

### How to use this document

The 2004 MORPC Freight Fact Book presents an overview of current and future freight movement across all modes in the central Ohio region. Information in this document has been grouped into four main sections: Truck Freight, Rail Freight, Air Cargo, and Land Use. Each section consists of a compilation of double-sided "Fact Sheets," which provide a quick reference to statistics and trends relevant to central Ohio freight. This layout allows users to choose individual topics of interest, and presents the information in a format that is easy to reproduce and distribute if desired. The Document Outline on the following page provides a brief overview of the material found on each fact sheet in the four sections of this document.

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### Disclaimer

The information provided in this document is compiled from various sources available to MORPC, both in-house and external, that we believe to be reliable.

## Document Outline

Below is an outline of the material found on each fact sheet in the four sections of the Central Ohio Freight Fact Book.

### **2004 Central Ohio Freight Fact Book: Overview**

- **2004 Central Ohio Freight Fact Book: Overview**

This fact sheet gives a high level overview of the information found throughout the document, briefly touching on each of the four main sections.

**Figures:**

*National Freight Movement, 2000*  
*Central Ohio Freight Movement, 1998*  
*Central Ohio Intermodal Activity*  
*Central Ohio Air Cargo Operations*  
*Central Ohio Freight Districts*  
*Franklin County Industrial Space*

### **Truck Freight**

- **Trucking Trends – The Nation, The State of Ohio**

This fact sheet presents national freight truck statistics and describes why it is important to take truck volumes into consideration during the planning process. It also contains information on general trucking trends in Ohio, current and future truck volumes, and the top commodities being hauled by trucks in Ohio.

**Figures:**

*Growth of Vehicle-Miles of Travel (VMT) and Lane-Miles: 1980-2000*  
*Ratios of 2000 Federal User Charges to Allocated Costs by Vehicle Class*  
*Estimated Average Daily Truck Traffic in Ohio: 1998 & 2020*  
*Distribution of Ton-miles in Ohio by Commodity in 2020*

- **Trucking Operations – The State of Ohio**

This fact sheet describes how oversize/overweight trucks are issued permits to travel on Ohio routes and provides data on the number of permits issued by ODOT. A discussion of the daily distribution of truck volumes is also included.

**Figures:**

*Number of Oversize/Overweight Permits Issued by ODOT*  
*Number of Oversize/Overweight Citations Issued in Ohio, 1986-2001*  
*Urban Interstate Daily Traffic Distribution*  
*Urban Freeway Daily Traffic Distribution*  
*Rural Interstate Daily Traffic Distribution*  
*Urban Principal Arterial Daily Traffic Distribution*

- **Truck Safety**

This fact sheet provides data on tractor trailer accidents in Ohio, a brief discussion on trucking hours-of-service regulations, and a map of the hazardous material routing in central Ohio.

**Figures:**

*Ohio Tractor-Trailer Crashes*  
*HazMat Routing in Central Ohio*

- **Truck Freight Overview – Central Ohio**

This fact sheet provides data from the MORPC case study included in ODOT's *Freight Impacts on Ohio's Roadway System* report. Information such as annual value-miles, annual ton-miles, and vehicle-miles of travel for the 7 county area are given. The

fact sheet also gives a description of the information found on the County Truck Volume Maps following the Truck Freight Overview – Central Ohio page.

**Figures:**

*Franklin County Truck Freight, 1998 and 2020*

*Franklin and Delaware County Truck Freight, 1995 and 2020*

*Central Ohio Truck Volumes*

*Freight Truck Movement in Central Ohio, 1998*

- **Truck Freight Overview - Franklin County, Delaware County, Licking County, Pickaway County, Union County, Fairfield County, and Madison County**

Each of these fact sheets provides an overview of freight truck movement through the county. Routes with a high volume of truck traffic or a high percentage of truck traffic are highlighted on the county map, and possible freight generators in the county are also mapped. Truck freight data for the county is compared to data for the 7 county region and also the state as a whole.

**Figures:**

*Truck Volumes and Possible Freight Generators*

*County Truck Freight*

*Percent of Regional Truck Freight*

*County Truck Freight Data*

## **Rail Freight**

- **National Rail Operations**

This fact sheet provides an overview of national rail operations, including data on current and future freight rail movement. This sheet also gives examples of the variety of goods transported nationally via rail, and discusses some of the roadblocks faced by the railroad industry.

