I-74 Regional Labor Market Assessment

Prepared for the I-74 Business Corridor

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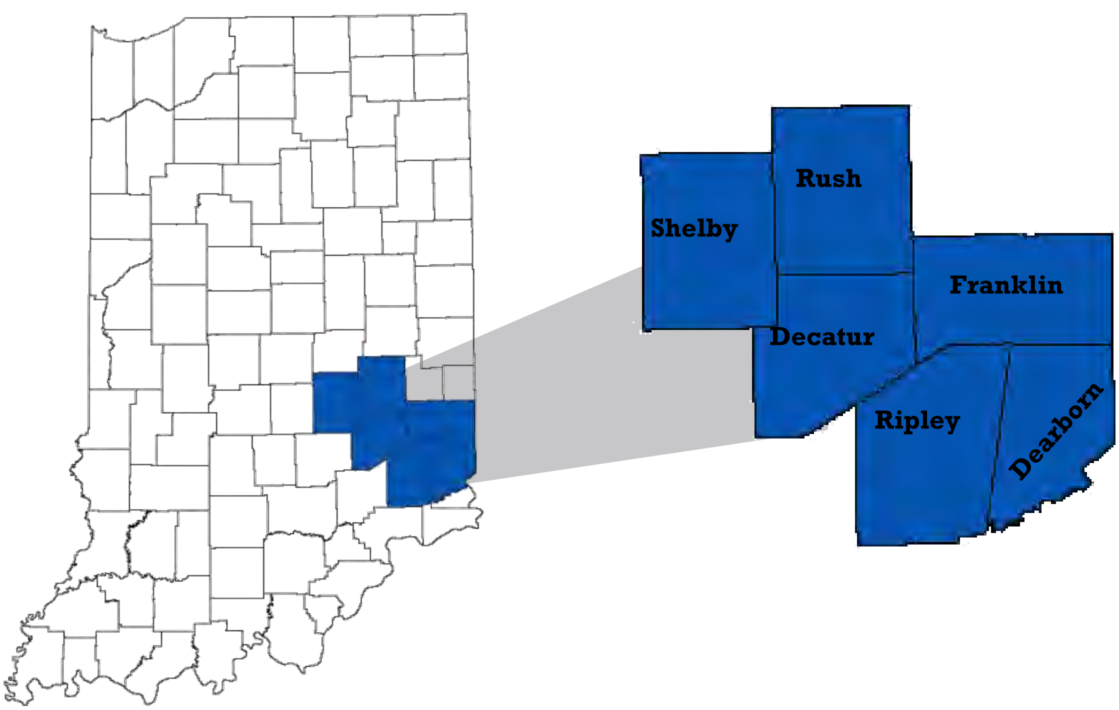
Introduction:

Thomas P. Miller and Associates (TPMA) presents this Regional Labor Market Assessment for the I-74 Business Corridor, a six-county region in Southeastern Indiana including: Dearborn, Decatur, Franklin, Ripley, Rush, and Shelby counties. Within Ripley County lies the seventh Business Corridor member, the City of Batesville. The Business Corridor is located along Interstate 74, which connects Cincinnati and Indianapolis and offers a wealth of opportunities for companies and organizations.

Surrounding the I-74 Business Corridor is the I-74 Labor Shed. The labor shed is a 20-county area made up of the I-74 Business Corridor plus contiguous counties, which include:

- Bartholomew, IN
- Fayette, IN
- Hancock, IN
- Henry, IN
- Jefferson, IN
- Jennings, IN
- Johnson, IN
- Marion, IN
- Ohio, IN
- Switzerland, IN
- Union, IN
- Boone, KY
- Butler, OH
- Hamilton, OH



Contents:

Geographic Overview:

MAJOR CITIES

Major Cities within the Region		
	2011 pop	County Seat
Shelbyville	19,149	yes
Greensburg	11,581	yes
Batesville	6,508	
Rushville	6,303	yes
Lawrenceburg	5,808	yes
Greendale	4,525	
Aurora	3,756	
Brookville	2,590	yes
Versailles	2,109	yes
Milan	1,895	

Source: Population Estimates Program, US Bureau of the Census

Major cities of the I-74 Business Corridor

Both ends of The I-74 Business Corridor are official parts of the Indianapolis and Cincinnati metropolitan areas. However, the urban areas of these two cities do not extend into the Corridor. The region is thus characterized by small towns and low density. Only two cities in the region had 2011 populations greater than 10,000.

Major cities of the I74BC Labor Shed

Compared to the cities and towns listed above, the two largest cities in the Labor Shed are truly quite large. Indianapolis proper is home to 827,609 residents, and the city limits of Cincinnati include 296,223 persons. It should be noted, however, that the gap between these two cities' populations is not reflective of the actual difference between the two cities' size, which are nearly equivalent. As metropolitan areas, Indianapolis and Cincinnati both contain slightly over two million people. The other important cities in the larger Labor Shed region, by county, are included in the table at right, *Other Major Cities in the Labor Shed*.

Other Largest Cities in the Labor Shed		
County	City	Population
Butler (OH)	Hamilton	62,795
Johnson	Greenwood	51,584
Butler (OH)	Middletown	48,962
Bartholomew	Columbus	44,677
Boone (KY)	Florence	30,687
Hancock	Greenfield	20,754
Henry	New Castle	18,038
Fayette	Connersville	13,487
Jefferson	Madison	11,902
Jennings	North Vernon	6,653
Ohio	Rising Sun	2,281
Union	Liberty	2,133
Switzerland	Vevay	1,677

Source: Population Estimates Program, US Bureau of the Census

TRANSPORTATION ASSETS

The I-74 Business Corridor

Rail

The rail context of the I-74 Business Corridor is largely determined by CSX and concerns two lines. Both Indianapolis and Cincinnati are major multi- or intermodal terminals for the company. However, the rail line that directly links Indianapolis and Cincinnati, the Central Railroad of Indiana (CIND), is the only Class I between Marion and Shelby Counties in Indiana. The line from Indianapolis to Shelbyville is owned by CSXT and the line from Shelbyville to Cincinnati is owned by CIND.

Pure Class I traffic must instead be routed north from Cincinnati through Hamilton, Ohio. The all-Class I CSX route traverses two counties in the I-74 Business Corridor, roughly paralleling US Highway 52 from Indianapolis through Rushville, after which it parallels Indiana Highway 44 until it leaves Rush County and the I-74 Business Corridor.

The remaining rail assets in the I-74 Business Corridor are:

- A Class I CSX line connecting Cincinnati and Vincennes, Indiana
- The Indiana & Ohio Railway (IORY) line in Southeastern Franklin Co.
- The Whitewater Valley Railroad in northeastern Franklin Co.
- The Honey Creek Railroad in central Rush Co.
- The Indiana Eastern Railroad in eastern Franklin Co.

It is important to note that both IORY and CIND are under common ownership and management and, in addition to connecting with CSXT, they also offer direct connections to both Norfolk Southern (NS) and Canadian National (CN).

Sources: CSX Corporation. American Association of Railroads, State Reports. Indiana Department of Transportation, Indiana Railroads

Air

The air field infrastructure of the I-74 Business Corridor is relatively sparse. Two general aviation airports are available. Shelbyville Municipal Airport, with a paved runway length of 5000 feet, does have the capacity to host small, private jet aircraft.

- Shelbyville Municipal Airport – General, paved, 5000 feet
- Greensburg Municipal Airport – General, paved, 3400 feet

Sources: Air Broker Center. AirNav.com

Road

A number of highways of varying capacity traverse the Corridor. In general, however, I-74 dominates the region's road infrastructure. Aside from it, there are few high capacity thruways. A few miles of I-65 run across the southwestern corner of Shelby County. Approximately five miles of IN-46 serves as a 4-lane bypass for Greensburg in Decatur County. US-50 is 4-lane throughout the entirety of its course in Dearborn County, for a total of roughly 25 miles. However, neither of the latter two stretches are limited access.

The following list includes the major road assets of the region.

Interstates

- I-74: Shelby, Rush, Decatur, Franklin, Ripley, Dearborn Cos.
- I-65: Shelby Co.
- Other high capacity (4+ lanes)
- IN-46 (portion): Decatur Co.
- US-50 (portion): Dearborn Co.
- US-50: Ripley Co.
- US-52: Shelby, Rush, Franklin, Dearborn Cos.
- US-421 (dedicated portion): Decatur, Ripley Cos.

Indiana highways

- IN-1: Franklin, Dearborn Cos.
- IN-3: Rush, Decatur Cos.
- IN-9: Shelby Co.
- IN-44: Shelby, Rush Cos.
- IN-46: Decatur, Franklin, Dearborn Cos.

- IN-48: Ripley, Dearborn Cos.
- IN-56: Dearborn Co.
- IN-62: Ripley, Dearborn Cos.
- IN-101: Franklin, Ripley, Dearborn Cos.
- IN-121: Decatur, Franklin Cos.
- IN-129: Ripley Co.
- IN-140: Rush Co.
- IN-148: Dearborn Co.
- IN-229: Franklin, Ripley Cos.
- IN-244: Shelby, Rush Cos.
- IN-252: Shelby, Franklin Cos.
- IN-262: Dearborn Co.
- IN-350: Ripley, Dearborn Cos.

Transportation assets of the I-74 Business Corridor Labor Shed

Rail

When the full labor shed of the I-74 Business Corridor is considered, a far more extensive list of major transportation assets emerges.

As mentioned, both Cincinnati and Indianapolis are major rail yards for CSX. Four national Class I rail lines intersect at Indianapolis, in addition to four regional Class I lines, and four sub-Class I tracks.

In addition to its CSX capacity, Cincinnati serves as a major yard for Norfolk Southern. In all, six Class I lines converge upon the city, in addition to two sub-Class I regional lines. Hamilton, Ohio, in Butler Co. is also an important track switching center.

Sources: CSX Corporation. American Association of Railroads, State Reports

Air

While both Indianapolis and Cincinnati are served by major international airports, Cincinnati/Northern Kentucky International Airport is technically outside the labor shed. A rarely appreciated characteristic of both airports is their importance as cargo shipping centers. Indianapolis International Airport ranked fifth among U.S. airports in landed cargo weight in 2011, while Cincinnati/Northern Kentucky International Airport ranked eleventh. With respect to passenger activity, Indianapolis and Cincinnati/Northern Kentucky ranked 50th and 51st, respectively. In addition, Cincinnati Municipal Airport ranked 26th in passenger enplanements among General Aviation airports.

Sources: Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports, Federal Aviation Administration

Road

The most impressive transportation infrastructure in the region—and unsurprisingly since one of the cities is known as "The Crossroads of America"—is the collection of major highways. Four Interstates cross Indianapolis: I-65, I-69, I-70, and I-74. I-465 and I-865 also serve the metro area.

Other major highways include:

- US-31 (4-lane)
- US-40 (4-lane)
- IN-37 (4-lane)
- IN-67 (4-lane)
- US-36 (2 & 4-lane)
- US-52
- US-136
- US-421

Cincinnati's Interstate system includes I-71, I-74, and I-75, with I-275 and I-471 as spurs. Ohio Highways 4 and 32 are 4-lane highways that serve Hamilton Co., Ohio. US-22, US-27, US-127, and US-50 are other major arteries for Hamilton Co. US-27, US-127, and OH-3 also traverse Butler Co., Ohio.

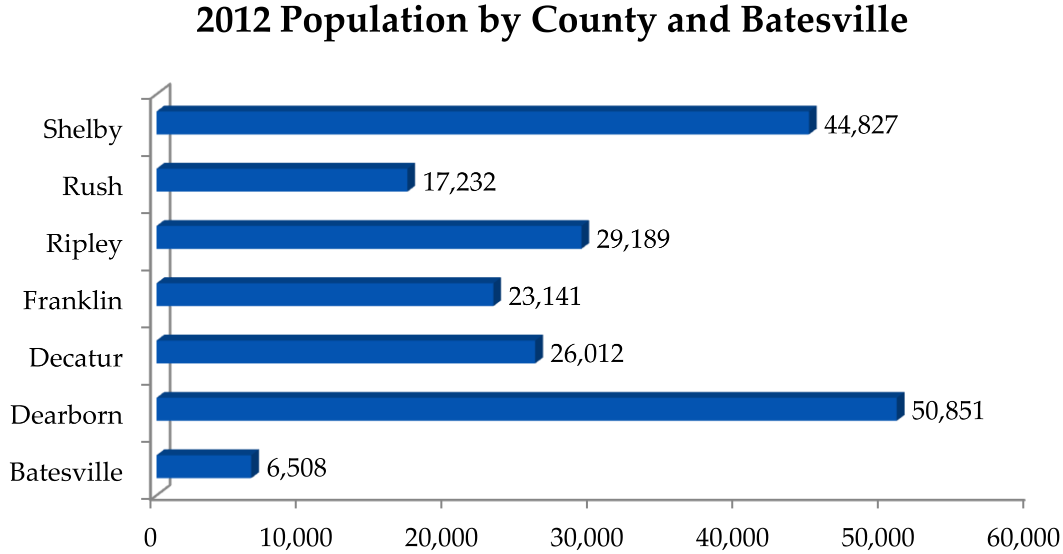
In between the I74BC's metropolitan endpoints, critical arteries include I-70 and US-40 to the North, and I-65 and US-31 to the West.

Sources: Freight Analysis Framework 3, Center for Transportation Analysis, Oak Ridge National Laboratories

Demographic Assessment

POPULATION

Total Population



The past few decades have produced a new demographic chapter in the history of the United States. With rare exception, major metropolitan areas have been increasing in population, while smaller towns and rural areas have seen their populations decline. There are a variety of reasons behind the trend, but the most important involve perceptions of opportunity: the kinds of high-paying jobs that tend to cluster in major cities have grown more rapidly than have the kinds of high-paying jobs that tend to locate in smaller towns.

2012 Population	
Batesville	6,508
Dearborn	50,851
Decatur	26,012
Franklin	23,141
Ripley	29,189
Rush	17,232
Shelby	44,827
Labor Shed	2,865,899
Indiana	6,584,074
U.S.	315,268,797

TPMA Analysis of EMSI Analyst

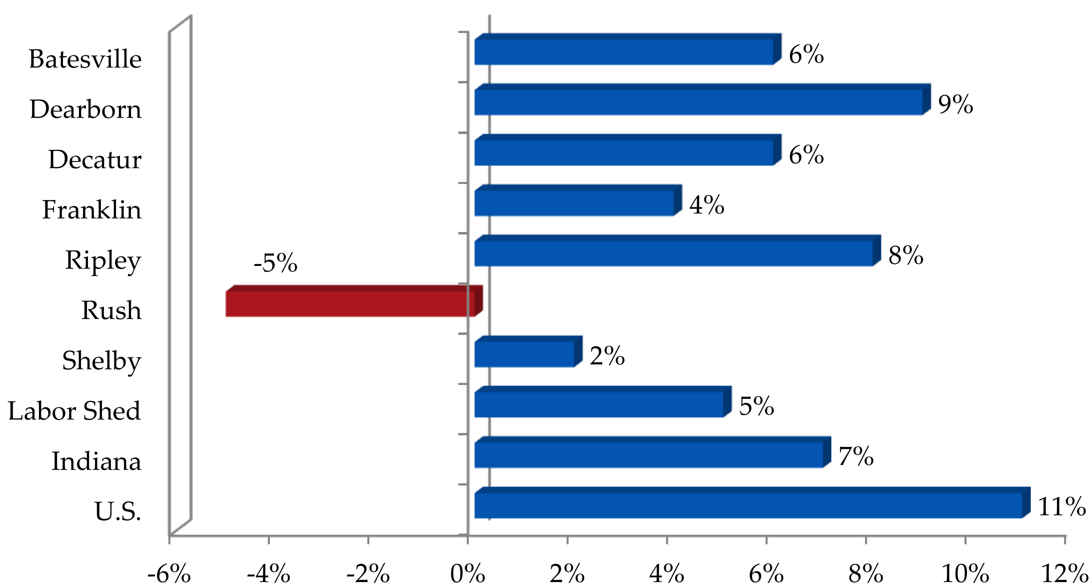
In Indiana, this has produced clear magnets for population growth in the last thirty years and clear swathes of population stagnation or even decline. In particular, the East-Central portion of Indiana has faced a difficult demographic environment. The I-74 Business Corridor has by no means one of the fastest growing areas of the State during the current economic era, but has not been the slowest, either. That includes the trend of the last decade.

At present, of course, the populations of the Corridor counties are relatively small, as each maintains its rural characters. The current population of the Business Corridor is estimated to be 191,251 persons. Roughly half of the region's population lives in its two end-point counties, Dearborn and Shelby. The other four counties range in size between 17,232 and 29,189. The City of Batesville has 6,508 residents.

The population of the larger Labor Shed is estimated at 2,719,035, while the Year 2012 estimates for Indiana and the U.S. are 6,584,074 and 315,268,797 persons, respectively.

Population Change

2001-2012 Percent Population Change



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As discussed, the Southeast Indiana has typically grown more slowly than Indiana as a whole, but not as slowly as other parts of the state, such as East-Central Indiana. In addition, Indiana has grown more slowly than the U.S. as a whole, but not as slowly as many of its Midwestern neighbors. Between 2001 and 2012, the U.S. population increased by 11%, Indiana's by 7%, and the I-74 Business Corridor by 5%.

The slowest growing county within the Corridor was Rush Co., which saw its population decline by 5%. The fastest growing county was Dearborn, at +9%, followed by Ripley (+8%), Decatur (+6%), Franklin (+4%), and Shelby (+2%). The slow growth of Shelby Co. may be surprising, given that it is part of the Indianapolis MSA. However, this has been a long-run trend, in which both population and industrial growth has accumulated faster in Indianapolis' other suburban counties.

2001-2012 Population Change

	Change	% Change
Batesville	395	6%
Dearborn	4,095	9%
Decatur	1,411	6%
Franklin	811	4%
Ripley	2,041	8%
Rush	-925	-5%
Shelby	1,056	2%
Labor Shed	146,864	5%
Indiana	454,191	7%
U.S.	30,299,842	11%

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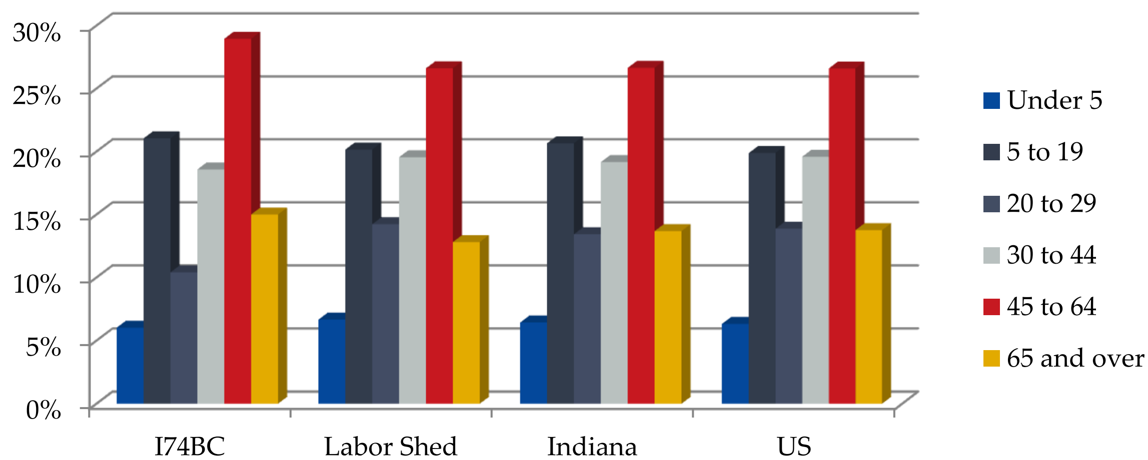
The trend for the larger Labor Shed may also be surprising, +5%, in that it is the same rate as for the Corridor. Although the well-documented growth of the Indianapolis metro area may have fueled more rapid change in the Corridor, the Labor Shed includes the urban core counties of both cities. As with cities elsewhere, the metropolitan areas' population growth has actually occurred in the suburban, surrounding counties. Combine the tepid growth of the rural counties in between, and 5% growth is the result.

AGE STRUCTURE

A critical element of the slower population growth in rural areas relative to metropolitan regions is the age structure of the population. As younger workers leave for cities in pursuit of employment opportunities, the areas they leave behind are older. Over time, this dynamic leaves such areas with less ability to replenish the population.

