



DEDICATED TRUCK LANES

FEASIBILITY STUDY



PHASE 2 REPORT DEMOGRAPHICS OF THE I-70 CORRIDOR 2011



PREPARED FOR

ILLINOIS

DEPARTMENT OF TRANSPORTATION

INDIANA

DEPARTMENT OF TRANSPORTATION

MISSOURI

DEPARTMENT OF TRANSPORTATION

OHIO

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION



PHASE 2 REPORT
DEMOGRAPHICS OF THE I-70 CORRIDOR

PREPARED BY:

WilburSmith
ASSOCIATES

TECHNICAL APPENDIX 2

DEMOGRAPHICS OF THE I-70 CORRIDOR

PURPOSE

This technical appendix describes the demographics along the I-70 Corridor study area. It includes high level information on the existing and projected population, type of employment and jobs areas within a 20 mile bandwidth of the Corridor and in the counties adjacent to it. This information is presented to identify the portion of the population and jobs in each state directly impacted by the I-70 corridor. It also can be used in comparing the I-70 corridor study area to other corridor studies and coalitions in the U.S. Details on the markets served by freight moving on the corridor, commodities on the corridor, corridor economics etc. are provided in **Phase 1, Technical Appendix 2: Freight and Commodity Movements and Phase 2, Technical Appendix 4: Commodity Analysis**. Details on “Environmental Justice” (EJ) issues and impacts relating to low income and minority populations along the corridor are provided in **Phase 1, Technical Appendix 7: Environmental Overview**. No EJ fatal flaws were identified by this study.

KEY FINDINGS

The I-70 study area extends 800 miles from the Ohio/West Virginia border, to the eastern portion of I-435 in Kansas City, Missouri. The I-70 study area includes the counties through which I-70 passes as well as major metropolitan areas within a 20 bandwidth of it. (see **Exhibit 1**). Based on 2010 census data, more than 11 million people reside within counties adjacent to the I-70 Corridor. This is 30 percent of the total population of the four states that may be impacted by the improvements along the I-70 Corridor.

EXHIBIT 1 - MAP OF THE STUDY AREA



METROPOLITAN AREAS WITHIN 20 MILE OF THE CORRIDOR

Within a 20 mile bandwidth of the Corridor there are five major metropolitan areas and seven small metropolitan areas (see **Exhibit 2**). The largest metropolitan area is located in St. Louis, Missouri with just under 3 million people, while the smallest is located in Weirton, West

EXHIBIT 2 METROPOLITAN AREAS WITHIN 20 MILES OF I-70 CORRIDOR

Metropolitan Area	Population
St. Louis, MO	2,828,990
Kansas City, MO	2,067,585
Columbus, OH	1,801,848
Indianapolis, IN	1,743,658
Dayton, OH	835,063
Terre Haute, IN	169,825
Wheeling, WV	149,821
Springfield, OH	139,671
Madison County, IN	131,015
Newark, OH	125,706
Columbia, MO	166,234
Weirton, WV/Steubenville, OH	120,929
Total	10,280,345

Source: U.S. Census Bureau, 2009 American Community Survey

Virginia/Steubenville, Ohio with just approximately 110,000 residents (St. Clairsville, OH with a population of just over 5,000 is part of the Wheeling, West Virginia metropolitan area). The geographic locations of the metropolitan areas are spread throughout the length of the I-70 Corridor. The Corridor crosses the Mississippi and Ohio Rivers, is within 50 miles of the greater Pittsburgh, PA urban area (2,354,957), parallels national railroad lines and is within 25 miles of six major international airports and air cargo hubs, including St. Louis, Indianapolis, Dayton, Wright Patterson, Columbus, and Rickenbacker.

The urban areas are spread out evenly along the Corridor. These twelve metropolitan areas connected by the I-70

Corridor demonstrate that this area is more urban than one might expect. Their 10 million people represent approximately 90 percent of population served by the corridor.

