



**LICENSE SURCHARGE
ANNUAL REPORT
FY 2007-2008**



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Myron Paris, District 3
Jim Page, District 4
Lucy Young, At-Large
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BACKGROUND

With the initial adoption of the Little Blue Valley Comprehensive Plan Amendment in 1999, the City Council investigated mechanisms to fund street infrastructure necessary to support future development. The Council studied a variety of mechanisms through which new streets and street improvements could be financed.

After deliberation the City Council adopted an excise tax. A Citizens Advisory Committee (CAC) on Establishing an Excise Tax was created to make recommendations on a specific form of excise tax (referred to as a “License Surcharge”).

The Committee proposed a License Surcharge tax which led the City Council to endorse and place the issue before the voters in November of 2000.¹ The measure passed and the City Council adopted *Article 18. New Construction License Surcharge*. Collection of the License Surcharge began on January 1, 2001.

As part of the *Article 18. New Construction License Surcharge* code provisions, the City Council created the License Surcharge Annual Review Committee². The License Surcharge Annual Review Committee is an eleven-member citizen committee, appointed by the City Council that is responsible for reviewing key issues related to the License Surcharge each year. Some of the topics to be considered by the Committee include the applicable tax rates for the different land uses, impact of the License Surcharge on the Independence real estate market, the accounting of the License Surcharge fund, streets constructed with License Surcharge funds during that year, and the future street construction schedule.

ASSESSMENTS and COLLECTIONS

The original tax rate phasing schedule adopted by the City Council³ appears below: *Table 1* shows the original rate schedule recommended by the CAC in 2000. Subsequent rates were adopted by the City Council, based upon recommendations by the License Surcharge Annual Review Committee including the proposed fee structure for 2009.

¹ For more information on the creation of the License Surcharge, please refer to the *Report and Recommendations of the Citizens Advisory Committee on Establishing an Excise Tax* dated June 14, 2000. Copies are available in the Community Development Department, City Hall, 111 E. Maple, Independence, MO 64050.

² The Committee consists of eleven members (one of whom is a Council member) who serve without compensation. At least one person represents each of the following: eastern Independence; western Independence; large land owner; development community; commercial building; home builder; Independence Council for Economic Development and the Chamber of Commerce. The terms of appointment are for three years. The Committee selects their Chairperson.

³ Approved by Resolution No. 4950 (November 18, 2002). This schedule included revisions approved in 2001 and 2002 which included leaving the rate/trip the same for 2002 and increasing the rate/trip for 2005, and thereafter by the Construction Cost Index of the previous year.

Table 1. Original and Subsequent License Surcharge Rate Schedule

	Land Use Category	Residential/Warehouse	Office/Industrial	Commercial/Retail
Original Rate Schedule Recommended by CAC	2001	\$550	\$200	\$750
	2002	\$550	\$200	\$750
	2003	\$1,000	\$300	\$1,400
	2004	\$1,300	\$400	\$1,525
Subsequent and Proposed rate schedule	2005	\$1,611	\$517	\$1,611
	2006	\$1,737	\$557	\$1,737
	2007	\$1,760	\$564	\$1,760
	2008	\$1,822	\$584	\$1,822
	2009	\$1,822	\$584	\$1,822

The License Surcharge is collected from building contractors based on the amount of traffic the structure will generate during the evening rush hour when traffic is the heaviest. The number of traffic trips generated is then multiplied by a tax rate depending on the type of land use. For example, a single-family home generates 1.01 trips per home. The License Surcharge rate on a new home in 2009 is \$1,822 per trip. Therefore, the License Surcharge would be \$1,840 per new home. An office building generates 1.37 trips per 1,000 square feet of office space. A 10,000 square foot office would calculate its License Surcharge by dividing 10,000 by 1,000, then multiplying the quotient by 1.37 and then by \$584 which is the License Surcharge rate per trip for an office building in 2009. The License Surcharge for the office is \$8,001. A new specialty retail store of 160,000 square feet would calculate its License Surcharge by dividing 160,000 by 1,000, then multiplying the quotient by 1.27 and then by \$1,822 which is the tax rate per trip for a commercial building in 2009. The License Surcharge for the store would be \$370,230.

Credits are utilized in the calculation of the License Surcharge for certain projects based on criteria such as not-for-profit status, governmental agencies, certain redevelopment projects not sponsored by the public, and for properties that have previously generated traffic. The License Surcharge is not assessed on any remodeling project unless it will result in the generation of additional traffic. The surcharge is assessed at the time the building permit is applied for. However, the assessment on Commercial projects may be collected at the time the permit is issued or just prior to receiving an occupancy permit.

The following table summarizes the License Surcharge assessments that have been reported as collected from construction permits.

Table 2. License Surcharge Funds Collected by Fiscal Year since Inception

Land Use Category	License Surcharge Funds Collected by Year						
	*Jan 01/ June 02	FY 02-03	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
Residential	\$275,508	\$267,742	\$463,649	\$581,800	\$323,602	\$276,006	\$246,895
Commercial	\$203,883	\$449,000	\$608,760	\$341,239	\$190,034	\$781,123	\$680,587
Office	\$10,204	\$103,593	\$29,036	\$9,356	\$19,546	\$114,381	\$109,930
Warehouse	\$21,123	\$4,080	\$1,872	\$15,866	\$0	\$0	\$0
Industrial	\$0	\$0	\$0	\$0	\$9,773	\$0	\$6,438
TOTAL	\$510,718	\$824,415	\$1,103,317	\$948,261	\$542,955	\$1,171,510	\$1,043,850

* The first "year" of the License Surcharge program was actually 18 months. All subsequent years are based on the fiscal year starting July 1st through June 30th or each year.

