



morpc

Mid-Ohio Regional Planning Commission

State of the Region 2011

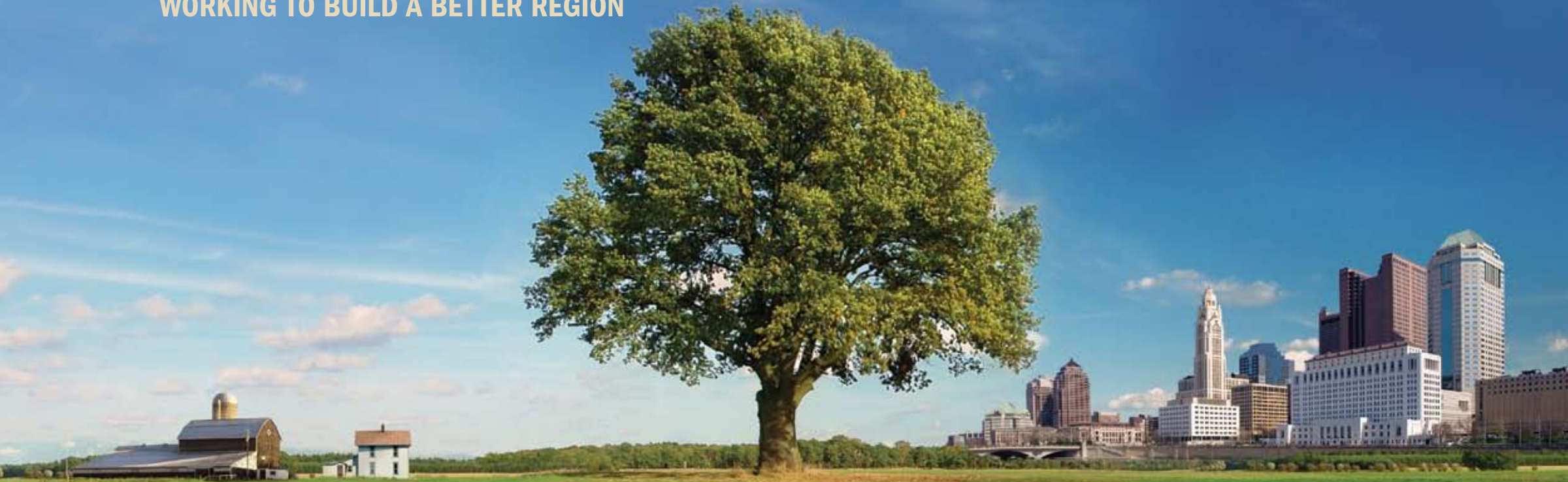
TRANSPORTATION MEANS BUSINESS





Mid-Ohio Regional Planning Commission

WORKING TO BUILD A BETTER REGION



DELAWARE FAIRFIELD FAYETTE FRANKLIN KNOX LICKING

MADISON MARION MORROW PICKAWAY ROSS UNION

MISSION STATEMENT

The Mid-Ohio Regional Planning Commission (MORPC) will be the regional voice and a catalyst for sustainability and economic prosperity in order to secure a competitive advantage for central Ohio.

MORPC is the place where visions and ideas about our growing region are created, designed, discussed and embraced. We are a voluntary association of local governments serving central Ohio. A catalyst for regional change, evidence of our work is seen every day through planning, programming and public policy in the areas of economic development, energy, environment, housing, transportation and land use.

Executive Director

Chester R. Jourdan, Jr.

2011 Officers

Derrick R. Clay, Chair
Marilyn Brown, Vice-Chair
Eric Phillips, Secretary

Member Governments

Cities

Bexley
Columbus
Delaware
Dublin
Gahanna
Grandview Heights
Grove City
Hilliard
London
Marysville
Pataskala
Pickerington
Powell
Reynoldsburg
Upper Arlington
Westerville
Whitehall
Worthington

Counties

Delaware County
Franklin County
Pickaway County
Ross County

Townships

Bloom
Etna
Granville
Violet

Villages

Baltimore
Brice
Canal Winchester
Cardington
Groveport
Harrisburg
Lithopolis
Lockbourne
Marble Cliff
Minerva Park
New Albany
Obetz
Plain City
Riverlea
Shawnee Hills
South Bloomfield
Urbancrest
Valleyview
West Jefferson

Additional Members

Columbus Development Commission
Central Ohio Transit Authority (COTA)
Columbus Regional Airport Authority
Delaware Area Transit Authority (DATA)
Franklin County Township Trustees Association
Licking County Transit Board
Ohio Department of Transportation
Ohio Environmental Protection Agency

TRANSPORTATION MEANS BUSINESS

Every day, each of us relies on our transportation system. As a region, we must keep central Ohio moving. Transportation means business, business means jobs and jobs mean a better quality of life for central Ohio.