POPULATION

As shown in **Exhibit 3**, population within the counties along the I-70 study area is expected to increase approximately 14 percent, from just over 11 million in 2010, to approximately 12.6 million by 2030. Among the counties located adjacent to the I-70 Corridor, Ohio has the most people followed by Missouri, Indiana and Illinois respectively. When looking at each state's total population, Missouri has the largest proportion of its citizens residing in the I-70 study area with 57 percent, followed by Indiana (39 percent), Ohio (36 percent), and Illinois (8 percent) respectively.

EXHIBIT 3: COMPARISON OF POPULATION

	2010 population	2010 (population within I-70 study area)	Percent of state's population within I-70 study area	2030 (projected population within I-70 study area)	% increase of population within I-70 study area by 2030
Ohio	11,536,504	4,119,147	36 %	4,774,060	16%
Indiana	6,483,802	2,500,339	39 %	2,877,570	15%
Illinois	12,830,632	1,068,892	8 %	1,194,768	12%
Missouri	5,988,927	3,396,728	57 %	3,817,855	12%
Total	36,839,865	11,085,106	30 %*	12,664,253	14%

* 30 percent of the population among Ohio, Indiana, Illinois, and Missouri live within the I-70 study area.

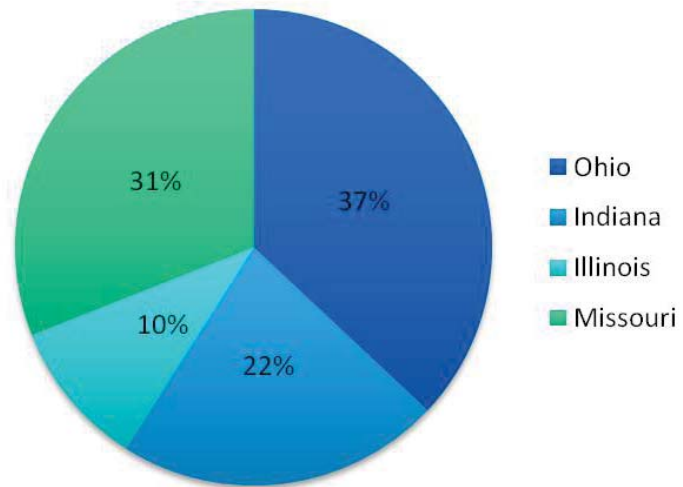
Source: 2010 U.S. Census Bureau

The 2010 U.S. Census estimates that the total population of the United States is 308,745,538. Approximately 3 percent of the entire U.S. population is located within the I-70 study area. Additionally, approximately 30 percent of the total state population for Ohio, Indiana, Illinois, and Missouri live in the I-70 study area.

As shown in **Exhibit 4**, the 2010 population of counties within the I-70 study area is largest in Ohio with approximately 37 percent of the population, followed by Missouri, Indiana and Illinois respectively.

Population along the I-70 Corridor accounts for over one-third of overall state population for Ohio, Indiana and Missouri. While only eight percent of Illinois' total state population lives along the Corridor, there are still over one million residents residing along I-70. The most populated areas are located in Ohio and Missouri.

EXHIBIT 4: 2010 POPULATION OF COUNTIES WITHIN THE I-70 STUDY AREA



Source: 2010 U.S. Census Bureau

EMPLOYMENT

Interstate 70 is a gateway of commerce and mobility for a breadth of industries throughout America's heartland. Interstate 70 is an important roadway for goods traveling east or west throughout the Midwest. Freight traffic along the I-70 Corridor has been, and is continuing to grow. Based on the Commodity Analysis in TA 4, it is estimated that by 2030 the amount of freight moving throughout the Corridor will increase more than 60 percent. Many of the industries (e.g. retail, agriculture and farming, manufacturing and construction) along the Corridor are dependent upon trucks for their business operations. A majority of the freight traffic along the I-70 Corridor remains within the Corridor, and plays a critical role in the economic wellbeing of the region. As freight traffic increases, the industries along the Corridor will need to adjust their business operations accordingly. As shown in **Exhibit 5** in 2009, more than 8.1 million jobs were within counties adjacent to I-70 in Missouri, Illinois, Indiana and Ohio.

