

manufacturing, distribution, and trucking, by providing open sites on developable land for industrial-type uses. However, that growth would be outside of the City.

The Central Corridor Alignment could benefit sites in the Shenandoah/Norfolk Southern (Shaffer's Landing) Industrial Area, which is a target for industrial redevelopment in the City. If these benefits are to be realized, however, an aggressive program of redevelopment of unused and under-utilized sites in this area would have to be pursued.

The West Bypass Alignment should have very little impact on industrial development, since the lack of interchanges and the mountain terrain would limit new development sites. By reducing travel times between Roanoke and the major markets in the Midwest and to the South, however, all of the alternatives for I-73 would extend the market reach of the region's key distribution, trucking, and manufacturing industries.

**Magnitude of Impacts.** It is not possible to definitively predict the total value of these differences in industrial growth potentials for the City. With the "no build" scenario, it is likely that the City would continue to lose jobs in the manufacturing sector at the current rate of over 2,500 industrial jobs lost per decade. The market expansion made possible by I-73 could help to spur new growth, particularly in the growing electronics and instruments industries – halving the rate of loss of industrial jobs. If the Central Alignment is accompanied by an upgraded effort to redevelop existing industrial sites in the City, then it could possibly attract another 1000 industrial jobs to the City over the decade after completion of the highway (net change compared to the "no build" scenario). If the East Bypass Alignment is built, it would most likely create additional job growth in the metropolitan area, but most of those jobs would be outside of the City limits and hence there would be little net impact on the City's economy.

The additional potential industrial growth would directly affect the City's revenues from property tax revenues, but those impacts are likely to be small because of tax abatements and other special tax reductions associated with the enterprise zones in which the industrial areas are located. In addition, any such industrial growth would create additional worker incomes and hence potentially generate additional retail spending. Overall, the IMPLAN economic model for the City of Roanoke indicates that an additional 1000 jobs in electronics and other high tech industries attracted to the City will also lead to another 560 jobs elsewhere in the City's economy due to additional orders at other suppliers of goods and services in the City plus additional worker spending in the City. That would create \$45 million of additional worker income annually.