Historically, central Ohio has been a crossroads for transportation since the national road, the canals, the early railroads, and the interstate system. Today our transportation system faces many challenges. Our existing businesses and new businesses that locate to our region expect

a reliable transportation system so employees, resources, and products arrive just in time. Our residents rely on transportation to provide a safe and convenient means to work, shop and play.

The United States is losing its competitive advantage over other countries because of four decades of under-investment in transportation. The consequences will have a significant impact on our livelihoods, our health, access to goods and services, our children's education and how we prosper and move forward as a region.

Without additional revenues, many congested, deteriorated, and unsafe roads and freeways will go unimproved, and central Ohio will find it difficult to build a region-wide, sustainable, interconnected transportation system that includes transit, bikeways, pedestrian ways and freight rail.

What does that mean to central Ohio? Simply that our region could lose its ability to compete in the global marketplace. Central Ohio could lose its appeal as a first class region where

businesses thrive and people aspire to live. Central Ohio's quality of life could suffer as our young residents move to other cities taking along their skills, talents and our investments in them.

This State of the Region Executive Summary provides a snapshot of how our region is progressing with a focus on the role of transportation. The transportation facts in this notebook provide a glimpse of our region. Most facts are drawn from 2008 or later, after the start of the Great Recession of '07.



Visit morpc.org/stateoftheregion for more facts and figures about the region and how transportation means business in central Ohio.

HOW WE'VE GROWN

The 2010 Census reported central Ohio region has over 2 million people – an increase of 236,000 people since 2000. Every county showed an increase in its population, with Delaware growing the fastest. The region is increasing in diversity. Details about the 2010 Census results are posted on MORPC's website at www.morpc.org/census2010.

COUNTY	POPULATION		
	1990	2000	2010
DELAWARE	66,929	109,989	174,214
FAIRFIELD	103,461	122,759	146,156
FAYETTE	27,466	28,433	29,030
FRANKLIN	961,437	1,068,978	1,163,414
KNOX	47,473	54,500	60,921
LICKING	128,300	145,491	166,492
MADISON	37,068	40,213	43,435
MARION	64,274	66,217	66,501
MORROW	27,749	31,628	34,827
PICKAWAY	48,255	52,727	55,698
ROSS	69,330	73,345	77,865
UNION	31,969	40,909	52,300
REGION	1,613,602	1,835,189	2,070,853

THE LABOR MARKET

Annual average unemployment in the 12-county region increased from 5.7% in 2008 to 8.8% in 2010. As a comparison, national annual average unemployment was 5.8% in 2008 and 9.6% in 2010.

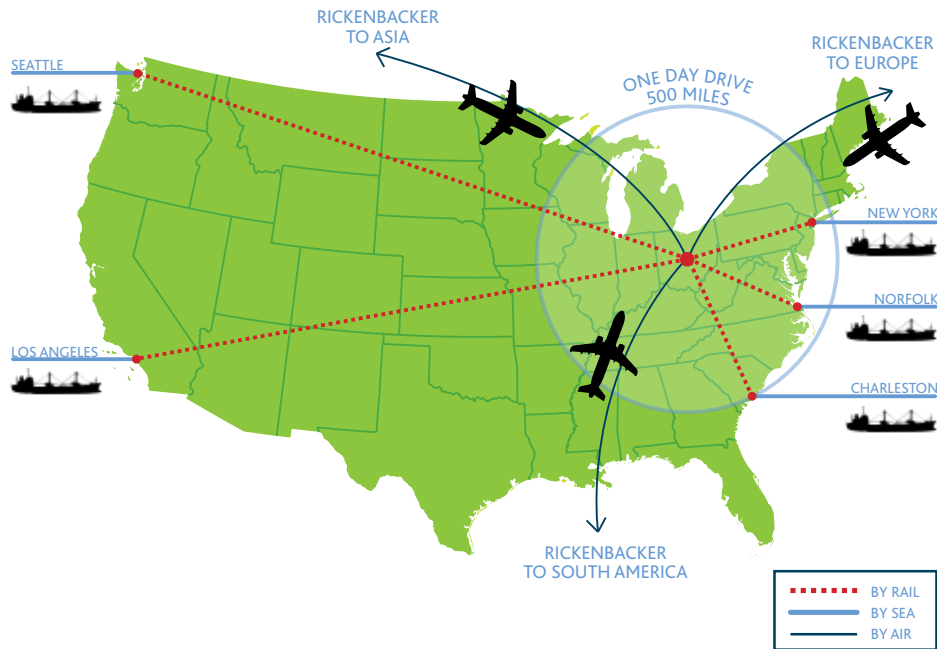
COUNTY	UNEMPLOYMENT RATE (%)		
	2008	2009	2010
DELAWARE	4.6	6.9	7.1
FAIRFIELD	5.7	8.5	8.8
FAYETTE	5.7	11.0	11.5
FRANKLIN	5.5	8.3	8.5
KNOX	6.4	9.6	9.6
LICKING	6.2	9.3	9.5
MADISON	6.2	9.3	9.4
MARION	7.0	11.3	10.8
MORROW	7.0	10.9	10.3
PICKAWAY	7.1	10.8	11.0
ROSS	7.9	12.0	11.5
UNION	5.2	8.4	8.4
REGION	5.7	8.7	8.8

