CLOSURE DOCUMENTATION: ST. CLAIR REGIONAL AIRPORT

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EXECUTIVE SUMMARY

This document is the summation of three years of continuous and dedicated effort on the part of the City of St. Clair, MO, to accomplish a simple task – secure permission to permanently close St. Clair Regional Airport. It summarizes several hundred hours of staff and elected official time, the initiation and completion of a Municipal Comprehensive Plan (p. 99), the initiation and completion of a full assessment of the airport (p. 51), the extent of support for closure by local entities and citizens (p. 181), and the extremely public discussion and citizen involvement in the decision to seek closure (p. 112, p. 122, p 131 - 148).

Structurally, this document provides specific and direct response to the requirements for closure defined by the Federal Aviation Administration (FAA) (p. 5). It notes a balance in full of $751,606 (p. 7) which requires reimbursement by the City of St. Clair to the FAA upon release of obligation, and which is uncontested. It provides in detail the specific reasons St. Clair Regional Airport should be closed in order to provide a true benefit to general aviation (p. 8 – 10).

Following the Documentation Items as requested by the FAA is a contracted St. Clair Regional Airport Assessment produced by Mr. Ron Price with QED Aviation and Airport Consultants (p. 51). In his assessment, Mr. Price compares this airport with surrounding facilities within a 40-mile radius, and notes the distinct limitations on growth and utilization which are possible for the St. Clair facility (Competitive Assessment, p. 60). This document also addresses each of the concepts presented by the FAA in their AIRPORT OBLIGATIONS: RELEASE OF AIRPORT PROPERTY document. In some instances Mr. Price’s work goes into more detail than the basic documentation presented by the City.

The next item, the City of St. Clair Comprehensive Plan, is presented as an abridged version of the full document, containing items most relevant to the issue of airport closure. Particularly, the Plan documents the extensive work done to gain public input, and to evaluate and consider the broad range of issues involved. As noted previously, one key result of the planning process was a community-based determination that the St. Clair Regional Airport needed to be permanently removed (p. 112 - 117, p. 134).

Following the Comprehensive Plan is a listing of most of the various newspaper articles which this issue has generated locally. The most cogent summation of the levels of local exposure and the overarching sentiments of the community are summed up in two specific articles. The first notes that the airport closure issue was the most-reported story for the year 2010 (p. 180). The second is an Editorial published in the St. Clair Missourian titled “Closing the Airport is the Best Move for St. Clair”. (p. 177).

The next section of this document provides copies of letters of support from local citizens, our area TIF Commission, Ambulance District, School District, Chamber of Commerce and Fire Protection District (p. 181 – 192).
Finally, a sampling of the correspondence related to this process is included beginning on Page 193. This section concludes with the letter received from the Aviation Section of the Missouri Department of Transportation (MoDOT AV) letting the City know that they “cannot concur” with the City’s request to close the airport (p. 203). This response was, of course, stipulated from the beginning of the process, and yet was a mandatory step along the way. There were no circumstances under which MoDOT AV would have the authority to grant closure, and certainly no authority to release grant obligations.

But this document, this book which tracks the hoops, hurdles and obstacles placed within the process of closure, provides every single piece of information needed by the FAA to release the City from past grant obligations. To be certain, the FAA must and should demand repayment of every dollar of Federal funds provided under grants which still contain dated obligations. To be equally certain, the City of St. Clair hereby agrees to refund to the Federal Aviation Administration every dime provided in currently-obligated grant funds.

The true struggle documented in this volume, however, goes much beyond the release of grant obligations and approval to close an unnecessary airport. At the heart of the whole ordeal is a blind adherence to policy crafted well over 60 years ago. Lying at the bottom of any argument the FAA might produce against allowing closure of the St. Clair Regional Airport would be an inability to accept current reality and the current state of general aviation. It would also signal a blind refusal to provide real help to general aviation by recapturing available funds and using those funds where general aviation might in fact be helped.

As previously noted, this document and the process it represents have consumed more than 500 hours of local time and effort, and the significant expenditure of public funds – time and money which could have been, and should have been, devoted to the simple job of providing services to our citizens. But a process was defined, it has been followed explicitly, and the results are incontrovertible.

The Federal Aviation Administration is hereby requested to release the City of St. Clair, MO from all grant obligations associated with St. Clair Regional Airport and to authorize the immediate permanent closure of said facility.
Airport Obligations: Release of Airport Property

Updated: 11:57 am ET August 25, 2010

General

Airport owners that desire to sell a portion of their airport property should contact the FAA compliance specialist to determine the extent of Federal obligations associated with the tract of land in question. Any release, modification, reformation or amendment of an airport agreement between the owner and the United States must be based on a request made in writing, and signed by a duly authorized official of the public agency that owns the airport.

Required Documentation

Although no special form is required, an owner's request should be specific, as applicable and known. Please include one copy of the following in your request:

1. What is requested?
2. What agreement(s) with the United States are involved?
3. Why the release, modification, reformation or amendment is requested?
4. What facts and circumstances justify the request?
5. What requirements of state or local law or ordinance should be provided for in the language of a FAA issued document if the request is consented to or granted?
6. What property or facilities are involved?
7. How the property was acquired or obtained by the airport owner?
8. What is the present condition and what present use is made of any property or facilities involved?
9. What use or disposition will be made of the property or facilities?
10. What is the appraised fair market value of the property or facilities. Appraisals or other evidence required to establish fair market value?
11. What proceeds are expected from the use or disposition of the property and what will be done with any net revenues derived?
12. A comparison of the relative advantage or benefit to the airport from sale or other disposition as opposed to retention for rental income?

Exhibits to Accompany Request

Each request should have a scaled drawing attached showing all airport property and airport facilities which are currently obligated for airport purposes by agreements with the United States. Attach other exhibits such as maps, photographs, plans and appraisal report, which support or justify the request.
**Airport Layout Plan**

Airport owners must revise their Airport Layout Plan (ALP) to reflect the changes to land areas and airport facilities the result from their actions. The sponsor shall include a brief narrative that outlines the rationale used in arriving at the revised plan, i.e., crosswind coverage with only the N/S and NW/SE runways, taxiing patterns to be established, how clearance lines were established, and what kind of aircraft and numbers of operations were assumed in preparing the revised plan.

**Release of Maintenance Obligations**

Requests for the release of maintenance obligations do not require items 9, 10, and 11 as noted above.
DOCUMENTATION ITEM 1: WHAT IS REQUESTED?

The City of St. Clair, MO requests full and complete release from all Federal obligations relative to St. Clair Regional Airport. Immediately upon release from obligation, the City of St. Clair will close the facility and scarify the existing runway and demolish or remove all remaining structures related to the operation of a municipal airport. This will allow the sale of all airport property, to provide revenue to the citizens of St. Clair.

DOCUMENTATION ITEM 2: WHAT AGREEMENTS WITH THE UNITED STATES ARE INVOLVED?

<table>
<thead>
<tr>
<th>Year</th>
<th>Grant</th>
<th>Purpose</th>
<th>Dollar Amount</th>
<th>Years Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>1973</td>
<td>FAA</td>
<td>Acquire Land; construct runway, apron, and taxiways; light runway; beacon and windcone; construct entrance road; drain; turf.</td>
<td>$66,691</td>
<td>0 (1989; 1998)</td>
</tr>
<tr>
<td>1983</td>
<td>FAA</td>
<td>Acquire Land; overlay; $450,000 marking and lights; construct parallel and connecting taxiway; expand apron; seeding.</td>
<td>$450,000</td>
<td>0 (1993)</td>
</tr>
<tr>
<td>1983</td>
<td>Missouri Hwy</td>
<td>Extend runway; Taxiway dev; $25,000 air-rights acquisition; and runway lighting.</td>
<td>$25,000</td>
<td>0 (2003)</td>
</tr>
<tr>
<td>1985</td>
<td>Missouri Hwy</td>
<td>Overlay and extend taxiway $150,000 with additional lighting</td>
<td>$150,000</td>
<td>0</td>
</tr>
<tr>
<td>1989</td>
<td>Missouri Hwy</td>
<td>Install radio and Antenna $4,000</td>
<td>$4,000</td>
<td>0 (2009)</td>
</tr>
<tr>
<td>1995</td>
<td>Missouri Hwy</td>
<td>Seal runway, taxiways and $55,770 apron; restore drainage areas, install reflectors</td>
<td>$55,770</td>
<td>6 (2015)</td>
</tr>
<tr>
<td>1997</td>
<td>Missouri Hwy</td>
<td>Expand Apron and improve $95,836 drainage</td>
<td>$95,836</td>
<td>8 (2017)</td>
</tr>
<tr>
<td>2004</td>
<td>Mo Block</td>
<td>Pavement Maint. $300,000</td>
<td>$300,000</td>
<td>15 (2024)</td>
</tr>
<tr>
<td>2006</td>
<td>Mo Block</td>
<td>Runway Imp; Drainage Imp; $300,000 Remove Obstructions; Lighting</td>
<td>$300,000</td>
<td>17 (2026)</td>
</tr>
</tbody>
</table>

Total: $1,447,297  Currently Obligated: $751,606
DOCUMENTATION ITEM 3: WHY THE RELEASE, MODIFICATION, REFORMATION OR AMENDMENT IS REQUESTED?

In a letter to Rep. John Mica, Chair of the House Transportation and Infrastructure Committee dated April 4, 2011, QED Consultants’ Ron Price notes “We have too many general aviation airports in this country, serving a dwindling number of users who are operating their aircraft fewer hours, especially today. Although this is not encouraging, it also represents an opportunity for change in national policies affecting these airports through effective leadership.”

The April-May 2011 issue of Midwest Flyer magazine, National Air Transportation Association President Jim Croyne is referenced as saying “that the industry needs a ‘club social setting’ to create and retain interest in flying”.

In a June 2010 interview given to Kyle Spradley for Rural Missouri magazine, Joe Pestka, Administrator of Aviation for the Missouri Department of Transportation Aviation Section (MoDOT Aviation) is quoted as saying “Airfields are developed over time to support local economic developments and communities,” and “Most airfields open and close based on what needs and economic demands a community has.” (emphasis added)

Mr. Pestka sent a letter dated October 1, 2007 to Mayor Ron Blum of St. Clair. Mr. Pestka’s letter informs the Mayor that “In our conversation, you had mentioned that the city was losing money at the airport. Through your grant assurances, the FAA does not require that airports necessarily break even on finances. This is true at a number of general aviation airports. It is expected that an obligated airport will operate in a manner to be as self-sustaining as possible and the airport sponsor will financially support the airport, if necessary to meet its federal requirements.” (emphasis added).

The City of St. Clair, MO requests release from all federal obligations related to the St. Clair Regional Airport precisely because the airport has never, in its history, provided any positive impact on the economic well-being of St. Clair, and little if any positive impact of any kind. The airport provided, at best, limited value when it was built, currently provides absolutely no value, and has no credible indications of being of particular value at any point in the future other than being an additional and unnecessary place to land – for small, single-engine personal pleasure aircraft.

The city has strenuously and vigorously attempted to increase the airport usage and vitality by contracts with a variety of Fixed Base Operators (FBO’s). These attempts certainly increased the costs associated with the airport, but did nearly nothing to increase the airports’ relevance to the community or to general aviation. The city simply lost more money while the airport fell into further lack of use.

Ron Price with QED Airport and Aviation Consultants analyzed the competitiveness of St. Clair Regional Airport. His findings are significant and eye-opening. The St. Clair airport is not a regional airport. In fact, although it is classified by MoDOT Aviation as a “business airport”, the facility falls short of the minimum basic requirements established by MoDOT Aviation for such a designation. St. Clair Regional Airport is an antiquated, under-sized facility, incapable of being lengthened enough to add value, too underutilized to compete against any of the five surrounding airports (Washington Regional, Washington County, Sullivan Regional, Cuba and Spirit of St. Louis), and a drain on the resources of the citizens of St. Clair.
DOCUMENTATION ITEM 4: WHAT FACTS AND CIRCUMSTANCES JUSTIFY THE REQUEST?

1. St. Clair Regional Airport is of absolutely no value whatsoever to the betterment of general aviation.
2. Repayment of 100% of all State and Federal grant funds awarded to St. Clair Regional Airport would provide $751,606 which could be applied to the betterment of general aviation.
3. St. Clair Regional Airport is regional only by misnomer, and is classified as a Business Airport in direct contradiction of MoDOT Aviation requirements for classification as such.
4. St. Clair Regional Airport provides an operating base only for recreational fixed-wing flight on an extremely limited basis.
5. St. Clair Regional Airport is dangerously sited, immediately adjacent to heavily travelled Interstate 44, and with short and impeded approaches.
6. St. Clair Regional Airport is topographically incapable of sufficient expansion to ever become more competitive or functional.
7. St. Clair Regional Airport has never, since its creation in 1964, produced revenues in excess of expense.
8. St. Clair Regional Airport provides no benefit of any kind, in any set of circumstances, to the citizens of St. Clair, MO, who would much prefer something which produces jobs and revenues.
9. St. Clair Regional Airport occupies land which could be used to the benefit of the citizens of St. Clair, MO by sale to private development.
10. The only viable and potentially beneficial use which derives from the airport land is the operation of Air-Evac Lifeteam, an emergency medical transport service which operates only rotary wing aircraft, and which will not be impacted in any way by the closure of St. Clair Regional Airport.

Annual Count Fixed Wing Aircraft Based at St. Clair Regional Airport:

<table>
<thead>
<tr>
<th>Year</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>13</td>
</tr>
<tr>
<td>2010</td>
<td>13</td>
</tr>
<tr>
<td>2011</td>
<td>9</td>
</tr>
</tbody>
</table>

Local Owners, Fixed Wing Aircraft Based at St. Clair Regional Airport:

<table>
<thead>
<tr>
<th>Year</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>0</td>
</tr>
<tr>
<td>2010</td>
<td>0</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
</tr>
</tbody>
</table>
DOCUMENTATION ITEM 5: WHAT REQUIREMENTS OF STATE OR LOCAL LAW SHOULD BE PROVIDED FOR IN THE LANGUAGE OF A FAA ISSUED DOCUMENT IF THE REQUEST IS CONSENTED TO OR GRANTED?

There are no local requirements to be provided for in the release documentation. Upon final release of all Federal obligations, the City will pursue such additional releases as may be required by the State of Missouri to completion.

DOCUMENTATION ITEM 6: WHAT PROPERTY OR FACILITIES ARE INVOLVED?

The entirety of the property currently owned by the City of St. Clair and operated as St. Clair Regional Airport, as noted in Item 7, following:
DOCUMENTATION ITEM 7: HOW THE PROPERTY WAS ACQUIRED OR OBTAINED BY THE AIRPORT OWNER?

Great City of St. Clair
Summary of Airport Ownership Documentation

Deed of Record

April 1962: 24.77 Acres was purchased for $21,000 from Arthur Lewis et al.

May 1962: 17.667 Acres was acquired by the City from Mantels.

April 1963: 12.62 Acres was acquired by the City from Meramec — Belmont Johnson Associates Ltd.

November 1963: 2.15 Acres was purchased by the City for $1,812.50 from Mantels.

November 1963: 1.24 Acres was purchased by the City for $1,000 from Gephart.

February 1972: 13.06 Acres was acquired by the City from Evans.

December 1986: 8.006 Acres was acquired by the City from Lochr Investments Inc.  
\[ \text{Total} = 79.513 \text{ acres} \]

Ordinance Research

Ordinance # 573 (November 1962): City to acquire 12.23 Acres through condemnation for airport  
\[ \text{Total} = 91.743 \text{ acres} \]

Ordinance #582 (February 1963): Proposition 4 passes by the vote of 844 to 179 for a bond to be issued in the amount of $35,000 to establish and construct an airport.

Ordinance #596 (July 1963): Initial FAA Agreement for grant funding.

Ordinance #609 (April 1964): Initial FAA Agreement amended to reflect a grant of $66,691.00.

Ordinance #883 (May 1983): Airport property annexed into the City by a vote of 480 to 207.

Miscellaneous

1983: Air Aviation Rights Purchased for a total of $4,300.

June 29th, 2010
DOCUMENTATION ITEM 8: WHAT IS THE PRESENT CONDITION AND WHAT PRESENT USE IS MADE OF ANY PROPERTY OR FACILITIES INVOLVED?

The facility is currently in limited use as a recreational airport. Although the facility is classified as a Business Airport by the Missouri Department of Transportation Aviation Section, it falls far short of meeting the minimum requirements for such designation. There are currently nine tenants leasing hangar space owned by the City, and one additional tenant, a rotary-wing emergency medical evacuation firm, which leases operational space and does not use the runway. As noted on the attached copy from the 2011-2012 Missouri Aeronautical Chart, the facility is so underutilized and of such limited service, it is exceptionally difficult to even find it.
DOCUMENTATION ITEM 9: WHAT USE OR DISPOSITION WILL BE MADE OF THE PROPERTY OR FACILITIES?

Upon release of obligation restrictions all facilities sited on the airport property will be removed. The property will then be listed as commercial real estate for purchase aimed at new development.

DOCUMENTATION ITEM 10: WHAT IS THE APPRIASED FAIR MARKET VALUE OF THE PROPERTY OR FACILITIES? APPROASALS OR OTHER EVIDENCE REQUIRED TO ESTABLISH FAIR MARKET VALUE?

See Appraisals, following:
APPRAISAL OF

LOCATED AT:
Airport Road
St. Clair, MO 63077-3311

CLIENT:
City of St. Clair
1 Paul Parkes Dr.
St. Clair, MO 63077

AS OF:
June 11, 2011

BY:
Karen J. Kuepfer
Certified General #2007008873

Washington, MO 63090, (636) 239-2731  fax (636) 239-2733  www.landmarkmo.com
Land Appraisal Report

**Client:** T. Paul Parks Dr.
**City:** St. Clair
**State:** MO
**Zip:** 63077

**Intended Use:** The intended use of this appraisal report is the Client/Owner or those deemed necessary by the client.

**Additional Intended Users:** The intended use is to evaluate the property that is the subject of this appraisal for the Client's personal use, subject to the intended use, the purpose of the appraisal, the reporting requirements of this appraisal report form, and the definition of market value.

**Property:** Property Address: 6674 Highway 47
**City:** St. Clair
**State:** MO
**Zip:** 63077

**Legal Description:** See attached addendum.

**Tax Year:** 2010

**Property Taxes:** $0.00

**Property Type:** Residential

**Property Status:** Vacant Land

**Site Condition:** See attached addendum.

**Road:** St. Clair County records, MLS

**Analysis:** No sale activity has been noted on the subject in the past three years and there have been no sales on the comparables within the past year. The data source used was the MLS and public records.

**Environmental Considerations:** See attached addendum.

**Market Conditions:** See attached addendum.

### Neighborhood Characteristics

<table>
<thead>
<tr>
<th>Feature</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>X Closest to Highway 47</td>
</tr>
<tr>
<td>Pop. Density</td>
<td>Under 500</td>
</tr>
<tr>
<td>House Age</td>
<td>Under 30 years</td>
</tr>
<tr>
<td>Market Type</td>
<td>Other</td>
</tr>
<tr>
<td>Market Time</td>
<td>Under 3 months</td>
</tr>
<tr>
<td>Lot Size</td>
<td>Under 5 acres</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>No</td>
</tr>
<tr>
<td>Commercial</td>
<td>No</td>
</tr>
<tr>
<td>Agricultural</td>
<td>No</td>
</tr>
</tbody>
</table>

### One-Unit Housing Trends

<table>
<thead>
<tr>
<th>Property Values</th>
<th>One-Unit Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Price History</td>
<td>Increase</td>
</tr>
<tr>
<td>Size</td>
<td>Inside</td>
</tr>
<tr>
<td>Age</td>
<td>5 years</td>
</tr>
<tr>
<td>Seller</td>
<td>X</td>
</tr>
<tr>
<td>Price</td>
<td>$50,000</td>
</tr>
<tr>
<td>New</td>
<td>No</td>
</tr>
</tbody>
</table>

### One-Unit Housing and Present Use

| Price | $50,000 |
| Age | 5 years |
| Seller | X |
| Price | $50,000 |

### Off-Street Improvements

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>Paved</td>
</tr>
<tr>
<td>Drainage</td>
<td>None</td>
</tr>
</tbody>
</table>

### Summary of Sales Comparison Approach

<table>
<thead>
<tr>
<th>Property Type</th>
<th>COMPARABLE NO.</th>
<th>COMPARABLE NO.</th>
<th>COMPARABLE NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>6674 Highway 47</td>
<td>W. Springfield Ave</td>
<td>8207 Highway 47</td>
</tr>
<tr>
<td>St. Clair</td>
<td>Union, MO 63074</td>
<td>Union, MO 63064</td>
<td>St. Clair, MO 63071</td>
</tr>
<tr>
<td>Price per acre</td>
<td>$72,491</td>
<td>$76,629</td>
<td>$72,491</td>
</tr>
<tr>
<td>Sales History</td>
<td>$148,000</td>
<td>$150,000</td>
<td>$148,000</td>
</tr>
<tr>
<td>Data Source</td>
<td>Prudential Select #1007325</td>
<td>RealtyNet Service #713471</td>
<td>National Association of Realtors #60072832</td>
</tr>
<tr>
<td>Insulation</td>
<td>01/14/2011</td>
<td>06/01/2010</td>
<td>06/01/2010</td>
</tr>
<tr>
<td>Location</td>
<td>Urban</td>
<td>Suburban</td>
<td>Suburban</td>
</tr>
<tr>
<td>Lot Size</td>
<td>78,666 square feet</td>
<td>2.89 acres</td>
<td>2.89 acres</td>
</tr>
<tr>
<td>Topography</td>
<td>Rolling</td>
<td>Level</td>
<td>Rolling, Level</td>
</tr>
<tr>
<td>Total Area</td>
<td>78,666 square feet</td>
<td>2.89 acres</td>
<td>2.89 acres</td>
</tr>
<tr>
<td>Public Utilities</td>
<td>Paved</td>
<td>Paved, Electric, Water</td>
<td>Paved, Electric, Water</td>
</tr>
<tr>
<td>Construction</td>
<td>ANU</td>
<td>ANU</td>
<td>ANU</td>
</tr>
<tr>
<td>Condition</td>
<td>Good</td>
<td>Good</td>
<td>Good</td>
</tr>
<tr>
<td>Sale &amp; Financing</td>
<td>Cash</td>
<td>Cash</td>
<td>Cash</td>
</tr>
<tr>
<td>Net Price</td>
<td>$53,000</td>
<td>$50,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>Sale Date</td>
<td>03/01/2011</td>
<td>06/01/2010</td>
<td>06/01/2010</td>
</tr>
<tr>
<td>Net Price</td>
<td>$53,000</td>
<td>$50,000</td>
<td>$50,000</td>
</tr>
</tbody>
</table>

**Additional Considerations:** See attached addendum.

This appraisal is made **Subject to the following:** Cost and Income Approaches to value not applicable. Market Data Approach best approach to use for vacant land. See addendum for final reconciliation. Subject to survey and if survey acreage offers, an adjustment to value may be necessary.

**Based on the scope of work, assumptions, limiting conditions and appraiser's certification, my [our] opinion of the defined value of the real property is [are] subject to the limitations and conditions as set forth in this report on 03/01/2011, which is the effective date of this appraisal.**

Landmark Appraisal Co.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>SUBJECT</th>
<th>COMPARABLE NO. 4</th>
<th>COMPARABLE NO. 5</th>
<th>COMPARABLE NO. 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>Airport Road</td>
<td>Highway 41</td>
<td>Miller Road</td>
<td>Highway 41</td>
</tr>
<tr>
<td>St. Clair</td>
<td>St. Clair</td>
<td>Vila Ridge, MO 63089</td>
<td>St. Clair, MO 63077</td>
<td>Vila Ridge, MO 63089</td>
</tr>
<tr>
<td>Property to subject</td>
<td>5.76 miles NE</td>
<td>1.38 miles SSW</td>
<td>2.50 miles SSW</td>
<td>1.80 miles SSW</td>
</tr>
<tr>
<td>Sales price</td>
<td>$350,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>Price/acre</td>
<td>$4,628</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$25,000</td>
</tr>
<tr>
<td>Data source</td>
<td>Inspection</td>
<td>Heritage Realty</td>
<td>Buyer, County Records</td>
<td>Inspection</td>
</tr>
<tr>
<td>Date of sale and time adjustments</td>
<td>Description</td>
<td>Adjustment</td>
<td>Adjustment</td>
<td>Description</td>
</tr>
<tr>
<td>Location</td>
<td>Urban</td>
<td>Suburban-near</td>
<td>Urban</td>
<td>Urban</td>
</tr>
<tr>
<td>Street</td>
<td>79.636 acres</td>
<td>5.12 acres</td>
<td>2.50 acres</td>
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<td>C-2</td>
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Landmark Appraisal Co.
Land Appraisal Report

Scope of Work, Assumptions and Limiting Conditions

Scope of work is defined in the Uniform Standards of Professional Appraisal Practice as "the type and extent of research and analysis in an assignment." In short, scoped work is simply what the appraiser did and did not do during the course of the assignment. It includes, but is not limited to, the extent to which the property is identified and inspected, the type and extent of data researched, the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of this appraisal and ensuing discussion in this report are specific to the needs of the client, other identified intended users and to the intended use of the report. The report was prepared for the sole and exclusive use of the client and other identified intended users for the identified intended use and its use by any other party is prohibited. The appraiser is not responsible for unauthorized use of the report.

The appraiser's certification appearing in this appraisal report is subject to the following conditions and to such other specific conditions as are set forth by the appraiser in the report. All extraordinary assumptions and hypothetical conditions are stated in the report and might have affected the assignment results.

1. The appraiser assumes no responsibility for matters of a legal nature affecting the property appraised or site therein, nor does the appraiser render any opinion as to the title, which is assumed to be good and marketable. The property is appraised as though under responsible ownership.

2. Any sketch in the report may show approximate dimensions and is included only to assist the reader in visualizing the property. The appraiser has made no survey of the property.

3. The appraiser is not required to give testimony or appear in court because of having made the appraisal with reference to the property in question, unless arrangements have been previously made thereto.

4. Neither all, nor any part of this report, copy or other media thereof (including conclusions as to the property value, the identity of the appraiser, professional designations, or the firm with which the appraiser is connected), shall be used for purposes by anyone but the client and other intended users as identified in this report, nor shall it be conveyed by anyone to the public through advertising, public relations, news, sales, or other media, without the written consent of the appraiser.

5. The appraiser will not disclose the contents of the appraisal report unless required by applicable law or as specified in the Uniform Standards of Professional Appraisal Practice.

6. Information, estimates, and opinions furnished by the appraiser, and contained in this report, are obtained from sources considered reliable and believed to be true and correct. However, no responsibility for accuracy of such information furnished by the appraiser is assumed by the appraiser.

7. The appraiser assumes that there are no hidden or unreported conditions of the property, subject, or situation, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions or for engineering or testing, which might be required to discover such factors. This appraisal is not an environmental assessment of the property and should not be considered as such.

8. The appraiser report should not be used to divide the condition of the property as it relates to the presence or absence of defects. The client is advised and encouraged to employ qualified experts to inspect and evaluate areas of concern. freeway conditions are discovered, the opinion of value may be affected.

9. Appraisals involving hypothetical conditions related to completion of new construction, repairs or alteration are based on the assumption that such completion, alteration or repairs will be completely performed.

Additional Comments Related To Scope Of Work, Assumptions and Limiting Conditions

[signature]
Appraiser's Certification

The appraiser(s) certifies that, to the best of the appraiser(s) knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The report analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are the appraiser(s)' professional, impartial, and unbiased.
3. Unless otherwise stated, the appraiser has no present or prospective interest in the property that is the subject of this report and has no personal interest with respect to the parties involved.
4. The appraiser has no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. The appraiser's engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. The appraiser's compensation for completing the assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value stated, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of the appraiser.
7. The appraiser's analyses, opinions, and conclusions were developed, and the report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
8. Unless otherwise stated, the appraiser has made a personal inspection of the property that is the subject of this report.
9. Unless noted below, no one provided significant or property appraisal assistance to the appraiser signing this certification. Significant real property appraisal assistance provided by:

Additional Certifications:

Definition of Value:

Market Value: 
Other Values: 


"Market value means the most probable price which a property should bring in a competitive and open market under all conditions comparable to a like sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Impairment in this definition is the consummation of a sale at a specific time and the passing of title from seller to buyer under conditions whereby:

1. buyer and seller are typically motivated;
2. both parties are well informed or well advised and acting in what they consider their own best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale."

"Definition is from regulations published by federal regulatory agencies pursuant to Title XI of the Financial Institutions Reform, Recovery, and Enforcement Act (FIRREA) of 1989 between July 5, 1990 and August 24, 1990.

ADDRESS OF THE PROPERTY APRAISED:
Airport Road
St. Clair, MO 63077

EFFECTIVE DATE OF THE APPRAISAL: 05/11/2011

APPROXIMATE VALUE OF THE SUBJECT PROPERTY: $453,000

APRAISER:

Signature:
KAREN J. KOOPMAN

Name: Karen J. Koopman
State Certification #: 2007008297
License #: 200700606

SUPERVISORY APPRAISER:

Signature:

Address of Missouri Board of Supervisory Appraisers:
PO Box 219
Springfield, MO 65805

Landmark Appraisal Co.

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ADDENDUM

DESCRIPTION OF SUBJECT LAND

Subject is located north of Interstate 44 just east of exit 240 off of I-44 within St. Clair city limits. It consists of three parcels of land, irregular in shape containing 21.68, 4.85 and 9.126 acres totaling 35.664 acres of land. The parcels have good frontage and visibility along the north side of I-44, however there is no direct access across of the east side of Highway 47 and airport Road which is a public rock road. The land is level and rolling. The eastern most parcel of 21.68 acres is approximately 25% wooded and 75% open. The 4.85 acre parcel is mostly open with trees lining the west side along I-44. The smaller parcel, 9.126 acres, has some trees on the south part with the remaining being open and grassy. None of the property appears to be located in a Flood Hazard area. There are some metal pole buildings and mobile home on the property, but according to the client these improvements are not to be included in this appraisal. However, the public utilities will be added as contributing value as most of the comparable properties also have utilities available or on site. Access is along a city maintained rock road and is close in proximity to Exit 240 off of I-44 which is a main east-west interstate running from St. Louis, through Missouri to Oklahoma.

COMPARABLE SALES - COMMERCIAL

Land Sale No. 1 - 2.06 acres at 657 Highway 47, Union, MO, sold on January 14, 2011 for $85,000 or $22,491 per acre. Land is located north of St. Clair on the north side of Highway 47 outside of Union city limits. It is mostly open area, grass, wetland, and wooded area, with no contributing value. Access is a public maintained, asphalt road. Verified by Prudential Select Properties, MLS #: 1003425.

Land Sale No. 2 - 2.11 acres on West Springfield Ave., Union, MO, sold on August 17, 2010 for $48,000 or $23,393 per acre. Located within city limits of Union, with city services. Level and open with some woods. Appraisal has public services. Zoned B-2, Highway Business District. Verified by Re/Max Service, MLS #: 711471.

Land Sale No. 3 - 1.47 acres at 528 Highway 47, St. Clair, MO, sold on March 1, 2010 for $285,750 or $76,607 per acre. Located outside of St. Clair city limits just across Hwy 47 from Airport Road. Land is level, pasture land with some wooded areas. Improvements include well, septic, electric and metal building with face brick. Estimate contributing value of building is $120,000 or $34,092 per acre. Access is by a county maintained asphalt road with good frontage. Zoned Highway Commercial Development. Verified by Integrity &c;,

Land Sale No. 4 - 5.12 acres on Highway 47, Villa Ridge, MO, sold on August 14, 2009 for $250,000 or $4,966 per acre. Located east of Hwy 30 and Hwy PP south east of St. Clair. Level and gently rolling pasture and some wooded area. Public asphalt road frontage with superior access but similar visibility from I-44. Public utilities on site. 12% adjustment was made for the market conditions for that date of sale. Verified by Re/Max Service.

Land Sale No. 5 - 2.20 acres on Miller Road, St. Clair, MO, sold on March 12, 2009 for $50,000 or $22,773 per acre. Located on the edge of the industrial Park located just west of Highway 47 north of St. Clair. Land is level and slopes up the rear with an open area. Similar zoning as subject, but much smaller lot. Access is by a city maintained asphalt road. City utilities with no other improvements. Verified by broker, county records and prior appraisal.

Land Sale No. 6 - Not used

LAND SALES - Vacant Land/Agricultural

Land Sale No. 7 - 20.52 acres on Pholes Ford Road, St. Clair, MO, sold on February 3, 2010 for $225,000 or $4,496 per acre. Located east of Hwy 30 and Hwy PP south east of St. Clair. Level and gently rolling pasture and some wooded area. Private rock road frontage. No improvements. Verified by Re/Max Service, MLS #: 10004761.

Land Sale No. 8 - 33.50 acres on Rockford School Road, St. Clair, MO, sold on June 19, 2009 for $140,000 or $4,270 per acre. Property is located just off of Hwy 47 south of St. Clair on the north side of Rockford School Road. Sloping and mostly wooded with two pastures divided by a wooded area. Large pond and totally white fronted. Access is along public, asphalt road. Verified by Galen Realty, MLS #: 9909979. Seller - Patricia Powell.

Land Sale No. 9 - 58.00 acres on North Highway 185 in Sullivan, MO, sold on April 16, 2008 for $256,000 or $4,033 per acre. Located within Sullivan City Limits, smaller parcel. Level lot, mostly wooded. Public asphalt road frontage along both sides of Hwy 185 (Emerald) and Emerald Road. City utilities available at street. Currently has electric, public sewer and well. No other improvements. Similar location and access as subject. Verified by Joanne Real Estate. Buyer - Armstrong. Seller - Allen.

VALUE CONCLUSION

In our research of land sales in the Union and St. Clair area, we searched in a large area to use sales as similar as possible and adjustments were made according to size, location, improvements on the parcels and frontages. Typically a larger parcel will sell for less per acre than a smaller parcel and a 10-20% adjustment was made for size. Also, the locations of some of the lots were considered influence as they were further from main entry roads and business centers and 5-10% adjustments were made. This minimizes parcel and appropriate adjustments were made accordingly. Sales 1-8 are consistent comparable sales, either within or close to city limits, however are much smaller than subject size. Comps 7-9 are vacant agricultural land and a "blended" rate will be determined using all 9 comparable sales.

Every effort was made to find the most recent and similar sales available in the subjects marketing area. All of the land sales are considered good comparables and have been adjusted accordingly. Due consideration was given to the fact that the subject is within city limits and has I-44 visibility but no sufficient access. The estimated value of the subject property is $12,000 per acre. Therefore,

35.664 acres @ $12,000 per acre = $428,392.00 or $440,500 rounded
Flood Map Legend

Flood Zones
- Areas inundated by 500-year flooding
- Areas outside of the 100- and 500-year floodplains
- Areas inundated by 100-year flooding
- Areas inundated by 100-year flooding with velocity hazard
- Roadway areas
- Roadway areas with velocity hazard
- Areas of undetermined but possible flood hazards
- Areas not mapped on any published FEMI Map

Flood Information

Community: 250463 - UNINCORPORATED AREA
Property is not in a FEMA special flood hazard area.
Map Number: 250463/0708
Panel: 01700
FIPS: 29071

Neither the National Flood Hazard Certification (NFHC) nor FEMI makes any representation or warranty to any party concerning the content, accuracy or completeness of this flood report, including any warranty of merchantability or fitness for a particular purpose. Neither NFHC nor FEMI nor the seller of this flood report shall have any liability for any loss or misuse of this flood report.

Washington, MO 63090, (636) 229-2731  fax. (636) 229-2733  www.landmerkmo.com
49.85 acre parcel looking south from west of central location

49.85 acre parcel looking north from west of central location

49.85 acre parcel looking west
Current improvements located on western portion of 49.85 acre parcel

Northern section of 49.85 acre parcel and 21.06 acre parcel looking north

West line of 21.06 acre parcel looking N
Looking south

East side of runway, 49.85 acre parcel looking north

Airport Road looking west
Frontage of subject along I-44 looking S
21.06 acre parcel

Frontage of subject along I-44 looking S
49.85 acre parcel
GENERAL WARRANTY DEED (Individual) -- The
Deed Writeth that on __, ___

Grantor: G. W. Pendleton and Mary V. Pendleton, Sr. of Mo,

Grantee:

For and in consideration of the sum of $___ and other valuable considerations,

the Grantor do and hereby grant, sell, convey and transfer unto

the Grantee, and to Grantee, his heirs, executors and assigns, the following land situated in Franklin County, Missouri, to-wit:

A tract of land in the 1st township, 2nd division,

Range 3 West of the 5th P.M., more fully described as follows: Commencing at an old monument stone in the northwest corner of said quarter section

thence South 45° 45' West on the west line of said quarter section a distance of 1,440 feet to an old iron pin, being the point of beginning of tract

herein described, thence South 45° 45' East 3,280 feet to a point, thence South 45° 45' North 1,440 feet to a point, thence South 90° West 2,250 feet

to a point in the west line of said Northwest quarter, thence South 45° 45' East on said west line 400 feet to the place of beginning, containing

The said Grantors reservation unto themselves, their heirs and assigns,

the right to ingress and egress over a strip of ground of the uniform width of 20 feet off the west side of the above described property, as long as

the same is not dedicated as a public street or road.

TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the same belonging unto the said

Grantee and to the heirs, successors and assigns of such Grantee forever. The said Grantors hereby covenant that

said Grantors, and the heirs, executors and administrators of said Grantors, shall and will WARRANT and Defend the title to the premises unto the said Grantee, and to the heirs, successors and assigns of such Grantee forever, against the lawful claims of persons, whether, however, the present or hereafter, and quiet title becoming a lien after the date of this deed.

IN WITNESS WHEREOF, the Grantor has hereunto set his hand this day and year above written.

[Signature]

[Signature]

STATE OF Missouri

County of Franklin

On the day of __, ____, before me personally appeared

[Signature]

[Signature]

In the presence of, and said to me, the duties of an officer, and said the foregoing Instrument and acknowledged that they

are the free and voluntary act and deed.

[Signature]

WITNESS, I have hereunto set my hand and affixed my official mark in the County and State aforesaid, the day and year above written.

[Signature]

[Date]
GENERAL WARRANTY DEED CORPORATION

Date: December 31, 1986

Grantee(s): Landus Development, Inc., a Missouri Corporation
Ed Landus, Inc., a Missouri Corporation

Grantee: City of St. Clair, a Municipal corporation

Address: City Hall, St. Clair, Missouri 63077

This Deed Witnesseth, that as of the above date, the above Grantee(s) for use and
consideration of the sum of ten and no dollars in good and lawful money, to be
paid as hereinafter set forth, have sold, conveyed and warranted to the above
Grantee(s), the tract of land and the premises above described, for the uses and
purposes to which the same is as aforesaid granted and warranted

The tract of land is located in the City of St. Clair, St. Clair County, Missouri, and
is bounded and described as follows:

1. Commenced at a point in the South line of said and South line of the
Southeast Quarter of Section Thirty, Township One (1) North, Range One (1) East
of the 4th Principal Meridian, described as follows: Beginning at an iron post in the
North line of said South line of the Southeast Quarter, thence South 30° 50' 42" East
1,739.01 feet from an iron post in the Northwest corner of said South line of the
Southeast Quarter, thence South 90° 19' 48" West 687.69 feet to an iron post, thence
South 70° 25' 46" East 379.85 feet to a point in the West line of the
North line of said South line of the Southeast Quarter, thence West 89° 25' 15"
82.75 feet to the point of beginning, containing 8.65 acres, more or less.

TO HAVE AND TO HOLD the same, together with all rights and appurtenances to the
same belonging, unto the said Grantee(s) and to the heirs of the above Grantee(s)
and their assigns.

The said Grantee(s) hereby warrant and forever defend the title to the said property,
and will WARRANT and DEFEND the title to the premises into the said
Grantee(s) and their heirs and assigns.

IN WITNESS WHEREOF, the Grantee(s) has or have caused these presents to be
acknowledged before me, the day and year first above written.

(Signature)

Robert Hancher - Secretary
Louise Landus - President

Ed Landus, Inc.,

(Signature)

Robert Hancher - Secretary
Louise Landus - President
QUALIFICATIONS OF KAREN J. KOOPMAN
Landmark Appraisal Co.
1403 East 5th Street
Washington, MO 63090
Phone (636) 239-2731 Fax (636) 239-2733
email - karen@landmarkmo.com

EDUCATION
University of Illinois, Champaign/Urbana, IL
Rockford Business College
National Association of Mortgage Brokers
Lowman & Company, National Real Estate Appraisal School
Foundations of Real Estate Appraisal
Appraising Single Family Residences
Principles of Capitalization
Real Estate Appraisal Applications
Forms Seminar
FHA Appraisals 2007
USPAP Update 2009
Appraising for the Secondary Market 2008
Supervision of a Trainee 2008
Missouri Appraisers Advisory Council (MAAC):
Fraud and Related Issues 2008
Appraising in a Declining Market 2009
MAACP Presentation 2009 & 2010
Cost Approach and the Missouri Appraiser 2010
Forms Seminar - 1004MC Form
Formatic Appraisals - 2011
Appraising Rural Properties - 2011
Income Approach to Valuation - 2011

PROFESSIONAL EXPERIENCE
Missouri General Appraiser’s License - #200708687 March 2007 to Present
Appraisal Apprentice - February 2004 - present
Appraisal Office Manager - February 2004 - December 2005
Mortgage Loan Processor - February 2006 - October 2007

PROFESSIONAL MEMBERSHIPS
National Association of Mortgage Brokers
Rockford Association of Franklin County

PARTIAL LISTING OF CLIENTS
Bank of Washington
First Bank
Rayland, Billington & Dongesey
Dept of HUD / Pemco
Bank of Sullivan
Citizen’s Bank
MO DOT
Bank of Franklin County
Zick, Voss & Polite
First State Community Bank

In addition, numerous appraisals done for municipalities, attorneys, insurance companies, estate
planning, farms and religious organizations.
APPRAISAL REPORT
OF

200 Airport Rd
St. Clair, MO 63077

PREPARED FOR

Rich Childers
City Administrator, City of St. Clair
1 Paul Hicks Dr.
St. Clair, MO 63077

AS OF
05/20/2011

PREPARED BY

Millington Appraisers, LLC
P.O. Box 884
Union, MO 63084
The undersigned has noted three recent sales of properties very similar in purpose and probable to subject and has considered these in the market analysis. The description includes a dollar adjustment reflecting market position to those terms of significant variation between the subject and comparable properties. A significant item in the comparable property is superior to one more favorable than the subject property, a minus (-) adjustment is made that reducing the calculated value of subject; if a significant item in the comparable is inferior to or less favorable than the subject property, a plus (+) adjustment is made that increasing the estimated value of the subject.

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<td>Manley Rd.</td>
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Savings or Financing

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<td>Vacant</td>
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</tr>
</tbody>
</table>

Comments on Market Data: Additional comparable sales were only added to further support the market value of the subject property, but these are considered dated sales and were not considered in the final estimation of market value for the subject property.
This appraisal report is subject to the scope of work, intended use, intended user, definition of market value, statement of assumptions and limiting conditions, and certifications. The appraiser may extend the scope of work to include any additional research or analysis necessary based on the complexity of this appraisal assignment.

**SCOPE OF WORK:** The scope of work for this appraisal is as follows: (1) Perform a complete visual inspection of the subject property, (2) Inspect the neighborhood, (3) Inspect each of the comparable sales from at least the street, (4) Research, verify, and analyze data from reliable public and/or private sources, and (5) Report his or her analysis, opinions, and conclusions in this appraisal report.

**INTENDED USE:** The intended use of this appraisal report is for the lender to evaluate the property that is the subject of this appraisal for a mortgage finance transaction.

**INTENDED USER:** The intended user of this appraisal report is the lender.

**DEFINITION OF MARKET VALUE:** The most probable price which a property should bring in a competitive and open market under all conditions equitable to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus, implicit in this definition is the consumption of sale as of a specified date and the passing of time from seller to buyer under conditions equitable: (1) buyer and seller are typically motivated, (2) both parties are well informed or well advised, and each acting in what he or she considers his or her own best interest, (3) a reasonable time is allowed for exposure in the open market, (4) payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property and is not affected by special or creative financing or sales concessions granted by anyone associated with the sale.

*Adjustments to the comparables must be made for special or creative financing or sales concessions. No adjustments are necessary for those costs which are normally paid by sellers as a result of tradition or law in a market area, or payments made to items of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property and is not affected by special or creative financing or sales concessions granted by anyone associated with the sale.*

**STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS:** The appraiser's certification in this report is subject to the following assumptions and limiting conditions:

1. The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it, except for information that he or she became aware of during the research involved in performing the appraisal. The appraiser assumes that the title is good and marketable and will not render any opinion about the title.

2. The appraiser has examined the available fixed maps that are provided by the Federal Emergency Management Agency (or other data sources) and has noted in this appraisal report whether any portion of the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.

3. The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements are so made beforehand or are otherwise required by law.

4. The appraiser has noted in his appraisal report any adverse conditions (such as the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject property or that he or she became aware of during the research involved in performing this appraisal. Unless otherwise stated in this appraisal report, the appraiser has no knowledge of any hidden or unreported deficiencies or adverse conditions of the property (such as, but not limited to, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) that would make the property less valuable and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the appraiser is not an expert in the field of environmental hazards, the appraisal report must not be considered as an environmental assessment of the property.

5. If the appraiser has based his or her appraisal report on a valuation conclusion for an appraisal subject to certain conditions, it is assumed that the conditions will be met in a satisfactory manner.
APPRAISER'S CERTIFICATION: The Appraiser certifies and agrees that:

1. I have, at a minimum, developed and reported this appraisal in accordance with the scope of work requirements stated in this appraisal report.

2. I performed a complete visual inspection of the subject property, reviewed the site characteristics in detail, and performed the appraisal in accordance with the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by The Appraisal Standards Board of The Appraisal Foundation, and that was in place at the time this appraisal report was prepared.

3. I developed my opinion of the market value of the real property that is the subject of this report based on the sales comparison approach to value. I have adequate comparable market data to develop a reliable sales comparison approach for this appraisal assignment.

4. I researched, verified, and reported on any current agreement for sale for the subject property, any offering for sale of the subject property in the twelve months prior to the effective date of this appraisal, and the prior sales of the subject property for a minimum of three years prior to the effective date of this appraisal unless otherwise indicated in this report.

5. I researched, verified, and reported on the prior sales of the comparable sales for a minimum of one year prior to the date of sale of the comparable sale, unless otherwise indicated in this report.

6. I selected and used comparable sales that are located, either physically or functionally, the most similar to the subject property.

7. I have made adjustments to the comparable sales to reflect the market's reaction to the differences between the subject property and the comparable sales.

8. I have verified, from a disinterested source, all of the information in this report that was provided by parties who have a financial interest in the sale or financing of the subject property.

9. I have knowledge and experience in appraising this type of property in this market area.

10. I am aware of and have access to, all the necessary and appropriate public and private data sources, such as multiple listing services, tax assessment records, public land records, and other such data sources for the area in which the property is located.

11. I have obtained all the information, estimates, and opinions furnished by other parties and expressed in this appraisal report from reliable sources that I believe to be true and correct.

12. I have taken into consideration the factors that have an impact on the value of the subject property, subject to the neighborhood, subject property, and the similarity of the subject property to adverse influences in the development of the market value. I have noted in this appraisal report any adverse conditions (such as, but not limited to, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) observed during the inspection of the subject property or that I became aware of during my research in preparing this appraisal. I have considered these adverse conditions in my analysis of the property value, and have reported on the effect of the conditions on the value and marketability of the subject property.

13. I have not knowingly withheld any significant information from the appraisal report and, to the best of my knowledge, all statements and information in this appraisal report are true and correct.

14. I stated in this appraisal report my own personal, unbiased, and professional opinion, options, and conclusions, which are subject only to the assumptions and limiting conditions in this appraisal report.

15. I have no present or prospective interest in the property that is the subject of this appraisal, and I have no present or prospective personal interest or bias with respect to the appraisal in the transaction. I did not receive, either partially or completely, any analysis or opinion of market value in this appraisal report or the actual, color, religion, sex, age, marital status, handicap, familial status, or national origin of either the prospective owner or occupant of the subject property or of the present owner or occupant of the properties in the vicinity of the subject property or on any other basis prohibited by law.

16. I have no employment and/or compensation for performing this appraisal or any future or anticipated appraisals was not conditioned on any agreement or understanding, written or otherwise, to which report (or present analysis supporting) a predetermination specific value or a predetermined minimum value, or the agreement that the value be the subject of a specific result or outcome of a specific appraiser's report. I have no financial interest or function in the appraisal that affects the appraisal, other than the appraisal of a specific property or the market conditions of a specific area of a specific type of property. I have not made any agreements to perform the tasks. I have not authorized anyone to make any changes to any item in this appraisal report, therefore, any change made to this appraisal is unauthorized and I will take no responsibility for it.

17. I have no financial interest in the subject property or any other property that is or may be reported in this appraisal report.

18. I have not participated in any way in the preparation of this appraisal report.

19. I have no present or prospective personal interest or bias with respect to the appraisal in the transaction.

20. The report includes all of the information, estimates, and opinions furnished by other parties and expressed in this appraisal report from reliable sources that I believe to be true and correct.
21. I am aware that any disclosure or distribution of this appraisal report by me or the lender/client may be subject to certain laws and regulations. Further, I am also subject to the provisions of the Uniform Standards of Professional Appraisal Practice that prohibit disclosure or distribution by me.

22. If the appraisal report was transmitted as an "electronic record" containing my "electronic signature," as those terms are defined in applicable federal and/or state laws (excluding audio and video recordings), or a facsimile transmission of the appraisal report containing a copy or representation of my signature, the appraisal report shall be as effective, enforceable and valid as if a paper version of the appraisal report were delivered containing my original handwritten signature.

SUPERVISORY APPRAISER'S CERTIFICATION: The Supervisory Appraiser certifies and agrees that:

1. I directly supervised the appraiser for this appraisal assignment, have read the appraisal report, and agree with the appraiser's analyses, opinions, statements, conclusions, and the appraiser's certification.

2. I accept full responsibility for the contents of this appraisal report including, but not limited to, the appraiser's analyses, opinions, statements, conclusions, and the appraiser's certification.

3. The appraiser identified in this appraisal report is either a sub-contractor or an employee of the supervisory appraiser (or the appraiser firm), is qualified to perform this assignment, and is acceptable to perform this assignment under the applicable state law.

4. This appraisal report complies with the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by the Appraiser Standards Board of The Appraisal Foundation and that were in force at the time this appraisal report was prepared.

5. If this appraisal report was transmitted as an "electronic record" containing my "electronic signature," as those terms are defined in applicable federal and/or state laws (excluding audio and video recordings), or a facsimile transmission of the appraisal report containing a copy or representation of my signature, the appraisal report shall be as effective, enforceable and valid as if a paper version of this appraisal report were delivered containing my original handwritten signature.

APRAISER
Signature
Name: Angela Milhous
Company Name: Millington Appraisals, LLC
Company Address: P.O. Box 834
Union, MO 63084
Telephone Number: 509-693-3710
Email Address: milhous@millingtonappraisals.com
Date of Signature and Report: 6/26/2011
Effective Date of Appraisal: 7/1/2011
State Certification #: 2004096837
or State License #: or Other (describe)
State: MO
Expiration Date of Certification or License: 7/31/2013
ADDRESS OF PROPERTY APPRAISED
200 Airport Rd.
St. Clair, MO 63077
APPRaised Value of Subject Property $400,000
LENDER/ClienT
Signature
Name: Rick Childress
Company Name: C & R Administration, City of St. Clair
Company Address: 1 Paul Parks Dr.
St. Clair, MO 63077
Email Address: rickchildress@cityofstclair.net

SUPERVISORY APPRAISER (ONLY IF REQUIRED)
Signature
Name
Company Name
Company Address
Telephone Number
Email Address
Date of Certification:
State Certification #: or State License #: or Other
Expiration Date of Certification or License:

SUBJECT PROPERTY
- Did not inspect subject property
- Did inspect exterior of subject property from street
- Did inspect interior and exterior of subject property
- Did inspect subject property

COMPARABLE SALES
- Did not inspect exterior of comparable sales from street
- Did inspect exterior of comparable sales from street
- Date of Inspection:

Produced by ClickFORMS Software www.ClickFORMS.net
Borrower: City of St. Clair Airport
Property Address: 205 Airport Rd
City: St. Clair
County: St. Clair
State: MI
Zip Code: 48077

Lender/Client: City Administrator/City of St. Clair
Client Reference #: 

Only three items checked: □ below apply to this report.

☐ The purpose of the appraisal is to provide an opinion of market value of the subject property as defined on behalf of the appraisal company facilitating the assignment for the referenced client as the intended user of the report. The only function of the appraisal is to assist the client mentioned in this report in establishing the market value for lending purposes. The use of this appraisal by anyone other than the stated intended user, or for any other use than the stated intended use, is prohibited.

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This is a Summary Report format and the USPAP Departure Rule has not been invoked. This is a Limited Appraisal written in a Summary Report format and the USPAP Departure Rule has not been invoked. This is a Limited Appraisal written in a Summary Report format and the USPAP Departure Rule has not been invoked. This is a Limited Appraisal written in a Summary Report format and the USPAP Departure Rule has not been invoked. This is a Limited Appraisal written in a Summary Report format and the USPAP Departure Rule has not been invoked. This is a Limited Appraisal written in a Summary Report format and the USPAP Departure Rule has not been invoked.

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☐ A reasonable marketing time for the subject property is 90 to 180 Day(s) utilizing market conditions pertinent to the appraisal assignment.
☐ A reasonable exposure time for the subject property is 3 Day(s).

I certify that, to the best of my knowledge and belief:

- The statements and data contained in this report are true and correct.
- The opinions, conclusions, and conclusions are limited only by the reported assumptions and limitations, and are not personal, impartial, and unbiased professional opinions, conclusions, and limitations.
- I have no present or prospective interest in the property that is the subject of this report, and no personal interest with respect to the property involved, unless otherwise stated in this report.
- I have no bias with respect to the property that is the subject of this report or the parties involved with this assignment.
- My compensation for this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for this assignment was not contingent upon developing or reporting predetermined results.
- All analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
- I have [X] or have not [ ] made a personal inspection of the property that is the subject of this report. If more than one person signs this report, the certification must clearly specify which individuals did and which individuals did not make a personal inspection of the property.
- No one provided significant professional property appraisal assistance to the person signing this certification. (There are exceptions, the name of each individual providing significant professional assistance must be stated.)
- In the case of any conflict with a client provided certification (e.g., Fannie Mae or Freddie Mac), the revised certification shall take precedence.
- Supervisory Appraiser's Certification: If a supervisory appraiser signed the appraisal report, the certifies and agrees that, I, already, supervise the appraiser who prepared the appraisal report, have reviewed the appraisal report, agree with the statements and conclusions of the appraiser, agree to be bound by the supervisory certifications numbered 3 or 5 on the second page of Freddie Mac Form 439 or Fannie Mae Form 10453.6, or the first page of Freddie Mac Form 8595 or Fannie Mae Form 10456-93, or the third page of Form 2002, and am taking full responsibility for the appraisal report.

APRAISER: 

Signature: 

SUPERVISORY APPRAISER (only Required):

Signature: 

USPAP compliance Addendum - Rev. 6/07

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Great City of St. Clair
Summary of Airport Ownership Documentation

Deed of Record:

April 1962: 24.77 Acres was purchased for $21,000 from Arthur Lewis et al.

May 1962: 17.68 Acres was acquired by the City from Marcel's.

April 1963: 12.62 Acres was acquired by the City from Meramec--Belmont Johnson Associates Ltd.

November 1963: 2.15 Acres was purchased by the City for $1,812.50 from Mantels.

November 1963: 1.24 Acres was purchased by the City for $1,000 from Gephardt.

February 1972: 13.06 Acres was acquired by the City from Evans.

December 1986: 8.006 Acres was acquired by the City from Loehr Investments Inc.

Total: 79.518 acres

Ordinance Records:

Ordinance #573 (November 1962): City to acquire 12.23 Acres through condemnation for airport.

Ordinance #582 (February 1963): Proposition 4 passes by the vote of 844 to 179 for a bond to be issued in the amount of $35,000 to establish and construct an airport.

Ordinance #596 (July 1963): Initial FAA Agreement for grant funding.

Ordinance #609 (April 1964): Initial FAA Agreement amended to reflect a grant of $66,691.00.

Ordinance #883 (May 1983): Airport property annexed into the City by a vote of 483 to 207.

Miscellaneous


June 29th, 2010

Produced by ClickFORMS Software www.ClickFORMS.net
Appraiser Qualifications

Education

East Central College
Associate Degree General Studies
Acquiring a Bachelor's Degree in Business Management
2010

International Association of Assessing Officers
Course #101 Fundamentals of Real Property Appraisals
2005

Lowman & Co., National Real Estate Appraisal School
National Uniform Standards of Professional Appraisal Practice
Real Estate Appraisal Applications
Real Estate Appraisal Methods
Principles of Capitalization
HP 13-4 Made Easy
Making Adjustments—How, When, & Where
2007

Missouri Real Estate Appraisers Commission
State General Real Estate Appraiser—Examination, Passed
2007

National Association of Independent Fee Appraisers
5.0 A Uniform Professional Standards of Practice
2008

Great Plains Appraisal Academy LLC
Statist, Modelling and Financing/Valuation of the Residential Appraisal
2008

National Association of Independent Fee Appraisers
5.0A 2010-2011 National USPAP Update
2010

Experience

Milton Appraisal—State Certified General Appraiser
2008–Present

Franklin County Assessor's Office—State Certified General Appraiser
2006–2011

Franklin County Highway Department—Records Clerk (part time)
2001–2005

Union Planters Bank—Bank Teller (part time)
2000–2004
DOCUMENTATION ITEM 11: WHAT PROCEEDS ARE EXPECTED FROM THE USE OR DISPOSITION OF THE PROPERTY AND WHAT WILL BE DONE WITH ANY NET REVENUES DERIVED?

Property is to be sold at Fair Market Value as noted above. Proceeds will be used to repay 100% of all grant obligations from past State and Federal airport funding. Excess funds, if any, will be used to provide essential services to the citizens of St. Clair, in partial compensation for 47 years of subsidizing airport existence.

DOCUMENTATION ITEM 12: A COMPARISON OF THE RELATIVE ADVANTAGE OR BENEFIT TO THE AIRPORT FROM SALE OR OTHER DISPOSITION AS OPPOSED TO RETENTION FOR RENTAL INCOME?

The facility is of absolutely no value for rental in its current usage, and unattractive as rental property without substantial development investment. There is neither reason nor benefit in investing sufficient funds into the airport to attempt to derive revenues in excess of operating expense while retaining the property as an airport. The site is landlocked, the runways are too short to ever accommodate jet traffic, the facility is sited dangerously close to an Interstate highway, and there are more than enough better equipped airports within a 30-mile radius.

Thus, the only benefit possible to the airport, and to general aviation, is to eliminate its operation and existence as an airport and reapply grant obligation repayments toward improving surrounding airports.

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PREFACE

The City of St. Clair, Missouri owns and operates the St. Clair Regional Airport. The Airport has been in operation since the mid-1960's and has been the recipient of federal and state grants for capital improvements, the last awarded in 2006.

At the request of its citizens, the St. Clair Board of Aldermen initiated action to obtain a release from its grant obligations as a first step toward closure of the Airport and re-use of the land resource to better stimulate the local economy and create employment opportunities. Discussions have been held with land developers that are ready to invest in such a program. It is noteworthy that the emergency medical air response provider, Air Evac Lifeteam, is based at the Airport and will remain in operation when a new use for the Airport land resource is implemented. The proximity of the Airport site to Interstate Highway 44 is a positive feature for this operator as it equally is for supporting a higher and better use for the Airport land resource. The planned growth corridor along Highway 47 immediately west of the Airport further supports an alternative use for this land resource.

The initiative being pursued by the City meets with favor and disfavor. Excluding the Air Evac Lifeteam, the remaining based aircraft owners seek to maintain the Airport and have the implicit support of the Federal Aviation Administration, Missouri Department of Transportation Aviation Section, and other aviation interest groups. Although none of these based aircraft owners reside within the City of St. Clair, they emphasize that the City made certain assurances to the federal and state governments to maintain and operate the Airport in perpetuity when it accepted grant funds to acquire parcels of land and avigation easements in 1983.

The City of St. Clair and its citizens present an opposing view that offers that federal grant assurances were important in the early years of airport development when the nation was converting its surplus military fields to civilian ownership and use. That was in the era of the late 1940's when general aviation was in its infancy as a market. In fact, it was only about 40 years after the Wright Flyer took wing at Kitty Hawk. The Civil Aeronautics Administration, forerunner to the current Federal Aviation Administration, implemented policies to ensure that these airports operated for the public welfare. Through the Federal Airport Act of 1946, Congress authorized the Civil Aeronautics Administration to assume responsibility for administering the federal aid to airports program, the first peacetime program of financial assistance aimed exclusively at promoting development of the nation's civil airports. Over time, the Federal Aviation Administration expanded on those policies and implemented a series of rules and regulations, in accordance with federal laws (Airport and Airway Development Act of 1970 and the Airport and Airway Improvement Act of 1982.) Regulations prepared by these federal agencies in response to the legislation essentially guaranteed the utility of publicly-owned airports receiving grant funding for a fixed amount of time (at least 20
years) and in perpetuity should such grants be used to acquire land or avigation easements.

These rules and regulations, which continue to be in effect, were appropriate for the times they were put into place and to promote the growth of general aviation. Today, however, the general aviation market that serves the types of users attracted to airports such as the St. Clair Regional Airport is markedly different. The current market can be considered as a mature marketplace, airports are located throughout the country, the general aviation pilot base is not expanding, and the sale of general aviation aircraft used for recreational and occasional business purposes has not been robust since 1982.

Despite these changes to the small, general aviation airport market, federal government regulations have not kept pace with today’s economic challenges. The federal government clings to the policies and regulations adopted over 40 years ago that is not totally relevant today. The industry has advanced and changed since the first series of regulations were implemented, but regulators continue to think that the regulations implemented in the late 1940’s or even the early 1970’s have relevance today. Times and needs change and it is appropriate that the federal (and state) government agencies charged with regulating general aviation get into synch with the real demands and needs of the general aviation market. The Federal Aviation Administration has commented that it lacks a strategic way to address general aviation.

One way that the federal and state governments have failed to keep pace is evidenced by a visual survey of the number of airports in certain locales. As one flies across the country, it is common to observe multiple airport facilities within 10 miles or less of one another. This has merit in highly developed and dense population centers where designated general aviation reliever airports have provided measurable benefits to the flow and management of air traffic demand. But, the same distribution has no place in rural areas of the country. The federal and state governments typically utilize a 30-minute ground travel time as one measure to substantiate the need for a general aviation airport. However, the service area so defined has been shown to have significant overlap with those of other airports. Quite simply, the federal and state governments have fostered an oversupply of general aviation airports in parts of the country.

This oversupply has led to the difficult task of distributing user funds to plan and improve the nation’s airport system. There are too few funds available for the task and as a result general aviation airports receive token levels of funding, and sometimes only for political reasons, as evidenced by the $150,000 annual entitlement available to all publicly-owned general aviation airports included in the National Plan of Integrated Airports Systems. There is not much that can be built at an airport for that sum, and it poses an unnecessary burden to administer. Rather than provide the requisite level of grant funding for a smaller number of key general aviation airports, the grant program is
administered to accommodate as many airports as possible. This leads to spreading projects over longer time spans and is actually a disservice to the flying public.

Another example to highlight the out-of-synch character of today's federal grant program, is the priority assigned to distributing the limited funds required to develop the existing general aviation infrastructure. Query small, general aviation airport owners today about their most pressing facility requirements and they will respond with need for more enclosed hangar storage. The capital cost of aircraft and their avionics makes protection from the elements a ever increasing major concern for aircraft owners. Yet, federal policies place the lowest level of priority on such terminal area projects. It is not surprising to visit a general aviation airport in any part of the country today and observe new airfield and ramp pavements leading to dilapidated terminal buildings and hangars that have long seen the end of their useful lives. Public owners of these facilities have not, for many years and especially in the most recent two years, had the financial luxury or wherewithal to replace these structures at costs that allow for a return of capital. Nor has the private sector. Instead, these facilities are left to deteriorate or receive cosmetic fixes. Only the most progressive local governments supporting relatively active general aviation airports have seen fit to provide attractive terminal area facilities and amenities. In the current economic environment, this has been more difficult to achieve and many communities, especially those whose airports cater to recreational use, are not considering or have been able to attract such investments.

Simply put, the policies of the past are no longer valid and need to be revisited and revised to meet current and projected future needs with respect to a viable general aviation airport industry. Communities that initially invested in their airport should have the opportunity to change direction. The general aviation industry should push for capital improvements at airports where the return on investment is the highest. Outdated thinking that ties a community to operate an airport in perpetuity because user funds were applied to purchase land or an easement should be abandoned. Even the 20-year requirement for capital improvements is excessive. The federal and state governments should apply user funds to those communities that need and want access to the air transportation network within their boundaries, or be left to suffer the consequences whatever those may be. One consequence may be the need to drive all of 30 minutes to another airport.

Communities that seek an early opt-out of the airport business should be free to do so, but under certain conditions. A key compromise to settle this dilemma is to return the federal investment in a way that benefits civil aviation. In fact, current regulations provide for a release from federal obligations at the discretion of the Secretary of Transportation in just such a manner. It could posited that the net proceeds from the sale or other disposition of the airport land resource be returned to the federal government and not retained by the local community. This is irrespective of the amount
of past federal investment in the airport. When state grant funding has been a factor, the returned funds should be distributed on a pro rata basis.

If the status quo is retained, the net effect will be a deterioration of the airport in question. Although common operating areas funded with grants are required to be maintained and operated as mandated by one of many grant assurances, there is no requirement for terminal area facilities such as hangars and fuel to be provided or maintained. In fact, there is no requirement that the airport be staffed. Further, communities that no longer support their airport will not seek future federal or state grants in order to avoid an extension of their obligation status. These airports will realize a decreasing share of the regional aircraft activity until they serve no real usefulness other to provide open space. The onus of grant obligations and assurances can have the reverse impact than might otherwise been intended and demonstrates the ineffectiveness of the regulations and creates disincentives for local investment in the airport. When essential common use operating areas funded with grants are in need of repair and maintenance, obligated airports are likely to delay such improvements to the maximum extent possible so as to not burden their local budgets. Federal and state control in these instances may be slow to enforce such improvements and ultimately prove to be ineffective. If these maintenance expenses are eventually incurred, they will be passed along as increases in user rates and charges, in keeping with other grant assurances that the airport be financially operated on as self-sustaining a basis as is practical and reasonable. These increased, airport operating costs will then be distributed among a decreasing client user base, resulting in higher unit operating costs, and further lessening the demand level in an ever downward spiraling sequence of cause and effect.

The City of St. Clair is taking the bold initiative to obtain a release from grant obligations. It is anticipated that other communities will move in a similar fashion. Federal agency adherence to policies that were well intentioned 40 years ago are misplaced today. Both federal and state governments need to implement smaller, less costly and more accountable programs. It is imperative that federal and state legislators, the agencies that they oversee, and those that carry out the relevant regulations recognize this imbalance and take responsible action, especially in view of current economic conditions that are not projected to return to "normal" levels for several years. Let the City of St. Clair, Missouri in the heartland of the United States be the test case. The City is ready to negotiate a fair settlement of the issue. If not now, when?
Chapter 1

ST. CLAIR REGIONAL AIRPORT

SETTING

The St. Clair Regional Airport is located in the north-central area City of St. Clair, Missouri. The facility is bounded by commercial development to the north, Interstate Highway 44 to the east, low density residential to the south and State Route 47 to the west as illustrated in Figure 1-1. A stream runs along the eastern boundary of the Airport and all terminal area facilities development on the Airport is west of the single Runway 2-20. Terrain elevations rise gradually toward the east, south and west of the Airport and then lower in elevation.

Figure 1-1  St. Clair Regional Airport
AIRPORT USE

St. Clair Regional Airport serves as a base for 15 based, single-engine aircraft owned by private individuals and 1 rotary wing aircraft that is utilized solely for emergency response/medical evacuation services and operated by Air Evac Lifeteam on a 24/7 basis. According to data reported to the Federal Aviation Administration, the Airport accommodated 3,820 aircraft operations (takeoffs and landings) in the 12-month period ending July 31, 2009.

The Airport is owned and operated by the City of St. Clair and with exception of hangar storage facilities owned by the City, there are no services provided to users of the Airport. Chapter 2 provides additional information about the facilities at the Airport and area airports.

The Airport is typically used for recreational and personal flights; occasional operations may be conducted by light aircraft utilized to transport personnel for business purposes. Additionally, Air Evac Lifeteam operates its Bell 206 Long Ranger helicopter on an on-call basis.

Aircraft owners that base at the Airport reside in the Missouri localities listed in Table 1-1. The Air Evac Lifeteam provides living quarters for personnel on duty at the Airport and this situation is not reflected in Table 1-1. None of the based aircraft owners reside in the City of St. Clair, and one-half of these owners travel more than 20 miles or 30 minutes to reach the St. Clair Regional Airport.

<table>
<thead>
<tr>
<th>City</th>
<th>Number of Based Aircraft Owners</th>
<th>To St. Clair Regional Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Distance (sm)</td>
</tr>
<tr>
<td>Catawissa</td>
<td>1</td>
<td>21.3</td>
</tr>
<tr>
<td>High Ridge</td>
<td>1</td>
<td>34.6</td>
</tr>
<tr>
<td>Kirkwood</td>
<td>1*</td>
<td>39.8</td>
</tr>
<tr>
<td>Manchester</td>
<td>1</td>
<td>38.0</td>
</tr>
<tr>
<td>Pacific</td>
<td>2</td>
<td>19.2, 16.7</td>
</tr>
<tr>
<td>Location</td>
<td>Count</td>
<td>Distance 1</td>
</tr>
<tr>
<td>---------------</td>
<td>-------</td>
<td>------------</td>
</tr>
<tr>
<td>St. Louis</td>
<td>1</td>
<td>44.3</td>
</tr>
<tr>
<td>Sullivan</td>
<td>1</td>
<td>10.5</td>
</tr>
<tr>
<td>Sunset Hills</td>
<td>1*</td>
<td>40.4</td>
</tr>
<tr>
<td>Union</td>
<td>3</td>
<td>4.1, 7.2, 8.3</td>
</tr>
<tr>
<td>Villa Ridge</td>
<td>1</td>
<td>10.7</td>
</tr>
<tr>
<td>Wentzville</td>
<td>1</td>
<td>40.0</td>
</tr>
</tbody>
</table>

* Shared ownership in three aircraft

Distances and travel times based on street addresses of based aircraft owners as developed utilizing [www.yahoo.com](http://www.yahoo.com)
Chapter 2

COMPETITIVE ASSESSMENT

INTRODUCTION

The St. Clair Regional Airport is situated centrally within a grouping of principally four airports that offer comparable and competing services to the general aviation market of based and transient aircraft owners and operators. Figure 2-1 illustrates the relative setting of these airports.

Figure 2-1  Area Competing Airports
Table 2-1 presents ground travel distances and times between St. Clair Regional Airport and the four area competing airports.

