

City of Arnold, Missouri

**Work Session
Council Chambers**

**June 8, 2017
7:00 p.m.**

Agenda

1. Traffic Impact Fee - Mary
2. Business License Fee – Bryan
3. City Communication
4. Trash Service Fee
5. Adjournment

June 2, 2017

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CITY OF ARNOLD, CITY COUNCIL, WORK SESSION, JUNE 15, 2017

TO: THE MAYOR AND CITY COUNCIL
FROM: MARY P. HOLDEN, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: TRAFFIC GENERATION ASSESSEMENTS (TGA)
DATE: APRIL 11, 2017
CC:

In response to the Council request. Staff has researched the idea of implementing a traffic generation assessment (TGA) in the City of Arnold. We offer the below for consideration by the Council in making their decision to establish a TGA. As a reference point, we have attached excerpts from St. Louis County's TGA that has been in place for years.

Is there much left for development?

The first question we looked at was what is left to develop, i.e. the number of large, vacant parcels of land left in Arnold. While there are not as many as in prior years, there are a few substantial pieces left that, when developed, could impact surrounding road systems. In addition, we considered redevelopment potential. It is not uncommon for a developer to acquire properties, consolidate, tear down existing structures and build new. Based upon the existing vacant parcels and potential for redevelopment, Staff believes should the Council implement a TGA, it would not be fruitless.

Should New Development Share in the Cost of Making Improvements to our Existing Roads?

The simple answer is yes since new development adds vehicle trips to our existing road system. But we must be cognizant that past developments have gone in without contributing to any TGA and the new development must not be burdened with an undue expense. It is important to create an amount that will be equitable for all.

Commercial, Residential, Industrial, All, Some or One?

Another question we looked at was when the assessment should be applied? In answering this question, we looked at the various City owned roads in the City and quickly realized various zone districts about roads needing upgrades. Therefore, Staff believes if the Council establishes a TGA, it be applied across all zone districts.

How Do We Do This?

The common theme we have found in established TGA's elsewhere, is the identification of road fund areas so that any development that takes place within the road fund area contributes to that specific road fund. The road fund needs to specify what improvements are needed to the specific road, such as widening, pavement resurface, storm sewer improvements, addition of sidewalks, bicycle

lanes, etc. Identification of road fund areas and the specific improvements are critical to the success of a TGA since it specifies exact improvements and is not open ended.

Identifying the road fund areas, conditions of existing roads, the needs of each road (Staff recommends City owned collector roads and above for fund areas) will take coordination with Public Works Staff.

Please note, a TGA is assessed at the building permit stage since anything before that has no impact to the road systems.

Where? Establish Road Funds

As stated above, coordination with Public Works Staff will be required to identify road fund areas and the exact improvements needed. In addition, our Comprehensive Plan and Transportation Plan indicate the improvements and upgrades needed for the different roads within Arnold. Upon an initial review, Staff would recommend the following roads, which can be broken into sub-areas, to start with:

- Pomme
- Lonedell (both Lonedells)
- Old Missouri State
- Old Lemay Ferry
- Tenbrook (entire length)
- Arnold-Tenbrook (entire length)
- Starling Airport Road
- Ridgecrest
- Lonestar

Authority to Establish a TGA?

A main question Staff has is what is our statutory authority to implement a TGA? We posed this question to our City Attorney, who is currently researching the question in the legal world. In the meantime, being the non-attorney, we offer the below excerpt from the State Statutes

Powers and duties of mayor and council generally.

77.260. The mayor and council of each city governed by this chapter shall have the care, management and control of the city and its finances, and shall have power to enact and ordain any and all ordinances not repugnant to the constitution and laws of this state, and such as they shall deem expedient for the good government of the city, the preservation of peace and good order, the benefit of trade and commerce, and the health of the inhabitants thereof, and such other ordinances, rules and regulations as may be deemed necessary to carry such powers into effect, and to alter, modify or repeal the same.

Based on the above, while not specifically stated, Staff believes the City, like others, has the authority to enact a TGA. However, this question will be left to our City Attorney for a final ruling.

How Much?

