

Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of our transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

A I-71 (I-270 to US 36) Franklin, Delaware Counties
Indicator(s): Safety, Mobility and Efficiency 🚗

B I-70 (I-270 to SR 79) Franklin, Fairfield, Licking Counties
Indicator(s): Mobility and Efficiency 🚗

C US 23 (I-270 to US 42) Franklin, Delaware Counties
Indicator(s): Mobility and Efficiency 🚗

D US 42/US 36 (I-70 to I-71) Madison, Union, Delaware Counties
Indicator(s): Safety 🚗

E I-270 (I-70 to I-71 - Northwest) Franklin County
Indicator(s): Mobility and Efficiency 🚗

F I-270 (I-71 to US 23 - South)
Indicator(s): Mobility and Efficiency 🚗

G I-670 (I-70 to I-270) Franklin County
Indicator(s): Mobility and Efficiency 🚗

H SR 31 (US 33 to US 68) Hardin, Union Counties
Indicator(s): Safety 🚗

I US 33 (US 161 to I-270) Franklin, Fairfield Counties
Indicator(s): Mobility and Efficiency 🚗

J US 33 (I-270 to Lancaster Bypass) Franklin, Fairfield Counties
Indicator(s): Mobility and Efficiency 🚗

K US 68 (Clark/Champaign county line to US 33) Logan, Champaign Counties
Indicator(s): Safety 🚗

L Short Line Railroads
Indicator(s): Preservation, Safety 🚂

M Central Ohio Transit Authority Operating Budget, Franklin County
Indicator(s): Preservation 🚌

