

**THE ECONOMIC IMPACT OF THE PROPOSED PAGE
AVE./OLIVE BLVD. CONNECTOR ROAD AND THE
HIGHWAY 141 REALIGNMENT**

Prepared for

St. Louis County Economic Council

Prepared by

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INTRODUCTION

The following analysis is presented in three sections.

The first examines the economic impact of the proposed Page Avenue/Olive Blvd. connector road and Highway 141 Realignment project, referred to hereafter as the 141 Project. Highway 141 would now go from I-55 in south county to I-70 in north county and also provide faster access to I-370.

It provides estimates of the direct and the **indirect** (the so-called multiplier effect) economic impacts on employment, output (spending), and household income associated with the 141 Project. They are presented in five pieces, three dealing with development and construction and two with on-going business operations. It should be noted that the impact of the three construction portions end when the respective project is completed while the impact from business operations are on-going. The five pieces are presented in Tables 1-5 as follows:

- *Business Operations, First Phase Years 1-5*
- *Business Operations, Full Development 20 Years*
- *Connector Road and 141 Realignment Construction*
- *Business Construction, First Phase Years 1-5*
- *Business Construction, Full Development 20 Years*

The second section estimates the fiscal impact on government revenues resulting from the 141 Project. Revenue estimates for the following pieces are contained in Tables 6-10 as follows:

- *Business Operations, First Phase Years 1-5*
- *Business Operations, Full Development 20 Years*
- *Connector Road and 141 Realignment Construction*
- *Business Construction, First Phase Years 1-5*
- *Business Construction, Full Development 20 Years*

The third section discusses the qualitative impacts from the project that cannot be quantified but that do provide positive benefits to the localized area and St. Louis County. While they cannot be stated in numerical terms with any degree of accuracy, they do need to be noted and taken into account in any evaluation of the overall impact of the 141 Project.

The local communities most directly affected by the 141 Project are the cities of Maryland Heights, Chesterfield, Creve Coeur, and Town & Country. Most of the direct economic impact, however is focused in the City of Maryland Heights.

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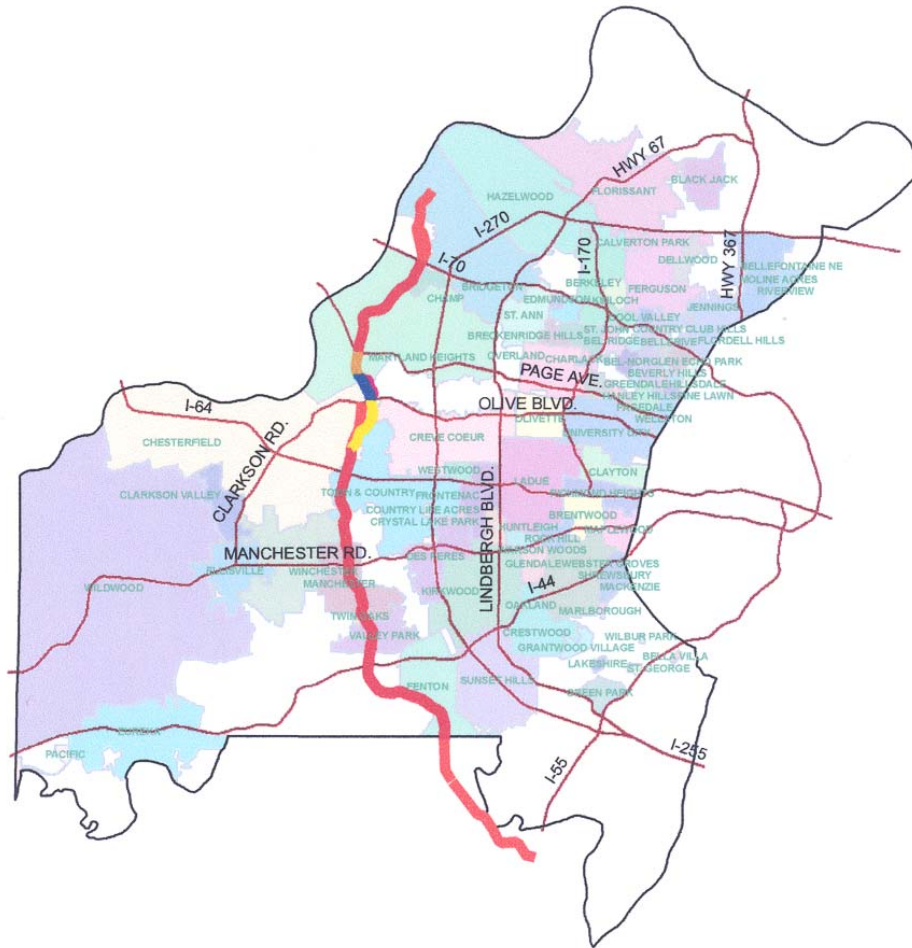
Map 1 shows the proposed new road construction and the road realignment for Highway 141. After completion it will provide much faster and more efficient access from I-55 to I-70 and beyond to I-370.