<table>
<thead>
<tr>
<th>Ground Travel Data</th>
<th>St. Clair Regional Airport (K39)</th>
<th>Distance (sm) and Direction</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cuba Municipal Airport (UBX)</td>
<td>34.8 SW</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>Sullivan Regional Airport (UUV)</td>
<td>17.0 SW</td>
<td></td>
<td>21</td>
</tr>
<tr>
<td>Washington County Airport (8WC)</td>
<td>43.6 SE</td>
<td></td>
<td>58</td>
</tr>
<tr>
<td>Washington Regional Airport (FYG)</td>
<td>16.1 N</td>
<td></td>
<td>24</td>
</tr>
</tbody>
</table>

Distances and travel times based on street addresses of airports as developed utilizing www.yahoo.com

Table 2-1 on the following page presents a comparative summary of the key facilities, services and setting of the St. Clair Regional and its competing airports. QED conducted site visit to each of the airports and obtained data from the airport operator/manager as well as published information to prepare Table 2-2. The following observations may be made from the data presented in Table 2-2:

<table>
<thead>
<tr>
<th>AREA AIRPORTS COMPETITIVE STATUS</th>
<th>St. Clair Regional</th>
<th>Cuba Municipal</th>
<th>Sullivan Regional</th>
<th>Washington County</th>
<th>Washington Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item</td>
<td>Airport K39</td>
<td>Airport UBX</td>
<td>Airport UUV</td>
<td>Airport 8WC</td>
<td>Airport FYG</td>
</tr>
<tr>
<td>Ownership</td>
<td>Public</td>
<td>Public</td>
<td>Public</td>
<td>Public</td>
<td>Public</td>
</tr>
<tr>
<td>Runway Length x Width</td>
<td>3198 x 60</td>
<td>3420 x 60</td>
<td>4500 x 75</td>
<td>4000 x 60</td>
<td>5000 x 75</td>
</tr>
<tr>
<td>Runway Surface</td>
<td>Paved - Good</td>
<td>Paved - Good</td>
<td>Paved - Good</td>
<td>Paved - Good</td>
<td>Paved - Good</td>
</tr>
<tr>
<td>Runway Lighting</td>
<td>MIRL</td>
<td>MIRL</td>
<td>MIRL</td>
<td>MIRL</td>
<td>MIRL</td>
</tr>
<tr>
<td>Instrument Approach</td>
<td>None</td>
<td>Circling 617 - 1</td>
<td>LPV 250 - 1</td>
<td>LNAV 404 - 1</td>
<td>LPV 338 - 1¼</td>
</tr>
<tr>
<td>Annual Aircraft Operations (est.)</td>
<td>3,820 (7/31/09)</td>
<td>1,960 (3/31/10)</td>
<td>12,890 (3/31/10)</td>
<td>1,040 (3/11/08)</td>
<td>21,500 (7/31/09)</td>
</tr>
<tr>
<td>Based Aircraft</td>
<td>SE - 15</td>
<td>SE - 21</td>
<td>SE - 26</td>
<td>SE - 13</td>
<td>SE - 36</td>
</tr>
<tr>
<td></td>
<td>ME - 0</td>
<td>ME - 1</td>
<td>ME - 3</td>
<td>ME - 1</td>
<td>ME - 8</td>
</tr>
<tr>
<td></td>
<td>Jet - 0</td>
<td>Jet - 0</td>
<td>Jet - 0</td>
<td>Jet - 1</td>
<td>Jet - 0</td>
</tr>
<tr>
<td></td>
<td>Rotary - 1</td>
<td>Rotary - 0</td>
<td>Rotary - 1</td>
<td>Rotary - 1</td>
<td>Rotary - 0</td>
</tr>
<tr>
<td>Total - 16</td>
<td>Total - 22</td>
<td>Total - 30</td>
<td>Total - 15</td>
<td>Total - 38</td>
<td></td>
</tr>
</tbody>
</table>

Hangar Storage (spaces)

T-Hangar (enclosed) 10 (sliding) & 10 (swing) 10 (bi-fold) & 10 (sliding) 26 (bi-fold) 10 (bi-fold) 24 (bi-fold)
<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Shade T-Hangar</strong></td>
<td>9</td>
<td>0</td>
<td>10</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>Community</strong></td>
<td>NA</td>
<td>5</td>
<td>NA</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td><strong>Private</strong></td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>3</td>
</tr>
</tbody>
</table>

**Tiedown Fees ($ / month)**

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Based - paved</td>
<td>NA</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>60</td>
</tr>
<tr>
<td>Based - turf</td>
<td>NA</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Transient</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

**Hangar Fees ($ / month)**

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T-Hangar (enclosed)</strong></td>
<td>155 &amp; 100</td>
<td>75 - 85 &amp; 125 - 150</td>
<td>135 - 185</td>
<td>125 - 150</td>
<td>140 - 220</td>
</tr>
<tr>
<td><strong>Shade T-hangar</strong></td>
<td>60</td>
<td>NA</td>
<td>66</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>Community</strong></td>
<td>NA</td>
<td>125</td>
<td>NA</td>
<td>75</td>
<td>NA</td>
</tr>
<tr>
<td><strong>Spaces available</strong></td>
<td>5 (enclosed) &amp;</td>
<td>Yes (2)</td>
<td>6 (Shade T-Hangar)</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**Waiting List (number)**: No, Yes (1-2), No, Yes (2), Yes (18)

**Fuel ($/gal)**

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Avgas</td>
<td>NA</td>
<td>3.79</td>
<td>Self-serve pump</td>
<td>4.19</td>
<td>Self-serve pump</td>
</tr>
<tr>
<td>Jet-A</td>
<td>NA</td>
<td>NA</td>
<td>3.56</td>
<td>Self-serve pump</td>
<td>3.50</td>
</tr>
</tbody>
</table>

**Services**

<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
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<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of FBOs</td>
<td>No</td>
<td>No</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Flight training</td>
<td>No</td>
<td>Yes</td>
<td>Individual</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Major maintenance</td>
<td>No</td>
<td>Yes</td>
<td>Scheduled</td>
<td>Yes</td>
<td>Yes</td>
<td>Scheduled</td>
<td>Yes</td>
</tr>
<tr>
<td>Minor maintenance</td>
<td>No</td>
<td>Yes</td>
<td>Scheduled</td>
<td>Yes</td>
<td>Yes</td>
<td>Scheduled</td>
<td>Yes</td>
</tr>
<tr>
<td>Special</td>
<td>No</td>
<td>No</td>
<td>Medevac</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**Hours of Operation**

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>24-Hour</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Federally-Obligated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Break-Even Financial Operations</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Planned Improvements**

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>Partial parallel TW</td>
<td>Land acquisition</td>
<td>Parallel TW</td>
<td>T-Hangars</td>
<td>Replace T-Hangar</td>
</tr>
<tr>
<td><strong>Expansion Potential</strong></td>
<td>Airfield - Fair</td>
<td>Airfield - Good</td>
<td>Airfield - Fair</td>
<td>Airfield - Fair</td>
<td>Airfield - Good</td>
</tr>
<tr>
<td><strong>Terminal - Fair</strong></td>
<td>Terminal - Good</td>
<td>Terminal - Good</td>
<td>Terminal - Good</td>
<td>Terminal - Good</td>
<td>Terminal - Good</td>
</tr>
</tbody>
</table>

**Note:** Data presented based on airport site visits conducted in October 2010.
1. Airside facilities (runway and taxiway pavements and edge lighting) at each airport are in good, operable condition.

2. St. Clair Regional Airport is the only airport without an instrument approach capability.

3. Runway lengths at Sullivan Regional and Washington County airports accommodate corporate light jet aircraft operations; Washington Regional Airport is also utilized by large corporate jets.

4. Annual aircraft operations estimates indicate relatively low volumes of activity for all but the Washington Regional Airport.

5. The five airports serve as a base for 121 aircraft, of which about 60 percent are accommodated at the Sullivan Regional and Washington Regional airports.

6. Emergency response/medevac operators are based at St. Clair Regional and Sullivan Regional airports.

7. Nearly all aircraft are stored in hangar facilities (enclosed T-, open shade, community or private. The condition of these facilities varies among the airports from good to poor. Of the 20 available enclosed T-hangar spaces, 5 are available for lease. All the spaces in the open shade hangar are also available.

8. Fees for aircraft storage in hangar facilities are comparable among the airports with higher rates charged for multi-engine aircraft based at the Washington Regional Airport.

9. All the airports are operational on a 24-hour basis through the use of pilot controlled airfield lighting. Fixed base operator services, where provided, are provided primarily during normal business hours.

10. Aside from the St. Clair Regional Airport, the availability of fuel is good. Two airports offer a self-serve fueling capability; the other airports will fuel on an on-demand basis.

11. The availability of aircraft maintenance services varies from none at St. Clair Regional, to a quasi-scheduled and full-time basis.

12. Airport owner representatives contacted indicated that the airports are operating at about a breakeven basis, which result can vary from year to year. However, capital projects require appropriations from the owning public agency budgets.

13. With the exception of the Washington County Airport, all the airports are included in the National Plan of Integrated Airport Systems and have received federal grants for capital improvements.
14. With the exception of the St. Clair Regional Airport, all the airports are contemplating and planning for the expansion of facilities. These include runway extensions, full or partial parallel taxiways, hangar facilities and land acquisition. The time frame for implementation is dependent on the availability of federal and/or state grant funding.

15. Expansion potential at the airports for airside and terminal area improvements range from poor to good depending on the topography of the planned site area and land availability.

16. The airports and their land use compatibility settings are favorable. Where there is residential development nearby, it is low density in character. Other uses include a mix of industrial and commercial uses.

The annotated images presented below and on the following pages are intended to provide the reader with additional reference to the area competing airports. They also offer a useful means to compare similar use facilities among the airports.
Environmental and construction challenges to parallel taxiway extension looking south (left) and north (right) along taxiway centerline.

Sliding door T-hanger on right – good condition
Swing door T-hanger on left – poor condition

Taxi lane – poor condition

Swing door T-hanger and pavement – poor condition
Swing door T-hanger – poor condition
Unoccupied 9-position shade hangar -- poor condition

Taxiway and transient aircraft apron -- fair condition

Air Evac Lifeteam landing pad, ramp, helicopter hangar (left) and fuel storage facility

Airport offices (closed) and maintenance hangar -- poor condition

Airport entrance road -- poor condition
CUBA MUNICIPAL AIRPORT IMAGE

Approach to Runway 13 – generally clear

Approach to Runway 36 – generally clear

Pivot door Community hanger – good condition
Apron pavement – good condition

Bi-fold door South T-hangar – good condition
Taxi lane pavement – good condition

Sliding door North T-hangar – fair condition

Transient aircraft apron – good condition
SULLIVAN REGIONAL AIRPORT IMAGES

- Airport administrative building – good condition
- Self-service fuel pump – good condition
- Maintenance hangar – good condition
- Apron pavement – good condition
- Set of bi-fold door T-hangars – good condition
- Taxi lane pavement – good condition
- Approach to Runway 6 – generally clear
- Warehouse and roadway limit runway extension
- Approach to Runway 24 – generally clear
WASHINGTON COUNTY AIRPORT IMAGES

Shade T-hangar and taxiway – good condition

Self-service fuel pump and kiosk – good condition

Based and transient aircraft apron – good condition; administration building in background – good condition

Approach to Runway 2 – generally clear

Approach to Runway 20 – generally clear
Challenges to construction of parallel taxiway – looking north (left) and south (right) on potential taxiway centerline.

Private hangar and base/transient apron – good condition

Bi-fold door T-hangar – good condition

FBO hangar and Airport offices – good condition

Fuel pump – good condition
WASHINGTON REGIONAL AIRPORT IMAGES

Approach to Runway 15 – generally clear

Approach to Runway 33 – generally clear

Eastern branch of the Missouri River to the west has caused Airport flooding

Two rows of bi-fold door T-hangers – good condition
Tonnage – good condition

Community hangar and Airport offices – good condition

Based and transient aircraft apron – good condition
CONCLUSION

There are several airports in the vicinity of the City of St. Clair that offer services that specifically cater to the needs of general aviation. Certain of these airports, notably the Sullivan Regional and Washington Regional airports, provide a higher level of responsiveness in terms of facilities and services offered than that at the other airports and attract more based and transient users.

Comparatively, St. Clair Regional Airport offers the least attractive facilities in terms of runway length, taxiways, instrument approach capability, hangar storage and user services than any of the other airports in the region. The fact that there is a shortage of enclosed hangar spaces in the region, with available spaces only at the St. Clair Regional Airport, offers a market demand perspective on the attractiveness of basing an aircraft at this facility.
Chapter 3

AIRPORT PLANS

INTRODUCTION

A cooperative effort among airport owners, regional planning institutions, state aviation agencies and the Federal Aviation Administration (FAA) to foster the demand and provide the requisite level of airport facilities has existed for many years in the United States. This has included planning for the future and provision of funding to implement the strategic vision. Planning occurs at each level through the preparation of airport master or layout plans; regional and state airport and aviation system plans, and the FAA's National Plan of Integrated Airport Systems. The collective vision of those engaged in the continued development and improvement of the airport infrastructure is reflected in these planning documents. It is useful for the purposes of this study to highlight the key findings and recommendations for each of the five airports that provide access to the air transportation system for the residents and businesses of the City of St. Clair, Missouri.

AIRPORT AND RELATED PLANNING INITIATIVES

The following sections present the key data from airport and community plans that are pertinent to describing public intent with respect to the future development of the five airports presented in this report.

City of St. Clair and Franklin County

The City of St. Clair received a grant of federal funds administered through the State of Missouri Department of Transportation Aviation Section in 2004 to prepare an airport layout plan for the St. Clair Regional Airport. The comprehensive set of airport layout plan drawings were completed in March 2010. The 20-year plan provides for an 800-foot extension to the north and widening of Runway 2-20 to 75 feet; and the construction of 50 new T-hangars on land to be acquired west of the existing terminal area. The airport layout plan has not been approved by the City of St. Clair Board of Aldermen.

The City of St. Clair Envision 2020 Comprehensive Plan does not address future development of the St. Clair Regional Airport. Future land use plans depict the area occupied by the Airport as changed from quasi-public/public to commercial. Similarly, the Franklin County 2010 Master Plan does not present an independent assessment of improvement projects needed at the Airport, and relies on the St. Clair Regional, Sullivan Regional and Washington Regional airports to meet the general aviation demands for residents and businesses of the county.
**State of Missouri**

The Missouri State Airport System Plan (SASP) was published in 2005 and presents, among other topics, an assignment of airport role classifications within the system and an overview airport development needs at each of the recommended system of airports. The system plan base year was 2002 and the planning horizon extended to the year 2022. The text and tables below describe the key findings for the five airports that can potentially meet the general aviation air transportation needs of the St. Clair community.

**Airport system role classifications identified in the SASP include:**

- **Commercial** – Accommodate the highest level of general aviation activity and serve major population centers. All existing airports with scheduled commercial airline service, FAA-designated reliever airports, and Federal Aviation Regulations Part 139 airports are included in this classification.

- **Regional** – Serve primarily general aviation activity, with a focus on aircraft utilized for business. These airports accommodate small business jet and multi-engine aircraft, and have a significant role in supporting local and regional economies.

- **Business** – Focus on providing aviation access for small businesses, recreational and personal flying activities. The airports serve a supplemental contributing role for the local community.

- **Community** – Primarily serve recreational and personal flying activities for communities and provide a contributing role in the local economy.

The Sullivan Regional and Washington Regional airports are classified as regional airports in the SASP. A business classification is assigned to the Cuba Municipal, St. Clair Regional and Washington County airports.

Table 3-1 presents a summary of projections of based aircraft at each of the five airports under consideration. The base year is 2002 and despite the significant changes to the airport and aviation industry that have occurred, notably the recent recession impacts since 2008, some airports have attracted less or more than the projected values. Exact causes for the variances are not available; however, it can be surmised that the quality and pricing of services that are provided at a particular airport have a significant impact on where owners opt to base their aircraft. This is evident from the data presented for the St. Clair Regional Airport where other than the provision of hangar spaces no services are provided. Conversely, the Washington County Airport has tripled its based aircraft count since 2002, which may be due to improvements to the runway surface pavement and level of services provided. For the convenience of the reader, current based aircraft levels are included in Table 3-1.
Annual aircraft operations (takeoffs and landings) projected at each of the five airports in the SASP are presented in Table 3-2, which includes the estimates reported on FAA Form 5010-1 from an intervening year in the forecast horizon. Although current activity levels may not track with the annual projections developed in 2002 for each airport, overall they demonstrate relatively low volumes. Thus, there is no need to construct additional runways to increase airfield capacity. In fact, the airfield capacity of a single runway at an uncontrolled airport is sufficient to meet the combined demands of the five airports at one facility.

### Table 3-1

<table>
<thead>
<tr>
<th>Airport</th>
<th>Current (Date Indicated)</th>
<th>Base Year</th>
<th>SASP Projection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cuba Municipal</td>
<td>22 (3/31/10)</td>
<td>23</td>
<td>24</td>
</tr>
<tr>
<td>St. Clair Regional</td>
<td>16 (7/31/09)</td>
<td>35</td>
<td>38</td>
</tr>
<tr>
<td>Sullivan Regional</td>
<td>30 (3/31/10)</td>
<td>39</td>
<td>42</td>
</tr>
<tr>
<td>Washington County</td>
<td>15 (3/11/08)</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Washington Regional</td>
<td>38 (7/31/09)</td>
<td>34</td>
<td>37</td>
</tr>
</tbody>
</table>

### Table 3-2

<table>
<thead>
<tr>
<th>Airport</th>
<th>Current (Date Indicated)</th>
<th>Base Year</th>
<th>SASP Projection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cuba Municipal</td>
<td>1,960 (3/31/10)</td>
<td>1,650</td>
<td>1,800</td>
</tr>
<tr>
<td>St. Clair Regional</td>
<td>3,820 (7/31/09)</td>
<td>10,000</td>
<td>11,500</td>
</tr>
<tr>
<td>Sullivan Regional</td>
<td>12,890 (3/31/10)</td>
<td>10,000</td>
<td>10,400</td>
</tr>
<tr>
<td>Washington County</td>
<td>1,040 (3/11/08)</td>
<td>2,914</td>
<td>3,200</td>
</tr>
<tr>
<td>Washington Regional</td>
<td>21,500 (7/31/09)</td>
<td>26,648</td>
<td>28,700</td>
</tr>
</tbody>
</table>

### Federal Aviation Administration

The FAA completes its National Plan of Integrated Airport Systems (NPIAS) on a two-year cycle. The NPIAS is generally a compilation of individual airport master/layout plans, and regional and state airport and aviation systems that the FAA uses to establish funding needs for implementation of eligible projects within its annual airport improvement program (AIP.) The list of eligible projects for FAA grant funding is complex. Simply stated, nearly all airfield and common use apron areas are eligible projects. Improvements such as hangars and terminal buildings are eligible under certain demanding conditions. The FAA uses the NPIAS as one input to the budgeting and appropriations actions taken by the Congress. The current NPIAS for the Fiscal
Years 2011 – 2015 identifies 3,352 existing, public-use airports of the 5,179 public-use airports in the country for inclusion in the national system and their development costs for eligible projects total $52.3 billion over the next 5 years. Of these totals, existing, public-use general aviation account for 2,560 airports and nearly $11.2 billion in capital investments for the 5-year period.

Chapter 4 addresses NPIAS issues with respect to the objectives of this study in more detail. At this juncture, it is appropriate to indicate that each of the five airports included in this study with the exception of the Washington County Airport is included in the NPIAS as general aviation airports. The current NPIAS lists the anticipated 2011-2015 five-year capital investments as follows:

**Cuba Municipal Airport** – $2,680,000

**St. Clair Regional Airport** – $1,371,500

**Sullivan Regional Airport** – $7,072,000

**Washington Regional Airport** – $3,700,000

Washington County Airport is not included in the NPIAS because it is located within 20 statute miles of an existing NPIAS airport and did not have at least 10 based aircraft when the current NPIAS was formulated. The Missouri SASP states that if the activity levels increase and the Washington County Airport makes the request, the state may support a recommendation that it be included in the NPIAS. The current status of such a request is not known; however, the Airport has since served as a base for more than the qualifying 10 aircraft.

**Airport Development Plans**

Discussions with the operators of the four competing area airports indicate that each has plans for continued improvement of the facilities. These are highlighted below. The timing of implementation of these improvements is not certain as nearly all are dependent on federal and/or state funding. However, with the exception of the St. Clair Regional Airport, there is a conscious effort being made to realize these improvements as conditions permit.

**Cuba Municipal Airport** – Construct a partial parallel taxiway; replace the existing north T-hangar and construct an additional T-hangar; and extend the runway 400 feet

**St. Clair Regional Airport** – Acquire land to construct additional T-hangars; extend runway 800 feet (plan not approved by City)

**Sullivan Regional Airport** – Acquire land and improvements to extend runway 500 feet
Washington County Airport – Relocate hangar to allow construction of parallel taxiway and construct additional hangar facilities

Washington Regional Airport – Remove private hangar and provide replacement facility and additional hangars; elevate apron area to mitigate potential flooding impacts; and encourage private hangar development

**Airport Ability To Meet Service Role**

The Missouri SASP presents the minimum facility requirements associated with each airport role classification. Deficiencies in compliance to meet these minimum requirements of the five airports included in this study is summarized in Table 3-3 and Table 3-4. This allows an assessment of the feasibility of each airport to meet its intended classification.

<table>
<thead>
<tr>
<th>Facility Criterion</th>
<th>Regional Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sullivan Regional</td>
</tr>
<tr>
<td>Runway Length</td>
<td>5,000'</td>
</tr>
<tr>
<td>Runway Width</td>
<td>75'</td>
</tr>
<tr>
<td>Taxiway</td>
<td>Full parallel</td>
</tr>
<tr>
<td>Navigational Aids*</td>
<td>RB, WC/SC, REILS, VGSI</td>
</tr>
<tr>
<td>Approach Type</td>
<td>Nonprecision</td>
</tr>
<tr>
<td>Lighting</td>
<td>MIRL / MITL</td>
</tr>
<tr>
<td>Weather</td>
<td>ASOS or AWOS</td>
</tr>
</tbody>
</table>

* Abbreviations are RB – rotating beacon; WC/SC – lighted wind cone/ segmented circle; REILS—runway end identifier lights; VGSI – vertical guidance system indicator (VASI, PAPI)

<table>
<thead>
<tr>
<th>Facility Criterion</th>
<th>Business Airport Existing Compliance Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Business Airport</td>
</tr>
<tr>
<td>Airport Reference</td>
<td>B-II</td>
</tr>
<tr>
<td>Code</td>
<td>4,000'</td>
</tr>
<tr>
<td>--------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Runway Length</td>
<td>75'</td>
</tr>
<tr>
<td>Runway Width</td>
<td></td>
</tr>
<tr>
<td>Taxiway</td>
<td></td>
</tr>
<tr>
<td>Turnarounds (full parallel desired)</td>
<td>Yes</td>
</tr>
<tr>
<td>Navigational Aids*</td>
<td>RB, WC/SC, REILS, VGSI (desired)</td>
</tr>
<tr>
<td>Approach Type</td>
<td>Nonprecision</td>
</tr>
<tr>
<td>Lighting</td>
<td>MIRL</td>
</tr>
<tr>
<td>Weather</td>
<td>ASOS or AWOS (desired)</td>
</tr>
</tbody>
</table>

* Abbreviations are RB – rotating beacon; WC/SC – lighted wind cone/segmented circle; REILS – runway end identifier lights; VGSI – vertical guidance system indicator (VASI, PAPI)

The information presented in Table 3-3 and Table 3-4 indicates that each of the airports will require improvements to meet the minimum facility and service standards associated with their assigned role classification. Based on the site visits conducted by QED, it is likely that:

The runway extension at Sullivan Regional Airport is challenged by necessary land and improvement acquisitions, which are currently in litigation.

Upgrading the taxiway reflectors to a full taxiway lighting capability is a viable improvement that could be reasonably expected at the Washington Regional Airport.

A runway extension and widening at the Cuba Municipal Airport are feasible, as is the repair/replacement of the REILS. The FAA Flight Procedures has been evaluating new nonprecision instrument approach procedures for implementation; flight checks are scheduled and the procedures should be published on January 13, 2011.

Improvements at the St. Clair Regional Airport is not likely given the current local plans for the facility and its business role classification should be reconsidered.

Widening the runway at Washington County Airport is feasible; however, the construction of the parallel taxiway will involve relocation of a private hangar and extensive earthwork. It may be more practical to construct turnaround bays at the Runway 2 and Runway 20 ends.
AIRPORT ECONOMIC IMPACTS

A component of the 2005 Missouri State Airport System Plan was a determination of the annual economic impact of each system airport to the economy. Direct economic benefits take into consideration on-airport employment and expenditures for wages, salaries, local goods and services, and taxes. Additionally, there are indirect economic benefits associated with expenditures by visitors who arrive by air. These direct and indirect benefits accumulate in the local community through successive spending, commonly referred to as the multiplier effect. Table 3-5 presents a summary of the total economic impact (output) for each of the five airports addressed in this study in 2005.

<table>
<thead>
<tr>
<th>Airport</th>
<th>Total Employment</th>
<th>Total Payroll ($)</th>
<th>Total Output ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cuba Municipal</td>
<td>4.0</td>
<td>90,800</td>
<td>450,700</td>
</tr>
<tr>
<td>St. Clair Regional</td>
<td>7.5</td>
<td>183,800</td>
<td>328,900</td>
</tr>
<tr>
<td>Sullivan Regional</td>
<td>14.5</td>
<td>249,200</td>
<td>983,300</td>
</tr>
<tr>
<td>Washington County</td>
<td>4.5</td>
<td>110,900</td>
<td>719,200</td>
</tr>
<tr>
<td>Washington Regional</td>
<td>16.0</td>
<td>287,700</td>
<td>1,782,900</td>
</tr>
</tbody>
</table>

In 2005, the St.Clair Regional Airport had the lowest total output, about 18 percent of that achieved by the activity at the Washington Regional Airport. Its total output was also less than that at the Cuba Municipal Airport despite that airport's lower total employment level.

Although data for the current year is not available, it is unlikely that the total output at the St.Clair Regional Airport has changed since 2005 given that there is only one employer based at the Airport (Air Evac Lifeteam) and services for transient aircraft are not provided.
Chapter 4

ST. CLAIR REGIONAL AIRPORT STATUS

INTRODUCTION

This chapter addresses the issues associated with removing the St. Clair Regional Airport from the National Plan of Integrated Airport Systems (NPIAS) and releasing the City of St. Clair from obligations associated with previous federal funding for planning and capital improvement grants. Findings and conclusions are presented that provide a rationale basis for such actions and which also support and benefit aviation in the community.

PAST GRANT HISTORY

Table 4-1 on the following page presents a summary of past federal grants made to the City of St. Clair (airport sponsor) for the planning and improvement of the St. Clair Regional Airport. The grants date back to 1963 and extend to 2006 and account for a total of nearly $1.117 million in federal assistance. Beginning in 1989, the Missouri Department of Transportation was selected by the Federal Aviation Administration (FAA) to administer federal grants to general aviation airports under the State Block Grant program. The Department has also participated in capital improvement projects at the St. Clair Regional Airport without federal grants. The State of Missouri has provided a total of nearly $331,000 in grants to the City of St. Clair, and the City’s contribution has totaled about $189,000. The share of total project costs among the federal, state and City funding sources has varied during the 1963 through 2006 period with earlier grant programs providing lesser share percentages.

Airport Grant Obligations

The federal grant to airport program began in 1946 and has evolved over time to meet the changing dynamics of the industry. However, each federal grant funding program has common features with respect to the use of the funds and the obligations of the grant recipient (airport sponsor.) FAA Order 5190.6B, FAA Airport Compliance Manual, provides a review of issues associated with the current and past grant programs and the potential release of sponsors from grant obligations, which is the key matter of interest in this report. Pertinent sections from this source document are presented in the sections that follow.

Under the various federal grant programs, the sponsor of a project agrees to assume certain federal obligations pertaining to the operation and use of the airport. These federal obligations are embodied in the application for federal assistance as sponsor assurances. The federal obligations become a part of the grant offer, binding the grant recipient when it accepts federal funds for airport development. Since 1946, the FAA
has administered three grant programs for development of airports, each of which are applicable to grants awarded to the City of St. Clair:

The Federal Aid to Airports Program (FAAP) pursuant to the Federal Airport Act of 1946, as amended, until repealed in 1970.


The Airport Improvement Program (AIP) pursuant to the Airport and Airway Improvement Act of 1982 (AAIA), as amended. (See Title 49 U.S.C. § 47101, et seq.)

<table>
<thead>
<tr>
<th>Table 4-1 Airport Grant History</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of Grant</td>
</tr>
<tr>
<td>--------------</td>
</tr>
<tr>
<td>July 14, 1985</td>
</tr>
<tr>
<td>November 10, 1986</td>
</tr>
<tr>
<td>September 24, 1985</td>
</tr>
<tr>
<td>October 3, 1985</td>
</tr>
<tr>
<td>October 15, 1985</td>
</tr>
<tr>
<td>October 20, 1985</td>
</tr>
<tr>
<td>December 2, 1985</td>
</tr>
<tr>
<td>December 2, 1985</td>
</tr>
<tr>
<td>December 2, 1985</td>
</tr>
</tbody>
</table>

The City of St. Clair received grants for land and avigation easement acquisition and capital improvement projects over the past 47 years. Those for the acquisition of real property (land and avigation easements) were issued in 1963 and amended twice, primarily related to the grant amount, identification of the real property acquired, conditions for payment of the funds for capital projects, and updates to the Airport property map referred to as Exhibit "A". The City of St. Clair also received federal and state funding in 1983 to acquire land (Tract 3A) and avigation easements (Tracts 3B and 3C).
FAA guidance with respect to the obligations assumed by airport sponsors (owners) that accept grant funds make a distinction between projects involving facilities and equipment and those associated with the acquisition of real property. When the grants for facilities and equipment were awarded to and accepted by the City of St. Clair, the sponsor obligation were deemed effective for the useful life of any facilities and equipment, but not to exceed 20 years. Grant agreements for real property acquisition differ in the life of the grant obligations. Under the current Airport Improvement Program, grant agreements and their referenced obligations for the real property do not expire, since the useful life of the land does not end nor depreciate. Prior to January 2, 1979, grant agreements for land and avigation easement acquisition did not always contain this obligation to perpetuity and the specific grant agreements require review to determine the applicable obligations. The grant for the acquisition of real property awarded to the City of St. Clair in 1963 states in part "Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer and shall remain in full force and effect throughout the useful life of the facilities developed under the Project but in any event not to exceed twenty years from the date of said acceptance."

Accordingly, the real property that was acquired utilizing federal funding conveys the obligations contained in the grant agreement for a 20-year period, which expired in 1983 and not into perpetuity. The land and avigation easements acquired in 1983, however, extend into perpetuity unless waived by the FAA.

Since the initial land and easement grants in 1963 and the additional land and aviation easements acquired in 1983, future federal participation addressed facilities and equipment at the Airport. These grant agreements require the City of St. Clair to operate and maintain the common use areas of the Airport for the life of the funded project, but not to exceed 20 years. Thus, the City of St. Clair has this obligation through the year 2026.

**RELEASE FROM GRANT OBLIGATIONS**

A "release" is defined as the formal, written authorization discharging and relinquishing the FAA’s right to enforce an airport’s contractual obligations. In some cases, the release is limited to releasing the sponsor from a particular assurance or federal obligation. When the duration of the physical useful life of a specific grant improvement ends, the sponsor is automatically released from its federal obligations for that grant without any formal action from the FAA. The physical useful life of such a facility extends to the time it is serviceable and useable with ordinary day-to-day maintenance.

In this case, the City of St. Clair is seeking a release from all obligations in order to utilize the Airport land resource consistent with the needs of civil aviation. From the perspective of the FAA, its primary concern is to engage in programs that benefit civil aviation, and when addressing requests for a release from obligations, the following issues are to be considered:
The future growth in operations Capacity of the airport

Interests of aeronautical users and service providers Local, regional and national interests of the airport

Additionally, major considerations in granting approval of a release request include:

The reasonableness and practicality of the sponsor's request The effect of the request on needed aeronautical facilities

The net benefit to civil aviation

The compatibility of the proposal with the needs of civil aviation

These issues and considerations are addressed in the sections that follow and serve to substantiate the request of the City of St. Clair to be released from its currently applicable obligations.

**Future Growth in Operations**

Airport activity as measured by the number of based aircraft and estimates of aircraft operations present a revealing trend as presented earlier in Table 3-1 and Table 3-2, respectively. The trend is for a moderate increase in activity at the five airports included in this study and is also applicable for the combined airports within Missouri. However, those projections were made in 2002 and do not take into account events since that time nor the current economic downturn that will impact general aviation growth in the short-term.

Based on data presented in the FAA Aerospace Forecasts Fiscal Years 2009-2025, between 2002 and the 2008 estimate, the number of piston-powered aircraft (those typically utilizing the airports included in this study) has fluctuated between 161,000 and 167,000 nationally and exhibits a generally declining trend. Projections to the year 2025 from the 2008 base year indicate a generally level number of piston aircraft, that is, no growth in this segment of the general aviation industry. Comparatively, turbine-engine general aviation aircraft are anticipated to increase at an average annual growth rate of 3.5 percent during the 2008 to 2025 time period, but account for less than 20 percent of the combined piston and turbine fixed wing aircraft market. These data reflect the increasing use of general aviation aircraft for business rather than personal and
recreational flights, which is the predominant type of activity at the St. Clair Regional and area airports.

These same growth characteristics are reflected in the FAA projections of general aviation hours flown and aircraft operations at towered airports, the latter offering the most reliable means of counting such activity.

The prospects for continued growth in the general aviation segment that is intended to utilize the St. Clair Regional Airport and the area airports is essentially one of no change, and any growth will be realized at those airports capable of accommodating turbine-powered aircraft utilized for business purposes.

**Capacity of the Airport**

The capacity of an airport to accommodate future growth in its utilization addresses the airfield and terminal area facilities. Given the no- to low-growth projections described above and the results of site visits and discussions with the operators at the St. Clair Regional and area airports, it may be concluded that:

Each airport has the airfield capacity in terms of annual and VFR hourly demand measures to accommodate the current and anticipated number of aircraft operations.

IFR hourly aircraft operations demand can be accommodated at each of the airports with the exception of the St. Clair Regional Airport. This airport is not served with an instrument approach procedure. Tall structures to the south may preclude an instrument approach with effective approach minimums and could adversely affect the missed approach segment of a procedure to Runway 20, which translates into higher approach minimums to that runway end.

The airports have fair to good potential to expand terminal area facilities to meet future aircraft storage needs. The demand for aircraft storage in the region is high as demonstrated by the fact that nearly all based aircraft are in hangars to protect the aircraft from weather impacts and security. St. Clair Regional is the only airport with enclosed hangar space available, but does not have a waiting list. This suggests that the lack of services and the condition of the terminal area facilities do not meet pilot needs and expectations. Some airports have a waiting list for hangar storage, which is due in large part to the unavailability and/or quality of these facilities where these aircraft are currently based. The St. Clair Regional Airport will need to replace some of its existing hangar facilities or acquire land to construct additional facilities.

**Capacity issues are not a concern in this situation.** There is ample airfield capacity in the region to accommodate future demand levels for aircraft operations. The need for additional hangar facilities is evident, but is not typically a project funded with federal grant assistance.
The no- to low-growth rate in the general aviation fleet suggests that the existing numbers of aircraft will relocate to those airports that can provide hangar storage at fair rates rather than generate such demands through the introduction of new additional based aircraft. Those airports that recognize true market demands and plan and invest accordingly will be the beneficiaries of additional tenants through a redistribution of the regional demand. However, the overall number of based aircraft in the region will be little changed from current levels to generate terminal area capacity shortfalls. The St. Clair Regional Airport is under no obligation to neither provide nor maintain existing hangar facilities for its tenants and users as these do not represent common use facilities funded with federal grants.

**Interest of Aeronautical Users and Service Providers**

Two informal public meetings were legally announced by the City of St. Clair and held on January 12, 2011 and January 13, 2011 at the City Hall beginning at 7:00 p.m., as is customary practice. Tenants based at the St. Clair Regional Airport were sent a letter inviting them to the January 12th meeting. A summary of the comments offered is presented below.

The January 12, 2011 informal public meeting was attended by 30 individuals including 10 aircraft owners currently based at the Airport. The St. Clair Board of Alderman, Mayor and City Administrator were also in attendance. Mayor Ron Blum offered a welcome and provided brief comments about the purpose of the meeting. The latter highlighted that the City is seeking a release from its grant obligations with the Federal Aviation Administration in order to close the Airport and utilize its land resource to attract business, create new employment, and improve the quality of life for the citizens of St. Clair. He was especially interested in comments that the based aircraft owners could offer with respect to their relocating to one of several airports in the region that can accommodate their aeronautical needs. He also made an offer, subject to Board of Alderman approval, to provide financial assistance in the relocation process. Mr. Ronald Price of QED provided a summary of the key findings from the draft of this report, following which the Mayor opened the meeting to comments and questions.

Primary comments from the based aircraft owners included:

- The lack of services at the Airport in the past and currently is a disincentive to attracting aircraft activity.

- The City has not requested entitlement funding for grant-eligible projects in the past four years.

- The financial health of the Airport is dependent on tenants and there is a shortage of hangar space in the region. New hangars would bring more
aircraft to the Airport and stimulate other aviation-related service providers, thereby increasing revenues to the City. The Federal Aviation Administration can provide grant funds for the construction of these hangars.

- Some based aircraft owners expressed that they would continue to base their aircraft at the Airport even if it continued to be operated as currently. One based aircraft owner offered that he would construct a 50’x50’ hangar for his aircraft and another owner was willing to rent a similar hangar if constructed by others.

Comments from non-aircraft owners (public) supported closure of the Airport and two letters were presented to the City echoing those sentiments. They opined that closure would allow the City to utilize the Airport for purposes that would enhance retail shopping and other amenities currently absent in sufficient supply in the community. They also commented that there are other airports within a reasonable distance that were better equipped to meet their needs.

Mayor Blum and Mr. Price responded to these comments by indicating that:

- In the event that a release of obligations is obtained, the Airport tenants could remain until such time as construction would begin at the site.

- In the event that a release of obligations is not obtained, the City will continue to operate the Airport as currently, and revenues will continue to be maintained in the Airport account and applied to Airport operating expenses, which now and in the past have been in excess of operating revenues.

- Federal funding for hangars is available, however, its priority is extremely low when compared to airfield and safety requirements needed at airports across the region and country.

- The City’s revenue from all sources will be first directed to critical and essential public services, which will not allow for funding future Airport capital improvements. Acceptance of future grant funding extends the obligation time period and is not in the best interests of the citizens of St. Clair.

The meeting was closed at 8:35 p.m.
The January 13, 2011 informal public meeting convened at 7:00 p.m. at City Hall and was attended by 26 persons including 4 of the based aircraft owners, 3 of which attended the January 12th meeting. The Mayor, St. Clair Board of Alderman and the City Administrator attended the meeting, and the Mayor and Mr. Price offered their welcome and introductory comments. Many of the observations, questions and answers presented the evening before were again discussed. New input from based aircraft owners and the public, and responses to questions generated the following comments:

Mayor – All revenue from Airport activity must be dedicated to Airport operating and capital costs; therefore, it does not benefit the citizens of St. Clair in terms of offsetting the costs of essential City services.

Public – Implementation of the City of St. Clair Envision 2020 Comprehensive Plan will be supported by the closure of the Airport.

Mayor – A more appropriate use of the Airport land resource as envisioned will be bring substantially more tax revenue to the City, which in turn can be allocated to essential City services and facilities, and enhance quality of life concerns.