The amount needs to be equitable for all who will develop and build in the area with no one person carrying the burden. In addition, it must be based on the specific improvements needed for the road. We have no amount to offer at this time since we do not have all the required information.

One thing to point out is St. Louis County offers credit to the TGA when a developer provides right-of-way or road improvements and we would add a similar credit provision.

In Summary

Based on research we've done, Staff believes implementing a TGA with certain conditions would benefit the City to supplement funding for much needed improvements to our road system. The details of where, how, what improvements and cost will be determined once we receive direction from the City Council. Please realize the process of creating a TAG will take some time and include input from the community stakeholders.

75.00 Traffic Generation Assessment and Trust Funds

Traffic generation assessments are imposed on certain new developments to finance the costs of roadway improvements that are necessary to relieve the impact of new development traffic.

Traffic generation assessments are used for infrastructure road improvements and may include lane widening's, geometric improvements, traffic signal facilities, bridges, overlays, purchase of off-site right-of-way, etc., on County and State roads.

- 1) **Application** - Within a road trust fund area, the traffic generation assessment is computed for a development as part of the road improvement requirements established by a site specific zoning ordinance approved by the St. Louis County Council, i.e.: rezoned/amended MXD, PEU, C-8 and M-3 zonings. The ordinance for the development may or may not describe in detail what roadway improvements are to be accomplished with the traffic generation assessment. The specific site could be located along an arterial, collector or a local roadway.

When a site-specific development ordinance is not required or when the development is outside the road trust fund area, an equivalent traffic generation assessment is computed and used as a reference in determining the extent of required roadway improvements. In this case, the authority for roadway improvements is based upon St. Louis County Subdivision Ordinance or Miscellaneous Regulations of the Zoning Ordinance for single lot development.

- 2) **Rates** - The traffic generation assessment is calculated by a dollar amount per measurable unit, typically per parking/loading space. The number of parking/loading spaces is determined from the St. Louis County zoning ordinance. Refer to Section 75.10 for the traffic generation assessment rates.

On January 1 of each year, the traffic generation assessment rates are increased or decreased to account for changes in construction costs. The St. Louis County Department of Transportation ("Department") uses the percent change for the construction cost index for the St. Louis area, from December of a given year to December of the following year, as published in the Engineering News Record, to determine the rate of increase or decrease. Refer to Section 74.00, Annual Change of Construction Cost Index.

- 3) **Traffic Generation Assessment Trust Funds** - Road trust fund areas were developed for unincorporated St. Louis County where significant roadway improvement needs were determined. As funds became available in each of the trust fund areas, roadway improvements would be completed along the St. Louis County Arterial Road System (ARS) within that trust fund area.

As parts of unincorporated St. Louis County were either annexed or incorporated, portions of, or all of certain road trust fund areas became located within municipalities.

In unincorporated County, traffic generation assessment funds deposited in the trust fund will be used to improve County arterials to relieve the impact from general development traffic. In isolated cases, trust funds may be used on State arterials. Trust fund improvements may include but are not limited to lane widening's, intersection geometrics improvements, traffic signals, or bridges.

Below is a current list of all road trust funds and the municipalities that geographically contain in part or total, the respective trust fund areas:

