

Illinois Route 3 Corridor Community Impact Assessment

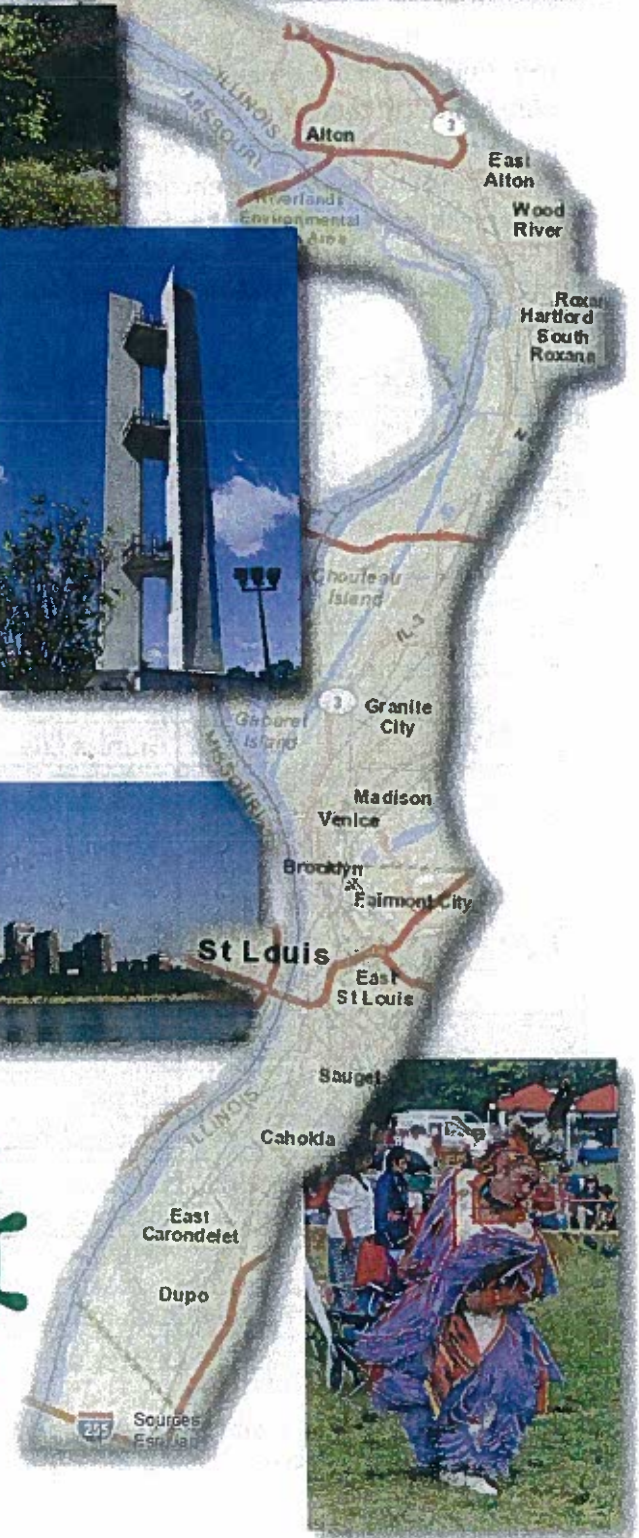
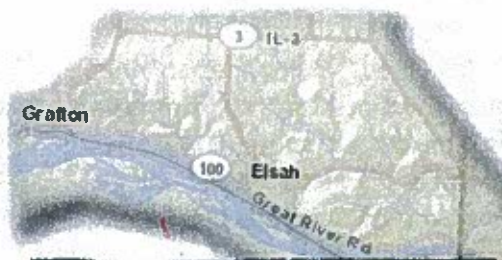
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prepared for the
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Southwestern
Illinois by

HEARTLANDS
CONSERVANCY
Investing in The Nature Of Southwestern Illinois



**LEADERSHIP
COUNCIL
SOUTHWESTERN
ILLINOIS**



Illinois Route 3 Overview

Illinois State Route 3 is essentially the backbone of a nearly 60-mile long, 5-mile wide economic corridor in Southwestern Illinois running parallel to the Mississippi River and I-255. Route 3 provides an inner-belt for the Illinois side of the St. Louis metropolitan area, connecting businesses and consumers from north of Alton to south of Waterloo. In between, Route 3 provides access through the industrial heart of the region, including Wood River, Granite City, East St. Louis, Sauget, and Dupo.

Based on its central geographic location within the nation and the region, the convergence of multi-modal transportation assets, and the historic development pattern of industry within the St. Louis market, the Illinois Route 3 Corridor has emerged as a vital jobs and revenue generator for the entire St. Louis region. To capture the true impact of the corridor on the region, the Leadership Council Southwestern Illinois commissioned an independent community impact assessment.



