

Proposed I-71 Interchange at Martin Luther King: Economic Impact & Other Benefits

May 2012

Cincinnati's Uptown Area

- Region's second largest employment center
- Magnet for economic growth



Cincinnati's Uptown Area

- Lacks an interchange
- Congestion and poor access constrain potential



Impacts of New I-71/MLK Interchange

- Larger impact than most State projects
- Profitable investment
 - for City, County, and State
- Economic / community development
 - 670 acres of vacant or underutilized land

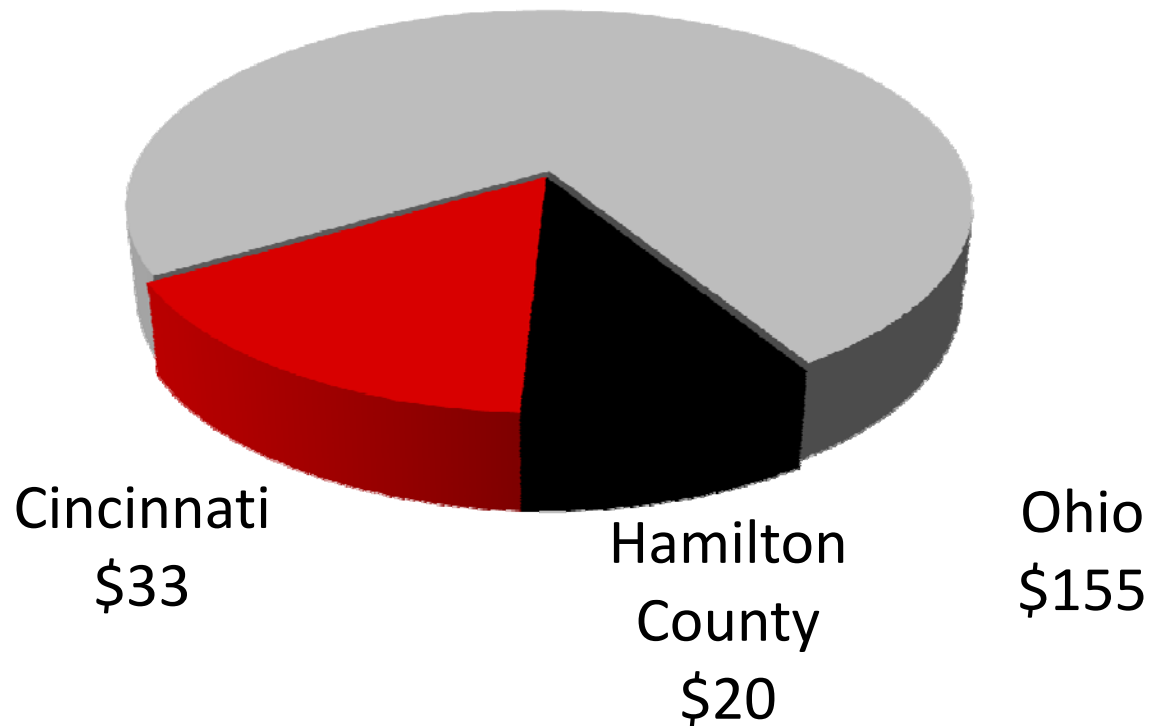
What does \$59M of public money create?

- >\$325M of private investment
- \$460M economic impact for Hamilton County
- \$290M additional impact for rest of Ohio
- More than 2,000 permanent jobs; total annual wages of \$97M



Present Value of Fiscal Benefits

Tax Revenue (\$ millions)



- plus millions of dollars in property tax revenues

The Surrounding Area ...

- Offers numerous sites with access to Uptown's existing scientific and technology resources
- Becomes very attractive to companies from outside of Cincinnati and Ohio