<u>FUND NO.</u>	<u>FUND NAME</u>	<u>MUNICIPALITY (If Any)</u>
506000	Hawkins - Bowles - Summit - Gravois TGA Trust Fund	Fenton
520000	Kennerly - Kerth TGA Trust Fund	Sunset Hills
521000	Pond - Grover TGA Trust Fund	Wildwood
522000	Columbia Bottom - Larimore - Lilac TGA Trust Fund	
537000	North Oakville TGA Trust Fund	
543000	Big Bend - Oak - Kiefer Creek Corridor TGA Trust Fund	Valley Park, Manchester, Ballwin & Twin Oaks
544000	Oakville TGA Trust Fund	
545000	Robertson Area TGA Trust Fund	Hazelwood
546000	Missouri Bottom TGA Trust Fund	Hazelwood & Florissant
547000	Parker - Redman TGA Trust Fund	
549000	Manchester Road Corridor TGA Trust Fund	Des Peres & Ballwin
550000	Butler Hill - Keller - Bauer Road TGA Trust Fund	
551000	Bluff - Old Halls Ferry Road TGA Trust Fund	Florissant
552000	Eatherton - Kehrs Mill Road TGA Trust Fund	Chesterfield & Wildwood
553000	Route 40 (Interstate 64) Corridor Trust Fund	Chesterfield & Town and Country
554000	Chesterfield Village Road Trust Fund	Chesterfield
555-7851	Ladue / 141 Road Trust Fund	Chesterfield
555-7852	Clayton / 141 Road Trust Fund	Town and Country
555	Gravois / 141 Road Trust Fund	Fenton
556-7892	Chesterfield Valley Trust Fund	Chesterfield & Wildwood
561000	Chesterfield Village - Phases 1, 2 & 3	Chesterfield
701000	Baptist Church - Green Park - Buckley TGA Trust Fund	Green Park
702000	New Halls Ferry Road Corridor TGA Trust Fund	Florissant
703000	Fee Fee - Schuetz - Mason - Midland TGA Trust Fund	Maryland Heights, Creve Coeur & Town and Country
704000	Wild Horse Creek TGA Trust Fund	Wildwood
705000	Fox Creek - Hornecker Corridor TGA Trust Fund	Wildwood, Eureka & Pacific

- 4) **Traffic Generation Assessment Creditable Items** - Credit is given for road improvements to County and State roads including, but not limited to: pavement, aggregate sub-base, grading, rock excavation, storm water improvements, bridges, traffic signals, traffic signal interconnect, channelization islands, stabilized shoulder, off-site (beyond the site's frontage) replacement of existing sidewalk or construction of new sidewalk adjacent to County roadways when necessitated by road improvement requirements, off-site right-of-way or right-of-way in excess of that allowed by Section 1005.180 of the St. Louis County Subdivision Ordinance. Sidewalk, utility relocation, and water quality improvements within the limits of a development's frontage are not creditable items. Improvements considered mandatory for the safety of the traveling public, including improvements required for accessibility compliance, are creditable but not reimbursable from the trust fund. Credits for improvements required by another agency will be considered on a case-by-case basis. Road improvements to Missouri State Routes are creditable towards the traffic generation assessment (TGA), but are not reimbursable from the trust fund. Credits will be granted first to roads under the jurisdiction of St. Louis County, followed by Missouri State Routes.

The engineer shall submit an itemized construction cost estimate of the creditable items based upon the Department's current schedule of unit prices (Refer to Section 73.00) when applicable, or rates for items not found on the schedule, unit prices based on recent contract unit prices shall be submitted for review and approval to the Department during the construction plan review phase.

Right-of-way dedication requirements along State and County roads will not be credited towards the developer's traffic generation assessment except where right-of-way widening requirements of an existing public roadway exceed a width of twenty (20) feet as provided in Section 1005.180 of the Subdivision Ordinance. In cases where excessive right-of-way widening is required, the developer is given credit commensurate with the market value of the property prior to development. In addition, credit is given for interior road improvements which exceed collector road requirements of a sixty (60) foot right-of-way and thirty-nine (39) foot pavement. The cost of allowable portions of the improvements shall be credited towards the developer's traffic generation assessment.

- 5) **Method of Payment** - Traffic generation assessment minus approved credits for roadway improvement shall be deposited with the St. Louis County Department of Transportation by a check payable to "Treasurer, St. Louis County", prior to the issuance of the building permits (Note that building permits may be issued up to the amount of credit the developer has received for road improvements). If development phasing is planned, the developer shall provide the traffic generation assessment and/or credit for roadway improvements prior to issuance of building permits for each phase of development.
- 6) **Developer's Total Obligation** - The developer's total obligation for road improvements shall not exceed the traffic generation assessment amount unless such improvements are considered mandatory for the safety of the traveling public. If the cost of the proposed road improvements exceeds the traffic generation assessment and are not mandatory for the safety of the traveling public, the Department will prioritize the road improvement requirements such that the total cost of road improvements does not exceed an equivalent traffic generation assessment or refund any cost in excess of the traffic generation assessment from the particular fund.