Mayor – In the event that a release of obligations is not obtained, the City will entertain proposals from the pilot community for private investment in Airport facilities, provided that a business case can be made for both parties.

Mayor – The City is open to partnering with another government entity to establish a new airport at another location, or improving an existing airport to serve regional aviation interests. This is subject to technical, environmental and economic evaluations, and public support. Net proceeds from the sale of the St. Clair Regional Airport would be allocated to such an airport program.

In addition to these publicly-announced meetings, QED held informal discussions with the operators of the attended competing area airports included in this study during the August 2010 site visits. Two common themes were expressed:

Airport activity and fuel sales are down from past levels and the prospects are dim for any major recovery in the short-term. For example, fuel sales at Cuba Municipal Airport are about 40 percent less than the prior year.

There is an unsatisfied demand for hangar storage; otherwise the current levels of service are adequate to meet user needs. Cuba Municipal Airport expressed a need to replace the sliding door north T-hangar and install another set of T-hangars; Washington Regional Airport is planning to construct a 12-bay T-hangar with 55’ door widths in the next year. Funding remains the issue in moving these projects forward.
**Local, Regional and National Interests of the Airport**

The St. Clair Regional Airport provides access to the air transportation system for a limited number of based aircraft primarily used for personal and recreational flights. Air Evac Lifeteam offers an emergency response and medevac capability for accident victims in the St. Clair region and also transports patients and medical personnel between area hospital facilities. Air Evac Lifeteam will remain at its current location or be relocated to continue to serve this function.

Closure of the St. Clair Regional Airport will not diminish the ability of St. Clair residents or the users of the Airport (none of whom reside in the City) to participate in air transportation for personal or business use. Commercial airline service is within an hour’s drive (St. Louis International Airport) and there are three general aviation airports (Cuba Municipal, Sullivan Regional and Washington Regional) within a 30-minute travel time from the St. Clair central business district.

The City of St. Clair has received letters supporting the closure of the Airport from the St. Clair Ambulance District, St. Clair Chamber of Commerce, St. Clair Fire Protection Board, and the St. Clair R-XII School District.

Although the St. Clair Regional Airport has served as a base for some 35 aircraft in past years, this level has been reduced to the current 16 aircraft and there is a strong likelihood that further reductions in utilization can be anticipated as the City continues to limit the services provided and raze two T-hangar structures in the very near future. The Airport will become a less attractive facility and users will eventually relocate to other area airports that have the capacity to accommodate the transition.

Total annual aircraft operations estimates at the St. Clair Airport were about 10,000 movements in previous years when there were about 35 based aircraft at the facility. Of those aircraft operations, 41 percent were itinerant and the majority of those are expected to have been conducted by based aircraft. Thus, the attractiveness of the St. Clair Regional Airport to users based at other airports in the region, state and nation is low and reflects the use of better equipped and serviced area airports.

Residents of the City of St. Clair are not the primary beneficiaries of the utility of the Airport (Air Evac Lifeteam will remain in operation at the Airport or locally) and the majority of the economic benefits attributable to the Airport are realized in other communities.

**The St. Clair Regional Airport does not represent a facility that is essential to the local, regional or national air transport of passengers and goods.**
Reasonableness and Practicality of the Sponsor's Request

An assessment of the reasonableness and practicality of closure of the St. Clair Regional Airport and the concurrent release from federal obligations must consider the following key facts:

1. The Airport is located in a region served by other general aviation airports that offer comparable, if not better facilities and services.

2. The facilities, services, and rates and charges at the area airports are competitive and comparable to those offered at the St. Clair Regional Airport.

3. The City of St. Clair is obligated under the applicable grant agreements to operate the aeronautical and common use areas of the Airport. That obligation does not extend to providing services or facilities not established with federal grant funds such as aircraft maintenance, flight training, for-hire air transport, fuel and hangar storage.

4. Current tenants are located within NPIAS criteria driving distances (20 sm) or travel times (up to 30 minutes) to other area airports as presented in Table 4-3. The St. Clair Regional Airport is within either criterion for 7 of the 14 based aircraft owners. The next most convenient alternative airport is Washington Regional, which meets the travel distance or time criterion for five aircraft owners. Sullivan Regional Airport is the next best option serving four aircraft owners. The Cuba Municipal and Washington County airports are sufficiently distant from the residences of the existing based aircraft owners to be attractive alternatives from the travel distance and time perspectives.

Nonetheless, the data in Table 4-2 below indicates that the balance of the aircraft owners (7) is willing to travel as much as 44 miles and some 54 minutes to base their aircraft at the St. Clair Regional Airport. This suggests that these based aircraft owners may opt to apply this travel requirement to utilize another airport that offers comparable, if not better facilities and services.
## Table 4-2

<table>
<thead>
<tr>
<th>Aircraft Owner City Location</th>
<th>Distance (sm) and Time (minutes) From Residence to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>St. Clair Regional</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Catawissa</td>
<td>21.3 / 31</td>
</tr>
<tr>
<td>High Ridge</td>
<td>34.6 / 40</td>
</tr>
<tr>
<td>Kirkwood</td>
<td>39.8 / 43</td>
</tr>
<tr>
<td>Manchester</td>
<td>38.0 / 43</td>
</tr>
<tr>
<td>Pacific</td>
<td>19.2 / 23</td>
</tr>
<tr>
<td>Pacific</td>
<td>16.7 / 25</td>
</tr>
<tr>
<td>St. Louis</td>
<td>44.3 / 54</td>
</tr>
<tr>
<td>Sullivan</td>
<td>10.5 / 19</td>
</tr>
<tr>
<td>Sunset Hills</td>
<td>40.4 / 43</td>
</tr>
<tr>
<td>Union</td>
<td>4.1 / 7</td>
</tr>
<tr>
<td>Union</td>
<td>7.2 / 15</td>
</tr>
<tr>
<td>Union</td>
<td>8.3 / 13</td>
</tr>
<tr>
<td>Villa Ridge</td>
<td>10.7 / 16</td>
</tr>
<tr>
<td>Wentzville</td>
<td>40.0 / 58</td>
</tr>
</tbody>
</table>

Shaded values above indicate those airports located within the NPIAS travel distance or time criterion to serve existing St. Clair Regional Airport based aircraft owners.

Distances and travel times based on street addresses of based aircraft tenants.
and
airports, excluding Air Evac Lifeteam, as developed utilizing www.yahoo.com

5. The St. Clair Regional Airport should not be expected to meet NPIAS eligibility criteria within the next year as based aircraft tenants relocate to other area airports in order to obtain higher level of services and facilities.

6. The area airports can absorb the loss of services and facilities at the St. Clair Regional Airport without major capital investments other than hangar storage facilities, which are typically funded through a public financing and offset by rental income and increased fuel and other servicing fees.

7. The City of St. Clair will not be able to financially operate the Airport on a self-sustaining basis in future years as the number of users declines. Capital improvements to maintain runway, taxiway, apron pavements and lighting systems will rely on continued federal and/or state funding assistance for a diminishing return on investment.

8. The St. Clair Regional Airport is not sited to provide an improved marginal weather capability, which diminishes its attractiveness to aircraft operating under IFR flight rules.

The St. Clair Regional Airport should not be considered an essential component of the regional, state or national air transportation system. Other area airports are better suited to assume this role. Additionally, the sale and closure of the Airport can realize an influx of funds that can be redistributed to other airports in the region, state or nation as determined by the FAA for needed capital improvements. This represents a more effective use of monies to support and foster airport and aviation growth.

Effect of the Request on Needed Aeronautical Facilities

The closure of the St. Clair Regional Airport and its release from federal obligations will not generate an adverse impact on needed aeronautical facilities. Area airports have existing capacity to absorb the user and activity levels experienced at the Airport. The regional demand for hangar storage can be provided at these area airports, which would welcome the opportunity. To facilitate such development, the City of St. Clair is receptive to requests from other public agencies to dismantle and relocate any of the hangar structures at the Airport to another airport.
Net Benefit to Civil Aviation

Addressing the subject of net benefit to civil aviation necessitates reflection on the role of airports on a local, regional and state basis. The FAA has promoted the development of airport plans at these three levels for many years. These plans roll up to a national plan termed the National Plan of Integrated Airport Systems (NPIAS.) When aviation was in a growth mode, especially the general aviation segment, the FAA anticipated large investments in capital projects to keep pace with the demand. However, Congressional appropriations have not met these levels. For example, the current NPIAS for the fiscal years 2011 through 2015 identifies a need for $11.15 billion in development costs for general aviation (excludes general aviation reliever airports), or an average of $2.23 billion annually. The Congressional appropriation for general aviation airports in fiscal year 2011 has not been announced; for fiscal year 2009, the appropriation was $1.09 billion, or about 57 percent of the NPIAS general aviation airport demand in that year. Although the FAA has done an excellent job in managing the allocation of the grant funding appropriation by state, some of which is based on formula, it is clear that not all justified and needed projects can be funded in any year. In fact, many projects are funded over a series of years, which delays realization of the full benefit of the new facilities and equipment that are provided. FAA officials have expressed that the agency lacks a strategic way to address general aviation. The civil aviation system would benefit from a national strategic and funding program that allocates the limited grant resources on a benefit/cost basis that includes a fewer number of airports. It has been expressed over the past many years by those in the industry that it is better to fund one airport's justified development needs adequately and appropriately rather than to spread the funds to many airports to undertake projects on a piecemeal basis.

In recent years, airport system planning that addresses meeting air transportation needs at a regional or state basis has raised such questions as:

- Is there an excess of general aviation airports in the system?
- Can state, local and federal governments afford to invest and maintain all the public airports in the general aviation system? Are they sustainable?
- Should the NPIAS parameters be reconsidered in assessing the airport system?
- Are there better objective criteria and guidance to help assess and balance the general aviation system?
Is a demand management approach relevant in attracting general aviation to airports that are less expensive to improve, maintain and that have the least environmental impacts?

Each of these questions give credence to the realization that whether economic conditions are good or bad, there is an underlying theme to reconsider how best to manage limited resources to yield the most effective general aviation system of airports. **There is merit in focusing attention (funding) on those airports that now provide and can be expected to continue to provide the most benefit to the most users at the least capital and environmental costs and whose use complements local community goals and objectives.**

**Compatibility of the Proposal with the Needs of Civil Aviation**

The requested closure of the St. Clair Regional Airport and its release from federal obligations is a first step toward addressing justifiable airport improvements and continued operation on a rational basis. A general aviation airport is eligible for inclusion in the NPIAS if it has 10 or more based aircraft and serves a community that is located at least 20 statute miles or a 30-minute drive time distant.

St. Clair Regional Airport presently exceeds the based aircraft criterion and is located within the travel distance and time (2.4 sm and 7 minutes) from the City central business district (the intersection of Main Street and Grant Street) to qualify for inclusion in the NPIAS; refer to Table 4-3 on the following page. This same finding applies to the existing NPIAS-designated Sullivan Regional and Washington regional airports. The NPIAS-designated Cuba Municipal Airport does not meet NPIAS travel and time criteria to serve the City of St. Clair. The Washington County Airport, which is not included in the NPIAS, is also located sufficiently distant as to not qualify as a NPIAS airport to serve the City of St. Clair. However, this airport should meet NPIAS criteria due to the number of aircraft based at the field and its distance and travel time from Potoski, Mineral Point and other close-in communities should Washington County as owner of the Airport request such status to the Missouri Department of Transportation Aviation Section and the FAA.

<p>| Table 4-3 |</p>
<table>
<thead>
<tr>
<th>City of St. Clair Central Business District Travel Distance (sm) and Time (minutes) to Area Airports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance (sm) and Time (minutes) from</td>
</tr>
</tbody>
</table>
Closure of the St. Clair Regional Airport and its deletion from the NPIAS allows two nearby NPIAS airports, each with sufficient capacity, to meet the national air transportation needs of City of St. Clair residents and businesses. This finding can also be stated that should the number of based aircraft at the St. Clair Regional Airport reduce to less than 10, it would no longer qualify for inclusion in the NPIAS because there are other such-designated airports within a 20 statute mile or a 30-minute travel time from the City of St. Clair central business district.

**FAA ORDER 5190.6B REQUIREMENTS**

The FAA Airport Compliance Manual, FAA Order 5190.6B, also lists a series of questions that are to be addressed by sponsors seeking a release from federal obligations. These are contained in Chapter 22, Section 25 of the Order. Each of these questions is addressed below and has been covered in the preceding sections of this report. Where appropriate, the reader is referred to those sections.

**Type of Release or Modification Requested**

The City of St. Clair as the sponsor of the St. Clair Regional Airport is seeking a total release from all on-going obligations pursuant to grants made by the Federal Aviation Administration and the Missouri Department of Transportation for capital improvements, land and aviation easement acquisition at the Airport as presented in Table 4-1. Grant obligations linked to the 1963 grant that provided funding for land acquisition were linked to a 20-year time frame have since been met and exceeded.

<table>
<thead>
<tr>
<th>St. Clair Regional</th>
<th>Cuba Municipal</th>
<th>Sullivan Regional</th>
<th>Washington County (potential NPIAS)</th>
<th>Washington Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.4 / 7</td>
<td>33.4 / 38</td>
<td>15.6 / 21</td>
<td>40.7 / 53</td>
<td>17.8 / 28</td>
</tr>
</tbody>
</table>

Distances and travel times based the intersection of Main Street and Grant Street in the City central business district and specified airport as developed utilizing www.yahoo.com
Reasons for Requesting the Release, Modification, Reformation or Amendment

The City of St. Clair has realized that the current Airport location is restricting the future economic development along Highway 47, which has been designated as the core growth corridor for the City as well as this portion of Franklin County. Current economic conditions locally, in Missouri and the nation are requiring public agencies to reconsider how to best utilize their available physical and social infrastructure to stimulate growth and prosperity for its resident population and businesses. The federal government is not exempt from such responsible fiscal management issues and action.

Expected Use or Disposition of the Property or Facilities

The entire Airport land resource will be sold to the private sector to facilitate the construction of market driven facilities consistent with the Envision 2020 Comprehensive Plan for the City of St. Clair. The existing structures, with the exception of those serving Air Evac Lifeteam, will be razed to facilitate the most effective utilization of the land resource. The private sector developers will be required as a condition of the sale to protect the airspace for continued rotary wing aircraft operations by this medevac service provider. If appropriate or necessary, the facilities utilized by Air Evac Lifeteam will be relocated to another area on the existing Airport property. It is possible that potential tenants and users of the developed Airport land resource will find this service attractive to its operations or those of its clients.

The Facts and Circumstances that Justify the Request

The St. Clair Regional Airport is one of several aviation facilities in the region that can serve the general aviation air transportation needs of the residents and businesses located in the City of St. Clair. Other airports are conveniently located to absorb the activity levels experienced at the Airport, which levels have been declining in recent years. As presented in previous chapters of this report, the facilities and services provided at the Airport pale in comparison to those currently available at alternative airports. The current condition of the terminal area facilities at the St. Clair Regional Airport will deteriorate, especially in the short-term. The City will be demolishing the 9-bay shade hangar and a 10-bay T-hangar that have been deemed to be hazards to continued use and will not be replaced. The remaining 10-bay T-hangar requires repairs that may cause an increase to rental rates that are likely to be higher than those currently charged at the nearby airports. These repairs will not significantly extend the useful life of the hangar facility and it is anticipated that it will also be removed without replacement within the next few years.
The City of St. Clair is currently obligated and has responsibly operated and maintained the common use areas and facilities of the Airport (runway, taxiways, aprons, edge lighting and visual landing aids) as a condition of having received grant funding for eligible capital projects. These obligations pass to the common use areas of the Airport and do not extend to terminal area facilities or other services for based and transient aircraft. The City has no intention to expand the current level of these terminal area facilities and services, and the cost of those capital improvements to these areas that are absolutely required will be passed along to the tenants as increases in monthly rental rates and charges. All hangar leases at the Airport expire at the end of calendar year 2010; the lease with Air Evac Lifeteam extends to July 31, 2015. The net effect is that the based aircraft count at the Airport will decrease rapidly and will eventually fail to meet NPIAS eligibility criteria. The use of the Airport by based and transient aircraft will similarly decline inasmuch as no ground services will be available and other area airports become more attractive for use.

From an airfield and airspace perspective, the runway length and width does not meet the minimum design criterion for a business classification airport as established in the Missouri State Airport System Plan and the Airport lacks other facilities to meet this service role. Most notably absent is a nonprecision instrument approach procedure to either runway end. Tall obstacles south of the Airport will preclude useful approach minimums to Runway 2 and will affect the missed approach procedure for instrument landings to the south, resulting in higher than desirable minimums. The business classification for the St. Clair Regional Airport should be reconsidered given the current and anticipated long-term facility conditions.

The availability of alternative and reasonably distanced airports to serve the resident and business community of the City of St. Clair is high. The sponsors of these airports have a broader vision for the role of their airports and they are engaged in varying stages of planning and implementing capital improvement programs to provide higher levels of airfield and terminal area facilities. Action should be taken by the state and federal governments to support these airports. In fact, given the current and likely future funding programs made available by the state and federal governments in support of general aviation, the agencies responsible for oversight of the industry would be well advised to invest in those airports that demonstrate the best potential to support future development. This applies not only to general aviation in Missouri, but nationwide. Other responsible parties, including state and federal agencies and the private sector within this industry, are questioning the need to spread limited financial resources to a much too large population of general aviation airports, some of which overlap desired NPIAS population coverage criteria. The return on investment is greatly enhanced when funding is provided to those airports that are best suited to meet future demand levels with minimal environmental impact and at attractive cost. This is the best means to protect, advance and benefit the public
interest in civil aviation, especially in the region surrounding the St. Clair Regional Airport.

The Requirements of State or Local Law, which the ADO or Regional Office will Include in the Language of the Approval Document if It Consents to, or Grants, the Request

Simply stated, the approval document if granted should identify that a net benefit is to be derived by civil aviation through the release of the City of St. Clair, Missouri from all federal and state grant assurances and obligations linked to the St. Clair Regional Airport. The approval document should state that the proposal for release from obligations is compatible with the needs of civil aviation and balances the benefits to aeronautical users relative to the public-at-large.

The release document may, if warranted, require that the land area currently leased to Air Evac Lifeteam be retained for such continued medevac operations by rotary wing aircraft within the current Airport property boundary. Further, the document should require that the net proceeds from the sale of the Airport property be returned to the Federal Aviation Administration for deployment to meet the civil aviation needs at those airports as the agency may determine in its sole discretion.

The Involved Property or Facilities

The property or facilities are all those associated with the St. Clair Regional Airport including all airfield and terminal area facilities, with the exception of those leased to Air Evac Lifeteam.

A Description of How the Sponsor Acquired or Obtained the Property

The City of St. Clair, Missouri owned portions of the land that established the initial Airport facilities in 1963 and was the recipient of grant funds in that year and in 1983 to acquire certain land tracts and aviation easements. Refer to Table 4-1. Assurances contained in the 1963 grant agreement have since expired. Since 1983, the Airport property boundaries and land and easement interests have been unchanged. The City also received grants for eligible capital improvements that addressed airfield facilities (runway, taxiways, aprons, drainage, lighting and visual landing aid systems.) Additionally, the City received grant funds for airfield pavement management projects such as seal coating and marking. The City or the private sector, without the benefit of federal or state grant funding, constructed all terminal area facilities initially.
Chapter 1 and Chapter 2 provide a description of the present condition and use of the St. Clair Regional Airport property and facilities. In general, the airfield areas are in good condition and the terminal area facilities range from poor to good. A 9-bay shade hangar and a 10-bay T-hangar will be razed in the near future as they have exceeded their useful lives and present a hazard condition to users.
ABRIDGED VERSION: FULL VERSION AVAILABLE AT http://stclairmo.com/stclairmo/cityhall.htm

FINAL

CITY OF ST. CLAIR
ENVISION 2020
COMPREHENSIVE PLAN

Prepared By

THE LANG GAN...GANG, INC.

September, 2009

In Association With

EFK Moen, LLC
Civil Engineering Design
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Major Street Plan
The Lang Gang, Inc Project Team would like to thank the following for their participation throughout the process of completing this Comprehensive Plan:

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<thead>
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<th>Task Force Members</th>
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<tbody>
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<td>Alan LaDage</td>
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<td>Mark Ritchie</td>
<td>Mayor Ron Blum</td>
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<td>Jim Arndt</td>
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<td></td>
<td>Chris Fawe</td>
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<td></td>
<td>Joe Davis</td>
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</table>
EXECUTIVE SUMMARY

According to the Census 2000 information, the official population count for the City of St. Clair was 4,390 persons. The 2007 estimated population count from the U.S. Census Bureau was 4,429 persons. Between 2000 and the estimated 2007 population count only 39 persons (0.9% increase) have been added.

The Census 2000 results identified a total of 1,765 households, with 1,143 of those being family households. The average household size was 2.44 persons. The total number of housing units were 1,900. The percentage of owner-occupied units was 61%, with a vacancy vote of only 2%.

The median value of housing in 2000 for the City of St. Clair was $67,200 which compares to a national median value of $119,600. This could provide an indication of a somewhat depressed housing value in the region. However, viewed from a different perspective, this results in the housing value being considerably more affordable than in many other areas of the country.

According to data collected from Census 2000, most of the employed persons are working in the production, transportation, and material moving occupations (33%), followed by those in management, professional, and related occupations (20%), and sales and office occupations (20%).

The City of St. Clair, with a total incorporated land area of over three square miles is located along Interstate 44 between St. Louis and Rolla, Missouri. The City was originally known as Travelers Repose and is situated on the St. Louis and San Francisco Railway. The founder of the City, William Kerr, came to the area in 1854. The City was founded in 1859. The name was changed to St. Clair in honor of the resident engineer of the Southwest Branch Railroad.

The topography of the St. Clair area can be classified as rolling hills. Elevations in the area vary, ranging from a minimum of approximately 620 feet above sea level to a maximum of approximately 790 feet at the highest known benchmark. The City's official elevation is classified at 764 feet.

The City is located on a ridge running from the southwest to the northeast along the railroad right-of-way. This ridge essentially divides the City into two major watersheds with the area south and east of the ridge sloping toward the Meramec River and the area to the north and west sloping toward the Bourbeuse River.

The continental climate characterizes this area and features long, humid summers, moderate winters and ample precipitation. This description of any particular season must be qualified, however, by frequent changes which may occur from day-to-day in Missouri.

The average growing season is 185 days. The last freeze generally occurs in mid-April and the first freeze during the third week of October. The climate is conducive to vegetative growth.
The closest hospitals to the City of St. Clair are St. John's Mercy Hospital located 13 miles to the north in the City of Washington; Missouri Baptist Hospital in Sullivan, 15 miles to the southwest; and St. Clare Hospital in Fenton, approximately 50 miles northeast.

There are a number of reliable utility providers for residents and businesses located in and around the Corporate Limits of the City of St. Clair. Electrical service is provided by Ameren UE. Gas is provided by either Marlen Gas (LP) for “bottled” gas or Missouri Natural Gas. The City of St. Clair provides water and wastewater services, and solid waste collection. Telephone service is provided through AT&T. Data and other telecommunications providers include fidnet.com; earthlink.com; yhti.net; and charter.net.

The closest colleges and universities to the City of St. Clair include East Central College located in Union, Jefferson College in Hillsboro, Lindenwood University in St. Charles, the St. Charles Community College in Cottleville/St. Peters, the Missouri University of Science and Technology in Rolla, and the St. Louis Community College, Meramec campus.

The City of St. Clair operates three City parks; Orchard Park, Evergreen Park and Main Street Park which offer a variety of park and recreation facilities. The St. Clair Baseball Association operates the Iron Hill Sports Complex. Other park and recreation resources located near the City of St. Clair include the Bourbuese River and Meramec River; Meramec Caverns; Meramec Lakes Golf Course; and the St. Clair Historical Museum.

St. Clair is one of eight incorporated Cities in Franklin County. The City of St. Clair is a 4th Class City with a Mayor and four Aldermen elected from the City's two wards. The operational budget for 2009 is almost $5.5 million. The City's personnel total just over 30 full-time employees.

A total of four public participation meetings were held throughout the Comprehensive Plan process. This public participation had direct input into development of the goals and objectives contained as part of this Plan. The public participation process used, as well as the results, are provided in detail under Section II, Needs Analysis.

An existing land use inventory was undertaken by the City Staff of St. Clair. From this inventory, an Existing Land Use map was prepared. In turn, this map was used as the basis for development of a Future Land Use map. The Future Land Use map can be used by the City's elected and appointed officials as a “guide” in making future land use and zoning decisions.

A Major Street Plan was also completed as part of the Comprehensive Plan process. The Major Street Plan identifies major roadway improvements, realignments, extensions, and new roadway construction projections envisioned during the planning period. As development occurs, the roadways shown on the Major Street Plan can be set-aside and/or constructed to complete the City's roadway network plan.

The most important part of the St. Clair Comprehensive Plan is the Implementation Strategy.
section of the Plan. This section presents 32 goals and almost 150 action objectives to meet those goals. The goals are divided into six key focus group topic areas:

- Transportation/Other Infrastructure
- Economic Development
- Parks, Recreation, and Open Space
- Aesthetics
- Land Use
- Civic Improvement

The goals and objectives will assist the City of St. Clair in getting from where it is at today-to where it would like to be in its future. The goals and objectives are not in any particular order of importance. An attempt will be made to achieve all of the goals and objectives during the planning period as resources become available. Only through implementation of the identified goals and objectives will the City of St. Clair realize the future which the St. Clair Comprehensive Plan envisions.
I. EXISTING CONDITIONS

THE CENSUS AND DEMOGRAPHIC CHARACTERISTICS

General Characteristics

According to the Census 2000 information, the official population count for the City of St. Clair was 4,390 persons. This compares with the official population count of the Census 1990 which was 3,917 persons. The 2007 estimated population count from the U.S. Census Bureau was 4,429 persons. Based upon the estimated 2007 population, the City of St. Clair would be the 159th largest City in the State of Missouri out of 1,263 incorporated places. It has a relatively low population density of 1,417 persons per square mile.

Based upon the official population counts, the City of St. Clair added 473 persons (12% increase) between the years 1990 and 2000. Between 2000 and the estimated 2007 population count, only 39 persons (0.9% increase) have been added. As such, the population growth for the City of St. Clair can best be characterized as stable, with no significant growth occurring over the past several years.

A review of the mapping geography from the 1990 census (Appendix A) compared to today's Corporate Limits for the City of St. Clair shows a moderate growth of the City's boundaries through annexation. For Census 2000 the City of St. Clair was included in an Urban Cluster which mapped a portion of the City of St. Clair, along with adjacent unincorporated properties and a portion of the community of Parkway.

Compared to the United States as-a-whole, the City of St. Clair is somewhat younger in median age (32 versus 35), has a smaller percentage of males (47% versus 49%), has a higher percentage of occupied housing units (93% versus 91%), and less overall owner-occupied units (61% versus 66%). Appendix B contains more detailed information on the General Characteristics from the 2000 Census.

Also, the Census 2000 results identified a total of 1,765 households, with 1,143 of those being family households. The average household size was 2.44 persons, with the family size being a little higher at 3.05 persons per family. The total number of housing units were 1,900. The percentage of owner-occupied units was 61%, with a vacancy rate of only 2%. The percentage of renter-occupied units was 39% with a corresponding vacancy rate of 8%.

Economic Characteristics

According to data collected from Census 2000, approximately 62% of St. Clair residents are in the labor force, compared with 64% nationally. Their mean travel time to work is about the same (29 minutes for St. Clair residents, versus 26 minutes for the population as-a-whole). The median household income, median family income, and per capita income are all less than the average United States population.
<table>
<thead>
<tr>
<th>City of St. Clair</th>
<th>U.S. Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median household income</td>
<td>$35,716</td>
</tr>
<tr>
<td>Median family income</td>
<td>$41,939</td>
</tr>
<tr>
<td>Per capita income</td>
<td>$18,101</td>
</tr>
</tbody>
</table>

However, in spite of somewhat lower incomes, there remain less individuals and families living below the poverty level in the community. Also, according to the Census Bureau, the 2008 cost-of-living index was 76.1 which is low, with the U.S. average being at 100.

Most of the employed persons are working in the production, transportation, and material moving occupations (33%), followed by those in management, professional, and related occupations (20%), and sales and office occupations (20%).

The two biggest employment industries for residents were manufacturing (28%) and education, health, and social services (16%). Over 80% of workers were private wage and salary workers.

COMMUNITY FACILITIES AND RESOURCES

Airport Facilities

The three closest airports certified for carrier operations are the Spirit of St. Louis Airport (31 miles, St. Louis, MO, ID: SUS); Lambert – St. Louis International Airport (52 miles, St. Louis, MO, ID: STL); and St. Louis Regional Airport (76 miles, Alton, IL, ID: ALN).

Other public use airports include St. Clair Regional Airport (St. Clair, MO, ID: K39); Sullivan Regional Airport (15 miles, Sullivan, MO, ID: UUV); and Washington Memorial Airport (17 miles, Washington, MO, ID: MO6).

The St. Clair Regional Airport is owned and managed by the City of St. Clair. The airport was activated in January, 1965. The airfield sits at an elevation of 656 above mean sea level. The airport is open to the public and includes parking, hangers and tiedowns. Runway 2/20 consists of an asphalt surface with dimensions of 60 feet in width and 3,198 feet in length. There are runway end identifier lights and a beacon.

The latest airport operational statistics from 2006 indicate that there are 16 aircraft based on the field; consisting of 13 single-engine airplanes, 1 helicopter and 2 ultralights. Aircraft operations consist of an average of 92 per week, 62% for local general aviation, 37% for transient general aviation, and less than 1% for the military.

Other Transportation Services

Amtrak has a station in the City of Washington at 301 West Front Street (WAH station).
The station building has a small waiting room, but offers no other services. The station is open from 7:30 a.m. to 8:00 p.m. seven days a week. The station provides twice daily service to Kansas City, Missouri.

Franklin County, and specifically the City of St. Clair, has no overall public/transportation system. However, the Franklin County Transportation Council is a transportation service located in Union, Missouri. The Council has as its mission to provide transportation for the handicapped, elderly, and general public to sheltered workshops, day programs and senior centers. The Transportation Council is listed as a charity by the Missouri Attorney General's office. Other transportation services in the City include taxi and limousine services, along with charter bus tours and similar carriers.

Parks and Recreation Facilities

According to the City of St. Clair website, City residents can enjoy the following parks and recreation amenities.

§ Orchard Park

Orchard Park is a 24-acre municipal park located along Orchard Drive and the South Service Road at I-44. Orchard Park is the home of Reed Field, a baseball and softball diamond that is used throughout the spring and summer by various softball/baseball organizations. Orchard Park provides a wide array of scenery through the natural beauty of trees and decorative landscaping. There is a 1 mile figure-8 asphalt path that winds its way through the center of this park along with a regulation size soccer field, two handball courts, a basketball court, a memorial stage for performing arts, playground equipment, and multiple pavilions that may be reserved for a small fee. Orchard Park hosts the annual Freedom Festival, the annual Fireworks Display, and the community Movies in the Park.

§ Evergreen Park

Evergreen Park is an approximately 16-acre municipal park located on Park Street across from the St. Clair Community Center and Public Works Facility. Evergreen Park is the home of Veteran’s Field, a baseball and softball diamond that is currently being used by a local traveling youth team, the St. Clair Red Raiders. Evergreen Park is also the home of the St. Clair Municipal Pool. Evergreen Park offers a natural setting, a nature trail, multiple pavilions, playground equipment, a basketball court, and a shuffleboard deck.
§ Main Street Park

The St. Clair Main Street Park located on Main Street in the Central Business District is nestled between the famed Frisco Railroad and a large portion of the downtown business area. Main Street Park is the newest addition to the City of St. Clair park system and is currently home to a Frisco Caboose as well as a gazebo and a decorative brick walking area. Main Street Park is currently used by local musicians and store owners for weekend events throughout the Spring and Summer. This municipal park went through a decorative renovation in the Summer of 2008.

§ St. Clair Baseball Association Iron Hill Sports Complex

The City of St. Clair is home to a sports complex owned and operated by the St. Clair Baseball Association on Iron Hill Road. The Iron Hill Sports Complex contains several baseball diamonds that meet the softball and baseball needs of boys and girls of various ages throughout the St. Clair area.

Other nearby parks and recreation resources (and local attractions), not owned and/or operated by the City of St. Clair, include:

§ Meramec Lakes Golf Course – 5 miles to the east
§ St. Clair Historical Museum – Downtown St. Clair
§ Bourbeuse River – 8 miles to the northeast
§ Meramec Caverns – 12 miles to the southwest
§ Meramec River – 10 miles to the northeast
§ Meramec State Park – 17 miles to the southwest
§ Onondoga Cave State Park – 33 miles to the southwest
§ Purina Farms – 17 miles to the north
§ Six Flags St. Louis – 27 miles to the northeast
§ Shaw Nature Preserve – 13 miles to the northeast

Municipal Structure and Resources

The City of St. Clair is a 4th Class City with a Mayor, and four Aldermen elected from the City's two wards. The City consists of several Departments/activity areas:

§ Administration
§ Airport
§ Community Center
St. Clair is one of eight incorporated Cities in Franklin County. The County also consists of four incorporated Villages, twelve Townships, and eleven unincorporated communities.

The City of St. Clair has a property tax rate of .9700% and a sales tax rate of 8.725%. The City's fiscal year matches the calendar year. The City's 2009 budget is comprised of seven funds, General; Park; Water/Sewer; Street Improvement; Debt Service; ½ cent; and Transportation. The total operational budget for 2009 is almost $5.5 million. This is a 15% budgetary decrease from 2008 with a $6.2 million budget. The City's personnel total just over 30 full-time employees.

Municipal Facilities

The St. Clair City Hall is located at the corner of Paul Parks Drive and Commercial (old Route 66) and was built in 1988. The City Hall houses the offices of the City Court Clerk, Building Inspector, City Clerk, City Collector, City Administrator, and the Mayor. City Hall also houses the St. Clair Police Department, the Board of Aldermen Council Chambers, the Municipal Court Room, and a public gymnasium.

The Public Works Facility is located on Park Street directly across from Evergreen Park. The Public Works Facility houses the office of the Public Works Director and staff. The facility houses most of the City's construction equipment and provides a location for storage of maintenance materials and supplies. The Public Works facility was built in 1985.

The Park Maintenance Facility is located at the entrance of Orchard Park on Orchard Drive. The facility houses the offices of the park maintenance employees. The facility is used to store park equipment, materials, and supplies. The facility was constructed in the late 1970's.

The Sanitary Sewer Plant is located at the intersection of Happy Sac Road and Highway AB. The plant serves as the office for the sanitary sewer plant employees. The facility is a mechanical activated sludge plant which was expanded in 2000. It was originally built in the early 1980's.

The St. Clair Community Center is located on Park Street next to the Public Works Facility and directly across from Veteran's Field in Evergreen Park. The Community Center is leased to the Mid East Area Agency on Aging for its use as a Senior Center throughout the daytime hours on Monday-Friday. The Community Center was remodeled in 2008.
II. NEEDS ANALYSIS

PUBLIC PARTICIPATION

One of the most important elements of any Comprehensive Plan is public participation. Although a Comprehensive Plan could be adopted with only minimal public input, the Plan would not be as thorough or as complete. The City of St. Clair recognized the importance of public input and provided four public participation opportunities at key points throughout development of the Comprehensive Plan. Following is a summary from those meetings.

The focus topic questions; scribe summaries from the first public participation meeting; a sample public participation and Task Force meeting notice/agenda; newspaper articles; a letter received from a member of the public who was unable to attend the first meeting; and voting results from the second public participation meeting, are contained in Appendix C.

First Public Participation Meeting

The first public participation meeting was held on December 2, 2008 from 6:00-8:00 p.m. at the Budget Lodging Hotel in the City of St. Clair. The primary purpose of this first meeting was to solicit public opinion in six key focus topic areas: Transportation/Other Infrastructure; Economic Development; Land Use; Civic Improvement; Parks, Recreation, and Open Space; and Aesthetics.

The meeting was well attended with 50 persons participating in the roundtable discussions. The meeting format involved having the attendees visit each focus topic table on a 15-minute rotational basis to answer questions related to that focus topic. In addition to the attendees, each table consisted of a facilitator and a note-taker/scribe. The role of the facilitator was to ask pre-selected questions and “facilitate” discussion among the attendees. The note-taker/scribe recorded the discussion for later review by the Task Force members. The focus group topic questions and responses are contained in Appendix C.

The information obtained from this public participation exercise was a key to development of the draft goals proposed for consideration at the second public participation meeting. As a direct result of the input provided by the community at this first meeting, a total of 34 draft goals were developed by the City of St. Clair Envision 2020 Comprehensive Plan Task Force.

Second Public Participation Meeting

The second public participation meeting was held on March 10, 2009 from 6:00-8:00 p.m. at the Budget Hotel in the City of St. Clair. The primary purpose of this second meeting was to allow attendees the opportunity to provide their input on the relative importance of the proposed draft goals; provide suggestions on the best objectives to fulfill those goals; and to offer consideration of additional goals to be reviewed by the Comprehensive Plan Task Force members.
The meeting was well attended. A total of 56 people were in attendance, in addition to the Task Force members. The meeting format involved each attendee receiving a total of 16 stars. These stars were used by each attendee to “vote” on the goal/goals which each felt were most important for the future of the St. Clair community. Since there were a total of 34 draft goals and only 16 stars, each attendee had to make choices about the goals they considered the most important.