Table 2 shows a decrease of \$127,660 (11%) in total revenue for fiscal year 2007/08 over the previous year while the License Surcharge program has collected \$6.1 million since its inception (including interest). Revenue from the *Commercial*, *Office* and *Residential* categories decreased slightly from the previous year; however, the *Industrial* category experienced an increase while *Warehouse* activity remained at zero.

FUND BALANCE

The Finance Department reported the License Surcharge undesignated fund balance for the fiscal year ending June 30, 2008 was <\$336,607>. A total of \$6,734,000 has been allocated to capital projects.

PROJECTIONS

The reported revenue of \$1,043,850 for FY 07-08 is approximately 14 percent above the projected revenue of \$912,000. Income from Residential building activity was approximately 23% higher than projected and Office development was nearly identical to projections. Commercial activity experienced a 13% increase over the original projection resulting in slightly more than \$680,000 in License Surcharge revenue. This result was due to the construction of the Bass Pro Shop, Sportslodge (soccer facility) and an assisted living facility on Jackson Drive. Several new Commercial development projects are in various stages of development approval including Drury Inn and Suites, Children's Mercy, Country Inn & Suites near Bass Pro and Staybridge Inn & Suites at Glendale Station.

License Surcharge revenue from residential construction is expected to be low because the inventory of new homes remain high, construction costs continue to escalate and the impact of the housing finance difficulties. However, several new residential projects including Prairie Landing, Saddleridge Estates, Stone Canyon, Crenshaw Village,

Regency Heights and Timber Creek Ranch are in various stages of approval. Although some residential market activity is expected, it will be lower than earlier years.

The following table projects the License Surcharge revenues anticipated for future fiscal years. The projection is revised based upon current economic conditions along with the recommendation to not increase the rate structure for 2009.

Table 4. Projected License Surcharge Revenues (Updated 2008)

Fiscal Year	Residential	Office	Commercial	Warehouse	Industrial	TOTAL
FY 08-09	\$100,000	\$75,000	\$350,000	\$30,000	\$0	\$555,000
FY 09-10	\$100,000	\$100,000	\$450,000	\$30,000	\$0	\$680,000
FY 10-11	\$250,000	\$125,000	\$468,355	\$30,000	\$30,000	\$903,355
FY 11-12	\$300,000	\$125,000	\$482,455	\$60,000	\$60,000	\$1,027,455
FY 12-13	\$359,465	\$200,878	\$496,908	\$61,800	\$61,800	\$1,180,850
FY 13-14	\$370,249	\$206,904	\$511,815	\$63,654	\$63,654	\$1,216,276
FY 14-15	\$381,356	\$213,111	\$527,169	\$65,564	\$65,564	\$1,252,764
TOTAL	\$1,861,070	\$1,045,892	\$3,286,701	\$341,018	\$281,018	\$6,815,699

Projections are based upon lower expectations during the next two cycles followed by increases that match earlier estimates. Warehouse and Industrial activity assumes the business park in east central Independence is completed and occupancy begins in 2010.

CONSTRUCTION PROGRESS ON PROJECTS FUNDED WITH LICENSE SURCHARGE REVENUES

Construction of the *R.D. Mize Road (Hidden Valley Road to the Little Blue Parkway)* (2) is currently underway from Hidden Valley Road to Ringo Road. Construction is expected to be complete in the fall of 2009. In addition, the City has secured \$1.76 million in STP funds for that project. The construction contract for R.D. Mize Road (Hidden Valley Road to the Little Blue Parkway) is approximately \$3 million. A total of \$840,000 in License Surcharge funds has been appropriated for this project.

Preliminary engineering for the *Bundschu Road (Susquehanna to Jackson Drive)* (3) project has been completed and right-of-way acquisition is nearly complete. License Surcharge funding is \$2,350,000 with construction expected to begin in the spring of 2009.

Final plans and the acquisition process are now complete for *R.D. Mize Road (the Little Blue River to Eureka)* (5) using County Urban Road Surface (CURS) funds. The project cost is estimated at \$2.795 million. The City has secured \$1.38 million in STP funds to be matched with \$1,522,000, of which \$227,000 was appropriated as of June 30, 2008 from the License Surcharge fund. It is anticipated that construction will be completed by early 2010.

The *Truman Road and Powell Road intersection* (6) project construction is now completed. This small project was funded entirely with License Surcharge funds totaling \$120,000.

The Holke Road Improvements (Seminole to Jackson Drive) (East) (7) project appropriated \$300,000 in fiscal year 2007/08 for acquisition and design purposes. The Independence School District indicates that the new high school will not open until fall of 2011 at the earliest; as such the remaining \$1.62 million dollars for construction is scheduled for fiscal year 2010/11. Currently engineering proposals are being received and reviewed.

Project (9), *Construction of the Strode Road Over Burr Oak Creek Bridge Replacement* is currently underway. Construction is expected to be complete in early 2009. The construction contract for the Strode Road Bridge Replacement is approximately \$1.3 million. A total of \$700,000 in License Surcharge funds has been appropriated for this project.

Little Blue Parkway (11) License Surcharge funds will match federal funds along the future phases of the Little Blue Parkway.

The Holke Road Curve Correction (14) project is using \$100,000 from the annual Match for Public Safety Improvements with \$15,000 provided through other funding sources. An additional \$100,000 from License Surcharge is scheduled to be used for another Public Safety project in 2008/09 for the *Holke Road Culvert at Seminole* (15) project.

CREDITS, ADMINISTRATIVE RULINGS AND WAIVERS

Credits

Under *Article 18. New Construction License Surcharge* credits are utilized in the calculation of the License Surcharge for certain projects based on criteria such as: the user of the building is a not-for-profit organization, a governmental agency, and certain redevelopment projects not sponsored by the public. *Figure 1* identifies the area in which development is eligible for a one-hundred percent (100%) License Surcharge Fee credit.