MAP 1

THE HIGHWAY 141 PROJECT

Color Code for Roads:

-  Existing Maryland Heights and Earth City Expressways
-  MoDOT Proposal for 141 relocation
-  Maryland Heights proposed extension
-  County alternatives



CAVEATS

In interpreting and using the economic and fiscal impact results presented in Tables 1–10 below, there are several factors that should be noted.

- The results are developed primarily for Maryland Heights, which will be the most heavily impacted area. Other areas that will be affected positively are Creve Coeur, Chesterfield, and Town & Country but the full extent cannot be determined given existing knowledge and data.
- The lower estimates of future development for Maryland Heights were used.
- The data are all expressed in current dollars. Some will be affected by inflation over time.
- The results look only at road and business construction and new businesses operations. Other impacts such as reduced travel delays and traffic congestion, easier access to central county facilities, improved safety from fatalities and accidents, and wider regional impacts will be discussed in the third section of this report.
- Due to the focus on Maryland Heights and using the low estimate of development, the figures are probably conservative vis-à-vis the potential full economic impact associated with this project.

**THE ECONOMIC IMPACTS
FORMAT FOR DATA PRESENTATION**

Data containing economic impact are shown in Tables 1-5 using the following format. They show estimates for construction and development and on-going operations.

DATA PRESENTATION FORMAT				
Geographical Area:	St. Louis County			
Economic Impact Component:	*Constructions and Development			
	*Operations			
Type of Economic Outcome	-----Type of Impact *-----			
	Direct	Indirect	Induced	Total
Output	-----IMPACT IN DOLLARS-----			
Employment	-----IMPACT IN NUMBER OF JOBS-----			
Income	-----IMPACT IN DOLLARS-----			

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* An explanation of each type of impact is given in the Appendix.

SECTION II

SUMMARY OF ECONOMIC IMPACT FINDINGS

The following summarizes the major findings on the economic impact associated with each segment of the 141 Project. Complete information is contained in Tables 1–5 along with an explanation of the content of each table.

Business Operations, First Phase--Years 1–5

<u>Economic Effect</u>	<u>Annual Impact</u>	<u>Total Impact</u>
Output (spending)	\$464,092,400	\$2,320,462,000
Employment (jobs)	4,206	21,029
Household (labor) Income	\$191,593,600	\$957,593,600

Business Operations, Full Development--20 Years

<u>Economic Effect</u>	<u>Annual Impact</u>	<u>Total Impact</u>
Output (spending)	\$675,094,350	\$13,501,887,000
Employment (jobs)	5,876	117,510
Household (labor) Income	\$277,320,100	\$5,546,402,000

Connector Road and 141 Realignment Construction

<u>Economic Effect</u>	<u>Annual Impact</u>	<u>Total Impact</u>
Output (spending)	\$232,425,000	\$232,425,000
Employment (jobs)	1,904	1,904
Household (labor) Income	\$96,189,000	\$96,189,000

Business Construction, First Phase--Years 1–5

<u>Economic Effect</u>	<u>Annual Impact</u>	<u>Total Impact</u>
Output (spending)	\$200,692,400	\$1,003,462,000
Employment (jobs)	1,779	8,896
Household (labor) Income	\$86,885,200	\$434,276,000

Business Construction, Full Development--20 Years

<u>Economic Effect</u>	<u>Annual Impact</u>	<u>Total Impact</u>
Output (spending)	\$281,714,950	\$5,634,299,000
Employment (jobs)	2,498	49,951
Household (labor) Income	\$121,919,950	\$2,438,399,000

TABLE 1

**THE ECONOMIC IMPACT OF
THE PAGE AVE./OLIVE BLVD. CONNECTOR,
HIGHWAY 141 REALIGNMENT**

Geographical Area: *St. Louis County*
Economic Impact Component: *New Business Operations*
(Years 1-5)

