

---

# ***Conducting Local Case Studies of Highways and their Economic Development Impact***

Susan Jones Moses

Susan Jones Moses and Associates

Glen Weisbrod

Economic Development Research Group

---

---

# **Acknowledgements**

## **SHRP2 C03: Interactions between Transportation Capacity, Economic Systems, and Land Use**

**Economic Development Research Group, Inc.  
ICF International  
Cambridge Systematics, Inc.  
Wilbur Smith Associates, Inc.  
Susan Jones Moses and Associates**

# Breakdown of Case Studies by Type

Major Highway	14
Beltway Project	8
Connector Project	8
Highway Bypass	13
Bridge	10
Interchange	12
Local Access Road	7
Widening Project	9
Freight Intermodal	10
Passenger Intermodal	9

# Make-up of Case Studies

- Data analysis and comparisons
- Site analysis through aerial photography
- Web-based research
- Interviews
  - Transportation professionals
  - Economic Development professionals
  - Planners
  - Businesses
  - Elected Officials

# Strengths of Case Studies

- Allow identification of:
  - unique circumstances that influence impact of transportation investment
  - individual businesses or developments impacted by investment
  - spacial context of impacts
  - good for capturing localized impacts
  - provide a rich story to accompany data

# Challenges

- Impacts may extend beyond local or regional area
- Projects with long construction periods, or older projects may limit local knowledge about impacts over time
- Can be difficult to isolate impacts for projects built for congestion relief
- Difficult to isolate impacts for segments of projects
- Difficult to isolate impacts of complex projects in urban areas
- Only provide snapshot in time