TRAFFIC GENERATION ASSESSMENT AND ROAD TRUST FUND AREAS WITHIN MUNICIPALITIES

- 1) **Traffic Generation Assessment Application** - Municipalities can participate in the County road trust funds established by St. Louis County. This can occur when a municipality has annexed an area of unincorporated County or when a new city is formed by incorporating an area of unincorporated County which geographically includes a part/whole trust fund area.

Each municipality can follow the traffic generation assessment application guidelines used by St. Louis County. A specific rezoning ordinance approved by their city council could specify the traffic generation assessment requirements. Also, the municipality may simply require the developer to conform to conditions established previously by rezoning ordinances approved by the St. Louis County Council prior to the annexation or incorporation. The city ordinance for the development may or may not describe in detail what roadway improvements are to be accomplished with the traffic generation assessment. The specific development could be along a State or County arterial or along a city collector or local roadway.

The traffic generation assessment should be determined by the municipality in cooperation with St. Louis County Department of Transportation. When the municipality provides site development plans a copy of the rezoning petition on the respective site development within the city, the Department of Transportation will provide comments on traffic generation assessment and, if applicable, roadway improvements to County arterial roadways.

- 2) **Traffic Generation Assessment Road Trust Fund Areas** - The current road trust fund areas located within municipalities have been described in an above section. Although the St. Louis County Department of Transportation has established priorities for roadway improvements along arterial roadways prior to annexation/incorporation, we will discuss these priorities with municipal officials. A cooperative ongoing working relationship between the St. Louis County Department of Transportation and the municipalities is important in the ultimate improvement of County arterials through their cities.
- 3) **Traffic Generation Assessment Rates** - In order to maintain uniformity and equity from development to development, the municipality is encouraged to follow the traffic generation assessment rates as established by St. Louis County. The rates are described in Section 75.10 and the annual change in the assessment rates are described in Section 74.00.
- 4) **Traffic Generation Assessment Creditable Items** - The municipality can follow guidelines established by St. Louis County by providing credits to the developer for improvements to municipal streets as well as County or State routes. Although the municipality has the authority to assign other credits for the developer, in order to provide uniformity in the use of credits, we would encourage using the credits described by St. Louis County. Road improvements to municipal streets and State routes are creditable towards the traffic generation assessment but are not reimbursable from the trust fund. Credits for municipal road improvements will be awarded as directed by the St. Louis County Department of Transportation and the municipality. Credits will be granted in the following order: County roads, State routes, Municipal streets.
- 5) **Developer's Total Obligation** - We encourage municipalities to limit the developer's total obligation for road improvements so that they do not exceed the traffic generation assessment, unless, roadways improvements are considered mandatory for the safety of the traveling public. Such safety improvements could include reduction in a hillcrest to provide required sight distance or some other geometric improvement.

**PRESENT ST. LOUIS COUNTY ROAD TRUST FUNDS LOCATED
WITHIN UNINCORPORATED AND INCORPORATED AREAS**

- 1) **Butler Hill - Keller - Bauer Road T.G.A. Trust Fund - (No. 550)** - This trust fund was established to provide the necessary funding to design, acquire right-of-way and easements and construct portions of Keller Road Extension (now known as Suson Hills Drive), Butler Hill Road Relocation, and other roadway improvements, complete with minor roadway adjustments or relocations and traffic signal facilities with interconnects. Refer to 75.10-2 and 75.15-2 for rates and location.

- 2) **Chesterfield Valley Trust Fund - (No. 556)** - This fund was created for roadway improvements, stormwater improvements, sanitary sewer facilities and water main improvements in the Chesterfield Valley Area. Creditable road improvement items are included in the Ordinance conditioning the development. Refer to 75.10-3 and 75.15-3 for rates and location.

To bring this trust fund contribution schedule into consistency with other trust funds, a contribution schedule for zonings approved on or after August 1, 2008, is provided. The previous schedule will be maintained for zonings approved prior to August 1, 2008. Refer to 75.10-4 and 75.15-3 for rates and location.