Illinois Route 3 Community Impact Assessment Approach

To produce the Illinois Route 3 Community Impact Assessment, the following approach was used:

Illinois Route 3 Corridor Boundaries (by Zip Code)

| County | Zip Code | Primary Community |
|-------------------------|----------|-------------------|
| Madison County | | |
| | 62002 | Alton |
| | 62024 | East Alton |
| | 62035 | Godfrey |
| | 62040 | Granite City |
| | 62048 | Hartford |
| | 62060 | Madison |
| | 62090 | Venice |
| | 62095 | Wood River |
| St. Clair County | | |
| | 62201 | East St. Louis |
| | 62205 | East St. Louis |
| | 62206 | Sauget |
| | 62207 | East St. Louis |
| | 62239 | Dupo |
| | 62240 | East Carondelet |
| Monroe County | | |
| | 62236 | Columbia |
| | 62298 | Waterloo |

Define the Route 3 Corridor—Based on the availability of the most relevant data, the corridor was defined using zip code boundaries. For reference, the following table provides a list of the sixteen (16) selected zip codes and their associated communities.

Determine Direct Jobs, Revenue & Earnings in the Route 3 Corridor—Using Hoover's Dun & Bradstreet Report which provided the number of jobs and business revenue for all businesses in the Route 3 Corridor (as defined by zip code boundaries) with 10+ employees, and extrapolating from these figures the number of jobs and revenue for businesses with less than 10 employees, the jobs and revenue within the corridor were distributed by zip code based on the place of business. Personal wages, or earnings, were then calculated based on the average area wage of \$44,210.

Determine Indirect Jobs, Revenue & Earnings in the Route 3 Corridor—With the compilation of Route 3 Corridor data for jobs, business revenue, and personal wages/earnings, the appropriate region-specific and industry-specific Bureau of Economic Analysis (BEA) multipliers were used to calculate the indirect impacts on the region. Multipliers recognize the impact that

jobs, business revenue, and wages have on the economy beyond the initial direct impact as dollars earned are spent and ripple through the local economy.

billion in annual business revenue throughout the St. Louis region, supports more than 215,000 total jobs, and results in annual payroll of almost \$9.2 billion.

DIRECT & INDIRECT 215,000 jobs » \$9.2 billion annual payroll

Since Indirect Impacts are primarily based on Direct Impacts, along with industry-specific BEA multipliers, the leading zip codes for Direct and Indirect Impacts remained the same as above—62002 (Alton), 62040 (Granite City), and 62206 (primarily Sauget), each generating more than \$2.5 billion in annual business revenue throughout the economy, 20,000 direct and indirect jobs, and \$750 million in annual payroll. These zip code areas were again followed by 62201 (East St. Louis) and 62095 (Wood River).

DIRECT & INDIRECT

| Zip Code | Direct & Indirect Revenue | Direct & Indirect Jobs | Direct & Indirect Earnings |
|----------|---------------------------|------------------------|----------------------------|
| 62002 | \$4,728,884,000 | 50,019 | \$2,179,837,030 |
| 62040 | \$3,606,273,000 | 41,336 | \$1,783,086,480 |
| 62206 | \$2,778,442,000 | 18,000 | \$770,754,240 |
| 62201 | \$1,644,263,000 | 13,772 | \$574,893,940 |
| 62095 | \$1,309,452,000 | 13,969 | \$595,905,200 |

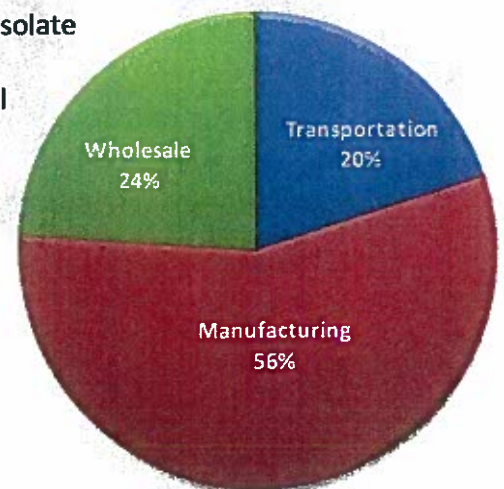
Direct & Indirect Jobs and Earnings by Place of Residence—The economic reach of the Illinois Route 3 Corridor is best demonstrated by the residence of the corridor’s workforce. While nearly 50% of workers in the corridor live within the corridor, zip codes with 35 or more corridor employees are found as far away as 260 miles to the north, 100 miles to the south, and 130 miles to the east in Illinois, and as far as 65 miles to the west in Missouri. In fact, 20,727 Route 3 Corridor workers, or 10%, live in Missouri and commute daily to Illinois businesses served by Route 3.