The hope for many such regions was that a slower and less expensive quality-of-life would become attractive to workers as they age, marry, and have children. Alas, few regions have been able to translate this hope into a fully successful strategy. In any event, the age structure of the Business Corridor reflects this dynamic. [Table 1, Appendix A]

Age Structure as Percent of Total Population Per Area



Age Structure of the Regions' Populations

	I74BC	Labor Shed	Indiana	US
Under 5	11,516	190,765	423,261	19,914,221
5 to 19	40,245	577,537	1,359,600	62,673,211
20 to 29	19,907	407,716	884,632	43,720,521
30 to 44	35,523	560,157	1,261,405	61,743,539
45 to 64	55,368	762,583	1,754,160	83,847,588
65 and over	28,693	367,139	901,017	43,369,716

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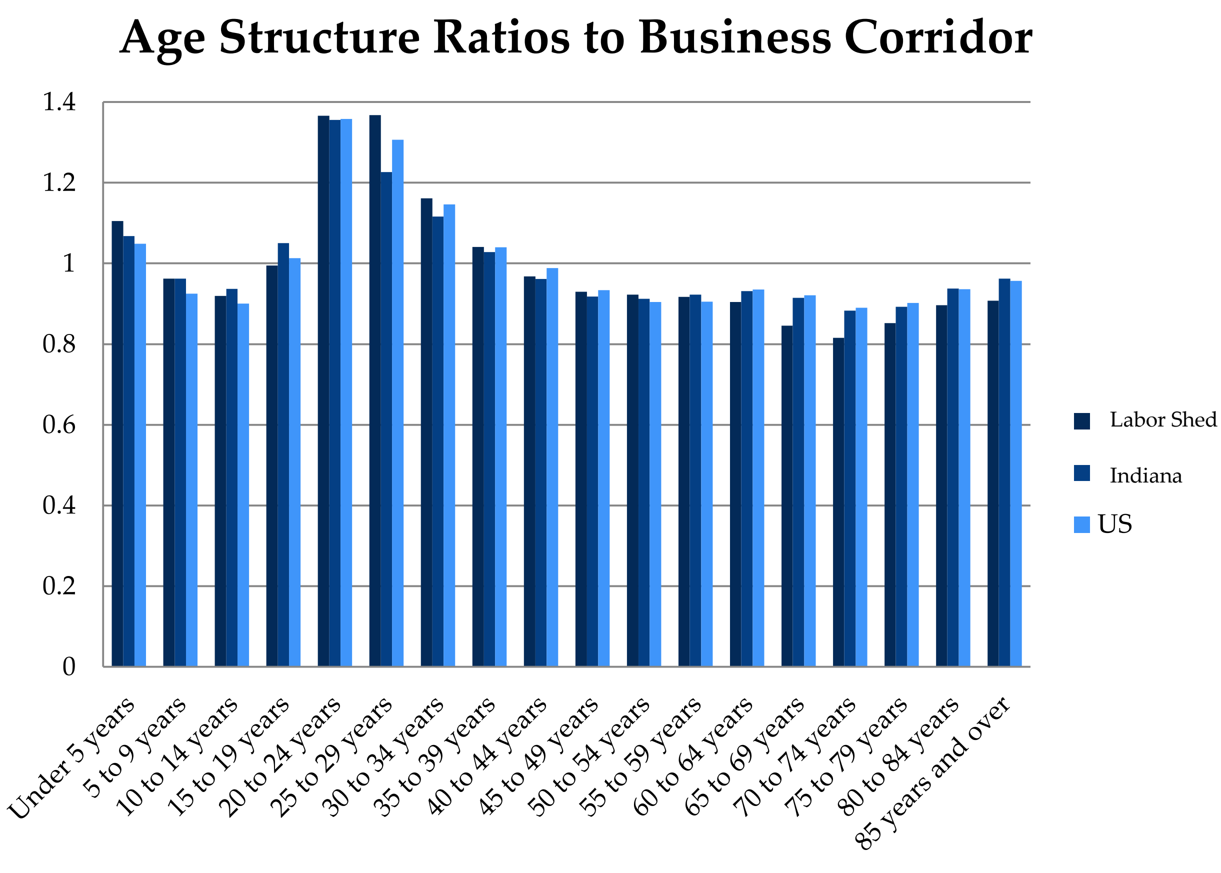
In general, the Business Corridor tends to be older than the larger geographies. The following graphic shows the share of the total population at each age level for the Labor

Shed, Indiana, and the U.S., in comparison to the age cohort's share of the Business Corridor. In other words, a figure greater than 1.0 (e.g., 20-24 years, 25-29 years, etc.) means that the cohort represents a higher share of the total population than is true of the Business Corridor. Values less than 1.0 (e.g., 5-9 years, 45-49 years, etc.) indicate that the given geography has a lower share of that age cohort than the Business Corridor.



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Over the last decade, the Corridor's age cohorts have grown at various rates. A comparison of the time-series data shows how the loss of younger populations' drives slower population growth (and helps explain why total growth rates were so similar for the Business Corridor and the wider Labor Shed). The Corridor and the Labor Shed both saw substantial declines in the size of their younger populations. In the Corridor, this included both children and young adults, while the declines were concentrated among the college-age and younger worker populations in the Labor Shed

Rate of Change in the Regions' Age Structures, 2001-2012

	I74BC	Labor Shed	Indiana	US
Under 5 years	-9%	2%	1%	5%
5 to 9 years	-3%	0%	2%	2%
10 to 14 years	-3%	-4%	1%	0%
15 to 19 years	-2%	0%	3%	5%
20 to 24 years	0%	6%	5%	12%
25 to 29 years	-5%	9%	7%	14%
30 to 34 years	-10%	-3%	0%	1%
35 to 39 years	-21%	-15%	-11%	-10%
40 to 44 years	-17%	-17%	-14%	-9%
45 to 49 years	5%	0%	1%	7%
50 to 54 years	27%	20%	19%	22%
55 to 59 years	54%	52%	47%	49%
60 to 64 years	49%	53%	54%	61%
65 to 69 years	46%	35%	44%	48%
70 to 74 years	16%	2%	10%	14%
75 to 79 years	8%	-7%	-4%	0%
80 to 84 years	15%	9%	10%	12%
85 years and over	25%	24%	28%	32%

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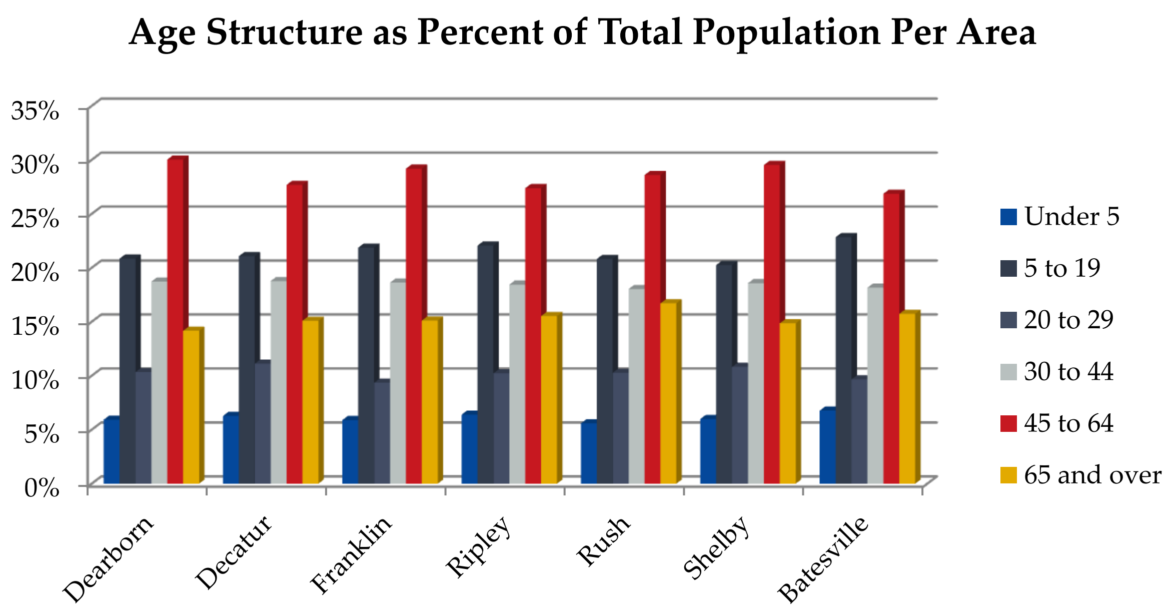
Keeping the relationship between age and overall population growth in mind also creates context for the age-related population data of individual counties within the I-74 Business Corridor. [Table 2, Appendix A]



Age Structure by County and Batesville							
	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby	Batesville
Under 5	3,009	1,631	1,362	1,866	962	2,685	440
5 to 19	10,600	5,482	5,059	6,438	3,587	9,079	1,486
20 to 29	5,253	2,892	2,162	2,982	1,770	4,848	629
30 to 44	9,521	4,882	4,308	5,381	3,107	8,325	1,182
45 to 64	15,267	7,200	6,752	7,990	4,927	13,232	1,748
65 and over	7,200	3,925	3,496	4,531	2,878	6,657	1,024

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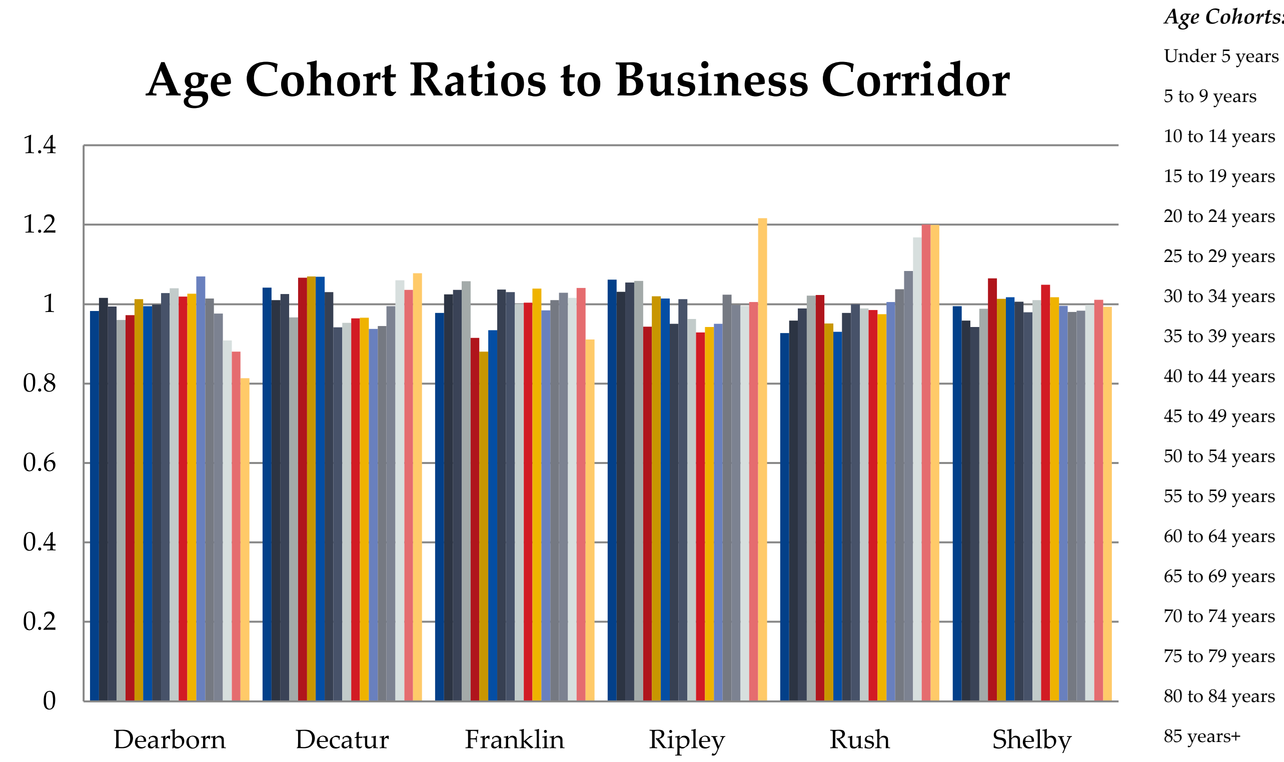
A more visual exploration adopts the technique used in the graphic below. The Year 2012 share of each county's total population within the various cohorts is compared to the share within the Business Corridor



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Two counties are near mirror images of each other; Dearborn has substantially smaller shares of its population in the very oldest age ranges than does the Corridor, while Rush County (the county that saw outright population declines since 2001) has substantially larger shares among the oldest cohorts. Meanwhile, the faster growing counties of Dearborn, Decatur, and Ripley were better represented among the younger ages.

Absolute Change in the Counties' Age Structures, 2001-2012							
	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby	Batesville
Under 5 years	-6%	-9%	-11%	-3%	-21%	-11%	3%
5 to 9 years	5%	2%	-7%	-4%	-16%	-5%	2%
10 to 14 years	-3%	9%	-6%	1%	-13%	-9%	9%
15 to 19 years	-6%	1%	1%	8%	-5%	-4%	15%
20 to 24 years	6%	-6%	-8%	4%	-5%	2%	11%
25 to 29 years	8%	-9%	-15%	2%	-13%	-11%	9%
30 to 34 years	-10%	-3%	-15%	-9%	-24%	-8%	-3%
35 to 39 years	-20%	-12%	-19%	-21%	-25%	-25%	-15%
40 to 44 years	-16%	-14%	-14%	-8%	-23%	-23%	-2%
45 to 49 years	6%	4%	4%	11%	-3%	3%	19%
50 to 54 years	29%	32%	26%	25%	17%	29%	33%
55 to 59 years	62%	49%	67%	40%	42%	55%	50%
60 to 64 years	74%	34%	48%	52%	27%	43%	63%
65 to 69 years	60%	32%	42%	48%	24%	52%	58%
70 to 74 years	27%	8%	16%	21%	2%	14%	27%
75 to 79 years	15%	8%	7%	3%	-6%	11%	9%
80 to 84 years	21%	14%	26%	17%	7%	10%	24%

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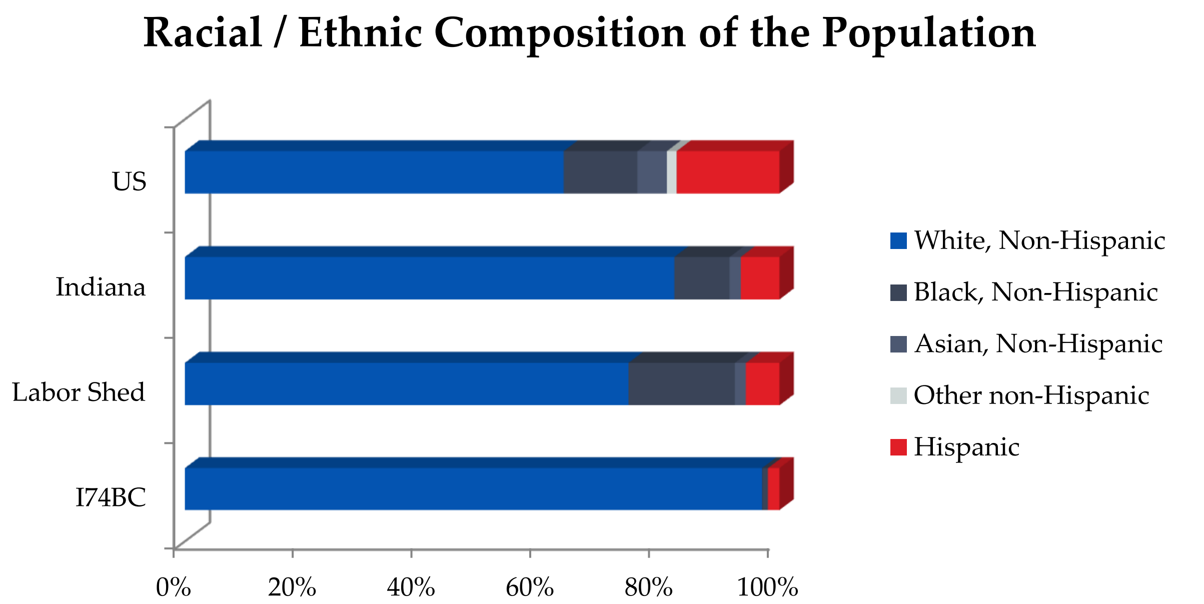
RACE / ETHNICITY

Just as there are substantial differences between the regional, Indiana, and US populations in terms of growth and the underlying age structure, there are also basic differences in the racial and ethnic makeup of the various geographies' populations. This difference, too, has some implications for growth, as different races and ethnicities have different child-rearing behaviors and life expectancies. However, the impact is not nearly so great as the consequences of age structure.

In short, the Business Corridor population is far less diverse than the Labor Shed (which includes two large, urban counties), the State of Indiana, and, especially, the United

Racial / Ethnic Composition of the Population				
	I74BC	Labor Shed	Indiana	US
White, Non-Hispanic	99%	79%	88%	77%
Black	1%	19%	10%	15%
Asian	0%	2%	2%	6%
Other non-Hispanic	0%	0%	0%	2%
Hispanic	2%	6%	7%	21%

States as a whole. This is shown below.



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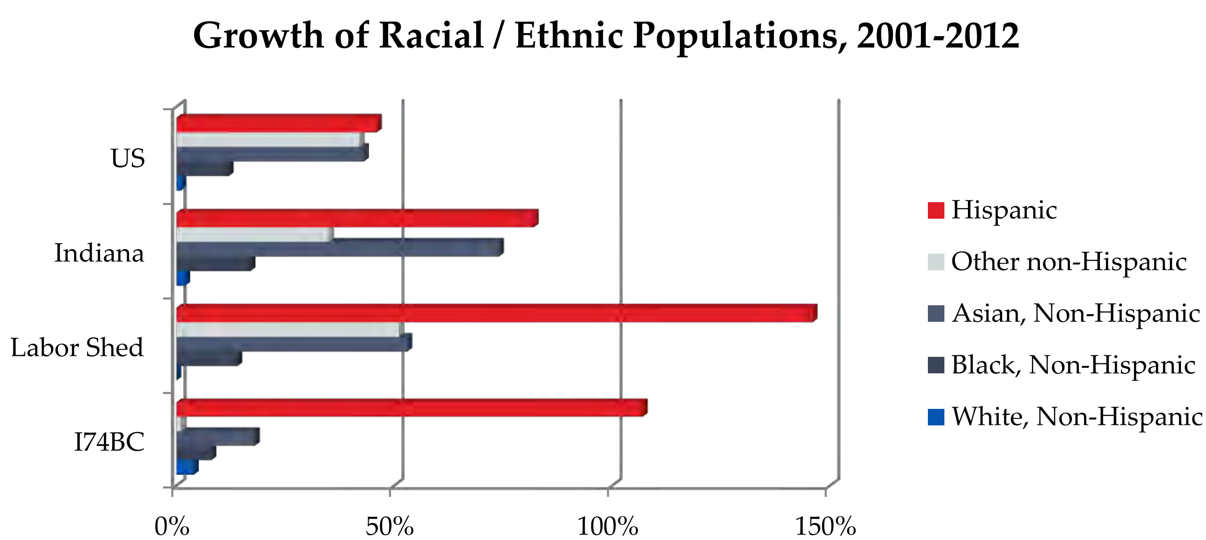

Growth of the Racial / Ethnic Populations, 2001-2012				
	I74BC	Labor Shed	Indiana	US
White, Non-Hispanic	4%	-2%	2%	1%
Black, Non-Hispanic	8%	14%	17%	12%
Asian, Non-Hispanic	18%	53%	74%	43%
Other non-Hispanic	1%	51%	35%	42%
Hispanic	107%	146%	82%	46%

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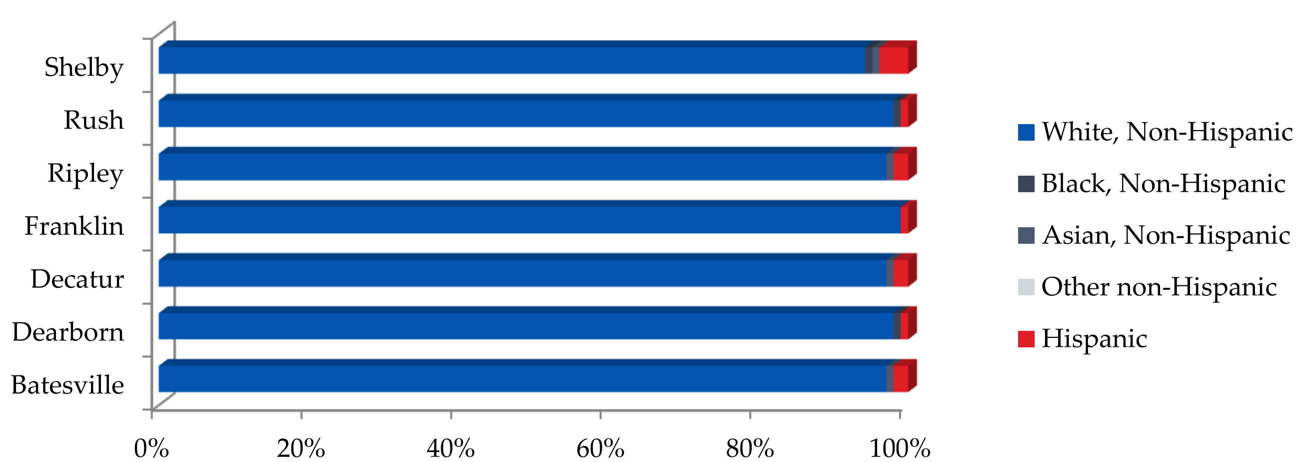
The rate of Hispanic growth over the past decade has been explosive. In the U.S., where the population was already larger, the growth rate was a still very high, at 46%. In Indiana, the growth rate has been nearly twice as large in the U.S. In the Labor Shed, growth has almost been twice the Indiana rate and, while the rate within the Business Corridor has been somewhat slower (with the urban counties of the Labor Shed driving a substantial part of the difference), the regional Hispanic population has still more than doubled.