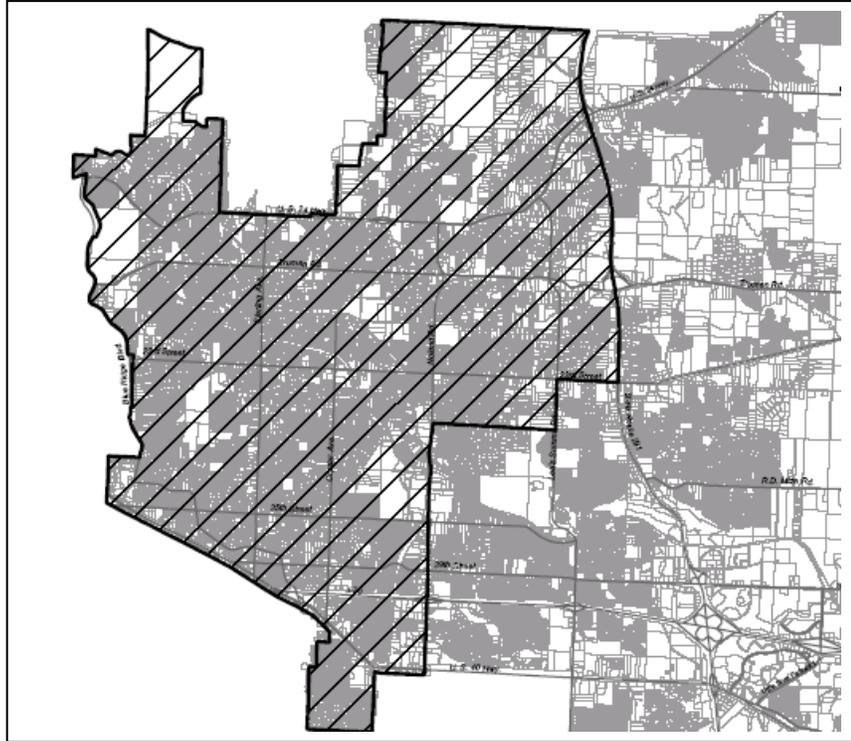


Figure 1. Areas Eligible for Full Credit under Sec. 5.18.005

Appeals

There were two appeals during Fiscal Year 2007/08. The first was from Chick-fil-A restaurant on 39th Street and SportsLodge on 50th Terrace. The License Surcharge fee for Chick-fil-A was administratively reduced to zero. The surcharge fee for SportsLodge was reduced after recalculating the fee resulting in SportsLodge paying approximately \$165,000 in License Surcharge.

RECOMMENDATIONS

The License Surcharge Annual Review Committee has five recommendations for the License Surcharge program. First is the License Surcharge rate. The Committee recommends that there be no change to the rate structure for calendar year 2009 due to the slow-down in the economy. As a note, the construction cost index, published in the Engineering News Record (ENR) indicates a 3.1% increase in construction costs in the Kansas City metro area from December 2006 to December 2007.

The second recommendation is the continuation of the Public Safety Match for Street improvements as part of the License Surcharge Capital Improvement Program. The License Surcharge Annual Review Committee recommends that \$100,000 of License Surcharge funds be used in this way each fiscal year. Frequently development projects such as a new residential subdivision or retail center results in a need for off-site street improvements to address capacity or public safety concerns. When these improvements become necessary as a direct result of the proposed development it is expected that the cost of the improvement will be borne by the developer. However, in many cases the street capacity or design is inadequate and is exacerbated by the proposed development. In these cases the City may only require improvements which are proportional to the impact of the development. For the development project to go forward it is necessary for the City to participate in the cost of the off-site public safety improvements and matching funds are used for this purpose. The committee recommends using this match for the Holke Road Culvert at Seminole (15) project in fiscal year 2008/09.

The City is often unable to anticipate the timing of development decisions which bring urgency to programming these types of street safety improvements. Major street improvement projects are normally programmed six years in advance through the City's Capital Improvements Program. In order to be more responsive to development pressures it is recommended that \$100,000 of the License Surcharge Funds be allocated on an annual basis to be used as matching funds for street improvements which are required for public safety and beyond the responsibility of a single developer. Unutilized funds should not roll over from one year to the next, but should be allocated annually upon review by the License Surcharge Annual Review Committee. The committee recommends using this match for the Holke Road Culvert at Seminole (15) project in fiscal year 2008/09.

It is also recommended that the use of these funds be subject to the following restrictions:

1. The street improvement must be directly related to a safety need that is exacerbated by a development project for which the developer is contributing at least 50 percent of the cost of the improvement;
2. The improvement must be to a street classified as a minor arterial or higher on the Major Thoroughfare Plan and that has been previously identified as a License Surcharge project as listed on Exhibit 5 in the *Report and Recommendations of the Citizens Advisory Committee on Establishing an Excise Tax*, June 14, 2000.
3. Before the City Council authorizes the use of any License Surcharge Funds allocated for safety improvements match, the City should require a written development agreement between the City and the developer(s).

The third recommendation is to add \$400,000 from License Surcharge funds to the R.D. Mize Road – Phase I project (2) (Hidden Valley to Little Blue) resulting in a total of \$840,000 from License Surcharge funds for this project.

The fourth recommendation is to move \$68,000 of License Surcharge funds from fiscal year 07/08 to fiscal year 08/09 for the R. D. Mize Road (5) project.