**Figures:**

*Freight Flows by Rail*

*The U.S. Freight Railroad Industry, 2002*

- **Rail Operations – Central Ohio**

This fact sheet looks at rail operations in the 7-county mid-Ohio region, focusing mainly on CSX and Norfolk Southern operations. The intermodal industry is discussed and historic data for the three intermodal yards in central Ohio is provided. This section also looks at infrastructure limitations and industry deregulation.

**Figures:**

*Top 10 Counties for Originating or Terminating Rail Tonnage, 1998 and 2020*

*10-Year Growth at Central Ohio Intermodal Rail Yards*

- **CSX Operations in Central Ohio**

This fact sheet provides background information and data on the three CSX yards located in central Ohio: Buckeye Yard, Honda-Marysville terminal, and Parsons Yard.

**Figures:**

*CSX Buckeye Yard Location*

*Historical Rail Lifts – Buckeye Yard*

*Historical Rail Lifts – Honda-Marysville Yard*

*CSX Parsons Yard Location*

- **Norfolk Southern Operations in Central Ohio**

This fact sheet provides background information and data on the Norfolk Southern rail yards in central Ohio: Discovery Park, Buckeye Yard, and Bulk Transfer Facilities.

**Figures:**

*Norfolk Southern Discovery Yard Location*  
*Proposed Relocation Site for Discovery Yard*  
*Historical Rail Lifts – Discovery Park*  
*Norfolk Southern Buckeye Yard Location*

## Air Cargo

- **Air Cargo Operations – Central Ohio**

This fact sheet provides a look at air cargo operations for Port Columbus International and Rickenbacker Airports over the last ten years. The merger of the Columbus Municipal Airport Authority and the Rickenbacker Port Authority is also discussed.

**Figures:**

*Rickenbacker and Port Columbus Growth*  
*Central Ohio Air Cargo Operations*

- **Port Columbus International Airport & Rickenbacker International Airport Overview**

This fact sheet gives an overview of operations at Port Columbus and Rickenbacker and provides historic air cargo data for the airport. Major freight airlines operating out of Port Columbus and major cargo airlines and freight forwarders operating out of Rickenbacker are also listed.

**Figures:**

*Port Columbus Air Cargo Volumes*  
*Rickenbacker Air Cargo Volumes*

- **Foreign-Trade Zone #138**

This fact sheet describes operations at Foreign-Trade Zone (FTZ) #138 and shows locations for the general purpose zones and the subzones in central Ohio. Total admissions for FTZ #138 are given for the last ten years and examples of businesses located in the FTZ are also provided.

**Figures:**

*Foreign-Trade Zone #138 Locations*  
*Foreign-Trade Zone #138, Total Admissions*

## Land Use

- **Land Use, Demographics and the Link to Goods Movement:**

This fact sheet provides a definition of goods movement and compares freight activity between the U.S., Ohio, Cleveland, Cincinnati, and Columbus. Also included are current and future land use and demographics for central Ohio.

**Figures:**

*Freight-related Activity: Establishments and Employment*  
*Manufacturing Industry in Ohio*  
*Warehousing and Storage Industry in Ohio*  
*MORPC Area Square Footage 2000 & 2030*  
*MORPC Area and Franklin County Land Use and Demographics*

- **Central Ohio Goods Movement Districts:**

This fact sheet identifies six Freight Districts in Franklin County based on industrial land use and manufacturing and industrial park locations. Land use and demographics of each of the six districts are compared for the years 2000 and 2030.

**Figures:**

*2000 Industrial Space*

*Manufacturers & Industrial Parks*

*Freight Districts in Greater Columbus*

*Industrial Space Distribution, Franklin County 2000 & 2030*

*Freight District Land Use and Demographics*

- **Port Columbus, Discovery Park, Rickenbacker North, Rickenbacker South, Westbelt North, & Westbelt South Districts:**

The Freight District fact sheets contain detailed information regarding each of the six areas identified as freight “hot spots.” The “At-A-Glance” section provides a high level overview of the district along with key statistics for the area. The data page provides quantitative information about the region’s land use and demographics, and compares the district to the MORPC planning area as a whole, and a land use map and aerial photograph of the region provide an actual view of the district and the land use associated with each TAZ.