The next table shows the different areas of the Business Corridor according to the racial and ethnic composition of their populations. Only Shelby County is less than 99% white non-Hispanic; its share is 98%.

Ethnic Composition of the Population



Racial / Ethnic Composition of the Population							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
White, Non-Hispanic	99%	99%	99%	99%	99%	99%	98%
Black, Non-Hispanic	0%	1%	0%	0%	0%	1%	1%
Asian, Non-Hispanic	1%	0%	1%	0%	1%	0%	1%
Other non-Hispanic	0%	0%	0%	0%	0%	0%	0%
Hispanic	2%	1%	2%	1%	2%	1%	4%

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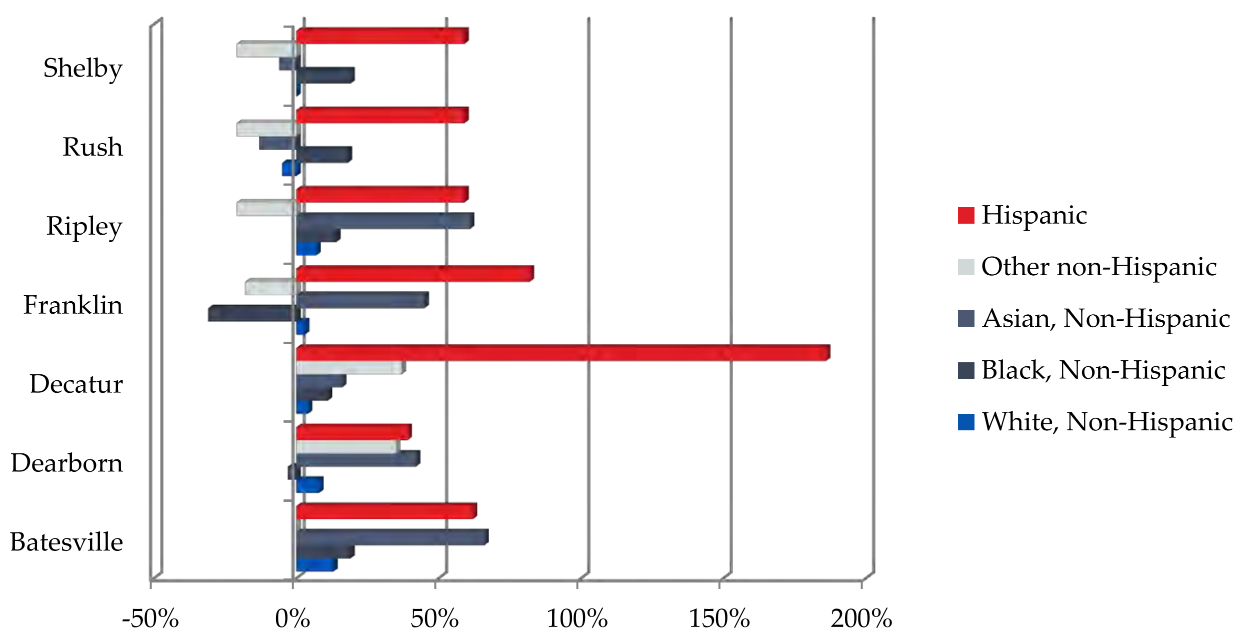
The uniformity may not remain much longer, if rates of change in the past decade hold true in the future. There are substantial differences among the counties in the growth rates of the different populations. The most important source of difference is in the Hispanic growth rate, as shown in the next table, which shows racial and ethnic growth between 2001 and 2012.

Growth of Racial / Ethnic Populations, 2001-2021



Growth of the racial / ethnic populations, 2001- 2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
White, Non-Hispanic	13%	8%	4%	3%	7%	-5%	0%
Black, Non-Hispanic	19%	-3%	11%	-31%	14%	18%	19%
Asian, Non-Hispanic	66%	42%	16%	45%	61%	-13%	-6%
Other non-Hispanic	0%	35%	37%	-18%	-21%	-21%	-21%
Hispanic	62%	39%	186%	82%	59%	59%	59%

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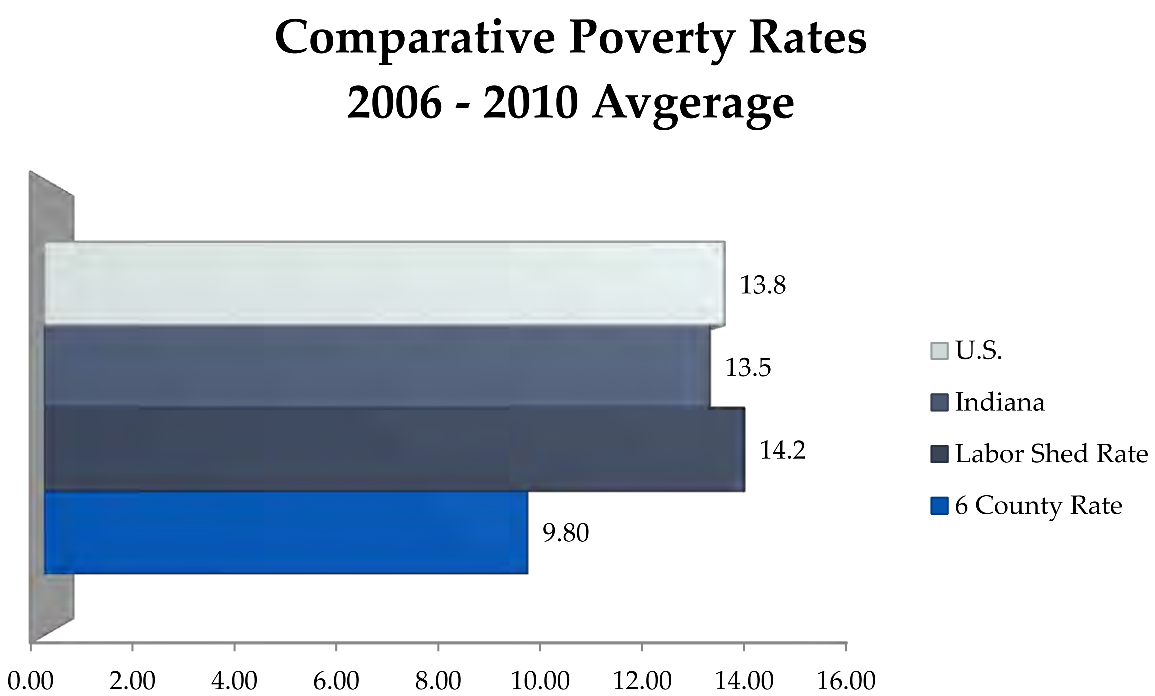
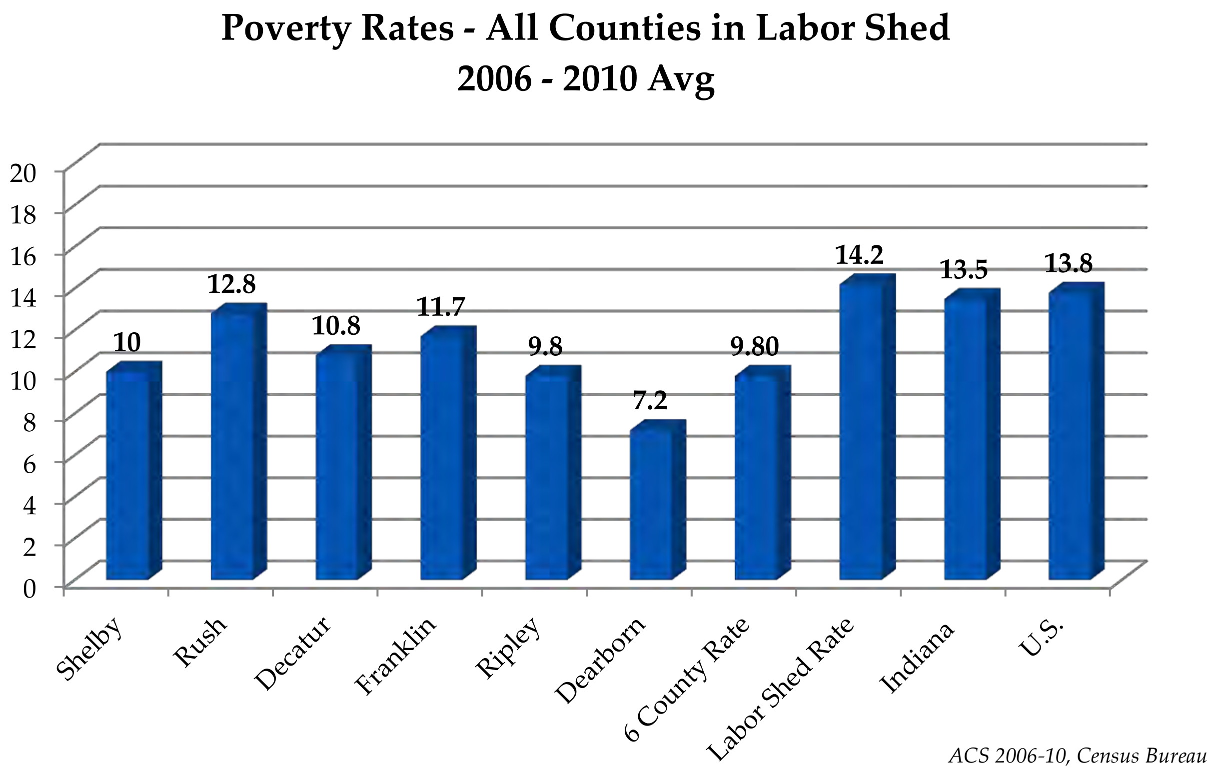
POVERTY DATA

The average county in the Corridor has poverty rates well below the larger Labor Shed, Indiana, and the US. The counties' collective poverty rate is just under 10%, while the rate in the U.S. nears 14%.



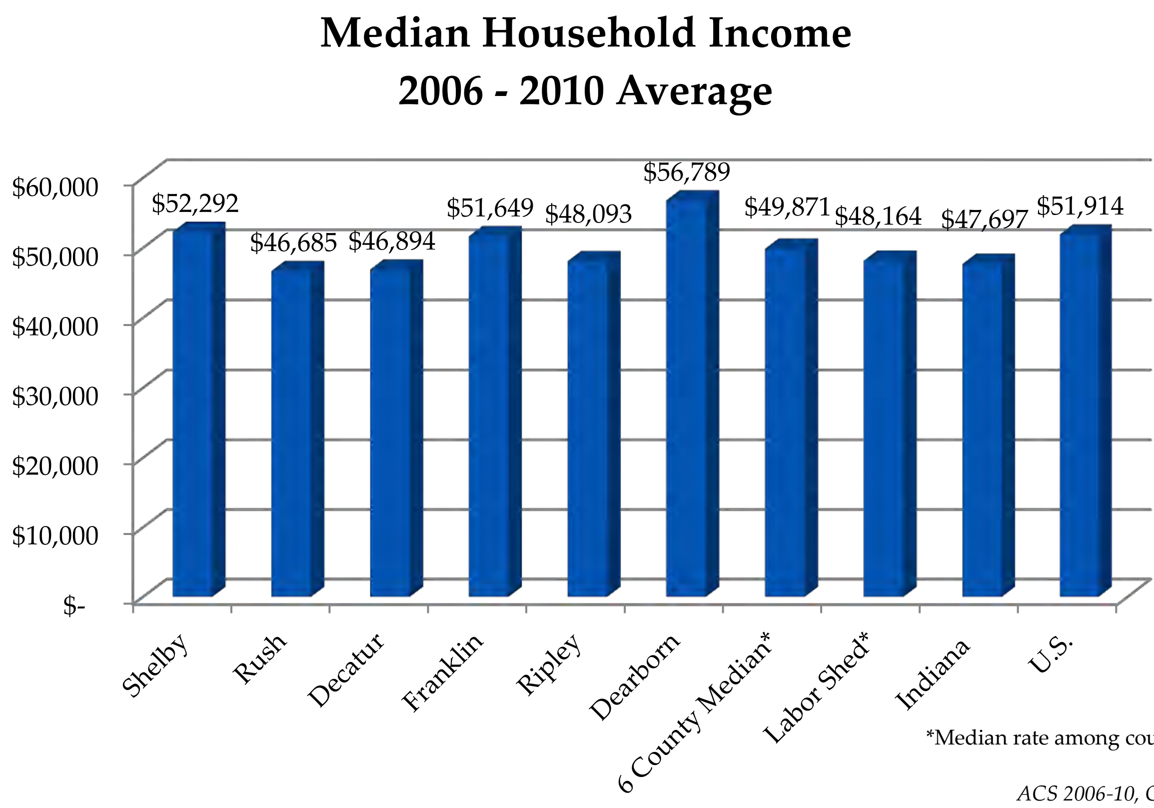
ACS 2006-10, Census Bureau

Poverty varies widely within these areas, of course, including within the 6-county region. In Dearborn County, the rate was 7%. The rate was nearly double that level in Rush County. The larger Labor Shed saw rates as low as Dearborn and Hancock Counties' 7%, and as high as Fayette County's 19%. In keeping with the higher rate in the Labor Shed, six of the 14 counties had poverty rates that were higher than any county within the Corridor.



HOUSEHOLD INCOME DATA

Poverty rates reflect variances in household income; however, the reflection is not that of a mirror, and there are unique elements of the pattern in income as compared to poverty. The poverty rate is higher in the U.S. than in the local region, but household income is higher in the US. The difference, of course, is related to cost-of-living, with rural Indiana enjoying one of the lowest costs-of-living in the nation. A comparison to similar cost areas shows median household income in the 6-county area is higher than in the Labor Shed or Indiana.



*Median rate among county medians

ACS 2006-10, Census Bureau

MIGRATION

A critical determinant of a region's population growth is net migration. Births and deaths are larger drivers of growth but, for regions that are losing population, migration is typically the cause.

Part of the reason that the region did not lose population overall may be that it gains from migration. Between 2009 and 2010, the region attracted a net 104 more persons than it lost in exchange with other areas.

There are limits to interpreting the data too strongly. The data are subject to the same sources of error as any survey and a net migration level of 100 out of a total flow that involved thousands of individuals is relatively small. In addition, net migration in a given area is often highly variable, as workers respond to local economic conditions. Still, in so far as the data are available, and correspond with other economic indicators discussed subsequently, the migration data are positive for the region.

Net Migration Relationships, 2009-10

Commute destination		Commute origin	
Jennings	581	Monroe	-23
Hamilton (Oh)	346	Hamilton	-28
Ohio	220	Hendricks	-31
Jackson	219	Boone (Ky)	-61
Campbell (Ky)	177	Henry	-90
Morgan	111	Bartholomew	-135
Clermont (Oh)	102	Fayette	-200
Butler (Oh)	29	Johnson	-224
Kenton (Ky)	23	Hancock	-241
Jefferson	17	Marion	-662

Internal Revenue Service Migration Files

COMMUTING

In addition to the workers living in an area, the Business Corridor's total labor force is actually the result of an additional input: the net commuting behavior of workers from outside the region. In other words, from the labor force must be added the number of workers who commute into the region less the number of workers who commute out.

The next tables examine the most important commuting relationships between the region and proximate counties. As is true of most areas, commuting has a large effect on the total workforce's size. However, as is also true of most places, only a very few areas are important drivers of large net

Net Commuting Relationships, 2010

Top Net In-commuting		Top Net Out-commuting	
Fayette	705	Jennings	-36
Ohio	416	Wayne	-50
Switzerland	372	Monroe	-73
Henry	111	Jefferson	-142
Union	51	Boone	-224
Clark	33	Hancock	-357
Madison	14	Johnson	-425
Brown	13	Hamilton	-548
Morgan	13	Bartholomew	-975
Howard	10	Marion	-4708

StatsIndiana Commuting Files

inflow or outflows of workers.

As the table hints, the Business Corridor is a net exporter of daily labor. In 2010, approximately 6,000 more workers left the region for work elsewhere each day than entered the region from elsewhere. Marion County was far and away the most important magnet for the region's workers, drawing nearly 5,000 commuting workers from the Corridor.

Other major targets of the region's talent include Bartholomew, Hamilton, Johnson, Hancock, Boone, and Jefferson Counties. Note that not all of these counties are within the formally defined Labor Shed.

There are also a handful of counties that supply labor to the region to a significant degree. These include Fayette, Ohio, Switzerland, and Union Counties. Note that all of these counties are within the formally defined Labor Shed.

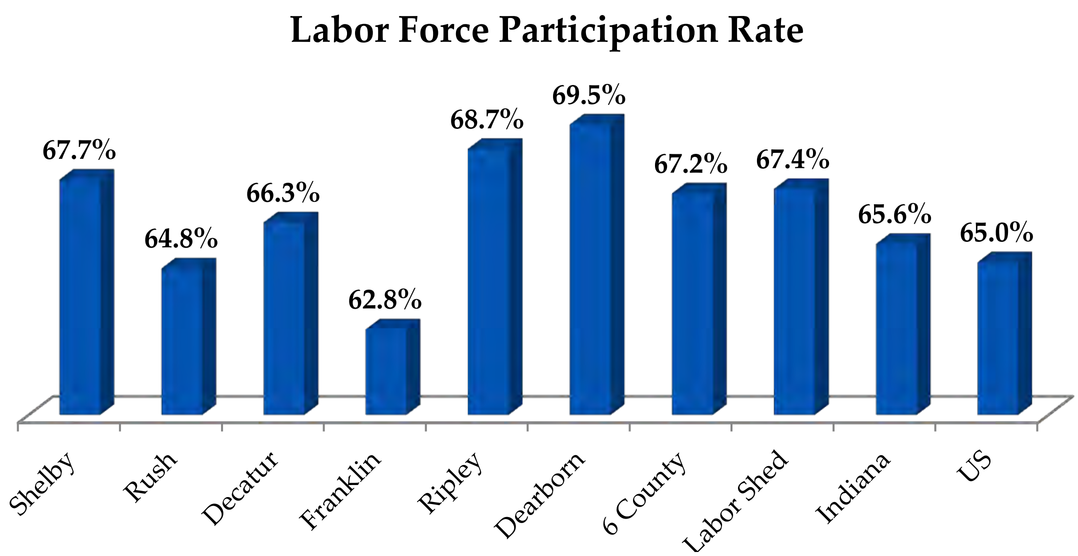
Labor Force Dynamics

Starting with an area's population, it can help to think of its workforce as the result of a series of steps, or switches. From the population is subtracted various portions that cannot work, such as those who are too young or too old, and then those who are prevented from working because of legal status, such as service in the military or imprisonment. Ultimately, these steps produce the labor force, the population who, technically defined, is willing and able to work. Finally, the labor force decomposes into the population that is employed and the population that is unemployed.

The next pages proceed through these steps to analyze the labor force and employment dynamics of the I-74 Business Corridor.

LABOR FORCE PARTICIPATION RATE

The share of the 16-and-older population that is willing and able to work is known as the labor force participation rate and does not typically show much variation from region to region within a single nation. So it is in the Corridor. The lowest participation rate was in Franklin County, 63%. The highest rate was in Dearborn County, 70%. The average county rate was 67%, very similar to the larger Labor Shed, about 1% higher than Indiana, and 2% higher than the US average.