The last recommendation by the Committee is to move \$1,620,000 in License Surcharge funding from fiscal year 09/10 to fiscal year 10/11 for the Holke Road (east) (7) project due to the delay in construction of the new Independence High School.

No policy changes to the License Surcharge Program are recommended at this time.

The proposed Capital Project Program through 2015 is attached as *Appendix A* and maps identifying the location of each project are labeled at *Appendix C. a* and *b*.

APPENDICES

- A. Capital Improvement Program
- B. Construction Cost Index
- C. (a. & b) License Surcharge location maps

Appendix A – Capital Improvement Program

2008-2015 Capital Projects for License Surcharge Funds

0% Fee Increase in 2009

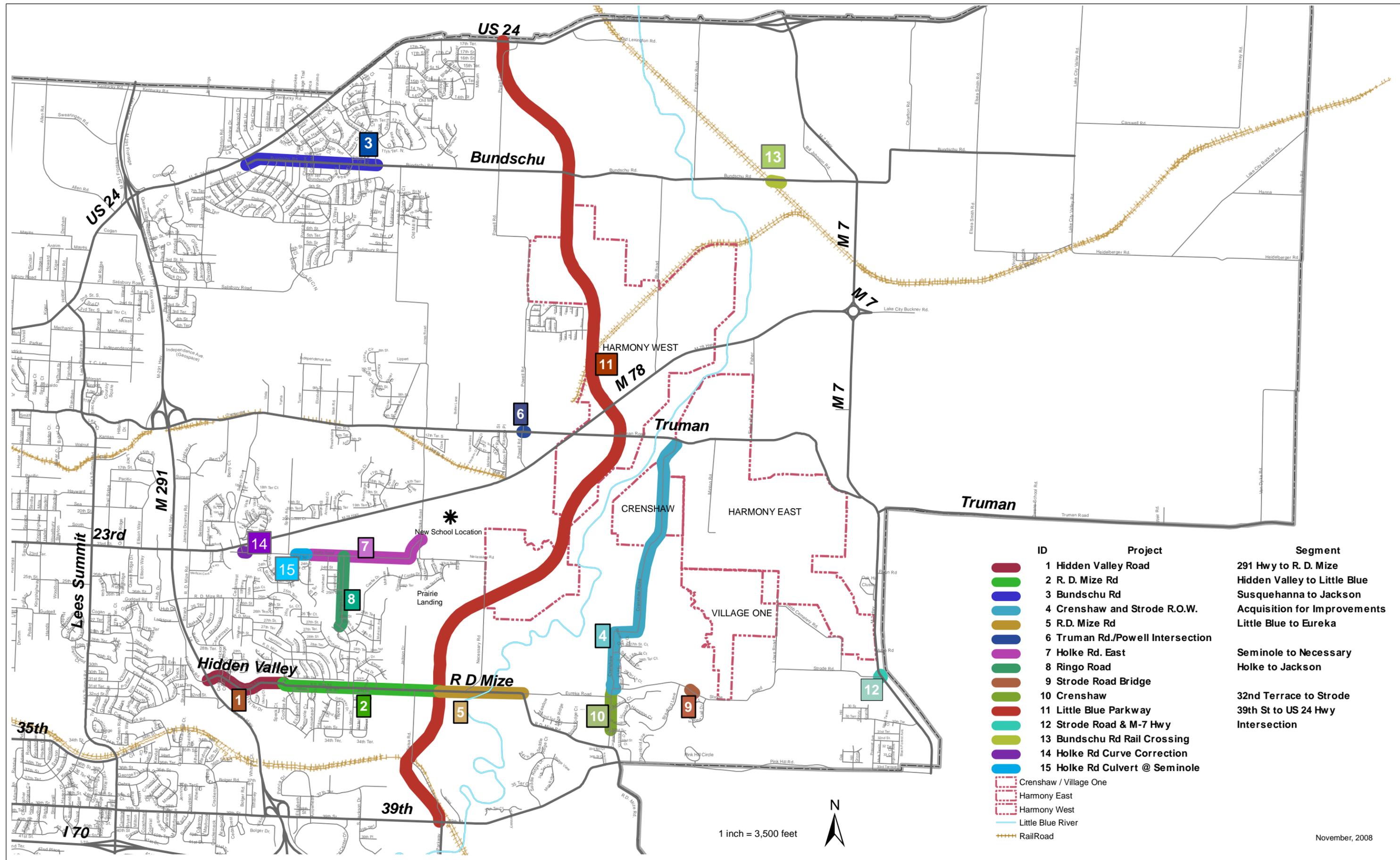
Project	Segment	Length	Total Project Cost	Other Funding Sources	License Surcharge Funds	Appropriated as of 6/30/08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	After 2015
1	Hidden Valley Road	291 Hwy. To R.D. Mize	0.62 miles	\$2,491,000	\$1,040,000	\$1,451,000	\$1,451,000							
2	R.D. Mize Road (Phase 1)	Hidden Valley to Little Blue	1.21 miles	\$3,000,000	\$2,160,000	\$840,000	\$440,000	\$400,000						
3	Bundschu Road	Susquehanna to Jackson	0.9 miles	\$2,350,000	\$0	\$2,350,000	\$2,350,000							
4	Crenshaw and Strode ROW	Acquisition for APF Improvements		\$229,456	\$0	\$229,456	\$229,456							
5	R.D. Mize Road	Little Blue to Eureka	0.61 miles	\$2,795,000	\$1,700,000	\$1,095,000	\$227,000	\$868,000						
6	Truman/Powell Intersection			\$120,000	\$0	\$120,000	\$120,000							
7	Holke Road (East)	Seminole to Necessary Rd	0.68 miles	\$1,920,000	\$0	\$1,920,000	\$300,000		\$1,620,000					
8	Ringo Road	Holke to Jackson	0.55 miles	\$1,839,200	\$0	\$1,839,200					\$300,000			\$1,539,200
9	Strode Road Bridge			\$1,300,000	\$600,000	\$700,000	\$700,000							
10	Crenshaw	32nd Terrace to Strode	0.33 miles	\$1,180,200	\$0	\$1,180,200					\$200,000	\$980,200		