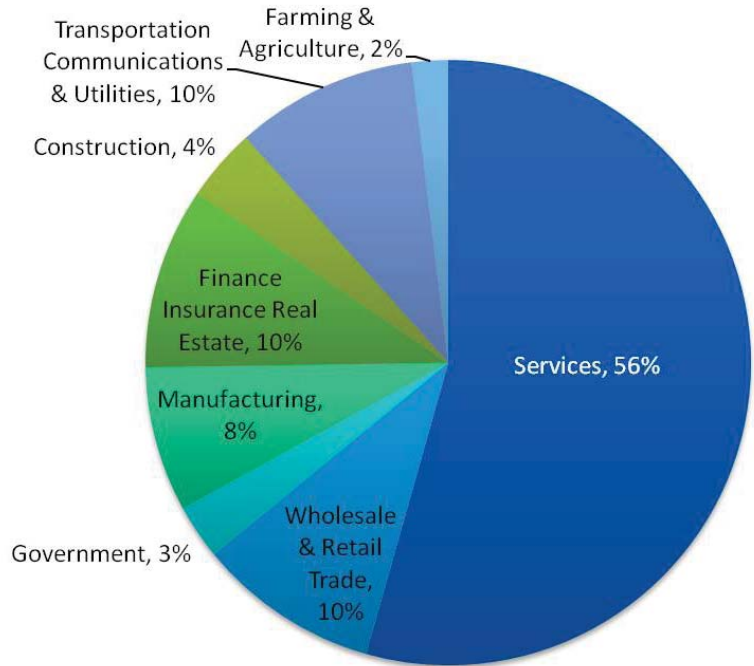
There are a variety of unifying characteristics among the four participating states, which make the formation of the Corridor Coalition make sense. One characteristic that the four states share is the distribution of employment in each industry. The percentage of workers employed in the each industry is relatively similar for each state in the I-70 Corridor.

EXHIBIT 5: EMPLOYMENT ALONG THE I-70 CORRIDOR

	Ohio Corridor Counties	Percent of Ohio Employment along the I-70 Corridor by Industry	Indiana Corridor Counties	Percent of Indiana Employment along the I-70 Corridor by Industry	Illinois Corridor Counties	Percent of Illinois Employment along the I-70 Corridor by Industry	Missouri Corridor Counties	Percent of Missouri Employment along the I-70 Corridor by Industry	Total by Industry	Total percent of Employment by Industry
Services	1,652,071	56 %	1,022,074	56 %	406,532	54 %	1,506,800	57 %	4,587,477	56 %
Wholesale & Retail Trade	294,426	10 %	176,795	10 %	70,009	9 %	254,344	10 %	795,574	10 %
Government	89,933	3 %	46,651	3 %	24,655	3 %	79,308	3 %	240,547	3 %
Manufacturing	267,794	9 %	170,899	9 %	66,084	9 %	187,034	7 %	691,811	8 %
Finance/ Insurance/Real Estate	291,632	10 %	164,152	9 %	58,910	8 %	282,983	11 %	797,677	10 %
Construction	112,372	4 %	82,706	5 %	32,848	4 %	110,789	4 %	338,715	4 %
Transportation/ Communication & Utilities	197,486	7 %	131,332	7 %	62,566	8 %	175,198	7 %	566,582	7 %
Farming & Agriculture	44,024	1 %	23,182	1 %	26,006	3 %	30,199	1 %	123,411	2 %
Total within Corridor	2,949,738		1,817,791		747,610		2,626,655			
Grand Total Employment of the Corridor									8,141,794	
<i>Source: U.S. Census Bureau, 2005-2009 American Community Survey; *2010 Census Employment data not yet available</i>										

Exhibit 6 displays the combined total state employment for Missouri, Illinois, Indiana and Ohio. The services industry accounts for over half of the total employment. The services sector covers a broad spectrum of employment professions from information and professional services to truck transportation food services. Despite the majority of jobs in the services sector, wholesale and retail, construction, manufacturing and farming and agriculture are heavily dependent on truck transportation and constitute approximately 33 percent of employment along the Corridor.