In addition, each attendee was given one green and one red dot. The green dot was to be placed on the one goal (out of the 34) which they considered to be the single-most important goal for the City to achieve. Conversely, the red dot was to be used for what they considered to be the least important goal.

The 34 proposed draft goals were under six focus topic areas: Transportation/Other Infrastructure; Economic Development; Land Use; Civic Improvement; Parks, Recreation, and Open Space, and, Aesthetics.

The “vote” totals are summarized in Appendix C. It should be noted that even though some draft goals did not receive many star votes, they still may be a part of the final Comprehensive Plan. This is because the goal may be of importance to the overall community, but not necessarily to an individual within the community. This public participation exercise is intended to show the relative importance the citizens place on various community issues. Following is an analysis of the information provided at the meeting:

**Transportation/Other Infrastructure**

There were seven (7) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 1:

**Goal 1.** Improve the existing street network within the City of St. Clair with adequate lighting, pedestrian access, enhanced maintenance, and widening (where appropriate).

This goal received 28 star votes and 1 green dot top-rated vote. Goals 4 and 6 also received strong support from attendees.

The goal receiving the least support in this category from attendees was Goal 3 which received only 2 star votes and 4 red dot least-rated votes:

**Goal 3.** Investigate various alternate transportation opportunities for St. Clair residents.

Goal 2 also did not receive much support from attendees.

Overall, the Transportation/Other infrastructure category received 89 star votes, 2 green dot top-rated votes, and 5 red dot least-rated votes.

**Economic Development**
There were five (5) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 2:

Goal 2. Strengthen the City's commercial and industrial base to provide goods, services, and jobs for St. Clair residents.

This goal received 60 star votes and 9 green dot top-rated votes, and received more votes than any other draft goal. Goals 1 and 3 also received strong support from attendees.

The goal receiving the least support in this category from attendees was Goal 4 which still received 20 star votes, 2 green dot top-rated votes and 0 red dot least-rated votes:

Goal 4. Develop a unified marketing approach which promotes the City of St. Clair as a community which is “Open for Business!”

Overall, the Economic Development category received 211 star votes, 19 green dot top-rated votes, and only 1 red dot least-rated vote.

Clearly, the Economic Development focus topic was seen by attendees to be a key area for the City to pursue in the future.

**Land Use**

There were eight (8) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 6:

Goal 6. Continue the City's efforts to pursue development of the I-44 Corridor.

This goal received 50 star votes and 8 green dot top-rated votes. In addition to being a land use issue, this goal also relates to economic development activity – as such, it further supports the strong desire of attendees to pursue economic development for the community. Goal 8 also received strong support from attendees.

The goal receiving the least support in this category from attendees was Goal 7 which received only 1 star vote and 3 red dot least-rated votes:

Goal 7. Investigate the establishment of a rental occupancy permit program.

Goal 4 also did not receive much support from attendees.

Overall, the Land Use category received 193 star votes, 23 green dot top-rated votes, and 14 red dot least-rated votes.

**Civic Improvement**

There were five (5) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 5:
Goal 5. Attract and retrain a qualified professional staff with high ethical standards to efficiently and fairly provide exceptional City services.

This goal received 24 star votes, but 0 green dot top-rated votes. Goal 4 and 3 also received strong support from attendees with 23 and 20 votes, respectively. The goal receiving the least support in this category from attendees was Goal 1 which received 6 star votes and 1 red dot least-rated vote:

Goal 1. Create additional opportunities for area residents and visitors to gather.

Goal 2 received similar support from attendees with 8 star votes.

Overall, the Civic Improvement category received 81 star votes, 0 green dot top-rated votes, and only 1 red dot least-rated vote.

Parks, Recreation, and Open Space

There were five (5) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 2:

Goal 2. Explore construction of a new pool and/or recreation center for the residents of St. Clair.

This goal received 33 star votes and 2 green dot top-rated votes and was clearly the most favored goal in this category.

The goal receiving the least support in this category from attendees was Goal 5 which received 0 star votes and 3 red dot least-rated votes. This was the only draft goal to not receive any positive votes:

Goal 5. Work towards reducing adverse environmental impacts on the citizens of the community. Goal 3 also did not receive much support from attendees.

Overall, the Parks, Recreation, and Open Space category received 62 star votes, 2 green dot top-rated votes, and 6 red dot least-rated votes.

Aesthetics

There were four (4) draft goals under this focus topic. The goal receiving the most support from attendees was Goal 2:

Goal 2. Pursue a maintenance and enforcement program which focuses on improving the appearance of St. Clair.

This goal received 39 star votes. Goal 1 also received strong support from attendees.
The goal receiving the least support in this category from attendees was Goal 4 which received only 2 star votes:

**Goal 4. Review building materials and architectural styles to determine their applicability within the community.**

The Aesthetics category received 82 star votes, 2 green dot top-rated votes, and 0 red dot votes. **Other Goal Considerations**

Attendees were provided the opportunity to suggest other goals for consideration. Four basic suggestions made were:

1. Improve the airport.
2. Redevelop the airport property.
3. Explore the best use of valuable property.
4. Consider two city-wide cleanup days per year.

The first two suggested goals both relate to Goal 8 under the Land Use category which states:

**Goal 8. Continue to explore alternative uses for the airport property.**

The first suggested goal of improving the airport is counter to Goal 8. Clearly, the airport matter is a divided issue. On this suggested goal there were 132 star votes, 7 green dot top-rated votes, and 22 red dot least-rated votes.

The second suggested goal of redeveloping the airport property is consistent with Goal 8 under the Land Use Category. This suggested goal received 2 star votes and 2 green dot top-rated votes. The Task Force will revisit this issue, along with all 34 draft goals, to decide on whether or not alternative wording should be considered.

The third suggested goal of, “Explore the best use of valuable property” closely corresponds with Goal 1 under the Land Use category.

**Goal 1. Pursue development of an appropriate mix of commercial, industrial, and residential land uses.** Once again, the Task Force members will discuss whether or not changes should be made in the wording related to this issue.

The last suggested goal, “Consider two city-wide cleanup days per year” is likely more appropriate as an objective rather than as a goal and will be considered in that context.

**Top Identified Goals**

As a result of the first two public participation meetings, and the “votes” which occurred at the second meeting, the top five (5) goals identified by attendees were as follows:
1. ECONOMIC DEVELOPMENT GOAL 2. STRENGTHEN THE CITY’S COMMERCIAL AND INDUSTRIAL BASE TO PROVIDE GOODS, SERVICES, AND JOBS FOR ST. CLAIR RESIDENTS. (60 votes)

2. ECONOMIC DEVELOPMENT GOAL 1. PURSUE AN ECONOMIC DEVELOPMENT STRATEGY WHICH CREATES OPPORTUNITIES FOR BUSINESS ENTERPRISES TO BE SUCCESSFUL. (53 votes)

3. LAND USE GOAL 6. CONTINUE THE CITY’S EFFORTS TO PURSUE DEVELOPMENT OF THE I-44 CORRIDOR. (50 votes)

4. ECONOMIC DEVELOPMENT GOAL 3. UTILIZE VARIOUS ECONOMIC DEVELOPMENT INCENTIVES TO ATTRACT AND RETAIN AREA BUSINESS. (49 votes)

5. LAND USE GOAL 8. CONTINUE TO EXPLORE ALTERNATIVE USES FOR THE AIRPORT PROPERTY. (44 votes)

The bottom five (5) goals, as identified by attendees, were as follows:

1. PARKS, RECREATION, AND OPEN SPACE GOAL 5. WORK TOWARDS REDUCING ADVERSE ENVIRONMENTAL IMPACTS ON THE CITIZENS OF THE COMMUNITY. (0 votes)

2. LAND USE GOAL 7. INVESTIGATE THE ESTABLISHMENT OF A RENTAL OCCUPANCY PERMIT PROGRAM. (1 vote)

3. TRANSPORTATION/OTHER INFRASTRUCTURE GOAL 3. INVESTIGATE VARIOUS ALTERNATIVE TRANSPORTATION OPPORTUNITIES FOR ST. CLAIR RESIDENTS. (2 votes)

4. LAND USE GOAL 4. PURSUE A COORDINATED LAND USE PLANNING APPROACH WHICH INTEGRATES NEW WITH EXISTING USES. (2 votes)

5. AESTHETICS GOAL 4. REVIEW BUILDING MATERIALS AND ARCHITECTURAL STYLES TO DETERMINE THEIR APPLICABILITY WITHIN THE COMMUNITY. (2 votes)

Third Public Participation Meeting

The third participation meeting was held on June 2, 2009 from 6:00-8:00 p.m. at the Budget Lodging Hotel in the City of St. Clair. The purpose of this meeting was to allow attendees the opportunity to gauge their level of agreement/disagreement with the 147 draft objectives developed by the Comprehensive Plan Task Force.

The meeting was not very well attended with only 17 questionnaires being completed for each focus topic. However, given the significant write-up in the local newspaper just prior to the
meeting, it is believed that the public were likely generally supportive of the overall objectives and therefore did not see the need to attend the meeting.

The attendees were asked to complete a questionnaire for each of the focus topics and indicate for each objective, their degree of support. The range of responses were Strongly Disagree (1), Disagree (2), Agree (3), or Strongly Agree (4). Thus, the closer the responses averaged toward 4.0, the more agreeable were the responses. Conversely, the closer the average to 1.0, the more the respondents disagreed with the stated objective.

Following is a brief summary of each focus topic:

**Transportation/Other Infrastructure**

There were thirty (30) draft objectives under this focus topic. The responses ranged from an average low of 2.9 (just under Agree @ 3.0), to 3.8 (with a 4.0 being Strongly Agree).

The three draft objectives receiving a 2.9 average were:

Goal 2, Objective 2.2. Decide on the basis of the parking inventory/study how to proceed in addressing these deficiencies, including possible public-private partnerships.

Goal 2, Objective 2.4. Investigate the adequacy of commuter parking lots in and around the City of St. Clair.

Goal 5, Objective 5.2. Promote the development of retention basins, rather than detention basins to create water-based amenities.

The draft objective receiving a 3.8 average was:

Goal 4, Objective 4.3. Partner with the appropriate Federal, State, and County agencies, and the East-West Gateway Council of Governments, to obtain maximum funding for identified projects.

**Economic Development**

There were twenty-four (24) draft objectives under this focus topic. The responses ranged from an average low of 2.9 to a high of 3.9.

The draft objective receiving a 2.9 average was:

Goal 3, Objective 3.5. Investigate the possibility of establishing a hotel/motel tax whose revenues would be used to directly support tourism efforts.

The draft objective receiving a 3.9 average was:

Goal 2, Objective 2.3. Target commercial retail and service businesses opportunities along
the City's principal highway and arterial corridors and interchanges.

It should be noted that this objective received the highest average of all 147 draft objectives.

**Parks, Recreation, and Open Space**

There were nineteen (19) draft objectives under this focus topic. The responses ranged from an average low of 2.9 to a high of 3.5.

The draft objective receiving a 2.9 average was:

Goal 3, Objective 3.6. Identify special open space resources such as wetlands, stream corridors, and floodway areas and determine how to protect these resources.

The draft objective receiving a 3.5 average was:

Goal 2, Objective 2.1. Discuss with school district officials, and the YMCA, their interest in cooperating on construction of a new pool and/or recreation center.

**Aesthetics**

There were sixteen (16) draft objectives under this focus topic. The responses ranged from an average low of 2.9 to a high of 3.6.

The three draft objectives receiving a 2.9 average were:

Goal 1, Objectives 1.3. Establish a street tree program along the major thoroughfares of the City.

Goal 1, Objective 1.6. Work to minimize off-premise signage along the major highway corridors.

Goal 3, Objective 3.2. Investigate the possibility of establishing design guidelines for various business areas of the City.

The two draft objectives receiving a 3.6 average were:

Goal 1, Objective 1.2. Aggressively pursue strong code enforcement efforts to keep weeds, derelict vehicles, and other negative aesthetic images controlled.

Goal 1, Objective 1.5. Work with the utility companies to locate overhead utility lines underground to aid in both aesthetics and more reliable service.

**Land Use**

There were thirty-six (36) draft objectives under this focus topic. The responses ranged from an average low of 2.6 to a high of 3.8.

The draft objective receiving a 2.6 average was:
Goal 8, Objective 8.3. Coordinate with airport users how to transition them to other area airports.

It should be noted that this objective received the lowest average of all 147 draft objectives.

Two other objectives which also received an average low under 3.0 were:

Goal 7, Objective 7.3. Consider only life/safety issues should such a program be implemented.

Goal 8, Objective 8.2. Contact other area airports to determine if any of the existing improvements at the St. Clair airport would be useful to them at their facility.

The three draft objectives receiving a 3.8 average were:

Goal 1, Objective 1.2. Undertake an annexation strategy which provides opportunities for housing, jobs, and services within the future planning area.

Goal 1, Objective 1.4. Actively pursue full development of Wagner Industrial Park and Harris Industrial Park.

Goal 6, Objective 6.1. Pursue an annexation strategy to bring all properties along the I-44 corridor into the City of St. Clair.

Civic Improvement

There were twenty-two (22) draft objectives under this focus topic. The responses ranged from an average low of 2.8 to a high of 3.6.

The draft objective receiving a 2.8 average was:

Goal 3, Objective 3.4. Review the latest technological advances such as remote meter reading, synchronized traffic signals, hybrid vehicles, and pedestrian activated crosswalks to determine their applicability to the City of St. Clair.

Two other objectives which also received an average low under 3.0 were:

Goal 3, Objective 3.3 Investigate the use of “green light” technology for emergency response vehicles.

Goal 5, Objective 5.6 Create a reward system which recognizes employees who perform an exceptional job on behalf of the residents and property owners in the City of St. Clair.

The Comprehensive Plan Task Force members closely evaluated each of the draft objective responses to determine if any should be reworded or eliminated. This final Comprehensive Plan contains revisions made on behalf of the questionnaire responses. Although no objectives were eliminated from further consideration, several were reworded to address
input received from the third Public Participation meeting.

Official Public Hearing

The official Public Hearing was held on August 10, 2009 before the City of St. Clair Planning and Zoning Commission. The purpose of this meeting was to gather additional public input prior to final adoption of the Comprehensive Plan. Several positive comments concerning the Plan were received. The Board of Aldermen passed a Resolution in support of the Plan at their meeting on August 3. The final Comprehensive Plan was adopted at the September meeting of the Planning and Zoning Commission.

LAND USE

One of the key tasks associated with development of a Comprehensive Plan is the assessment of land use. The reason that this task is important, is because it provides the framework upon which to make land use decisions affecting the City of St. Clair.

The first step involved is the preparation of an Existing Land Use map. The Existing Land Use map shows the specific land use which is occurring on each individual parcel located within the St. Clair City Limits. The existing land use information was compiled by the St. Clair City Staff and placed on the Existing Land Use map by EFK Moen, LLC.

The major land use categories identified within the City of St. Clair, as shown on the Existing Land Use map are as follows:

- Quasi-Public/Public
- Commercial
- Industrial
- Low-Density Residential
- Medium-Density/High-Density Residential
- Office
- Mixed-Use
- Parks/Open Space
- Agricultural

Quasi-Public/Public

This category includes both governmental and non-governmental uses. Quasi-Public includes such facilities as churches, schools, fire stations, and social/civic organizations. Public uses would include City Hall, water towers, and other public works facilities. This category is generally not a revenue source to the City's budget. However, these facilities contribute significantly to the quality-of-life for the residents of the community. There are approximately 333 acres of land used for quasi-public/public functions.
Commercial
This land use category consists of both retail and service commercial activities. Retail commercial would include shopping centers, restaurants, and other shopping opportunities. Service commercial businesses are such uses as hotel/motels, title companies, banks, appraisers, automotive repair, appliance repair and other similar service businesses. There are approximately 162 acres of land in the commercial land use category.

Industrial
The industrial land use category consists of manufacturing, warehousing and storage type facilities either as stand-alone facilities or in industrial parks, such as the Wagner Industrial Park and Harris Industrial Park. Such facilities have the potential to be a significance source of jobs for a community. There are approximately 155 acres of land presently being used for industrial purposes.

Low-Density Residential
This category includes single-family detached or duplex residential housing. This housing can occur on platted lots in developed subdivisions, or be a part of larger tracts of ground. This is the single largest land use category in the City of St. Clair and consists of 426 acres.

Medium/High-Density Residential
This residential land use category includes multi-family town homes, apartments, condominiums, and mobile/manufactured homes in established parks. Due to the increased volume of traffic, these residential units are usually located near collector and/or arterial roadways. The use is also used as a buffer between lower-density housing and commercial activity. There are approximately 129 acres of this type of land use in the City.

Office
The office land use category consists of office buildings either as a stand-alone facility or as part of an office complex. There are no large office complexes/parks presently located in the City of St. Clair. There are a number of other offices, such as those for healthcare, insurance, or real estate which are part of a commercial shopping center and are not identified specifically as offices. As such, there is presently very little acreage devoted to office development (0.28 acres).

Mixed-Use
The mixed-use category was added to the Future Land Use map as a method to encourage development of mixed-use projects. A mixed-use project would consist of a combination of land use activities in a single master development plan. An example would be a combination of residential, commercial, and parks/open space. There are presently no mixed-use projects in the City.

Parks/Open Space
This land use category consists of property specifically set-aside to be used for parks/open space purposes. This would include established parks such as Orchard Park, Evergreen Park, and Main Street Park. Parks/Open Space can also be that owned by a private sports association, homeowner association, State, or Federal agencies. Such space provides recreational opportunities for area
residents. There are approximately 52 acres of parks/open space existing in the City of St. Clair.

**Agricultural**
In developing communities, agricultural production is generally limited. However, there are properties which may be under active agricultural production and are identified as such on the Existing Land Use map. There are only 13 acres of land under active agricultural production in the City Limits.

**Undeveloped**
The remainder of the Existing Land Use map is shown in white. This is land which is presently vacant and is also not under active agricultural production. Having vacant ground is a positive attribute in a developing community. It provides opportunities for future growth to occur in a “planned” manner.

The Existing Land Use map is the base information used to create the Future Land Use map.

The Future Land Use map is one of the most important components of the Comprehensive Plan. This map serves as a guide in assisting the City in making future land use decisions. The boundaries shown on the Future Land Use map extend beyond the present City limits. This allows the Planning and Zoning Commission and the Board of Aldermen to make an informed recommendation and decisions on newly annexed areas. It also provides the City with the opportunity to respond to requests made for areas inside the City's future growth area, but located in unincorporated Franklin County.

The Future Land Use map also has some other key functions. It allows recommendations and decisions to be made on rezoning requests for areas already within the City of St. Clair, and for considerations of future infrastructure extensions/improvements to serve areas that will eventually be a part of the City.

One of the goals of the Comprehensive Plan as stated in the Implementation Strategy section is to, “Create an effective growth management strategy to maintain a sustainable mix of land uses.” Such an approach will likely involve both a voluntary and involuntary annexation effort. The Future Land Use map can be a useful tool to assist in this future annexation effort.

It should be noted that all of the areas within the City of St. Clair's future growth boundary have been shown with some type of land use activity. It is recognized that full-buildout of this area is unlikely to occur through the future planning period. However, since it is unknown which areas will develop, all of the areas have been “colored”. Thus, the map can serve as a useful guide for any areas annexed and/or developed over many years.
EXISTING LAND USE MAP
FUTURE LAND USE MAP
The Major Street Plan is another important component of an approved Comprehensive Plan. The Major Street Plan is specifically addressed in the State of Missouri Revised Statutes, as follows:

89.460. Public improvements, how approved after adoption of major street plan. - Upon adoption of a major street plan and subdivision regulations, the municipality shall not accept, lay out, open, improve, grade, pave or light any street, lay or authorize the laying of water mains, sewers, connections or other utilities in any street within the municipality unless the street has received the legal status of a public street prior to the adoption of a city plan; or unless the street corresponds in its location and lines with a street shown on a subdivision plat approved by the council or planning commission or on a street plan made by and adopted by the commission. The council may locate and construct or may accept any other street if the ordinance or other measure for the location and construction or for the acceptance is first submitted to the commission for its approval and approved by the commission or, if disapproved by the commission, is passed by the affirmative vote of not less than two-thirds of the entire membership of the council.

89.470. No building permitted on streets not conforming to major street plan. - After the adoption of a major street plan, no building permit shall be issued for and no building shall be erected on any lot within the territorial jurisdiction of the commission unless the street giving access to the lot upon which the building is proposed to be placed conforms to the requirements of section 89.460.

89.480. Establishment of building lines – board of adjustment. - Whenever a plan for major streets has been adopted, the council, upon recommendation of the planning commission, is authorized and empowered to establish, regulate and limit and amend, by ordinance, building or setback lines on major streets, and to prohibit any new building being located within building or setback lines. When a plan for proposed major streets or other public improvements has been adopted, the council is authorized to prohibit any new building being located within the proposed site or right-of-way when the center line or the proposed street or the limits of the proposed sites have been carefully determined and are accurately delineated on maps approved by the planning commission and adopted by the council...

As can be seen from the proceeding statute sections, the adoption of a Major Street Plan is a powerful tool which can be used by a municipality in determining future roadway improvements, extensions, and/or modifications. The accompanying Major Street Plan map was developed by the City of St. Clair in an effort to better regulate the overall transportation network of the community.

The primary purpose of the Major Street Plan map is to develop and identify an integrated street network and to ensure that adequate right-of-way is reserved to allow these transportation improvements to occur. A review of the map illustrates future roadway connections; extensions of existing roadways; and improvements to the existing street network. The street improvement efforts may consist of securing right-of-way to allow widening to occur as development activity may warrant. It should be noted that the proposed
new alignments are not necessarily expected to be in the precise configuration shown on the map. Rather, these alignments would likely be integrated into the proposed development pattern, while still maintaining the integrity of the overall transportation system. It should be further noted that any roadway improvements/extensions/or modifications shown on the map in configuration with a proposed development – are expected to be constructed at the developer's expense. As stated, the configuration of new roadway extensions and realignments as shown on the Major Street Plan are not intended to be precise. It is recognized that some deviations may occur upon the submittal of development plans and other physical characteristics “in the field” such as topography, stream resources and other special environmental factors.

It is expected that any roadway improvements/extensions/realignments shown on the map are primarily the responsibility of the property owner and/or developer. However, it is recognized that the City of St. Clair may decide to construct some of these improvements themselves based upon the needs of the community. At a minimum, it is expected that property owners will dedicate right-of-way to the City at no cost to allow improvements to be made.

The following are key elements of the Major Street Plan map:

1. Relocation of North Outer Roads along I-44
2. Widening and signalization of Highway 30 at Bardot and High School Drive
3. Improvements to Commercial from Highway 30 to Main Street
4. New road merging Happy Sac Road to Airport Road
5. New road linking Forrest Hill Drive with Oak Ridge Subdivision
6. New road linking Highway30 with Mill Hill Road
7. New road linking Mill Hill Road with Highway TT
MAJOR STREET PLAN MAP
TRANSPORTATION IMPROVEMENTS

There are a number of roadway improvements which were anticipated by the City of St. Clair beginning in Spring, 2005 and provided on plans prepared by Howard R. Green Company and Missouri Engineering Company, as follows:

1. Springfield Road (Section A)
   Mill and overlay with selective curb and gutter repair to improve drainage.

2. South Main Street (Section B)
   Mill and overlay with selective curb and gutter repair, and selective drainage improvements.

3. North Main Street (Section C)
   Full depth street reconstruction between existing curbs.

4. Moselle Road (Section D)
   Complete street reconstruction with new curb and enclosed drainage to widen roadway.

5. Paul Parks Drive (Section E)
   Mill and overlay, and replace all curb and gutter to enclose drainage.

6. St. Clair Plaza Drive (Section F)
   Mill and overlay with selective curb and gutter repair to improve drainage.

7. Treva Lane/St. Clair Plaza Court (Section G)
   Mill and overlay with selective curb and gutter repair, and selective drainage improvements.

8. Park Avenue (Section H)
   Full depth street reconstruction between existing curbs.

Package 2 of the street resurfacing and reconstruction improvements included repairs to the following roadways:

1. Anne Avenue
2. Columbia Drive
3. Missouri Avenue
4. Pasadena Avenue
5. Park Drive
6. Park Avenue

Package 3 of the street resurfacing and reconstruction improvements included repairs to the following roadways:
1. Shady Street
2. North Street
3. Kitchell Street
4. Park Drive II

A number of these roadway improvement projects have been completed. These have been noted for two reasons. First, as a way to highlight the City's continuing commitment to improve the overall street network of the City. Secondly, to illustrate that the roadway improvements needs in the City of St. Clair far exceed the financial resources available. As such, the City must prioritize its needs and the Major Street Plan is one way to establish these priorities.

CAPITAL IMPROVEMENTS PLAN

The City of St. Clair maintains a 5-year Capital Improvements Plan (CIP). The CIP is used to make major equipment purchases and improvements. The Capital Improvements Plan budget comes from a variety of funding sources including the City's general fund, grants, and specialized infrastructure improvement accounts. The five year cost from 2009 through 2013 is estimated at a little more than $15 million, with ½ of that amount occurring in 2013 for the I-44/Highway 47 Outer Road project. Fiscal year 2009 includes over thirty proposed projects at a projected cost of approximately $1.1 million. The 5-year Capital Improvement Plan is an excellent way to plan for future community improvements and its continued use is strongly encouraged. Highlights through the next five years (subject to modifications) are as follows:

**Fiscal Year 2009**
1. Replacement of four City vehicles.
2. Replacement of various equipment such as a skip steer loader, durapatcher, automatic barscreen cleaner, and the playground wall and surface.
3. Various community improvements such as sealing of the Orchard Park path and courts, paving for the Harris Industrial Park, the annual street resurfacing, a sanitary sewer line rehabilitation, and the Overflow Lagoon #2 rehabilitation.

**Fiscal Year 2010**
1. Vehicle replacement including a dump trunk and a police detective vehicle.
2. Equipment purchases including a new street sweeper and a small backhoe.
3. Capital projects such as park bathroom renovations, benches for Evergreen Park, and a major expenditure for the renovation of Lift Station #1.

**Fiscal Year 2011**
1. Replacement vehicles for several Departments including Building, Public Works, and Police.
2. Capital outlay for equipment such as a replacement backhoe, a sewer camera, and City Hall generator.
3. A Major Capital project (Springfield Street Project) and minor projects such as
additional playground equipment and the park maintenance building parking lot.
4. Capital property projects of a water complex and a 2,500 square foot sanitary sewer building.

Fiscal Year 2012
1. Replacement of a public works truck and police patrol vehicle.
2. Purchase of a commercial mower and vehicle camera unit.
3. Capital projects such as the Evergreen Park parking lot, Chestnut water main project and Overflow Lagoon #1 rehabilitation.

Fiscal Year 2013
1. Vehicle replacement for three City vehicles.
2. Equipment purchases for computer replacement.
3. Capital projects for a pavilion for Evergreen Park, park soccer field lights, and the I-44/47 Outer Road project mentioned previously.

Again it should be noted that the above-described projects are subject to change based upon future discussions and consideration. Many of the projects and purchases are consistent with the goals and objectives contained within this Comprehensive Plan.

A copy of the latest Capital Improvements Plan budget is contained in Appendix D.

PARKS, RECREATION, AND OPEN SPACE

As discussed in theExisting Conditions section of the Comprehensive Plan, the City of St. Clair has three City parks; Orchard Park, Evergreen Park, and Main Street Park. The St. Clair Baseball Association also maintains the Iron Hill Sports Complex.

The City of St. Clair had a plan developed for the St. Clair City Park (Orchard Park) which was developed by J.A.Ward Architects and P.H. Weis Consulting. The plan included the following elements:
- Wildlife and nature study area
- Picnic area
- Trails
- Campfire circle
- Future playground
- Future shelter
- Parking
- Shallow ponds
- Patio
- Children's playground
- Waterfall
- Bridge
- Multi-purpose court
Bathhouse
Pool
Grassed game area
Grass amphitheater
Tennis courts
Grass volleyball courts
Tetherball circle
Lighted combination baseball/football field
Summer archery range
Garden club area and civic monument

Each of the City's parks, and the Iron Hill Sports Complex, are actively used by the community. The parks are a sense of pride for the community. A dedicated park fund is used to make continual improvements.

In order to better evaluate the adequacy of park facilities, it would be useful to review applicable standards and guidelines developed for this purpose.

In 2001, Northern Arizona University prepared a narrative concerning the applicability or parks, recreation, and open space standards and guidelines which remain appropriate for guidance for the City of St. Clair. The information is repeated herein for your consideration.

“The Natural Recreation and Park Association (NRPA) recognizes the importance of establishing and using park and recreation standards as:

- A national expression or minimum acceptable facilities for the citizens of urban and rural communities.
- A guideline to determine land requirements for various kinds of park and recreation areas and facilities.
- A basis for relating recreational needs to spatial analysis within a community-wide system of parks and open space areas.
- One of the majoring structuring elements that can be used to guide and assist regional development.
- A means to justify the need for parks and open space within the overall land-use pattern of a region or community.

The purpose of these guidelines is to present park and recreation space standards that are applicable nationwide for planning, acquisition, and development of park, recreation, and open space lands, primarily at the community level.

These standards should be viewed as a guide. They address minimum, not maximum, goals to be achieved. The standards are interpreted according to the particular situation to which they are applied and specific local needs. A variety of standards have been developed by professional and trade associations which are used throughout the country.

The standard derived from early studies of park acreage located within metropolitan
areas was the expression of acres of park land per unit of population. Over time, the figure of ten acres per 1,000 population came to be the commonly accepted standard used by a majority of communities.

Other standards adopted include the “percent of area” approach, needs determined by user characteristics and participation projects, and area use based on the carrying capacity of the land. The fact that some of the standards have changed substantially is not an indication of their obsolescence. Changes are a measure of the growing awareness and understanding of both participant and resource limitations. Parks are for people. Park, recreation, and planning professionals must integrate the art and science of park management in order to balance park and open space resources...”.

ECONOMIC DEVELOPMENT

As this Comprehensive Plan is being prepared, the United States is experiencing an economic slow-down. A Missouri Economic Report 2008 was prepared by the Missouri Economic Research & Information Center. This Center is part of the Missouri Department of Economic Development. The highlights from the 2008 Report are as follows:

- Nationally, economic growth has been slowing. Missouri's economic growth generally follows U.S. trends.
- Employment in Missouri began to slow in 2007, then declined somewhat in early 2008. By May 2008, Missouri employment had decreased by 0.3 percent over the year, compared to the 0.2 percent national decline.
- Unemployment in Missouri has averaged a little higher than the U.S. rate.
- The services sector is the fastest growing portion of the State's economy, led by growth in education and health services. However, there have been declines across several industries in Missouri in the past year.
- Manufacturing employment has been declining in Missouri and across the U.S.
- Personal income growth in Missouri has trended just above the national rate in two of the last three quarters.
- Consumer spending across the U.S. economy has been slowing, and Missouri taxable sales have followed a similar trend.

The economic development plans for the City of St. Clair will be influenced by the interests of the development community, the financial resources available to assist economic development projects, and the willingness of the City to use those resources. The Implementation Strategy section highlights some of the economic development programs available through the State of Missouri.
III. IMPLEMENTATION STRATEGY

The Implementation Strategy section of the St. Clair Comprehensive Plan is the key to the City's successful future. The goals and objectives presented in this section provide a solid foundation upon which to build the St. Clair of tomorrow. The goals and objectives were developed based upon the information obtained from the public participation process described elsewhere in this Plan. The goals and objectives were refined by the Task Force members and presented to the Planning and Zoning Commission for their consideration and adoption.

The goals and objectives are divided into six key focus group topic areas as follows:

- Transportation/Other Infrastructure
- Economic Development
- Parks, Recreation, and Open Space
- Aesthetics
- Land Use
- Civic Improvements

The goals number 32 (out of an original 34), and there are approximately 150 objectives. It should be noted that although a goal or objective may be listed as number 1, this does not suggest that the goal/objective is the most important. The goals and objectives are in no particular order. The public participation process did indicate attendee preferences for certain goals and objectives. This information can be found in Appendix C.

However, it should be emphasized that goals/objectives should not necessarily be accomplished in any particular order. Rather, the goals/objectives should be undertaken based upon resources available to the community. By way of an example, should a new Federal funding program become available which would fulfill one of the goals/objectives, this should be pursued by the City.

Given the relative length of the planning period (ten years), it should be recognized that there is no way to accurately forecast which goals and objectives will be accomplished. It is possible that not every goal and objective contained within the Plan will be achieved. However, all of the goals and objectives are important and could be accomplished by the City of St. Clair given a concentrated effort and the right available resources. Hence, every effort should be made to successfully implement all of the stated goals and objectives.
CITY OF ST. CLAIR GOALS AND OBJECTIVES

TRANSPORTATION/OTHER INFRASTRUCTURE

Goal 1. Improve the existing street network within the City of St. Clair with adequate lighting, pedestrian access, enhanced maintenance, and widening (where appropriate).

Objective 1.1 Conduct a street light inventory throughout the community and work with the electric utility company to establish adequate lighting based upon acceptable industry standards.

Objective 1.2 Develop a pedestrian access strategy and fund additional pedestrian enhancements such as sidewalks and safe street crossing locations.

Objective 1.3 Continue to pursue an aggressive street maintenance and repair program through utilization of monies from the Capital Improvements Program (CIP) budget.

Objective 1.4 Utilize the Major Street Plan map as the guide to develop future roadway improvements, widening, realignments, extensions, and new construction.

Objective 1.5 Develop a plan to pave all gravel roadways within the St. Clair City Limits.

Objective 1.6 Create a comprehensive and consistent policy/standards for new roadway construction. Objective 1.7 Construct sidewalks along all arterial and collector roadways in the City.

Goal 2. Review both on-street and off-street parking throughout the community to ensure that it is adequate.

Objective 2.1 Undertake a parking inventory/study to determine where parking deficiencies exist.

Objective 2.2 Decide on the basis of the parking inventory/study how to proceed in addressing these deficiencies, including possible public – private partnerships.

Objective 2.3 Review the City's parking regulations to ensure that they are appropriate.

Objective 2.4 Investigate the adequacy of commuter parking lots in and around the City of
St. Clair.

Goal 3. Investigate various alternate transportation opportunities for St. Clair residents.

THIS GOAL WAS ELIMINATED BY THE ENVISION 2020 TASK FORCE BASED UPON INPUT FROM THE PUBLIC PARTICIPATION WORKSHOP.

Goal 4. Coordinate development activities and street improvements to maintain acceptable traffic flows and minimize traffic congestion.

Objective 4.1 Undertake a transportation/traffic study of St. Clair to determine the adequacy of the existing roadway network and identify where deficiencies exist.

Objective 4.2 Continue with implementation of the Capital Improvements Program (CIP) for roadway improvements consistent with the adopted Major Street Plan.

Objective 4.3 Partner with the appropriate Federal, State, and County agencies, and the East – West Gateway Council of Governments, to obtain maximum funding for identified projects.

Objective 4.4 Incorporate newer design features such as roundabouts, traffic – calming elements, and synchronized traffic signals into roadway projects, as appropriate.

Objective 4.5 Adopt regulations which require developers to coordinate access points to improve traffic circulation.

Objective 4.6 Design an adequate level – of – service (LOS) standard into new roadway projects, such as a LOS of C or better for arterial and collector roadways.

Objective 4.7 Adopt regulations to require developers to dedicate the right – of – way and construct roads/improvements consistent with the City’s adopted Major Street Plan.

Goal 5. Create a comprehensive and coordinated stormwater management program for the City.

Objective 5.1 Conduct an inventory of stormwater issues affecting the City of St. Clair, and within the identified future land use planning areas, and develop a strategy to address inadequacies.

Objective 5.2 Promote the development of retention basins, rather than detention basins, to create community water – based amenities.

Objective 5.3 Explore opportunities to reduce the overall number of basins through the development of regional/sub – regional basins, and underground storage for commercial developments.

Objective 5.4 Work on ways to improve overall stormwater management through
adequate erosion control measures.

Goal 6. Maintain an exemplary solid waste (trash service and recycling) management program for the citizens of St. Clair.

Objective 6.1 Aggressively pursue markets for recyclables and expand the amount and diversity of recyclable material accepted.

Objective 6.2 Work with the City's contracted waste hauler to explore cost–effective strategies to improve operational efficiency and thus reduce the overall cost to residents.

Goal 7. Aggressively address the sanitary sewer system within the St. Clair community.

Objective 7.1 Conduct a video camera inspection of the City of St. Clair sanitary sewer lines to determine where problems occur, and fix those areas.

Objective 7.2 Conduct a sanitary sewer system evaluation study to determine how to best service both the existing and future planning area needs.

Objective 7.3 Establish a policy to oversize water and sanitary sewer lines which will be providing service to future planning areas.