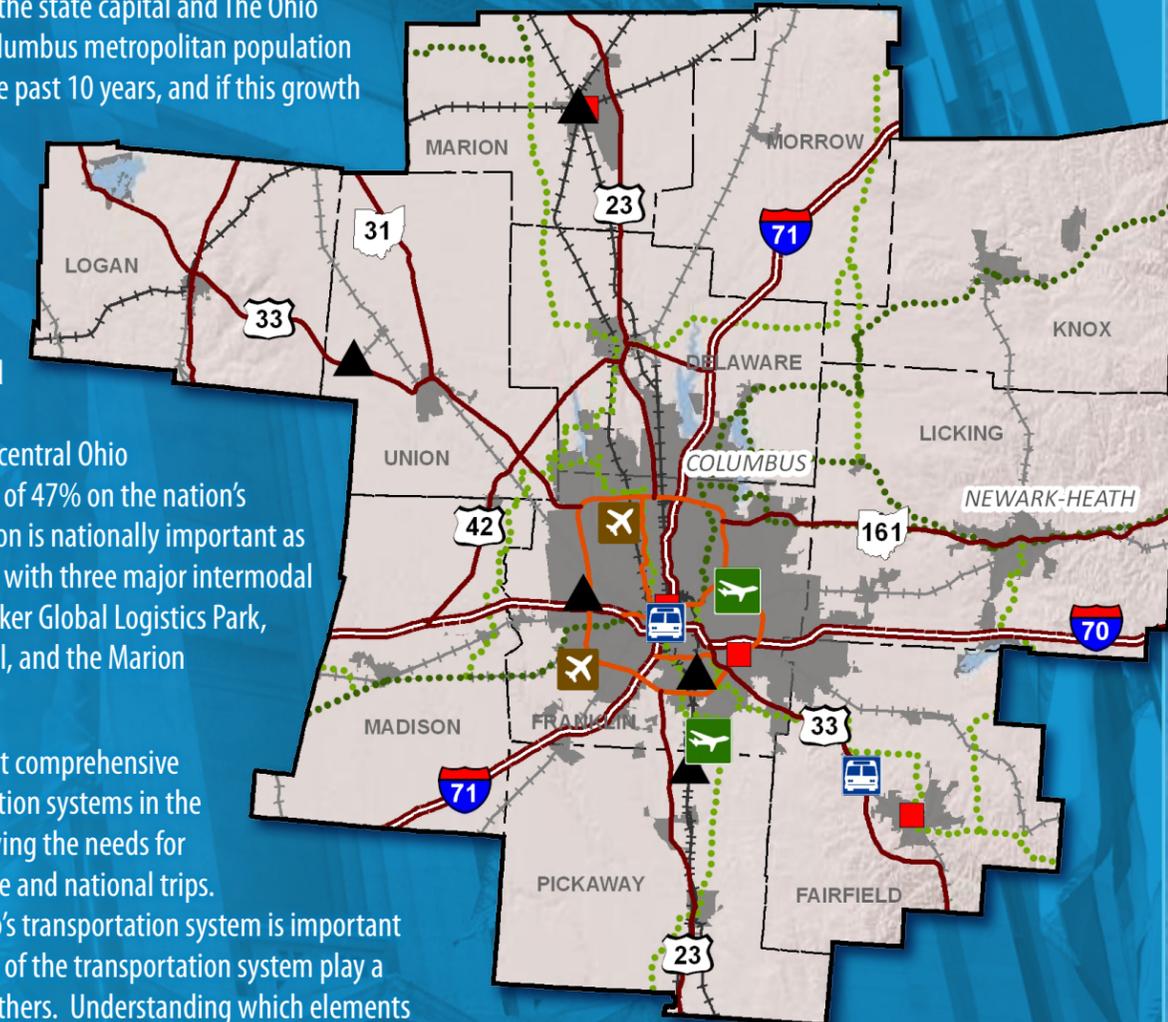


ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

CENTRAL REGION TRANSPORTATION PROFILE

Central Ohio is home to the state capital and The Ohio State University. The Columbus metropolitan population has grown by 21% in the past 10 years, and if this growth continues as forecasted, Columbus will be Ohio's largest metropolitan area in 2020. This region is the hub for the state's highway and freight rail network, and also has multiple public transit providers. Since central Ohio is within one day's drive of 47% on the nation's manufacturers, the region is nationally important as a freight logistics center with three major intermodal facilities: the Rickenbacker Global Logistics Park, Buckeye Yard Intermodal, and the Marion Intermodal Center.

Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others. Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them a single map called the **Strategic Transportation System (STS)**. The map above depicts the STS for the Central region.