LOGISTICS

The logistics industry is important to the global success of our region. Central Ohio is strategically located within a one day truck drive of 58% of the United States population, 61% of its manufacturing capacity and 50% of Canada's population. This unique proximity advances our freight and distribution industries within the U.S. and the global marketplace. The logistics industry is responsible for 14% of private sector employment in central Ohio.



PHOTO COURTESY OF RICKENBACKER INTERNATIONAL AIRPORT



CRITICAL PUBLIC INVESTMENTS IN LOGISTICS INFRASTRUCTURE

Since 2000, over \$220 million have been committed for infrastructure to allow freight to reach central Ohio more easily.

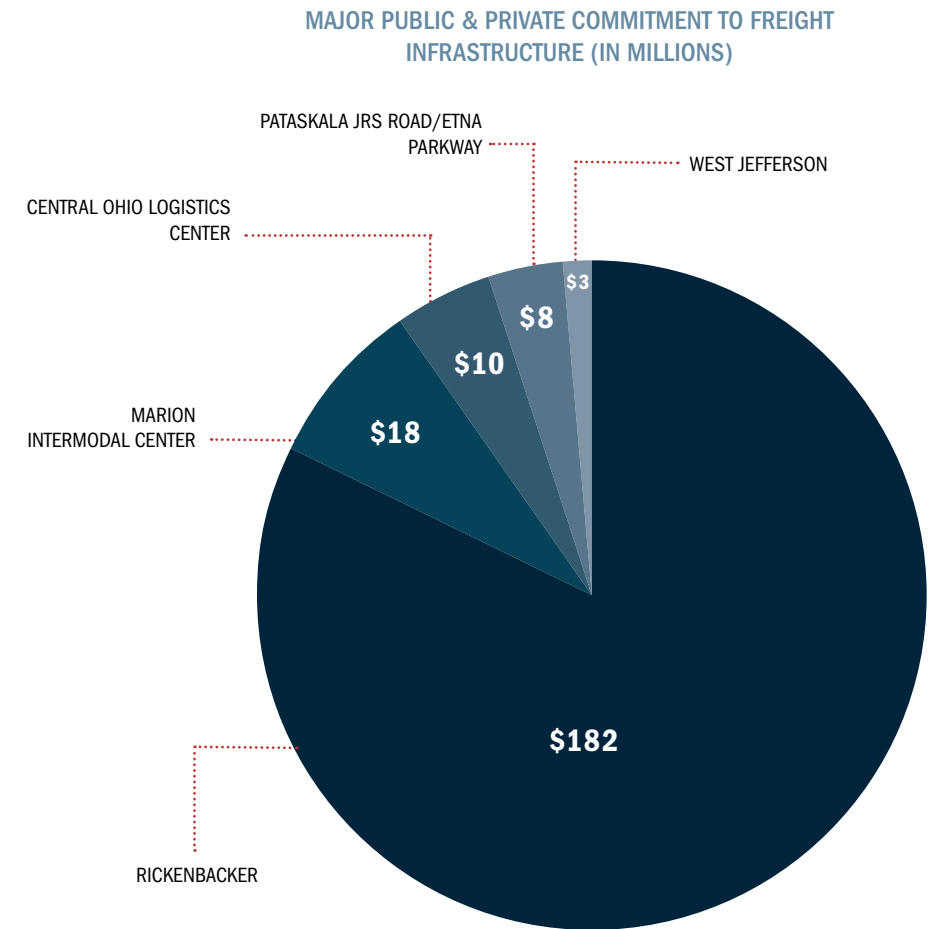




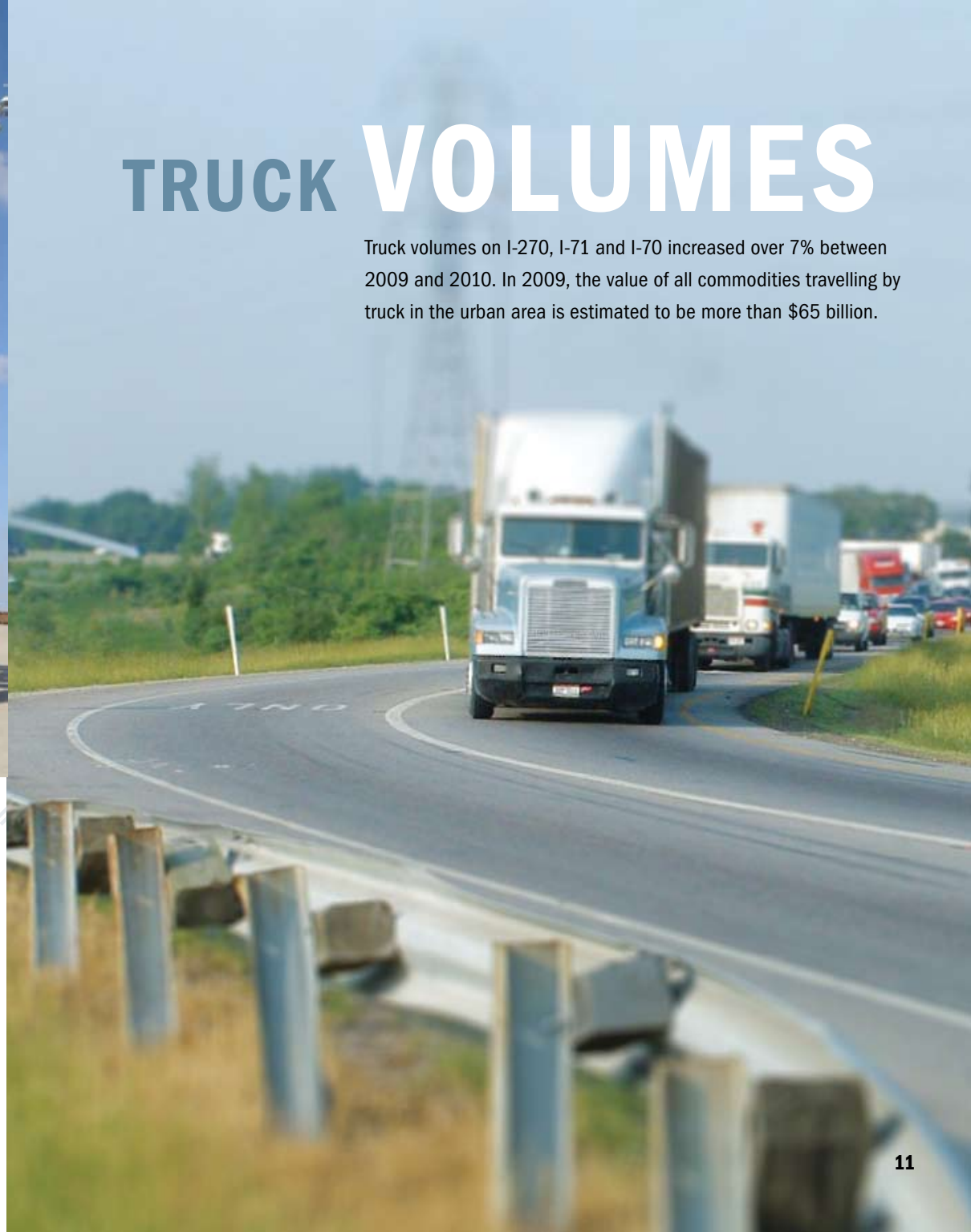
PHOTO COURTESY OF RICKENBACKER INTERNATIONAL AIRPORT

RAIL FREIGHT

There are four intermodal rail facilities in the central Ohio region; Buckeye, Marion Intermodal Center, Marysville/Honda, and Rickenbacker. Regionally, intermodal container lifts have increased 21% between 2009 and 2010. A lift is when a container is “lifted” from train to truck or from a truck to a train. The Heartland Corridor makes overnight service between Columbus and the Port of Virginia possible via the Rickenbacker Intermodal Facility.

