



ECONOMIC DEVELOPMENT DEPARTMENT
LOUISVILLE, KENTUCKY

JERRY E. ABRAMSON
MAYOR

C. BRUCE TRAUGHBER, DIRECTOR

August 4, 2008

Mr. Rick Storm
City Engineer
Public Works and Assets
444 S. 5th Street
Louisville, KY 40202

Dear Rick:

The current inability to develop our community's last major industrial/commercial park adjacent to Interstate 265, between I-64 and Taylorsville Road, should be addressed as quickly as possible. We're seeing strong investment in this area, but only the Blankenbaker interchange on I-64 serves this immediate area. At present this interchange cannot handle the amount of traffic that results from the large numbers of employees (approximately 10,000) who are currently working in the two business parks. The business community is aware of this problem and therefore a new interchange at Rehl Road and I-265 must be a top road priority for our community.

As one major employer has already informed us, the infrastructure is not sufficient to withstand more development, however, they stand ready to build a second building (which means an additional 2,000 employees) if a commitment for another interstate connection is made. Without another interchange this company does not intend to add these jobs to our community. The decision represents the industries' attitude toward this area. Traffic is already congested at the Blankenbaker-I-64 interchange, and it will get only worse with time, and as residential and other development occurs in this part of Jefferson County.

Blankenbaker Station and Blankenbaker Crossings together currently represent more than 600 acres of development, and \$675 million in investment. With their proposed expansions of up to 600 more acres, Louisville and Kentucky could be looking at a doubling of the number of jobs, increasing employment to 20,000, with additional real estate investment of approximately \$2 billion.

Rick Storm
August 4, 2008
Page 2

This proposed development would have an **annual net new impact of:**

- **\$1.9 million in Kentucky state property tax revenues**
- **\$74.9 million in Kentucky State individual income tax revenues**
- **\$64.1 million in Kentucky State sales tax revenues**
- **\$12.5 million in local occupational tax revenues**
- **\$3.4 million in local property tax revenues**
- **an additional 49,000 jobs in our 25-county economic area**

This new investment cannot happen without a new interstate interchange. This area has been long identified for industrial economic development in our Comprehensive Planning documents, it is flat, it has no environmental constraints, most of it has been rezoned for industrial land use, and it has adequate sewers; even so, *companies are making decisions to bypass this area because of lack of interstate access, making Louisville and Kentucky miss out on real economic development opportunities.* With the small amount of developable land left in our county, this area is in dire need for a new interchange.

The proposed Rehl Road interchange on I-265 would provide an option for employees to access this area. This interchange should be made a top priority. **THE LOSS TO THE COMMONWEALTH IS \$141 MILLION ANNUALLY IF WE DO NOT ACT TO BUILD THIS INTERCHANGE.**

Sincerely,



C. Bruce Traughber
Director