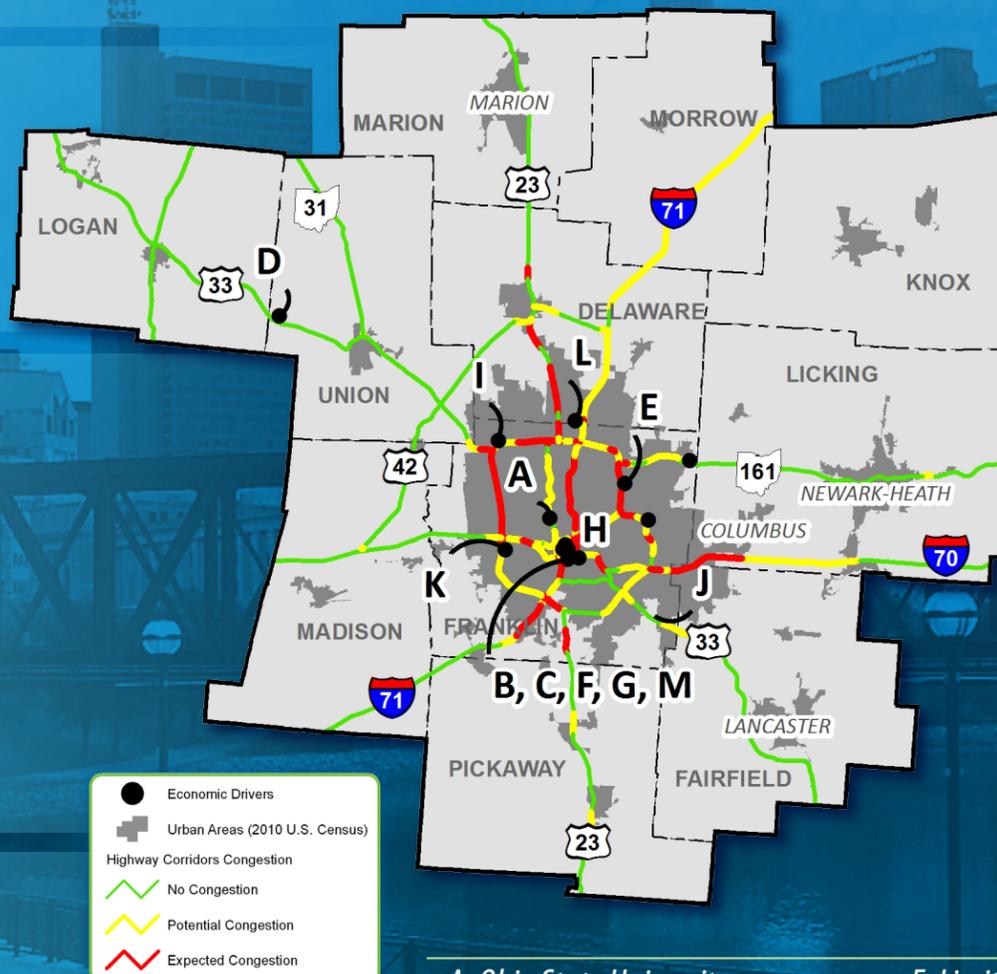


Commercial Airports	National Highway Corridors
General Aviation Reliever Airports	Statewide Highway Corridors
Water Ports	Highway Beltways and Connectors
Passenger Terminals (Amtrak Facilities)	National RR Routes (>=40 MGTM)
Intermodal Freight (Rail Terminals)	Statewide RR Routes (<=5-40 MGTM)
National Intercity Bus Terminals	National Bike Routes
Statewide Transit (GoBus Stops)	Statewide Bike Routes
	Waterways
	Urban Areas (2010 U.S. Census)



2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



- A: Ohio State University
- B: OhioHealth
- C: Nationwide Mutual Insurance
- D: Honda
- E: Limited Brands, Inc
- F: Huntington Bancshares Inc
- G: Nationwide Children's Hospital
- H: American Electric Power
- I: Cardinal Health, Inc
- J: Abercrombie & Fitch
- K: Big Lots, Inc
- L: JP Morgan Chase
- M: Grange Insurance

DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	2,009,816 ¹	2,487,890 ²	24%
Education (Bachelor's degree or above)	31% ³	—	—
Population Density (persons/sq. mile)	371 ¹	459 ²	24%
Zero Car Household	7% ³	9.8% ⁴	41%
Income per Capita	\$37,668 ⁵	—	—
Median Age	35.4 ³	39.7 ²	12%
Elderly (% over 65)	11% ³	17% ²	55%
% Physically Disabled	17% ¹	—	—

Sources: ¹Census 2010, ²Ohio Development Services Agency Forecast, ³2007-11 American Community Survey 5 Year Estimate, ⁴Ohio Statewide Travel Demand Model Forecast, ⁵Bureau of Economic Analysis 2011

ECONOMIC PROFILE

- ### TOP 5 EMPLOYMENT SECTORS
- Health Care
 - Education
 - Retail
 - Professional Scientific & Technical Services
 - Waste Management Remediation Services

- ### CENTRAL REGION'S TOP ECONOMIC DRIVERS
- A: Ohio State University
 - B: OhioHealth
 - C: Nationwide Mutual Insurance
 - D: Honda
 - E: Limited Brands, Inc
 - F: Huntington Bancshares Inc
 - G: Nationwide Children's Hospital
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DESCRIPTION	2010	% of State
Total Employees	1,228,291	20%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.8/\$64	3/\$263
Rail	389/\$165	395/\$223
Truck	936/\$1,678	1,564/\$3,380
Water	58/\$5	61/\$5

Source: Statewide Freight Study 2013

Central Region Existing Assets

Roadway

Total lane miles in region	32,606
# lane miles in the region on the STS	6,515 (20%)

Bridges

# of bridges in region	6,165
# of bridges in region on the STS	1,158 (19%)
Average bridge size in region	3,523 sq ft

Transit

# of urban transit agencies in region	4
# of rural transit agencies in region	5
# of transit trips in 2011 in region	19,760,636
Large urban ridership in region	19,023,935
Small urban ridership in region	238,780
Rural ridership in region	497,921

Aviation

# of airports in region	14
# of commercial airports in region	2

Rail

# of Class I miles in region (>= 40 MGMT*)	279
# of regional rail line miles in region (<40 MGMT*)	403
# intermodal facilities that serve rail in region	5

*MGMT = Millions of gross tons per mile

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	819
# of sidewalk miles in region on US & state routes	209

TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	\$809,954,373	\$2,640,906,428	4
Rural	\$17,454,760	\$120,092,868	5