The Indirect Impacts are proportional to the Direct Impacts and therefore have a significant and much larger impact on the economies of the places of residence of Route 3 Corridor employees. An estimated 100,000 total jobs and \$4.5 billion in payroll-induced impacts on the local economy are generated in non-Corridor communities as dollars re-circulate through those communities.

NON-CORRIDOR BENEFITS: 100,000 jobs » \$4.5 billion annual payroll

Direct & Indirect Impacts of Transportation, Manufacturing, and Wholesale-Related Industries in the Route 3 Corridor—The final analysis was to isolate the impacts of those industry categories that were determined to be most dependent on the Route 3 Corridor’s central location and natural and man-made multi-modal transportation infrastructure. These included the eight BEA transportation-related industry categories (Air, Rail, Water, Truck, Transit and Ground, and Pipeline Transportation, Transportation Support Activities, and Warehousing and Storage); all of the sixteen BEA manufacturing-related categories found within the corridor; and the one wholesale trade category.

Transportation Industry—The seventy-three (73) Route 3 Corridor businesses (with 10+ employees) within the transportation-related industry categories accounted for approximately \$350 million in annual revenue, and provided 4,400 Jobs with close to \$200 million in annual wages. With the inclusion of indirect impacts, the total impact of the Route 3 transportation industry on the region’s













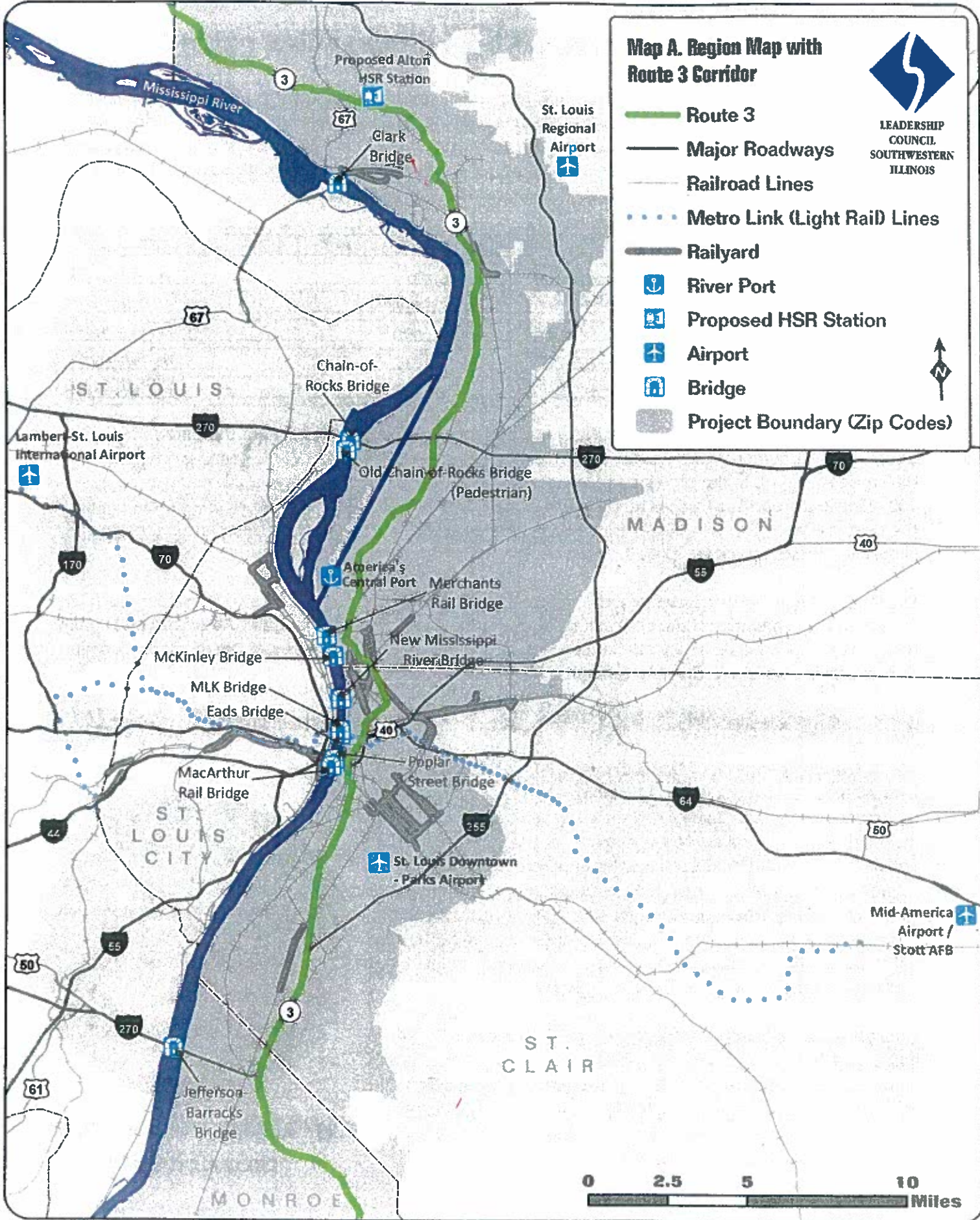
% NON-RETAIL/SERVICE SECTOR REVENUE IMPACTS