Type of Economic Impact	Direct Impact	Indirect Impact	Induced Impact	Total Impact
Output ('000)	\$1,328,260	\$343,645	\$648,557	\$2,320,462
Employment (# of jobs)	12,081	3,251	5,696	21,029
Labor Income ('000)	\$608,021	\$134,188	\$215,759	\$957,968

Source: Computed from data provided by the cities of Maryland Heights, Chesterfield, Creve Coeur, and Town & Country, MO. Computations were done with the assistance of the IMPLAN Professional economic model using the latest data available for 2006.

TABLE 1 EXPLANATION:

This table gives the County-wide economic impact associated with new business *operations* after the 141 Project is completed. It is for a first phase of development, a five year time period.

Annualized figures are presented as one-fifth of the totals for the *Total Impact* column in Table 1, as follows:

- Output (spending) \$464,092,400
- Employment (jobs) 4,206
- Household (labor) Income \$191,593,600

TABLE 2

**THE ECONOMIC IMPACT OF
THE PAGE AVE./OLIVE BLVD. CONNECTOR,
HIGHWAY 141 REALIGNMENT**

Geographical Area: *St. Louis County*
Economic Impact Component: *New Businesses Operations*
(Full Project, 20 years)

Type of Economic Impact	Direct Impact	Indirect Impact	Induced Impact	Total Impact
Output ('000)	\$7,767,246	\$1,979,652	\$3,754,990	\$13,501,887
Employment (# of jobs)	66,057	18,472	32,981	117,510
Labor Income ('000)	\$3,528,743	\$768,467	\$1,249,192	\$5,546,402

Source: Computed from data provided by the cities of Maryland Heights, Chesterfield, Creve Coeur, and Town & Country, MO. Computations were done with the assistance of the IMPLAN Professional economic model using the latest data available for 2006.

TABLE 2 EXPLANATION:

This table gives the County-wide economic impact associated with new business *operations* after the 141 Project is completed. It is for the total projected development in the area, a twenty year time period.

Annualized figures would be a portion of the totals for the *Total Impact* column in Table 2. Averaged over a twenty year period it would be as follows:

- Output (spending) \$675,094,350
- Employment (jobs) 5,876
- Household (labor) Income \$277,320,100

TABLE 3

**THE ECONOMIC IMPACT OF
THE PAGE AVE./OLIVE BLVD. CONNECTOR,
HIGHWAY 141 REALIGNMENT**

Geographical Area: *St. Louis County*
Economic Impact Component: *Construction for new Connector Road and the Woods Mill (141) Realignment*

Type of Economic Impact	Direct Impact	Indirect Impact	Induced Impact	Total Impact
Output ('000)	\$134,660	\$32,643	\$65,121	\$232,425
Employment (# of jobs)	1,082	250	572	1,904
Labor Income ('000)	\$62,125	\$12,400	\$21,664	\$96,189

Source: Computed from data provided by St. Louis County Highways & Traffic and the Missouri Department of Transportation. Computations were done with the assistance of the IMPLAN Professional economic model using the latest data available for 2006.

TABLE 3 EXPLANATION:

Table 3 gives the County-wide economic impact associated with the *road construction* for the connector road and the 141 realignment. It is for the total projected road construction costs for the project. *This is a one time impact that will end once the construction is completed.*

The total impact is as follows:

- Output (spending) \$232,425,000
- Employment (jobs) 1,904
- Household (labor) Income \$96,189,000

TABLE 4

**THE ECONOMIC IMPACT OF
THE PAGE AVE./OLIVE BLVD. CONNECTOR,
HIGHWAY 141 REALIGNMENT**

Geographical Area: *St. Louis County*
Economic Impact Component: *New Business Construction in
Maryland Heights
(Years 1-5)*

Type of Economic Impact	Direct Impact	Indirect Impact	Induced Impact	Total Impact
Output ('000)	\$550,000	\$159,451	\$294,011	\$1,003,462
Employment (# of jobs)	4,955	1,359	2,582	8,896
Labor Income ('000)	\$271,231	\$65,236	\$97,810	\$434,276

Source: Computed from data provided by the cities of Maryland Heights, Chesterfield, Creve Coeur, and Town & Country, MO. Computations were done with the assistance of the IMPLAN Professional economic model using the latest data available for 2006.