11	Little Blue Parkway	39th Street to 24 Hwy.	7 miles	\$50,000,000	\$48,200,000	\$1,800,000	\$900,000	\$900,000						
12	Strode Road & 7 Highway	Intersection		\$265,000	\$0	\$265,000					\$265,000			
13	Bundschu Road Rail Crossing			\$270,000	\$230,000	\$40,000	\$40,000							
	Match for Safety Improvements	To Be Identified		\$800,000		\$800,000		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
14	Holke Road Curve Correction	Public Safety Match (\$100K in FY07/08)		\$115,000	\$15,000	\$100,000	\$100,000							
15	Holke Road Culvert @ Seminole	Public Safety Match (\$100K in FY08/09)		\$100,000		\$100,000		\$100,000						
16	Holke Road (West)	78 Hwy to Seminole	0.68 miles	\$2,270,000	\$0	\$2,270,000								\$2,270,000
17	Bundschu Road	Jackson to Powell	0.85 miles	\$3,100,000	\$0	\$3,100,000								\$3,100,000
18	Eureka Road	R.D. Mize to Crenshaw	0.68 miles	\$2,480,400	\$0	\$2,480,400								\$2,480,400
19	Strode Road	Crenshaw to Bradford	0.48 miles	\$1,750,060	\$0	\$1,750,060								\$1,750,060
20	Strode Road	Bradford to Lowe Road	0.91 miles	\$3,307,200	\$0	\$3,307,200								\$3,307,200
21	Truman Road	Vista to Jones	1.18 miles	\$4,285,600	\$0	\$4,285,600								\$4,285,600
22	Truman Road & M 78 Hwy	Between Jackson & LBP	0.59 miles	\$1,850,310	\$0	\$1,850,310								\$1,850,310
Totals:			\$87,603,426	\$53,930,000	\$33,873,426									\$20,582,770
<i>Future Match for Safety Improvements:</i>						Fiscal Year Appropriations	\$6,857,456	\$1,368,000	\$1,000,000	\$1,720,000	\$100,000	\$865,000	\$1,080,200	\$100,000
»Davis Road & US 24 Hwy;						Projected Revenues		\$555,000	\$680,000	\$903,355	\$1,027,455	\$1,180,850	\$1,216,276	\$1,252,764
»Pink Hill & RD Mize Road (turn lane improvements);						Projected Available License Surcharge Funds		\$218,393	-\$469,607	-\$566,252	-\$1,258,797	-\$177,947	\$173,329	\$345,893
»Truman & 78 Hwy intersection (match for Federal Highway funds)						Ending Balance	-\$336,607	-\$1,149,607	-\$1,469,607	-\$2,286,252	-\$1,358,797	-\$1,042,947	-\$906,871	\$245,893