- 3) **Chesterfield Village Road Trust Fund - (No. 554)** - This trust fund was created to insure completion of the Chesterfield Village Parkway in the northwest, northeast and southeast quadrants of the Interstate 64 (U.S. Highway 40-61) / Missouri State Route 340 Interchange and other arterial roadways within the trust fund area. Refer to 75.10-5 and 75.15-4 for rates and location.

- 4) **Chesterfield Village Trust Fund (Phases 1, 2 & 3) - (No. 561)** - Contributions to this trust fund by new development were terminated by St. Louis County in accordance with provisions of agreement letter with Chesterfield Village, Inc. and St. Louis West Joint Venture. St. Louis County will continue to collect ordinance required deposits for rezoning approved prior to November 10, 1988. These contributions will be used to pay back cash advances provided by Chesterfield Village, Inc., and St. Louis West Joint Venture to complete the construction of Chesterfield Village Parkway, Phase II, Part C. Refer to 75.10-5 and 75.15-4 for rates and location.

- 5) **Clayton / 141 Road Trust Fund - (No. 555-7851)** - The monies accumulating in this fund are earmarked for improvements to Woods Mill Road in the area of Clayton Road, after St. Louis County assumes roadway maintenance responsibility from the State. Refer to 75.10-6 and 75.15-5 for rates and location.

- 6) **Gravois / 141 Road Trust Fund - (No. 555-7852)** - This trust fund was created to design, acquire right-of-way and easements and construct an East-West Arterial Collector Road complete with minor roadway adjustments and relocations, traffic signal facilities with interconnects and a new interchanges and ramps accessing Missouri State Route 30 and Missouri State Route 141. Refer to 75.10-7 and 75.15-6 for rates and location.

- 7) **Ladue / 141 Road Trust Fund - (No. 555-7853)** - This trust fund was created to help defray the cost of engineering, right-of-way acquisition and roadway construction at Missouri State Route 141 and Ladue Road. Refer to 75.10-8 and 75.15-7 for rates and location.
- 8) **Route 40 (Interstate 64) Corridor Trust Fund - (No. 553)** - This trust fund was created to reimburse the Missouri Department of Transportation (MoDOT) for right-of-way acquisition necessary to construct the Timberlake Manor Parkway / White Road bridge over Interstate 64 (U.S. Highway 40-61) and related outer roadway relocations. Refer to 75.10-9 and 75.15-8 for rates and location.
- 9) **Pond - Grover T.G.A. Trust Fund - (No. 521) (Includes the former Manchester Road and Old State Road Trust Funds)** - This trust fund was established to provide needed improvements to the arterial roadways in the Pond-Grover area surrounding the intersection of Missouri State Route 100 and Missouri State Route 109. Refer to 75.10-10 and 75.15-9 for rates and location.
- 10) **Manchester Road Corridor T.G.A. Trust Fund - (No. 549)** - This trust fund was established to serve the anticipated development in the unincorporated area adjacent to Manchester Road west of Interstate 270 (includes collector roads, etc.). Refer to 75.10-11 and 75.15-10 for rates and location.
- 11) **Bluff - Old Halls Ferry Road T.G.A. Trust Fund - (No. 551)** - This trust fund was established for the improvements to Old Jamestown Road and Vaile Avenue construction and completion of the Bluff Road and Old Halls Ferry Road. Extensions would include Old Jamestown Road Relocation, west of Vaile Avenue, and Vaile Avenue Relocation, south of Old Jamestown Road. Refer to 75.10-12 and 75.15-11 for rates and location.
- 12) **Eatherton - Kehrs Mill Road T.G.A. Trust Fund - (No. 552)** - This trust fund was established for improvements of roads in the area along with the realignment of major roads such as Eatherton Road and Kehrs Mill Road. Refer to 75.10-13 and 75.15-12 for rates and location.
- 13) **Parker - Redman T.G.A. Road Trust Fund - (No. 547)** - This trust fund was established for improvements to Parker Road, Old Jamestown Road, Bellefontaine Road, Old Halls Ferry Road, Spanish Pond Road and other County roads in the area. This fund is not intended for improvement to Lewis & Clark Boulevard and Lindbergh Boulevard or other State maintained roadways within the trust fund boundaries. Refer to 75.10-14 and 75.15-13 for rates and location.
- 14) **Missouri Bottom T.G.A. Road Trust Fund - (No. 546)** - This trust fund was established for improvements to Bluff Road Extension, Missouri Bottom Road, Aubuchon Road, Teson Road and other County roads in the area. This trust fund is not intended for improvement to Missouri State Route 115 Relocation or other State maintained roadways within the trust fund area. Refer to 75.10-15 and 75.15-14 for rates and location.
- 15) **Robertson Area T.G.A. Road Trust Fund - (No. 545)** - This trust fund was established for improvements to Fee Fee Road, Phantom Drive, Campus Parkway and Missouri Bottom Road. Funds from this trust fund are not intended for use in the construction of improvements to relocated Missouri State Route 115 or other State maintained roadways within the trust fund. Refer to 75.10-16 and 75.15-15 for rates and location.