Objective 7.4 Review the City's Capital Improvements Program (CIP) budget to allocate monies to repair/replace inadequate sanitary sewer lines and make repairs on a regular basis.

Objective 7.5 Keep informed on the latest technologies and processes for both the collection and treatment of wastewater.

Objective 7.6 Set user rate charges such that users of the system are paying for the systems' upkeep and maintenance.

**ECONOMIC DEVELOPMENT**

Goal 1. Pursue an economic development strategy which creates opportunities for business enterprises to be successful.

Objective 1.1 Maintain an up-to-date inventory, and have land available with suitable infrastructure and topography, to support the needs of both new and expanding businesses.

Objective 1.2 Investigate the feasibility of hiring a Community Development Director to focus on both the planning and economic development needs of the City of St. Clair.

Objective 1.3 Work closely with the existing business community to ascertain their needs and develop a business plan to meet those needs.
Objective 1.4 Continue to foster a pro – development approach in City government to facilitate opportunities for business development and enhancement.

Objective 1.5 Work with the St. Clair School District and East Central College to develop programs which provide the training skills needed by new and expanding businesses in the region.

Objective 1.6 Continue to promote and expand the Business of the Month program through City Hall.

Goal 2. Strengthen the City's commercial and industrial base to provide goods, services, and jobs for St. Clair residents.

Objective 2.1 Identify and pursue “targeted” businesses in the commercial and industrial sectors.

Objective 2.2 Work closely with the Industrial Development Authority and commercial/industrial real estate brokers to create additional business development opportunities.

Objective 2.3 Target commercial retail and service business opportunities along the City's principal highway and arterial corridors and interchanges.

Objective 2.4 Cooperate with the railroad to expand rail opportunities within the City of St. Clair.

Objective 2.5 Coordinate with Franklin County and the State of Missouri to make them aware of key development opportunities available in the City of St. Clair.

Goal 3. Utilize various economic development incentives to attract and retain area business.

Objective 3.1 Continue to use Tax Increment Financing (TIF), Neighborhood Improvement District (NID), Community Improvement District (CID), and Transportation Development District (TDD) techniques to assist in supporting key development projects needing financial assistance.

Objective 3.2 Maintain an active economic development committee(s) to oversee the creation and development of projects requiring financial assistance.

Objective 3.3 Work cooperatively with the school district(s) and other taxing entities to educate them about the application of these various financial mechanisms to support development proposals.
Objective 3.4 Participate in public – private partnerships on economic development initiatives through investment in infrastructure and/or other development assistance.

Objective 3.5 Investigate the possibility of establishing a hotel/motel tax whose revenues would be used to directly support tourism efforts.

Goal 4. Develop a unified marketing approach which promotes the City of St. Clair as a community which is “Open for Business!”.

Objective 4.1 Develop a database of key commercial and industrial developers in the region who might have an interest in developing in St. Clair.

Objective 4.2 Work on producing a high – quality marketing brochure and distribute the brochure to selected developers and key economic development officials.

Objective 4.3 Enhance the City's website to create an electronic version of the marketing brochure.

Objective 4.4 Work with the Chamber of Commerce and existing business community to incorporate this unified marketing approach into their advertising, as well.

Objective 4.5 Produce and maintain a unique “branding” campaign, such as the Hot and Cold water tanks, which distinguishes the City of St, Clair as “the place” to do business in the region.

Goal 5. Strengthen the vitality of the City's downtown business district.

Objective 5.1 Promote the use of historic tax credits for historic downtown buildings and work with the Hibbard – St. Clair Historical Society to enhance the historical value of the downtown area.

Objective 5.2 Encourage the development, adoption, and implementation of a downtown redevelopment plan designed to create an appealing downtown for merchants and customers alike.

Objective 5.3 Encourage the creation of a Merchants Association.

PARKS, RECREATION, AND OPEN SPACE

Goal 1. Enhance the existing, and create new, opportunities for recreational programs/services for the citizens of the area.
Objective 1.1 Develop a matrix of existing recreational programs/services offered throughout the City of St. Clair by both the public and private sectors and place this information on the City's website.

Objective 1.2 Determine where gaps exist in these recreation programs/services and work on a strategy to meet those unfulfilled needs.

Objective 1.3 Conduct an annual assessment/survey of citizen interest in various recreational pursuits and make appropriate adjustments in the City's programming to respond to those expressed needs.

Goal 2. Explore construction of a new pool and/or recreation center for the residents of St. Clair.

Objective 2.1 Discuss with school district officials, and the YMCA, their interest in cooperating on construction of a new pool and/or recreation center.

Objective 2.2 Conduct a brief survey asking what facilities users would want in a recreation center, identify a possible location, and whether they favor an indoor or outdoor pool.

Objective 2.3 Have City officials visit other recreational centers in the St. Louis Metropolitan Area to gain a better understanding about how such facilities are constructed and operated.

Objective 2.4 Determine an approach(es), such as TIF/GO bonds, to fund such a facility.

Objective 2.5 Educate the public about the costs associated with both the construction and operation of a pool and/or recreation center.

Goal 3. Investigate the need for additional open space throughout the community.

Objective 3.1 Identify open space resources in the community.

Objective 3.2 Identify land areas on the Future Land Use map to be set – aside for future open space.

Objective 3.3 Review the current zoning and subdivision regulations to determine whether the opportunity exists to create more open space.

Objective 3.4 Work with the development community to create open space as part of their projects and integrate landscaped public spaces within larger projects.

Objective 3.5 Investigate opportunities to expand/acquire additional land area around
the City's existing City parks – Orchard Park and Evergreen Park.

Objective 3.6 Identify special open space resources such as wetlands, stream corridors, and floodway areas and determine how to protect these resources.

Goal 4. Provide a superior system of park facilities which serve neighborhood and community needs.

Objective 4.1 Develop a priority listing of needs to be met in the City's existing parks, and work on a strategy to address those needs.

Objective 4.2 Investigate the establishment of an enhanced funding source to respond to these needs.

Objective 4.3 Look for opportunities to expand park facilities in the City of St. Clair.

Objective 4.4 Cooperate with the school district(s), local sports leagues, and others offering parks and recreation facilities in working on ways to improve their facilities for the benefit of the community.

Objective 4.5 Work on efforts to maintain the status of St. Clair as a Tree City USA.

Goal 5. Work towards reducing adverse environmental impacts on the citizens of the community.

THIS GOAL WAS ELIMINATED BY THE ENVISION 2020 TASK FORCE BASED UPON INPUT FROM THE PUBLIC PARTICIPATION WORKSHOP.

AESTHETICS

Goal 1. Develop an overall coordinated program of visual enhancement throughout the City of St. Clair.

Objective 1.1 Conduct two City – wide cleanup weeks per year.

Objective 1.2 Aggressively pursue strong code enforcement efforts to keep weeds, derelict vehicles, and other negative aesthetic images controlled.

Objective 1.3 Establish a street tree program along the major thoroughfares of the City.

Objective 1.4 Develop a standardized street and parking lot lighting program considering both fixture design and illumination type.
Objective 1.5 Work with the utility companies to locate overhead utility lines underground to aid in both aesthetics and more reliable service.

Objective 1.6 Work to minimize off – premise signage (billboards) along the major highway corridors. Objective 1.7 Continue to promote and expand the Community Pride program through City Hall.

Goal 2. Pursue a maintenance and enforcement program which focuses on improving the appearance of St. Clair.

Objective 2.1 Aggressively enforce the City's existing property maintenance code.

Objective 2.2 Aggressively conduct street sweeping throughout the City, especially on major roadways.

Objective 2.3 Design and maintain government and civic facilities to serve as examples to the development community of the City's commitment to high – quality.

Objective 2.4 Coordinate with business owners the establishment of a facade easement program to improve the exterior of buildings throughout the City.

Objective 2.5 Pursue grant funding to assist homeowners with property improvements.

Goal 3. Create building and site development review which includes aesthetic considerations.

Objective 3.1 Modify the existing Zoning & Subdivision Regulations to establish a methodology for architectural review as part of the City's site plan review criteria for commercial and industrial developments.

Objective 3.2 Investigate the possibility of establishing design guidelines for various business areas of the City.

Goal 4. Review building materials and architectural styles to determine their applicability within the community.

Objective 4.1 Consider a restriction on the construction of “plain metal” buildings in the community.

Objective 4.2 Coordinate building materials and architectural design to create a complementary appearance for commercial and industrial buildings constructed in the City of St. Clair.
LAND USE

Goal 1. Pursue development of an appropriate mix of commercial, industrial, and residential land uses.

Objective 1.1 Develop and maintain a Future Land Use map which provides a balance of the principal land use categories.

Objective 1.2 Undertake an annexation strategy which provides opportunities for housing, jobs, and services within the future planning area.

Objective 1.3 Make land use and zoning decisions on the basis of providing a sustainable mix of land uses throughout the community.

Objective 1.4 Actively pursue full development of Wagner Industrial Park and Harris Industrial Park.

Goal 2. Develop a program to reduce commercial and industrial vacancy rates throughout the community.

Objective 2.1 Inventory St. Clair to identify vacant spaces, identify possible uses for this space, and actively work with owners/agents to reduce vacancy rates throughout the City.

Objective 2.2 Decide on the appropriate application of special financing incentives, such as Tax Increment Financing (TIF) to fill blighted and underutilized commercial/industrial space.

Goal 3. Create an effective growth management strategy to maintain a sustainable mix of land uses.

Objective 3.1 Maintain a sufficient inventory of undeveloped land to meet the future needs of the community for residential, commercial, industrial, and office development.

Objective 3.2 Support an annexation growth management strategy which provides a coordinated development pattern and allows future infrastructure needs to be adequately met.

Objective 3.3 Utilize both voluntary and involuntary annexation procedures to expand the City's boundaries within the identified future planning area identified on the Future Land Use map.

Objective 3.4 Coordinate infrastructure improvements while attempting to avoid the “leap – frogging” of areas.

Objective 3.5 Use the City's Future Land Use map as a guide in making zoning and land use decisions. Objective 3.6 Use Planned Development as a means to coordinate a sustainable mix of
Goal 4. Pursue a coordinated land use planning approach which integrates new with existing land uses.

Objective 4.1 Minimize land use conflicts between new and existing land uses through enactment of provisions which buffer incompatible land uses from one another.

Objective 4.2 Coordinate with Franklin County to ensure that decisions made by the County which are in the identified future planning area for the City of St. Clair are consistent with City interests.

Objective 4.3 Review the Zoning Code to determine whether some land use activities should be more closely scrutinized to avoid potential conflicts.

Objective 4.4 Require developers to make roadway improvements which will satisfactorily “link” new projects with existing development.

Goal 5. Increase neighborhood stability through effective code enforcement, the provision of public amenities, and compatibility standards.

Objective 5.1 Provide close coordination between the Police Department and the Building Department to provide effective code enforcement.

Objective 5.2 Pursue a program which provides for the linkage of neighborhoods to the community at – large through sidewalks, pedestrian and biking trails.

Objective 5.3 Work with neighborhoods to create accessible open space for neighborhood residents. Objective 5.4 Develop a housing strategy to assist renters in becoming homeowners in the community.

Objective 5.5 Strengthen the Neighborhood Watch program to create safer, more secure neighborhoods.

Objective 5.6 Review the City's Zoning & Subdivision Regulations to determine if compatibility design standards should be adopted to help stabilize neighborhoods.

Goal 6. Continue the City's efforts to pursue development of the I-44 Corridor.

Objective 6.1 Pursue an annexation strategy to bring all properties along the I-44 Corridor into the City of St. Clair.
Objective 6.2  Create an inventory of undeveloped properties along the I-44 Corridor.

Objective 6.3 Utilize both existing and new funding sources to ensure that adequate infrastructure is in place to allow development to proceed.

Objective 6.4 Solicit Master Developer proposals to create coordinated and integrated Corridor development.

Objective 6.5 Review the Zoning & Subdivision Regulations to ensure that adequate measures are in place to create a viable Planned Development district along the I-44 Corridor.

Objective 6.6 Expand the I-44 Corridor planning area to encompass a portion of Historic Route 66.

Objective 6.7 Focus development strategies along the I-44 Corridor at the key interchanges of Highway 30, Highway 47, and Highway AH.

Goal 7. Investigate the establishment of a rental occupancy permit program.

Objective 7.1 Research what other communities have done to establish such a program.

Objective 7.2 Meet with the rental community to discuss how such a program might benefit the community.

Objective 7.3 Consider only life/safety issues should such a program be implemented.

Goal 8. Continue to explore alternative uses for the airport property.

Objective 8.1 Continue to coordinate with the appropriate Federal and State agencies to determine what needs to be accomplished in order to close the facility.

Objective 8.2 Contact other area airports to determine if there is any interest in purchasing equipment/structures at the St. Clair airport. Note: This Objective was clarified by the Task Force based upon the responses at the Public Participation meeting.

Objective 8.3 Coordinate with airport users how to transition them to other area airports.

Objective 8.4 Work with the selected I-44 Corridor Master Developer to create an alternative plan for redevelopment of the airport property.

CIVIC IMPROVEMENT

Goal 1. Create additional opportunities for area residents and visitors to gather.
Objective 1.1 Coordinate a downtown festival to bring more customers to shop and visit.

Objective 1.2 Work with the St. Clair Baseball Association to offer a community – wide activity festival at the Iron Hill Sports Complex.

Objective 1.3 Review use of the current Community Center and investigate the need for an expanded space.

Goal 2. Determine ways that the City of St. Clair can improve the services it provides to its citizens.

Objective 2.1 Investigate methods to supplement existing City funds with grants, tax incentives, tax credits, and other viable funding sources.

Objective 2.2 Evaluate all City services and establish guidelines for what is considered to be acceptable and achievable levels of performance.

Objective 2.3 Continue to review the budget to determine the most cost-effective way to deliver exceptional government services.

Objective 2.4 Periodically undertake an internal review of City services to make sure they are being provided to City residents in a fair and equitable manner.

Objective 2.5 Establish mutual – aid agreements with other governmental and non – governmental agencies to ensure that adequate resources are available during an emergency.

Objective 2.6 Maintain the City's Building Code enforcement efforts to ensure that adequate life/safety issues are being addressed.

Goal 3. Seek cost-effective strategies which utilizes technology to improve the community.

Objective 3.1 Utilize proven technologies, such as reverse 911, to improve overall community safety.

Objective 3.2 Explore using Leadership in Energy and Environmental Design (LEED) concepts on any new City facility construction project.

Objective 3.3 Investigate the use of “green light” technology for emergency response vehicles.

Objective 3.4 Review the latest technological advances such as remote meter reading, synchronized traffic signals, hybrid vehicles, and pedestrian activated crosswalks to determine their applicability to the City of St. Clair.

Goal 4. Encourage collaborative efforts with other communities and institutions in and
around the City of St. Clair.

Objective 4.1 Cooperate with the City of Union to establish a Growth Boundary Agreement to define the area of future growth for both communities.

Objective 4.2 Work with the adjacent community of Parkway for them to adopt uniform building code regulations in exchange for St. Clair providing utility service.

Objective 4.3 Establish a joint committee with the St. Clair School District, library district, and other service providers to evaluate ways to further cooperate to enhance services offered to both residents and patrons.

Goal 5. Attract and retain a qualified professional staff with high ethical standards to efficiently and fairly provide exceptional City services.

Objective 5.1 Create job descriptions to establish skills and qualifications for City positions.

Objective 5.2 Compare the City of St. Clair’s pay scale with other communities (with similar budgets and demographics), and fund positions accordingly.

Objective 5.3 Establish a policy of maintaining high ethical standards and convey to City Staff the expectations for dealing with the public.

Objective 5.4 Provide customer service training for those employees who deal with the public.

Objective 5.5 Provide specific training opportunities for other City Staff members to keep them current in their knowledge of the jobs they perform on behalf of the City of St. Clair.

Objective 5.6 Create a reward system which recognizes employees who perform an exceptional job on behalf of the residents and property owners in the City of St. Clair.
Following is a brief summary of the various tax incentive programs offered by the State of Missouri through the Missouri Department of Economic Development (DED) and local communities as indicated on the State of Missouri website:

**Business Facility Tax Credit Program**
Provides tax incentives to facilitate the expansion of new or existing businesses in Missouri which occurred prior to January 1, 2005.

**Chapter 353 Tax Abatement**
Tax abatement is available to for-profit urban redevelopment corporations organized pursuant to the Urban Redevelopment Corporation Law. Tax abatement under this law is extended to real property which has been found to be a “blighted area” by the City.

**Enhanced Enterprise Zone**
Provides State of Missouri tax credits to new or expanding businesses in a Missouri Enhanced Enterprise Zone.

**Enterprise Zone Tax Benefit Program**
Provides tax incentives to facilitate the expansion of new or existing businesses in Missouri which occurred prior to January 1, 2005.

**Film Production Tax Credit Program**
Provides a State of Missouri tax credit to qualified film production companies up to 50% of the company's expenditures in Missouri for production or production related activities necessary to make the film (not to exceed $1 million in tax credits per project).

**Loan Guarantee Fee Tax Credit Program**
Provides State of Missouri tax credits to an “eligible small business” for the amount of a guarantee fee paid to either the U.S. Small Business Administration or the U.S. Department of Agriculture for a small business loan.

**Mutual Fund Tax Apportionment**
Assists in stimulating the mutual fund industry in the State by allowing those certified by the DED to utilize a more favorable State income apportionment method for tax purposes.

**Quality Jobs Program**
Facilitates new quality jobs by targeting various business projects.

**Rebuilding Communities Tax Credit Program**
Helps to stimulate eligible business activity in Missouri's “distressed communities” by providing State tax credits to eligible businesses that locate, relocate, or expand their businesses within these identified “distressed communities”.

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Sales Tax Exemption
Machinery and equipment used to establish a new manufacturing facility, or to expand an existing manufacturing facility, is exempt from local and State sales /use taxes, provided that such machinery/equipment is used directly to manufacture a product ultimately intended for sale.

Small Business Incubator Tax Credit Program
The DED may issue a 50% State of Missouri tax credit to a taxpayer who makes a contribution to an approved incubator sponsor in Missouri.

Wine and Grape Tax Credit Program
Assists vineyards and wine producers with the purchase of needed new equipment and materials by granting a State tax credit for a portion of the purchase price.

In addition to State tax credits, the State of Missouri also has various public infrastructure programs to provide economic enhancement to a project. Following is a brief summary of those programs:

Brownfield Program
Provides financial incentives for the redevelopment of commercial or industrial sites that are contaminated with hazardous substances and have been abandoned or underutilized for at least three years.

Industrial Development Bond
Cities or Counties may purchase or construct various types of projects with bond proceeds, and sell or lease the project to a private company. Costs which may be eligible are the purchase, construction, extension, and improvements to warehouses, distribution facilities, or industrial plants.

Industrial Infrastructure Grant
Assists local governments with the development of public infrastructure which allows industries to locate new facilities, expand existing facilities, or prevent the relocation or closing of a facility. Grants must be made in cooperation with a City or County sponsor. Priority projects include manufacturing, processing, and assembly companies.

Tax Credit for Contribution Program
This program grants a tax credit equal to 50% of the monies contributed by a taxpayer to one of three “funds” established by the Statutes including the “industrial development and reserve fund”, “infrastructure development fund”, or the “export finance fund”.

The Missouri Department of Economic Development, and other State and Federal agencies have resources available to facilitate capital development for new and expanding high-growth businesses in the State of Missouri. Following is a brief description of some of those available
financial resources:

Seed Venture Capital
Venture capital is called equity financing and therefore involves no direct obligation for the business to repay the fund. As such, the investor usually has a stake in the business and is concerned about the long-term success and profitability of the enterprise.

New Enterprise Creation Act
This Act is intended to generate investment in new start-up Missouri businesses that have not developed to the point where they can secure conventional financing or significant venture capital.

Certified Capital Companies (CAPCO)
A CAPCO may invest in an eligible business, which is in need of venture capital but is unable to secure conventional financing. The eligible business must derive their revenue primarily from manufacturing, processing, or assembling of products; conducting research and development; or service businesses which derive more than 33% of their revenue from outside the State of Missouri.

U.S. Small Business Administration
The Small Business Administration has a venture capital program available to businesses from around the United States which may have applicability to local projects.

The State of Missouri also offers various financing programs as further described herein:

Action Fund Loan
Manufacturing, processing, and assembly companies located in a non-entitlement area may be eligible for a loan that may be used for the purchase of new machinery and equipment or working capital. The loan must have a City or County sponsor.

Industrial Development Bonds
Cities or Counties may purchase or construct certain types of projects with bond proceeds and then sell or lease the project to a company. Costs which may be eligible are for the purchase, construction, extension, and improvement of warehouses, distribution facilities, and/or industrial plants.

Urban Enterprise Loan Program
This program assists small business owners only in the St. Louis and Kansas City urban areas by offering low-interest loans and would not be available to the City of St. Clair.

In addition to the programs described above, the State of Missouri offers various workforce initiatives. The Missouri Department of Economic Development can provide details of these resources to interested business owners.

In addition to assisting business enterprises, there are a number of revenue sources which are available to Missouri municipalities. These revenue sources include six sales taxes, including: general revenue; capital improvements; economic development; transportation; storm
water/parks; and, fire protection. All of these sales taxes are applied to the receipts from retail sales within the City limits. Following is a brief description of each of these sales taxes as highlighted in a recent article in the Missouri Municipal Review magazine published by the Missouri Municipal League:

**General Revenue Sales Tax**
Municipalities may impose a general revenue sales tax of one-half of one percent, seven-eights of one percent, or one percent as approved by voters. The revenue can be used for any City purpose.

**Capital Improvements Sales Tax**
The capital improvements sales tax can be used for the funding, operation, or maintenance of a capital improvement and/or the repayment of bonds to finance a capital improvement. The tax may be at a rate of one-eighth, one-fourth, three-eighths, or one-half of one percent.

**Economic Development Sales Tax**
This tax allows municipalities to enact a sales tax of up to one-half of one percent. The revenue can be used for acquiring land, installing and improving infrastructure and/or public facilities relating to a long-term economic development project. Only retail development located in a historic district or as part of a downtown redevelopment project is eligible. Funds may also be used for a marketing program.

**Transportation Sales Tax**
The transportation sales tax can be up to one-half of one percent and is to be used for transportation purposes. This would include such things as public mass transit systems; the construction, repair, and maintenance of streets, bridges and airports; and the acquisition of land and/or right-of-way for these purposes. The revenue can also be used to pay off bonds used for transportation purposes.

**Storm Water/Parks Sales Tax**
This sales tax may also be up to one-half of one percent to be used for either or both stormwater control and parks as indicated by the ballot language.

**Fire Protection Sales Tax**
While very few municipalities have their own Fire Department, the State Statutes do allow Cities to enact a sales tax of as much as one-fourth of one percent for fire protection purposes. The funds generated from this tax must be deposited in a special trust fund and used only for the operation of a municipal Fire Department.

**Local Use Tax**
Another type of tax is the local use tax which can be applied in lieu of the local sales tax on sales transactions that both individuals and businesses conduct with out-of-state vendors. The rate to be applied is at the same rate as the local sales tax. This tax, along with each of those previously described, must be approved by voters.
Other Revenue Sources
Besides for sales taxes, there are other revenue sources which are available to Cities to fund various aspects of the elements contained within this Comprehensive Plan. These funding sources provide a means to assist the City with those aspects of the Plan requiring financial support in order to be successfully implemented. These additional funding sources are described, as follows. Some are already being used by the City as a means to “run” City government:

Municipal Property Taxes
Property tax rates are set each year by the municipality. The upper limits are set by the State Constitution and State Statutes. The State Auditor is mandated to set the maximum levy through a complicated formula. Municipalities can increase the maximum levy only through a vote of the citizens. The revenue can be used for any legitimate governmental purpose.

General Operating Levy
The general operating levy may be imposed at a rate of up to $1.00 per $100 of assessed valuation. Also, the municipality may impose an additional levy of as much as $0.30 per $100 of assessed valuation over the maximum for a period not to exceed four years if approved by a two-thirds majority of the voters. This revenue is used for general operation of City government.

Parks/Recreation Levy
The Missouri State Statutes authorize a tax levy of up to $0.20 per $100 of assessed valuation to be used for park and recreation purposes. This levy also requires two-thirds voter approval. The revenue can also be used for the purchase and maintenance of park land if approved by a majority of voters. The monies are to be administered by a nine-member administrative park board who have control over how funds are spent.

Health/Solid Waste/Museum Levy
Municipalities are also authorized to establish a levy not to exceed $0.20 per $100 of assessed valuation for hospital, public health, solid waste, and/or museum purposes.

Library Levy
While libraries are many times a part of a separate library district, Cities do have the authority to start and maintain their own public libraries. The tax rate levy is included in a petition from at least 5% of the qualified voters and must be approved through a majority vote on the issue.

Municipal Motor Vehicle License Tax
A municipality can establish a motor vehicle license tax either as a flat tax or based upon the horsepower of the vehicle. The tax rate must be approved by a majority of voters.

Business License
The Missouri State Statutes provides a listing of businesses which may be subjected to a license tax. These occupations, merchants, and manufacturers' licenses may be based upon a percentage of gross receipts, number of employees, square footage of the business, or a
flat tax based upon the type of business.

**Liquor License**
Municipalities may charge up to one and one-half times the rate charged by the State of Missouri to license liquor providers.

**Municipal Utility Gross Receipts Taxes**
Missouri municipalities can levy a utility tax on the basis of either gross receipts or as a flat tax. The most common rate is five percent of gross receipts. City-owned utilities can transfer from the utility fund to the general fund in-lieu-of-taxes.

**Municipal Court Revenue**
Third and fourth-class Cities in Missouri are authorized to collect fines up to $500 for violations of the Municipal Code. In addition, they can impose a court fee of $12.00-15.00; incarceration reimbursement charges; a $2.00 law enforcement training fee; and, a charge to recoup the costs for alcohol or drug related traffic arrests.

**Motor Vehicle Fuel Tax**
All municipalities in the State (over 100 persons) share in 15 percent of the State Highway Fund which includes revenues from the motor fuel tax, license and registration fees, and one-half of the State sales tax on the purchase of automobiles. These funds may only be used for transportation purposes.

**Hotel/Motel Tax**
The State of Missouri recently adopted legislation granting municipalities which meet certain criteria the ability to adopt a hotel/motel tax.

Lastly, there are a number of other programs and/or funding techniques established by the Missouri State Statutes which may be appropriate to achieve the goals and objectives set forth in this Comprehensive Plan. These funding programs/techniques include Chapter 100 financing; Neighborhood Improvement District (NID); Transportation Development District (TDD); Tax Increment Financing (TIF); and Chapter 353 financing. Following is a brief description of these programs:

**Chapter 100**
Chapter 100 of the Missouri Revised Statutes provides a financing mechanism which is sometimes used for manufacturing and industrial development. This provision provides for the relocation or expansion of a business with a higher number of employees. It can be used to finance property improvement or major equipment acquisition.

The City of St. Clair could issue revenue bonds under Chapter 100 to purchase property. During the bond period, St. Clair would hold title to the property. A business would enter into a lease for the property. If the property is equipment rather than real estate, the property would be acquired under St. Clair’s sales tax extension certificate.
At the end of the bond term, the property is deeded from the City of St. Clair to the business enterprise. A common practice in some areas of the State is to provide payments in-lieu-of-taxes to the local school district. These payments are usually negotiated between the City and appropriate school district.

**Neighborhood Improvement District (NID)**

Another financing technique to encourage business development is the creation of a Neighborhood Improvement District, which is used to make public improvements. Although the NID does not contribute directly to the relocation or expansion of a business, the improvements funded by the NID bonds could serve as a supplement for development.

As an example, a Neighborhood Improvement District could be used for road construction or utility extensions into an area which might require significant capital contributions for infrastructure. This technique can also be used to fund a parking garage or other public facility.

Under a Neighborhood Improvement District, the City could issue bonds which are repaid through special assessments on the benefited property. This would allow the private sector to finance the improvements through the City of St. Clair, while “spreading” the payment of essential infrastructure over a period of years. The financing could be future enhanced by the City through repayment of the bonds from general fund revenue. Those additional contributions could lessen the amount of individual payments made by the development.

**Transportation Development District (TDD)**

A Transportation Development District is generally used to fund transportation facilities such as roads and bridges. The process would begin with a petition filed with the Franklin County Circuit Court by either registered voters, property owners, or the local government. The petition would identify all qualified voters or property owners within the District; District boundaries; a description of the project; the name of the District; the number of Board members and their proposal terms within the District; and the proposed funding method.

The Circuit Court would then hear the petition without a jury and determine any legal issues relative to formation of the District. If the petition were filed by the City of St. Clair or voters, the Circuit Court would order an election to be held. If the petition was filed by property owners, the Court could declare the District organized and certify the appropriate funding mechanism.

Projects under a Transportation Development can be financed through a variety of methods, such as a special assessment, property levy, business license tax, tolls, or a sales tax levy of up to one percent on certain retail sales. The revenue bonds may not exceed a period of 40 years.

**Tax Increment Financing (TIF)**

Under Tax Increment Financing, any increase in tax which results from the development/redevelopment of land is determined to be an “increment” and is paid by the developer. In addition, the TIF “captures” 50 percent of the economic activity taxes generated at the site such as sales, earnings, and utility taxes. Those monies are available for financing bonds or reimbursing eligible project costs to the developer.

To qualify for Tax Increment Financing, a development plan must be approved. The project
area must be proven to be a blighted, conservation, or economic development area. Additionally, the developer must have sufficient data demonstrating that the process would not proceed without the TIF. This process is commonly referred to as the “but-for” test. Also, some pass-through to the school district or other tax entities can be provided. However, it should be realized that this decreases the amount of money available to fund the project.

Chapter 353
Under Chapter 353 of the Missouri Revised Statutes, a developer can receive the power of the condemnation and tax abatement on a project. From a tax standpoint, the value of the land is “frozen” for up to ten years. Once the ten year period expires, taxes are paid at a level of 50 percent of the land and improvements for a second duration of time (not to exceed 15 years).

As in the case of Tax Increment Financing, a development plan must be approved, and the land blighted, to qualify under a 353. Also, the project developer is limited to eight percent on earnings determined over the life of the project (not to exceed 25 years).

Other Development Assistance Programs
Since 1977 when the Neighborhood Assistance Tax Credit was created by the Missouri Legislature, over 60 programs for funding methods to assist projects have been created. These programs have included tax credits, general revenue appropriations for grants and loans, tax diversion, tax apportionment, exemptions, abatements, and new taxes on assessments. These programs are administered by various Missouri State agencies and other political subdivisions.
Aldermen Approve Airport Lease Agreement - The Missourian: St Clair News

Aldermen Approve Airport Lease Agreement

The St. Clair Board of Aldermen unanimously approved new language for hangar rental at the city airport.

Aldermen Approve Airport Lease Agreement - The Missourian: St Clair News


returned by Jan. 31.

Rentals fees also must be up-to-date by Jan. 31, according to the lease, or the city will make the space available to other tenants.

The monthly rental fees are as follows:

*Stoudt hangar - $50;
*Atkinson hangar - $75;
*City hangar - $130;
*May hangar - $130; and
*Steele hangar - $25.

Other stipulations in the lease include keeping hangar space free of garbage and flammable materials. The city is not liable for any and all personal injury, property damage or death.

The lease also includes a hold-harmless agreement for the city and its employees.

Each lease runs until Dec. 31, 2008, and can be terminated by either party at any time with 60 days' written notice.

The agreement also states that "any lease payment due the city from lessee is unpaid for more than 15 days, the lessee shall be deemed in default."

Fixed Base Operator

The city remains without a fixed base operation (FBO) at the airport.

The airport has been without a fixed base operator since the resignation of Beverly Wilson Aug. 15.

No action has been taken since Wilson's resignation on installing a new manager or fixed base operator at the airport. Alderman Larry Clark made a motion in December to allow the city to negotiate with groups wanting to take over the operation.

A group of pilots approached the city in 2007 about the FBO.

Dunn requested the group submit a business plan for the city's approval.

TOWNNEWS


City to Investigate Airport's Pros, Cons

After all of the settled business was completed Monday, Mayor Ron Blum brought one more thing before the St. Clair Board of Aldermen.

"I recommend we forego any new funding for the airport and look for ways to lower expenses," he said. "We have a substantial deficit this year and that's before we've even started the new fiscal year."

Blum said that economic downturns were forcing the city to look at every possible expense for the coming 2009 budget year.

"We can't keep subsidizing an airport that isn't making money," he said. "We need to look at other options for transportation in the area."

Blum said the airport is a recreational airport and it would be difficult to maintain it. He noted that the city needed to look at cutting back expenses.

"The question is, are we better off without it than to continue to subsidize it?" he asked. "I know this is an issue politically, but we have to look at it."

Blum said he would rather cut off the airport than have to raise water and sewer rates again.

"We need to watch our fund," he said.

Blum said he didn't want the board to jump into a hasty decision without all the facts in front of them. That is why he requested the financial study.

"This is only my opinion," he said. "But I don't want to make a decision on that. I want Jim to look into this and present us with all the facts before we make a decision."

He noted that Arndt would need to delve into years of state and federal grant applications in order to find out what the city would owe for work done at the airport if it closed.

"We could be responsible for paying back those monies," he said. "We need to know the full ramifications - it might not be financially

Amundt also said he felt it was time to closely examine the financial pros and cons of the city airport. He said the facility has maintenance needs which are currently beyond the 2008 budget capability.

Amundt said he received a letter last week from the Missouri Department of Transportation Aviation division about problems at the facility.

According to MoDOT Aviation, there are two maintenance issues the city needs to address in order to bring the airport into compliance. There is a curb too close to the runway and the taxiway needs to be replaced.

Amundt put the estimate at over $100,000 to complete the two projects.

"This may be the straw that broke the camel's back," Amundt said. "We have scaled back operations at the field as much as we can - we basically provide hangars and a runway."

He added that the city's only revenue from the airport is hangar rentals.

The airport has been without a fixed base operator since the resignation of Beverly Wilson Aug. 15, 2007.

No action has been taken since Wilson's resignation on installing a new manager or fixed based operator at the airport. The city cannot sell fuel without an FBO.

"I don't want to oblige state and federal funds to something we might have to close in a year or five years," he said. "I want to make an informed decision about our spending."

Alderman Don Pierce noted that of the 17 hangar rentals at the airport, only one of those tenants lived in the city of St. Clair.

"And he won't sign a contract," he said.

The board approved tighter standards and mandatory leases for hangar space in January. Under the regulations, all pilots wishing to store their planes at St. Clair need a valid lease.

The city began looking into the lease agreements last fall after the city's fixed base operator retired and city hall employees began handling airport-related paperwork. They discovered several tenants were not paying rent in a timely fashion.

Alderman Shawa Davis said he felt the airport should be able to cover its expenses to the city and added that he welcomed the study in order to make a more informed decision.

Resident Bob Hulse told the board he applauded the decision.

"This airport has laid decades to prove itself," he said. "This land is the last remaining crown jewel in St. Clair."

Vera Bauhauer, another city resident, said she didn't understand how the city could promote itself as being open for business and then go close the airport.

The board voted unanimously to have Amundt prepare a financial history of the airport for it to review.

TOWNNEWS
Online Community News


Board Moves to Enforce Airport Hangar Leases

A deadline for pilots to return leases in the city of St. Clair has passed and the city will now begin taking action against those failing to comply with regulations.

Mayor Ron Blum said Monday that the Jan. 31 deadline for pilots to return their signed lease agreements had come and gone with only 19 leases returned to the city.

"My question is now, what is the board's pleasure?" Blum asked. "We gave them ample time to return the leases."

Blum noted that the city had a waiting list for hangar space.

Alderman Don Pierce told the city should cut off any existing locks and padlock all hangars without a valid lease.

"We don't know what's in there," he said.

He said it was a security risk for the city to have planes at the airport when no one knew the owner.

Public Works Director Busch Terry told the board it isn't possible to lock into the newer hangars without cutting off locks and opening doors.

The board agreed it must take action to enforce its regulations.

"Send them a certified letter," said Alderman Larry Clark. "They've had plenty of time to return their lease."

The board of aldermen approved new language for lease renewal in early January.

Under new regulations, all pilots wishing to store their planes at St. Clair need a valid lease. Those are planes currently stored at the airport on which the city has no lease document.

The city began looking into the lease agreements last fall after the city's fixed base operator retired and city hall employees began handling airport-related paperwork.

Officials Continue to Investigate Viability of St. Clair Airport

The city of St. Clair continues to investigate the financial feasibility of maintaining the St. Clair Regional Airport.

By Maggie Retherford
City Administrator Jim Arndt said the ball is in his court, and he needs to make the next move on the study.

"We asked MoDOT (Missouri Department of Transportation) aviation for information on the ramifications of closing the airport," Arndt said. "We've received that information and I need to make the next move."

The city voted in July to study the financial impact of the airport operations.

Arndt said the MoDOT would provide more cost analysis--giving the city exact numbers on what it would cost to maintain the airport if the airport was shuttered.

"They didn't give me that--there was no new news in their letter," he said. "I need to go to the FAA."

Arndt said he believed the city owed too much to the state as far as grants were concerned.

"Almost all aviation grants are 95/5 splits with the federal government," he said. "What we need to know is how much of that would need to be paid back if the city decided not to operate the airport."