Appendix B - Construction Cost Index

ENR Cost Indexes in 20 Cities, 1982-2008

1913=100	KANSAS CITY				LOS ANGELES				MINNEAPOLIS				NEW ORLEANS				NEW YORK				
	BCI	% CHG.	CCI	% CHG.	BCI	% CHG.	CCI	% CHG.	BCI	% CHG.	CCI	% CHG.	BCI	% CHG.	CCI	% CHG.	BCI	% CHG.	CCI	% CHG.	
1982	Dec.	2270.35	+3.1	4069.74	+6.0	2540.67	+5.6	4934.14	+8.9	2217.19	+5.6	3924.98	+8.6	2078.93	+3.9	3294.66	+6.7	2803.28	+6.9	4553.93	+10.4
1983	Dec.	2445.06	+7.7	4199.38	+3.2	2586.58	+1.8	5063.89	+2.6	2396.62	+8.1	4322.45	+10.1	2192.05	+5.4	3444.58	+4.6	2792.67	+7.3	4887.55	+7.3
1984	Dec.	2359.38	-3.5	4200.58	0.0	2726.44	+5.4	5259.93	+3.9	2309.85	-3.6	4209.93	-2.8	2175.10	-0.8	3427.64	-0.5	2983.27	+6.8	5160.95	+5.6
1985	Dec.	2395.14	+1.5	4337.40	+3.3	2664.58	-2.3	5446.69	+3.6	2401.69	+4.0	4303.33	+2.2	2175.28	0.0	3411.86	-0.5	3076.19	+3.1	5388.08	+4.4
1986	Dec.	2453.96	+2.5	4485.48	+3.4	2762.63	+3.7	5452.20	+0.1	2459.30	+2.4	4406.75	+2.4	2242.20	+3.1	3513.96	+3.0	3217.83	+4.6	5621.15	+4.3
1987	Dec.	2523.61	+2.8	4599.98	+2.8	2816.48	+1.9	5474.14	+0.4	2500.90	+1.7	4494.16	+2.0	2266.86	+1.1	3572.49	+1.7	3369.28	+4.7	5961.27	+6.1
1988	Dec.	2550.52	+1.1	4667.26	+1.5	2851.67	+1.2	5770.84	+5.4	2543.91	+1.7	4582.99	+2.0	2188.98	-3.4	3571.19	0.0	3522.07	+4.5	6231.12	+4.5
1989	Dec.	2803.68	+2.1	4719.90	+1.1	2855.26	+0.1	5789.77	+0.3	2607.84	+2.5	4804.75	+4.8	2207.92	+0.9	3590.13	+0.5	3712.20	+5.4	6453.56	+3.6
1990	Dec.	2645.28	+1.6	4763.94	+0.9	3020.51	+5.8	5994.55	+3.5	2648.43	+1.6	4798.61	-0.1	2220.20	+0.6	3602.41	+0.3	3847.21	+3.6	6946.49	+6.1
1991	Dec.	2637.20	-0.3	4762.18	0.0	3097.83	+2.6	6090.12	+1.6	2711.50	+2.4	4932.67	+2.8	2260.52	+1.8	3638.65	+1.0	3997.91	+3.9	7110.37	+3.9
1992	Dec.	2677.21	+1.5	4955.79	+4.1	3198.66	+3.3	6348.55	+4.2	2811.14	+3.7	5133.25	+4.1	2360.24	+4.4	3730.37	+2.5	4151.28	+3.8	7367.49	+3.6
1993	Dec.	2874.34	+7.4	5224.43	+5.4	3334.43	+4.2	6477.84	+2.0	2978.60	+6.0	5395.05	+5.1	2414.37	+2.3	3764.21	+0.9	4349.20	+4.8	7737.11	+5.0
1994	Dec.	2916.25	+1.5	5304.63	+1.5	3420.42	+2.6	6532.95	+0.9	3131.05	+5.1	5776.85	+7.1	2469.21	+2.3	3831.08	+1.8	4458.36	+2.5	8117.64	+4.9
1995	Dec.	2889.17	-0.9	5369.96	+1.2	3427.26	+0.2	6526.22	-0.1	3129.52	-0.1	5909.05	+2.3	2499.08	+1.2	3833.36	+0.1	4557.44	+2.2	8378.68	+3.2
1996	Dec.	3202.29	+10.8	5652.65	+5.3	3426.70	0.0	6558.44	+0.5	3397.24	+8.6	6298.52	+6.6	2647.87	+6.0	3973.26	+3.7	4774.23	+4.8	8554.47	+2.1
1997	Dec.	3343.32	+4.4	5909.18	+4.5	3560.53	+3.9	6663.55	+1.6	3414.63	+0.5	6434.11	+2.2	2688.40	+1.5	4013.79	+1.0	4880.61	+2.2	8742.88	+2.2
1998	Dec.	3304.51	-1.2	5981.26	+1.2	3617.00	+1.6	6851.95	+2.8	3468.98	+1.6	6628.38	+3.0	2669.53	-0.7	3994.93	-0.5	4890.13	+0.2	8899.59	+1.8
1999	Dec.	3415.89	+3.4	5999.65	+0.3	3591.01	-0.7	6825.97	-0.4	3609.65	+4.1	6878.53	+3.8	2706.23	+1.4	3945.01	-1.3	5147.21	+5.3	9355.77	+5.1
2000	Dec.	3436.62	+0.6	6221.07	+3.7	3680.26	+2.5	7068.04	+3.6	3624.84	+0.4	6995.02	+1.7	2750.71	+1.6	4016.26	+1.8	5018.67	-2.5	9379.14	+0.3
2001	Dec.	3516.74	+2.3	6477.21	+4.1	3694.24	+0.4	7226.92	+2.3	3752.85	+3.5	7317.41	+4.6	2690.75	-2.5	3984.38	-0.8	5330.03	+6.2	10101.24	+7.7
2002	Dec.	3607.87	+2.6	6782.21	+4.7	3787.76	+2.5	7402.75	+2.4	3860.38	+2.9	7620.86	+4.1	2657.95	-0.9	3906.42	-2.0	5438.20	+2.0	10009.06	-0.9
2003	Dec.	3711.13	+2.9	6971.96	+2.8	3847.30	+1.6	7531.77	+1.7	4054.80	+5.0	7999.46	+5.0	2637.75	-0.8	3899.73	-0.2	5583.09	+2.7	10366.73	+3.8
2004	Dec.	4300.41	+15.9	8019.84	+15.0	4155.20	+8.0	8192.14	+8.8	4487.83	+10.7	8637.53	+8.0	3126.32	+18.5	4365.89	+12.0	6112.26	+9.5	11662.25	+12.3
2005	Dec.	4428.85	+3.0	8124.91	+1.3	4416.86	+6.3	8667.42	+4.6	4634.46	+3.3	9000.45	+4.2	3223.46	+3.1	4449.35	+1.9	6304.51	+3.2	12000.44	+2.9