TRUCK VOLUMES

Truck volumes on I-270, I-71 and I-70 increased over 7% between 2009 and 2010. In 2009, the value of all commodities travelling by truck in the urban area is estimated to be more than \$65 billion.



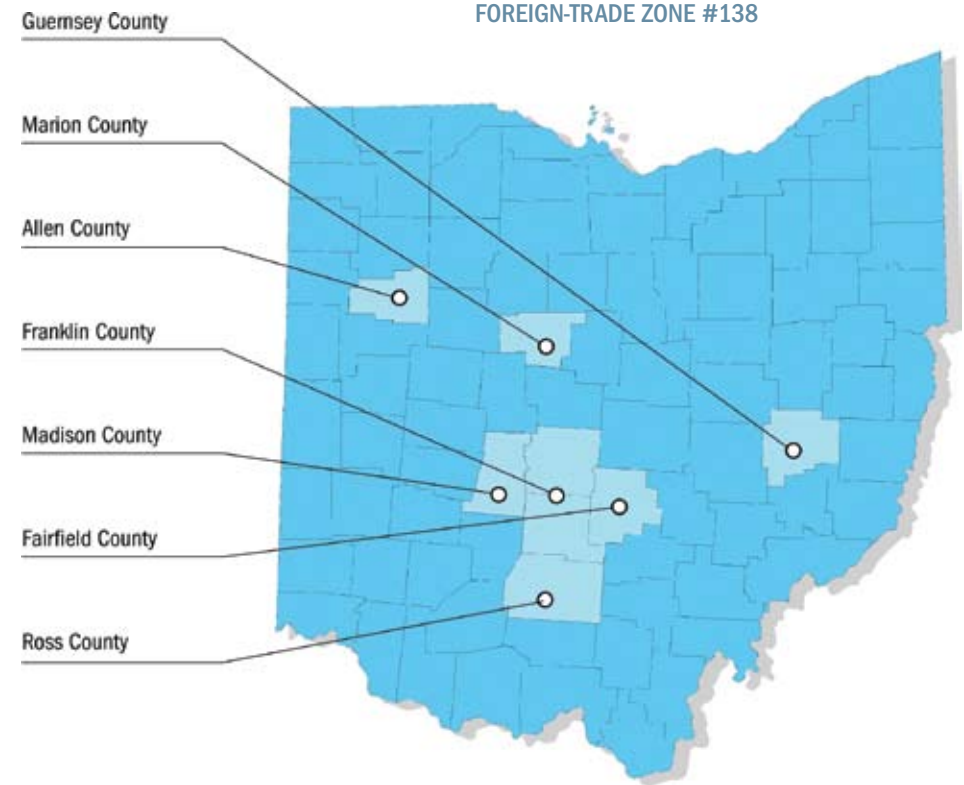
AIR CARGO

Companies rely on multiple modes of transportation to compete in the global marketplace. Central Ohio is one of the only regions in the U.S. that has a dedicated cargo airport – especially one located near an intermodal facility. Fed Ex and UPS moved over 36 million pounds of cargo through Rickenbacker during the 4th quarter of 2010.



TRADING WITH THE GLOBAL MARKETPLACE

A Foreign-Trade Zone (FTZ) is a tool that companies can use to increase their global competitiveness. Goods may be transferred from U.S. ports of entry to a FTZ, or between FTZ's, duty free. And, if the products are re-exported, no duties are paid. Products made overseas for overseas markets may be brought into a FTZ for storage or consolidation with other products, allowing distribution of complete shipments to customers.



THE MILES WE DRIVE

Central Ohioans continue to drive alone. Between 2008 and 2009, the number of vehicle miles driven in central Ohio increased 2.6%. In 2009, over 83% of commuting trips made in the Columbus metropolitan statistical area were made by people driving alone, compared to 76% nationally who drove to work alone.