ACS 2006-10, Census Bureau

LABOR FORCE SIZE

In total the I-74 Business Corridor labor force includes nearly 100,000 persons. Individual counties' labor forces range in size from just less than 9,000 in Rush County to approximately 25,000 in Shelby and Dearborn Counties.

The Labor Shed's total labor force included 1,468,473 persons. Indiana's labor force was estimated at 3,279,674, while the U.S. labor force was estimated to include 155,163,977 persons.

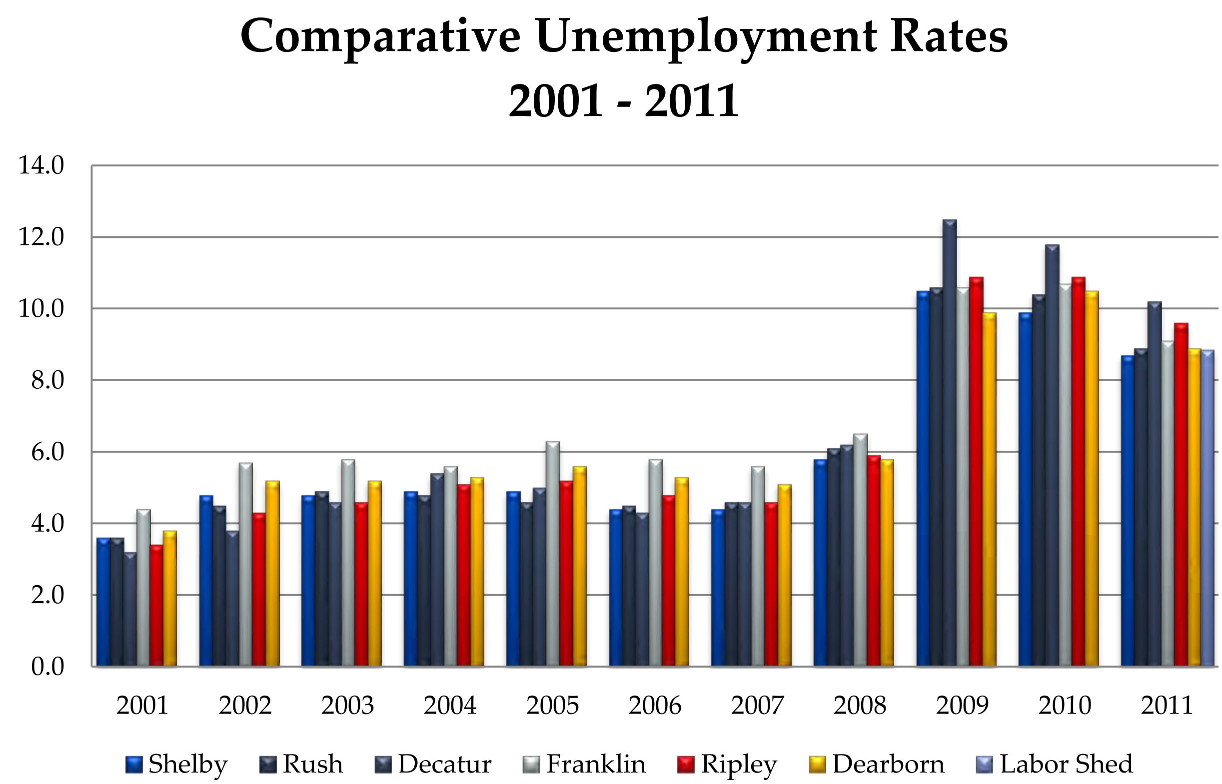
Labor Force Size	
Shelby	23,424
Rush	8,855
Decatur	13,184
Franklin	11,211
Ripley	14,999
Dearborn	26,652
Batesville	3,423
Six County Region Labor force total	98,325

ACS 2006-10, Census Bureau

UNEMPLOYMENT

The unemployment rate is the percentage of the labor force that is willing and able to work, and has looked for work in the four weeks prior to the survey, but cannot find employment. Across the state and nation, that rate exploded immediately after the 2008 financial crisis.

The next graphic depicts annual average unemployment trends in the I-74 Business Corridor from 2001 to 2011.



U.S. BLS data

Two elements of the data bear detailed discussion. First, as shown in the final (most rightward) bar for each year, the average rate for the counties began to increase after the Year 2007, reached a peak in 2009, and have been declining since. Each county saw a spectacularly painful jump between '08 and '09, coinciding with the financial crisis. These local data reflect the overall national trend.

For the most part, there is little difference among the counties, with one exception: From 2001 to 2007, Franklin County's unemployment rate exceeded the rest of the region by a sizable amount. In 2008, the gap between Franklin County and the others had narrowed. Beginning in 2009, Franklin County's unemployment rate has not been substantially worse than the other counties, but Decatur County's unemployment rate has shot up, beyond the rest of the region. The gap has begun to narrow, to be sure, but remains notable.

In all, the I-74 Business Corridor's combined unemployment rate was 9.2% in December, 2011, compared to 9.2% for the Labor Shed, 9.0% for Indiana, and 8.9% for the US.

EMPLOYMENT

The difference between the labor force and the unemployed labor force equals total employment.

In all, there are nearly 90,000 persons employed in Business Corridor businesses, with well over 1.3 million employed in the larger Labor Shed. Dearborn County has the largest employment, followed by Shelby County.

Total Employment, 2012	
Shelby	21,158
Rush	8,171
Decatur	11,217
Franklin	10,503
Ripley	13,004
Dearborn	23,657
I74BC	87,710
Labor Shed	1,325,631

U.S. BLS

Peak-and-Trough

A more dynamic understanding of local employment can be demonstrated by analyzing the most recent employment estimates against the prior peak of employment, or prior maximum, and prior trough, or minimum. Economies grow and shrink, of course, and long-term health is measured by comparing peak-to-peak or trough-to-trough.

In the midst of difficult economic eras, such as the present circumstance for most of the nation, peak or trough analysis casts a slightly different light. While the economy is in the midst of an expansion, comparisons to peak employment during the prior expansion demonstrate how far the economy has to go before it "catches up." So, for example, the table below demonstrates that the U.S. is still 2.8% off its pre-recession maximum employment level. Indiana and the larger Labor Shed remain roughly 5% off their peaks.

Current Employment Compared to Peak and Trough 1990 through June 2012				
	Month of Trough Employment	Month of Peak Employment	Change: Peak to June 2012	Change: Trough to June 2012
Shelby	Feb-92	Jul-01	-9.20%	8.67%
Rush	Jan-10	Jul-96	-22.20%	3.86%
Decatur	Jan-10	Nov-99	-38.20%	3.50%
Franklin	Jan-91	Jul-05	-6.84%	24.82%
Ripley	Feb-90	Jul-04	-9.12%	22.87%
Dearborn	Feb-91	Jul-05	-5.01%	36.93%
6 County Avg	Feb-91	Jul-99	-11.02%	16.61%
Labor Shed Avg	Feb-92	Jul-08	-5.32%	10.34%
Indiana	Feb-91	Jun-07	-5.70%	13.24%
U.S.	Jan-91	Jul-07	-2.8%	13.3%

U.S. BLS

Peak-and-trough analysis for the I-74 Business Corridor counties, however, generates an entirely different conclusion about the consequence of the most recent recession. The regional counties hit their maximum employment levels well before the last recession ever hit. Indeed, as a region, the group reached the maximum before the last recession took hold. So, while some saw modest employment gains after the 2001 recession through the mid-point of the last decade, the gains were not large enough to offset the losses elsewhere to the degree necessary to see any overall gains since the 1990s expansion.

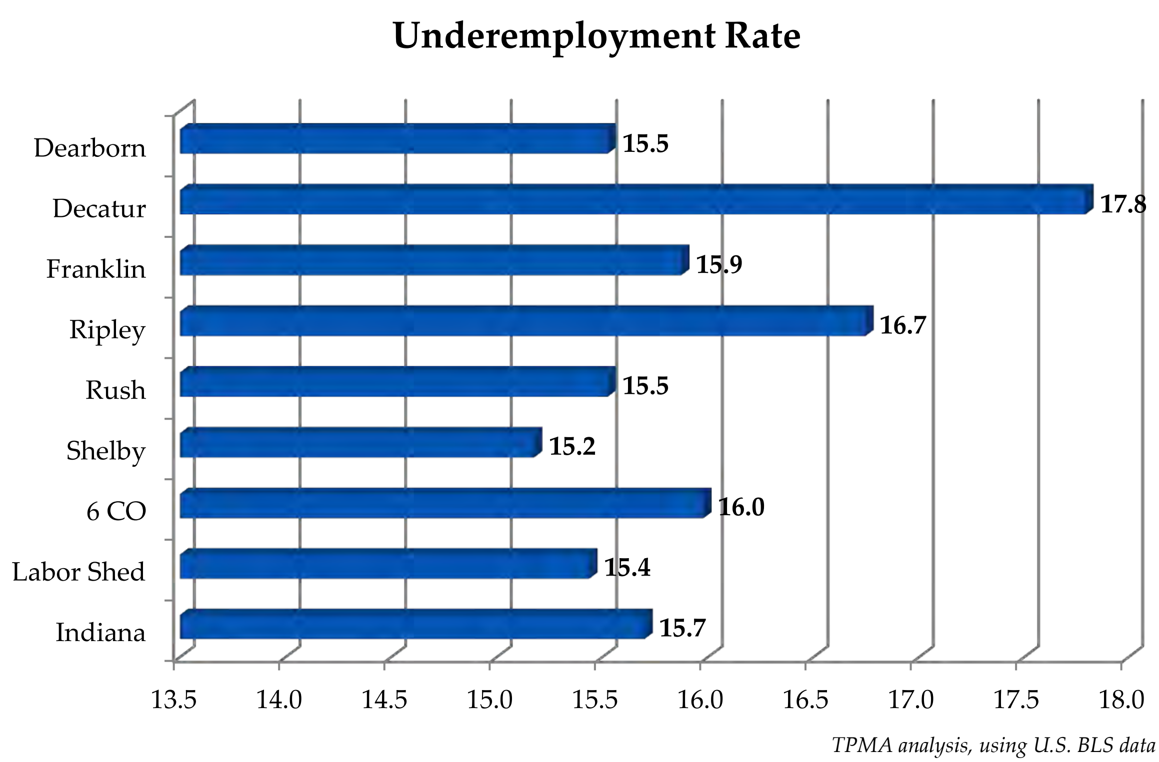
Fortunately, the current expansion has been friendlier to the region; every county has grown since at least the beginning of 2010, even though each experienced steep job losses in the ’08 recession.

UNDEREMPLOYMENT

As noted above, the most widely reported unemployment rate includes only those individuals who have looked for, and failed to find, work at some point within the four weeks prior to the unemployment survey. This rate has hovered somewhere between eight and ten percent over the last year.

In addition to these unemployed individuals, data are gathered for people who would work, and want to work, but have given up because they believe no jobs exist for them in the local economy. Called discouraged workers, these individuals could be added to the labor force should conditions turn around. Beyond discouraged workers, and other marginally attached workers who could contribute to the workforce under different circumstances, is a group of individuals who are employed part time for purely economic reasons. Like the other groups, these individuals are underemployed and would prefer to work full-time if a job became available.

The following chart analyzes a measure of underemployment known as "U-6," which includes those who are fully unemployed, plus those who are marginally attached to the labor force, plus those who are employed part-time but desire full-time work.



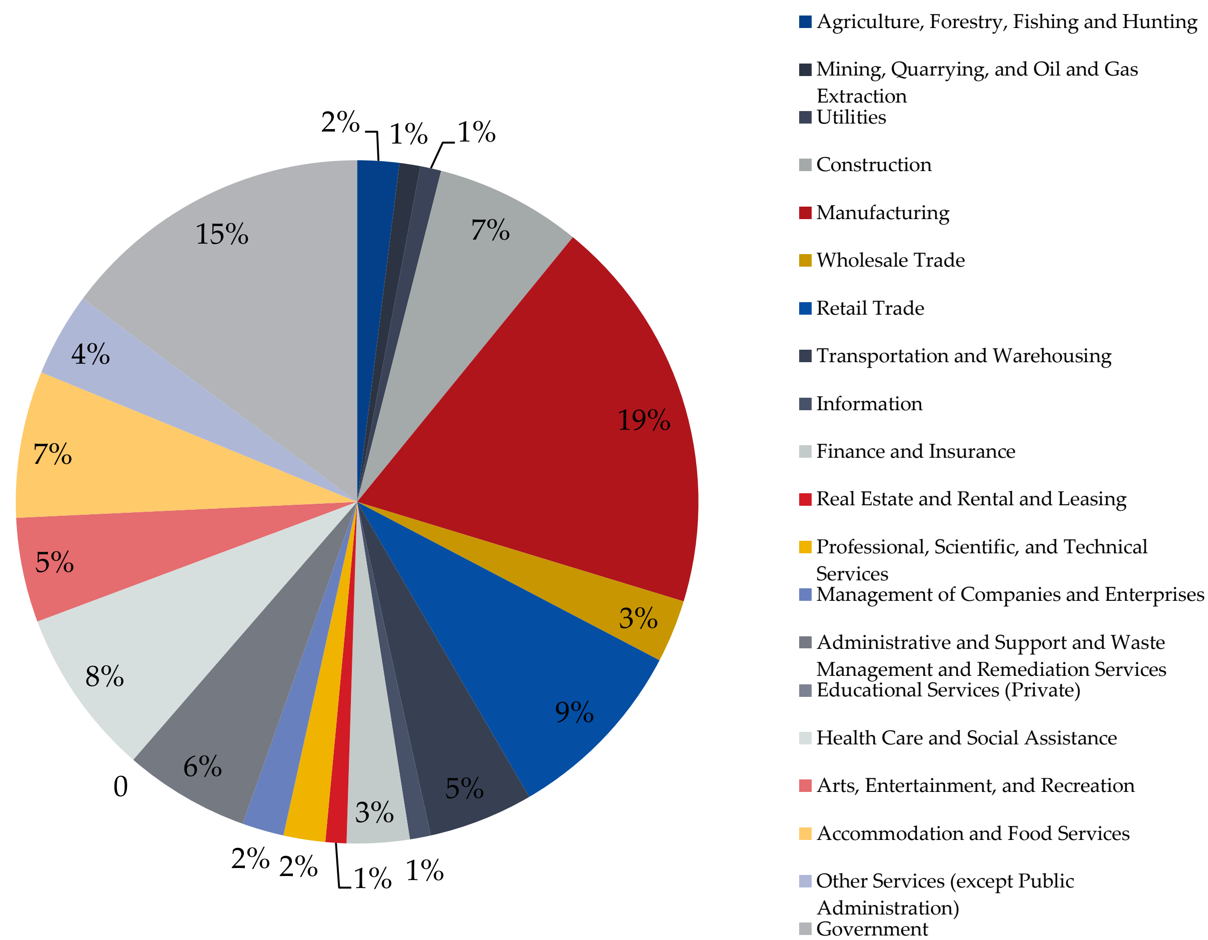
Note: The Bureau of Labor Statistics does not calculate these rates for counties and regions, and so these data have been extrapolated from statewide data for Indiana.

Employment by Industry and Occupation:

INDUSTRY EMPLOYMENT

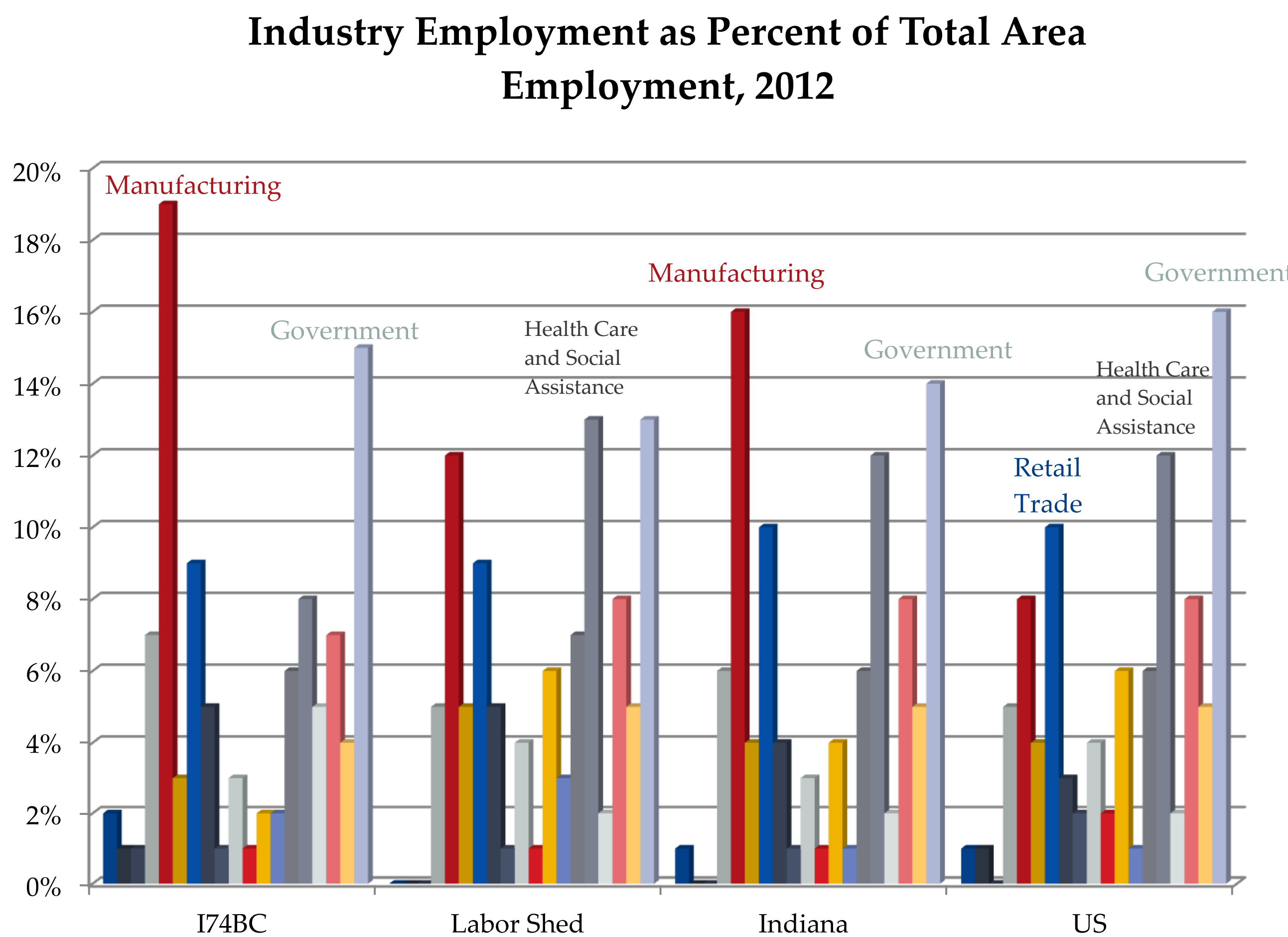
A dynamic examination of employment data, as with peak-and-trough analysis, is ultimately meant to clarify fundamental or structural changes within an economy. The most basic measure for such change is industry sector or major occupational employment data.