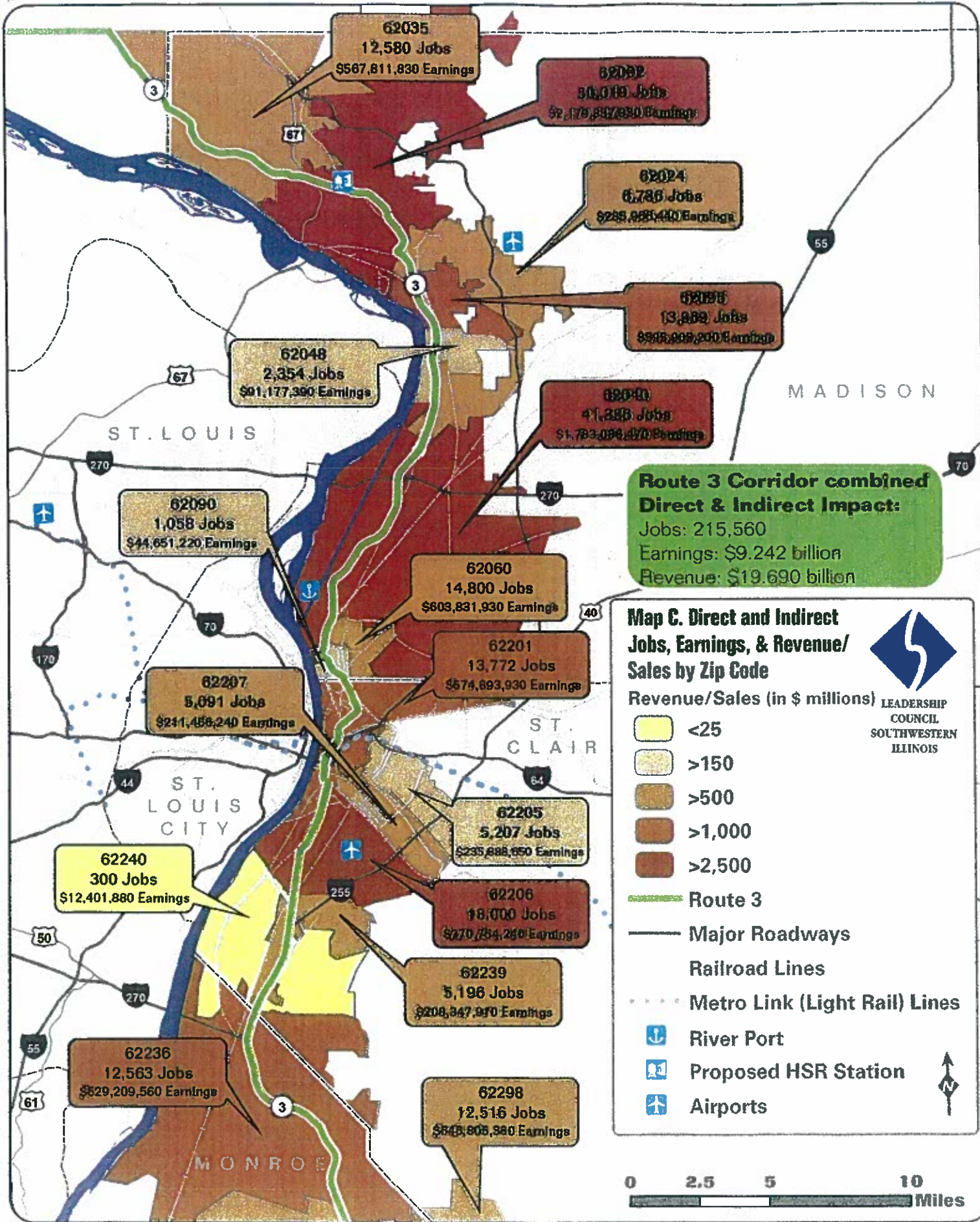


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**Map A. Region Map with
Route 3 Corridor**

-  Route 3
-  Major Roadways
-  Railroad Lines
-  Metro Link (Light Rail) Lines
-  Railyard
-  River Port
-  Proposed HSR Station
-  Airport
-  Bridge
-  Project Boundary (Zip Codes)





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