Arndt said he was surprised by the groundswell of public opposition to the feasibility study since the board voted on the measure.

"No one has said we are closing the airport," he said. "There is a lot of misinformation out there. What we are doing is looking at what it costs the city to operate the facility, what it brings in and what the ramifications would be if it was ever shut down."

Arndt noted it is a difficult process and it is taking time.

"I need to do some more follow-up," he said. "We aren't rushing into anything."

Mayor Ron Blum first brought up the idea of a study, saying that economic downturns were forcing the city to look at every possible expense for the coming 2009 budget year.

Officials Continue to Investigate Viability of St. Clair Airport - The Missourian: St Clair ...

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"There aren't the funds in the budget for capital improvements at the airport," he said at the time. "We have funded this airport's deficits every year. Washington and Sullivan both have updated airfields - there is no way we can compete."

Anred noted the facility has maintenance needs which are currently beyond the 2008 budget capability.

According to MoDOT Aviation, there are two maintenance issues the city needs to address in order to bring the airport into compliance.

There is a culvert too close to the runway and the taxiway needs to be removed.

Anred put the estimate at over $100,000 to complete the two projects.

"This may be the straw that broke the camel's back," Anred said.

Airport Background

According to MoDOT, the St. Clair Regional Airport is identified in the National Plan of Integrated Airport Systems (NPAS) and is significant to national air transportation, and therefore, eligible to receive grants under the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).

The most recent Airport Layout Plan Update, according to the report, says the airport has historically maintained approximately 35 based aircraft and approximately 1,220 annual operations.

The city maintains a number of hangar leases at the airport. Air Evans Leaseway also operates out of the airport.

The MoDOT letter states that the St. Clair Regional Airport provides an economic benefit of over $300,000 annually to the city.

Anred disputes MoDOT's financial impact numbers.

"Those are generic numbers," he said. "They have a formula that spits that out. To my knowledge, no study has ever been done at St. Clair to get specifics on our airport."

He added that using the land for commercial purposes might be a bigger benefit to the overall community.

"I was at a meeting with the mayor today where we were told the financial impact of a super Wal-Mart is $96 million," Anred said. "That is something to think about."

Anred said he is preparing to contact the FAA on the grant structure at the airport.

When cities accept AIP federal grants, the city then becomes obligated to the federal government to use the space as a public-use airport.

If the airport ground was to be used for another purpose, the city may be responsible for the repayment of federal funds.

"We still don't know what that impact is," Anred said.

If the FAA were to allow a sale, the assets must be sold for fair market value based on the percentage used to compute the amount of federal participation under the projects in which the land was acquired.

Anred noted that the ground wasn't purchased with grant money. The city owns the land on which the airport sits free and clear.

The city's only revenue from the airport is the hangar rentals.

The airport has been without a fixed base operator since Aug. 15, 2007.


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No action has been taken on installing a new manager or fixed based operator at the airport. The city cannot sell fuel without an FBO.

Pilots at the airport have approached the board about taking over the FBO.

City officials asked for a viable business plan to review, but none was submitted.

The board approved higher standards and mandatory leases for hangar space in January. Under the regulations, all planes wishing to store their planes at St. Clair needed to sign a valid lease.

The city began looking into the lease agreements last fall after the city's FBO retired and city hall employees began handling airport-related paperwork.

They discovered several tenants were not paying rent in a timely fashion.

Alderman Don Pierce has noted that of the 17 hangar rentals at the airport, only one of those tenants lived in the city of St. Clair.

"I am continuing to work on this," Arritt said. "There is no easy fix and no easy answers here."

TOWNNEWS
Board Changes 2009 Airport Hangar Rates

The St. Clair Board of Aldermen voted to increase hangar rates at St. Clair Airport.


By Maggie Rotermund

Several pilots attended the meeting to protest the hike.

The city had tabled the discussion at its Oct. 20 meeting in order for board members to get more information.

Previously the administration had recommended a $20 monthly increase for the city hangar, the Shade hangar and the Atkinson hangar.

On Monday, the board approved varying increases for those hangars.

Alderman Dan Pierce said at last month's meeting he didn't have information.

He said St. Clair should make sure its rates are comparable to those of neighboring airports.

Former alderman and pilot Larry Clark told the board Monday that St. Clair's hangars aren't comparable to other area airports.

"We have gravel floors and handoperated doors," he said. "Every other airport has asphalt or concrete floors and automatic doors."

Clark said he deals with mud and rain during the colder months and birds during the summer months.

"I have to cover my plane with a tarp because the bird mess eats away at the plane and the roof has a hole in it," Clark said.

Other pilots also noted the lack of repairs and maintenance work at the airstrip. They said the city shouldn't raise its rates without doing some work to the airport.

Gilbert Hoffman, one of the founders of the airport, told the board he understood it took money to run an airport. He asked that the board think of a few things before voting on the measure, including:

Board Changes 2009 Airport Hangar Rates - The Missourian: St Clair News

*No restrooms;
*No vending machines or water for pilots;
*No transportation mechanism in place for incoming pilots to get into town;
*No water available to clean a plane; and
*No ropes or ties for pilots to tie down a plane.

"I hope you take this into consideration," he said. "I am a businessman and from my point of view, you don't raise the rate without improving the service or the product."

Hoffman also told the board it should consider contracting other area cities without airport service to increase service of the field.

Jim DeVries, Pacific, told the board he didn't feel the financial records for the airport were in order.

He noted that without monies owed toward a grant, he believed the airport made money this year and in several other years.

Alderman Don Pierce said he hasn't seen a profit in any of the records he has seen.

2009 Hangar Rates

The new 2009 monthly hangar rates are as follows:

*Scity Hangars - The monthly rent will increase from the current rate of $130 to $155;
*Addison - An increase from $75 to $100 a month was approved;
*Sunde Hangars - The board moved the rental fee from $50 to $60;
*Maintenance Hangar - An increase from the 2008 rate of $300 to $325 was approved; and
*Tie-Downs - Will remain the same at $25.

The board approved digital standards and mandatory lease for hangar space in January.

Under the regulations, all pilots wishing to store their planes at St. Clair needed to sign a valid lease each year.

The city began looking into the lease agreements last fall after the city's FDO retired and city hall employees began handling airport-related paperwork.

TOWNNEWS
Online Community News


http://www.emissourian.com/news/st_clair_news/article_01b4b1a0-d982-5e0e-9de0-339d1... 4/21/2011
City staff reviewed current leases in order to get more information on the planes and the users at the airport.

Blair said the lease agreement would allow the city to monitor what is going on at the facility. He added the leases also would provide the city a recourse for planes left at the airport without the owners paying rent.

Rental fees also were required to be kept up-to-date.

The monthly rental fees are as follows:

* Shade hangar - $50;
* Atkinson hangar - $75;
* City hangar - $130;
* Bay hangar - $120; and
* Tie down - $82.5.

Other stipulations in the lease include keeping hangar space free of garbage and flammable materials. The city is not liable for any and all personal injury, property damage or death.

The lease also includes a hold harmless agreement for the city and its employees.

Each lease runs until Dec. 31, 2008, and can be terminated by either party at any time with 60 days' written notice.

The agreement also states that "any lease payment due the city from lessee is unpaid for more than 15 days, the lease shall be deemed in default."

TOWNNEWS
ONLINE COMMUNITY NEWS

"We still don’t know what that impact is," Arndt said.

"If the FAA were to allow a sale, the money must be sold for fair market value based on the percentage used to compute the amount of federal participation under the projects in which the land was acquired.

Ardt noted that the airport was previously used for grain storage. The city owns the land on which the airport sits free and clear.

The city’s only revenue from the airport is the hangar rentals. The airport has been without a fixed base operator since Aug. 15, 2007. No action has been taken on installing a new manager or fixed base operator at the airport. The city cannot sell fuel without an FBO.

While at the airport have approached the board about taking over the FBO. City officials asked for a viable business plan to review, but none was submitted.

The board approved tighter standards and mandatory leases for hangar space in January. Under the regulations, all pilots wishing to store their planes at St. Clair need to sign a lease agreement.

The city began looking into the lease agreements last fall after the city’s FBO retired and city hall employees began handling airport-related paperwork.

They discovered several tenants were not paying rent in a timely fashion.

"I am continuing to work on this," Arndt said. "There is no easy fix and no easy answers here."

SCN Airport 10.11.08

THREE TIMES

CUT OUT

City to Investigate Airport’s Pros, Cons

Before Deciding on Its Future

Byline:
St. Clair Dispatch-Review Editor

After all of the scheduled business was conducted Monday, Mayor Dan Blum brought one more thing before the St. Clair Board of Aldermen.

Blum said he had been dealing with the Missouri Department of Transportation Environmental Division about a developer in the St. Clair Municipal Airport area.

"There aren’t any issues with the airport," he said. "We have funded this airport’s operation every year.

"But there are some issues with the airport that we can do something to improve."

Blum said the city is not the right owner for the airport and it needs to start looking at what it can do to improve the airport.

"The question is do we want to continue to subsidize it?" he said. "I know this is a topic that is politically sensitive, but we have to look at it.

Blum said he would rather not change the airport, but if it means raising new or lower rates, then so be it.

"We need to watch our funds," he said.

Blum said he did not want to make a decision without looking at all the facts before him. That is why he asked for the financial study.

"This is only my opinion," he said. "But I want to know what we need to do to make the best decision for the city."

He noted that Arndt would need to deal with all the facts before making a decision. He also said he felt it was time to closely examine the financial pro and cons of the airport.

"We need to know if there are issues with the city’s budget," he said. "We need to know if there are issues with the city’s budget.

According to Arndt, the city has received a letter from the FAA about problems with the airport. The city is not the right owner for the airport and it needs to start looking at what it can do to improve the airport.

"This is the only way to solve the problem," Arndt said. "We need to start looking at what we can do to improve the airport.

He added that the city’s only revenue from the airport is hangar rentals.

The airport has been without a fixed base operator since the resignation of Beverly Wilson Aug. 15, 2007. No action has been taken so far.

"We don’t want to lose the airport," Arndt said. "We need to make an informed decision about the airport.

Ardt noted that the 17 hangar tenants at the airport, some of the smaller tenants, said they would be willing to stay in the airport. "I want to make sure they have a fair market value based on the percentage used to compute the amount of federal participation under the projects in which the land was acquired.

The city owns the land on which the airport sits free and clear.

The city’s only revenue from the airport is the hangar rentals. The airport has been without a fixed base operator since Aug. 15, 2007. No action has been taken on installing a new manager or fixed base operator at the airport. The city cannot sell fuel without an FBO.

While at the airport have approached the board about taking over the FBO. City officials asked for a viable business plan to review, but none was submitted.

The board approved tighter standards and mandatory leases for hangar space in January. Under the regulations, all pilots wishing to store their planes at St. Clair need to sign a lease agreement.

The city began looking into the lease agreements last fall after the city’s FBO retired and city hall employees began handling airport-related paperwork.

They discovered several tenants were not paying rent in a timely fashion.

"This is the only way to solve the problem," Arndt said. "We need to start looking at what we can do to improve the airport.

Veronica Farnham, another city resident, said she didn’t understand how the city could promote itself as being open for business and then close the
Pilots Association Sends City Letter About Airport - The Missourian: St Clair News

Pilots Association Sends City Letter About Airport

Near Tuesday, March 10, 2009 12:00 am (Updated: 1:34 pm, Mon Nov 23, 2009).
By Maggie Rottenmund

The letter advises the city on the association's "strong opposition to ongoing discussions that the St. Clair Regional Airport be closed and the land redeveloped for alternate purposes."

The letter was sent to Mayor Ron Blum, Administrator Jim Arnott, Joe Padula, Missouri Department of Transportation; James Johnson, FAA central regional manager; and the members of the board of aldermen.

The full text of the letter can be found on the editorial page of today's Missourian.

"Everybody's entitled to their opinion," Arnott said of the letter.

Arnott said the city had received the document and distributed it as requested.

He said he wasn't surprised that AOPA sent the letter, although he took issue with some of the content.

"We are waiting on legal advice on the status of the airport and haven't talked about it in months," he said. "The last ongoing discussion on this subject is being done by the pilots and this association."

Arnott said he has no idea when the airport will come up again. He said the city is still waiting on more information and won't act until it has all the facts.

"We will take it into consideration, along with all the other information, when the issue comes up again," he said.

The city has been looking into the financial impact of the airport operations since last July.

Blum first brought up the idea of a study, saying that economic downturns were forcing the city to look at every possible expense.

The city's only revenue from the airport is the hangar rentals.

The airport has been without a fixed base operator since Aug. 15, 2009.

TOWNNEWS
Online, Community, News.


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Aldermen, Citizens Support Airport Closure

By Nathan Woodside

Aldermen and citizens voiced their opinions that the St. Clair Municipal Airport should be shut down to make room for retail development Monday night.

The council voted unanimously to hire an attorney who specializes in aviation law to get needed approval from the Federal Aviation Administration (FAA) to deactivate the airport.

"Since I came to this community, it's been clear to this board that the community seeks the deactivation of the municipal airport," said City Administrator Jim Arndt.

He added that throughout the drafting of St. Clair's Comprehensive Plan, retail development along the Interstate 44 corridor became a goal for the city.

Although Arndt said the issue of closing the airport has seen divided opinions in the community, the majority of citizens want it shut down.

"It's clear that people in St. Clair want economic development," said Alderman Nathan Tate. "They want places to shop and places to eat. Let's pursue this to see if it's even possible."

Alderman Connie Marrocco added that closing the airport is vital for the city to achieve the growth that citizens want.

"It feels like it's been an albatross around our necks since 1964 because it's not benefiting everyone in the community, it's just benefiting a small minority of people, yet we all pay taxes for it," said Alderman Charlie Counts. "I think we should all pay taxes for something that's beneficial to everyone in the community."

Alderman Don Pierce asked Arndt what hiring the attorney would cost. Arndt replied that he doesn't have any estimates at this time.

Pierce said he was concerned about having to pay back federal grant money the airport has received as well as paying for the special attorney.

"I'm not against it, I'm just concerned about spending more money," he said.

Blum responded that he believes the city would have to pay back less than $200,000 in grant money, which would be made up in sales tax.

Aldermen, Citizens Support Airport Closure - The Missourian: St Clair News

dollars when the area is developed.

"We're losing significant tax revenue by not having retail stores on that location, so we are losing money at the present time," Blum said. "We've anticipated the costs and we're prepared for that. What's $500,000 when we'll make that back in the first quarter in sales tax revenues once that's developed?"

Several citizens also spoke in favor of pursuing decommissioning of the airport.

"It's not how much it's going to cost, it's how much it's costing us," said Art Vichland. "I'm tired of my tax dollars being sucked into that white elephant. Close it down."

Bob McReynoid, who serves on the city park board, said he feels that the city should no longer spend money on the airport when the city pool is in need of heavy repairs, especially when everyone in the community can benefit from the pool.

Bob Fawn, who chairs the Tax Increment Financing (TIF) Committee and served on the Comprehensive Plan Committee and is on the Growth Committee, said throughout his work in the community, support for closing the airport is overwhelming.

Fawn said that because the airport is part of the TIF district, the land would be even more attractive to developers, as they would receive tax breaks on construction costs.

Fawn said closing the airport would decrease the tax burden on citizens while creating jobs.

"We'd be able to shop locally and not have to go and support other cities," Fawn said. "The airport has had over four decades to prove itself, and it hasn't."

Tom Cunningham, a legal consultant for the city, as well as City Attorney Kurt Voss, recommended that the city hire the aviation law specialist.

FAA guidelines state that any city that takes federal grants for an airport is obligated to maintain the facility and keep it open.

The guidelines say an airport can only be closed for the betterment of civil aviation and not for retail development.

Amstel told The Aftersnsome that the city has an argument that closing the St. Clair facility will benefit aviation, but he has declined to elaborate.

TOWNNEWS
Online Community News.


http://www.emissourian.com/news/st_clair_news/article_a03623ba-0ab8-510f-a7c-e14f8...

From: Paul Hack Barth <hackbarthp@emissourian.com>
Subject: Re: airport stories.
Date: September 15, 2010 1:34:04 PM CDT
To: Keith De Vries <devries@emissourian.com>

here are background stories on the airport. sorry there is a lot. this issue has been going on for some time. so here's some light reading for you lol. - Paul

Arndt: City Complies to Requests For Airport
Financial Information

*Multiple
Missouri State Journal
City Administrator Jim Arndt said city officials had provided information about the St. Clair Regional Airport, as long as it's on the public record, to those in the aviation community who have made such requests.

"Anything they've asked for we have got to them," Arndt told The Missouri Times this week. "We run a very open shop, and it takes a lot of effort for our staff to pull documents.

"They've asked for a lot of information, but we only can provide them with what's on the public record," Arndt added.

He said while the city does not keep some information that has been requested, any documents the city does keep have been given to people asking for the information.

"We try to definitely respond in the time allowed by law," he noted.

Jerrica Ficken, a former city clerk at the airport from February 2005 to December 2008, said the aviation community has made at least eight requests for documentation dating back as early as 2002.

One of the more recent requests came July 18, when Ficken made a request under Missouri open records law, the Sunshine Law, asking for a specific page from the airport liability insurance binder, which states the amount that the Missouri Intergovernmental Risk Management Association (MIRMA), the city's insurance provider, is being charged for each airport.

St. Clair has spent about $18,997.11 over the last six years for liability insurance at the airport.

Arndt told The Missouri Times that he does not believe that is an "elastic" amount.

"We have to make sure were covering all of our risks," Arndt said, noting the city uses money from the general fund, the water and sewer funds as well as airport revenue from hangar fees to pay for liability insurance through MIRMA.

"It's a business decision and the board makes it every year," Arndt said. "We have to do what's in the best interest of the city and protect our resources and assets, not the best interests of a few pilots."

Arndt said the board of aldermen approved the budget each year and that citizens can have their say during a public hearing before the budget is approved by aldermen.

Arndt said the airport loses money every year, and each year the board normally subsidizes it using money from the general fund.

Other Requests
Two previous requests for information came from tenants of the airport asking state Rep. Brian Nieves' office to help. The first request offered little detail, and Rep. Nieves' office made the second request, which resulted in some general details, Ficken said.

Another attempt by a private individual took a month to get and required a phone call by James Kehr, the assistant attorney general at the time.

Ficken made a previous request for specific records including invoices for expenses but said that instance did not result in all information requested.

Jim De Vries made a request for specific receipts for specific expense items, which resulted in information originally requested almost two years earlier.

Aircraft owners and the pilots association at the airport also have asked for information and have received such, Ficken said. Joseph Kent, director of the Missouri Aviation Department, the Missouri Department of Transportation, also has requested all pertinent information regarding financial data for the airport.

Ficken also said the information has been requested because the city does not publish an annual balance sheet showing the income and expenses of the airport as required by federal contract and the city claims the airport has no funds for maintenance or improvements.

Arndt said that is not true.

He noted the 2009 financial statements were recently completed and will be presented in the city's audit report at the Sept. 7 aldermen meeting.

Arndt welcomes anyone to attend the public meeting.

SCN airport requests
08.25.10
Paul

School Board Votes to Support
Airport Closure

*Multiple
St. Clair Missouri Times
The St. Clair School Board voted last week to support the idea that closure of the regional airport would benefit economic development and increase revenue to affected taxing bodies.

The board tabled the issue last month after city officials asked for the support of all local taxing bodies in their push to close the facility.

Superintendent Dr. Michael Murphy told board members that the Federal Aviation Administration has regulations on how high signage can be on
City Asks Taxing Bodies to Endorse Airport Closure

School District Tables Request, Fire Accepts

Introduction

St. Clair Missourian Editor

City officials are asking local organizations to endorse a plan to close the St. Clair Regional Airport to make room for retail development in an attempt to gain momentum and attention from U.S. Sen. Claire McCaskill's office. According to City Administrator Jim Arrick, the school district, fire district, ambulance district and the city of Clarksville were all asked to officially endorse the plan.

On Thursday, the school district tabled the request and won't revisit it again for at least a month. School board member Gilbert Hoffman, one of the architects of the airport, indicated he would not support the endorsement and made his case why he feels closing the airport is not in the best interest of the community.

Hoffman told the board he believes city officials have purposely allowed the airport to lose tenants and income by not keeping the facility updated and in good working order.

He noted in his opinion that the city has taken away funds from the facility and has not allowed it to thrive in the way it can. School Board President David Bankes said that the city's plan to develop the land, which as a Tip district presents tax incentives to developers, would bring money into the city and, therefore, the school district. Bankes said he would be in favor of revisiting the issue at a later time.

City Administrator Jim Arrick said he would support the school board and would endorse the plan at Thursday's meeting, as there is a sense of growing urgency to gain the attention of McCaskill's office.

"It's very disappointing," Arrick said. "We've been talking about this thing for two years. We need to get it going.

The St. Clair Fire District Board voted to endorse the plan under the condition that the Air Force station that is a tenant of airport property be allowed to stay.

Fire Chief Tim Wademan said that the city has told him the air ambulance services would stay. The city board has not yet to respond to the request.

Arrick said he believes having the endorsements would carry a lot of weight with McCaskill.

"This was supported by the entire community during the comprehensive plan," Arrick said. "We just thought that it would show Sen. McCaskill's office the city's opinion that's basically shared by the community."

This week, city officials received a letter from Mayor Ron Blum, sent to McCaskill's office following a personal meeting with the senator last week when she was in town for a veterans town hall function.

McCaskill, told Blum that there may be a waiver available to close the airport with congressional support instead of spending the more than $200,000 it would take to hire an attorney.

Even with an attorney, there is no guarantee the airport can be closed. The airport uses funding from MoDOT and the FAA who would have to approve the closure and the city would have to repay the funds.
City: Legal Expenses to Close Airport Too High

Mayor Contacts McCaskill on Issue

In this week's issue of the St. Clair Missourian, the editor reported that an attorney was contacted by city officials to explore the possibility of challenging the legal basis for closing the St. Clair Regional Airport. The airport has been closed for economic reasons, and the city is seeking ways to prevent its closure.

According to the FAA, the airport needs additional legal support to ensure that it is being closed for valid economic reasons. If the closure is found to be unlawful, the FAA may take action to prevent it. The city's attorney has been instructed to review the legal implications of closing the airport.

The editor noted that the city's legal efforts are part of a broader strategy to maintain the airport's viability. The city is considering various options, including public-private partnerships, to ensure the airport's continued operation.

The editor also reported that the city is in discussions with local and state officials to find alternative solutions to the airport's financial challenges. The editor emphasized the importance of maintaining local air access and the economic benefits that the airport provides to the community.

The editor concluded by stating that the city's efforts to maintain the airport's viability are a testament to the community's commitment to preserving local air access.

Initial Legal Study to Close Airport Cost Over $5,000

More Legal Expenses Coming

In another article, the editor reported that the initial legal study to challenge the airport's closure cost over $5,000. The city is also considering additional legal expenses to further protect the airport's interests.

The editor noted that the legal expenses are a significant burden on the city's budget, but the city is committed to preserving the airport's viability. The editor emphasized the importance of maintaining local air access and the economic benefits that the airport provides to the community.

The editor concluded by stating that the city's efforts to maintain the airport's viability are a testament to the community's commitment to preserving local air access.

The editor also reported that the city is in discussions with local and state officials to find alternative solutions to the airport's financial challenges. The editor emphasized the importance of maintaining local air access and the economic benefits that the airport provides to the community.

The editor concluded by stating that the city's efforts to maintain the airport's viability are a testament to the community's commitment to preserving local air access.
The study was done by Cunningham, Vogel & Root, the same consulting company that worked with St. Clair on the comprehensive plan and developing the tax increment financing district that includes the airport and adjacent land at Interstate 44 and Highway 47.

The study was done prior to a May 6th Board of Aldermen meeting at which the council voted unanimously to hire an attorney who specializes in aviation law to obtain needed approval from the Federal Aviation Administration (FAA) to deactivate the airport.

Since the airport has received federal grants to operate throughout its history, the FAA must grant approval for the property’s closure.

Mayor Ron Blium has said he believes the grants amount to less than $200,000 that the city could have to pay back to the federal government and that money would be made up in sales tax revenue generated from developing the property.

The airport has historically maintained approximately 25 based aircraft and approximately 12,200 annual operations.

The airport and number of tenants has dropped significantly in recent years.

The airport has been without a fixed base operator since 2007 and no longer has fuel on the site.

The airport also is home to an Air Evac Lifeline base.

The FAA were to allow a sale, the assets must be sold for fair market value based on the percentage used to compute the amount of federal participation in the projects in which the land was acquired.

Ann Blium: 06.12.10

Scott Haugen
St. Clair Times-Observer

Aldermen and citizens voiced their opinions that the St. Clair Municipal Airport should be shut down to make room for retail development.

Monday night.

The council voted unanimously to hire an attorney who specializes in aviation law to get needed approval from the Federal Aviation Administration (FAA) to deactivate the airport.

"Since I came to this community, it's been clear to this board that the community seeks the deactivation of the municipal airport," said City Administrator Jim Arndt.

He discussed the drafting of St. Clair's Comprehensive Plan, retail development along the Interstate 44 corridor became a goal for the city.

Although Arndt said the issue of closing the airport has been divided opinions in the community, the majority of citizens want it shut down.

"It's clear that people in St. Clair want economic development," said Alderman Nathan Tate. "They want places to shop and places to eat. Let's pursue this to see if it's even possible."

Alderman Bonnie Macri added that closing the airport is vital for the city to achieve the growth that citizens want.

"If it's going to be an albatross around our necks since 1954 because it's not benefiting the community as it's just benefiting a small minority of people, we all pay taxes for it," said Alderman Charlie Cornwell. "I think we should all pay taxes for something that's beneficial to everyone in the community."

Alderman Ken Pierce asked Arndt what hiring the attorney would cost. Arndt replied that he doesn't know any estimates at this time.

Please said he was concerned about having to pay back federal grant money the airport has received as well as paying for the special attorney.

"I'm not against it, I'm just concerned about spending more money," he said.

Black said that he believes the city would have to pay back less than $600,000 in grant money, which would be made up in sales tax dollars when the area is developed.

"We're losing significant tax revenue by not having retail stores on that location, so we are losing money at the present time," Black said. "We've anticipated the costs and we're prepared for that. What's $600,000 when we'll make that back in the first quarter in sales tax revenue that's developer?"

Several citizens also spoke in favor of pursuing deactivation of the airport.

"It's not how much it's going to cost, it's how much it's costing us," said Art Yankland, "I'm tired of my tax dollars being sucked into that white elephant, Club 61 Aces.

Barb McQuire, who serves on the city park board, said she feels that the city should no longer spend money on the airport when the city pool is in need of heavy repairs, especially when everyone in the community can benefit from the pool.

Bob Payne, who chaired the Tax Increment Financing (TIF) Committee and served on the Comprehensive Plan Committee and on the Growth Committee, said throughout his work in the community, support for closing the airport is overwhelming.

Flows said that because the airport is part of the TIF district, the land would be more attractive to developers, as they would receive tax breaks on construction costs.

Please said closing the airport would decrease the tax burden on citizens while creating jobs.

"We'd be able to shop locally and not have to go to and support other cities," Payne said. "The airport has had over four decades to prove itself, and it hasn't."
City Aims to Close Municipal Airport

Aldermen Could Vote to Hire Attorney

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Subheadline:
St. Clair, Missouri - Editor

The St. Clair Board of Aldermen Monday could begin steps in finding a way to get approval from the Federal Aviation Administration (FAA) to close the municipal airport.

City Administrator Mike Arnold said that aldermen would begin working with the FAA to gain approval for the plans.

According to the FAA, closing the airport would not be a decision that would be made lightly. The FAA has a strict set of guidelines that must be followed in order to close an airport.

Arnold said that the FAA would need to be convinced that the airport is no longer needed.

FAA officials have stated that the airport is no longer needed and that it is not being used by the citizens of St. Clair.

Arnold said that the city is working with the FAA to determine what the best course of action is.

The FAA has stated that the airport is no longer needed and that it is not being used by the citizens of St. Clair.

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Officials Continue to Investigate Viability Of St. Clair Airport

May 31, 2007

St. Clair Missourian Editor

The Missouri Department of Transportation (MoDOT) is investigating the feasibility of maintaining the St. Clair Regional Airport. The city has been in talks with MoDOT about the merger since last year.

The airport has been without a fixed base operator since August 2007.

Maggie

Airport Background

The St. Clair Regional Airport is identified in the National Plan of Integrated Airport Systems (NPIAS) and is significant to the city's air transportation, and therefore, eligible to receive grants under the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).

According to MoDOT, the St. Clair Regional Airport is the only airport in the county that meets the criteria for federal assistance.

The airport has been in talks with MoDOT about the merger since last year.

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The airport has been without a fixed base operator since August 2007.

Maggie
Closing the Airport Is Best Move for St. Clair

The St. Clair Regional Airport has been in the news a lot lately as the city continues to take steps toward the wish of closing the facility and updating citizens on its progress. Earlier this month, a pair of meetings were conducted with the intent to help the tenants relocate if the city is indeed successful as well as inform them and the general public of the new happenings toward that goal.

On the first night, the meeting with the pilots thing got unnecessarily out of hand, thanks to these same tenants who rent space at the facility. There is no doubt the airport is a potentially controversial issue and a big story around here parts. In fact, if you're a regular reader of the St. Clair Missourian, you already know that the airport was voted the top story of 2010. It has the potential to be at the top of the list for 2011, too.

We'll have to see how all that unfolds during the next 11 months or so.

In a nutshell, Mayor Tom Blum and the St. Clair Board of Aldermen want to close the facility to pave the way for needed economic development of the land the airport sites on. The city’s intent has been no secret. In fact, Blum overwhelmingly has been elected to his office with closing the airport at the top of his priority list.

Well have to see if that still holds true in April when voters will elect our next mayor, I hope so.

The airport sits on a prime piece of real estate between Interstate 44 and Highway 47 on the north side of the city. The land has visibility, accessibility, and is relatively flat — all essential factors. The land sits between St. Clair exit 240 off I-44 and exit 249 at the Highway 47 access point. Again, that’s prime as far as location is concerned. It’s an item like the airport.

That, my friends, makes good sense.

Another thing to remember is that while under the thumb of the FAA, any money the city just might make on the airport has to stay at the airport. It cannot go toward the aforementioned safety, roads, schools or the like.

Also worth noting is that the airport is not making money. City budget numbers provided to me show it is costing St. Clair more to keep it open than it collects in income through hangar rent.

Out Of Towners

Currently, nobody who rents hangar space at the St. Clair Regional Airport lives within the city limits of St. Clair. They live in places like Pacific and Villa Ridge, and even much farther away. So, these people aren’t affected by our city services, our town’s tax dollars and the like.

Yet, these same people are causing the ruckus by the way they are choosing to fight city hall. They say they will fight against what the majority of residents have said they want — the closure of the airport to make room for economic development — and do whatever it takes to win that fight.

In other words, these folks don’t live here but are trying to rule the local roost because of a hobby most of us can’t afford or could care less about. And, they say they will stir up more trouble down the line.

I just don’t get it.

In my book, there is a small airstrip will not make that happen. Retail growth could.

Risk

Is it a risk to try to attract that retail? Maybe. But it’s a shot worth taking.

We have an enviable location on the interstate, and other communities have proven they can make it work. St. Clair is no different.

We have a mayor who cares first and foremost about the citizens and improving their quality of life. We have a board of aldermen that wants to do the same. Those elected officials live here, They work here. They want to make this an even better place.

If Ward 2 Alderman Don Pierce, who filed to challenge Blum for the city’s top leadership post and should be undergoing some election day happenings to best Blum in April and become mayor, I hope he shows the same care and concern for St. Clair and its residents instead of buckling under to the pressures of a few people who don’t even call St. Clair home.

Again, the needs of the many outweigh the needs of the few — or the one.

I have not talked to Pierce about this issue directly since he declared his candidacy so I don’t know what his stance is or will be. But, I will talk to him. I do know the other three aldermen support Blum and are on his side when it comes to the airport.

And don’t worry, my friends. My job first and foremost is to report on this. A St. Clair resident is $50,000 richer after scratching off a top prize on a Missouri State Lottery “Crossword” ticket. Jason Hatley, 25, purchased the winning ticket at Country Mart on Loop Plaza Drive, Holly Kooper Thompson of the Missouri era...
The plight of the city’s airport for their recreational flying purposes is vociferously opposed to its closing and has said so repeatedly during city meetings, through phone calls and e-mails to your truly and others, in letters to the editor and through other avenues.

These folks certainly have a right to their opinions, and there is nothing wrong with them wanting to keep the facility open because they enjoy flying in and out of St. Clair. They also say there is no hangar space at other airports in the area to store their planes.

There is nothing wrong with city leaders making the decision to seek to close the airport and believing that doing so would be in the best interests of the residents of St. Clair. After all, that’s their job. That’s why, at least in part, we elected them.

Our city is struggling financially, and increasing the tax base by adding to the retail base has the great potential to bring more money into local coffers to help with things like public safety, schools, and other essential services. Also, adding to the retail base makes sense as it would give us more opportunities to spend our money where we live instead of having to drive elsewhere in the county or even the region to do so.

Approval

But before closing the airport, the city must have the approval of the Federal Aviation Administration. St. Clair received federal grants to update and improve the airport, as late as 2009, so it’s obligations to keep it up and running last through at least 2028. A leverage must be granted before the city can close it, and that’s what our officials are trying to do.

Blum has said repeatedly that if the FAA says no to the closure, the city will adhere to that decision and keep the airport open and operating as best as scarce funds will allow. He also said, and appropriately I might add, that the city certainly won’t sacrifice funding essential city services — like police and fire protection or streets or water and sewage or schools — to fund a “nurture to over things” and those pilots trying to stay strong the city argue against it for reasons related to their own personal enjoyment and purposely trying to make things look bad to get their way simply is wrong — period.

Needs

In my opinion, these individuals are not taking into consideration what may be best for St. Clair but instead are taking their own interests into account. Certainly, this issue is a case where the needs of the many outweigh the needs of the few.

Isn’t that correct?

The many: The people who want the airport to close to make room for economic development.

The few? The pilots.

I guess even though I soon will be 50 years old, I remain naive. I still find it difficult to believe that individuals can be so fired up and thus not even attempt to see the other side. That’s the correct attitude to have.

What else can we ask for?

Again, the pilots who oppose the airport’s potential closing have a right to think that way. This is America, after all.

And I respect those and other opinions, whether I agree with them or not. They’re not alone. Let’s work together.

And let’s continue to have these tenants stay so we can see how they fight that their noises, in which this case is at times already out of joint to begin with, scrape the ground.

St. Clair Catholic Church announced its honor the second quarter recognition were:

Fifth grade — Susan and Lily Roberts.
Sixth grade — Rydal, Anna Hill, Nolly and Shelby West.
Seventh grade — Franko and Molly Callo.
Fifth grade — Alex Collin, Ryan Hill, Lea and Dominick Obie.
Sixth grade — Lu

Dean’s List

Several names have been named Southeast Missouri University deans’ list during the fall semester. Students to the list earned at least 3.5 grade point average completed at least 12 credit hours.

Making the list:

Daniel W. Ferguson
David J. Schults
Wayne J. Diekener
Pattie E. Fisher
and Lydia E. Hollan

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Closed
DAILY
12:30 p.m. - 1:30

of the Missouri Cottages for the Blind during its annual convention in St. Louis.

In addition to his role as president of MCB, he also serves as director of the Missouri Council for the Blind, which provides training and evaluation services to the blind and visually impaired. He also serves on the board of directors for the Missouri Association for the Blind and serves on the board of directors for the Missouri Association for the Blind.

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Points of Contention

By Keith E. Domke
St. Clair Missourian Editor

Ron Price of QED Airport Aviation Consultants, who has been hired by the city of St. Clair to help in its pursuit of the closure of the regional airport, provided several points of contention to individuals who attended Wednesday's informal meeting at city hall.

Price said that when addressing requests for a release from the obligations, several issues are to be considered, including the future growth in operations; airport capacity; interests of aeronautical users and service providers; local, regional and national interests of the facility; the reasonableness and practicality of the sponsor's request; the effect of the request on needed aeronautical facilities; the net benefit to civil aviation; and the compatibility of the proposal with the needs of civil aviation.

"Our report addresses these issues and substantiates a basis for the release from the obligations," Price said.