2006	Jan.	4434.85	+6.1	8130.91	+2.9	4422.86	+6.4	8573.42	+4.6	4640.46	+3.4	9006.45	+4.3	3226.47	+3.2	4452.36	+2.0	6310.51	+1.9	12006.44	+2.2
	Feb.	4432.85	+6.0	8478.91	+7.3	4407.74	+4.9	8558.30	+3.9	4660.22	+4.9	9026.21	+5.0	3224.73	+3.4	4450.62	+2.1	6296.54	+1.9	11992.47	+2.2
	March	4426.85	+6.0	8472.91	+7.3	4401.74	+4.8	8552.30	+3.9	4664.37	+5.0	9030.36	+5.1	3224.06	+3.9	4449.95	+2.5	6290.54	+2.2	11986.47	+2.4
	April	4429.85	+5.2	8475.91	+5.3	4404.74	+4.1	8555.30	+3.5	4667.37	+4.3	9033.36	+4.8	3228.39	+3.0	4454.29	+1.9	6293.54	+1.9	11989.47	+2.2
	May	4441.63	+5.5	8487.69	+5.5	4402.99	+4.0	8553.55	+3.5	4632.98	+1.1	8998.97	+0.6	3226.64	+3.0	4452.54	+1.8	6298.56	+1.1	11994.49	+2.3
	June	4449.38	+5.2	8495.44	+5.4	4396.16	+3.1	8546.72	+3.0	4640.73	-0.4	9006.72	-0.2	3237.00	+3.0	4462.90	+1.8	6361.79	+2.0	12057.73	+2.8
	July	4465.88	+5.9	8511.94	+5.8	4412.66	+3.7	8563.22	+3.3	4657.23	+0.2	9023.22	+0.1	3254.69	+2.7	4480.58	+1.6	6340.21	+2.8	12036.15	+3.2
	Aug.	4472.88	+6.3	8518.94	+6.0	4419.66	+4.1	8570.22	+3.5	4664.23	+0.6	9030.22	+0.3	3248.30	+2.8	4474.20	+1.7	6347.21	+2.6	12043.15	+1.3
	Sept.	4475.13	+6.2	8521.19	+6.0	4421.91	+2.0	8572.47	+1.0	4666.48	+2.2	9032.47	+1.1	3245.57	+2.1	4471.46	+1.5	6349.46	+2.5	12045.40	+1.3
	Oct.	4449.11	+5.0	8495.17	+5.3	4717.70	+8.3	8868.32	+4.3	4728.14	+2.8	9291.97	+3.7	3266.35	+2.0	4560.64	+3.0	6510.96	+4.4	12378.90	+3.7
	Nov.	4774.26	+8.5	8763.44	+8.2	4742.45	+8.0	8893.07	+4.1	4593.13	-0.3	9158.96	+2.1	3285.53	+3.3	4579.82	+3.9	6535.31	+4.0	12403.65	+3.6
	Dec.	4715.49	+6.5	8704.67	+7.1	4728.35	+7.1	8878.97	+3.6	4594.06	-0.9	9142.39	+1.6	3275.52	+1.6	4569.81	+2.7	6520.06	+3.4	12386.40	+3.2
2007	Jan.	4708.99	+6.2	8698.17	+7.0	4720.47	+6.7	8871.09	+3.5	4592.07	-1.0	9140.40	+1.5	3264.57	+1.2	4558.86	+2.4	6513.56	+3.2	12381.90	+3.1
	Feb.	4708.49	+6.2	8697.67	+2.6	4719.97	+7.1	8870.59	+3.7	4592.70	-1.5	9141.03	+1.3	3260.80	+1.1	4555.10	+2.4	6513.06	+3.4	12381.40	+3.2
	March	4710.99	+6.4	8700.17	+2.7	4722.47	+7.3	8873.09	+3.8	4540.80	-2.7	9089.13	+0.7	3255.67	+1.0	4549.96	+2.3	6515.56	+3.6	12383.90	+3.3
	April	4713.74	+6.4	8702.92	+2.7	4724.20	+7.3	8874.82	+3.7	4543.55	-2.7	9091.88	+0.7	3258.42	+0.9	4552.71	+2.2	6553.28	+4.1	12421.62	+3.6
	May	4784.94	+7.7	8760.44	+3.2	4738.20	+7.6	8888.82	+3.9	4557.55	-1.6	9105.88	+1.2	3283.59	+1.8	4577.88	+2.8	6567.28	+4.3	12435.82	+3.7
	June	4742.42	+6.6	8717.92	+2.6	4704.15	+7.0	8854.77	+3.6	4558.55	-1.8	9106.88	+1.1	3287.85	+1.6	4582.14	+2.7	6568.28	+3.3	12436.62	+3.1
	July	4748.92	+6.3	8724.42	+2.5	4710.65	+6.8	8861.27	+3.5	4619.45	-0.8	9167.78	+1.6	3294.35	+1.2	4588.64	+2.4	6574.78	+3.7	12443.12	+3.4
	Aug.	4704.41	+5.2	8679.92	+1.9	4712.65	+6.6	8863.27	+3.4	4711.93	+1.0	9169.78	+1.6	3288.41	+1.2	4582.70	+2.4	6576.78	+3.6	12445.12	+3.3
	Sept.	4704.66	+5.1	8680.17	+1.9	4788.42	+8.3	9215.07	+7.5	4734.98	+1.5	9170.03	+1.5	3339.03	+2.9	4582.95	+2.5	6577.03	+3.6	12445.37	+3.3
	Oct.	4705.66	+5.8	8681.17	+2.2	4789.42	+1.5	9216.07	+3.9	4758.49	+0.7	9176.67	-1.2	3344.59	+2.4	4588.51	+0.6	6578.03	+1.0	12446.37	+0.6
	Nov.	4778.49	+0.1	8972.17	+2.4	4798.94	+1.2	9179.17	+3.2	4807.71	+4.7	9519.43	+3.9	3337.00	+1.6	4580.92	0.0	6569.03	+0.5	12437.37	+0.3
	Dec.	4780.99	+1.4	8974.67	3.1	4802.44	+1.8	9181.67	+3.4	4777.57	+4.0	9489.29	+3.8	3271.98	-0.1	4515.90	-1.2	6571.53	+0.8	12439.87	+0.4
2008	Jan.	4782.74	+1.8	8976.42	+3.2	4804.19	+1.8	9183.42	+3.5	4779.32	+4.1	9491.04	+3.8	3270.29	+0.2	4514.21	-1.0	6573.28	+0.9	12441.62	+0.5
	Feb.	4782.74	+1.8	8976.42	+3.2	4804.19	+1.8	9183.42	+3.5	4768.44	+3.8	9580.16	+4.8	3268.79	+0.2	4512.71	-0.9	6573.28	+0.9	12441.62	+0.5
	March	4798.74	+1.9	8992.42	+3.4	4820.46	+2.1	9199.89	+3.7	4784.44	+5.4	9596.16	+5.6	3283.46	+0.9	4527.38	-0.5	6569.28	+1.1	12457.62	+0.6