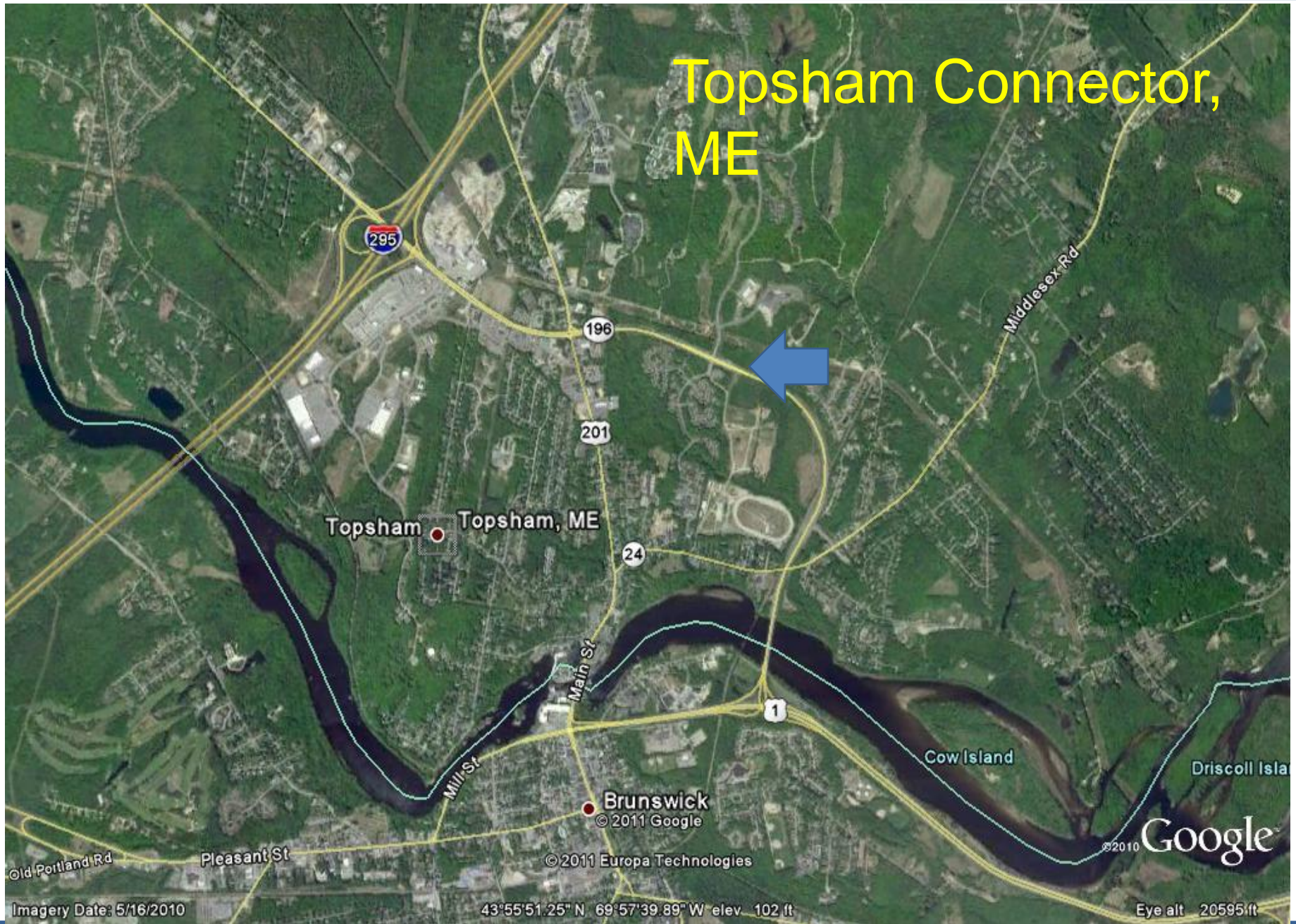
---

# Topsham Connector

- Connects I-295 in Topsham, ME with US Route 1 in Brunswick, ME
- 2.7 miles
- Built between 1995 and 1998
- \$44 m (\$1998)