**Figures:**

*Land Use and Demographic Variables*

*Percent Growth 2000-2030*

*District Truck Volumes*

*District % of Franklin County Totals*

- **Future Freight Districts: A Review of Candidates:**

This fact sheet identifies several local industrial development projects that may be classified as freight “hot spots” in the future.

**Figures:**

*Rt. 33 Joint Development Area*

*Target Distribution Center*

*The Limited Distribution Center*

*Etna Corporate Park Plans*

*Kroger Distribution Center*

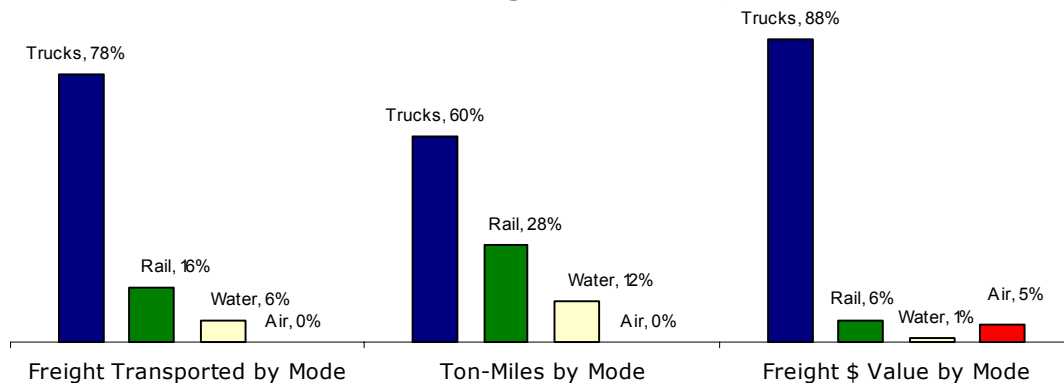
**Glossary and Additional Resources**

## 2004 Central Ohio Freight Fact Book: Overview

Freight is an integral part of every person's life; everything that is touched in a given day was once first touched by freight. According to TRANSEARCH, a comprehensive freight movement and commodity data set, in 2000 the nation's freight system moved 14 billion tons of domestic freight valued at \$11 trillion over 4.5 trillion ton-miles. As shown in the figure below:

- Trucks moved the majority of the nation's domestic freight tonnage, accounted for the highest number of ton-miles, as well as the most dollars transported on the system.
- Rail movements came in second to truck movements. Rail moves were, in general, longer in distance than truck moves and therefore accounted for a proportionately higher share of ton-miles. Rail moves also tend to involve lower-value commodities than truck, so rail represented a proportionately lower share of total domestic freight value.
- Domestic water freight, which include freight on river barges and coastal/lake steamers, tended to be longer in distance and lower in value than truck moves.
- Air accounted for a negligible share of tonnage and ton-miles, but a disproportionately high share of value, as air freight tends to be very light and valuable.

### National Freight Movement, 2000

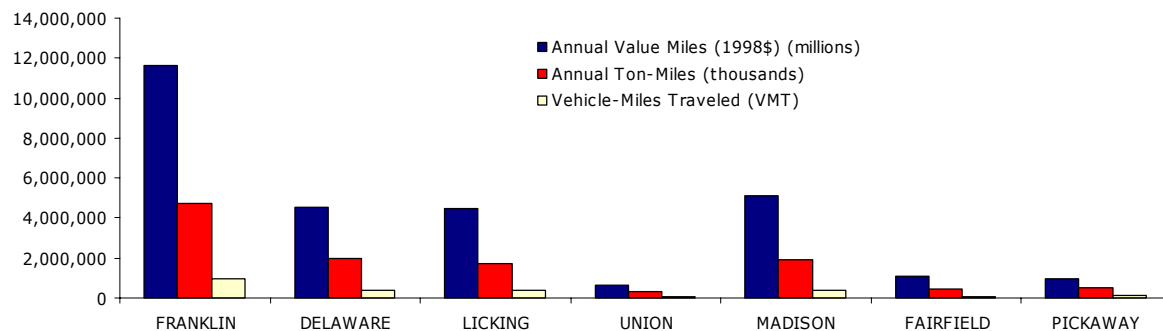


The economy is growing, and with it, so is the demand for freight transportation services. AASHTO predicts that with a moderate growth in the economy of 3% per year, domestic freight tonnage will increase by 57% by 2020, and international freight tonnage may increase 100%, or more.

