)</b>	<b>2.4</b>	<b>(0.1)</b>	<b>0.2</b>	<b>(0.5)</b>	<b>1.4</b>	<b>(0.1)</b>	<b>-</b>	<b>1.3</b>	<b>-</b>	<b>2.8</b>
<b>Depreciation and Amortization Expense</b>	<b>-</b>	<b>0.8</b>	<b>0.2</b>	<b>1.2</b>	<b>76.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>78.6</b>
<b>Income (Loss) Before Capital Contributions</b>	<b>(1.7)</b>	<b>1.6</b>	<b>(0.3)</b>	<b>(1.0)</b>	<b>(76.9)</b>	<b>1.4</b>	<b>(0.1)</b>	<b>-</b>	<b>1.3</b>	<b>-</b>	<b>(75.8)</b>
<b>Capital Contributions</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>41.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>42.0</b>
<b>Change in Net Assets</b>	<b>(1.7)</b>	<b>1.6</b>	<b>(0.3)</b>	<b>(0.0)</b>	<b>(35.9)</b>	<b>1.4</b>	<b>(0.1)</b>	<b>-</b>	<b>1.3</b>	<b>-</b>	<b>(33.8)</b>
<b>Total Net Assets, Beginning of the Year</b>	<b>4.7</b>	<b>13.9</b>	<b>(0.3)</b>	<b>20.1</b>	<b>478.7</b>	<b>(1.6)</b>	<b>0.3</b>	<b>0.1</b>	<b>(4.0)</b>	<b>-</b>	<b>511.9</b>
<b>Total Net Assets, End of the Year</b>	<b>\$ 3.0</b>	<b>\$ 15.5</b>	<b>\$ (0.6)</b>	<b>\$ 20.1</b>	<b>\$ 442.9</b>	<b>\$ (0.2)</b>	<b>\$ 0.2</b>	<b>\$ 0.1</b>	<b>\$ (2.7)</b>	<b>\$ -</b>	<b>\$ 478.1</b>





# BI•STATE DEVELOPMENT



One Metropolitan Square  
211 North Broadway, Suite 700  
St. Louis, MO 63102-2759  
314.982.1400

**BiStateDev.org**