TABLE 4 EXPLANATION:

This table gives the County-wide economic impact associated with business *construction* in Maryland Heights after the 141 Project is completed. It is for the first stage projected development in the area, a five year time period.

Annualized figures would be a portion of the totals for the *Total Impact* column in Table 4. *It would stop once construction is completed.*

For a five period it would be as follows:

- Output (spending) \$200,692,400
- Employment (jobs) 1,779
- Household (labor) Income \$86,855,200

TABLE 5

**THE ECONOMIC IMPACT OF
THE PAGE AVE./OLIVE BLVD. CONNECTOR,
HIGHWAY 141 REALIGNMENT**

Geographical Area: *St. Louis County*
Economic Impact Component: *New Business Construction in
Maryland Heights
(Full Project, 20 Years)*

Type of Economic Impact	Direct Impact	Indirect Impact	Induced Impact	Total Impact
Output ('000)	\$3,088,174	\$895,295	\$1,650,830	\$5,634,299
Employment (# of jobs)	27,821	7,630	14,500	49,951
Labor Income ('000)	\$1,522,923	\$366,285	\$549,190	\$2,438,399

Source: Computed from data provided by the cities of Maryland Heights, Chesterfield, Creve Coeur, and Town & Country, MO. Computations were done with the assistance of the IMPLAN Professional economic model using the latest data available for 2006.

TABLE 5 EXPLANATION:

This table gives the County-wide economic impact associated with new business *construction* in Maryland Heights after the 141 Project is completed. It is for the total projected development in the area, a twenty year time period.

Annualized figures would be a portion of the totals for the *Total Impact* column in Table 5. *It would stop once construction is completed.*

Annualized for a twenty year period it would be as follows:

- Output (spending) \$281,714,950
- Employment (jobs) 2,498
- Household (labor) Income \$121,919,950

SECTION II

SUMMARY OF FISCAL ECONOMIC IMPACT FINDINGS

In addition to the economic impacts discussed in Section I there are revenue implications for governmental jurisdictions due to development and construction and business operations from this project. There are three major revenue sources that will account for most of the fiscal impact from the 141 Project. Two will accrue to the State of Missouri – the state individual income tax and the state portion of the general sales tax (4.225 percent). The third will affect jurisdictions in St. Louis County – the local add on portion of the general sales tax which is estimated at 3 percent as an average for the jurisdictions across the entire county.

Also, there will be a gross receipts tax that will go almost entirely to the City of Maryland Heights; it is presently 5.5 percent on all utilities. There is also a business license tax of 2 cents per occupied square foot of space in Maryland Heights. It should be noted that Maryland Heights presently has no property tax levy in effect on any type of property.

Finally, there will be a property tax collected from local jurisdictions in the county on real and personal property related to new construction. While the city of Maryland Heights does not levy a property tax other localities will tax property located in the development area such as the school district and St. Louis County. This is likely to represent a substantial amount of revenue but there is no basis for making an estimate of how much is involved given present information and data.

The revenue estimates presented in Tables 6-10 are stated in current dollar terms. Several significant factors might, over time, affect their yield. They are:

- growth in the tax base due to economic expansion and/or inflation,
- increases in tax rates,
- changes in the taxable base, i.e., what is subject to taxation,
- imposition of a new tax, e.g., on property in Maryland Heights,
- changes in the state individual income tax,
- changes in federal law affecting state and local revenues.

In many respects these are conservative estimates of revenues since the above factors would most likely lead to an increase in revenues.

As is indicated in Tables 6-10 the largest benefactor from this 141 Project will be the State of Missouri through the individual income and general sale taxes. However, the St. Louis region will receive substantial additional revenues associated with this project. As an example, using the full development business operations scenario spelled out in Table 10, the following revenues, on average, will be generated on an annual basis:

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- state individual income tax \$2,778,556
- state general sales tax percent \$5,951,228
- local general sales tax \$4,225,774

Again, it should be noted that revenues associated with development and construction (shown in Tables 8-10) continue only over the construction life of the project.