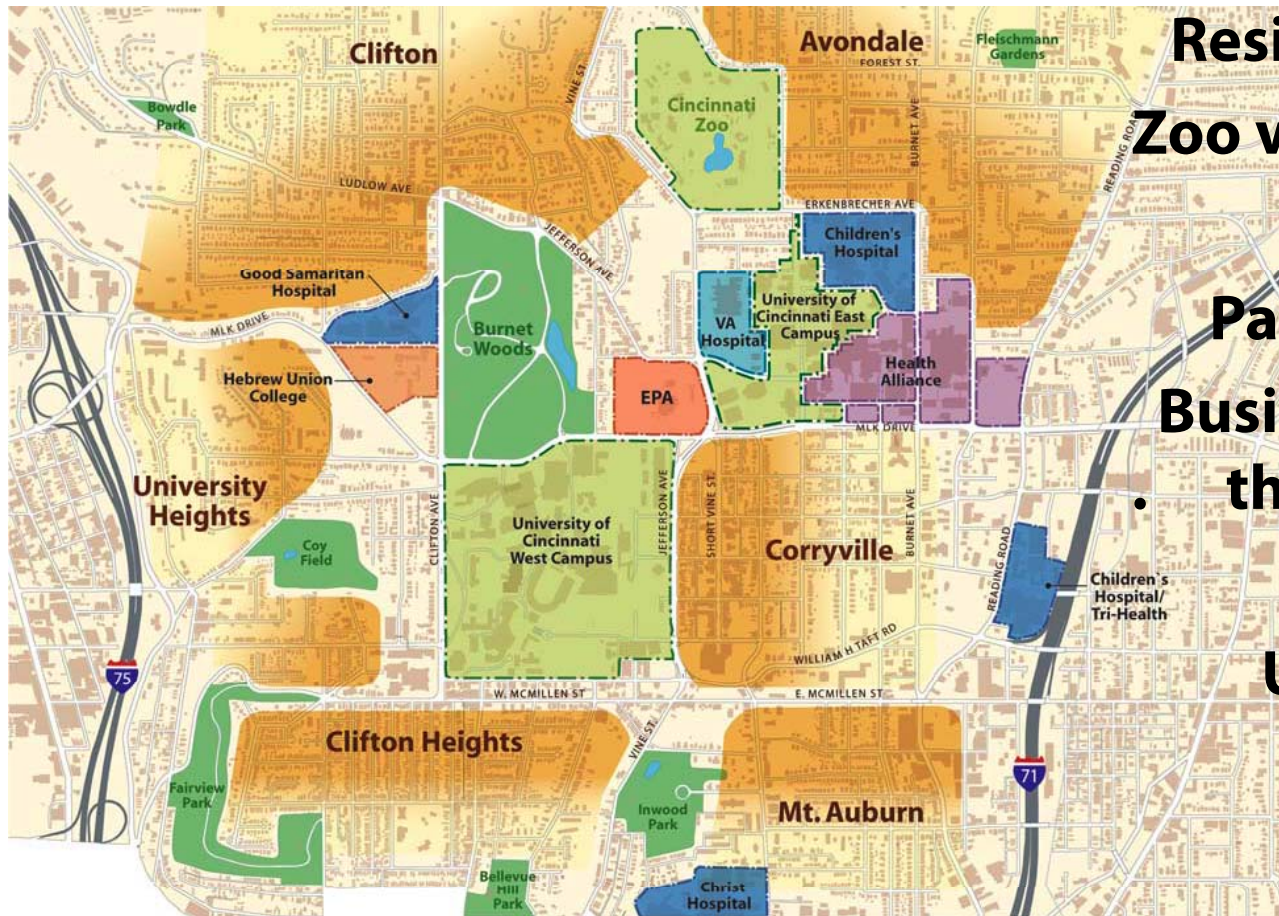
Economic / Community Development

- Enable job growth by major Uptown employers 2,500 – 3,000
- Catalyst for investment/jobs 1,500 – 2,000
 - Commercial redevelopment
 - Compete with other cities
- Retain businesses 1,900 – 2,300
 - Hold onto jobs (e.g., NIOSH) **5,900 – 7,300**

Additional Benefits

- Attractive gateway; better wayfinding
- Residential reinvestment in neighborhoods
- Spin-off economic development in SW Ohio
- Improved access reduces travel time for 17,000 emergency/trauma patients per year
 - Saves lives, reduces health care costs
 - Invaluable for disaster response efforts

The Interchange Benefits ...



Residents

Zoo visitors

Patients

**Businesses and
their workers**

UC visitors

Need for the Interchange

“Interchanges give developers a reason to build heavily in the area...”

– Steve Wray, et al, *The Development Impacts of Highway Interchanges in Major Urban Areas: Case Study Findings (April 2000)*

“The interchange is necessary in order for Cincinnati to compete with other top metros.”

– Laura Brunner, CEO, Port of Greater Cincinnati Development Authority

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