

COMPREHENSIVE PLAN
CITY OF TROY, ILLINOIS



VOLUME I

EXISTING CONDITIONS AND COMMUNITY PROFILE

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I. INTRODUCTION

1. THE COMPREHENSIVE PLAN FOR TROY

Comprehensive planning in Troy is a relatively recent phenomenon. The first such effort was initiated in 1993 and culminated in the City's Growth Management Plan. This document was subsequently revised in 1999, 2004 and 2005. The Growth Management Plan can now be seen as an initial effort in creating a guide for "planning" for the City, and the City now takes the step of creating a true Comprehensive Plan.

The decision to prepare a new comprehensive plan is timely. As Troy continues its evolution from small town to growing center of population and economic activity, and as it continues to become increasingly suburbanized, the City must more formally identify the goals and objectives it wishes to achieve, the policies and programs it desires to put into practice to achieve these goals and objectives, and the implementation steps it will follow to do so.

This Comprehensive Plan, then, represents the next step in preparing a guide for Troy's future. This document will serve as a statement of municipal intent and policy for the guidance of future growth and development within the City and its extra-territorial planning jurisdiction. The Comprehensive Plan will also be a source of guidance in the decisions made by the community's citizens, the City Council, the Planning Commission, other elected and appointed municipal officials and those outside the City as well. Moreover, citizens, developers and land owners will benefit from a clearer understanding of the goals and objectives that the City wishes to achieve, and how it will achieve them.

In brief, the Plan will be:

- **Comprehensive**, addressing all aspects of the community;
- **General**, incorporating Troy's stated goals and objectives, but also addressing issues of plan implementation in order to achieve these ends;
- **Long range**, addressing community needs and challenges over a ten (10) to fifteen (15) year period;
- **Focused on physical development**, including future needs for public facilities, and residential, commercial and industrial uses.

2. LEGAL FRAMEWORK OF THE TROY COMPREHENSIVE PLAN

In conformance with the Illinois Municipal Code (65 ILCS 5/11-12-4 et. seq.), the City of Troy created a Plan Commission. One of the powers authorized to Plan Commissions is “to prepare and recommend to the corporate authorities a comprehensive plan for the present and future development or redevelopment of the municipality” (65 ILCS 5/11-12-5).

Illinois municipalities are also empowered to plan for “contiguous territory not more than one and one-half miles beyond the corporate limits not included in any municipality...” (65 ILCS 5/11-12-5(i))” and, within certain limitations (as identified in 65 ILCS 5/11-13-1), to exercise zoning powers within this designated one and one-half mile extraterritorial area. The purpose of this statute is to insure that unincorporated areas are developed to a suitable standard so that such areas will not impose future costs on an annexing community (see “**Troy Extra Territorial Jurisdiction and City Limits**”).

3. PURPOSES OF THE TROY COMPREHENSIVE PLAN

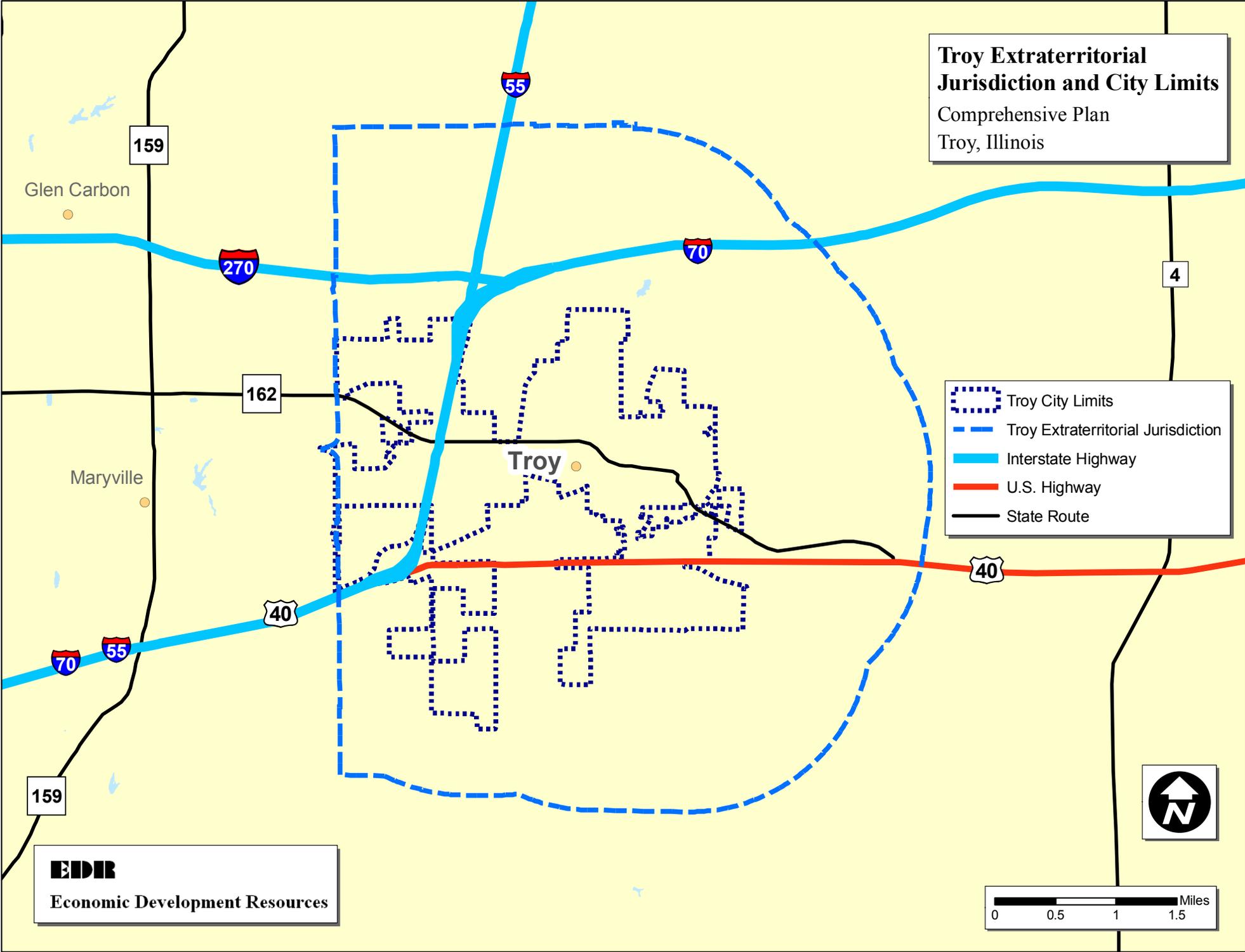
The primary purposes of the Troy Comprehensive Plan are:

- To profile the existing community and the Market Area;
- To identify issues that require municipal attention, and opportunities that may be capitalized upon;
- To develop Goals, Objectives and Policies for the betterment of the community, and to provide Programs to help achieve these ends;
- To present an implementation strategy for the Comprehensive Plan;
- To establish a working guide which can assist the City in making decisions regarding expenditures and development issues;
- To serve as an advisory and educational document that provides both the public and private sectors a clear understanding of the goals and objectives that the City wishes to achieve, and how it intends to achieve them. As such, the Plan should serve as a guide to public sector capital investments and private sector development decisions.

Troy Extraterritorial Jurisdiction and City Limits

Comprehensive Plan
Troy, Illinois

-  Troy City Limits
-  Troy Extraterritorial Jurisdiction
-  Interstate Highway
-  U.S. Highway
-  State Route



EDIR
Economic Development Resources

4. **FUNDAMENTALS OF THE TROY COMPREHENSIVE PLAN**

The Troy Comprehensive Plan consists of two primary elements:

A. **Information**

The first element of the Comprehensive Plan is a profile and a picture of the community and the marketplace within which it competes (i.e. the Market Area). The Plan presents and synthesizes demographic and socio-economic data and other information regarding the City and the surrounding Market Area. This material gives residents, the business community and elected and appointed municipal officials a detailed, factual basis for their decision making.

B. **Vision**

A second element of the Comprehensive Plan is a long term future vision of the City and what it can become. The Goals, Objectives, Policies and Programs that are incorporated into the Plan are based upon the background information referenced above. To better understand these terms, this analogy is helpful:

- **GOAL is a destination;**
- **An OBJECTIVE is a route used to arrive at a destination;**
- **POLICIES are the means of transportation to be used along these routes;**
- **PROGRAMS are the drivers of the means of transportation.**

5. **METHODOLOGY OF THE TROY COMPREHENSIVE PLAN**

On April 10, 2008 members of a newly formed Planning Task Force met with the City's planning consultant, Economic Development Resources (EDR), to discuss the comprehensive planning process. This task force included members of the City Council, the mayor, municipal personnel, business leaders and people associated with other entities such as the Tri Township Park District and the county highway department. The primary responsibilities of the Task Force are to:

- Assist the consultants in understanding the community,
- Identify issues and opportunities confronting the community,

- Review materials prepared by the consultant,
- Provide direction in formulating goals, objectives, policies and programs to guide community growth and change, and
- Recommend the Comprehensive Plan to the Planning Commission, and subsequently the City Council, for formal adoption.

6. END PRODUCTS OF THE TROY COMPREHENSIVE PLANNING PROCESS

The products of the City's comprehensive planning process will be published in two volumes. **Volume I, Existing Conditions and Community Profile**, involves compiling existing data concerning both the City and the Market Area. To this end, EDR reviewed and evaluated published materials including the U.S. Census of Population and other similar information available from state agencies and public institutions, as well as from private data providers, and discussed various aspects of the community with representatives of the City, County and state.

Subsequent to the completion of **Volume I**, EDR will interview members of the Task Force, as well as others who are knowledgeable about the community, and meet on a scheduled basis with the Task Force, in order to gain their insights concerning the City and the issues it faces.

The interviews and meetings will inform and help shape the creation of **Volume II, The Comprehensive Plan**. This Plan will identify the community's Goals, Objectives, Policies and Programs and will include an implementation strategy. This implementation component will identify tools to carry out the Programs and create a Plan Matrix that assigns responsibility for each Program and establishes a timetable for both initiating and completing each Program. The Comprehensive Plan will also address the types and location of land uses which the City wishes to encourage in the future. This process will take approximately fifteen (15) months to complete. The Task Force will meet regularly during that time.

II. BACKGROUND OF THE CITY, MARKET AREA, and METROPOLITAN REGION

1. THE CITY

In 1819, ten acres of land in southern Illinois became the future city of Troy. John Jarvis sold these ten acres for \$10 per acre to James Riggen and David Hendershott. The community, then known as Columbia, was mapped, surveyed, and renamed Troy by James Riggen. Within a year, the village was populated by 120 people, and began a growth which has not stopped since.

Troy's humble beginnings started with just a band mill, storehouse, taverns, and housing. With the addition of a post office in 1833, and the National Road in 1839, Troy would become the first stagecoach stop for travelers to and from St. Louis, 18 miles west.

Troy's first newspaper, The Commercial Bulletin, made its debut in 1872. The addition of a railroad stop in the late 1800's helped Troy's population increase, bringing in additional revenue and job opportunities. Troy officially became a city on April 12, 1892, and grew to a population of almost 1,100 by the year 1900.

New growth brought about new challenges and opportunities. Troy addressed both, continuing to prosper with new business and jobs throughout the twentieth century. Beyond the major highway interchanges, Troy has, generally, maintained its small town charm, and sense of community.

In recent decades, Troy has had the advantage of close proximity to several important highway corridors. Running through the western part of the City is I-55, built in 1956. The portion of I-270 near Troy, and its intersection with I-55, was built in 1965. Troy is also close to two other interstate interchanges; I-55/State Highway 162, and that of I-55/US 40.

The City also has realized that maintaining and expanding its accessibility is an important element in continuing growth. Accordingly, Troy has, and is, participating in road projects jointly funded by the City and the Illinois Department of Transportation (IDOT), including the recently completed reconstruction of Marine Road. Working together, the City and IDOT are increasing capacity at the Troy O'Fallon Road and US 40 interchange. The City is also participating in the reconstruction of Staunton Road between Market St. and Hazel St. Another project which will benefit Troy is an IDOT project of pavement preservation and maintenance on I-270 from the Mississippi River to I-255.

This location on the interstate/national/state highway system has also meant that Troy finds itself, increasingly, a part of the Market Area in which it competes for residents, jobs, public and private investment, and retail sales.

2. THE MARKET AREA

The Market Area in which Troy is positioned and in which it competes for residents, investments and revenues is displayed graphically (see “**Market Area**” map). The western part of the market area is suburban and “suburbanizing” and contains urban nodes of services and retail activity (Edwardsville, Collinsville, and Fairview Heights) while the portion closer to Troy is largely rural, particularly east, northeast and southeast.

The Market Area is well-served by the interstate highways which carry significant amounts of traffic (see “**Traffic Count**” map). The I-55/I-70 corridor runs roughly through the “north central” portion of the Market Area, and connects the Market Area with downtown St. Louis. On the far southern edge of the Market Area I-64 does the same. I-270 connects the Market Area to employment in north St. Louis County. Average daily traffic (ADT) on these interstates is estimated at 38,000 to 39,000 vehicles.

A number of major employers currently operate in the Market Area, and include both public and private entities. The largest on the private side are Elite Labor and Mulhall Financial Design (Edwardsville), Fairmount Park (Collinsville), and ASC Health Services and Regions Bank (O’Fallon). Major public side employers include the local school districts, Madison County government (in Edwardsville), Illinois Department of Transportation (Collinsville) and on the campus at Southern Illinois University – Edwardsville.

The Market Area also contains the major shopping centers/anchors that have been identified as attracting the retail sales (particularly, but not exclusively, those on “comparison goods”) made by Troy residents. These retail activities are concentrated northwest of the City in Edwardsville/Glen Carbon, and southwest in Fairview Heights/O’Fallon.

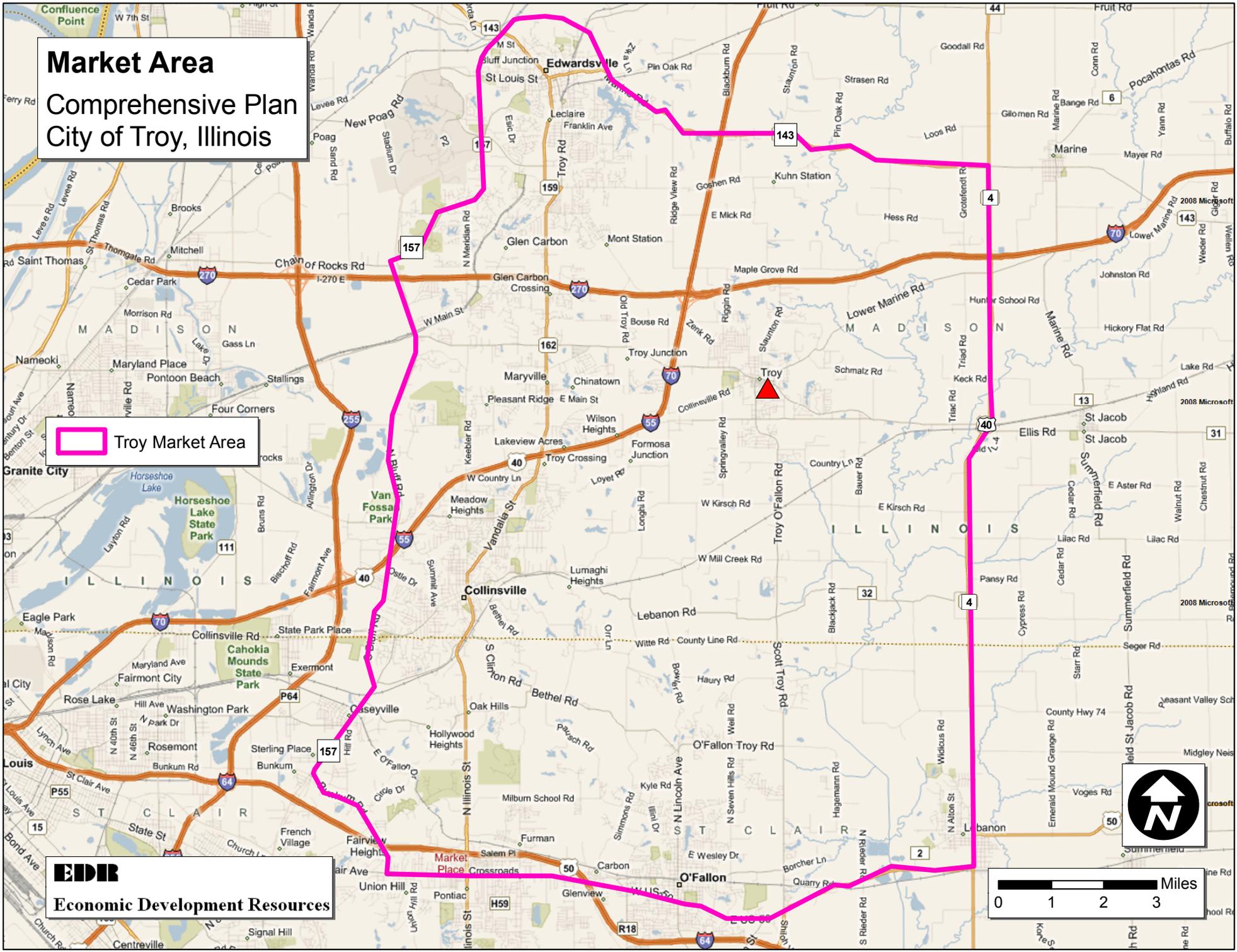
3. METROPOLITAN REGION

It is important to also be aware of the larger context in which both Troy and the Market Area exist. The St. Louis Metropolitan region, of which Troy and the Market Area are part, has for decades grown at a relatively slow pace. Indeed, the entire Midwest had not fully shared in America’s economic expansion of the past twenty years, for a variety of reasons. Among these are declines in industrial and agricultural employment (traditional mainstays of the region), centralization of capital and population into major U.S.