TABLE 6
THE FISCAL IMPACT *
OF THE PROPOSED PAGE AVENUE/OLIVE BLVD. CONNECTOR ROAD
AND THE HIGHWAY 141 REALIGNMENT
(by revenue type)

Impact Component
Business Operations, First Phase-- Years 1-5

<i>Type of Revenue</i>	<i>Annual Amount</i>	<i>Total Amount</i>
General Sales Tax:		
state Portion	\$9,803,952	\$49,019,760
local portion (County wide)**	\$6,961,386	\$34,806,930
Missouri State		
individual income tax	\$4,366,418	\$21,832,091
Property Taxes:		
real and personal	n.a.	n.a.
Utility Gross Receipts	\$55,000	\$550,000
Business License	\$20,000	\$100,000
Licenses, Fees, etc.	#	#

* This includes the fiscal impact of major taxes. There are minor revenue sources for which there is no basis for making an estimate.

** This is based on an estimated average for the county with its multiplicity of local jurisdictions and general sales tax applications.

n.a.– There is no property tax levied in Maryland Heights but other local jurisdictions will levy a property tax. However, there is no basis for making an estimate at this point in time

No basis for an estimate.

TABLE 7

**THE FISCAL IMPACT *
OF THE PROPOSED PAGE AVENUE/OLIVE BLVD. CONNECTOR ROAD
AND THE HIGHWAY 141 REALIGNMENT
(by revenue type)**

Impact Component

Business Operations, Full Development-- 20 Years

<i>Type of Revenue</i>	<i>Annual Amount</i>	<i>Total Amount</i>
General Sales Tax:		
state Portion	\$14,261,368	\$285,227,363
local portion (County wide)**	\$10,126,415	\$202,528,305
Missouri State individual income tax	\$6,320,105	\$31,600,625
Property Taxes: real and personal	n.a.	n.a.
Utility Gross Receipts	\$154,000	\$3,080,000
Business License	\$28,074	\$561,486
Licenses, Fees, etc.	#	#

* This includes the fiscal impact of major taxes. There are minor revenue sources for which there is no basis for making an estimate.

** This is based on an estimated average for the county with its multiplicity of local jurisdictions and general sales tax applications.

n.a.– There is no property tax levied in Maryland Heights but other local jurisdictions will levy a property tax. However, there is no basis for making an estimate at this point in time

No basis for an estimate.

TABLE 8

**THE FISCAL IMPACT *
OF THE PROPOSED PAGE AVENUE/OLIVE BLVD. CONNECTOR ROAD
AND THE HIGHWAY 141 REALIGNMENT
(by revenue type)**

Impact Component

Connector Road and 141 Realignment Construction

<i>Type of Revenue</i>	<i>Total Amount</i>
General Sales Tax:	
state Portion	\$4,909,978
local portion (County wide)**	\$3,486,375
Missouri State individual income tax	\$2,192,147
Property Taxes:	
real and personal	n.a.
Licenses, Fees, etc.	#

* This includes the fiscal impact of major taxes. There are minor revenue sources for which there is no basis for making an estimate.

** This is based on an estimated average for the county with its multiplicity of local jurisdictions and general sales tax applications.

n.a.— There is no property tax levied in Maryland Heights but other local jurisdictions will levy a property tax. However, there is no basis for making an estimate at this point in time

No basis for an estimate.

The Economic and Fiscal Impact of the Proposed Page Ave./Olive Blvd. Connector Road and the Highway 141 Realignment

TABLE 9

**THE FISCAL IMPACT *
OF THE PROPOSED PAGE AVENUE/OLIVE BLVD. CONNECTOR ROAD
AND THE HIGHWAY 141 REALIGNMENT
(by revenue type)**

Impact Component

Business Construction, First Phase-- Years 1-5

<i>Type of Revenue</i>	<i>Annual Amount</i>	<i>Total Amount</i>
General Sales Tax:		
state Portion	\$4,239,627	\$21,198,135
local portion (County wide)**	\$3,010,386	\$15,051,930
Missouri State		
individual income tax	\$1,980,114	\$9,900,569
Property Taxes:		
real and personal	n.a.	n.a.
Licenses, Fees, etc.	#	#

* This includes the fiscal impact of major taxes. There are minor revenue sources for which there is no basis for making an estimate.

** This is based on an estimated average for the county with its multiplicity of local jurisdictions and general sales tax applications.

n.a.— There is no property tax levied in Maryland Heights but other local jurisdictions will levy a property tax. However, there is no basis for making an estimate at this point in time.

No basis for an estimate.