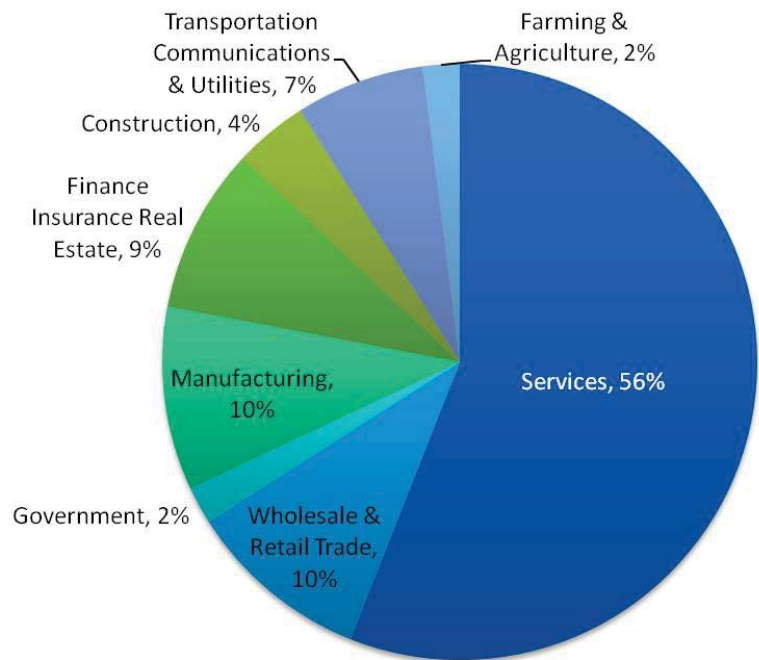
EXHIBIT 6: EMPLOYMENT ALONG THE I-70 CORRIDOR (2009)



Source: U.S. Census Bureau, 2005-2009 American Community Survey

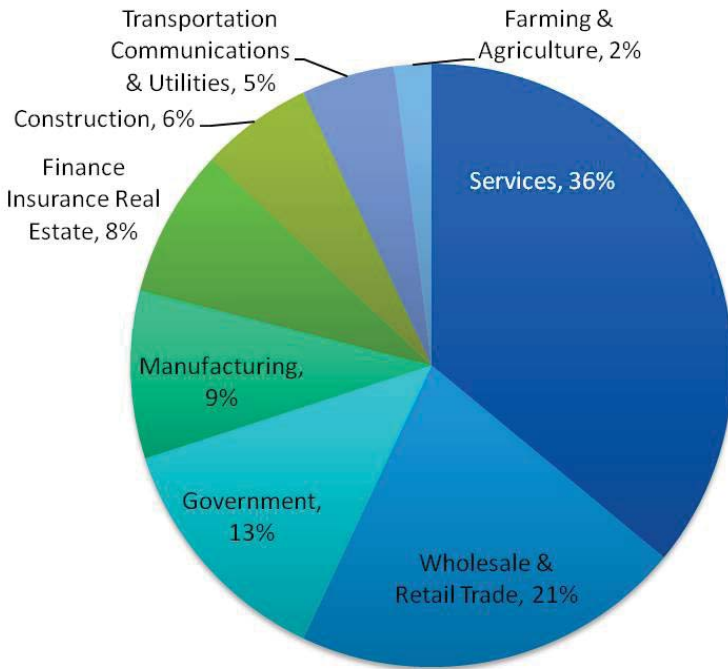
Exhibit 7 displays the total employment for each of the four Coalition states. The majority of employment is in the services sector, while manufacturing, wholesale and retail and finance and real estate account for approximately one-third of total state employment. Comparisons between **Exhibit 6** and **Exhibit 7**, shows the distribution of employment in each industry along the I-70 Corridor, is similar to the total state employment distribution. This demonstrates that employment along the I-70 Corridor is representative of the total state employment for the four Coalition states.