Market Area Comprehensive Plan City of Troy, Illinois

 Troy Market Area

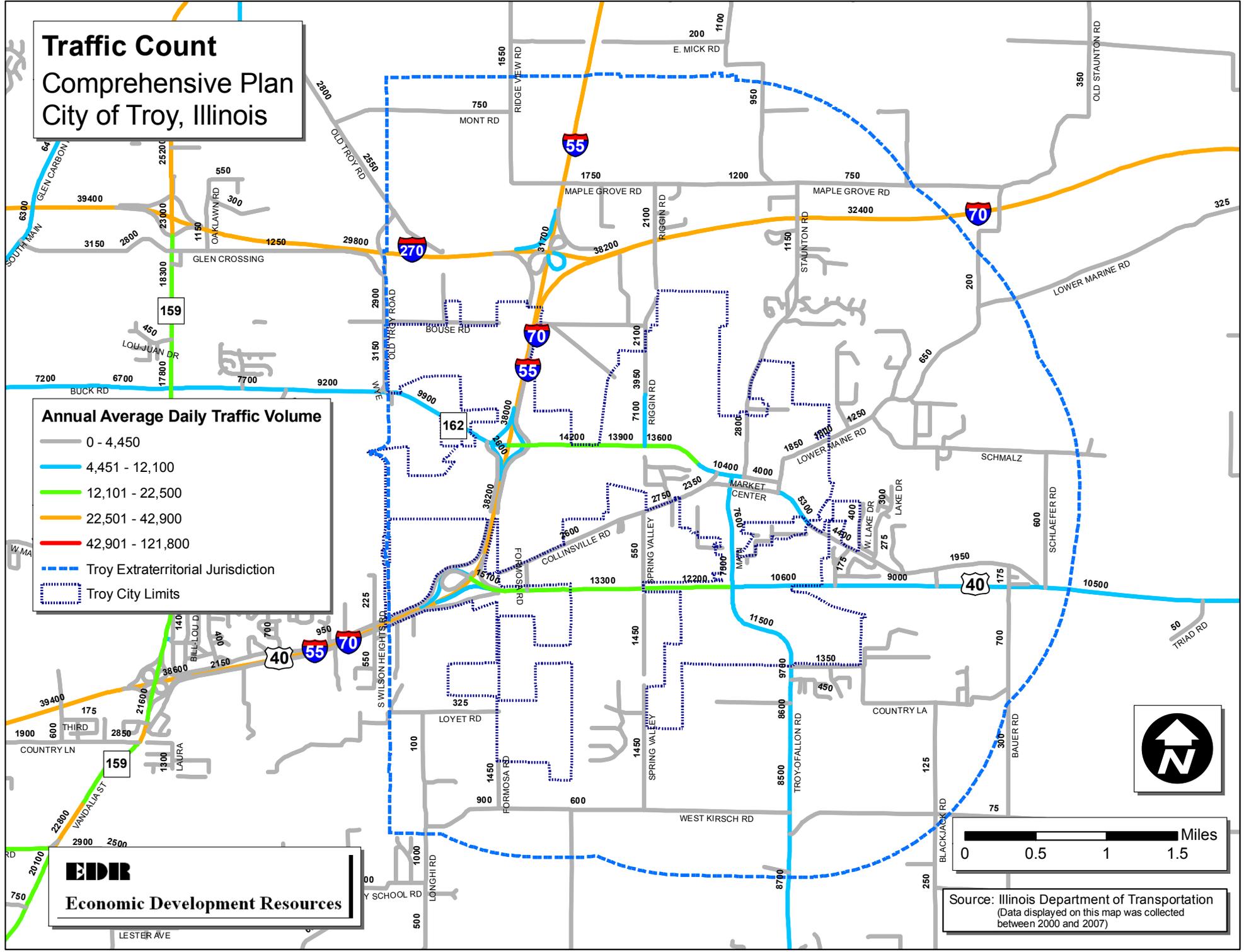
EDR
Economic Development Resources



Traffic Count Comprehensive Plan City of Troy, Illinois

Annual Average Daily Traffic Volume

- 0 - 4,450
- 4,451 - 12,100
- 12,101 - 22,500
- 22,501 - 42,900
- 42,901 - 121,800
- - - Troy Extraterritorial Jurisdiction
- ▭ Troy City Limits



Source: Illinois Department of Transportation
(Data displayed on this map was collected between 2000 and 2007)

EDIR
Economic Development Resources

Heavy Commercial Traffic Count

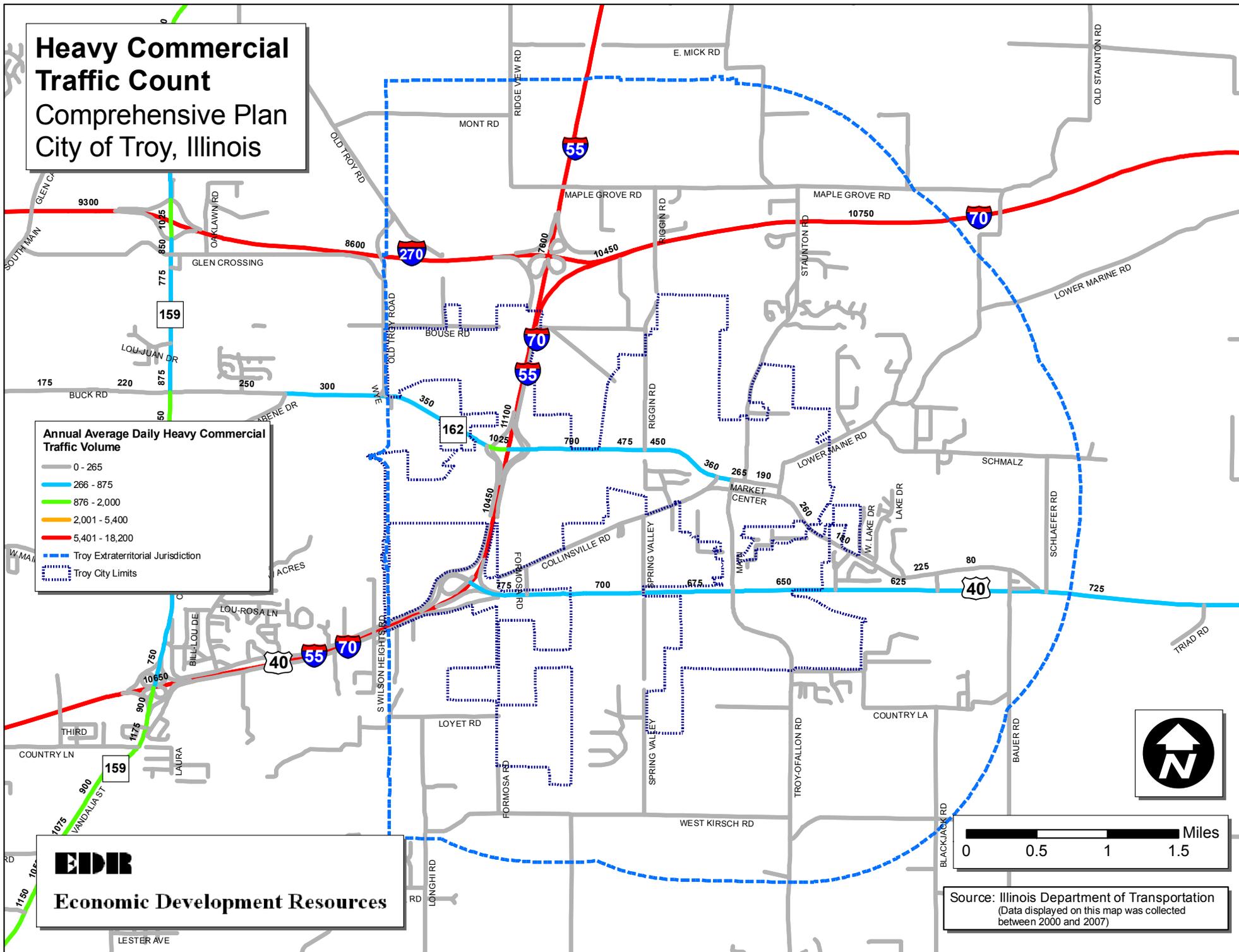
Comprehensive Plan

City of Troy, Illinois

Annual Average Daily Heavy Commercial Traffic Volume

- 0 - 265
- 266 - 875
- 876 - 2,000
- 2,001 - 5,400
- 5,401 - 18,200

- Troy Extraterritorial Jurisdiction
- Troy City Limits



EDR
Economic Development Resources

Source: Illinois Department of Transportation
(Data displayed on this map was collected between 2000 and 2007)

metropolitan areas, including the Sunbelt, and the growing absorption of large firms in the region (Southwestern Bell, McDonnell Douglas, TWA, A.G. Edwards, Boatmen's and other banks) by even larger regional, national and international businesses. Further, for Troy, shifts in comparison good retail shopping (and to a lesser degree service business), to the suburban and suburbanizing portions of the region have also impacted the community. Increasingly expensive gasoline and diesel fuel may reduce interstate traffic, potentially lessening sales tax receipts from the City's highway oriented retail activities.

Countervailing, and positive, economic efforts in the region include the emergence of life and health sciences, increased opportunities for agricultural exports (particularly soybeans), potential growth in the use of Illinois coal, expanding health care management services, possible growth in the role of bio-fuels in energy production, greater opportunities for higher education and professional training, and the ability of Scott Air Force Base to remain operational and attract federal investment (as seen in the new facilities for MAFLSC, 932nd Airlift Wing, Transportation Command, and the ongoing improvements in the Base's infrastructure, which may increase its employment base beyond the current 13,700).

III. POPULATION

1. HISTORIC PATTERNS OF POPULATION

In recent decades, Troy has experienced steady growth. The City's population grew from 3,772 in 1980, to 6,046 in 1990. The most recent national census, in 2000, placed Troy's population at 8,524, which represented an increase of 41% between 1990 and 2000. The population estimate in 2007 shows further growth, with an estimated population of 10,083. See **Table I-A**. The City has also been growing faster than the population as a whole in the Market Area of which it is a part. While the population of Troy grew 41% between 1990 and 2000, the Market Area's population increased 18.1%. This pattern has continued from 2000 to 2007, with Troy's population growth estimated at 18.3%, while the Market Area experienced growth of 12.1%. See **Table I-B**.

2. GENERALIZED POPULATION CHARACTERISTICS

Profiles of population, housing and socio-economic information in Troy and the Market Area are presented in **Table II-A and Table II-B**. These Tables are useful as a guide to some of the basic characteristics of the community and surrounding area, and introduce information covered in greater detail elsewhere in Volume I.

A. Population / Households / Family Data

The growth in population in Troy has been noticeable, yet this increase in absolute numbers obscures some important changes in the composition of the City's residents. As shown in **Table II-A**, the median age of the population has increased 9.3% in the decade between 1990 and 2000, explained, in part, by the decreasing percentage of City residents under the age of 5, and the increasing percentage of City residents over the age of 65. **Table III-A** further illustrates the changing composition of the City and reflects the ages of persons who have been attracted to and/or remain in the City; of particular importance is the almost stagnant number of residents aged 25-44, and the slowly growing (relative to the population as a whole) 20-24 cohort, and the significant growth population of the cohorts 5-19, 35-44, 45-54, and 65 and over, all of which grew at a rate faster than the City's population as a whole.

Tables II-B and III-B compare and contrast the City with the Market Area, showing (in **Table II-B**) the City to be "younger", possessing a much smaller percentage of persons 65 and over and having households somewhat larger than the Market Area's. **Table III-B** highlights the differences in the percent

TABLE I-A
POPULATION
TROY

PLACE	1980	1990	2000	2007 (i)	% Change 1980 to 1990	% Change 1990 to 2000	% Change 2000 to 2007
TROY	3,772	6,046	8,524	10,083	60.3%	41.0%	18.3%

Source: U.S. Census of Population, unless noted

Notes:

(i) U.S. Census Bureau-Special Count Spring 2007

TABLE I-B
POPULATION
TROY and MARKET AREA

PLACE	1990	2000	2007 (i)	% Change 1990 to 2000	% Change 2000 to 2007 (i)
TROY	6,046	8,524	10,083	41.0%	18.3%
MARKET AREA	88,496	104,476	117,124	18.1%	12.1%

Source: U.S. Census of Population, unless noted

Notes:

(i) U.S. Census Bureau-Special Count Spring 2007 for Troy; Claritas 2008 estimate for Market Area

TABLE II-A

GENERALIZED POPULATION AND HOUSING CHARACTERISTICS

TROY

GENERALIZED CHARACTERISTICS	1990	2000	% Change 1990-2000
POPULATION			
Total Population	6,046	8,524	41.0%
Median Age	30.1	32.9	9.3%
% Persons Under 5 Years Old	8.5%	7.6%	-10.6%
% Persons 65 years old and over	7.5%	7.7%	2.7%
White Persons	98.5%	95.5%	-3.0%
Average Household Size	2.77	2.75	-0.7%
HOUSING			
Total Housing Units	2,283	3,201	40.2%
Occupied Housing Units	95.5%	96.8%	1.4%
Owner Occupied Housing Units	63.3%	73.1%	15.5%
Renter-occupied Housing Units	32.2%	26.9%	-16.5%
Median Value-owner occupied units	\$69,900	\$102,900	47.2%
Vacant	4.5%	3.2%	-28.9%
SOCIO - ECONOMIC			
Median Household Income	\$33,367	\$53,720	61.0%
Per Capita Income	\$13,326	\$21,174	58.9%
Civilian Labor Force (Population 16+)	3,156	4,440	40.7%
Individuals Below Poverty Level	5.0%	3.4%	-32.0%
High School Graduate or higher (% of Persons 25+)	82.6%	90.0%	9.0%
Bachelor's Degree or Higher (% of Persons 25+)	18.2%	24.3%	33.5%

Source: U.S. Census of Population 1990, 2000

TABLE II-B
GENERALIZED POPULATION AND HOUSING CHARACTERISTICS
TROY and MARKET AREA

GENERALIZED CHARACTERISTICS	TROY 2000	MARKET AREA 2000	% Difference Troy/Market Area
POPULATION			
Total Population	8,524	101,909	
Median Age	32.9	36.4	-10.6%
% Persons Under 5 Years Old	7.6%	6.5%	15.0%
% Persons 65 years old and over	7.7%	12.7%	-65.4%
White Persons	95.5%	92.7%	3.0%
Average Household Size	2.75	2.54	7.6%
HOUSING			
Total Housing Units	3,201	42,365	
Occupied Housing Units	96.8%	95.5%	1.3%
Owner Occupied Housing Units	73.1%	74.5%	-1.9%
Renter-occupied Housing Units	26.9%	25.5%	5.2%
Median Value-owner occupied units	\$102,900	\$97,829	4.9%
Vacant	3.2%	4.5%	-40.6%
SOCIO - ECONOMIC			
Median Household Income	\$53,720	\$51,629	3.9%
Per Capita Income	\$21,174	\$23,877	-12.8%
% Population 16+ in Labor Force	73.4%	69.6%	5.2%
Individuals Below Poverty Level	3.4%	6.1%	-80.2%
High School Graduate or higher (% of Persons 25+)	90.0%	88.6%	1.6%
Bachelor's Degree or Higher (% of Persons 25+)	24.3%	30.2%	-24.3%

Source: U.S. Census of Population 1990, 2000; Market Area-Claritas

TABLE III-A
AGE STRUCTURE OF THE POPULATION
TROY

AGE GROUP	1990	2000	% Change 1990-2000
Under 5	514	647	25.9%
% of Total Population	8.5%	7.6%	-10.7%
5 to 19	1,504	2,163	43.8%
% of Total Population	24.9%	25.4%	2.0%
20 to 24	419	496	18.4%
% of Total Population	6.9%	5.8%	-16.0%
25 to 34	1,196	1,270	6.2%
% of Total Population	19.8%	14.9%	-24.7%
35 to 44	1,021	1,653	61.9%
% of Total Population	16.9%	19.4%	14.8%
45-54	566	1,117	97.3%
% of Total Population	9.4%	13.1%	40.0%
55-64	372	523	40.6%
% of Total Population	6.2%	6.1%	-0.3%
65 and Over	454	655	44.3%
% of Total Population	7.5%	7.7%	2.3%
POPULATION TOTAL	6,046	8,524	41.0%
PERCENT TOTAL	100%	100%	100%

Source: U.S. Census of Population 1990, 2000.

TABLE III-B
AGE STRUCTURE OF THE POPULATION
TROY and MARKET AREA

AGE GROUP	TROY 2000	MARKET AREA 2000	% Difference Troy/Market Area
Under 5	647	6,581	
% of Total Population	7.6%	6.3%	17.0%
5 to 19	2,163	22,538	
% of Total Population	25.4%	21.6%	15.0%
20 to 24	496	6,837	
% of Total Population	5.8%	6.5%	-12.5%
25 to 34	1,270	13,793	
% of Total Population	14.9%	13.2%	11.4%
35 to 44	1,653	17,790	
% of Total Population	19.4%	17.0%	12.2%
45-54	1,117	15,053	
% of Total Population	13.1%	14.4%	-9.9%
55-64	523	8,910	
% of Total Population	6.1%	8.5%	-39.0%
65 and Over	655	12,977	
% of Total Population	7.7%	12.4%	-61.6%
POPULATION TOTAL	8,524	104,479	
PERCENT TOTAL	100.0%	100%	

Source: U.S. Census of Population 2000.
 Market Area, Claritas

composition of the resident population of the City and the Market Area; most noticeable are the larger percentage of the City's population in the younger cohorts (under 5 and 5-19) and smaller percentage in the older cohorts (55-64, and 65 and over).

Table IV-A deals with household/family data. Average household size and average family size in the City both shrunk about 1% between 1990 and 2000. The most significant data in this Table are the changes in nonfamily households, 1 person households and population in nonfamily households. While the number of total households in the City increased 42.1%, mirroring the increase in overall population, the number of nonfamily households increased by 57.2%. **Table IV-B**, however shows the Market Area still contained a noticeably larger percentage of its population in such nonfamily households (29.7%) than did the City (24.0%). The same holds true for 1 person households, which while increasing by 53.8% in the City during this decade, constituted 19.5% of all households in the City, as compared to 24.1% of all Market Area households. Growth in the population in nonfamily households in the City (90.3%) during the decade made such persons a larger portion of the City's residents (12.6%) than that of the Market Area (12.2%).

B. Incomes

Median household incomes in Troy rose by 61% between 1989 and 1999 and median family incomes grew 58% during the decade. See **Table V-A**. Households with incomes below \$25,000 decreased in both numerical and percentage terms while those households earning \$75,000 to \$100,000 increased by almost 500%; households earning over \$100,000 increased by almost 13 fold. Nevertheless, in 1999 households earning less than \$25,000 represented almost 17% of all households and those earning less than \$50,000 were 46% of all households.

The income characteristics of Troy and the Market Area households are presented in **Table V-B**. The U.S. Census reported in 2000 median household income for Troy was \$53,720, almost 5% higher than that of the Market Area; however, median family income was about 5% lower in Troy than in the Market Area. This table also demonstrates that household incomes in Troy were noticeably more clustered in the "middle income range" (\$50,000 to \$99,999) and had a significantly smaller proportion of households at the extremes of household income (i.e. \$24,999 and below; \$100,000 and above).