- 16) **Oakville T.G.A. Road Trust Fund - (No. 544)** - This trust fund will be used for construction of and/or improvements to Heintz Road, Baumgartner Road, Becker Road, Christopher Drive and Erb Road. Funds from this trust fund are not intended for use in the construction of improvements to Telegraph Road (Missouri State Route 231) or other State maintained roadways within the trust fund. Refer to 75.10-17 and 75.15-16 for rates and location.
- 17) **Big Bend - Oak - Kiefer Creek Corridor T.G.A. Road Trust Fund - (No. 543)** - This trust fund will be used for construction of and/or improvements to Kiefer Creek Road, Oak Street, Big Bend Road, Sulphur Spring Road, Vance Road and Hanna Road. Funds from this trust fund are not intended for use in the construction of Relocated Missouri State Route 141 or other state maintained roadways within the trust fund area. Refer to 75.10-18 and 75.15-17 for rates and location.
- 18) **Columbia Bottom - Larimore - Lilac T.G.A. Road Trust Fund - (No. 522)** - This trust fund will be used for construction of and/or improvements to Columbia Bottom, Coal Bank, Larimore, Prigge and Strodman Roads and Lilac and Trampe Avenues. Funds from this trust fund are not intended for use in any further improvements to Interstate 270 or the construction of any future extension of Pershall Road (South Service Road of I-270), east of Lilac Avenue. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-19 and 75.15-18 for rates and location.
- 19) **North Oakville T.G.A. Road Trust Fund - (No. 537)** - This trust fund was established for improvements to Baumgartner, Yeager, Ringer, Mattis, Patterson, Milburn and Forder Roads, Mehl Avenue and includes Old Lemay Ferry Road and Robert Koch Hospital Road Relocations. Funds from this trust fund are not intended for use in any further improvements to Interstate 270 or Interstate 55. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-20 and 75.15-19 for rates and location.
- 20) **Hawkins - Bowles - Summit - Gravois T.G.A. Road Trust Fund - (No. 506)** - This trust fund will be used for construction of and/or improvements to Hawkins, Summit, Gravois, Smizer Mill, Crescent, Allen, Lewis and Valley Park Roads, Bowles Avenue, Country Home Drive, Gravois Bypass and Hawkins Road and Praise Boulevard Extensions. Funds from this trust fund are not intended for use in any further improvements to Interstate 44. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-21 and 75.15-20 for rates and location.
- 21) **Baptist Church - Green Park-Buckley T.G.A. Road Trust Fund - (No. 701)** - This trust fund will be used for construction of and/or improvements to Heege Road, Baptist Church Road, Buckley Road, Telegraph Road, Musick Avenue and Kohrs Lane Extension. Funds from this trust fund are not intended for use in any further improvements to Interstate 270, Interstate 255 or Interstate 55. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-22 and 75.15-21 for rates and location.