FINDING A BETTER WAY TO WORK

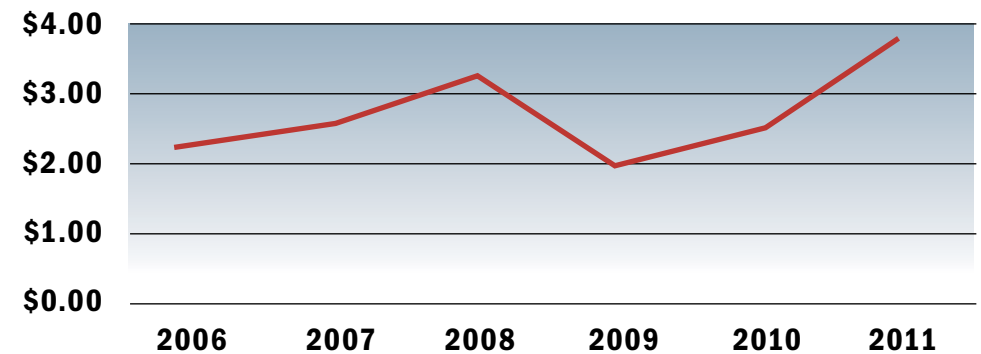
With gas prices fluctuating, MORPC's RideSolutions program is assisting commuters in finding less costly ways to get to work. In 2010, RideSolutions matched over 1,300 people into carpools and had 46 vanpools commuting from 15 counties.

SPONSORED BY:



(888) 742-RIDE

LOCAL GAS PRICES



TRANSIT



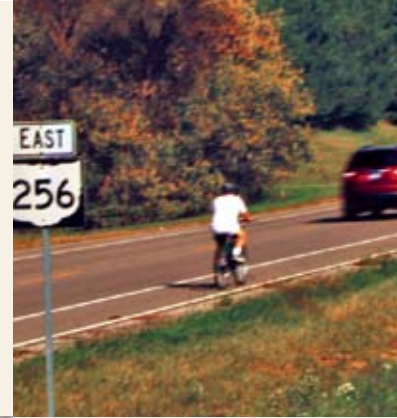
From 2009 to 2010,
COTA annual ridership
increased to over
17 MILLION.

Ridership on DATA,
in Delaware County,
increased **55%**
between 2009 & 2010.



Licking County Transit
experienced a **21%** increase
between 2008 & 2009.

BIKE LANES, PATHS, ROUTES AND SHARROWS



LANE



PATH



SHARROW

Bicycles are used for commuting as well as for recreation and exercise. In the 12-county region there are over 600 miles of bikeways.

SPONSORED BY:



www.ohiohealth.com

ROADS THAT ACCOMMODATE ALL USERS

By 2035, the region will have as many seniors over 65 as children under 15. Complete Streets and lifelong community planning result in travel options for those and other groups with limited access to automobiles. MORPC's Walk-to-School program encourages walking as a transportation mode. This program helps communities make it safe and easy for children to walk to school.

In 2010, 46 schools participated in MORPC's Walk-to-School Program.