Industry Employment for I-74 Business Corridor as Percent of Total Employment, 2012



TPMA Analysis of EMSI Analyst

At present, there are significant differences in the structural basis of the Business Corridor economy compared to the outside economy. [Table 3, Appendix A]



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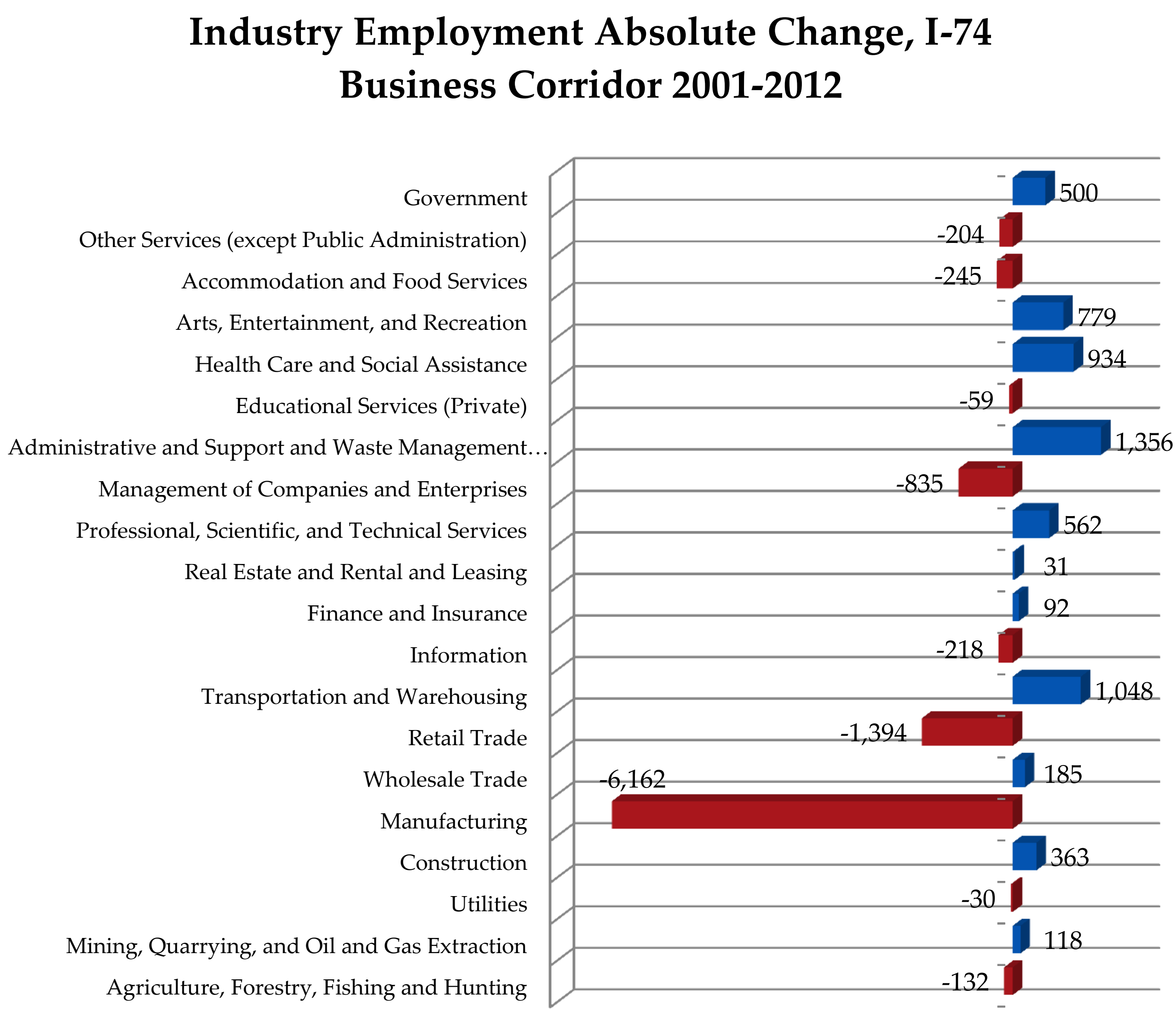
Manufacturing employment is far more concentrated in the region than in any of the other three areas, roughly 2 ½ times the share claimed by national manufacturing employment. In addition, and compared to manufacturing, employment concentration lags substantially in the health care sector. There are other differences, of course, but these are relatively slight.

Industry employment has endured much change over the past 10 years, as the region's economy shifts with the rest of the nation to one more concentrated in recreation, health care, and other growing industries. [Table 4, Appendix A]



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Most notable changes include increasing employment trends in:

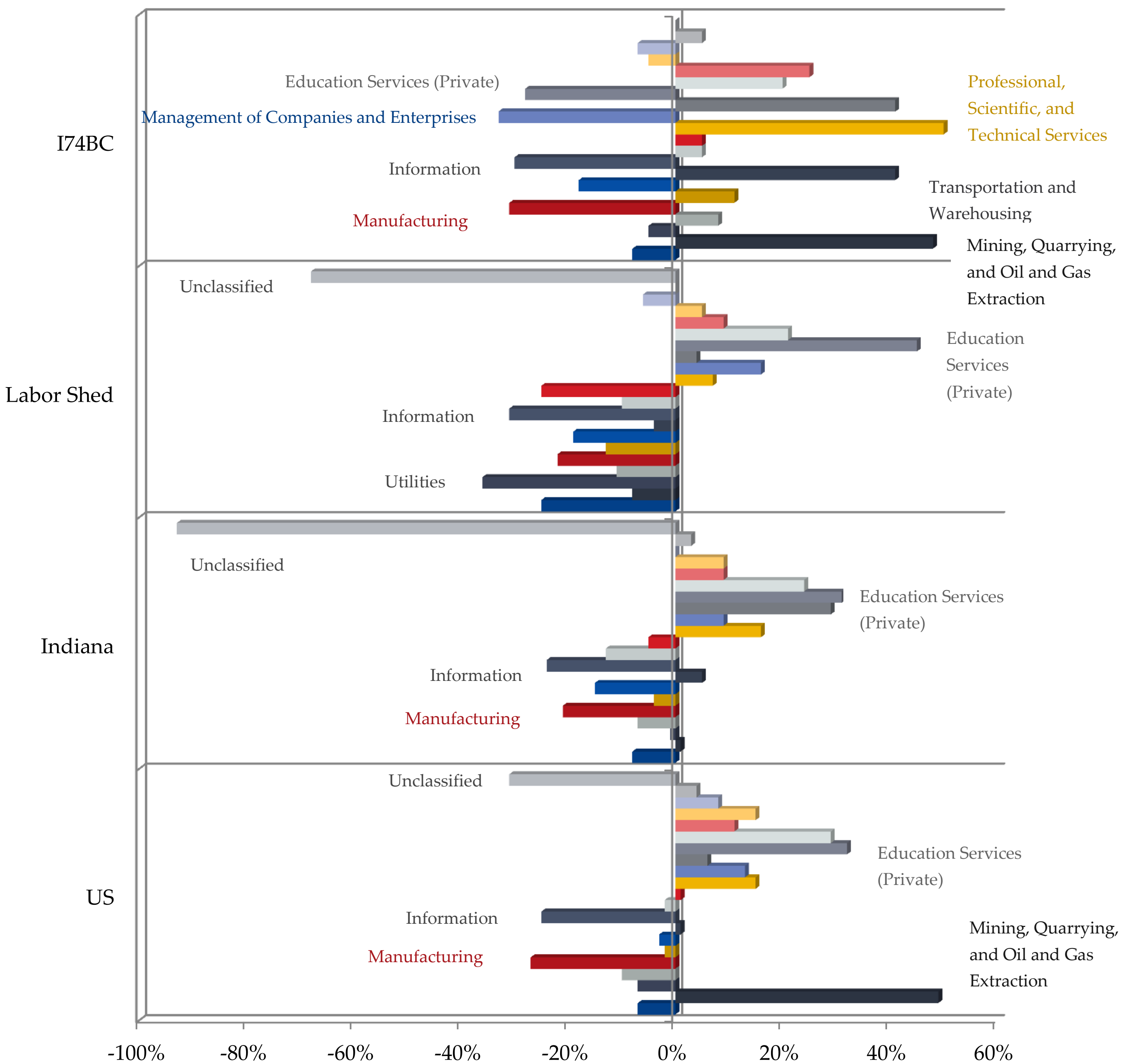
- Administrative and Support and Waste Management and Remediation Services
- Transportation and Warehousing
- Health Care and Social Assistance
- Arts, Entertainment, and Recreation

Employment has decreased in:

- Manufacturing
- Retail Trade
- Management of Companies and Enterprises

When examining the Business Corridor in relation to the larger region, there is a fair degree of correspondence between regional trends and those from other areas. Manufacturing saw major employment declines in each area, for example, as did employment in Information industries. Mining employment grew by about half in both the region and the U.S. Unique trends between the I-74 Business Corridor and the surrounding region include Education Services (Private) and Management of Companies and Enterprises declining in the Corridor, while seeing growth in all other regions. [Table 5, Appendix A]

Industry Employment Growth Rate, 2001-2012



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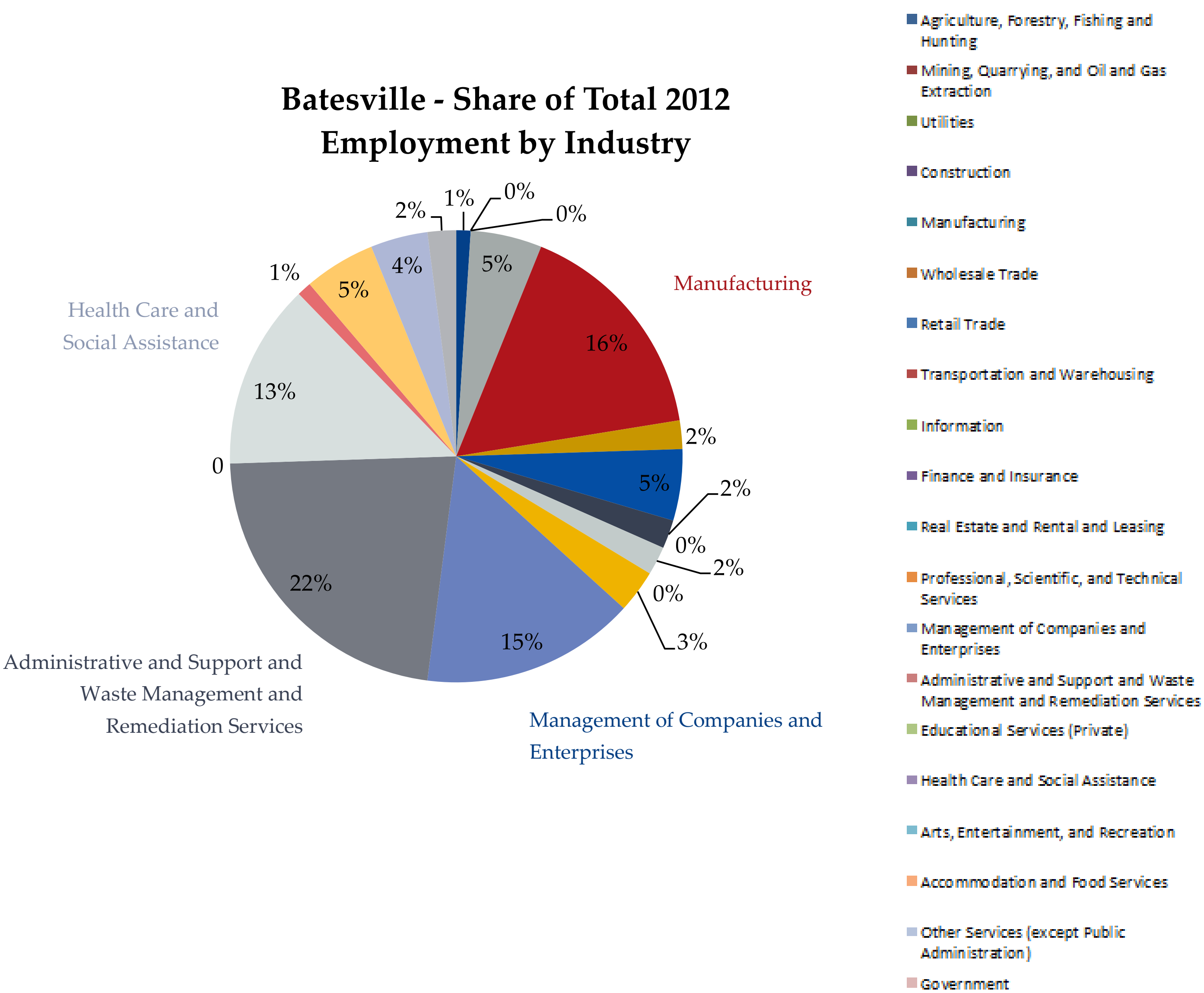
Industry Employment by County and Batesville

The widest differences are in Manufacturing, with the sector claiming a full third of employment in Decatur County, but only 11% in Dearborn County. Management of Companies and Enterprises, Administrative and Waste Services, and Arts, Entertainment and Recreation also show significant variation. [Table 6, Appendix A]



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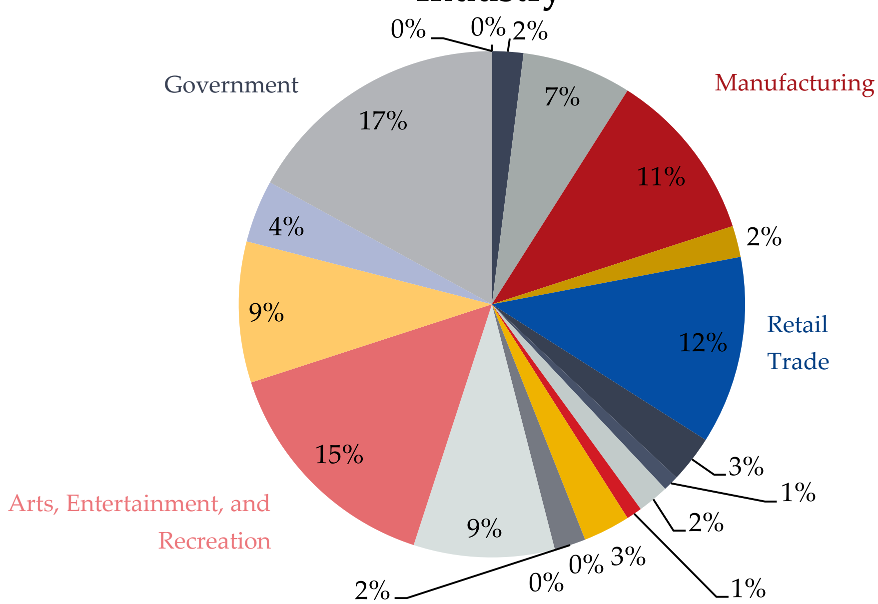
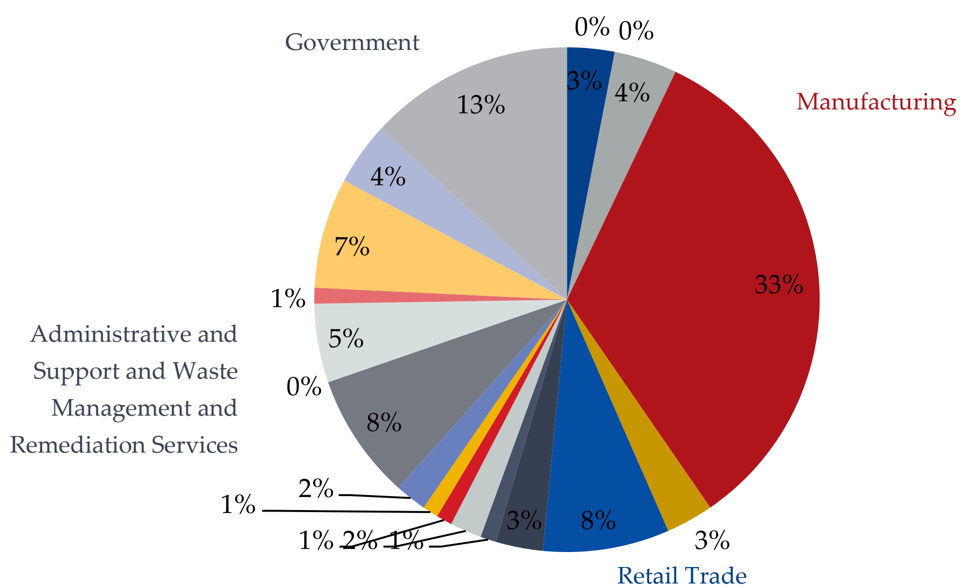
Dearborn - Share of Total 2012 Employment by Industry

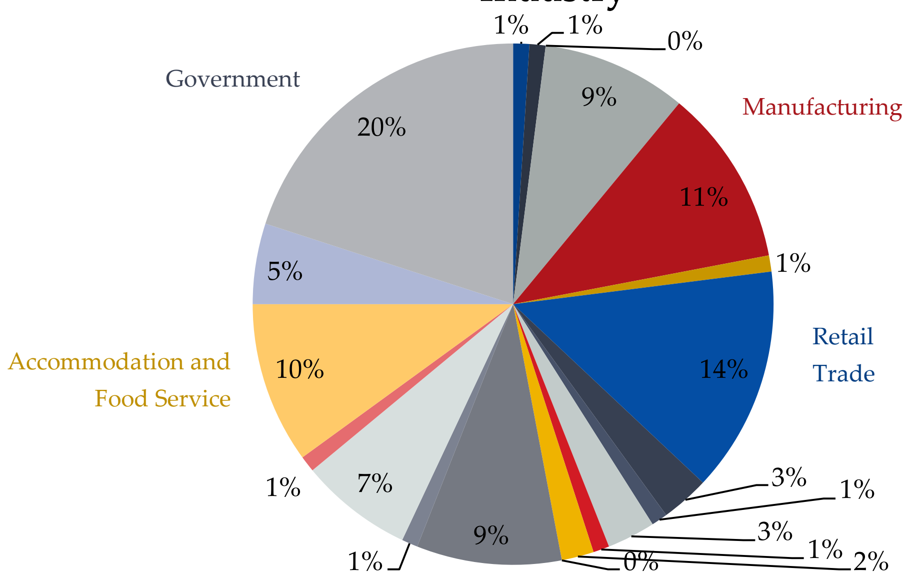


Decatur - Share of Total 2012 Employment by Industry

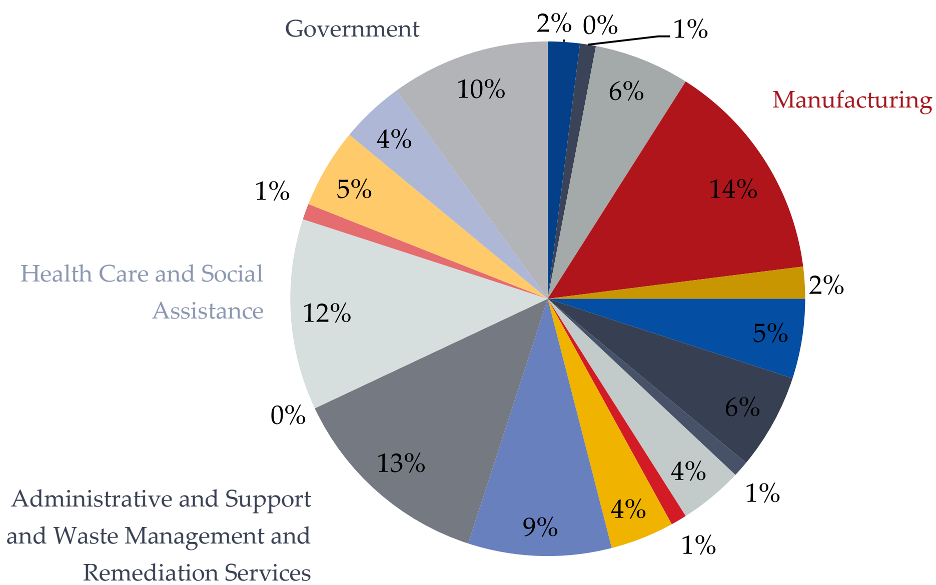


TPMA Analysis of EMSI Analyst

Franklin - Share of Total 2012 Employment by Industry



Ripley - Share of Total 2012 Employment by Industry



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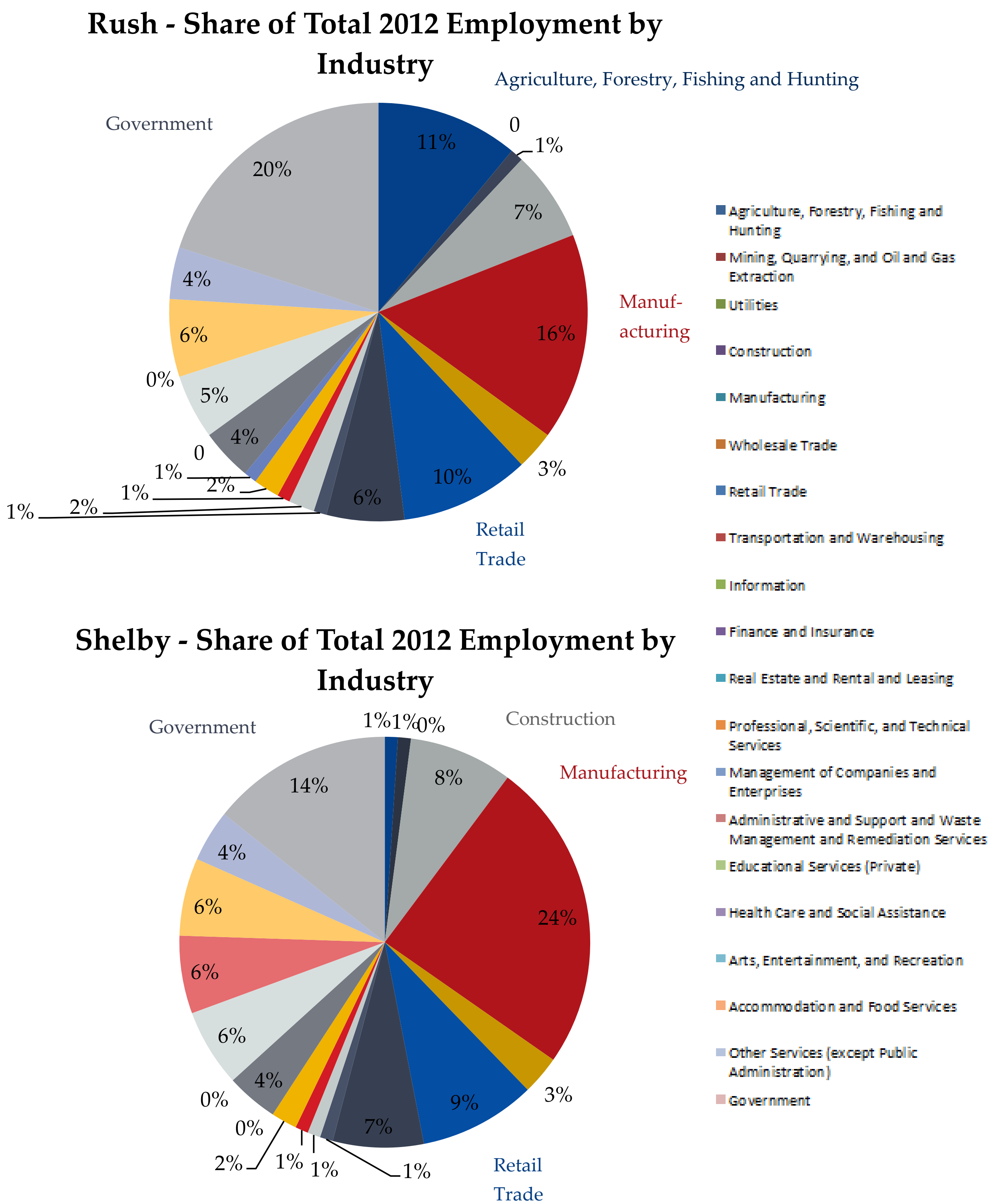