TABLE IV-A
HOUSEHOLD / FAMILY DATA
TROY

HOUSEHOLDS/FAMILIES	1990	2000	% Change 1990-2000
Total Households	2,181	3,100	42.1%
Average Household Size	2.77	2.75	-0.7%
Family Households	1,707	2,355	38.0%
% Family Households	78.3%	76.0%	-2.9%
Nonfamily Households	474	745	57.2%
% Nonfamily Households	21.7%	24.0%	10.6%
1 Person Households	394	606	53.8%
% of Households	18.1%	19.5%	8.2%
2 or More Person Households	1,781	2,494	40.0%
% of Households	81.7%	80.5%	-1.5%
Population in Households	6,045	8,516	40.9%
Population in Family Households	5,480	7,441	35.8%
% of Population	90.7%	87.4%	-3.6%
Population in Nonfamily Households	565	1,075	90.3%
% of Population	9.3%	12.6%	35.1%
Population in Group Quarters	1	8	700.0%
% of Population	0.0%	0.1%	
Average Family Size	3.21	3.16	-1.6%

Household: All the people who occupy a housing unit as their usual place of residence.

Family Household: A group of two or more people who reside together and who are related by birth, marriage or adoption.

Source: U.S. Census of Population 1990, 2000

TABLE IV-B
HOUSEHOLD / FAMILY DATA
TROY and MARKET AREA

HOUSEHOLDS/FAMILIES	TROY 2000	MARKET AREA 2000	% Difference Troy/Market Area
Total Households	3,100	40,474	
Average Household Size	2.75	2.51	8.7%
Family Households	2,355	28,433	
% Family Households	76.0%	70.3%	7.5%
Nonfamily Households	745	12,041	
% Nonfamily Households	24.0%	29.7%	-23.8%
1 Person Households	606	9,739	
% of Households	19.5%	24.1%	-23.4%
2 or More Person Households	2,494	30,735	
% of Households	80.5%	75.9%	5.7%
Population in Households	8,516	100,062	
Population in Family Households	7,441	87,888	
% of Population	87.4%	87.8%	-0.5%
Population in Nonfamily Households	1,075	12,174	
% of Population	12.6%	12.2%	3.4%
Population in Group Quarters	8	1,847	
% of Population	0.1%	1.8%	-1712.4%
Average Family Size	3.16	3.09	2.2%

Household: All the people who occupy a housing unit as their usual place of residence.

Family Household: A group of two or more people who reside together and who are related by birth, marriage or adoption.

Source: U.S. Census of Population 1990, 2000; Market Area-Claritas

TABLE V-A
HOUSEHOLD INCOMES
TROY

INCOME COHORT	Households				% Change (in number) 1989-1999
	1989		1999		
	Number	Percent	Number	Percent	
Under \$ 15,000	353	16.0%	262	8.5%	-25.8%
\$15,000 to \$24,999	443	20.0%	249	8.1%	-43.8%
\$25,000 to \$34,999	359	16.2%	391	12.7%	8.9%
\$35,000 to \$49,999	584	26.4%	526	17.2%	-9.9%
\$50,000 to \$74,999	367	16.6%	835	27.2%	127.5%
\$75,000 to \$99,999	83	3.8%	489	15.9%	489.2%
\$100,000 and Over	23	1.0%	315	10.3%	1269.6%
TOTAL	2,212	100.0%	3,067	100.0%	38.7%
Families Below Poverty Level	65	3.8%	50	2.1%	-23.1%
Median Household Income	33,367		\$53,720		61.0%
Median Family Income	37,846		\$59,643		57.6%
Per Capita Income	13,326		\$21,174		58.9%

Source: U. S. Census of Population, 1990, 2000

TABLE V-B
HOUSEHOLD INCOMES
TROY and MARKET AREA

INCOME COHORT	Households				% Difference Troy/Market Area
	TROY 1999		MARKET AREA 1999		
	Number	Percent	Number	Percent	
Under \$ 15,000	262	8.5%	4,242	10.5%	-22.8%
\$15,000 to \$24,999	249	8.1%	4,292	10.6%	-30.8%
\$25,000 to \$34,999	391	12.7%	4,798	11.9%	6.9%
\$35,000 to \$49,999	526	17.2%	6,402	15.8%	7.7%
\$50,000 to \$74,999	835	27.2%	9,419	23.3%	14.4%
\$75,000 to \$99,999	489	15.9%	5,653	14.0%	12.3%
\$100,000 and Over	315	10.3%	5,620	13.9%	-35.4%
TOTAL	3,067	100.0%	40,426	100.0%	
Families Below Poverty Level	50	2.1%	1,197	4.2%	-100.0%
Median Household Income	\$53,720		\$51,184		4.7%
Median Family Income	\$59,643		\$62,720		-5.2%
Per Capita Income	\$21,174		\$23,844		-12.6%

Source: U.S. Census of Population 2000, Market Area-Claritas

Tables VI-A and VI-B show a more detailed picture of household income in the City and the Market Area. In **Table VI-A**, household incomes by age of head of household are presented. The data illustrate that, for example, in 1999, 32.8% of all household in the City were headed by a person aged 45-64 (the “primary wage earning” households), and 27.8% of such households earned \$50,000 to \$74,999 in that year. Further, of all households in the City, 9.1% were those in the “primary wage earning” cohort who earned between \$50,000 and \$74,999. These data also show that the “youngest” households and “mature” households accounted for a significant share of the lowest income households (less than \$25,000) with 51.6% and 43.5%, respectively.

The Tables also illustrate a number of differences between the City and the Market Area. As an example, “young families” constitute nearly half of all households in Troy (49.8%), as opposed to 41% of all households in the Market Area. Further, 25.8% (16.6% plus 9.2%) of all households in the City were those “young families” with annual incomes between \$50,000 and \$99,999, while this percentage was 18.8% (11.8% plus 7.0%) in the Market Area.

C. Education

The residents of the City became increasingly well-educated between 1990 and 2000, as the percentage of the population age 25 and over that had graduated high school grew from 83% to 90% and the proportion holding a college degree grew by one third from 18% to 24%. While this population (25 and over) grew by 45% in this decade, the number of people that had attended college, (whether they received a degree or not) grew by 94%, with those who had attained a graduate and/or professional degree increasing 149%. See **Table VII-A**.

This pattern of growing educational attainment (evidenced by declining numbers of non-high school graduates and growing numbers of those who have attended schools of higher education) is apparent in Troy, and is related, in some part to the City’s proximity to the Southern Illinois University campus in nearby Edwardsville, and the college preparatory curriculum at Triad High School. It is evident that the City has been able to attract, and retain, a growing number of relatively well-educated persons.

There are a number of distinctions between Troy and the Market Area in terms of educational attainment. As **Table VII-B** shows the Market Area, as compared to the City has a larger percentage of people with less than a high school diploma, as well as larger percentage of its population holding a bachelor’s degree, or a graduate/professional degree.

TABLE VI-A
AGE OF HEAD OF HOUSEHOLD BY HOUSEHOLD INCOME
1999
TROY

Age of Head of Household	Households Number and Percent		Household Incomes						
			Under \$15,000	\$15000- \$24,999	\$25,000- \$34,999	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000 and over
Under 25 (Youngest)	% This Category	100.0%	21.5%	30.1%	11.8%	16.1%	20.4%	0.0%	0.0%
	% All Households	3.0%	0.7%	0.9%	0.4%	0.5%	0.6%	0.0%	0.0%
	Number of Households	93	20	28	11	15	19	0	0
25-44 (Young Families)	% This Category	90.8%	6.1%	6.5%	8.4%	18.1%	33.2%	18.5%	9.2%
	% All Households	49.8%	3.0%	3.2%	4.2%	9.0%	16.6%	9.2%	4.6%
	Number of Households	1,528	93	99	129	277	508	282	140
45-64 (Primary Wage Earning)	% This Category	100.0%	3.9%	4.0%	10.6%	17.3%	27.8%	19.0%	17.4%
	% of All Households	32.8%	1.3%	1.3%	3.5%	5.7%	9.1%	6.2%	5.7%
	Number of Households	1,005	39	40	107	174	279	191	175
65 and Over (Mature)	% This Category	100.0%	24.9%	18.6%	32.7%	13.6%	6.6%	3.6%	0.0%
	% All Households	14.4%	3.6%	2.7%	4.7%	2.0%	0.9%	0.5%	0.0%
	Number of Households	441	110	82	144	60	29	16	0
ALL HOUSEHOLDS	% of All Households	100.0%	8.5%	8.1%	12.7%	17.2%	27.2%	15.9%	10.3%
	Number	3,067	262	249	391	526	835	489	315

Source: U.S. Census of Population, 2000

TABLE VI-B
AGE OF HEAD OF HOUSEHOLD BY HOUSEHOLD INCOME
1999
MARKET AREA

Age of Head of Household	Households Number and Percent		Household Incomes						
			Under \$15,000	\$15,000-\$24,999	\$25,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000 and Over
Under 25 (Youngest)	% This Category	100.0%	31.0%	22.6%	17.9%	14.9%	11.8%	1.7%	0.2%
	% All Households	5.2%	1.6%	1.2%	0.9%	0.8%	0.6%	0.1%	0.0%
	Number of Households	2,117	656	478	379	316	249	35	4
25-44 (Young Families)	% This Category	100.0%	6.0%	8.0%	10.6%	17.1%	28.9%	17.1%	12.3%
	% All Households	41.0%	2.5%	3.3%	4.4%	7.0%	11.8%	7.0%	5.0%
	Number of Households	16,594	993	1,335	1,764	2,833	4,789	2,845	2,035
45-64 (Primary Wage Earning)	% This Category	100.0%	5.7%	6.1%	9.3%	14.5%	24.6%	18.0%	21.9%
	% All Households	34.0%	2.0%	2.1%	3.1%	4.9%	8.3%	6.1%	7.4%
	Number of Households	13,735	789	837	1,272	1,985	3,374	2,476	3,002
65 and Over (Mature)	% This Category	100.0%	22.6%	20.6%	17.3%	15.9%	12.6%	6.0%	5.0%
	% All Households	19.7%	4.5%	4.1%	3.4%	3.1%	2.5%	1.2%	1.0%
	Number of Households	7,985	1,805	1,643	1,385	1,270	1,006	479	397
ALL HOUSEHOLDS	% of All Households	100.0%	10.5%	10.6%	11.9%	15.8%	23.3%	14.4%	13.5%
	Number	40,431	4,243	4,293	4,800	6,404	9,418	5,835	5,438

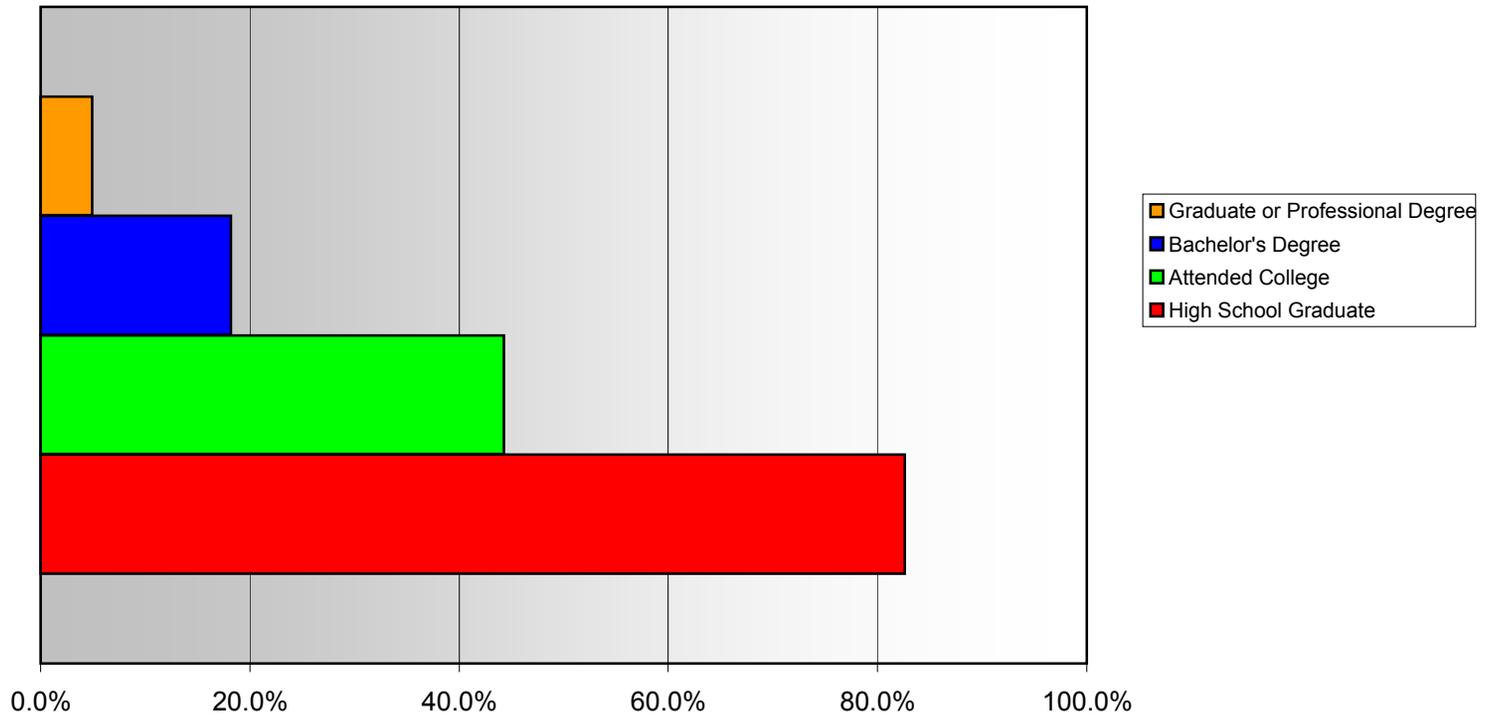
Source: Claritas

TABLE VII-A
EDUCATIONAL ATTAINMENT
TROY

GREATEST LEVEL OF EDUCATIONAL ATTAINMENT	1990	2000	% Change 1990-2000
≤ 12th grade (no diploma)	628	526	-16.2%
High School Graduate (or equivalency)	1,383	1,609	16.3%
Some college, no degree	667	1,414	112.0%
Associates degree	273	416	52.4%
Bachelor's Degree	482	834	73.0%
Graduate or professional degree	176	438	148.9%
TOTAL POPULATION (25 yrs.+)	3,609	5,237	45.1%
Percent High School Graduate or Higher	82.6%	90.0%	8.9%
Percent Bachelor's degree or higher	18.2%	24.3%	33.5%

Source: U.S. Census of Population 1990, 2000

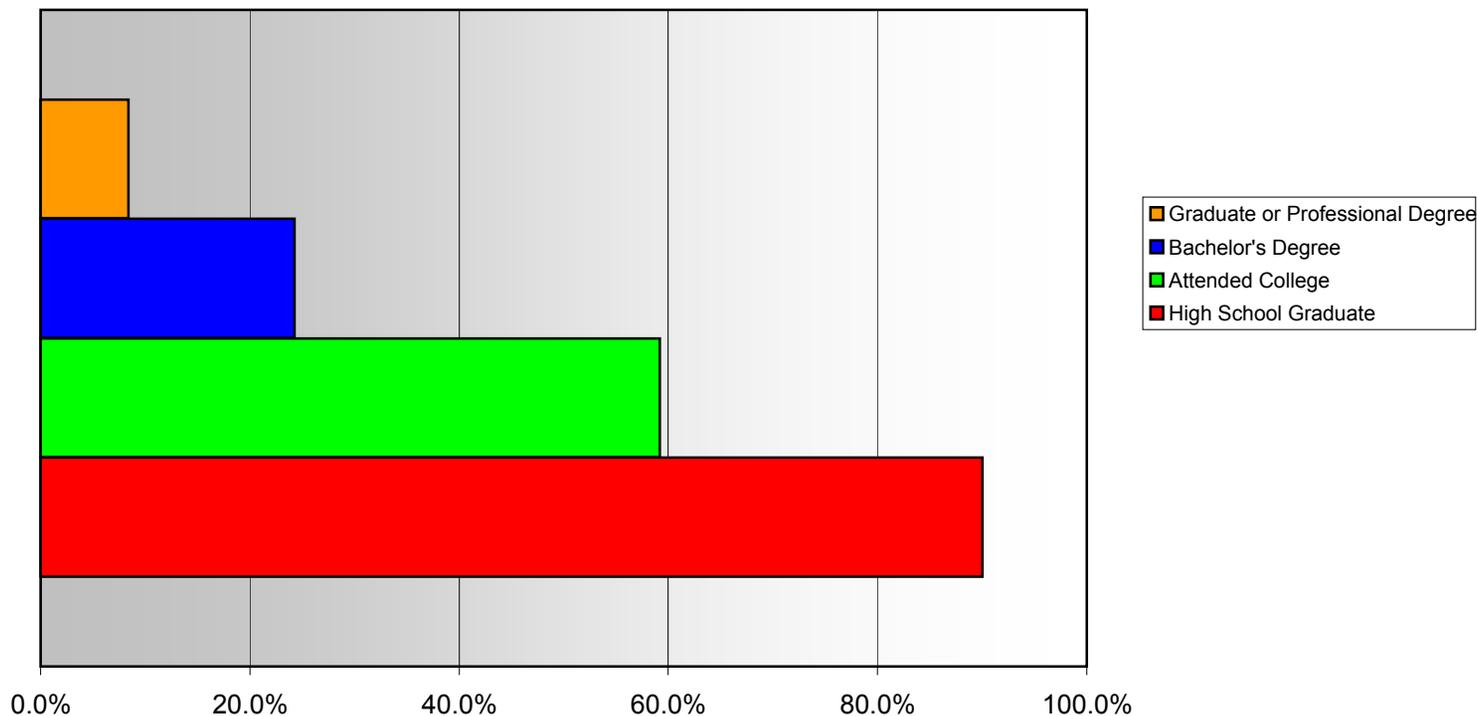
Exhibit 1
Educational Attainment - 1990
Population Age 25 Years And Older
Troy



	Percentage
Graduate or Professional Degree	4.9%
Bachelor's Degree	18.2%
Attended College	44.3%
High School Graduate	82.6%