TABLE 10

**THE FISCAL IMPACT *
OF THE PROPOSED PAGE AVENUE/OLIVE BLVD. CONNECTOR ROAD
AND THE HIGHWAY 141 REALIGNMENT
(by revenue type)**

Impact Component

Business Construction, Full Development -- 20 Years

<i>Type of Revenue</i>	<i>Annual Amount</i>	<i>Total Amount</i>
General Sales Tax:		
state Portion	\$5,951,228	\$119,024,566
local portion (County wide)**	\$4,225,724	\$84,514,485
Missouri State individual income tax	\$2,778,556	\$55,571,113
Property Taxes:		
real and personal	n.a.	n.a.
Licenses, Fees, etc.	#	#

* This includes the fiscal impact of major taxes. There are minor revenue sources for which there is no basis for making an estimate.

** This is based on an estimated average for the county with its multiplicity of local jurisdictions and general sales tax applications.

n.a.— There is no property tax levied in Maryland Heights but other local jurisdictions will levy a property tax. However, there is no basis for making an estimate at this point in time.

No basis for an estimate.

SECTION III

NON-QUANTIFIABLE BENEFITS ASSOCIATED WITH THE 141 PROJECT

As mentioned in the *Introduction* there are benefits that will be derived from the 141 Project to which dollar amounts cannot be attached. This may be due to the fact that there is simply not adequate information and data to allow quantitative estimates to be made or by their nature quantification is not possible. It is important to at least take these impacts into consideration in examining the overall influence of the 141 Project.

They might include improved traffic flows, shorter commuting time, or improved access to businesses in the area. Or it might be that the nature of the benefit is inherently not subject to having dollars and cents attached with it. This might include less injury or death from better traffic flows, improved environmental impact due to lower emissions resulting from delays, or improved regional access to recreational, residential and commercial facilities.

The following highlights some of these non-quantifiable impacts:

- improved traffic flow and reduced congestion along Olive Blvd.,
- faster movement of traffic from I-55 to I-70 and on to I-370,
- fewer traffic delays,
- savings in travel time and fuel and the associated costs,
- reduction in pollution and environmental degradation,
- improved access to commercial and recreational facilities in the 141 corridor,
- better regional integration of the existing highway system, especially a north/south highway west of I-270,
- increase in traffic safety with a reduction in injury and fatalities.

While these considerations do provide positive impacts from the 141 Project stating them in dollars and cents term is either not possible given existing information and data and/or is far outside the scope of this study. They should, however, at least be noted and taken into account.

APPENDIX

ECONOMIC IMPACT ANALYSIS ESSENTIALS

Economic impact analysis examines how an addition to the local economy or a change in an existing component of the economic base of an area affects its economic base. It then goes on to quantify the magnitude of this impact expressed in economically meaningful terms such as business spending (output), income, or jobs (employment). The geographical coverage of such analysis can encompass an entire nation (e.g., the impact of OPEC pricing or NAFTA on the United States) or more limited in geographical scope such as a city, a county, or a metropolitan area. As noted, the focus is usually on the major dimensions of economic outcomes, such as business volume, income, and employment, but could also look at value added, proprietor's income, other property income, or indirect business taxes (the latter four are not reported on here).

The applications of economic impact analysis can range over a vast spectrum of possible events or activities. Conceptually this could be *any change* that may have economic implications (e.g., relocation of a corporate headquarters or expansion of business activity) or it may focus on the impact of an existing element of the economy (e.g., a sports/entertainment venue, tourism, or business expansion). The impacts are usually expressed in *quantitative* terms such as dollars or number of jobs. Occasionally, however, they may be expressed in *qualitative* term when numbers (e.g., dollars) cannot be assigned but there is an acknowledged impact (e.g., lives saved or improved health or quality of life).

Such an analysis can be applied to the purview of the public sector, for example, investment in new facilities or infrastructure such as a navigation project by the U.S. Army Corps of Engineers, a transportation mode for a metropolitan area, a regional sports complex, a municipal stadium, or enhancement of local convention and tourism activity. It can also apply to private sector activity related to investments in a particular area such as relocation of corporate headquarters, building a new production facility, or enhancing a service base such as tourism. For this analysis, it looks at the economic impact of the Page Avenue/Olive Blvd. connector road and the Highway 141 realignment.