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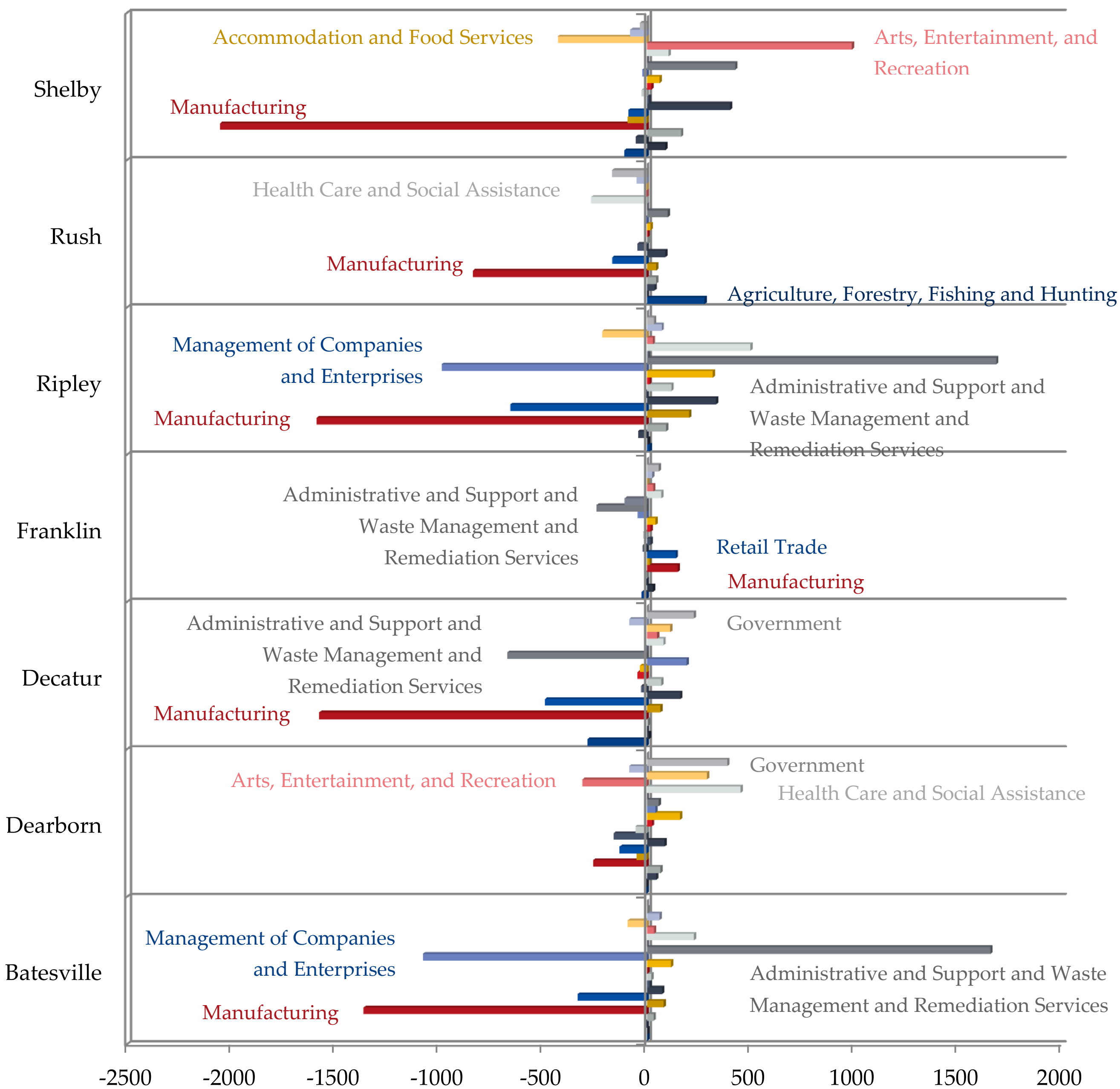
When evaluating industry composition, it is important to also consider industry trends. [Tables 7 and 8, Appendix A]

Absolute Growth by Industry, 2001-2012



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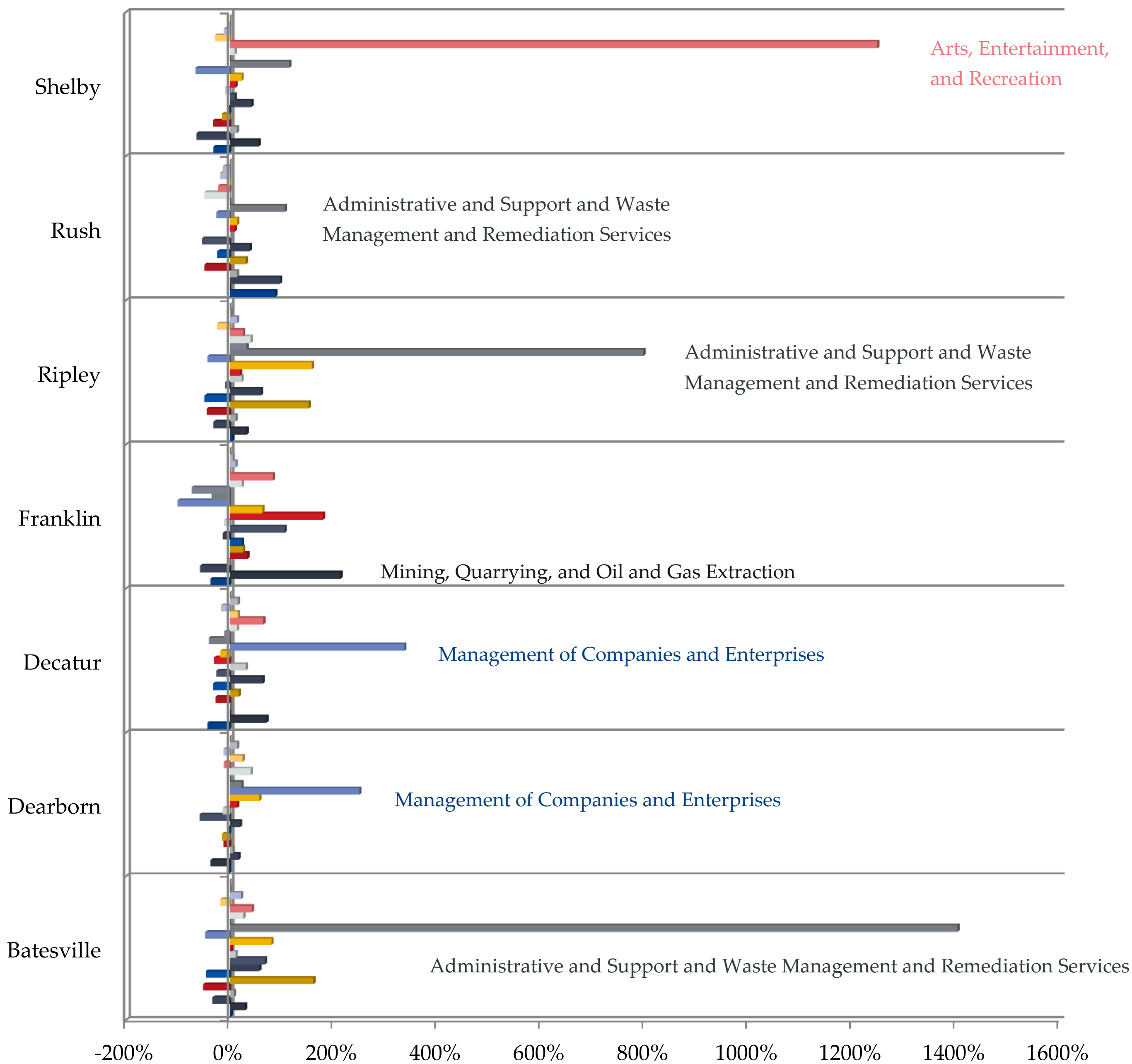
Rate of Change by Industry, 2001-2012



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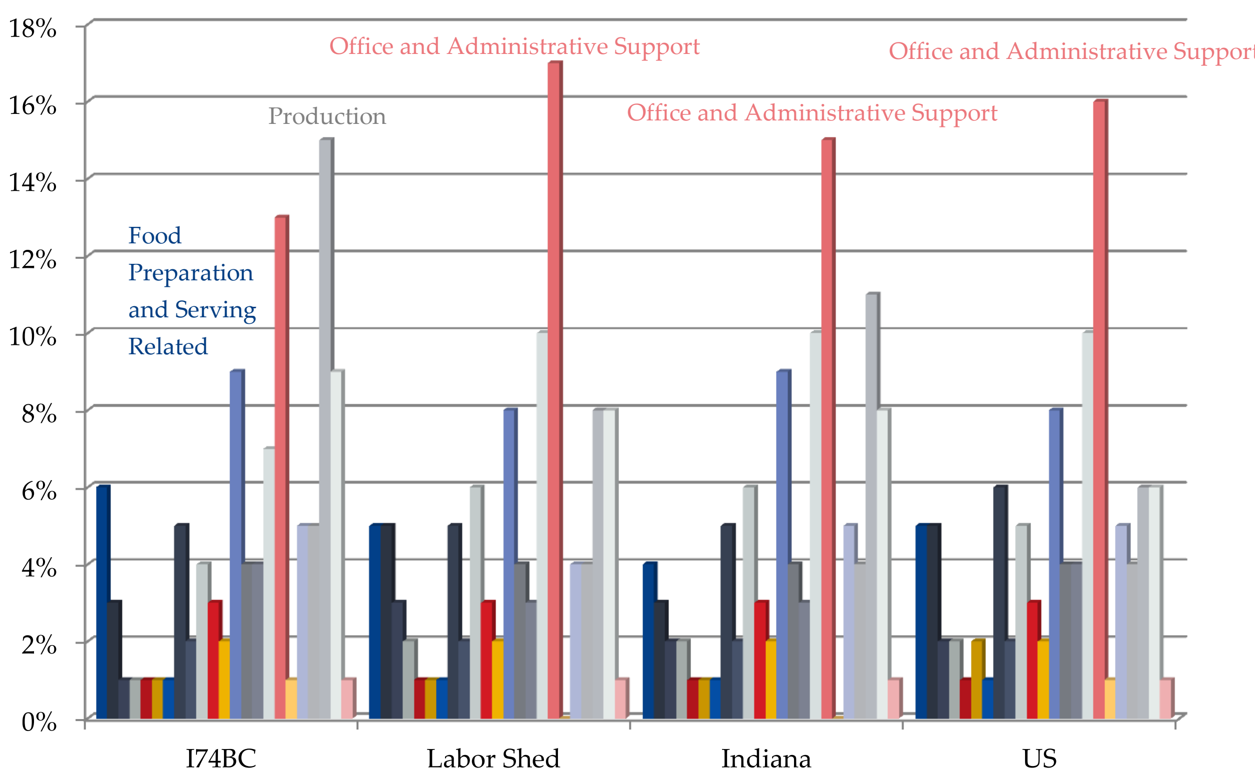
EMPLOYMENT IN OCCUPATIONS

In many ways, occupational employment is a different way of expressing the same issues that are addressed by industry employment. For example, high levels of manufacturing industry employment are typically associated with high levels of employment in production occupations. However, occupational employment measures a functional issue, and many places of work in widely different industries require the same functions (e.g., accountants, administrative support, etc.).

To demonstrate the issue, consider employment data below with the data on industry employment. While industry employment associated with significant variation among the I-74 Business Corridor, the Labor Shed, Indiana, and the US. The occupational data shows relatively similar patterns in each area. [Table 9, Appendix A]

Occupation Employment as Percent of Total Area Employment, 2012



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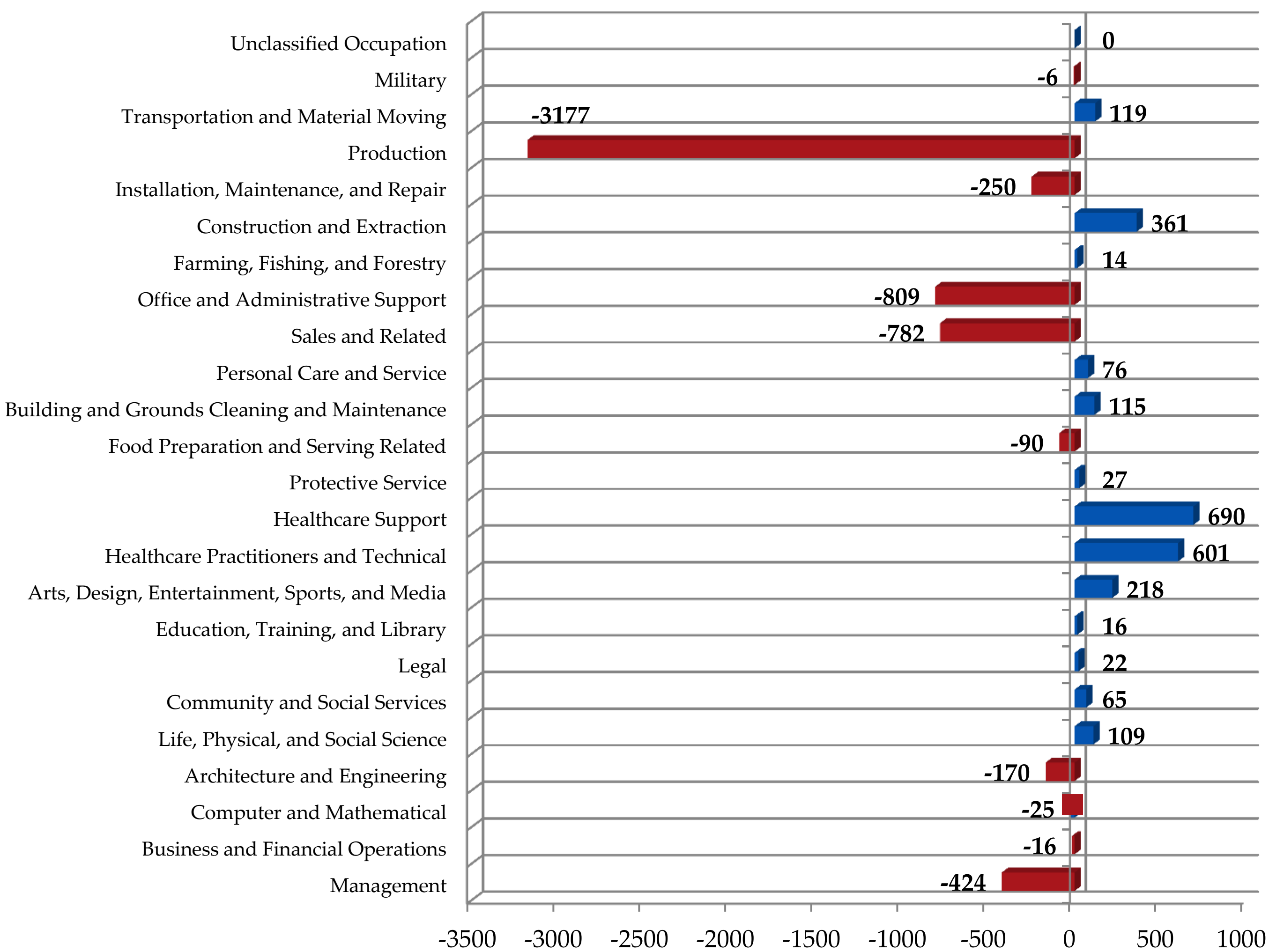
That is not to say that there is no difference, at all. As a strong manufacturing area, the I-74 Business Corridor region has a larger number of Production workers and a slightly higher number of Transportation occupations. As a relatively "blue-collar" region, it has fewer Office and Support Workers and Salespersons. Only Production occupations are widely divergent, however. The differences emerge when change-over-time is considered. [Tables 10 and 11, Appendix A]

Occupation Employment Absolute Change, I-74 Business Corridor 2001-2012



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The fastest growing occupational needs are clearly in Health Care occupations, as well as Life and Physical Sciences. Construction occupations also saw significant gains. Rapidly shrinking occupations include Production jobs, as well as Sales, Architecture, and Agricultural occupations.