Source: U.S. Census of Population 1990

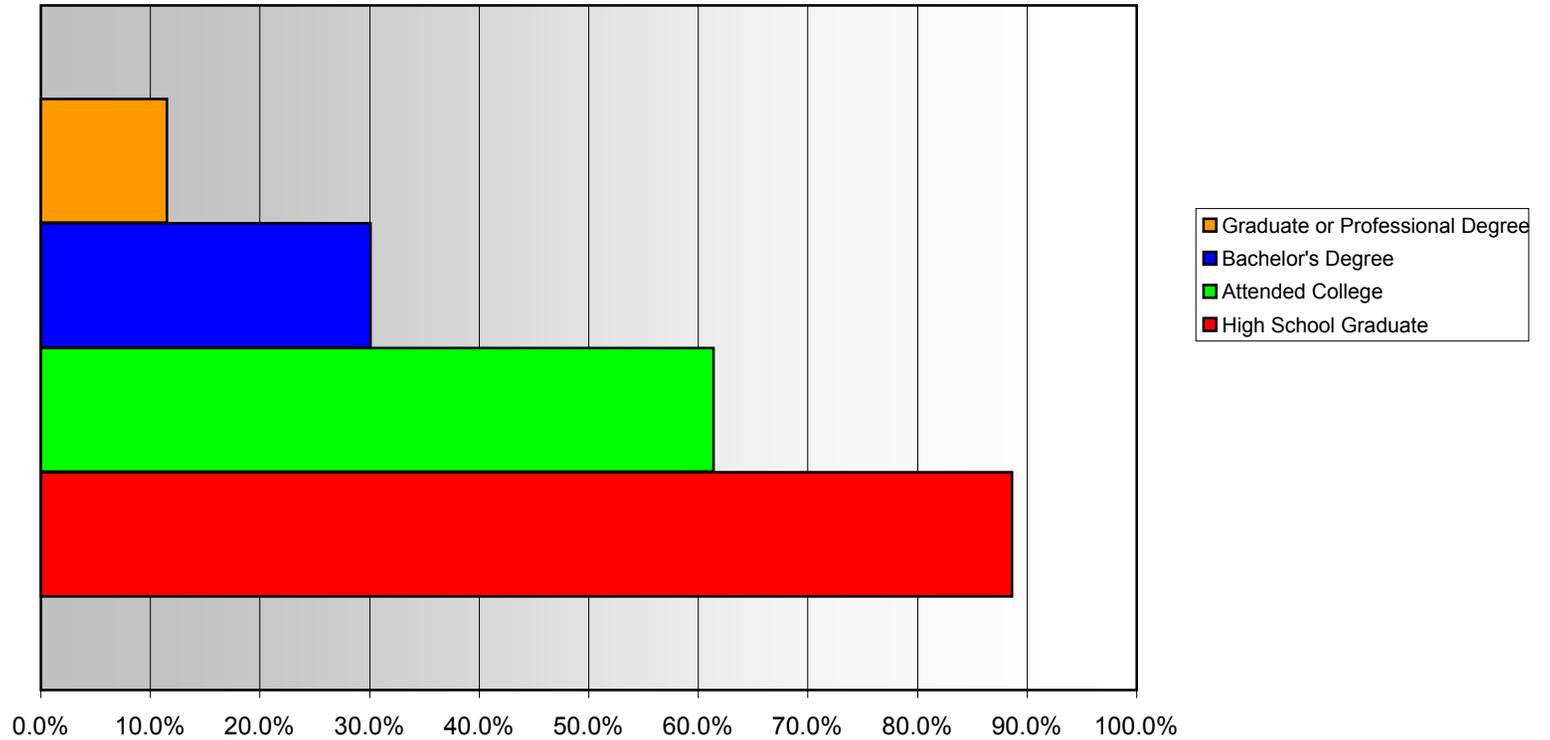
Exhibit 2
Educational Attainment - 2000
Population Age 25 Years And Older
Troy



	Percentage
Graduate or Professional Degree	8.4%
Bachelor's Degree	24.3%
Attended College	59.2%
High School Graduate	90.0%

Source: U.S. Census of Population 2000

Exhibit 3
Educational Attainment - 2000
Population Age 25 Years And Older
Market Area



	Percentage
Graduate or Professional Degree	11.5%
Bachelor's Degree	30.1%
Attended College	61.4%
High School Graduate	88.6%

Source: Claritas

TABLE VII-B
EDUCATIONAL ATTAINMENT
TROY and MARKET AREA

GREATEST LEVEL OF EDUCATIONAL ATTAINMENT	TROY 2000	% of 25 YR. OLDS	MARKET AREA 2000	% of 25 YR. OLDS	% Difference Troy/Market Area
≤ 12th grade (no diploma)	526	10.0%	7,863	11.4%	-13.9%
High School Graduate (or equivalency)	1,609	30.7%	18,701	27.2%	11.5%
Some college, no degree	1,414	27.0%	16,631	24.2%	10.4%
Associates degree	416	7.9%	4,868	7.1%	10.9%
Bachelor's Degree	834	15.9%	12,785	18.6%	-16.8%
Graduate or professional degree	438	8.4%	7,900	11.5%	-37.4%
TOTAL POPULATION (25 yrs.+)	5,237	100.0%	68,748	100.0%	
Percent High School Graduate or Higher	90.0%		88.6%		1.6%
Percent Bachelor's degree or higher	24.3%		30.1%		-23.8%

Source: U.S. Census of Population 1990, 2000; Market Area-Claritas

IV. HOUSING

In 2000, the City of Troy had 3,129 residential units, an increase of 39% over the number existing in 1990. See **Table VIII-A**. During this time, single family detached homes increased in number by 57%, while the number of single family attached homes increased by 25%. Single family detached homes made up almost 70% of all housing units in the City in 2000. See **Table VIII-B**. The remainder of the community's housing stock consists of duplexes, apartments and mobile homes. There was a modest increase (7%) in the number of duplexes. While still a small part of the housing mix, the number of units that are part of a structure holding 10 to 19 units increased by 55%. The number of mobile homes in the City decreased in absolute numbers, to where such residential uses represented 4.2% in 2000.¹

1. RESIDENTIAL CONSTRUCTION

Residential development activity has been impressive over this period also. See **Table IX**. This Table shows the number of residential housing units by type, including single family units, two family units, multifamily units, and manufactured homes. Most construction has been for single family detached homes.

The fastest growth in residential units in the last decade in Troy occurred during the years 2002 to 2005, with 2005 being the year with the most units built (114). However, the slump in housing construction nationwide for the past few years has affected Troy as well. While 2005 saw the peak of new housing starts, 2006 saw the smallest number of housing starts over the 10 year period, at only 49 units.

With 101 vacancies recorded in 2000, the City had a vacancy rate of 3%. During this 10 year period there were 39 demolitions recorded.

Troy has a newer housing stock compared to the Market Area. In 2000, residences built in Troy prior to 1939 represented 9% of the housing stock, while such residences accounted for 14% in the Market Area. Housing built between 1970 and 1989 represented 46% of the housing stock in Troy and 32% in the Market Area., and housing built between 1990 and 2000 was 31% in Troy and 22% in the Market Area.

¹ Data appearing in some tables, and in particular on Table XIV-A, come from *sample data* from the U. S. Census Bureau and therefore, may not always agree with numbers in other Tables.

TABLE VIII-A
HOUSING UNITS, AGE and VALUE
TROY

Unit Characteristics By Type, Age, Value, Rent and Occupancy Status	TROY		
	1990	2000	% Change 1990-2000
UNITS IN STRUCTURE			
Single Family Detached	1,393	2,187	57.0%
Single Family Attached	104	130	25.0%
Duplex	304	325	6.9%
3 to 9 Units	244	249	2.0%
10 to 19 Units	49	76	55.1%
3 to 19 Units	(see above)	(see above)	
20 +Units	0	32	
Mobile Home / Other	160	130	-18.8%
TOTAL	2,254	3,129	38.8%
AGE OF STRUCTURES			
1990 - 2000	na	984	na
1970 - 1989	1,629	1,451	-10.9%
1940 - 1969	383	413	7.8%
1939 or Earlier	271	281	3.7%
TOTAL	2,283	3,129	37.1%
UNIT CHARACTERISTICS			
Median Number of Rooms	na	5.6	
Median Value (Owner Occupied)	\$70,900	\$99,600	40.5%
Median Rent	\$437	\$459	5.0%
Persons per Occupied Unit		2.74	
Occupied Housing Units	2,181	3,100	42.1%
Owner Occupied	1,445	2,266	56.8%
Renter Occupied	736	834	13.3%
Vacant Units	102	101	-1.0%

Source: U.S. Census of Population 1990, 2000

TABLE VIII-B
HOUSING UNITS, AGE and VALUE
TROY and MARKET AREA

Unit Characteristics By Type, Age, Value, Rent and Occupancy Status	TROY 2000	% OF TOTAL UNITS	MARKET AREA 2000	% OF TOTAL UNITS	% DIFFERENCE TROY/MARKET AREA
UNITS IN STRUCTURE					
Single Family Detached	2,187	69.9%	31,991	75.4%	-7.9%
Single Family Attached	130	4.2%	1,268	3.0%	28.0%
Duplex	325	10.4%	1,617	3.8%	63.3%
3 to 9 Units	249	8.0%	na	na	
10 to 19 Units	76	2.4%	na	na	
3 to 19 Units	(see above)	na	5,069	12.0%	-15.4%
20 +Units	32	1.0%	921	2.2%	-112.4%
Mobile Home / Other	130	4.2%	1,539	3.6%	12.6%
TOTAL	3,129	100.0%	42,405	100.0%	
AGE OF STRUCTURES					
1990 - 2000	984	31.4%	9,320	22.0%	30.1%
1970 - 1989	1,451	46.4%	13,747	32.4%	30.1%
1940 - 1969	413	13.2%	13,415	31.6%	-139.7%
1939 or Earlier	281	9.0%	5,922	14.0%	-55.5%
TOTAL	3,129	100.0%	42,404	100.0%	
UNIT CHARACTERISTICS					
Median Number of Rooms	5.6		na		
Median Value (Owner Occupied)	\$99,600		\$97,829		1.8%
Median Rent	\$459		\$445		3.1%
Persons per Occupied Unit	2.74		2.58		5.8%
Occupied Housing Units	3,100		40,474		
Owner Occupied	2,266	73.1%	30,153	74.5%	-1.9%
Renter Occupied	834	26.9%	10,321	25.5%	5.2%
Vacant Units	101				

Source: U.S. Census of Population 1990, 2000; Claritas

TABLE IX
NEW RESIDENTIAL CONSTRUCTION UNITS
TROY

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Single Family	93	97	56	67	106	66	100	103	39	40
Two Family		1			3		5	4	3	4
Multi Family			5	8					7	16
Additions	8	17	8	1	9	13	5	7	5	4
Garages	1	5	4	9	10	9	10	9	8	8
Remodels	3	3	2	1	3	1	3	1	5	4
Mobile Homes	2	5	7		3	2	1	7		2
Total Residential	95	103	68	75	112	68	106	114	49	62
Demolitions	4	8	7	4	5	2	2	1	3	3

Source: Troy Building Department

2. HOUSING CONDITIONS AND VALUE

Housing conditions throughout the City are generally good except at isolated locations. The City has no large areas of deteriorated housing. Most owner-occupied houses are well maintained. Code enforcement violations tend to be located in areas with manufactured homes. Other areas of residential code enforcement are at or near locations with a concentration of duplexes and multi-family units. The City has had a rental inspection program in effect since January, 2008. The inspection program applies to any units that are rented, including single family detached homes.

Housing values grew within the City during the decade of the 1990's. Refer to **Table VIII-A** and **Table VIII-B**. Owner occupied units had a median value of \$70,900 in 1990; in 2000 it was \$99,600 (growth of 40%), slightly higher than the median value in the Market Area.

New units (mainly single family residences) have been added to the housing stock each year, and the rate of home ownership in Troy (at 73%), is equal to that in the Market Area (74%).

V. EMPLOYMENT AND THE ECONOMY

Information about the labor force in the City and the Market Area are shown in **Table X-A** and **X-B**. These Tables present the labor force in 1990 and 2000.

1. EMPLOYMENT

On the face of the numbers, the labor force in Troy has changed very little between 1990 and 2000. That is, the ratio of people working, and those who are in the labor force but are unemployed remained stable at 95% and 3%, respectively. The percent in the armed forces also remained constant at 2%. However, even the gross numbers illustrate the changes with regard to women in the labor force. Women made up 44% of the labor force in 1990 and 43% of the unemployed. In 2000 women made up 47% of the labor force, but only 24% of the unemployed. (Correspondingly, men's percentage of the unemployed labor force grew from 57% in 1990, to 76% in 2000). Likely, some of these data reflect the decline in the manufacturing and agricultural sectors which have traditionally been male dominated. Echoing this shift in unemployment is the fact that the number of men not in the labor force increased by 124% during the decade, while this increase in women was 19%.

Most general "employment" differences between the Market Area and Troy were minor. See **Table X-B**. However, one noticeable difference is the percent of people over 16 who are not in the labor force. At 26.6%, the Troy population that is not in the labor force is more than 14% lower than the rate in the Market Area (which is at 30.4%). Likely, much of that difference can be attributed to the fact that a higher proportion of the population in the Market Area are over age 65.

A. Employment in Occupations and Industries

The number of employed Troy residents age 16 and over increased by 41% between 1990 and 2000, reflecting the growth of the City's total population. See **Table XI-A**. Occupational employment in Troy has shifted towards the *Management, Professional and Related* and *Construction Extraction and Maintenance* categories and away from such traditionally important categories as *Production, Transportation and Material Moving*. The other occupation categories showed little change, except for *Sales and Office*, which only grew by 11%, and became a smaller share of the occupations in which Troy's residents were employed.

TABLE X-A
LABOR FORCE CHARACTERISTICS
TROY

STATUS	1990				2000				Change 1990-2000
	Male	Female	Total	Percent	Male	Female	Total	Percent	Percent
Labor Force (age 16 and over)									
Employed	1,665	1,390	3,055	94.8%	2,243	2,066	4,309	95.0%	41.0%
Unemployed	58	43	101	3.1%	100	31	131	2.9%	29.7%
Armed Forces	65	0	65	2.0%	79	18	97	2.1%	49.2%
TOTAL	1,788	1,433	3,221	100.0%	2,422	2,115	4,537	100.0%	40.9%
Not in Labor Force	276	863	1,139	26.1%	620	1,023	1,643	26.6%	44.2%

Source: U.S. Census of Population, 1990-2000

TABLE X-B
LABOR FORCE CHARACTERISTICS
TROY and MARKET AREA

LOCATION	2000			
	Male	Female	Total	Percent
Labor Force (age 16 and over)				
TROY				
Employed	2,243	2,066	4,309	95.0%
Unemployed	100	31	131	2.9%
Armed Forces	79	18	97	2.1%
TOTAL IN LABOR FORCE	2,422	2,115	4,537	100.0%
Not in Labor Force	620	1,023	1,643	26.6%
MARKET AREA				
Employed	27,706	25,851	53,557	94.6%
Unemployed	1,125	918	2,043	3.6%
Armed Forces	871	159	1,030	1.8%
TOTAL IN LABOR FORCE	29,702	26,928	56,630	100.0%
Not in Labor Force	9,192	15,576	24,768	30.4%

Source: U.S. Census of Population, 1990-2000; Market Area-Claritas

In comparing Troy and the Market Area (**Table XI-B**) the largest occupational category for both is *Management, Professional and Related Occupations*. However, this category represented 32% of the workforce in Troy and 39% in the Market Area (a difference of 21%). The other noticeable difference is in the occupation category *Production, Transportation, and Material Moving*. This category accounted for just under 16% of Troy's work force, and just under 12% in the Market Area. The second largest occupation group for both Troy and the Market Area is *Sales and Office* which represented 26.8% of the workforce in Troy and 27.1% in the workforce in the Market Area

In terms of the industries in which people work, Troy is very similar to the Market Area. See **Table XI-B**. This Table shows the percentage of people that work in various industry categories in both Troy and the Market Area. In both geographies, the largest industry sector is *Education, Health and Social Services*, which represents 20% of Troy workers and 22% within the Market Area. While the *Manufacturing* industry sector has lost some of its share of workers, it still represents the second largest industry group for both Troy (13.8%) and the Market Area. (12.4%) The third largest industry category for both is *Retail*, at about 12%.

B. Place of Employment and Commuting

Table XII-A and **Table XII-B** and Exhibit "Place of Employment" provide information on general changes in commuting patterns for Troy residents.

As had been shown earlier in the document, and in **Table XII-A**, the number of City residents who were employed increased by 41% between 1990 and 2000. This increase, however, was accompanied by a lessening of the percentage of residents who worked outside of their state of residence (i.e. Troy residents who worked in Missouri), likely due to the growing employment opportunities within the Market Area. Residents also increased their use of public transportation in their journey to work (by almost 72%), and were more likely to walk or bike to work or work at home (148% increase). Despite these growing percentages, the total number of resident workers who used public transportation or walked/biked/worked at home was quite small. The use of private vehicles was still the dominant mode of transportation in the journey to work (96% in 1990 and 93% in 2000). Travel time to work fell, on average, by 13%, as there was significant growth in the number of workers whose either worked at home or whose commute time was between 5 - 29 minutes, and a corresponding noticeable decrease in the percentage of residents reporting a journey to work of more than 30 minutes.