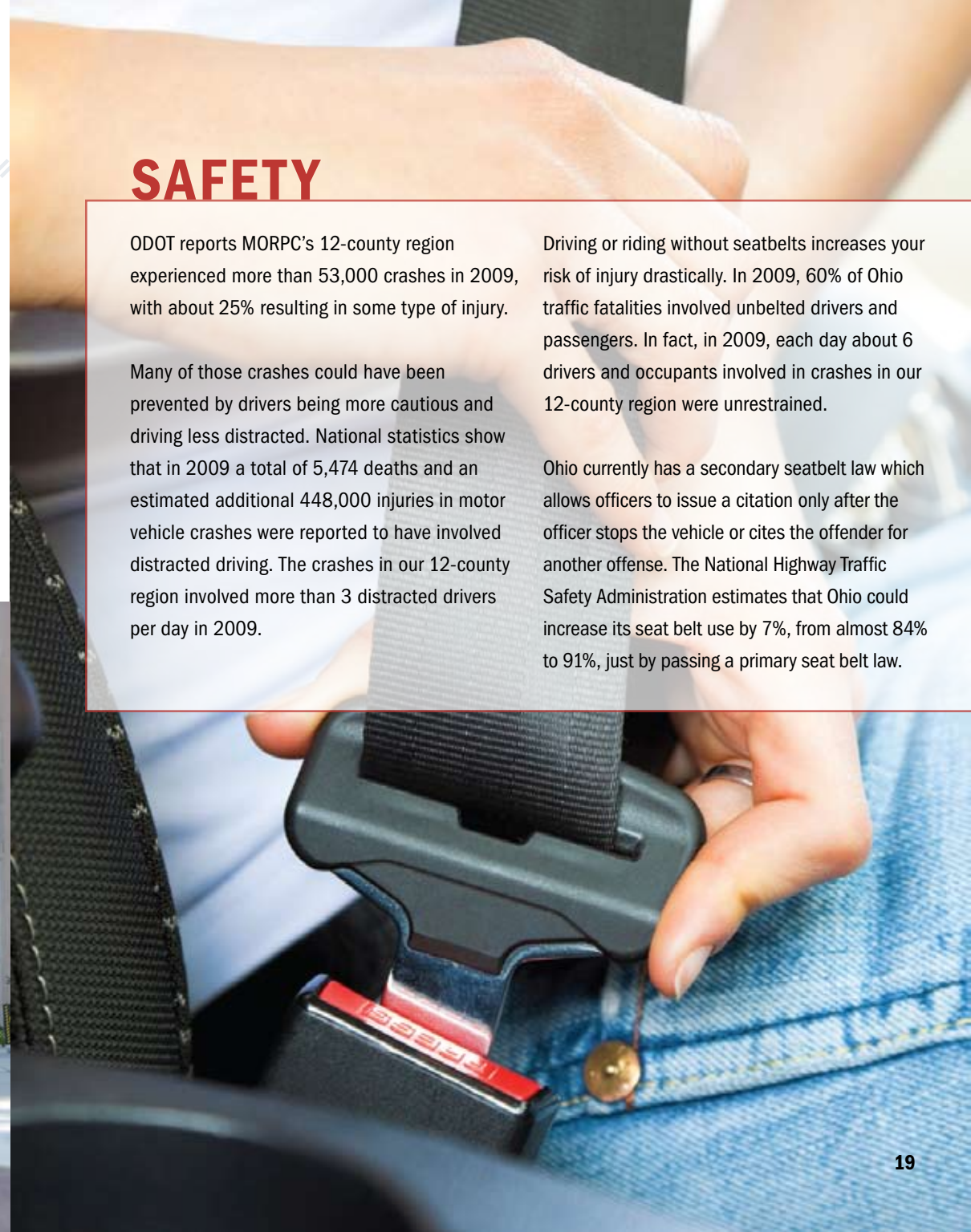
SAFETY

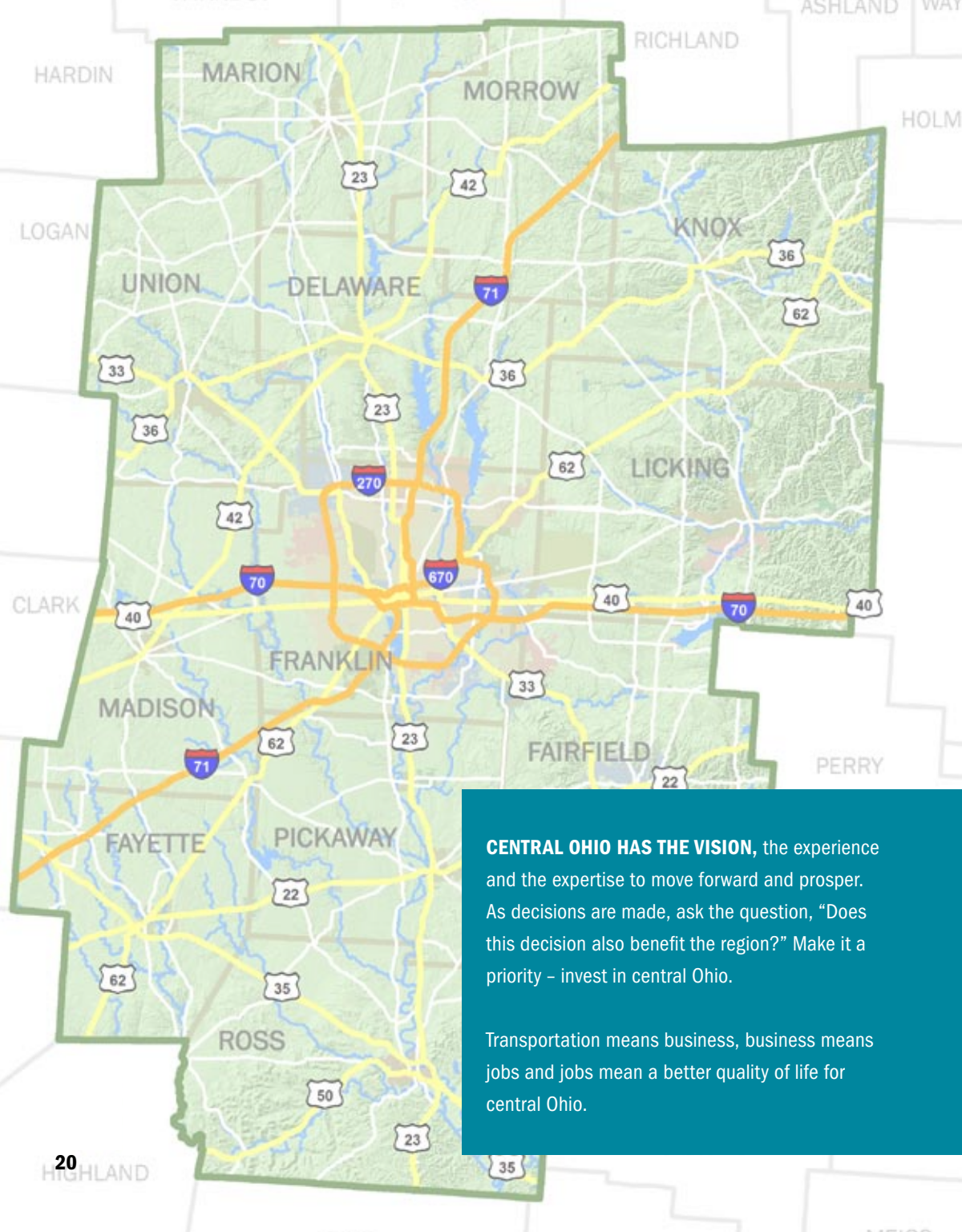
ODOT reports MORPC's 12-county region experienced more than 53,000 crashes in 2009, with about 25% resulting in some type of injury.