There are three types of economic impact to be taken into consideration. First, is the **direct impact** of the expenditures related to the activity under consideration. With any activity there will be associated expenditures such as for maintenance spending, employee compensation, or operations. This direct spending is confined to local spending to the extent allowed by available data and other information. Second, there is the **indirect impact** created by new or existing direct spending. Local suppliers will expand the scope of their operations in order to meet the greater demand for goods and services due to the new direct spending. If the change is significant new businesses may be created to meet this added demand. This, in effect, starts a chain reaction of additional

purchases that works its way through the area's economic base. It reinforces and adds to the direct impact economic enhancement. Third, there is an **induced impact** as the new income generated by additional jobs from the direct and indirect effects leads to increased expenditures by households who are the recipients of the new income. More income available to households leads to more spending, the additional spending to more income, and the cycle repeats itself. The **total economic impact** is the sum of the direct, indirect, and induced contributions to the economic base.

This repetitive income and spending linkage leads to what economists have named the **multiplier process**. In brief, more income leads to more spending; more spending produces more income, which, in turn, causes more spending, etc., etc. This chain of spending and respending has a total overall impact on the affected area that is a multiple of the initial direct expenditures; thus the use of the word "multiplier."

Economic multipliers used to estimate the total economic impact (direct, indirect, and induced) are available from a very limited number of sources. One widely used source is the IMPLAN input-output multiplier model. While this is a national model in scope of coverage, it has the internal capacity to estimate multipliers for any individual county in the United States or any defined group of counties such as a metropolitan area, a region or state. These multiplier values will vary depending upon the geographical scope of coverage selected and the industry types used. Thus is highlighted the importance of having access to data on areas as small as a county and on the specific industrial sectors that are affected. As noted, this study looks at one geographical areas – city/county. It also uses different industries, which are derived from the pattern of direct spending, to estimate the multipliers and thus the economic impacts.

The IMPLAN model estimates separate multipliers for business volume, income, and jobs. These multipliers are available for 528 industrial sectors (e.g., various services, retail spending, government, etc.); this enables the economic impact analysis to examine much more precisely the differential outcome of various types of direct spending. This is important since the size of the multiplier impact can differ considerably by type of industrial spending. In essence, the empirical analysis can be tailored to account for the specific type of industrial activity associated with different types of spending as well as for the geographical area that is affected.

Economic impact analysis applies economic theory and methodology to quantify the resulting outcome on business volume, income, and employment for an existing economic activity or a net new change in economic activity in some specified geographical area. The fiscal impacts of the connector road Highway 141 project can be derived from the results of the economic impact analysis.

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DONALD PHARES

BIOGRAPHICAL SKETCH

Donald Phares is Professor Emeritus of Economics and Public Policy at the University of Missouri-St. Louis.

Phares is the author or editor of the books *Who Pays State and Local Taxes?* and *State-Local Tax Equity: An Empirical Analysis of the Fifty States*; co-author of *Municipal Output and Performance in New York City*; and editor of *A Decent Home and Environment: Housing Urban America* (ed.) and *Metropolitan Governance without Metropolitan Government ?* (ed.)

He also has written more than seventy articles and book chapters and scores of technical and government reports. He has consulted for and done research with, as examples (not exhaustive):

- *Federal*-- the Department of Housing and Urban Development, the U.S. Advisory Commission on Intergovernmental Relations;
- *State* -- Hawaii, Massachusetts, Missouri, New York, and Ohio;
- *Local* -- the City of St. Louis, Kansas City, the St. Louis Public Schools, the School District of Kansas City, and other municipal governments and school districts;
- *Research organizations*-- the National Conference of State Legislatures, the RAND Corporation, the Urban Institute;
- *Businesses*—Anheuser-Busch Companies, Standard and Poor's Corporation, Emerson Electric Co., Civic Progress (St. Louis), Archer Daniels Midland Co.;
- *Foundations*-- the Ford Foundation, the Alfred P. Sloan Foundation;
- *Universities*-- Syracuse University, Washington University, Michigan State University, the University of Illinois, Portland State University, Indiana University at Indianapolis.

Phares also has served as an expert witness in legal cases pertaining to State and local taxation; the projection of future income; and the analysis of social, demographic, fiscal, and economic trends. He has also done numerous economic and fiscal impact studies for both public and private organization.

His administrative experience includes; chairperson of a department of economics, director of a public policy research center, dean of a college of arts and sciences, and vice chancellor for a university campus.

He received his BA from Northeastern University and his MA and Ph.D. from Syracuse University.