TABLE XI-A
EMPLOYMENT BY OCCUPATION AND INDUSTRY 1990 - 2000
TROY

EMPLOYMENT COHORTS	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Change in number	% Change in number
Occupations						
Management, professional and related	728	23.8%	1,392	32.3%	664	91.2%
Service	461	15.1%	722	16.8%	261	56.6%
Sales and office	1,039	34.0%	1,153	26.8%	114	11.0%
Farming, fishing, and forestry	18	0.6%	0	0.0%	-18	-100.0%
Construction, extraction and maintenance	138	4.5%	363	8.4%	225	163.0%
Production, transportation, and material moving	671	22.0%	679	15.8%	8	1.2%
TOTAL	3,055	100.0%	4,309	100.0%	1,254	41.0%
Industry						
Agriculture, forestry, fishing and hunting, and mining	57	1.9%	26	0.6%	-31	-54.4%
Construction	155	5.1%	240	5.6%	85	54.8%
Manufacturing	524	17.2%	593	13.8%	69	13.2%
Wholesale trade	171	5.6%	153	3.6%	-18	-10.5%
Retail Trade	641	21.0%	530	12.3%	-111	-17.3%
Transportation, warehousing, and utilities	164	5.4%	250	5.8%	86	52.4%
Information	113	3.7%	84	1.9%	-29	-25.7%
Finance, insurance, real estate, and rental and leasing	274	9.0%	351	8.1%	77	28.1%
Professional, scientific, management, administrative	126	4.1%	382	8.9%	256	203.2%
Education, health, and social services	415	13.6%	840	19.5%	425	102.4%
Arts, entertainment, recreation, accommodation and food services	109	3.6%	369	8.6%	260	238.5%
Other services (except public administration)	168	5.5%	239	5.5%	71	42.3%
Public Administration	138	4.5%	252	5.8%	114	82.6%
TOTAL	3,055	100.0%	4,309	100.0%	1,254	41.0%

Source: U.S. Census of Population 1990, 2000

**TABLE XI-B
 EMPLOYMENT BY OCCUPATION AND INDUSTRY
 TROY and MARKET AREA**

EMPLOYMENT COHORTS	2000 TROY		2000 MARKET AREA		% DIFFERENCE TROY/MARKET AREA
	Number	Percent	Number	Percent	
Occupations					
Management, professional and related occupation:	1,392	32.3%	20,972	39.2%	-21.2%
Service occupations:	722	16.8%	7,165	13.4%	20.2%
Sales and office occupations	1,153	26.8%	14,501	27.1%	-1.2%
Farming, fishing, and forestry occupation:	0	0.0%	100	0.2%	0.0%
Construction, extraction and maintenance occupation	363	8.4%	4,485	8.4%	0.6%
Production, transportation, and material moving	679	15.8%	6,335	11.8%	24.9%
TOTAL	4,309	100.0%	53,558	100.0%	
Industry					
Agriculture, forestry, fishing and hunting, and mining	26	0.6%	318	0.6%	1.6%
Construction	240	5.6%	3,266	6.1%	-9.5%
Manufacturing	593	13.8%	6,630	12.4%	10.0%
Wholesale trade	153	3.6%	1,485	2.8%	21.9%
Retail Trade	530	12.3%	6,412	12.0%	2.7%
Transportation, warehousing, and utilities	250	5.8%	3,355	6.3%	-8.0%
Information	84	1.9%	1,481	2.8%	-41.9%
Finance, insurance, real estate, and rental and leasing	351	8.1%	4,161	7.8%	4.6%
Professional, scientific, management, administrative support	382	8.9%	4,850	9.1%	-2.2%
Education, health, and social services	840	19.5%	11,733	21.9%	-12.4%
Arts, entertainment, recreation, accommodation, food services	369	8.6%	4,466	8.3%	2.6%
Other services (except public administration)	239	5.5%	2,489	4.6%	16.2%
Public Administration	252	5.8%	2,908	5.4%	7.2%
TOTAL	4,309	100.0%	53,554	100.0%	

Source: U.S. Census of Population 1990, 2000

TABLE XII-A

PLACE OF EMPLOYMENT AND TRAVEL TO WORK

TROY

EMPLOYMENT FACTORS (workers 16 and older)	1990	2000	% Change 1990-2000
PLACE OF EMPLOYMENT			
Worked in State of Residence	1,989	3,076	54.7%
Worked in County of Residence	1,440	2,261	57.0%
Worked Outside County of Residence	549	815	48.5%
Worked Outside State of Residence	1107	1282	15.8%
TOTAL	3,096	4,358	40.8%
TRANSPORTATION TO WORK			
Car, Truck, Van, Carpool	2,966	4,065	37.1%
Public Transportation	39	67	71.8%
Other (Worked at Home / Walked / Etc.)	91	226	148.4%
TOTAL	3,096	4,358	40.8%
Mean travel time to work in minutes	29.5	25.7	-12.9%
TRAVEL TIME TO WORK			
Less than 5 Minutes	107	128	19.6%
5 - 14 Minutes	563	935	66.1%
15 - 29 Minutes	905	1527	68.7%
30 -44 Minutes	955	1166	22.1%
45 Minutes Plus	516	465	-9.9%
Worked at Home	50	137	174.0%
TOTAL	3,096	4,358	40.8%

Source: U.S. Census of Population 1990, 2000

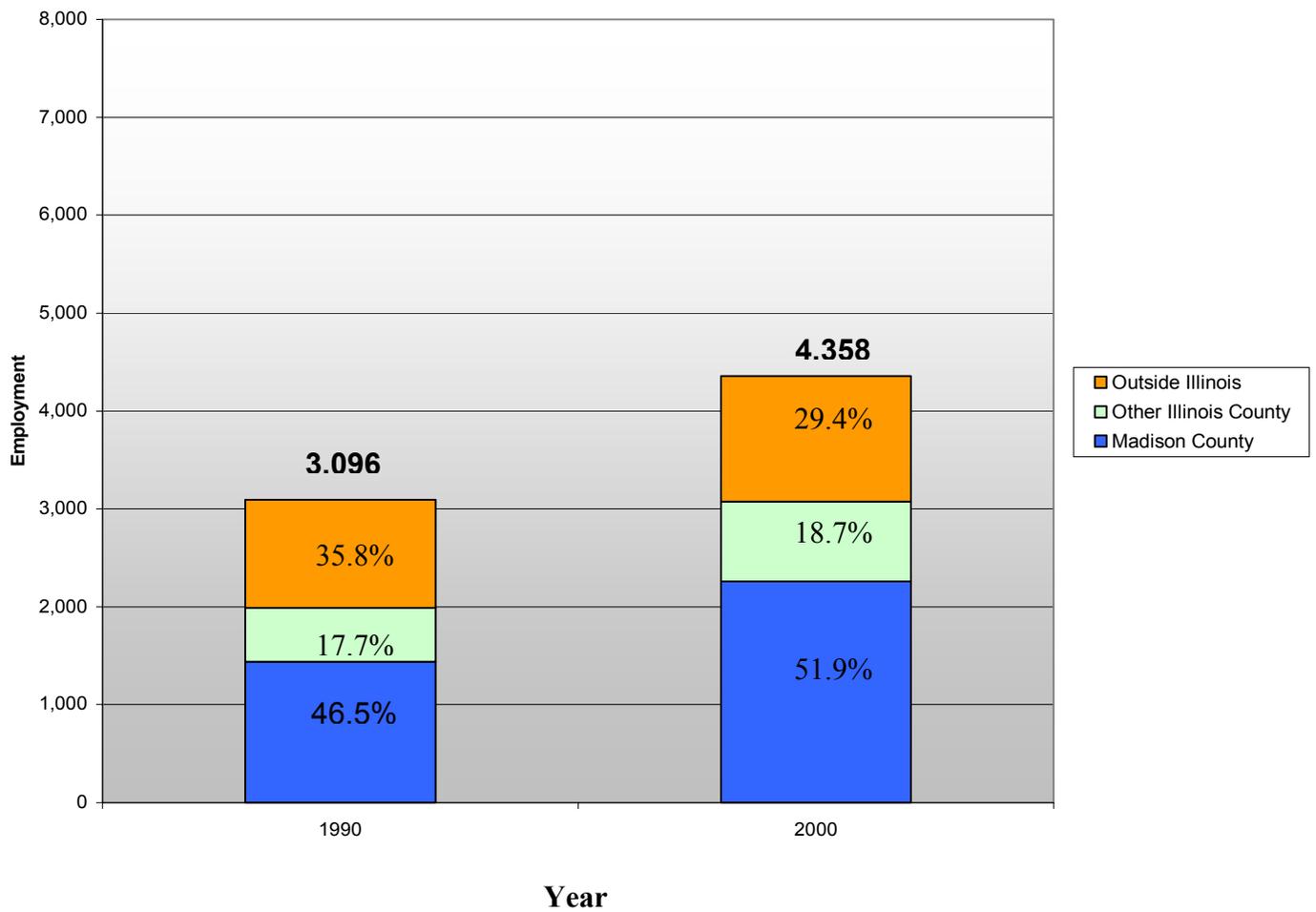
TABLE XII-B
PLACE OF EMPLOYMENT AND TRAVEL TO WORK
TROY and MARKET AREA

EMPLOYMENT FACTORS (workers 16 and older)	TROY		MARKET AREA	
	2000	PERCENT	2000	PERCENT
Place of Employment				
Worked in State of Residence	3,076	70.6%	Data not	
Worked in County of Residence	2,261	51.9%	available	
Worked Outside County of Residence	815	18.7%	for the	
Worked Outside State of Residence	1,282	29.4%	market area.	
TOTAL	4,358	100.0%		
Transportation to Work				
Car, Truck, Van, Carpool	4,065	93.3%	50,784	94.3%
Public Transportation	67	1.5%	669	1.2%
Other (Worked at Home / Walked / Etc.)	226	5.2%	2,387	4.4%
TOTAL	4,358	100.0%	53,840	100.0%
Mean travel time to work in minutes	25.7		27.0	-5.1%
Travel Time to Work				
Less than 5 Minutes	128	2.9%	na	
5 - 14 Minutes	935	21.5%	na	
Less than 15 Minutes	na	na	14,034	26.1%
15 - 29 Minutes	1,527	35.0%	18,549	34.5%
30 -44 Minutes	1,166	26.8%	12,653	23.5%
45 Minutes Plus	465	10.7%	7,166	13.3%
Worked at Home	137	3.1%	1439	2.7%
TOTAL	4,358	100.0%	53,841	100.0%

Source: U.S. Census of Population 2000, Claritas

**Exhibit 4
Place of Employment**

Troy



Source: U.S. Census of Population 1990, 2000.

The comparison of the mode of transportation to work between City residents and Market Area residents yields generally similar patterns; private vehicles were used almost exclusively by workers in both geographies (93% in the City, 94% in the Market Area). Journey to work times were also quite similar, although Market Area residents were somewhat more likely to have a commute of 45 minutes or greater.

The largest employer in Troy is the Triad School District. See **Table XIII-A**. Other employers that have at least 100 employees include Truck Centers, Inc., B-Line Systems and Cracker Barrel.

There is a concentration of employment along State Highway 162 (near the intersection of I-55) catering to highway traffic, (e.g. truck centers, gas stations and fast food restaurants) and farther east providing employment in the services oriented to the residents.

The Counties which comprise the Market Area include approximately 90 employers of 250 or more employees (see **Table XXIII-A** and **Table XXIII-B**). Such employers are concentrated, for the most part, in the more urbanized portions of these counties, and in their respective County seats, Edwardsville and Belleville. While the service sector predominates employment in these major employers in both the private side (hospitals and health care, department store and big box retailers) and public sides (school districts, universities and government), some major employers still provide jobs in the industrial sector, particularly those near the confluence of the Mississippi River, rail lines and highways in the far western portion of these counties.

2. THE ECONOMY

A. General Development Activity in Troy

Development activity in Troy has been steady in recent years, as the City has become more suburban in nature. The community has capitalized on its access to three highway interchanges either in or near the City and experienced development of a number of highway oriented retail businesses, a few industrial projects, and continued growth in residential activity.

Investment in commercial construction over the past 10 years has totaled approximately \$32 million, with some investment recorded each year, fluctuating from \$889,717 in 2003 to \$6,681,075 in 2007. Annual industrial construction has varied considerably during this period of time, with no such investment in a number of years. Of the total industrial construction of approximately \$15

TABLE XIII-A
MAJOR EMPLOYERS
TROY

Name of Employer	Product/Service	Employment
Triad School District #2	Teachers, Staff, Administration - Education	468
Truck Center, Inc	Sales/Repair of Transmission	100
B-Line Systems	Manufacturing	105
Cracker Barrel	Restaurant/Gift Shop	100
St. Louis East Truck Plaza	Truck Stop	85
Troy Travel Plaza	Truck Stop	65
Troy Super Value	Grocery Store	38
City of Troy	Public Works/Police	49
Troy Ready Mix	Ready-Mix Concrete	21

Source: Illinois Department of Commerce and Economic Opportunity

TABLE XIII-B

MADISON COUNTY EMPLOYERS BY CITY

EMPLOYER	CITY	EMPLOYMENT RANGE
Alton Community Unit School	Alton	500-999
Alton Memorial Hospital	Alton	500-999
Alton Mental Health Center	Alton	250-499
Alton Steel	Alton	250-499
American Water	Alton	250-499
Argosy Casino	Alton	500-999
BJC Healthcare	Alton	500-999
Smurfit-Stone Container Corp.	Alton	250-499
St. Claire's Hospital	Alton	1,000+
St. Anthony's Health Center	Alton	1,000+
Collinsville Community Unit School District	Collinsville	500-999
Fairmont Park	Collinsville	500-999
Illinois Department of Transportation (IDOT)	Collinsville	500-999
Wal-Mart	Collinsville	250-499
Olin Brass Company	East Alton	1,000+
Simmons Cooper Firm LLC	East Alton	250-499
Burroughs Helper Broom LLP	Edwardsville	250-499
Edwardsville Community School District	Edwardsville	1,000+
Elite Labor	Edwardsville	500-999
Madison County Administration	Edwardsville	500-999
Mulhall Financial Design	Edwardsville	500-999
Schnucks	Edwardsville	250-499
Southern Illinois University	Edwardsville	1,000+
Elite Contracting Incorporated	Glen Carbon	250-499
Beverly Farm Foundation Inc.	Godfrey	250-499
Lewis and Clark Community College	Godfrey	250-499
Owens-Illinois Inc.	Godfrey	250-499
American Steel Foundries	Granite City	1,000+
Community College District 522	Granite City	1,000+
EAP Coordinator	Granite City	500-999
Gateway Regional Medical Center	Granite City	500-999
Granite City Community Unit School District	Granite City	500-999
Kraft Foods	Granite City	500-999
Madison County Transit	Granite City	250-499
Tower Automotive Inc.	Granite City	500-999
Wal-Mart	Granite City	250-499
U.S. Steel Corp.	Granite City	1,000+
National Maintenance Repair	Hartford	250-499
Basler Electric Co.	Highland	500-999
Cooper B- Line	Highland	500-999
Highland Community Unit School District	Highland	250-499
Highland Supply Corp.	Highland	250-499
Manpower, Inc	Highland	250-499
St. Joseph's Hospital	Highland	250-499
Wal-Mart Supercenter	Highland	250-499
Ozburn-Hessey Logistics LLC	Madison	500-999
Volume Services Inc.	Madison	250-399
Anderson Hospital	Maryville	500-999
ConocoPhillips Co.	Roxana	1,000+
Toscopetro Corp.	Roxana	500-999
Triad Community Unit School District	Troy	250-499
Wal-Mart	Wood River	250-499

Source: STL RCGA, Illinois Workforce Information Center, Regional Office of Education (ROE) #41

TABLE XIII -C

ST. CLAIR COUNTY EMPLOYERS BY CITY

EMPLOYER	CITY	EMPLOYMENT RANGE
Belleville Grade #118	Belleville	500-999
Belleville High #201	Belleville	500-999
Belleville Shoe MFC Co.	Belleville	500-999
Eckert's Country Store and Farms	Belleville	500-999
Empire Comfort Systems	Belleville	250-499
Landshire Inc.	Belleville	250-499
Memorial Hospital	Belleville	1,000+
Peerless-Premier Appliance Co.	Belleville	250-499
Regions Bank	Belleville	500-999
ROHO Group	Belleville	250-499
Shrine of our Lady of Snows	Belleville	250-499
Southwestern Illinois College	Belleville	250-499
St. Clair County Government	Belleville	1,000+
St. Elizabeth's Hospital	Belleville	1,000+
Wal-Mart	Belleville	250-499
Cahokia Unit School District #187	Cahokia	500-999
Midcoast Aviation	Cahokia	1,000+
Touchette Regional Hospital	Centreville	250-499
Afton Chemical Corp.	East Saint Louis	250-499
Casino Queen	East Saint Louis	1,000+
Cerro Flow Products, Inc	East Saint Louis	500-999
Children & Family Service Department	East Saint Louis	250-499
East St. Louis School District #189	East Saint Louis	1,000+
Holtzen Meat Inc.	East Saint Louis	250-499
Kenneth Hall Regional Hospital	East Saint Louis	250-499
Metro East Industries Inc.	East Saint Louis	250-499
Southern Illinois Healthcare	East Saint Louis	250-499
Southern Illinois University	East Saint Louis	250-499
Southwestern II Correctional Center	East Saint Louis	250-499
Dillard's	Fairview Heights	250-499
JC Penny Co.	Fairview Heights	250-499
Macy's	Fairview Heights	250-499
Hubbell Wiegmann Inc.	Freeburg	250-499
McKendree University	Lebanon	250-499
ASC Health Services	O' Fallon	1,000+
Sam's Club	O' Fallon	250-499
Wal-Mart	O' Fallon	500-999
Big River Zinc Corp.	Sauget	250-499
Challenge Unlimited Inc.	Scott Air Force Base	250-499
USAF Military Airlift Command	Scott Air Force Base	1,000+
Barnes Jewish Hospital	Swansea	250-499

Source: STL RCGA, Illinois Workforce Information Center, Regional Office of Education (ROE) # 50

million in the between 1998 and 2007, almost two-thirds was recorded in 1999.
See Table XIV.

Residential development activity has been impressive over this period also, as shown in **Table IX**. This Table shows the number of residential housing units by type, including single family units, two family units, multifamily units, and manufactured homes. Most construction has been for single family detached homes.

The fastest growth in residential units in the last decade in Troy occurred during the years 2002 to 2005, with 2005 being the year with the most units built (114). However, the slump in housing construction nationwide for the past few years has affected Troy as well. While 2005 saw the peak of new housing starts, 2006 saw the smallest number of housing starts over the 10 year period, at only 49 units.

B. Retail Activity

Retail activity is particularly important in the economy of Troy, as the City derives a significant proportion of its revenues from retail sales tax. In recent decades, retailing both locally and nationally has undergone a profound change. Beginning with regional malls in the 1970's, the spread of franchise businesses and the rise of "big box" retailing have brought about a shift of retail trade from downtowns to high access suburban locations such as that in Fairview Heights, near the I-64/State Highway 159/US 50/Greenmount Rd. area. The result of this phenomena is that the Market Area contains the major retail shopping centers/anchors that have been identified as attracting the retail sales (particularly, but not exclusively, those on "comparison goods") made by Troy residents; they are located, however, some distance from the City. These retailers are shown graphically (see map depicting **Major Retail Centers**) and include concentrations of "big box" retailers in the Edwardsville/Glen Carbon area on State Route 159 (approximately 10 miles to the northwest), and "big box", supercenter, and traditional department store retailers clustered in proximity to the I-64/State Route 159 interchange (approximately 21 miles to the southwest).