EXHIBIT 7: TOTAL STATE EMPLOYMENT FOR MISSOURI, ILLINOIS, INDIANA AND OHIO (2009)



Source: U.S. Census Bureau, 2005-2009 American Community Survey

EXHIBIT 8: 2030 PROJECTED EMPLOYMENT ALONG THE I-70 CORRIDOR



As shown in **Exhibit 8**, by 2030 employment along the Corridor is still expected to be concentrated predominately in professional service jobs as well as wholesale and retail trade. Additionally, wholesale/retail trade and manufacturing comprise almost one-third of expected employment along the Corridor. Both of these industries are particularly dependent on trucking and other transportation related activities to operate their businesses. It is estimated that by 2030 freight traffic along the Corridor will increase 60 percent. The increase in employment of truck-dependent industries will promote further truck traffic on the I-70 Corridor.

Source: Generated Pie Chart Using Woods and Poole 2006 CEEDS Data

EXHIBIT 9: 2030 PROJECTED EMPLOYMENT IN THE NATION

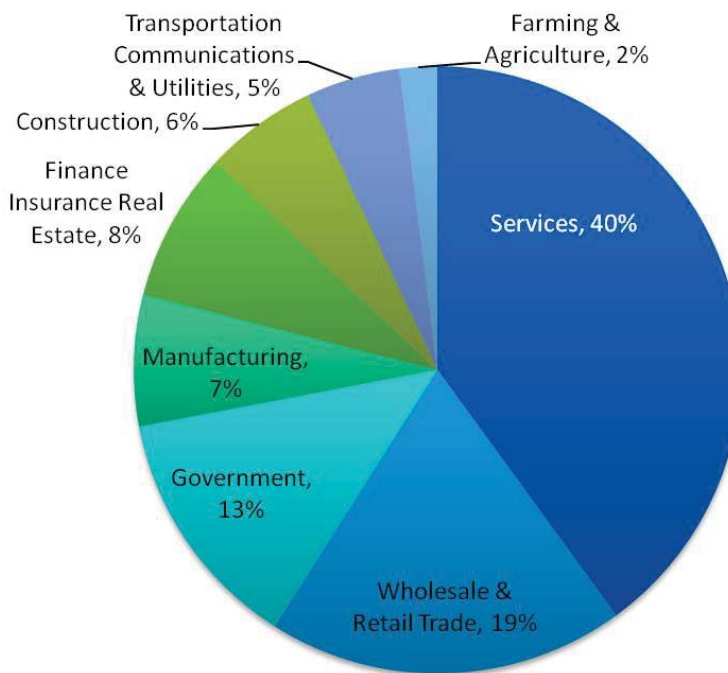


Exhibit 9 displays the 2030 projected employment in the nation by industry. The 2030 projected employment along the I-70 Corridor is similar to the 2030 projected employment nationwide.

Source: Generated Pie Chart Using Woods and Poole 2006 CEEDS Data

SUMMARY

More than 11 million people live in the counties along the I-70 Corridor. The population is expected to increase 14 percent by 2030. This represents approximately 30 percent of the total population of the four states that may be impacted by the improvements along the I-70 Corridor. The largest population centers are St. Louis, MO, Indianapolis, IN and Columbus, OH. This stretch of roadway is a vital component to maintaining the economic wellbeing of numerous industries throughout the Corridor. It is estimated that by 2030 employment in industries that are heavily dependent on trucking will increase by 10 percent. Additionally, the distribution of employment located along the I-70 Corridor reflects the same percentage distribution as the total state employment for the four Coalition states. The I-70 Corridor has been designated as a Corridor of the Future due to the recognition of this interstate as an integral component to the overall health of the communities in this region. The formation of the Corridor Coalition is logical due to the demographic similarities found throughout the Corridor.