# Topsham Connector, ME



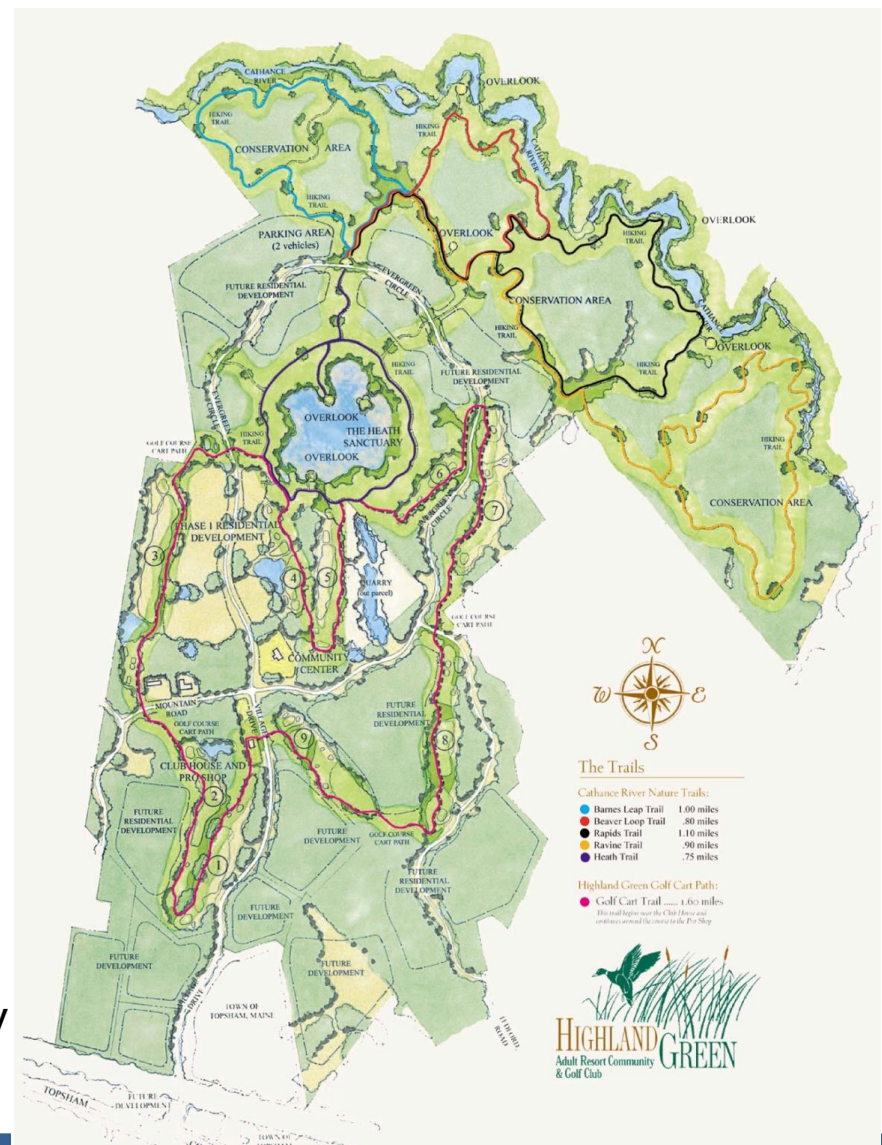


# Local Economic Impacts



Bowdoin Mills Island Redevelopment

Highland Green Active Retirement Community



# Topsham Connector Impacts

- Redevelopment and renovations in downtown due to reduced congestion
- Expansion of Highlands retirement community
- Expansion of Topsham Fair Mall
- Property tax impact of \$1.5 m
- Approximately 350 jobs created
- 21,54 daily trips have led to congestion on connector and plans for frontage road

# Supporting Policies

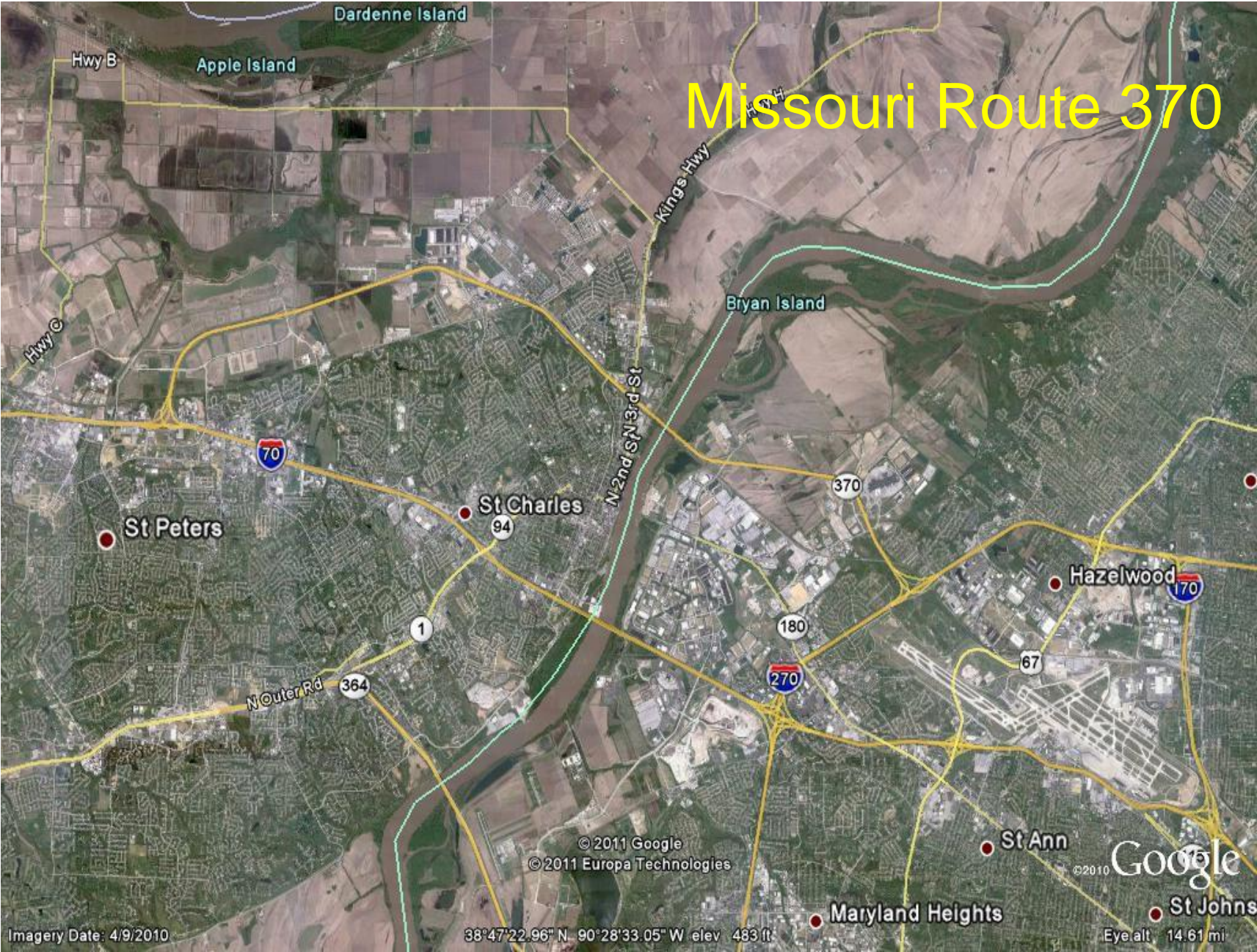
- Town of Topsham
  - adopted downtown redevelopment plan, providing blueprint for developers and ensuring Town support of new development plans
  - built new facilities in downtown (\$15 m)
  - adopted mixed use zoning
  - received CDBG funds to rebuild Main Street