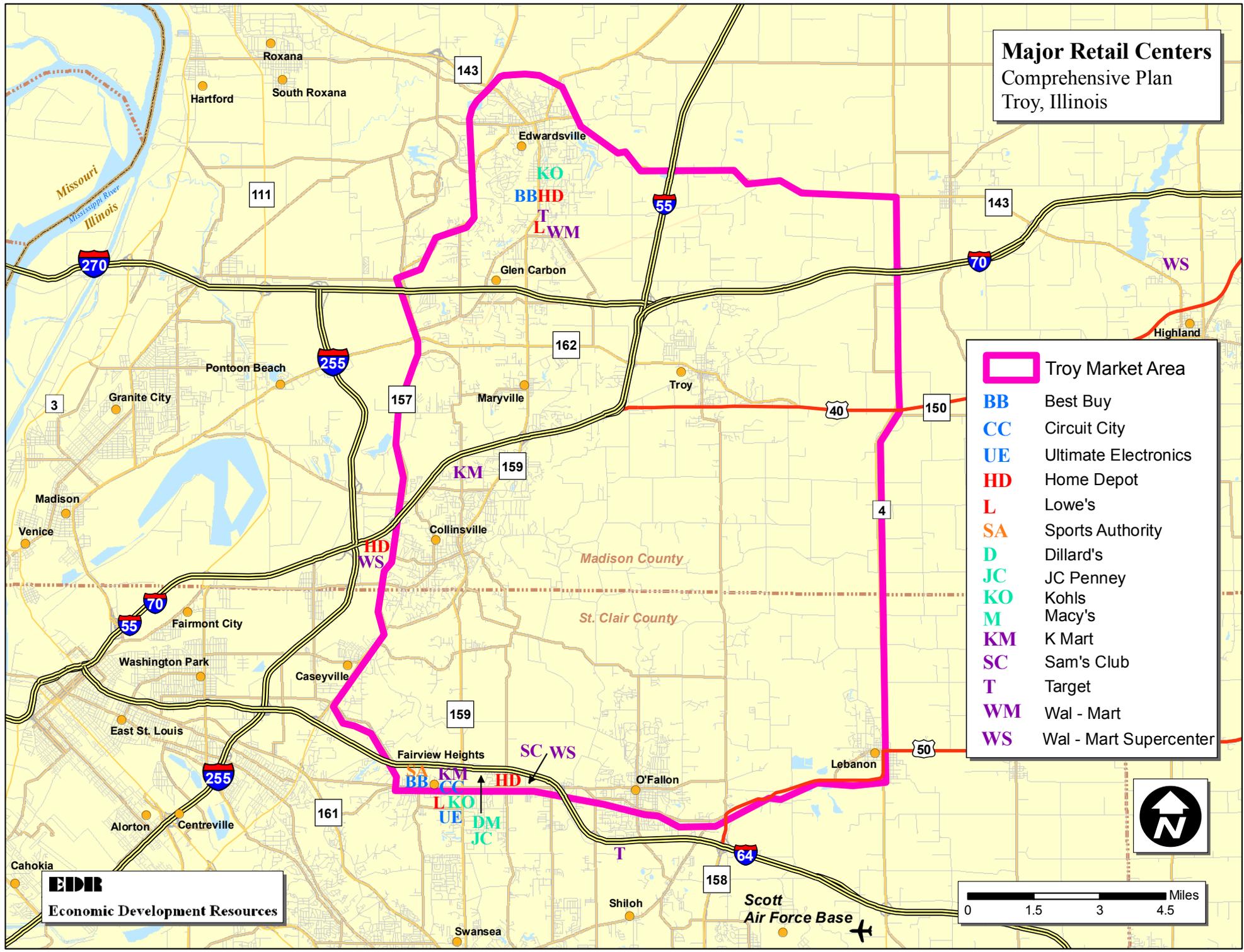
Troy's retail activity is clustered in a couple of areas. The largest is along State Highway 162, immediately east of I-55. This area is a mixture of strip malls, travel centers catering to the interstate highway traffic's food and fuel requirements. Farther east on State Highway 162, the retail and service activities are more oriented to the convenience needs (medical offices, gas stations, and a grocery store) of City residents. The west side of this interchange contains the City's concentration of hotel/motel uses. There are also smaller clusters of retail and commercial activity at the intersection of South Main St. and U.S. 40; the

TABLE XIV
NEW COMMERCIAL and INDUSTRIAL CONSTRUCTION
TROY

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	Total Construction
Commercial											
New	\$5,206,188	\$3,664,880	\$3,329,373	\$1,196,675	\$3,088,589	\$802,797	\$2,511,559	\$898,168	\$1,436,869	\$6,373,149	\$28,508,247
Additions	\$210,830		\$71,634		\$78,149		\$38,628	\$100,359		\$151,426	\$651,027
Remodels	\$123,906	\$1,011,760	\$109,614	\$117,394	\$33,920	\$86,920	\$393,571	\$268,764	\$499,617	\$156,500	\$2,801,965
Total Commercial	\$5,540,924	\$4,676,640	\$3,510,621	\$1,314,069	\$3,200,658	\$889,717	\$2,943,758	\$1,267,291	\$1,936,486	\$6,681,075	\$31,961,239
Industrial											
New	\$323,406	\$9,311,054	\$150,000	\$209,290	\$1,787,550		\$352,967	\$2,057,635			\$14,191,902
Additions											\$0
Remodels	\$32,860			\$531,760				\$229,159			\$793,779
Total Industrial	\$356,266	\$9,311,054	\$150,000	\$741,050	\$1,787,550	\$0	\$352,967	\$2,286,794	\$0	\$0	\$14,985,681

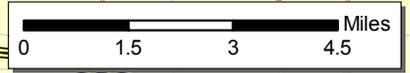
Source: Troy Building and Zoning Department

Major Retail Centers Comprehensive Plan Troy, Illinois



- | | |
|---|------------------------|
|  | Troy Market Area |
| BB | Best Buy |
| CC | Circuit City |
| UE | Ultimate Electronics |
| HD | Home Depot |
| L | Lowe's |
| SA | Sports Authority |
| D | Dillard's |
| JC | JC Penney |
| KO | Kohls |
| M | Macy's |
| KM | K Mart |
| SC | Sam's Club |
| T | Target |
| WM | Wal - Mart |
| WS | Wal - Mart Supercenter |

EDR
Economic Development Resources



intersection of Formosa Rd. and US 40; as well as some locally owned businesses and restaurants downtown.

Two U.S. Census publications, the 1997 Economic Census and the 2002 Economic Census provide a picture of business activity on a City and countywide basis. These data are shown in **Table XV**. Over that five year period, the annual business payroll in Troy increased from \$3.7 million to \$5.1 million (an increase of 38%), while employment increased from 277 to 318 (growth of 15%). In Madison County annual payroll increased from \$181 million to \$239 million, while the number of employees increased from 11,722 to 12,037.

Most noticeable in this Table is the fact that in 1997, Madison County's per, retail sales of \$7,944 was 57% higher than per capita retail sales in Troy. By 2002, Troy had more than doubled its sales receipts (from \$39 million to \$79 million), while the County had modest growth. By 2002 Madison County had a per capita retail sales amount that was only 8% higher than Troy's, likely reflecting the City's increasing ability to simultaneously attract sales from interstate traffic, retain resident's convenience goods sales, and the continued expansion of regional retail nodes in St. Clair County.

TABLE XV
RETAIL TRADE 1997 - 2002
TROY and MADISON COUNTY

RETAIL TRADE CATEGORIES	TROY	MADISON COUNTY
	1997	
Establishments	25	969
Sales / Receipts	\$39,195,000	\$2,057,045,000
Per Capita Retail Sales (i)	\$5,065	\$7,944
Annual Payroll	\$3,728,000	\$181,430,000
Paid Employees	277	11,722
	2002	
Establishments	31	940
Sales / Receipts	\$79,228,000	\$2,523,360,000
Per Capita Retail Sales (i)	\$8,951	\$9,652
Annual Payroll	\$5,126,000	\$239,469,000
Paid Employees	318	12,037

Source: U.S. Economic Census (NAICS) 1997, 2002

Per capita retail sales is based on U. S. Census Bureau estimated population for 1997 and 2002

VI. LAND USE

Troy is located in Madison County, approximately 25 minutes northeast of downtown St. Louis. The City has been steadily growing over recent decades, particularly in highway oriented commercial/retail and residential uses.

Developed land within the City limits is primarily residential. The downtown area has a collection of small businesses and homes laid out on a traditional street grid, and most of the public facilities lie in the downtown area, including City hall, the police department, fire district house, and the public library. Also close to downtown is the Tri Township Park, with approximately 120 acres offering a range of recreational services.

1. LAND USE PATTERN

A. Commercial Land Use

Commercial land uses are clustered in a “strip” along State Highway 162, in particular on the east side of I-55. Activity here, between the interstate and, generally, Bargraves Rd. includes travel centers, fast food restaurants and similar businesses catering to interstate traffic. From Bargraves Rd. east to Sarah St., commercial activity is more oriented to the convenience needs of Troy residents and uses including banks, small office buildings, strip malls and a grocery store. Downtown Troy is farther east, and includes a collection of locally owned businesses such as bakeries and appliance stores. West of I-55, and on Formosa Rd. west of this interstate, the commercial land use is not as intense, but does provide hotel/motel accommodations and restaurants.

There is a smaller commercial area at the intersection of South Main Street and US 40. The portion of Highway 40 east of South Main St. and west of Cheshire Rd. is largely undeveloped, with a scattering of commercial activity including a professional building, a strip mall, and a national chain convenience store. Near the intersection of Formosa Rd. and US 40 are a relatively new strip mall and a major lumber yard.

B. Residential Land Use

Most of the developed land in Troy is residential in character, with single family use predominating. Generally, the density of the residential development is greatest in the older portions of the City, with homes on larger lots in areas in (and beyond) the far northern and eastern boundaries of the City. However, denser concentrations of single family residential development are also found in

the southern part of the City (south of US 40, along Troy-O'Fallon Road), as well as west of I-55.

Two portions of the City have a concentration of manufactured homes; one is west of downtown at the corner of Laundry St. and Parkside Dr. The other is near the northeast corner of Riggan Rd. and Meadow Dr. There are also apartments and duplexes scattered in the downtown area.

C. Industrial Land Use

Industrial activity is mainly clustered in two areas. One is centered in an area north of State Highway 162, between Formosa Rd. on the west, and I-55 on the east. This industrial area lies just north of two national chain hotels.

Another industrial area is positioned south and east of the intersection of Riedle Rd. and Plummer Business Dr. There is an existing lumber yard at this corner. There is a warehouse south of the lumber yard, at the corner of Riedle Rd. and Commercial Dr. The area east of this warehouse is planned for industrial uses. While the streets here are already constructed, the only building extant in this area is a concrete plant.

D. Agricultural Land Use

There remain extensive areas of land in agricultural use in (and abutting) the City, both north and south of State Highway 162. Most particularly in the City is the large, approximately 190 acre tract between, generally, I-55, Old US 40, the Tri Township Park and the commercial activity along the south side of State Highway 162. Also south of the highway, large tracts of agricultural land are on either side of US 40, east and west of Spring Valley Road. North of the highway, agricultural land occurs immediately to the north, around Dorothy Dr.

In general, land abutting the City boundaries is still in agricultural use, although there are a few pockets of development on such land, usually of a residential nature.

E. Public / Semi Public Land Use

Most of the public facilities are downtown, including City hall, which houses most City offices including the Police Department. The public library and Jarvis Township offices are also downtown. The Building and Zoning Department is located in a building behind City Hall, fronting on East Clay. The Tri Township Park is located just west of downtown and can be accessed by either Riggan Rd.,

or Wycliffe Ave. The Park is also the home of the Jarvis Township Senior Citizens Center.

Public schools are located on the eastern side of the City, with Silver Creek Elementary at Dewey St. and Marine Rd.; Henning Elementary at Henning Dr. and US 40; and Freeman School at Clay St. and Staunton Rd. Triad High School is east, outside the municipal boundary (located at a campus at Bethany Rd. and US 40), with Triad Middle School positioned farther east of the High School on US 40.

3. SOILS AND LAND USE

While there is an abundance of undeveloped land inside the City and its extraterritorial planning jurisdiction, soil conditions may serve to limit various land uses therein. The Soil Survey of Madison County generally describes the soils as being “somewhat limited” for residential construction, and “somewhat limited to very limited” for small commercial buildings. Almost all soils types in and adjacent to the City have issues of shrinkage and swelling, and are described as having the potential to limit certain land uses due to the depth of the saturation zone. For some soils, this concern applies to dwellings without basements as well.

The existence of underground mines also poses challenges to certain land uses. Information from the Office of Mines and Minerals of the Illinois Department of Natural Resources shows that most of the City west, north, and south of downtown had been subject to underground mining. No mining activity was identified in the area generally east of downtown. Development over mines, particularly non-residential uses, often requires backfilling of the mine area underneath the structures, depending on the size and footprint of the structure, the type of mine, and the manner in which it was closed, or if it had been abandoned.

VII. COMMUNITY FACILITIES

1. PUBLIC BUILDINGS

Public buildings located in or near Troy include City Hall, the Jarvis Township Senior Citizens Center, the Tri Township Public Library and the Jarvis Township Office.

A. City of Troy

City Hall is a one story brick structure located at 116 E. Market St. This building has approximately 10,000 square feet on the ground floor and is accessible to the disabled. It accommodates most municipal offices, including the Mayor's Office, the Office of the City Administrator, the Council Chamber, the City Clerk, and the Police Department.

The City is served by the **Troy Police Department**, which is located at City Hall. The Department has 18 full time officers and 12 police cars, and its facilities occupy approximately 4,600 square feet. Its offices are accessible to the disabled. Its facilities include two holding cells, a dispatch area, the Office of the Police Chief, an evidence room, a break room, a booking room, an interview room and a few offices. It shares a training room with other departments at City Hall.

The Department has been active in pursuing grant money to upgrade its operations. It has received funds for energy efficient lighting, printers for in-car computers and a live scan program for recording finger prints. The Department is participating in a multi jurisdictional program to receive new radios. The Department is in the very preliminary stages of looking into how to address its need for additional facilities better suited to the needs of contemporary policing.

The **Troy Building and Zoning Department** is located on East Clay St., immediately behind City Hall. It has about 1,200 square feet of floor space and is accessible to the disabled. Building inspections and code enforcement are run from this office. At present there are no plans for the department to expand its space or to add to its staff.

B. Other Local Facilities

The **Troy Fire Protection District** has one station located at 116 W. Clay. It is a volunteer fire protection district and has 35 firefighters available, who are paid per call. The District's equipment includes three engines, one ladder truck, and one rescue vehicle which carries equipment to extricate people from vehicles at accident scenes, and equipment for working in confined spaces. It has one brush

truck which is an off-road vehicle used to put out fires at sites that are far from a road, and one tanker truck which is used to carry water to places that are not served by a water system. The District is governed by a Board of Trustees.

The District covers a 65 square mile area. On the ISO rating scale of 1 to 10 (with 1 being the best), the District has a fire rating of 4 in the City of Troy, and a rating of 9 in the rural areas, due primarily to an insufficient supply of water/lack of adequate water pressure in such areas.

The **Jarvis Township Senior Citizens Center** is located at 410 Wycliffe in Tri Township Park. It has approximately 6,200 square feet of space dispersed on 2 levels, and is accessible to the disabled. It is open from 9:00 a.m. to 3 p.m. Monday through Friday. The Center offers various activities for senior citizens including aerobic exercises, cards and bingo. It also serves lunch daily.

The **Tri Township Public Library District** has one facility, on 209 S. Main St. in Troy. It occupies about 13,400 square feet and is accessible to the disabled. It is open Monday through Saturday, and is served by five full time and six part time employees. In 2000, it served a total population of 11,000 people, including all City residents, except for those in the westernmost part of the City. In its collection of books, DVDs, and online materials, it has a total of about 40,000 resources available to its District's residents.

The **Jarvis Township Office** is located at 112 N. Main, one block west of City Hall. This office is approximately 3,000 square feet and is accessible to the disabled. It maintains tax assessment records for property in the township, which are then forwarded to the county seat in Edwardsville. The Office also provides assistance with utility bills on a case by case basis.

C. Madison County

The County does not operate any facilities in Troy.

D. State of Illinois

The Illinois State Department of Transportation (IDOT) maintains a small facility near I-55 and Old US 40 for equipment and materials storage.

2. SCHOOLS

Good schools are essential to having a healthy and vibrant community. They serve not only an educational function for the community's children, but also as activity centers for all residents regardless of age.

A. Public Education in Troy

Public education in Troy is provided by Triad Community Unit School District #2. This District covers the City of Troy as well as the village of Marine and the village of St. Jacob. The School District currently has seven schools, three of which are located in the City (Silver Creek Elementary at Dewey St. and Marine Rd.; Henning Elementary at Henning Dr. and US 40; Freeman School at Clay St. and Staunton Rd.), and two of which (Triad High School and Triad Middle School) are located just east of the City's boundary.

In 2007, the District has an enrollment across all schools of 3,821 students.

B. Enrollment Trends and Future Prospects

Since 1998, the Triad District has shown an increase in its enrollment (up 9.1%), Further, the District has seen growth in enrollment in most years since 2000 (see **Exhibit 5**).

There have been some fluctuations in the number of students in the District's elementary schools and middle school recently, mostly attributable to a reorganization which had different grades attending the middle school.

The District is restructuring and expanding its operations. It currently has a number of projects under construction including an elementary school in St. Jacob, and Silver Creek elementary school on the Dewey St. campus in Troy. The District is also undertaking a major expansion of the Henning School on US 40 on the eastern edge of the City.

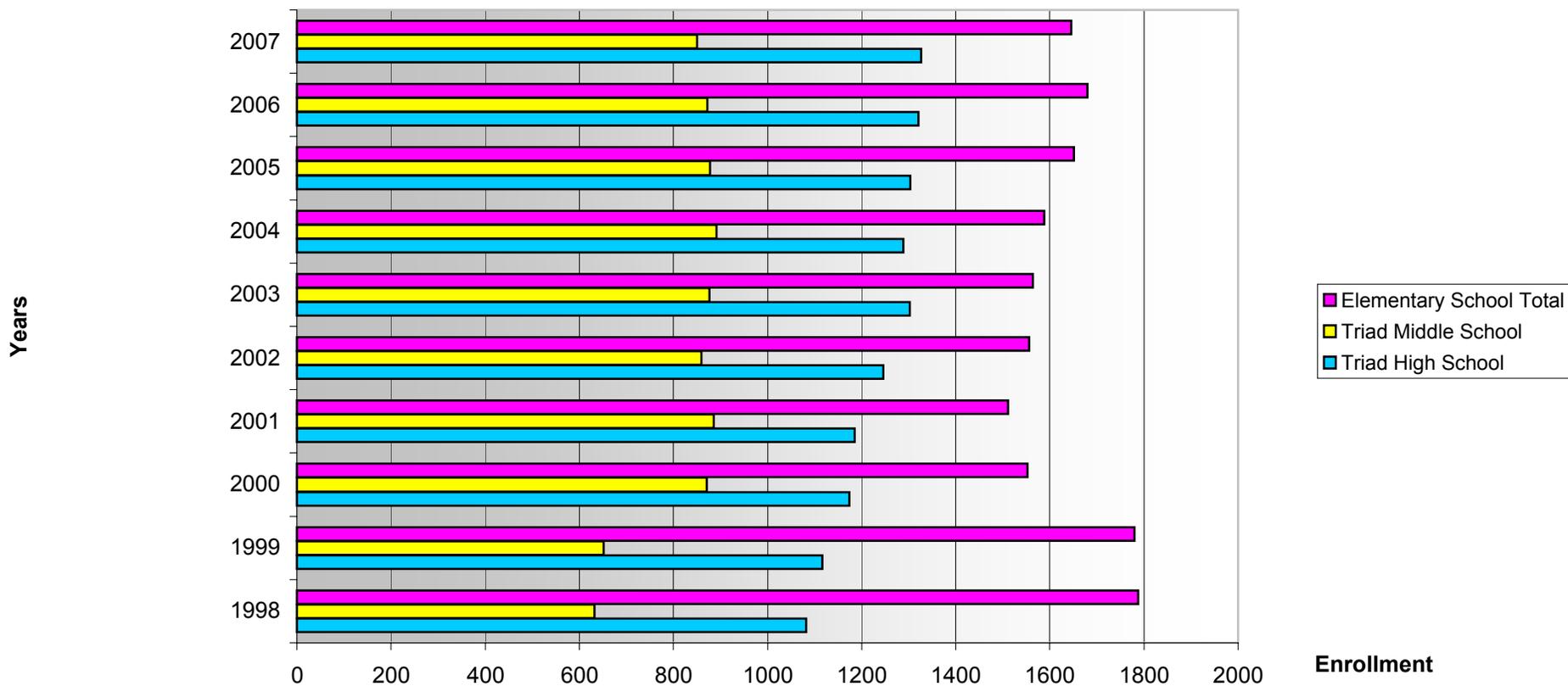
3. PARKS AND RECREATIONAL FACILITIES

The residents of Troy have access to several open space/park facilities. These facilities are financed and administered by several entities.