He used the following points of contention:

* There is no basis for growth in operations at the airport. The city has no intentions to improve the facilities that would otherwise attract new users nor is obligated to do so.
* There is no capacity shortfalls at the airport in terms of the facilities that the city is obligated to provide, nor does the airport system in this area have a capacity constraint. The four competing airports (Sullivan, Washington, Rolla and Washington County) have the capacity to expand their facilities to meet market demands.
* Reuse of the airport land resource will allow for the continued operation of the Air-Evac helicopter. However, other users will need to relocate to an airport. This relocation is not viewed favorably by the 15 based aircraft owners.
* The airport is not critical to the aviation system, both regionally or nationwide for air transportation used in commerce.
* There are better equipped airports that can serve the airport and aviation interests for the region. The airport will not attract new users given the status of its facilities and it is likely that the airport will no longer qualify for inclusion in the national system, which requires a total of 10 or more based aircraft.
* Other airports are conveniently located to serve seven of the existing 15 based aircraft owners in terms of national standards of driving distance (20 miles) and time (30 minutes). The remaining eight aircraft owners will need to drive farther to reach the nearest of the four competing airports. These airports have the capacity to absorb the demand now served by the St. Clair Regional Airport.
* Capital funds for airport improvements are in short supply nationally, within Missouri and locally. Prudent financial management should allow for providing grants to those airports that have the best potential to accommodate growth with the least impact on the environment and consistent with local goals and objectives.
* A narrow view that is limited to enforcing grant obligations established in the mid-1940s when there were few publicly owned airports in the nation is misplaced in today's financial environment. Funds derived from the sale of the airport land resource could be returned to the national airport system and distributed to those airports that are essential and critical. Everyone would be better off and limited resources could be used more effectively to promote the national economic well-being.

SCN airport QED points
01/15/11

keith
St. Clair Sourian

EEKEND, JANUARY 1-2, 2011

Airport Top Story of Year In St. Clair

By Keith E. Comke
St. Clair Missourian Editor

It was a year of tragedy, decisions, personnel issues and long lives in and around St. Clair in 2010.

A new of employees from The Missourian put together a list of 10 stories of the year as they appeared in the St. Clair edition. Emphasis was placed on the significance and impact of the story as well as how many times coverage appeared in the newspaper.

The overwhelming top story of the year was the St. Clair Regional Airport and the city's decision to seek to close it and its pursuit of its closure. Although not anywhere near a done deal, the airport issue caused a stir in the city and spread across to other cities.

Coming in at No. 2 were employment issues within the city. As the year progressed, the city lost and hired a building inspector, dealt with issues surrounding the city's economic status.

Because of the severe economic downturn, the airport issue was a constant topic of conversation. Although not anything close to a done deal, the city's pursuit of its closure continued to be a topic of conversation.

Headliners

St. Clair's top 10 stories for 2011

1. Airport Closure
2. Employment
3. Building Inspector
4. Regional Airport
5. Long Life
6. The Rabbit Lady
7. R2 Issue
8. Route 66 Documentary
9. St. Louis Composting Tannery
10. St. Louis Composting Tannery

Swarming Fun

Day while Thursday is "Dance Country" show
LETTERS OF SUPPORT

St. Clair Board of Alderman Meeting
Proposed Agenda
City Hall Aldermanic Chambers
1 Paul Parks Drive; St. Clair Missouri
Wednesday, January 12, 2011
Informal Public Meeting with the Tenants of the St. Clair
Regional Airport at 7:00 p.m. (Public Invited)
Thursday, January 13, 2011
Informal Public Meeting to discuss public opinion regarding
closing the St. Clair Regional Airport at 7:00 p.m.

We would like to comment on the above issue of closing the St Clair Regional Airport:

We have lived in St Clair now for approx 10 yrs and have not seen any growth to
speak of. The surrounding areas seem to be booming. We need to progress
with the times. The airport is taking up valuable space that could be generating
dollars to improve our schools, town and in general may make life a little easier
for all of us (not to mention saving on gas having to drive to Sullivan,
Washington, etc... for items/shopping not available here in St Clair. We could be
spending our money in our own town.

We have never seen much traffic around the airport – every once in a while we
do see a plane using the facilities, but could probably count on one hand.

We would be favor of closing the airport and improving the chance of growth
for our community.

Thank You

Lewis & Carmella Kinatler
St. Clair, Mo.

JAN 12 2011
St. Clair Board of Alderman Meeting
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Informal Public Meeting to discuss public opinion regarding Closing the St. Clair Regional Airport at 7:00 p.m.
Posted and made available to local media outlets
January 7, 2011

January 12, 2011

I would like to comment on the issued above. I would love to see the St. Clair Airport close in order to allow for growth in our community. I have lived in St. Clair all my life and have watched all the surrounding communities grow. I would like our community to grow and make more opportunities for us to have more jobs and to have more activities for our families.

It becomes very hard and expensive for the people in our community to go shopping and to go somewhere that whole family can enjoy without having to drive to the surrounding communities. It would be very nice to be able to go shopping here and not spend the entire day traveling to Sullivan, Washington or St. Louis just to do some simple shopping.

I would like to see more places to eat out as well. To date, we have very few to choose from, unless we go again to other Towns close by.

As far as the airport is concerned, there are other airports that can be used for their entertainment. Not everyone is as fortunate to own an airplane, so I believe that more people in this community will benefit from having more retail opportunities.

I hope this letter will show my support in closing the St. Clair Airport and my support in allowing our great community to grow and expand, for not only my future but the future of my children.

Sincerely,

Nancy L. Pruitt
#7 Valley Court
St. Clair, Mo. 63077

JAN 12 2011
Having attended last evenings public meeting with the pilots of the airport I was very disappointed. The topic or purpose of this meeting was supposed to be how could the city of St. Clair assist the pilots in relocating or transitioning to other facilities should the city receive permission to close the airport. However the pilots did not wish to talk about leaving, in fact they said they would not leave no matter what the assistance, incentives or help would be.

What we have here is a small group of people who are helping to hold our city's future hostage so that they may continue with their recreational flying, no matter what the consequences would be for anybody else. Not one of these people live in St. Clair or pay taxes here.

Our entire community, not just St. Clair, needs to develop the land on and around this failed airport. Proper development along the lines as stated in our newly created twenty year plan for growth is vital and necessary. This growth would create new jobs in a time when at least one in ten of us is unemployed. This growth would offer shopping and entertainment opportunities that currently aren't available to us now. For these things we now have to go to our sister cities which make them wealthier and us poorer.

This growth would also benefit all of the taxing entities such as our School district, Fire district, Ambulance district, Library district and Franklin County as a whole. This growth would greatly ease the tax burden of those of us who live in St. Clair. This growth would add greatly to the quality of life of our entire community as a rising tide lifts all boats.

As someone who helped create, envision 20/20, our twenty year growth plan and as someone who has lived in St. Clair for over twenty five years and as someone who is the current Chairman of St. Clair's TIF District Commission I urge the St. Clair City Council to explore and proceed with any and all avenues that would result in the closure of the failed St. Clair airport.

Thank you
Robert Fawe, Chairman
St. Clair T.I.F. Commission
August 12, 2010

City of St. Clair
#1 Paul Parks Drive
St. Clair, MO 63077
ATTN: Jim Arndt, City Administrator

Dear Jim:

Per your request for a letter of support to close the City of St. Clair Airport, the Board of Directors of St. Clair Ambulance District took a vote at the August 9, 2010 Board Meeting to issue the following statement and make a motion and take a vote:

“The St. Clair Ambulance District supports the City of St. Clair to close the airport in order to benefit economic development and to increase revenue to affected tax entities”. The St. Clair Ambulance District expects the city of St. Clair to continue to support and retain Air Evac Medical Helicopter service in St. Clair, MO”.

Vote was 6-0 in favor of above statement.

William Hollo
Chief

Cc Copy of August 9, 2010 Board Minutes
Board of Directors Meeting
August 9th, 2010

Meeting opened at 3:02 p.m. by Chairman Tony Hinson. Board members attending were Bill Hinson, Tony Hinson, Brian Hinson, Jennifer Erbes, Danny Shadrick, Tim Davis, Chief Hollo and A/C Clayton. Employees attending were Mary Tiepelman and Andrea Keetler.

Motion by Jennifer to approve July minutes as written, second by Tony. Motion passed with 4-0 vote.

July 2010 financials were discussed and approved. Balancing worksheet given to all board members.

OLD BUSINESS:

The ambulance's were inspected and passed for our Pediatric certification. An excellent job by Mary Pat Tiepelman for taking on the task and spending several hours on this project.

Chief Hollo was re-elected as the Chairman of The East Central EMS Committee.

The front ramp has been repaired all the cracks have been sealed.

The swell was replaced in the back sidewalk area preventing water coming into the building during a heavy rain storm. A new swell was built along side of the front ramp area to prevent water run off onto the apron.

Repairs have been made to the sign at House 2. A big thanks to Russell Junge for completing this project.

Bids have been obtained for new mattresses, box springs, and mattress covers to replace them at both houses. 14 sets @ $4,872.00. Motion made by Brian and second by Brian to buy them. Motion passed with a 6-0 vote.

The Chief and the Assistant Chief will be attending a conference on July 20 at Jefferson Memorial Hospital concerning critical employee Emergency Planning. This is a one day conference.

A node sensor on the remount being done is bad, it is $650 to rebuild with no warranty, new one is $700 with warranty. Board agreed to purchase new one.

Chief talked about pricing liability insurance with other companies, at this time he was unable to get a better price. Tim made a motion to renew liability ins. Brian second. Motion passed 6-0.
Motion made by Tim and second by Jennifer for executive session at the September 2019 meeting. Motion passed with a 6-0 vote.

Entered executive session at 3:27 and reopened at 3:48 with three votes taken.

September meeting set for September 7th @ 3:00 p.m.

Meeting adjourned at 3:50 p.m.

Tony Hinson Chairman

Bill Hinson Secretary
July 15, 2010

To Whom It May Concern:

At the July 14, 2010 Board Meeting, the R-XIII Board of Education met and discussed the issue of the closure of the St. Clair Airport with officials from the City of St. Clair.

After discussion, the Board voted to support the lawful closure of the airport as long as the purpose is to stimulate economic growth. We agree with the City of St. Clair that building commercial growth within our community should help to alleviate the tax burden to our local citizens.

Sincerely,

[Signature]

Dr. Michael D. Murphy
Superintendent
INSTRUCTIONAL EFFECTIVENESS - YPP DATA

Elementary, Murray and Jr. High principals reviewed YPP data. A Power Point presentation was provided showing the percentage of students performing in mastery level in Math and Language Arts.

DEBT SERVICE LEVY

Dr. Murphy discussed our current bonding capacity and debt service levy options for the upcoming year. Due to low growth in our assessed valuation, there is a need to look at increasing our debt service levy for the upcoming year to increase fund balances in the debt service account. Board members discussed various increase scenarios. A recommendation and approval of the 2010-2011 tax levy will be presented in August at the tax rate hearing.

ST. CLAIR AIRPORT

Dr. Murphy discussed letter from the City of St. Clair to Senator Claire McCaskill regarding assistance in the closure of the St. Clair Airport. The letter, which is endorsed by the St. Clair Growth Committee, is being distributed to area businesses and agencies asking for their support and endorsement. Mayor Ron Blum and City Administrator Jim Arndt provided a background of the TIF project and asked for our assistance in providing a letter to support commercial growth in St. Clair. Mr. Blum explained the City is trying to be proactive in building commercial growth to develop a sustainable revenue source through retail development, thereby alleviating a tax burden to our local citizens. It was moved by Mrs. Komo and seconded by Mr. Geisert to approve partnering with the city to support letter as long as it is to stimulate economic growth. Yes – 4 No – 1 (Hoffman) Carried.

FINANCIAL EVALUATION – APPROVAL OF 2009-2010 ASBR AND CAPITAL PROJECTS FUND TRANSFER

Dr. Murphy reviewed the June 30, 2010 general ledger and 2009-2010 summary page of the Annual Secretary of the Board Report (ASBR). Ending fund balances and restricted fund balances were discussed. It was moved by Mr. Geisert and seconded by Mr. Shadrick to approve a $380,488.40 transfer to the Capital Projects fund, resulting in an unrestricted ending fund balance of 16.20%. After transfers, the ending fund balances for the 2009-2010 year were Fund 1 - $3,547,595.69, Fund 2 - $0, Fund 3 - 8,512,622.78 and Fund 4 - $400,000.00, for a total of $12,460,618.47. Carried unanimously.

[Signature]
Board Secretary
Jim Arndt

From: Stephanie Butenhoff <sbutenhoff@spraydynamics.com>
Sent: Wednesday, July 07, 2010 3:40 PM
To: Jim Arndt
Cc: Terry Triphahn
Subject: RE: Community Endorsement

Jim Arndt,

We the St. Clair Chamber of Commerce would like to endorse the initiative to close the St. Clair Regional Airport for the good of the St. Clair Community.

Thanks!

Stephanie Butenhoff
SECRETARY
ST. CLAIR CHAMBER OF COMMERCE

---

From: Jim Arndt [mailto:cityadmin@stclairmo.com]
Sent: Friday, June 04, 2010 12:42 PM
To: 'Bob Fawle'; 'Charles Butler'; 'Chief Nielson'; 'Chief Wideman'; cmarrocco@yahoo.com; 'Doug Kosno'; 'Dr. Murphy'; 'Mayor Blum'; Stephanie Butenhoff
Subject: Community Endorsement

Pursuant to our discussion yesterday. The attached document has been mailed to Senator McCaskill’s office. Please have your respective organizational Board’s endorse this initiative and provide those to my office in writing. I will then forward to Senator McCaskill’s office.

Thanks - Jim Arndt
St. Clair Fire Protection Board of Directors
Meeting Minutes

Date: 6/8/2010

Present
Board of Directors: Kirby Banderman, Eric Hinson, Danny Gossett
Chief: Tim Wideman
Battalion Chief: Mike Kelley, Jack Bielefeld
Captains: Andy Branscum
Lieutenant: Jason Hatley
Firefighters: Bill Walsh
Office Manager: Anna Marie Short

The meeting was called to order by Kirby Banderman at 5:56 p.m.
Additions to the agenda are the audit report for the year end December 31st. Under new business will
be firefighter 1 & 2, the 457 retirement plan, workman's comp. and supplemental insurance, and
budget updates.
A motion was made by Kirby 2nd by Danny to accept the agenda.
A motion was made by Danny, 2nd by Kirby to accept the secretary's report for 5/23/2010.
A motion was made by Eric, 2nd by Danny to accept the treasurer's report for audit and pay the bills in
A motion was made by Eric, 2nd by Danny to accept pay out payroll and taxes in the amount of
A motion was made by Eric, 2nd by Kirby to accept the treasurer's report for audit and pay the bills in
the amount of $12,885.53 for 6/8/2010.
A motion was made by Eric, 2nd by Kirby to accept pay out payroll and taxes in the amount of

Director Hinson read a letter from the auditor stating that the annual reports were enclosed and to
thank the personnel for their cooperation and courteously in working with them and that copies were
sent to the state. The Board of Directors and Officers read over the audit. Director Hinson reported that
the audit went very smooth and there was no list of corrective actions to do, other than having the bank
statements looked at by another person.
A motion was made by Eric, 2nd by Kirby to accept the 2009 Annual Audit.

Old Business:

Station Maintenance and Repairs: Chief Wideman reported that the ac unit at station 3 had frozen
up and has been repaired. The ice freezer in the bay at station 1 is broken and will need to have
someone look at it. The septic tank at station 2 will be pumped out on Wednesday; we will dig out the
lid ourselves.
Vehicle Maintenance and Repair: Chief Wideman reported that the air dryer has been rebuilt and
both front brake calipers have been replaced on 8325. Dale has finished pm on 8316.
Code Administrations Report: Chief Wideman reported that the permit fees for May totaled $454.44
and is down from the total in May 2009. A homeowner has been fined $25.00 for not picking up his
permit or returning phone calls or answering letters.
Projects Pending Completion:
Chief Wideman reported that the title on 8399 had to be sent back to the state due to an error. The city has approved the hydrant signs and will be ordering them. We are still waiting on a color match for the bay floor. The sale of 8311 has been completed. Director Hinson stated that we have sold 8311 for $6500.00 to a needy department and have accepted a $500.00 deposit with the remaining amount to be paid by August 1st. We will be holding the title and carrying insurance on the truck until it is paid in full. Chief Wideman reported that hydro testing will start on the Scott bottles. Director Hinson stated that a grant has been written for new air packs and hoped to spend the money in case we would receive the grant. We will go ahead and start on some of the bottles because the testing is due this month. Chief Wideman reported that Rose Exteriors was here looking at the leaks in the hose tower and found holes in the downspout, he said that he would be back to check it when it rains. Battalion Chief Kelley stated that they were here today and were on the roof. Chief Wideman showed pictures of damage on a yard and driveway and an interior light fixture from a call. The yard and driveway were fixed but a replacement for the light fixture cannot be found. Discussion followed on damage being done while on calls. Battalion Chief Kelley asked if there is any way the district can enforce individuals to keep driveways clear so the fire trucks can get in without causing damage and incurring unnecessary expenses to the district. Discussion followed on running on invalid calls due to alarm soundings at residents. Director Banderman suggested that we look into possibly requiring a permit fee on residential alarm systems. Director Hinson will do some checking on this matter. Chief Wideman presented a quote for workman's comp to Director Hinson to go over. He stated that they have an individual who may be interested in purchasing the bad off of the truck that has been purchased for the new brush truck.

New Business:

Director Banderman: None

Director Hinson: I want to give an update that all of our employees and prospective employees are Firefighter 1 & 2 state certified with Mike Felton to finish in July. The district made a contribution in 2008 to the employees that were in the current 457 retirement plan. The problem is, we were unaware of it and the accountant did not catch that social security and Medicare should have been paid by the district. We currently owe $555.50 to the government; the employee will get a copy of a Corrected Wage and Tax Statement for their records. They can but do not have to amend their taxes; it would be more paperwork and only possibly a couple dollars difference on their taxes. It is my recommendation that the district pay the taxes and any interest that may be incurred. The accountant stated that they will pay any penalties if there are any since they missed it at audit. Anna Marie has been working with the accountant and will get them paid.

A motion was made by Eric, 2nd by Danny to pay $555.50 for the back taxes.

Director Hinson presented the quotes from Schroeder Ins. and our current workman’s comp broker. There is a significant difference in the prices and he would like to get new quotes from our broker.

A motion was made by Eric, 2nd by Danny to authorize Director Hinson to go with the workman’s comp contract with the company that provides the lowest rate.

Director Hinson presented information on supplemental insurance and is asking that the district increase the amount that would be paid to an employee, full time and volunteer. Discussion followed. A motion was made by Eric, 2nd by Kirby to increase the supplemental insurance to 600/600 for career employees and 1000/1000 for volunteers at a cost of $5445.00 a year and for it to take effect immediately.

Director Hinson gave a budget update starting with the sales tax. He stated that we are up for the year and holding steady. The budget is doing well and it was found that we may have overpaid Central County by $269.00; Battalion Chief Kelley will look into that. Director Hinson stated that everyone is doing a nice job.

Director Banderman commended the full time staff for the duties that they perform on the week-ends.

Director Gossett: The meeting date for the second June meeting will be the 22nd at 6:00 p.m.
Chief Wideman: The St Clair Growth Committee has requested support from the district in convincing the FAA to close the airport. Discussion followed and a motion was made by Kirby, 2nd by Danny that the Fire District will support the City's efforts to close the airport due to under utilization of the property. After additional discussion an amendment was made to the motion to include, that there be a provision made for Air Evac to have a place to stay, either at their current location or for the city to provide another location in the city.

Chief Wideman presented quotes from Fischer Oil and MFA Oil. Discussion followed and the district will go with Fischer Oil. We will purchase 15w 40 oil and transmission fluid from Fischer oil Co. And 30 wt. from MFA.

Chief Wideman read thank you letters from ENS for the donation to their new computer system and from RB Brown for the gift basket he received from us during his recovery.

Director Banderman: Is there any further business to come the Board in open session?

Director Banderman: We have a request for an executive session.

A motion was made by Kirby, 2nd by Danny to go into executive session at 7:08 p.m. for personnel issues.

Director Banderman: Aye

Director Hinson: Aye

Director Gossett: Aye

A motion was made by Kirby, 2nd by Eric to return to open session at 8:16 p.m. with no votes having been taken.

Director Banderman: Aye

Director Hinson: Aye

Director Gossett: Aye

Director Banderman: The meeting has returned to open session with no votes having been taken. Is there any further business to come before the board? With no further business for open session a motion was made by Kirby, 2nd by Eric to adjourn the meeting at 8:17 p.m.

Kirby Banderman

Eric Hinson

Danny Gossett
June 16, 2009

MODOT
Attn: Jason Knipp
2217 St. Mary’s Blvd
P.O. Box 270
Jefferson City, MO 65102

Re: St. Clair Airport Agreement for Transfer of Entitlements

Mr. Knipp:

Enclosed is an executed original of the Agreement for Transfer of Entitlements. In regards to your most recent letter, I want to preempt any potential misunderstanding concerning the closing of the St. Clair Regional Airport. The great City of St. Clair has not yet made any official determination of the future status of the facility. The City is simply considering all of our options for future development. Our goal and quite frankly our ultimate obligation are to make the best decision for the citizens of St. Clair and the surrounding communities.

Thanks for your assistance and have a beautiful St. Clair day!

Enthusiastically submitted,

James W. Arndt
City Administrator
Great City of St. Clair
MODOT
Attn: Jason Knipp
105 West Capitol Ave
P.O. Box 270
Jefferson City, MO 65102

Re: St. Clair Airport

Mr. Knipp:

The city is receipt of your letter dated June 13th, 2008. The city received your letter on July 3rd, 2008. Your letter could not have come at a worse time for the airport in St. Clair and I postulate that this may be the end of this facility.

At this time, the city of St. Clair has a fiduciary responsibility to spend our monies to maintain and/or improve our current infrastructure. Our priorities are for maintaining our roads, water lines, sanitary sewer lines, and storm sewer lines. These municipal facilities directly benefit the citizenry we serve.

Your request for an airport pavement maintenance program and the requirement to separate an insolvent airport fund from the general fund will only act as a catalyst to close the continual source of a fiduciary drain to the city’s finances and perpetuate the termination of an incessant source of aggravation for the municipal administration.

The great city of St. Clair, like so many local governments across the great state of Missouri, has been negatively impacted by the stagnation, if not downward spiral of our national, state, and local economy. Moreover, while revenues perpetually decline, the price of products necessary to maintain our infrastructure and for the provision of necessary municipal services continues to rise. First and foremost, fuel prices are having a disparaging impact upon our ability to contain our costs.

The monies for the airport at St. Clair have been within the general fund for years. The purpose for this was to support this insolvent airport operation by subsidizing the costs with monies from the general fund; despite some conspiracy theories you may have entertained as noted within your letter. The city of St. Clair has recently downsized all operations at the airport and is now finally not in a deficit, but the year is still young. The revenue stream generated by hangar leases will continue to decline and of course our expenditures associated with operational activities will continue to increase. Moreover, the airport is maintained by city staff throughout the year, but their salaries and fringe benefits as well as the equipment and fuel they use to maintain the facility are paid for from the general fund.
The requirements indicated within your letter indicate that airport revenues shall only be utilized to support capital improvement and operational costs of the airport. This in fact, counters the lone last, although not popular, perception that the airport is a great revenue source for the city of St. Clair. During these economic times of distress, the great city of St. Clair owes it to our citizenry to investigate all municipal services that are not serving the best interests of the citizens. The potential of this municipal property, with its close vicinity to the Rt 47 and I-44 corridor demands that the city investigate the most beneficial use of said land. This property has been described as the last crown jewel of St. Clair. Since the current usage of the property cannot, by law, benefit the city of St. Clair, the city has a fiduciary responsibility to investigate other potential uses for the municipal property that will better meet the needs of the citizenry and effectively produce a revenue stream for the city that can be utilized to benefit the citizens we serve. Since the current use of the land does not directly benefit the citizens that own it, the city of St. Clair is seeking your assistance as we consider permanently closing the facility.

The city recognizes this may create a temporary inconvenience for recreation pilots, but this inconvenience is minimal considering our facility is located near two other municipal airports (Sullivan, MO; Washington, MO).

At our Board of Alderman meeting on today’s date, the Board of Alderman unanimously directed me to investigate the costs that will be associated with permanently closing the St. Clair Airport. The Board will utilize your input, while making their decision. The Board of Alderman desire to make an informed decision that will be in the best interest of the citizens they are elected to serve.

The great city of St. Clair recognizes that we are responsible for monies previously accepted for grant-in-aid projects. Please indicate, according to your records, how much money the city of St. Clair would be responsible for, if the decision is made to close the airport. In addition, please indicate the process we need to follow to permanently close this facility. This information will play a major role in the determination to either terminate this municipal use or to continue to support this drain on local municipal resources.

Please provide all monies that will need reimbursed within 30 (thirty) days after receipt of this letter. A copy of this request and your letter dated June 26th, 2008 has been sent to State Representative Brian Nieves and State Senator John Griesheimer.

Enthusiastically submitted,

James W. Arndt
City Administrator
Great City of St. Clair
MEMORANDUM

TO: Mayor Ron Blum; City Administrator Jim Arndt

FROM: Thomas A. Cunningham, Esq.; Joshua L. Payton, Esq., Special Counsel

DATE: March 25, 2010

RE: St. Clair Municipal Airport

INTRODUCTION

Pursuant specific request, the following “bullet point” issue summary has been prepared for the City’s consideration and use in evaluating the necessity of acquiring special airport counsel (and the competence of such counsel) to assist in deactivating the City’s municipal airport. As previously discussed, our recommendation, as Special Counsel, is for the City to work in coordination with Special Counsel and possible special airport counsel to accomplish the City’s long term development vision which include the deactivation of the City’s municipal airport. In addition to the following issue summary, a PowerPoint presentation highlighting the legal constraints of deactivating an airport has been attached for your consideration and use.

FEASIBILITY OF DEACTIVATION

- Is deactivating the municipal airport presently feasible? If so, on what bases? Since the City has received Airport Improvement Program (“AIP”) grant funds as recently as 2006, the existing grant assurances (the “Grant Assurances”) will remain in effect for the duration of the useful life of the improvements acquired by such grant funds (not to exceed twenty (20) years). Specifically, Grant Assurance C.5.B prevents the City from selling or otherwise disposing of the airport property for the duration of the Grant Assurances without approval by the Secretary of Transportation. Moreover, Grant Assurance C.19.a obligates the City to operate and maintain the airport and common areas for the benefit of the public. Consequently, the key to deactivating the City’s municipal airport is the release of the Grant Assurances by the FAA, specifically the Secretary of Transportation. While FAA Order 5190.6B outlines the procedures for requesting release of Grant Assurances, practically, whether
Critical to the analysis of the feasibility of the deactivation of the City’s municipal airport is the purpose or bases supporting such deactivation. Several potential reasons have been presented to support the prospective closure of the City’s municipal airport, for example: (i) to promote the best use of the airport land; (ii) to alleviate the fiscal financial burden on the City to subsidize the operation and maintenance of the airport; (iii) to alleviate the burden of finding funds for needed major repairs; and, (iv) to improve national and public safety by eliminating unnecessary safety risks resulting from a lack of funds to property staff, maintain and secure the airport property and facilities. Of the foregoing, and potential other reasons not listed, what are the reasons sufficient to support a successful release of Grant Assurances? What are recent examples of successful Grant Assurances releases based on such reasons?

偎 May the City simply close the airport without further notice or action? What are the consequences of unapproved immediate closure? One possible course of action discussed by City officials has been the immediate closure of the airport by the City without notice, approval or other interim action. An example of such immediate action is the closure of Meigs Field, in Chicago, Illinois, by Mayor Richard Daley. In the cover of night, Mayor Daley ordered large X’s to be bulldozed in the runway to prevent future flights. In the Meigs Field scenario, the City of Chicago was fined by the FAA for not following proper procedures prior to the destruction of the runway and closure of the airport. Whether such a course of action is legally available to the City and the consequences of such a closure should be determined before proceeding with such an abrupt plan.

偎 Must the City acquire permission from the Missouri Department of Transportation to close the airport? Some of the grants received by the City for the airport have been administered through the Missouri Department of Transportation (“MoDot”). Also, the City apparently has remaining cost sharing grant funds available for use for airport development. Whether these grants require the release of obligations or permission by MoDot is beyond the scope of the current and prior inquiries related to the possible closure of the City’s airport. Before proceeding with a request for airport closure through the FAA, a determination must be made if a similar request must be made through MoDot.

LONG TERM ISSUES

偎 Will the airport land revert to the FAA or MoDOT? In some cases, the FAA has placed covenants and restrictions on land acquired with AIP grant funds, including a reverter clause whereby airport land will revert to the prior owner (usually the FAA) upon closure of the airport. A determination must be made whether such covenants and restrictions exist on the City’s airport land and whether there is a possibility such land will revert to FAA or MoDOT ownership upon deactivation of the airport.
Will residual restrictions remain on the land after successful airport closure? As discussed in FAA Order 5190.6B, restrictions on the use of land extending beyond the release by the FAA of Grant Assurances may exist. What is the likelihood such land restrictions will remain after the deactivation of the City’s airport?

Do current or future environmental issues respecting the land exist? Will the request for release require an environmental evaluation? Moreover, if environmental related liabilities exist, who bears the costs of remediation?

May the City retain and use the existing helipad? The City desires to maintain the existing helipad for use for medevac and other public safety use. Moreover, the use of an existing airport for public safety purposes is one factor considered by the FAA in evaluating the utility of such airport. A determination of whether the City may retain and use the existing helipad should be made before filing a request for release of Grant Assurances with the FAA.

RECENT EXAMPLES

The answers to the following questions require reference to recent examples of successful airport closures requiring the release of Grant Assurances by the FAA:

☐ Based on recent examples, what are the estimated costs associated with requesting and acquiring permission to deactivate a municipal airport?

☐ Based on recent examples, what is an estimated timeline for successful airport closure?

☐ Based on recent examples, what options are available to the City if its request for release of the Grant Assurances is denied by the FAA?

☐ Based on recent examples, does the support of a state’s congressional delegation aid in acquiring FAA permission to deactivate a municipal airport?

☐ Is a leasing structure, as used in the Kansas City case, presently an option? Apparently, the only case law relevant to airport closure requiring FAA’s permission is *Friends of Richard-Gebaur Airport v. FAA*, 251 F.3d 1178 (8th Cir. 2001) concerning the closure of an airport in Kansas City, Missouri. An important factor in the Richard-Gebaur case was the grant by the city of proceeds from the lease of the airport property (after deactivation) to be used solely for aviation projects. Is such a lease or grant structure possible upon the closing of the City’s municipal airport?

RECENT EXAMPLES

The foregoing is a summary of possible relevant issues to be addressed based on prior research and our discussions on March 22, 2010. As discussed previously, our recommendation, as Special Counsel to the City, is for the City to acquire special airport counsel to answer the
foregoing questions and to cooperate with the City and Special Counsel in the preparation of a comprehensive and definitive plan to address the future of the City’s municipal airport. To advance the City’s consideration of its municipal airport’s future, we request authority to seek proposals on behalf of the City in order to secure such special airport counsel.

We trust the response above meets your needs at this time. Should you have further questions or concerns please do not hesitate to contact this office.
April 4, 2011

The Honorable John L. Mica
Chairman, Transportation and Infrastructure Committee
2165 Rayburn House Office Building
United States House of Representatives
Washington, D.C. 20515

Re: H.R. 658 and Related Issues

Dear Chairman Mica:

I am writing to you in your capacity as chairman of the Transportation and Infrastructure Committee and as a member of my Florida Congressional delegation.

The funding of the national aviation system is one of the key legislation actions and much of the focus is on providing the requisite financial resources so that the Federal Aviation Administration (FAA) can continue to improve and operate the nation’s aviation system. Funding any national program needs to take into consideration its efficiency and effectiveness in meeting the true needs of the air-traveling public. This is especially relevant in the current economic circumstances facing our nation and its citizens, and it fashioning a responsible national budget.

I have made a 39-year career in the airport and aviation consulting industry and have observed that one component of that industry that is lacking national direction is general aviation, particularly those airports that are used primarily for recreational flying. The FAA has acknowledged that it has not presented a national strategy with respect to the general aviation component of the industry. The National Plan of Integrated Aviation Systems (NPIAS) comes closest to that vision, but in reality it is nothing short of a wish list of projects that purports to justify the extent of federal funding required for the national system of airports. Congress has not authorized nor appropriated the investment levels reported in the annual versions of the NPIAS, and rightfully so.

We have too many general aviation airports in this country, serving a dwindling number of users who are operating their aircraft fewer hours, especially today. Although this is not encouraging, it also represents an opportunity for change in national policies affecting these airports through effective leadership.

Many owners of general aviation airports that are publicly-owned and federally-obligated (have received federal grant funds for capital projects and land/easement acquisition) are facing critical economic conditions. They are seeking the release from their grant obligations prior to their expiration (land and easement acquisition projects have no expiration date; these owners are held to their grant obligations in perpetuity.) The release would allow these entities to sell their airport
The Honorable John L. Mica
April 4, 2011
Page 2

land resource so that it might be placed into the highest and best use and provide enhanced economic opportunities for their constituents now rather than later, if ever. They are prepared to return the net proceeds from the sale of the airport land resource to the FAA so that the funds can be directed to other airports where the need is justified.

Privately-owned airport owners who have accepted federal grant funds and remain federally-obligated, and are nearing retirement age are now learning that the proceeds to them personally from the sale of their airport will be viewed by the FAA as an act of revenue diversion. This effectively translates into the loss of a potential significant retirement fund for such owners, often for having accepted a relatively small sum of grant funds. And, if such funds were used for land or easement acquisition, the federal obligation remains with the airport in perpetuity.

The FAA is unable and unwilling to act responsively to these issues due to the laws that are in effect and the stringency (and one-sidedness) of their internal policies and regulations with respect to releases from grant obligations and revenue diversion. The agency clings to policies that date back to the early days of civil aviation, and Congress has been remiss in not addressing this aspect as part of its oversight responsibilities. It is time to make a change through leadership at the Congressional level.

As a case in point, I am enclosing the title page and preface of a report that addresses the request by the City of St. Clair, Missouri to obtain a release from its grant obligations. The St. Clair Regional Airport serves as a base for 16 aircraft, none of whose owners reside in the City. The FAA reports that the airport accommodated a total of 3,280 annual takeoffs and landings in 2009; nearly 70 percent are classified as local (operating in the traffic pattern, within sight of the airport, and in training areas within a 20-mile radius.) The airport is not operational for arrivals in instrument flight rule conditions and the FAA has no plans to publish an instrument approach procedure to either end of the single 3,198-foot runway. There are several alternative airports within a reasonable driving time that can accommodate these based and transient users. The City has rejected its annual entitlement funds ($150,000 and is preparing to demolish two hangars that have been determined to be unsafe for use without replacement. Although the City will honor its grant obligations to keep the airport open, it has no intent to improve the facility. The full report can be made available at your request. I trust that the preface alone will present further rationale that a change in the FAA’s policies with respect to grant obligations is in order.

Although addressing an appropriate strategy for general aviation airports will not make a significant change in the use of our nation’s financial resources and address budget challenges, it is a start and, when combined with objective assessments of other federal programs, can realize significant savings. I surmise that the funds returned to the FAA by communities that are able to re-use their airport land resources will generate a major source of funding for those general aviation airports that warrant and can justify capital improvements. This reduces the impact on the national budget, which is needs improved management. Again, it reflects the QED
The Honorable John L. Mica  
April 4, 2011  
Page 3

need for leadership that this segment of the airport industry deserves to best accommodate its unique air travel demands.

The FAA needs to be given a new direction for managing its investment in general aviation airports and the impetus to adopt policies and implement regulations that are appropriate for the current times. Recover the past investment in the aviation infrastructure and use those funds to improve those general aviation airports that are truly important to our national air transportation system.

I am not one to voice an opinion without follow through. To this end, I would like to be proactive in this issue and offer my services pro bono to the House Transportation and Infrastructure Committee in fashioning responsive and responsible national policies and regulations for general aviation airports. I feel strongly that there is a need to bring a more realistic and responsible way of thinking that will ultimately realize a better national general aviation airport system, policies, regulations and funding program.

I look forward to your reply.

Respectfully submitted,

[Signature]

Ronald F. Price, P.E.  
Principal

RFP/pss  
Enclosures

cc: The Honorable Ander Crenshaw, Florida, Ninth District  
The Honorable Bill Nelson, Senator, Florida  
The Honorable Marco Rubio, Senator, Florida  
Mayor Ron Blum, City of St. Clair, Missouri

QED
March 10, 2011

The Honorable Ron Blum
City of St. Clair
#1 Paul Parks Drive
St. Clair, MO 63077

Dear Mayor Blum:

Re: St. Clair Regional Airport
    Release from Federal Obligations

Our office is in receipt of your January 20, 2011, letter and supporting documentation requesting release of federal obligations related to the St. Clair Regional Airport.

The St. Clair Regional Airport is identified as a business airport within the Missouri State Airport System Plan and serves the St. Clair regional area along with the southwest St. Louis metropolitan area.

When applying for a release from its federal obligations to allow its airport to close, the airport sponsor should clearly present that the airport no longer serves an aeronautical purpose and the closure will protect and benefit the civil aviation interests of the United States.

This office cannot concur with your recommendation to close the airport after a review of the materials provided.

The Federal Aviation Administration (FAA) is tasked with the decision to grant or deny a closure request that relies on the statutes, regulations, and FAA policies applicable to the specific types of agreements involved.

I would like to thank you for the opportunity to review this information and for meeting with me on January 27, 2011 to discuss the document in greater detail. If you should have any questions, please feel free to contact my office.

Sincerely,

[Signature]

Joe Pestka
Administrator of Aviation

cc: Mr. Mike Paltermier, Federal Aviation Administration

*Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.*