# Missouri Route 370

- Connects I-270 in Bridgeton with I-70 in St. Peters
- 12 miles, including Discovery Bridge built across Missouri River to replace deficient structure
- Built between 1988 and 1996
- \$343 m (\$1996)



# Missouri Route 370



Imagery Date: 4/9/2010

38°47'22.96" N, 90°28'33.05" W elev 483 ft

Eye alt 14.61 mi



# Missouri Route 370 Development





# Route 370 Impacts

- 60,000 vehicles per day
- More than 6.74 m sf of new office, retail, industrial and warehouse space
- Over 2,000 housing units
- More than 7,000 jobs
- Over \$3 m in real property taxes (not including residential)
- Real property value increase of over \$230 m to date
- Over \$25 m in retail tax revenue

# Supporting Policies

- Tax Increment Financing District
- Transportation Development District funded through sales tax on goods and service
- Rezoning of hundreds of acres of land to accommodate highway-related development
- Joint work by City and FEMA to resolve flood plain issues to allow future development
- Established public-private Discover!370 to promote corridor

# **I-70 – 110<sup>th</sup> Street Interchange, Kansas City, KS**

- 12 miles west of downtown Kansas City, KS
- Built to attract new NASCAR speedway
- Ne four-way diamond interchange, widening portion of I-70, and realignment of US 24
- \$57.76 m (\$2001)



# I-70 110<sup>th</sup> Street Interchange

© 2011 Europa Technologies  
© 2011 Google



S 98th St  
Google

Imagery Date: 5/3/2010

39°06'40.62" N 94°49'53.78" W elev 1018 ft

Eye alt 18208 ft





# Impacts of I-70 110<sup>th</sup> St. Interchange

- Over 2 m sf of development on 1,600 acres
- Total investment to date over \$900 m
- An additional \$1.4 b underway
- 5,900 jobs to date with a payroll exceeding \$5.2 m
- Sales tax revenues approaching \$50m/yr
- Property taxes of \$13 m annually
- \$5.3 m PILOT payment



# Supporting Policies

- Sales Tax and Revenue Bonds (STAR) issued for \$23 m
- 30 year PILOT of \$5.3 annually
- Master plan for and rezoning of 1,600 acres
- Local government assembled and paid for 400 acre site where Legends retail complex sits
- Unification of City and County government