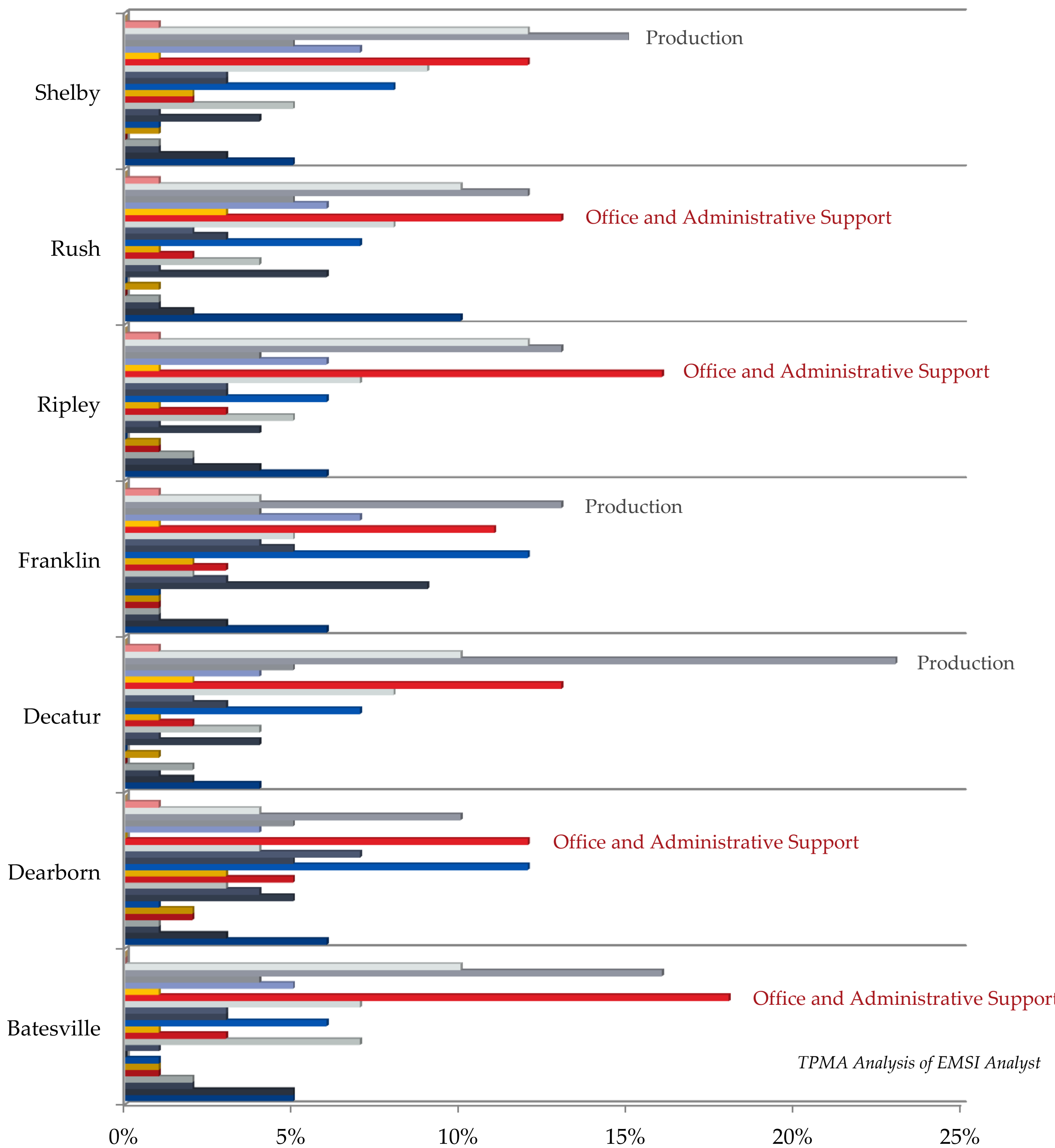
Occupation Employment by County and Batesville

At the level of the individual counties, again, the differences are relatively muted when measured statically, in terms of the most recent estimates. However, because the county economies are smaller, they do exhibit greater variation than was found in the regional table above, as was true for industry data. For a detailed depiction of occupational employment by county, see the table on the following page, *Occupation Employment as Percent of Total Area Employment, 2012*. [Tables 12 and 13, Appendix A]

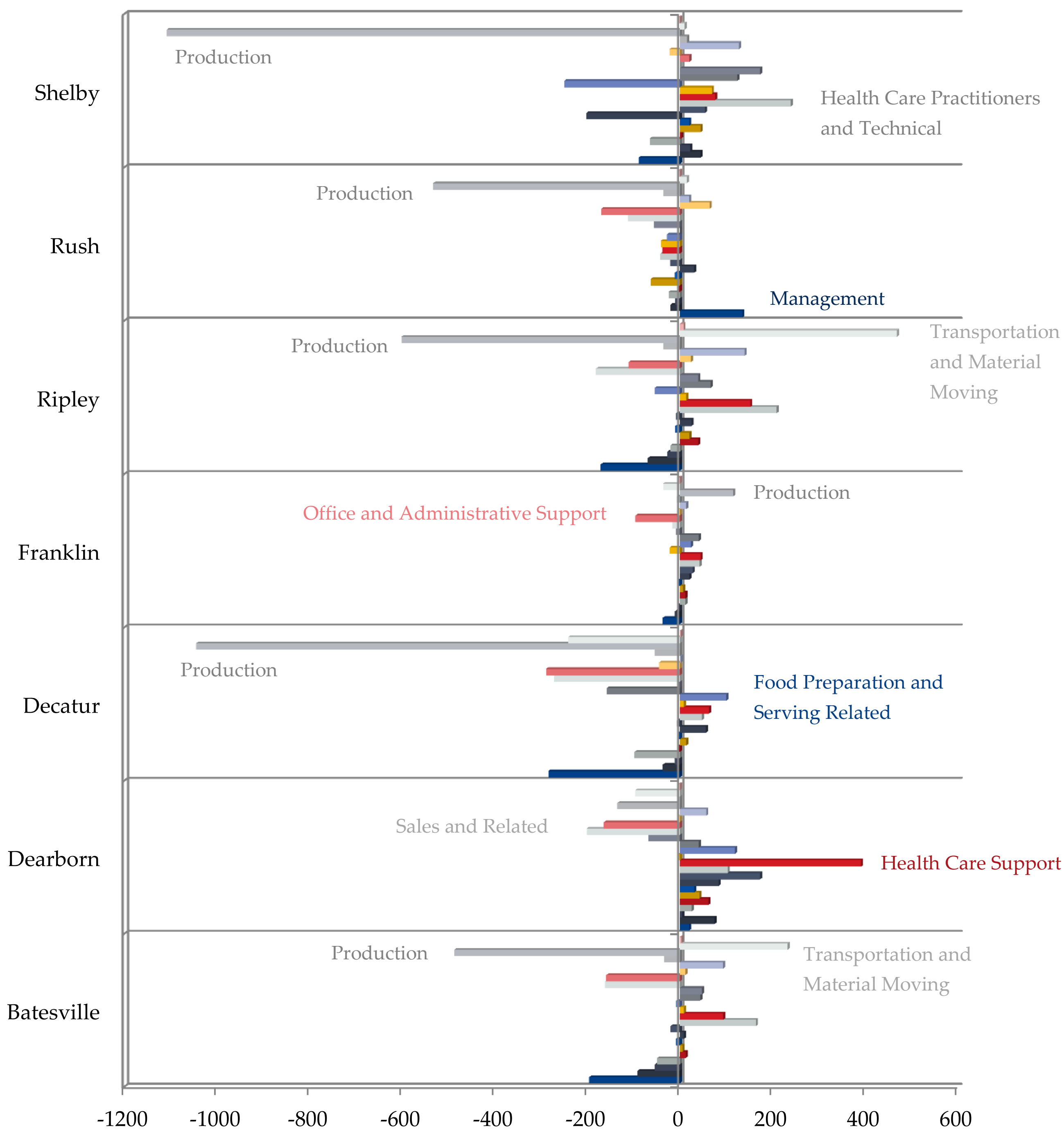
Major occupational groups that exhibit differences across the region include Education, both Health Care occupation groups, Food preparation, Sales, Office and administrative support, Production, and Transportation jobs.

When analyzing growth patterns within the individual counties, there is too much variation to single out. However, the fastest growing and declining groups merit emphasis. In fact, with respect to the fastest growing occupations, there is actually very little variation among the different counties (or Batesville). Healthcare support occupations is the fastest growing group in every area except in Franklin and Shelby Counties, where Healthcare practitioners is the fastest growing group, and Rush County, where Agricultural occupations are growing the fastest. Fastest employment declines (or the slowest growth, depending on the County) included Management occupations in Batesville and Decatur Counties, Sales in Dearborn County, Protective Services in Franklin County, Production in Ripley and Shelby Counties, and Community and social services in Rush County. [Tables 14 and 15, Appendix A]

Occupation Employment as Percent of Total Area Employment, 2012



Absolute Growth by Occupation, 2001-2012



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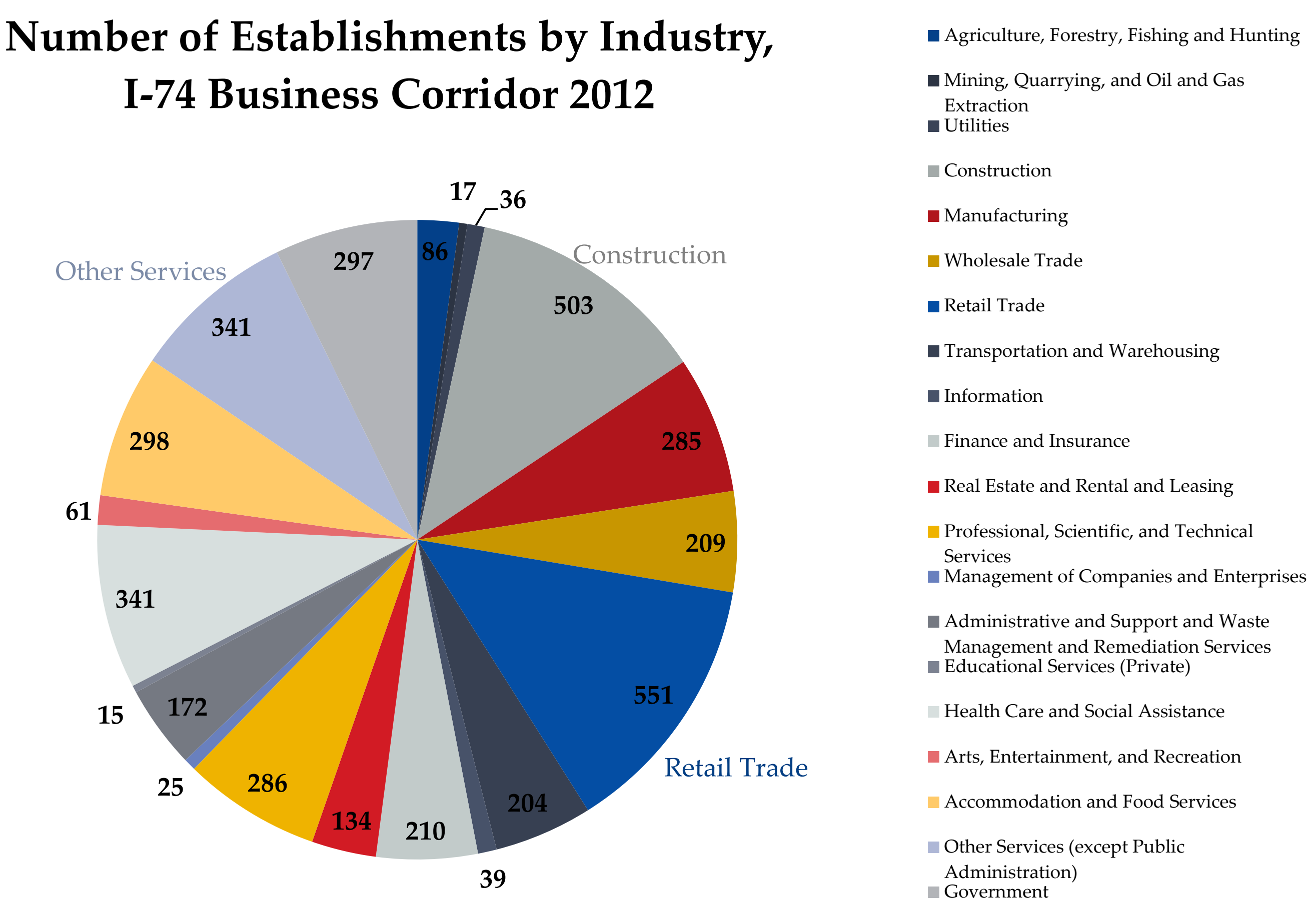
ESTABLISHMENT DATA

While employment and wages have more direct policy implications, an establishment count helps to give a sense of the nature of a local industry. Large numbers of establishment require attention in their own right, while a small number of establishments can indicate large businesses that require another kind of consideration for regional leaders. It should be noted, however, that an establishment count does not equal a count of local businesses or firms. Rather, it is akin to "business sites," and a single business or firm can own multiple establishments. [Table 16, Appendix A]



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Two industry sectors top the establishment count list in the I-74 Business Corridor, Retail Trade and Construction. The presence of both industries is intuitive. Retail is a large sector in employment, and also tends to include a large number of smaller-employer shops. Construction, on the other hand, tends to be overwhelmingly dominated by small business owners. The remainder of the data more or less corresponds to general employment or is unavailable at sufficient detail to make more penetrating conclusions about the region.

INDUSTRY WAGES

In the I-74 Business Corridor, **manufacturing** pays an **average $62,783**. No other major industry reaches that level, but others approach it. The **Management, Finance, and Professional Services** sectors pay high wages, though they tend to employ college-educated workers. Among sectors that employ large numbers of "middle-skill" jobs, **Construction**, **Wholesale Trade**, and **Transportation** all pay high wages. The same is true for **Mining** and **Utilities**, although these either employ small numbers or are associated with high barriers to entry.

In comparing wages between external areas, the Corridor tends to pay substantially lower wages, which may be offset by a lower cost-of-living. One important exception, however, given the regional competitive advantage discussed earlier, is **Transportation**.

Industry Wages by County and Batesville

Utilities is the highest paying industry, on average, in half of the region's counties and in Batesville. Manufacturing pays the highest in Franklin County; Management of Companies and Enterprises tops the list in Ripley County; and Mining, Quarrying, and Oil and Gas Extraction provides the highest average earnings in Rush County. [Table 18, Appendix A]

Highest Paying Industry, 2012		
	Industry	*Average Annual Wage*
Batesville	Utilities	$115,523
Dearborn	Utilities	$120,672
Decatur	Utilities	$95,322
Franklin	Manufacturing	$57,160
Ripley	Management of Companies and Enterprises	$117,585
Rush	Mining, Quarrying, and Oil and Gas Extraction	$86,525
Shelby	Utilities	$104,399

TPMA Analysis of EMSI Analyst

OCCUPATIONAL WAGES

Four occupation groups provide the highest hourly wages in the region: Architecture and Engineering (Batesville, Decatur Co., Ripley Co., Rush Co.), Management (Dearborn Co., Labor Shed average), Legal (Rush Co., Shelby Co.), and Healthcare Practitioners and Technical (Franklin Co.). [Table 19, Appendix A]

Highest Paying Occupations, 2012		
	Occupation	*Hourly Wage*
Batesville	Architecture and Engineering	$35
Dearborn	Management	$38
Decatur	Architecture and Engineering	$27
Franklin	Healthcare Practitioners and Technical	$34
Ripley	Architecture and Engineering	$36
Rush	Architecture and Engineering	$26
	Legal	$26
Shelby	Legal	$37
Labor Shed	Management	$41

TPMA Analysis of EMSI Analyst

Workforce Quality:

SCHOOL ENROLLMENT

Approximately 23,000 students are enrolled in the region's primary schools, and roughly half that are enrolled in the region's high schools. Local school enrollment also includes an average of almost 6,000 nursery school, pre-school, and kindergarten students.

Postsecondary enrollment is slightly more complex. About 8,508 of the region's residents are enrollment in postsecondary education. However, these students need not be enrolled locally or even living at home. Indeed, the majority probably were not. These estimates include any student whose parent resides in the region and, as is the case with the vast majority of students at residential institutions, who still claim his or her parents' address.

EDUCATIONAL ATTAINMENT

Clear differences exist in educational attainment profiles among the region's counties.

The population with at least some college experience ranges between 36% in Rush County to 45% in Dearborn County. While this level of educational attainment is often viewed in a pejorative manner, it can actually represent an important workforce demographic in areas with high manufacturing, transportation, and warehousing employment. These industries increasingly require postsecondary experience and industry credentials but not necessarily a four-year college degree (though associate degrees are a somewhat common requirement).

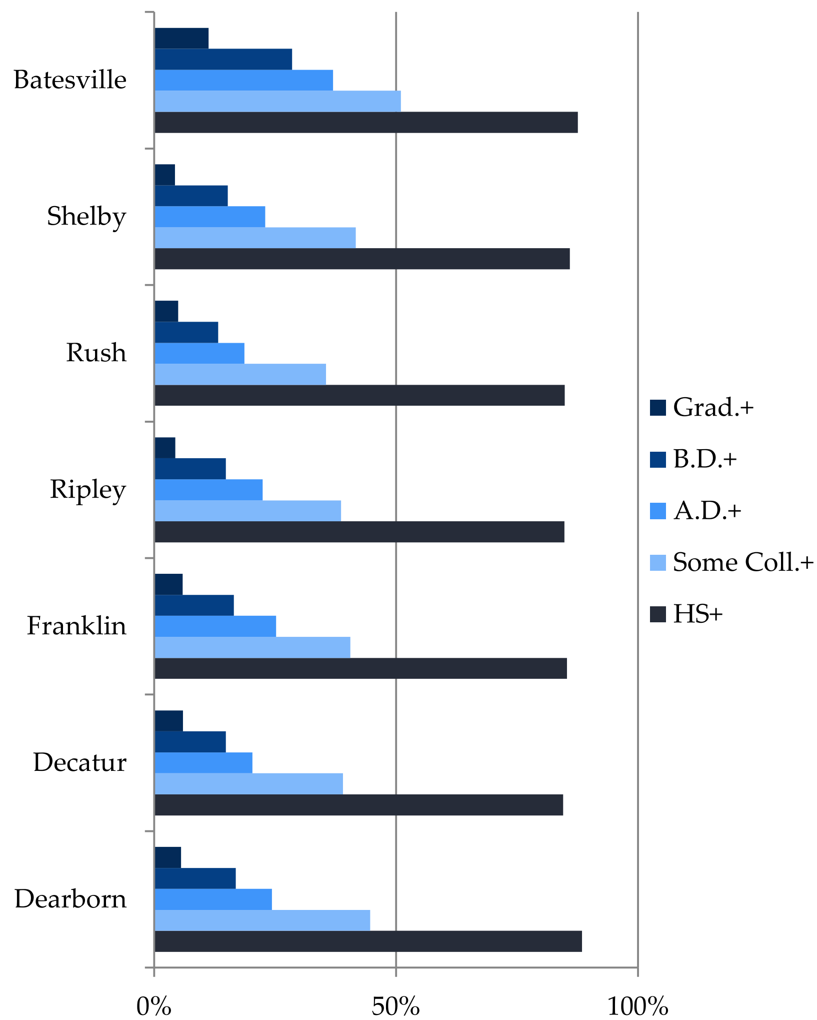
Educational Attainment Of The I74BC 25+ Population	
Less than 9th grade	5,615
9th to 12th grade, no diploma	12,465
High school graduate (incl. equivalency)	58,418
Some college, no degree	23,489
Associate's degree	9509
Bachelor's degree	13,819
Graduate or professional degree	6,908
Total	***130,223***

2006-10 ACS, US Census Bureau

The share of adults in the region with associate degrees ranges from 19% to 24%. A similar gap characterizes bachelor's degree attainment, with 13% of the 25+ population possessing a Bachelor's Degree in Rush County and 17% of Dearborn County adults able to say the same. Graduate degrees are highly rare throughout the region, with no more than 6% of the population holding them in any county.

Batesville adults tend to be more educated than the region's six counties. Most notably, more than 50% of the adult population has some college exposure. More than one-third have Associates' Degrees; and more than one-fourth have a Bachelor's Degree.

Educational Attainment Of The 25+ Population



2006-10 ACS, US Census Bureau

Also important to note is the breakdown of educational attainment by age group, examining both the younger workforce (ages 25-34) and the majority of the workforce (ages 25-64). The following graphs represent the educational attainment, measured by an Associate's degree or higher, of the I-74 Business Corridor as it relates to Indiana's Economic Growth Regions, Indiana as a whole, and the United States:

Percentage of Adults 25-34 with an Associate Degree or Higher

Indiana		United States
	68%	District of Columbia
	54%	Massachusetts
	51%	**North Dakota**
	49%	**Minnesota,** New York
Region 5	47%	
	46%	New Jersey, Maryland, New Hampshire, Connecticut, **Iowa**
Region 8	45%	Rhode Island, **Illinois**
	44%	Vermont, Virginia
	43%	**Nebraska,** Pennsylvania
	42%	Colorado, Hawaii, Montana
United States	41%	**Kansas,** Washington, **Wisconsin**
	40%	**South Dakota**
Marion County	39%	**Missouri,** North Carolina
	38%	California, Utah, **Ohio,** Oregon, Maine
Region 11	37%	Delaware
Region 4	36%	**Michigan,** Georgia, South Carolina, Florida
Indiana	35%	
	34%	**Kentucky**
Region 1, Region 3	33%	Tennessee, Wyoming
Region 2, Region 9, Region 10	32%	Arizona, Alabama, Texas, Oklahoma
	31%	Idaho, Louisiana
	30%	Alaska, West Virginia
	29%	Mississippi, Nevada, New Mexico, Arkansas
I-74 Business Corridor, Region 7	28%	
Region 6	27%	

College Board's The College Completion Agenda 2011, U.S. Census Bureau 2010 1-year American Community Survey, and 2008-2010 3-year Census Survey

Percentage of Adults 25-64 with an Associate Degree or Higher

Indiana		United States
	54%	District of Columbia
	50%	Massachusetts
	46%	Connecticut, Colorado
Region 5	45%	**Minnesota**, New Hampshire, New York, New Jersey
	44%	Maryland, Vermont, **North Dakota**
	43%	Virginia, Hawaii, Rhode Island
	42%	Washington
United States	41%	**Illinois**, **Nebraska**
	40%	**Iowa**, **Kansas**, Oregon
	39%	Utah, California, **South Dakota**, Maine, Delaware
	38%	Montana, **Wisconsin**, North Carolina, Pennsylvania
Region 8	37%	
Marion County	36%	Florida, Georgia, **Michigan**
	35%	Alaska, **Missouri**, South Carolina, Wyoming, Arizona, **Ohio**
	34%	Idaho, New Mexico
Indiana, **Region 11**	33%	Texas
Region 4	32%	Tennessee, Oklahoma, Alabama
Region 3	31%	
Region 1, Region 2	30%	**Kentucky**, Nevada
	29%	Mississippi
Region 7, Region 9, Region 10	28%	Louisiana
	27%	Arkansas
I-74 Business Corridor, **Region 6**	26%	West Virginia

College Board's The College Completion Agenda 2011, U.S. Census Bureau 2010 1-year American Community Survey, and 2008-2010 3-year Census Survey

HIGH SCHOOL GRADUATION RATES

Of the 25+ population in the region, 86% have earned at least a high school diploma. Many I-74 Business Corridor high schools succeed with graduation rates well in excess of the state's target of 90%, but a number also do not or are not substantially in excess of that target.