- 22) **Kennerly - Kerth T.G.A. Road Trust Fund - (No. 520)** - This trust fund was established for improvements to Kennerly, Kerth, Butler Hill and Wells Roads and includes relocations of Meramec Bottom and Hageman Roads. Funds from this trust fund are not intended for use in any further improvements to Interstate 270 or Interstate 55. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-23 and 75.15-22 for rates and location.
- 23) **New Halls Ferry Road Corridor T.G.A. Road Trust Fund - (No. 702)** - This trust fund was established for improvements to Parker Road, Old Halls Ferry Road, Seven Hills Drive and the construction of West Florissant Spur. Funds from this trust fund are not intended for use in any further improvements to Interstate 270. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-24 and 75.15-23 for rates and location.
- 24) **Fee Fee - Schuetz - Mason - Midland T.G.A. Road Trust Fund - (No. 703)** - This trust fund was established for improvements to Conway Road, Creve Coeur Mill Road, Fee Fee Road, Lackland Road, Mason Road, Schuetz Road, Schulte Road, Warson Roads, Marine Avenue, Ross Avenue, and Midland Boulevard. Funds from this trust fund are not intended for use in any further improvements to Interstate 270. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-25 and 75.15-24 for rates and location.
- 25) **Wild Horse Creek T.G.A. Road Trust Fund - (No. 704)** - This trust fund was established for improvements to Wild Horse Creek Road, Ossenfort Road, Manchester Road, Melrose Road, and Bouquet Road. Developers will, however, be given credit for required roadway improvements along other state maintained roadways within the trust fund area. Refer to 75.10-26 and 75.15-25 for rates and location.
- 26) **Fox Creek - Hornecker Corridor T.G.A. Road Trust Fund - (No. 705)** - This trust fund was established for improvements to Fox Creek Road, Allenton-Six Flags Road, Alt Road, Hornecker Road, Eureka Road and Augustine Road. Funds from this trust fund are not intended for use in any further improvements to Interstate 44 and Business Loop 44. Developers will, however, be given credit for required roadway improvements along other state maintained roads within the trust fund area. Refer to 75.10-27 and 75.15-26 for rates and location.

BUSINESS

LICENSE

FEE

< 2 employees	\$50.00	358	\$17,900.00
2 to 5 employees	\$100.00	504	\$50,400.00
6 to 20 employees	\$200.00	223	\$44,600.00
21 to 75 employees	\$500.00	63	\$31,500.00
More than 75 employees	\$1,000.00	16	\$16,000.00
			<u>\$160,400.00</u>

< 2 employees	\$75.00	358	\$26,850.00	\$8,950.00
2 to 5 employees	\$150.00	504	\$75,600.00	\$25,200.00
6 to 20 employees	\$300.00	223	\$66,900.00	\$22,300.00
21 to 75 employees	\$750.00	63	\$47,250.00	\$15,750.00
More than 75 employees	\$2,000.00	16	\$32,000.00	\$16,000.00
			<u>\$248,600.00</u>	<u>\$88,200.00</u>

< 2 employees	\$75.00	358	\$26,850.00	\$8,950.00
2 to 5 employees	\$150.00	504	\$75,600.00	\$25,200.00
6 to 20 employees	\$350.00	223	\$78,050.00	\$33,450.00
21 to 75 employees	\$1,000.00	63	\$63,000.00	\$31,500.00
More than 75 employees	\$2,500.00	16	\$40,000.00	\$24,000.00
			<u>\$283,500.00</u>	<u>\$123,100.00</u>

Business License Fee/Taxes - Other Area Cities

Arnold	< 2 employees \$50.00 2 to 5 employees \$100.00 6 to 20 employees \$200.00 21 to 75 employees \$500.00 More than 75 employees \$1,000.00
Festus	\$0.50 per \$1,000.00 of gross revenue, minimum \$25.00
Fenton	No business license or fee required
Des Peres	\$1.25 per \$1,000.00 of gross receipts, minimum \$100.00
Chesterfield	Retail - \$0.08 per square foot Service/Office - \$0.04 per square foot Manufacturing/Warehouse - \$0.02 per square foot Minimum \$25.00, maximum \$10,000.00