License Surcharge Project Location Map

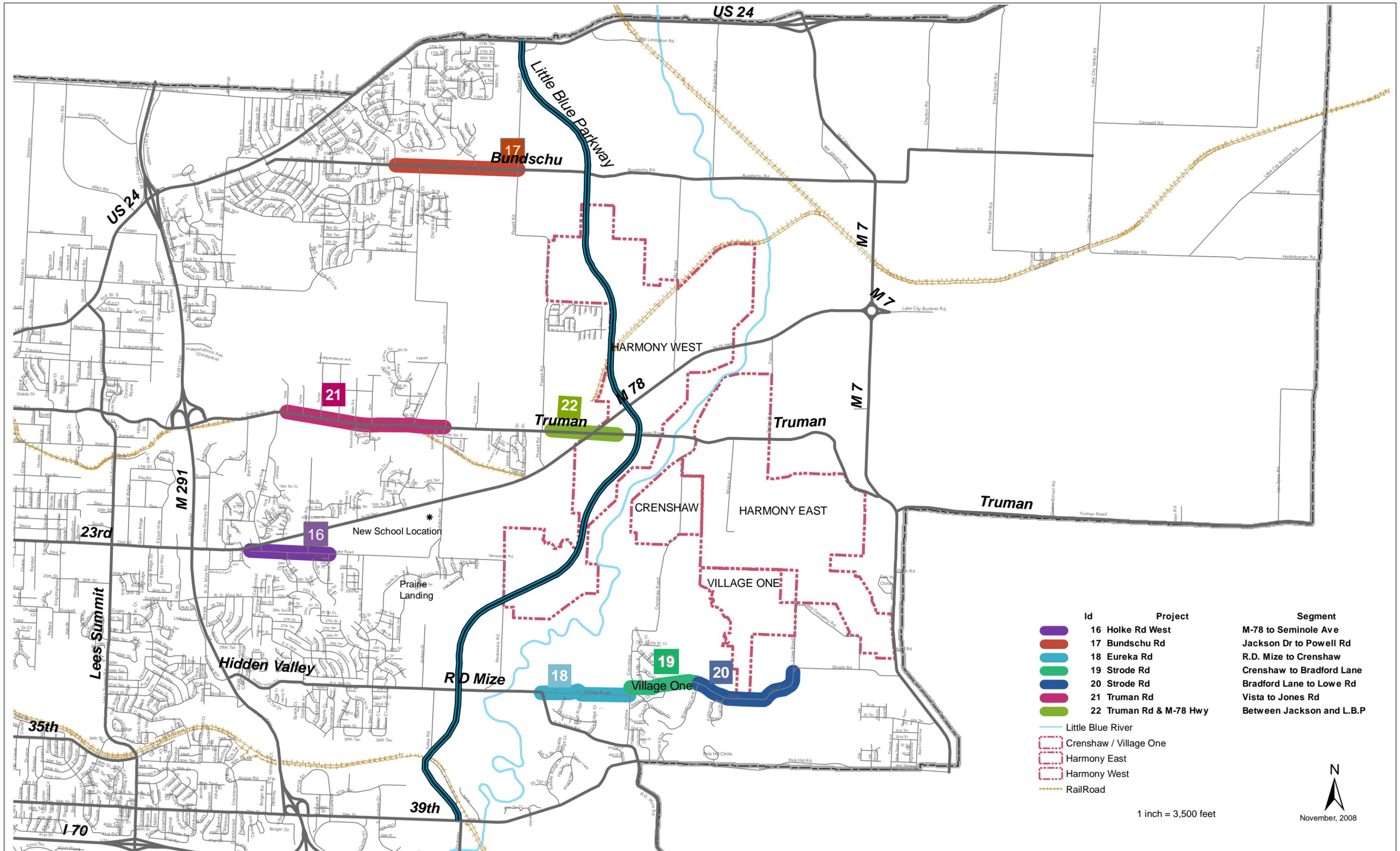


ID	Project	Segment
1	Hidden Valley Road	291 Hwy to R. D. Mize
2	R. D. Mize Rd	Hidden Valley to Little Blue
3	Bundschu Rd	Susquehanna to Jackson
4	Crenshaw and Strode R.O.W.	Acquisition for Improvements
5	R.D. Mize Rd	Little Blue to Eureka
6	Truman Rd./Powell Intersection	
7	Holke Rd. East	Seminole to Necessary
8	Ringo Road	Holke to Jackson
9	Strode Road Bridge	
10	Crenshaw	32nd Terrace to Strode
11	Little Blue Parkway	39th St to US 24 Hwy
12	Strode Road & M-7 Hwy	Intersection
13	Bundschu Rd Rail Crossing	
14	Holke Rd Curve Correction	
15	Holke Rd Culvert @ Seminole	
		Crenshaw / Village One
		Harmony East
		Harmony West
		Little Blue River
		RailRoad

1 inch = 3,500 feet



License Surcharge Future Project Location Map



Id	Project	Segment
16	Holke Rd West	M-78 to Seminole Ave
17	Bundschu Rd	Jackson Dr to Powell Rd
18	Eureka Rd	R.D. Mize to Crenshaw
19	Strode Rd	Crenshaw to Bradford Lane
20	Strode Rd	Bradford Lane to Lowe Rd
21	Truman Rd	Vista to Jones Rd
22	Truman Rd & M-78 Hwy	Between Jackson and L.B.P
Little Blue River		
Crenshaw / Village One		
Harmony East		
Harmony West		
RailRoad		

1 inch = 3,500 feet