### Trucking Operations

Out of the seven counties that make up the MORPC freight planning area, Franklin County clearly has the most truck activity. In fact, Franklin County tops all other Ohio counties in system annual truck ton-miles, daily VMT and annual value-miles, for both 1998 and 2020.

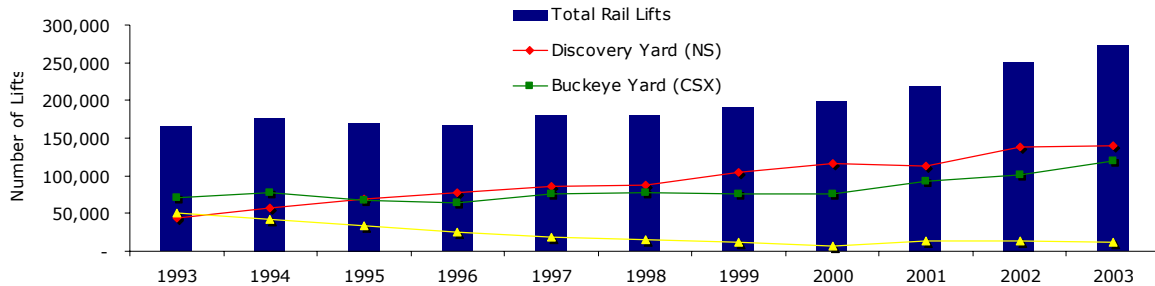
### Central Ohio Freight Movement, 1998



**Rail Operations**

Central Ohio has two Class I railroads, Norfolk Southern (NS) and CSX Transportation (CSX), two regional railroads, the Ohio Central and Indiana & Ohio Railroads, and one short-line railroad, the Camp Chase Industrial Railroad. Having multiple rail carriers ensures that business in the region remains competitive. Intermodal business has experienced above average growth over the last four years, and is measured by the number of “lifts” handled at the rail yard. One lift is completed when a single container is transferred to and from a rail car.

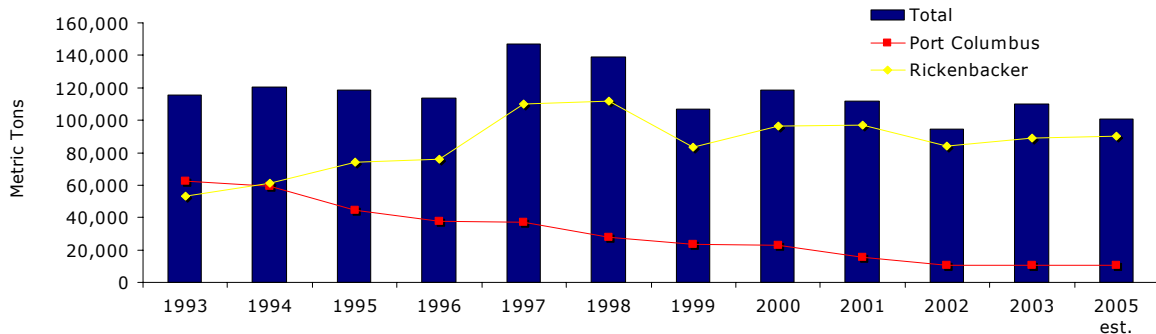
**Central Ohio Intermodal Activity**



**Air Cargo Operations**

Air cargo volumes at central Ohio’s two freight handling airports are secure, with moderate growth at Rickenbacker and a stable situation at Port Columbus. Projections for future air cargo volumes are conservative in this figure. It is anticipated that the 2005 projection of approximately 110,000 metric tons is low, given the Columbus Regional Airport Authority plans for warehousing and distribution facility development at Rickenbacker within the next 5 years.

**Central Ohio Air Cargo Operations**



**Land Use, Demographics and the Link to Goods Movement**

**Central Ohio Freight Districts**

Freight movement has been influential in the development of urbanized areas across the nation. Six goods movement districts are in central Ohio containing over one-third of Franklin County’s industrial activities, as well as 28% of the seven county region’s total industrial space.