A. Recreation facilities at Schools

Triad Community Schools has recreation facilities available for its students, some of which are also available for use by the general public. Triad High School is

Exhibit 5
10 Year Enrollment History
Triad Community Unit School District



	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Elementary School Total	1788	1780	1553	1511	1556	1564	1588	1651	1680	1645
Triad Middle School	632	652	871	886	860	877	891	878	872	850
Triad High School	1082	1116	1174	1185	1246	1302	1289	1304	1321	1326

Source: Illinois State Board of Education, Report Card District Summaries (1998-2007)

located at the eastern edge of the City limits on US 40. Some of its facilities are reserved for use by the varsity athletic teams while others are available to the general public. For public use it has one field for baseball and one for softball. Eight tennis courts, two practice football/soccer fields, and an all weather track are also located at the High School.

Triad High School also has recreational programs that it offers both during and outside the summer season. It offers a summer camp programs for kindergarten through high school, depending on the programs. Their summer offerings include football, volleyball, tennis, wrestling, soccer, cheerleading, baseball, softball and basketball. Outside of the summer season, it offers its facilities to American Legion baseball teams, and a tennis tournament.

Triad Middle School is located approximately one and one half mile east of the high school on East US 40. It has 5 tennis courts, one baseball, and one softball field. It also offers a Fall Tennis Clinic that lasts for 6-8 weeks.

St. Paul Lutheran is a private school which serves the Troy area. The school plans to demolish its school building and erect a new one on a campus which will include a soccer field.

B. Madison County and Tri Township Park District

Madison County does not have county parks, per se. However, the County does direct grant money to municipal parks within Madison County, as well as to the Tri Township Park District.

The Tri Township Park District serves the needs of three townships, which encompass land in and around Troy. At present the Park District oversees two parks; Tri Township Park, a 120 acre park on Collinsville Road, and a two acre park, Meadow Drive Park, on the north side of Troy.

Tri Township Park offers a wide array of facilities and programs for area residents. It provides 12 fields for baseball or softball, and 12 soccer fields. It has four tennis courts, two basketball courts, and two sand volleyball courts. It has a skate board park, four play grounds, a petting zoo, 14 pavilions and the Wiesemeyer Center which can be rented for events such as weddings. This park also offers fishing, but not boating, horseshoe pits, and three miles of walking trails. Meadow Drive Park on the north side of Troy has a basketball court and pavilion.

The District also has plans for additional activities at Tri Township Park. The District will be creating the Titans Football Complex which will have two practice

football fields, and one game-ready football field with concession stand. The District also has plans to create a new playground, and renovate the lake (dredging and installation of a sidewalk around the lake perimeter).

Troy is also served by a privately owned facility, a softball complex known as Ball Park Central.

C. State recreation facilities

The state of Illinois does operate a state park and state recreation area close to Troy. One facility is Horseshoe Lake State Park on State Highway 111, an 11 mile drive from Troy. It offers a range of recreational opportunities on its 2,960 acres, including five shelters for picnicking, and accommodations for 48 tents or trailers. The park has three playgrounds and two volleyball areas, and three boat launches for boating and fishing. Waterfowl hunting is allowed, depending on the season. Four miles of hiking trails wander through the natural area on the lake's island.

The next closest state facility is the Frank Holten State Recreation Area, which is a 19 mile drive from Troy, in St. Clair County. It is a 1,080 acre park with an 18 hole golf course and facilities for fishing, picnicking, and other outdoor activities. It has two lakes with a combined water surface of 200 acres. The park has a combined football/soccer field, a cross country track, basketball, and baseball diamonds.

VIII. UTILITIES

The City of Troy has owned and operated the municipal water system since the 1930's and the municipal sewer system since the 1950's. City water and sewer service are provided to most City residents; a few residential areas within the City do not have City-provided water and/or sewer. These municipal utilities will be extended to areas outside the City if such areas pay for the extension and if such areas agree to annex to the City at such time that the City limits becomes contiguous to them.

1. WATER SUPPLY

The City of Troy receives its water from wells located in Collinsville, near State Highway 157. The City operates its own water plant and water distribution system. The water plant's maximum treatment capacity is 3.46 million gallons/day (MGD), but the existing lines carrying water into the plant are too small to transport this maximum amount. This situation serves to restrict maximum treatment capacity to about 2.8 MGD, with a sustainable treatment capacity of approximately 2.0 MGD. Average annual daily flow is 1.0 MGD; the average annual daily flow may be higher in some months (i.e. recently reaching 1.97 MGD).

The water system has approximately 111 miles of water mains and 550 fire hydrants. Storage capacity at the plant is 1.0 million gallons; an additional 0.5 million gallons is stored on the ground. The City also has two elevated storage tanks, each holding 0.5 million gallons. One of these elevated tanks is near the Pilot Truck Stop, and the other is near the intersection of State Highway 162 and Cheshire Rd.

There is a water plant project in the design phase that, when completed, will boost the plant's sustainable treatment capacity from about 2.0 MGD to between 2.5 and 3.0 MGD. Part of that project is to upgrade the pipes going into the plant from 10" to 16". The larger pipes will increase the volume, relieve the "bottle neck" and allow the system to take better advantage of the plant's treatment capacity. The last upgrade of the plant was in the 1980s.

Water is sold on a tiered basis, based on volume. The price is \$8.50 for the first 2,000 gallons/month; the next 9,000 gallons are sold at the rate of \$.00255/gallon, and \$.0015/gallon for water use over 11,000 gallons. The pressure varies in different parts of the City, but the range is 40-70 pounds/square inch (p.s.i.), adequate to serve the fire hydrants in the City. Maintenance on the water system is paid for out of the City's water department budget.

2. SANITARY SEWERS AND STORM WATER

The Troy sanitary sewer system has approximately 55 miles of sewer mains. The plant is designed to treat 1.34 MGD of sewage; the average processing volume is approximately 1.0 MGD. During periods of rain, the maximum load on the plant is 5 MGD, due to groundwater that infiltrates the sewage system through breaches in the City's older sanitary lines. During these maximum load periods, the plant must use a modified treatment protocol to handle the volume. There are no specific plans for expanding sewer treatment capacity, but the City does have an approved design which, if implemented, will approximately double the City's sewage treatment capacity.

A challenge for the community in expanding sanitary sewer coverage is the need for lift stations. With Troy's relatively flat topography and generally high water table, lift stations must usually be a part of the "infrastructure package" of any new development.

Sanitary sewer service charges also are based on volume. The first 2,000 gallons cost \$8.30/month. Monthly use above 2,000 gallons costs .00375/ gallon. Maintenance of the sewer system is paid out of the City's sewer department budget.

Storm sewer lines are dedicated to storm runoff, and are not commingled with sanitary lines, as is done in some communities. The storm sewer system is adequate to convey storm water without backups. The water is discharged into tributaries that feed into Silver Creek. Funds for maintaining storm water lines are paid through the street department budget.

3. MUNICIPAL UTILITY REVENUES

Between 2003 and 2007, annual municipal utility revenues from "charges for services" grew from \$2.63 million to \$2.86 million, a 9% increase (see **Table XVI**). The City's utilities, individually and combined, have produced an operating surplus for each of the last five years.

4. OTHER UTILITY SERVICES

A. Electricity

Electrical services in Troy are provided by AmerenIP and Southwestern Electric Cooperative (SWEC). Although there are some shared areas of service, Ameren provides the majority of electricity within the incorporated limits, while SWEC provides electricity to unincorporated rural areas in proximity to the City and in small pockets of incorporated areas within the City. Both providers supply

service to residential and nonresidential users and charge varying rates according to monthly usage. Both also use transformers to regulate the voltage necessary for efficient service. Sub-stations are located primarily within the incorporated limits of the city. Both Ameren IP and SWEC have “line clearance” crews to maintain safe conditions for above ground power lines.

B. Gas

Ameren also provides natural gas services in Troy. Although there is use of propane in portions of the adjacent unincorporated areas, the majority of these unincorporated areas use natural gas, as well. Cost per therm varies, dependent on daily use.

C. Internet Service

Internet service in the Troy area is provided by two major communications companies, Charter and AT&T. Each currently provide both wireless and broadband service, ranging from 1.5 megabytes per second (mg/s) to 16 mg/s.

IX. TRANSPORTATION

The City of Troy is part of a larger transportation network that involves local roads, state and interstate highways, and nearby air transportation. Mobility on this transportation system is almost exclusively via private vehicle, although there is some public transportation which serves the City.

Roadway planning generally envisions a hierarchy of four (4) primary street types in addition to freeways designed to carry intra-state and long range traffic. Development criteria, construction standards and roadway classifications vary among the primary street types. Commonly accepted definitions and operational criteria are summarized below:

- **Major arterials** - Designed to serve the centers of activity, highest traffic volume corridors and the longest trips and a high proportion of all urban travel. Such streets have multiple traffic lanes, design speeds of 35-45 miles per hour (MPH) and few curb cuts in order to encourage the smooth flow of traffic.
- **Minor arterials** - Designed to connect with and augment the major arterial system, minor arterials carry trips of intermediate length at somewhat lower volumes. Such streets have two (2) or more traffic lanes and design speeds of 35-40 MPH.
- **Collector streets** - Major and minor collector streets provide for movement of traffic between minor and major arterials and residential neighborhoods and local streets. Collector streets are designed to carry 1,500-7,500 ADT in a two (2) lane configuration at design speeds of 30-40 MPH.
- **Local streets** - Provide direct access to abutting residential neighborhoods and commercial districts and carry low traffic-volumes at low speeds on relatively short trips. ADT frequently ranges between 300-1,500 vehicle trips per day.

1. STREETS AND TRAFFIC

The City of Troy street system evolved from the original grid of rectangular streets oriented east-west and north-south. Subsequent additions to the community have grown into a more “suburban” curvilinear street system.

There are some differences in right-of-way and pavement width between the older and newer streets. Street pavements and right-of-way in downtown, particularly the streets in the north-south and east-west street grid south of Market St. and east of S. Main St. are narrower than those in subsequently developed portions of the community. In some cases the pavement on these downtown streets covers all or nearly all of the right-of-way. The newer, more suburban and cul-de-sac streets tend to have about 54 feet of right-of-way with 34 feet of pavement, and 10 feet of remaining right-of-way on each side.

I-55/70 is the primary interstate traffic artery near Troy, carrying 38,000 vehicles of Average Daily Traffic (ADT) at a point just south of its interchange with State Highway 162. It has a volume of 39,000 ADT at a point just south of State Highway 159. I-55/70 splits just north of the City, with I-55 proceeding north to Chicago and I-70 going east to Indianapolis. After the split, I-70 still has an ADT of 38,000, just east of I-55.

The primary east-west arterials in Troy are **State Highway 162** and **US 40**. State Highway 162 has an ADT of 9,900 just west of I-55, and 14,000 at a point just east of I-55. US 40 also has an interchange with I-55; its ADT is 13,000 just east of I-55, and 10,000 at a point just east of Troy O'Fallon Rd.

A primary north-south arterial is **S. Main St.** between Market St. and US 40. S. Main's ADT is 7,600. This roadway becomes **Troy O'Fallon Rd.** south of US 40, carrying traffic south to O'Fallon. It has an ADT of 11,000 after it enters the Troy city limits.

Collinsville Road is an arterial that travels primarily east west with a traffic volume at approximately 2,500 vehicles.

The remaining roadways in Troy are local streets that access neighborhoods and individual properties. The primary role of the city's street department is to follow high standards in maintaining these local streets.

A number of traffic circulation and stacking problems in the City are in the process of being addressed. One is at the interchange of Troy O'Fallon Road and US 40, where new right turns lanes are being added to both roads. IDOT is in the process of engineering a new bridge configuration at the I-55/State Highway 162 interchange as a means of improving this interchange, particularly, the turning movements on and near (e.g. Formosa Rd. and State Highway 162 interchange); construction is expected to start in 2010.

Another transportation related issue is the expansion of State Highway 162. The highway is being expanded to a 5 lane road east from I-55; at Laundry St. the highway will revert to a two (2) lane road.

The proposed Gateway Connector will provide, if constructed, a 37 mile link between Troy and Columbia. Preliminary steps have been taken on this roadway (Feasibility Study and Corridor Protection Study) which have resulted in the identification of the Connector's general alignment, and of a 400 foot wide corridor which may, ultimately, contain a "multi-lane, limited access highway" which will terminate at/in/near the existing I-55 and US 40 interchange in Troy (**see accompanying annotated aerial photo**). Estimates regarding the completion of the Connector, if built, range from between 10 and 20 years.

2. AIRPORTS

Troy residents have access to several airports. These are Lambert International Airport, Mid American Airport, St. Louis Regional Airport, and Metro East Airport.

A. Lambert St. Louis International Airport

This is a full service airport offering daily passenger air service by several major carriers, as well as air freight service. The airport is in north St. Louis County.

B. Mid America Airport

This airport, located in Belleville, is a joint use facility shared with Scott AFB. It has limited scheduled passenger service through Allegiant Air. Allegiant Air does offer charter service in addition to its scheduled passenger service. Mid America is a general aviation airport with a 10,000 foot runway and a tower that operates 24 hours per day. It has fixed base operator (FBO) service for the aircraft, but no hanger space.

C. St. Louis Regional Airport

This is a general aviation airport located in Bethalto and serves as a reliever for other airports. It has two fixed base operators offering fuel, maintenance, rental and flight school. It has an 8,100 foot main runway and a crosswind runway of 6,500 feet. It has around the clock security, as well as fire fighting and rescue capability.

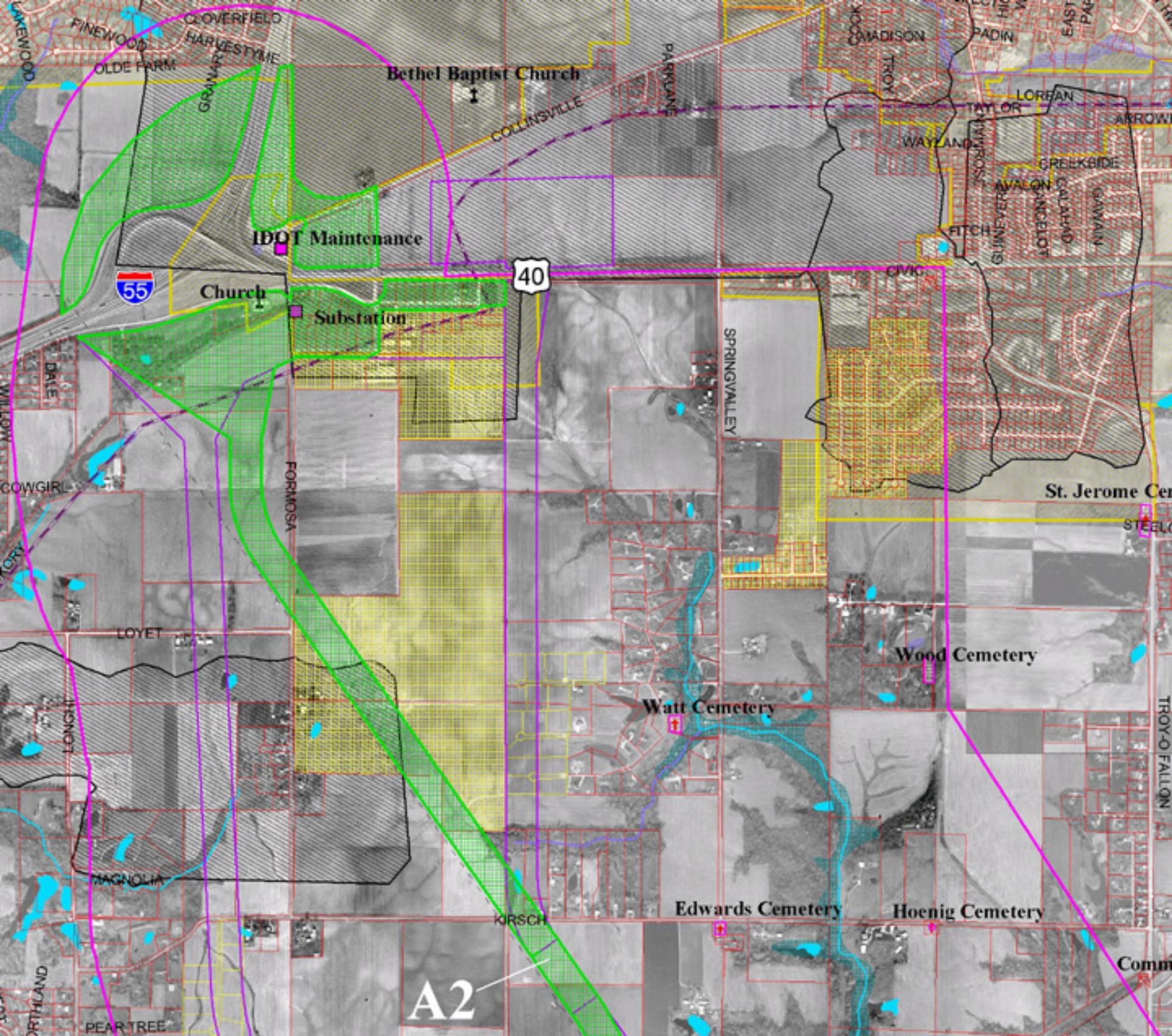
D. St. Louis Metro East Airport

This is a general aviation airport located in St. Jacob. It has hangers and tie downs, and fixed base operators providing aircraft rental, maintenance and flight training. It has a 2,662 foot lighted runway and a self service fuel terminal.