Many of those crashes could have been prevented by drivers being more cautious and driving less distracted. National statistics show that in 2009 a total of 5,474 deaths and an estimated additional 448,000 injuries in motor vehicle crashes were reported to have involved distracted driving. The crashes in our 12-county region involved more than 3 distracted drivers per day in 2009.

Driving or riding without seatbelts increases your risk of injury drastically. In 2009, 60% of Ohio traffic fatalities involved unbelted drivers and passengers. In fact, in 2009, each day about 6 drivers and occupants involved in crashes in our 12-county region were unrestrained.

Ohio currently has a secondary seatbelt law which allows officers to issue a citation only after the officer stops the vehicle or cites the offender for another offense. The National Highway Traffic Safety Administration estimates that Ohio could increase its seat belt use by 7%, from almost 84% to 91%, just by passing a primary seat belt law.



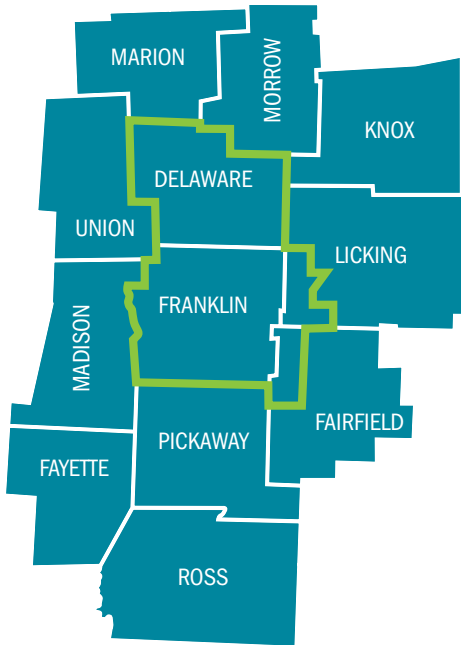


CENTRAL OHIO HAS THE VISION, the experience and the expertise to move forward and prosper. As decisions are made, ask the question, “Does this decision also benefit the region?” Make it a priority – invest in central Ohio.

Transportation means business, business means jobs and jobs mean a better quality of life for central Ohio.

MORPC

THE MPO



 MPO BOUNDARY

Transportation is the key to connecting and moving people, goods and services. Whether it is getting to work by car or bus, biking to the store, or moving freight, transportation is at the forefront of ensuring a high quality of life for the central Ohio residents.

As a metropolitan planning organization (MPO), the U.S. Department of Transportation recognizes MORPC as the official transportation planning agency for the Central Ohio region.

At MORPC, our transportation planning addresses changing social, economic, environmental and demographic conditions of the region while providing for a balance between the need for travel and the quality of life of our residents. One of the biggest challenges the region faces in striking this balance is finding sustainable funding to maintain and enhance our transportation system. A well funded transportation system allows for congestion management, mobility choices, accessible travel options and minimal degradation of our environment. All of this contributes to the attraction and retention of jobs.



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