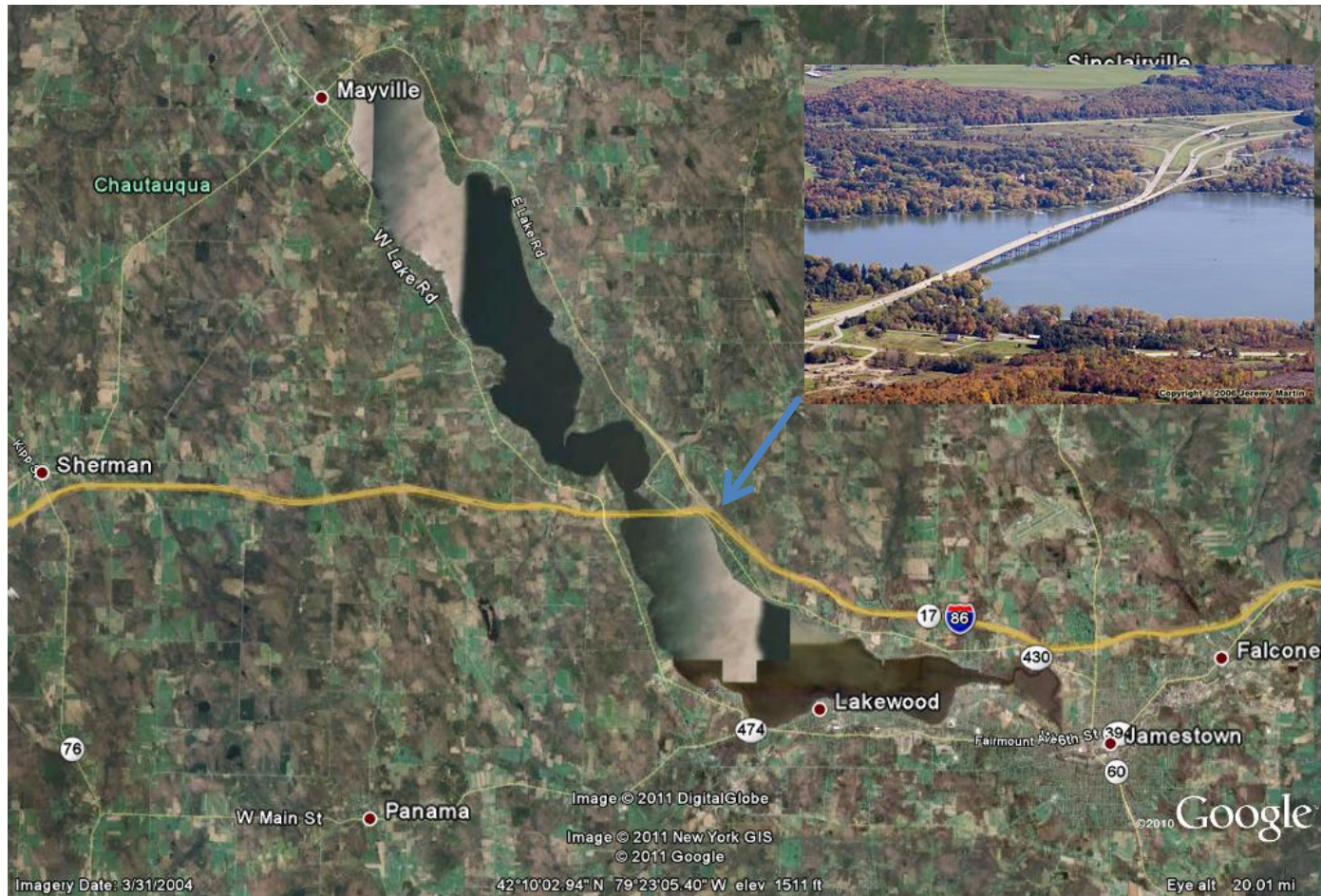
# I-86 in Western New York State

- Two lane road upgraded to interstate standards over three decades
- Corridor T of the Appalachian Highway System
- 177 mile study area in four counties
- Plans to extend highway 203 miles to I-87 in the east
- \$1.36 b to date (\$1998)





# Chautauqua Lake Bridge



# I-86 Impacts

- Travel time savings of 30-40 minutes
- Expansion and attraction of industry
- Tourism expansion, including \$30-40 m expansion of golf course community
- Seneca Nation Casino
- Major retail development at I-99 interchange
- 3,200-3,300 jobs retained/ attracted
- Commercial land values increased by 50-300% depending on proximity to interchanges



# Supporting Policies

- Recent upgrade of Route 15 to become I-99 from I-86, connecting south to I-70
- Seneca Nation casino as anchor for tourism
- Several Empire Zones along corridor
- Low utility rates
- Active marketing by local economic development agencies and non-profits