TABLE XVI
MUNICIPAL UTILITIES / REVENUES AND EXPENDITURES
TROY

Category	Year	Charges for Services	Expenditures (i)	Difference
Water Utilities	2007	\$1,637,466	\$1,445,928	\$191,538
Sewer Utilities		\$1,229,924	\$863,443	\$366,481
TOTAL		\$2,867,390	\$2,309,371	\$558,019
Water Utilities	2006	\$1,656,748	\$1,329,875	\$326,873
Sewer Utilities		\$1,298,428	\$876,762	\$421,666
TOTAL		\$2,955,176	\$2,206,637	\$748,539
Water Utilities	2005	\$1,613,076	\$770,899	\$842,177
Sewer Utilities		\$1,250,225	\$516,887	\$733,338
TOTAL		\$2,863,301	\$1,287,786	\$1,575,515
Water Utilities	2004	\$1,486,595	\$771,045	\$715,550
Sewer Utilities		\$1,200,343	\$482,097	\$718,246
TOTAL		\$2,686,938	\$1,253,142	\$1,433,796
Water Utilities	2003	\$1,464,748	\$701,409	\$763,339
Sewer Utilities		\$1,170,772	\$417,367	\$753,405
TOTAL		\$2,635,520	\$1,118,776	\$1,516,744

Source: Annual Financial Reports, 2003-2007 Troy, Illinois



3. PUBLIC TRANSPORTATION

Madison County Transit (MCT) provides cross-county (Madison/St. Clair/ St. Louis) public transportation to the City of Troy and surrounding area. Currently, Route 13 travels from Cottonwood Plaza in Glen Carbon to Anderson Hospital ending at Market/Hickory Street in Troy. Route 14 begins at the Southern Illinois University Edwardsville (SIUE) Campus in Edwardsville, servicing the Troy Park and Ride destination, and ending in Highland. In addition, MCT Express service (14X-Highland Express) connects the Troy Park and Ride to the Emerson Park MetroLink Station (E. St. Louis) as a weekday commuter bus service. MCT Shuttle service (Route 14EZ – Highland) provides transportation to Wal-Mart (Highland), Northtown Shopping Center (Highland), and Park and Ride lots in Highland, St. Jacob, and Troy.

Agency for Community Transit (ACT) provides Paratransit Services to eligible and registered elderly and disabled Madison County residents. This service is provided Monday thru Friday from 6:00 a.m. – 7:00 p.m. (until 6 p.m. on Saturdays). No services are provided on Sundays.

The Jarvis Township Senior Center provides local transportation services to seniors in Troy and the Jarvis Township area. Vans are scheduled to run from 9:00 a.m. to 1:00 p.m., Monday thru Friday. No weekend service is available.

X. MUNICIPAL GOVERNMENT, FINANCE and BOUNDARIES

1. MUNICIPAL GOVERNMENT

A. General Administration

The City of Troy is governed by an elected Mayor and an elected Board of Alderman. There are 4 wards in the city, each with 2 aldermen. Other elected officials include the City Treasurer and City Clerk. There are eight standing aldermanic committees: administrative services; economic development; building and zoning; finance; land use; law enforcement/emergency services; legislative, public works.

Appointed municipal officials are the city administrator, chief of police, city attorney, city engineer, and the public works director. There are boards and commissions appointed by the city including a nine member Planning Commission, a seven member Zoning Board of Appeals, a board of Police Commissioners, a Police Pension Board, the TIF Funding Screening Committee, and an Historic Preservation Commission.

B. Planning and Land Use Regulations

The City of Troy has a nine (9) member Planning Commission that serves in an advisory capacity to City Council on zoning, updating the Growth Management Plan, review of subdivision plats, rezonings, and municipal growth-related issues. Members of the commission serve one year terms.

Illinois statutes, (65ILCS 5/11-12 et. seq.) establishes organizational and operational procedures for plan commissions. Commission powers are identified and the mechanics for preparing and adopting a comprehensive plan are described. One provision specifies that the official comprehensive plan “may include all or any part of the contiguous unincorporated area within one and one-half miles from the corporate limits of the municipality”.

The City’s planning efforts have been guided by its Growth Management Plan since the mid 1990s. In the original plan, it was recommended that the plan undergo a biennial review starting in 1997. The plan was updated in 1999, revised in 2004 and amended again in 2005. The purpose of this document was to serve as an advisory guide for both public and private actions regarding the future development of Troy.

The City also employs Zoning Ordinances and Subdivision Regulations. Both were updated approximately five years ago in response to the City's continuing growth, and diversification of land uses and building types.

C. Zoning and Code Enforcement

The City's Building and Zoning Department has two building inspectors, a community service officer and one administrative staff person. The community service officer position was created in 2001, with the primary responsibility of enforcing the City's Property Maintenance Code.

The City's inspectors do all mechanical inspections including the structure, piping and electrical inside the structure; plumbing inspection is done by the state.

The Department also inspects sewer mains and laterals, locates existing water lines, and inspects streets as they are poured. The Department keeps track of changes to the City's zoning map, however, the City's consulting engineer actually draws the map.

2. MUNICIPAL FINANCE

A City's ability to generate municipal revenue from local sources is an important component of its wherewithal to provide (and maintain) quality municipal infrastructure and services needed to attract new residents, businesses and employment opportunities. This chapter evaluates the local tax base, and revenues, and addresses the concomitant issues of capital improvements and prospective development tools.

A. Equalized Assessed Value (EAV)

The equalized assessed value of property is an important indicator of the overall economic strength of the community. As EAV (and revenues from other sources) grows, the financial resources of the City expand and its ability to undertake needed capital improvements increases. **Table XVII** shows that between FY 1999-2000 and 2006-2007, Troy's EAV grew by 95%. It grew annually during that time by at least 7%, and as much as 12%. This steady growth is beneficial for the community as it seeks to make decisions about funding infrastructure and other community needs. The Table also shows that the TIF EAV increased at a like percentage between FY 2000-2001 and 2006-2007.

B. The General Fund

In addition to revenues from the property taxes, the City's General Fund derives monies for its use from many other sources including sales taxes, licenses and permits, fines and forfeitures and charges for services and other governmental entities. **Table XVIII-A** shows that total municipal revenues, as accounted for in the General Fund, grew from \$2.1 million in 1997 to \$4.8 million in 2007, a 123% increase.

Sales tax represented the largest source of income in the General Fund in 2007, at \$983,000. This figure has decreased noticeably over the recent past, (see **Table XVIII-B**) particularly given the sales tax exemption of biofuels, as well as the continuation of expenditures by City residents on comparison retail goods at the "big box" nodes in Edwardsville/Glen Carbon, Collinsville, O'Fallon and Fairview Heights. Interestingly, per capita retail sales in the City have grown to the point where it almost reaches the per capita sales for Madison County as a whole. Much of this is due to the concentration of highway oriented businesses which (still) captures sales from travelers along I-55/I-70 and along I-270 for the City, while the County likely continues to lose sales to the increasing number of regional retailing centers in St. Clair County. Following sales tax, the next largest sources of General Fund revenue are property tax (\$785,000) and state income tax (\$710,000). While the assessed value of property has increased at a steady pace each year, that rate may not be sustainable in the near term future, due to the slump not only in new housing construction but by the flattening value, and in some cases declining value of existing homes. A new tax, the telecommunications tax, which did not exist in 1997, made up almost 7% of total General Fund revenue in 2007. Taxes on utilities also make up an important source of revenue in the General Fund (almost 6%).

C. General Obligation Bond Issue/Major Financial Obligation

The City currently has one bond issue outstanding, a \$2,085,000 General Obligation Refunding Bond (to be retired by the Water Fund) with a remaining principal of approximately \$1.535 million, payable through 2013. Additional major financial obligations include an \$818,524 Limited Obligation Debt Certificates for public streets, payable through 2017, to be retired by the General Fund (approximately \$715,500 principal outstanding); and a \$8,896,902 loan agreement with the Illinois Environmental Protection Agency for the construction of a wastewater project, to be retired by the Sewer Fund and payable through 2016 (approximately \$5.3 million outstanding).

TABLE XVII
EQUALIZED ASSESSED VALUE
CITY and TAX INCREMENT FINANCE DISTRICT
1999-2000 to 2006-2007

FISCAL YEAR	CITY EAV	% Increase	TIF EAV	% Increase
1999-2000	\$82,798,300	NA	\$643,090	NA
2000-2001	\$91,986,930	11.10%	\$2,370,570	268.62%
2001-2002	\$98,521,460	7.10%	\$2,205,030	-6.98%
2002-2003	\$107,501,200	9.11%	\$2,248,780	1.98%
2003-2004	\$119,789,270	11.43%	\$2,520,570	12.09%
2004-2005	\$129,704,620	8.28%	\$3,833,060	52.07%
2005-2006	\$145,532,570	12.20%	\$4,106,270	7.13%
2006-2007	\$161,718,660	11.12%	\$4,579,300	11.52%

Source: County Clerk-Madison County

TABLE XVIII-A
GENERAL FUND REVENUES
FISCAL YEARS 1997 to 2007

TROY

REVENUE CATEGORY	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Property Tax	\$352,674	\$402,551	\$391,897	\$499,046	\$530,614	\$555,168	\$559,033	\$589,292	\$619,999	\$509,243	\$785,306
State Income Tax	\$495,564	\$490,148	\$515,438	\$541,862	\$580,103	\$581,323	\$554,464	\$514,205	\$622,201	\$587,662	\$710,315
State Replacement Tax	\$2,974	\$3,279	\$3,454	\$3,711	\$3,476	\$3,273	\$2,675	\$3,313	\$3,386	\$4,460	\$4,747
Sales Tax	\$765,212	\$638,125	\$740,826	\$881,113	\$932,499	\$953,867	\$1,018,654	\$1,135,705	\$1,228,424	\$1,207,068	\$983,223
Utility Tax	\$193,362	\$177,180	\$162,958	\$175,088	\$223,327	\$203,729	\$270,386	\$230,930	\$254,917	\$300,926	\$279,966
Photo tax	\$95,176	\$83,224	\$92,602	\$103,228	\$106,586	\$98,804	\$75,167	\$83,430	\$87,689	\$101,814	\$110,610
Telecommunication Tax							\$86,381	\$310,162	\$323,365	\$354,285	\$324,842
Building Permits	\$67,364	\$47,916	\$85,234	\$110,190	\$34,088	\$52,494	\$77,762	\$44,860	\$86,582	\$71,997	\$62,380
Fines	\$43,584	\$32,030	\$48,901	\$48,365	\$38,245	\$47,371	\$53,862	\$73,753	\$66,400	\$50,251	\$56,576
MEGSI Reimbursement	\$38,724	\$37,863	\$47,858	\$51,654	\$48,933	\$50,736	\$44,913	\$49,367	\$47,765	\$36,457	\$35,147
Interest	\$13,858	\$17,265	\$23,373	\$35,206	\$46,568	\$24,092	\$11,835	\$7,273	\$14,111	\$8,700	\$77,181
Franchise Tax	\$39,676	\$38,899	\$51,333	\$62,339	\$63,424	\$70,099	\$71,580	\$53,414	\$44,667	\$46,234	\$57,676
Equipment Rental	\$19,081	\$28,445	\$28,418	\$32,902	\$34,174	\$33,809	\$0	\$32,054	\$0	\$0	\$0
Miscellaneous	\$55,463	100,597	\$96,257	\$443,187	\$118,940	\$44,974	\$136,754	\$39,372	\$62,851	\$303,227	\$269,376
Other										\$1,114,988#	\$1,099,026*
TOTALS	\$2,182,712	\$2,097,522	\$2,288,549	\$2,987,891	\$2,760,977	\$2,719,739	\$2,963,466	\$3,167,130	\$3,462,357	\$4,697,312	\$4,856,372

Source: Annual Financial Reports 1997-2007; City of Troy Treasurer

Includes \$1,114,988 in IDOT revenues

* Includes \$282,502 in a County Grant, and \$816,524 in a Bank of Edwardsville Bond

TABLE XVIII-B
GENERAL FUND REVENUE
ANNUAL CHANGE
FISCAL YEARS 1997 to 2007

TROY

REVENUE CATEGORY	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Property Tax		14.1%	-2.6%	27.3%	6.3%	4.6%	0.7%	5.4%	5.2%	-17.9%	54.2%
State Income Tax		-1.1%	5.2%	5.1%	7.1%	0.2%	-4.6%	-7.3%	21.0%	-5.6%	20.9%
State Replacement Tax		10.3%	5.3%	7.4%	-6.3%	-5.8%	-18.3%	23.9%	2.2%	31.7%	6.4%
Sales Tax		-16.6%	16.1%	18.9%	5.8%	2.3%	6.8%	11.5%	8.2%	-1.7%	-18.5%
Utility Tax		-8.4%	-8.0%	7.4%	27.6%	-8.8%	32.7%	-14.6%	10.4%	18.0%	-7.0%
Photo tax		-12.6%	11.3%	11.5%	3.3%	-7.3%	-23.9%	11.0%	5.1%	16.1%	8.6%
Telecommunication Tax								259.1%	4.3%	9.6%	-8.3%
Building Permits		-28.9%	77.9%	29.3%	-69.1%	54.0%	48.1%	-42.3%	93.0%	-16.8%	-13.4%
Fines		-26.5%	52.7%	-1.1%	-20.9%	23.9%	13.7%	36.9%	-10.0%	-24.3%	12.6%
MEGSI Reimbursement		-2.2%	26.4%	7.9%	-5.3%	3.7%	-11.5%	9.9%	-3.2%	-23.7%	-3.6%
Interest		24.6%	35.4%	50.6%	32.3%	-48.3%	-50.9%	-38.5%	94.0%	-38.3%	787.1%
Franchise Tax		-2.0%	32.0%	21.4%	1.7%	10.5%	2.1%	-25.4%	-16.4%	3.5%	24.7%
Equipment Rental		49.1%	-0.1%	15.8%	3.9%	-1.1%	-100.0%	NA	-100.0%	0.0%	0.0%
Miscellaneous		81.4%	-4.3%	360.4%	-73.2%	-62.2%	204.1%	-71.2%	59.6%	382.5%	-11.2%
Other											
TOTALS		-3.9%	9.1%	30.6%	-7.6%	-1.5%	9.0%	6.9%	9.3%	35.7%	3.4%

Source: Annual Financial Statements 1997-2007; City of Troy

D. Capital Improvements

- The City has no plans for any new trunk lines for sewer or water service. The City extends service lines as new development occurs. However, there is a project currently in the design phase to expand the water plant's sustained capacity from 2 million gallons per day (MGD) to between 2.5 and 3.0 MGD.
- Several road projects are underway, or recently completed, that will benefit Troy.
 - Lower Marine Road is a project that involved reconstruction of the roadway and construction of storm sewers and a sidewalk. This project is complete and was funded jointly by IDOT and Troy;
 - The intersection of Troy O'Fallon Rd. and US 40 is being improved by the addition of new turning lanes on both roads. This project includes the addition of a bi-directional turn lane on Troy O'Fallon Rd., between US 40 and Meadowbrooke Dr. This is a joint project of the City and IDOT.
 - The reconstruction of Staunton Road between Market St. and Hazel St. This involves reconstruction of the roadway, and construction of storm sewers. This is a joint City and IDOT project;
- Another capital improvement project which will benefit Troy is an IDOT funded project of pavement preservation and maintenance on I-270 from the Mississippi River to I-255;

E. Municipal Development Tools

Plan implementation is a formidable challenge for most communities as they seek to assemble the financial resources to carry out development projects identified in their comprehensive plans. For this reason, Illinois has created several municipally initiated and controlled development tools that further the goal of assisting local communities with their economic development efforts. Troy is making use of several of these tools as shown on the “**Tax Increment Financing District (TIF) Boundary**” map.

- Tax Increment Financing

The State of Illinois authorized the creation of Tax Increment Financing (TIF) several decades ago to enable local governments to assist in the

(re)development of areas that have been found to be “blighted” or are in danger of becoming “blighted”. In TIF, property taxes generated within the district are capped and distributed to all underlying taxing districts at their pre-development level. The tax revenue growth generated through redevelopment, (the “tax increment”), is used to either pay for bonds issued to carry out the redevelopment project or to pay the developer directly for eligible TIF-related expenses. TIF, then, enables municipalities to use TIF revenues (incremental property taxes created in the TIF area) to assist in property acquisition, site preparation and the improvement/provision of infrastructure in order to bring about the (re)use of property.

The City created a TIF district in 1996; the district is scheduled to expire in 2019. This district includes the City’s historic downtown, commercial area at the intersection of State Highway 162 and Old US 40, the commercial uses west of this intersection, a large section of undeveloped land generally Tri Township Park, Old US 40, I-55 and Coachlight Drive, and including properties at the northeast and southeast quadrants of the I-55/State Highway 162 interchange. The TIF has generated just over \$1.3 million, see **Table XIX**.

- **Business District**

The State has also authorized municipalities to create special areas within their boundaries inside of which an additional sales tax of up to 1.0% on most retail goods (but not on groceries, pharmaceuticals/drugs or medical appliances), and a corresponding additional sales tax on hotel/motel rooms may be imposed. As in TIF, the area must be found to be blighted, and the taxes raised within the area are to be used to make investments in the area (either in public or private efforts) that will assist in the area’s development or redevelopment, and attract sound and stable commercial growth.

The City of Troy has one business district, the Dorothy Drive Business District, located at the southwest corner of State Highway 162 and Dorothy Drive, just east of I-55. It was established in 2006 and imposes a 1% sales tax. To date, the district has collected little revenue; there are plans for Walgreen’s to occupy a portion of the District.

TABLE XIX
TIF REVENUES
TROY

YEAR	REVENUE
1997	\$0
1998	\$0
1999	\$18,907
2000	\$26,073
2001	\$48,849
2002	\$157,903
2003	\$154,726
2004	\$147,298
2005	\$176,311
2006	\$270,052
2007	\$305,883
TOTAL	\$1,306,002

Source: Annual Financial Reports 1997-2007, City of Troy

3. MUNICIPAL BOUNDARIES

The City's government, and Troy in general, face a somewhat unique (but increasingly important) issue. Troy currently observes a "handshake" accord with the city of Maryville regarding annexation. The City has agreed that it will not annex land west of the old Norfolk and Southern rail right of way, and Maryville will not annex land east of this line. This accord, and the more formal agreements now under consideration with adjacent cities which would set lines demarcating the ultimate limits of the City's boundary, will likely have an impact on a wide range of City activities and plans.

Another governmental program which may have impact on the City, its growth and planning is that of pre-annexation agreements. Generally, development outside the City limits may receive City utilities if such development pays for the extension of the utility line and agrees to become annexed once the City's municipal boundary becomes contiguous to such development. These agreements could shape decisions regarding the extent and location of the City's boundaries, and the extent and location of its extraterritorial jurisdiction.



Economic Development Resources

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