Schools on the lower end of the range include Morristown Junior-Senior High School, Jac-Sen-Del Middle School / High School, Milan High School, Franklin County High School, South Ripley High School, and North Decatur Junior-Senior High School.

Local high schools with high graduation rates include South Decatur Junior-Senior High School at 100%, Triton-Central High School at 97%, and Greensburg and Rushville High Schools at 96%.

The I-74 Business Corridor's graduation rates are especially impressive when compared to Indiana's average graduation rate of 85.6%.

Public High School Graduation Rates, 2011

County	High School	Rate
Shelby	Shelbyville Senior	90%
Shelby	Morristown Junior-Senior	80%
Shelby	Waldron Junior-Senior	90%
Shelby	Southwestern	91%
Shelby	Triton Central	97%
Rush	Knightstown	88%
Rush	Rushville	96%
Ripley	Batesville	92%
Ripley	Jac-Sen-Del Middle/High	78%
Ripley	Milan	81%
Ripley	South Ripley	87%
Franklin	Franklin County	85%
Decatur	North Decatur Junior-Senior	87%
Decatur	South Decatur Junior-Senior	100%
Decatur	Greensburg	96%
Dearborn	Lawrenceburg	94%
Dearborn	South Dearborn	87%
Dearborn	East Central	92%

Indiana Department of Education, 2012

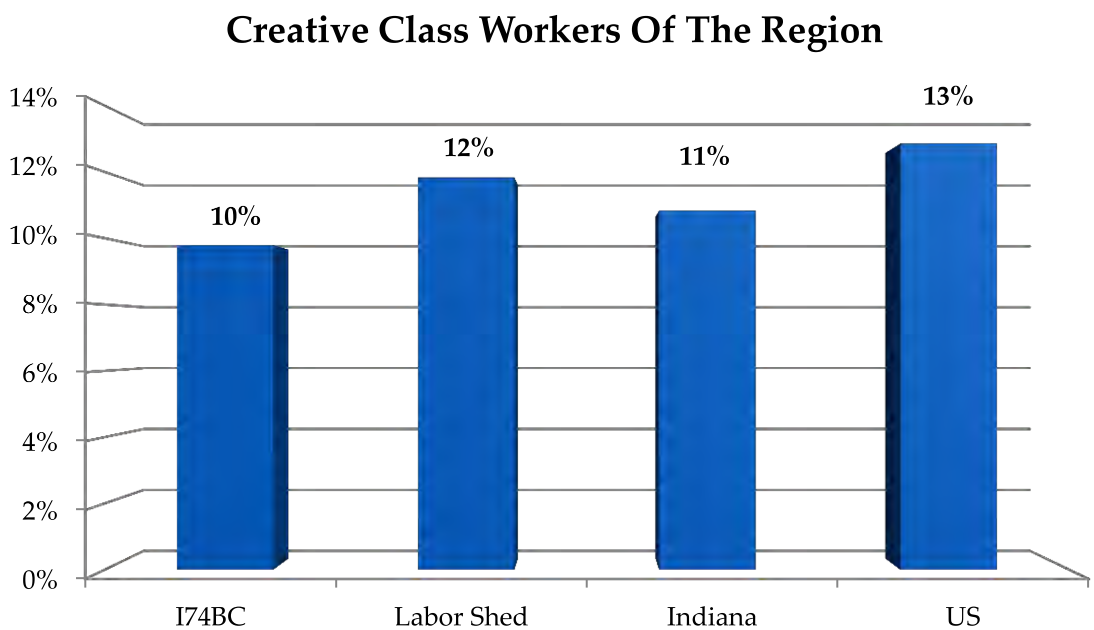
A deeper dive into the high school graduation rates both within the I-74 Business Corridor and the Indiana Labor Shed counties reveals a total of 14,075 students who graduated high school in 2011 from the Indiana county Labor Shed, 3,928 graduating with an Academic Honors Diploma:

	Sum of #Core 40	Sum of #General	Sum of #Honors	Sum of #Total
Business Corridor				
Dearborn	319	117	211	647
Decatur	115	80	96	291
Franklin	84	56	46	186
Ripley	157	52	162	371
Rush	81	45	39	165
Shelby	200	150	167	517
Labor Shed (Indiana Counties)				
Bartholomew	394	68	324	786
Fayette	135	35	80	250
Hancock	435	66	317	818
Henry	272	104	147	523
Jefferson	132	54	94	280
Jennings	80	149	83	312
Johnson	873	295	475	1643
Marion	4191	1218	1618	7027
Ohio	38		15	53
Switzerland	57	11	28	96
Union	45	39	26	110
Grand Total	7608	2539	3928	14075

Indiana Department of Education, 2012

CREATIVE CLASS

One-in-ten workers in the I-74 Business Corridor are employed in "creative occupations," which includes Computer & Mathematical Science; Architecture & Engineering; Life, Physical, & Social Science; and Arts, Design, Entertainment, Sports, & Media; and Education, Training, and Library occupations. This includes almost 7,100 workers in the 6-county region and over 190,000 creative occupational workers in the Labor Shed.

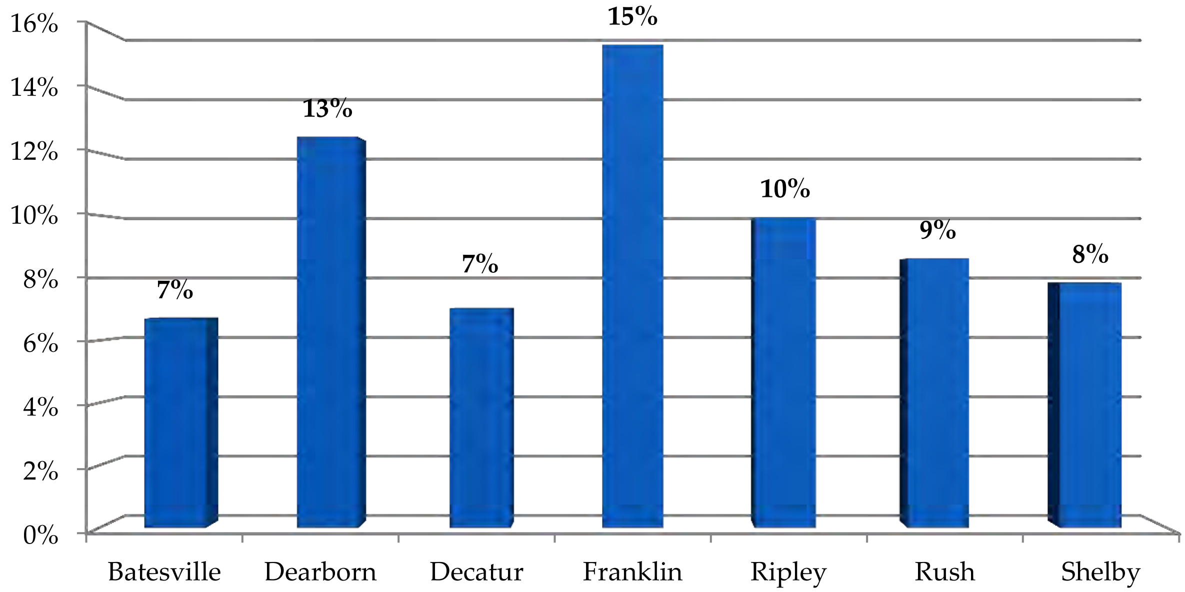


TPMA Analysis of EMSI Analyst

Within the region, the importance of creative class workers to the local economy differs, from a low of 7% of the total workforce in Decatur County (and Batesville), to highs of 13% and 15% in Dearborn and Franklin Counties, respectively.

It should be noted, however, that recent research indicates there is not a direct, discernible link between high portions of creative class workers and other desirable economic traits such as low unemployment, high job growth, or other factors. This may be best demonstrated by the City of Batesville, which has a relatively low concentration of creative class workers yet also a low unemployment rate, high average wages, and comparatively healthy economic growth. Thus, the region could use this 10% creative class figure as a way of describing occupational mix, but economic leaders should be careful to avoid relying on it to draw broader conclusions about various economic characteristics.

Creative Class Workers Within The Region



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Appendix A: Tables

Table 1

The 2012 estimates of the age structure of the region's population, along with the larger 20-county Labor Shed, Indiana, and U.S. follow. The table also includes an additional statistic: the cumulative age structure of the Business Corridor population. This column shows the percentage of the total population included at each age range and younger (e.g., 20% of the Corridor's population is 14-years-old or younger).

Age Structure of the Regions' Populations

	I74BC	Labor Shed	Indiana	US	I74BC cumulative
<5	11,516	190,765	423,261	19,914,221	6%
5-9	13,359	192,698	442,411	20,375,228	13%
10-14	14,019	193,091	451,966	20,815,809	20%
15-19	12,867	191,748	465,223	21,482,174	27%
20-24	9,907	202,824	462,405	22,185,366	32%
25-29	10,000	204,892	422,227	21,535,155	37%
30-34	11,070	192,683	425,239	20,912,676	43%
35-39	11,682	182,236	413,481	20,030,144	49%
40-44	12,771	185,238	422,685	20,800,719	56%
45-49	14,375	200,342	454,044	22,123,386	64%
50-54	15,346	212,101	482,070	22,876,541	72%
55-59	13,995	192,292	444,414	20,888,217	79%
60-64	11,652	157,848	373,632	17,959,444	85%
65-69	9,380	118,832	295,305	14,242,849	90%
70-74	6,886	84,164	209,252	10,105,739	94%
75-79	5,035	64,265	154,696	7,489,442	96%
80-84	3,755	50,423	121,251	5,794,427	98%
85 +	3,637	49,455	120,513	5,737,259	100%

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Table 2

Age Structure of the population by county and Batesville.

Age Structure Of The Regions' Populations							
	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby	Batesville
Under 5 years	3009	1631	1362	1866	962	2685	440
5 to 9 years	3609	1835	1656	2103	1154	3001	497
10 to 14 years	3705	1955	1757	2256	1249	3098	523
15 to 19 years	3286	1692	1646	2079	1184	2980	466
20 to 24 years	2561	1437	1097	1426	913	2473	281
25 to 29 years	2692	1455	1065	1556	857	2375	348
30 to 34 years	2928	1610	1251	1714	928	2640	374
35 to 39 years	3103	1637	1465	1694	1029	2754	369
40 to 44 years	3490	1635	1592	1973	1150	2931	439
45 to 49 years	3976	1863	1740	2111	1281	3404	480
50 to 54 years	4159	2012	1864	2176	1362	3772	490
55 to 59 years	3818	1839	1760	2013	1229	3337	433
60 to 64 years	3314	1486	1388	1690	1055	2719	345
65 to 69 years	2530	1205	1146	1466	877	2155	293
70 to 74 years	1788	932	857	1049	672	1587	247
75 to 79 years	1216	726	619	765	530	1178	169
80 to 84 years	879	529	473	576	406	890	139
85 years+	787	533	401	675	393	847	176

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Table 3

The similarities and differences in the industries of the Business Corridor economy compared to the outside economies.

Industry Employment, 2012

	I74BC	I74BC	Labor Shed	Indiana	US
Agriculture, Forestry, Fishing and Hunting	1,611	2%	0%	1%	1%
Mining, Quarrying, and Oil and Gas Extraction	364	1%	0%	0%	1%
Utilities	577	1%	0%	0%	0%
Construction	4,709	7%	5%	6%	5%
Manufacturing	13,887	19%	12%	16%	8%
Wholesale Trade	1,833	3%	5%	4%	4%
Retail Trade	6,558	9%	9%	10%	10%
Transportation and Warehousing	3,593	5%	5%	4%	3%
Information	502	1%	1%	1%	2%
Finance and Insurance	1,844	3%	4%	3%	4%
Real Estate and Rental and Leasing	634	1%	1%	1%	2%
Professional, Scientific, and Technical Services	1,680	2%	6%	4%	6%
Management of Companies and Enterprises	1,660	2%	3%	1%	1%
Administrative and Support and Waste Management and Remediation Services	4,639	6%	7%	6%	6%
Educational Services (Private)	<10	--	--	--	--
Health Care and Social Assistance	5,694	8%	13%	12%	12%
Arts, Entertainment, and Recreation	3,849	5%	2%	2%	2%
Accommodation and Food Services	4,881	7%	8%	8%	8%
Other Services (except Public Administration)	2,815	4%	5%	5%	5%
Government	10,742	15%	13%	14%	16%
Unclassified Industry	<10	--	--	--	--
Total	***72,222***	***100%***	***100%***	***100%***	***100%***

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Table 4

Industry Employment Absolute Change, 2001-2012

	I74BC	Labor Shed	Indiana	US
Agriculture, Forestry, Fishing and Hunting	(132)	(1,454)	(2,478)	(140,925)
Mining, Quarrying, and Oil and Gas Extraction	118	(93)	57	266,813
Utilities	(30)	(2,601)	(96)	(41,672)
Construction	363	(10,174)	(13,379)	(890,129)
Manufacturing	(6,162)	(54,158)	(132,403)	(4,531,520)
Wholesale Trade	185	(11,364)	(5,091)	(146,427)
Retail Trade	(1,394)	(33,146)	(53,005)	(533,676)
Transportation and Warehousing	1,048	(3,154)	5,926	48,660
Information	(218)	(9,660)	(10,968)	(916,039)
Finance and Insurance	92	(7,787)	(14,320)	(116,816)
Real Estate and Rental and Leasing	31	(7,196)	(2,402)	27,970
Professional, Scientific, and Technical Services	562	5,659	15,792	1,208,887
Management of Companies and Enterprises	(835)	6,068	2,455	217,265
Administrative and Support and Waste Management and Remediation Services	1,356	4,195	41,451	479,402
Educational Services (Private)	(59)	9,690	15,825	904,751
Health Care and Social Assistance	934	37,082	73,301	4,077,600
Arts, Entertainment, and Recreation	779	2,422	4,295	230,065
Accommodation and Food Services	(245)	6,219	19,732	1,546,073
Other Services (except Public Administration)	(204)	(4,851)	(160)	543,881
Government	500	378	13,560	905,654
Unclassified Industry	--	(395)	(707)	(77,934)
Total	***(3,315)***	***(74,322***	***(42,615***	***3,061,882***

TPMA Analysis of EMSI Analyst

Table 5

Industry Employment Growth Rate, 2001-2012	I74BC	Labor Shed	Indiana	US
Agriculture, Forestry, Fishing and Hunting	-8%	-25%	-8%	-7%
Mining, Quarrying, and Oil and Gas Extraction	48%	-8%	1%	49%
Utilities	-5%	-36%	-1%	-7%
Construction	8%	-11%	-7%	-10%
Manufacturing	-31%	-22%	-21%	-27%
Wholesale Trade	11%	-13%	-4%	-2%
Retail Trade	-18%	-19%	-15%	-3%
Transportation and Warehousing	41%	-4%	5%	1%
Information	-30%	-31%	-24%	-25%
Finance and Insurance	5%	-10%	-13%	-2%
Real Estate and Rental and Leasing	5%	-25%	-5%	1%
Professional, Scientific, and Technical Services	50%	7%	16%	15%
Management of Companies and Enterprises	-33%	16%	9%	13%
Administrative and Support and Waste Management and Remediation Services	41%	4%	29%	6%
Educational Services (Private)	-28%	45%	31%	32%
Health Care and Social Assistance	20%	21%	24%	29%
Arts, Entertainment, and Recreation	25%	9%	9%	11%
Accommodation and Food Services	-5%	5%	9%	15%
Other Services (except Public Administration)	-7%	-6%	0%	8%
Government	5%	0%	3%	4%
Unclassified Industry	--	-68%	-93%	-31%
Total	***-4%***	***-4%***	***-1%***	**2%**

TPMA Analysis of EMSI Analyst

Table 6

Share of Total 2012 Employment by Industry							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Agriculture, Forestry, Fishing and Hunting	1%	0%	3%	1%	2%	11%	1%
Mining, Quarrying, and Oil and Gas Extraction	0%	0%	0%	1%	0%	--	1%
Utilities	0%	2%	0%	0%	1%	1%	0%
Construction	5%	7%	4%	9%	6%	7%	8%
Manufacturing	16%	11%	33%	11%	14%	16%	24%
Wholesale Trade	2%	2%	3%	1%	2%	3%	3%
Retail Trade	5%	12%	8%	14%	5%	10%	9%
Transportation and Warehousing	2%	3%	3%	3%	6%	6%	7%
Information	0%	1%	1%	1%	1%	1%	1%
Finance and Insurance	2%	2%	2%	3%	4%	2%	1%
Real Estate and Rental and Leasing	0%	1%	1%	1%	1%	1%	1%
Professional, Scientific, and Technical Services	3%	3%	1%	2%	4%	2%	2%
Management of Companies and Enterprises	15%	0%	2%	0%	9%	1%	0%
Administrative and Support and Waste Management and Remediation Services	22%	2%	8%	9%	13%	4%	4%
Educational Services (Private)	--	0%	0%	1%	0%	--	0%
Health Care and Social Assistance	13%	9%	5%	7%	12%	5%	6%
Arts, Entertainment, and Recreation	1%	15%	1%	1%	1%	0%	6%
Accommodation and Food Services	5%	9%	7%	10%	5%	6%	6%
Other Services (except Public Administration)	4%	4%	4%	5%	4%	4%	4%
Government	2%	17%	13%	20%	10%	20%	14%

TPMA Analysis of EMSI Analyst

Table 7

Absolute Growth by Industry, 2001-2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Agriculture, Forestry, Fishing and Hunting	1	(2)	(287)	(27)	15	278	(108)
Mining, Quarrying, and Oil and Gas Extraction	3	(10)	10	30	7	--	89
Utilities	(7)	44	0	(13)	(43)	36	(54)
Construction	32	64	6	(9)	93	44	165
Manufacturing	(1362)	(258)	(1576)	149	(1588)	(837)	(2052)
Wholesale Trade	81	(49)	65	12	204	44	(92)
Retail Trade	(333)	(131)	(490)	138	(657)	(166)	(89)
Transportation and Warehousing	73	85	161	(20)	332	88	400
Information	13	(160)	(28)	17	(11)	(47)	10
Finance and Insurance	21	(55)	70	(18)	118	2	(25)
Real Estate and Rental and Leasing	1	24	(47)	18	12	4	21
Professional, Scientific, and Technical Services	117	160	(35)	42	317	17	61
Management of Companies and Enterprises	(1077)	40	192	(44)	(987)	(13)	(23)
Administrative and Support and Waste Management and Remediation Services	1656	57	(671)	(242)	1684	101	425
Educational Services (Private)	--	--	(3)	(107)	6	--	--
Health Care and Social Assistance	227	450	79	70	497	(268)	105
Arts, Entertainment, and Recreation	35	(311)	49	31	28	(6)	987
Accommodation and Food Services	(92)	289	113	1	(214)	(6)	(428)
Other Services (except Public Administration)	60	(86)	(84)	26	71	(50)	(80)
Government	2	386	225	57	35	(168)	(35)
Unclassified Industry	0	0	--	0	0	--	0
Total	***-543***	***553***	***-2256***	***111***	***-80***	***-948***	***-698***

TPMA Analysis of EMSI Analyst

Table 8

Rate of Change by Industry, 2001-2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Agriculture, Forestry, Fishing and Hunting	2%	-6%	-43%	-37%	5%	88%	-31%
Mining, Quarrying, and Oil and Gas Extraction	30%	-37%	71%	214%	33%	--	56%
Utilities	-33%	17%	0%	-57%	-31%	97%	-64%
Construction	8%	6%	1%	-2%	12%	14%	14%
Manufacturing	-51%	-12%	-27%	34%	-44%	-48%	-32%
Wholesale Trade	162%	-15%	18%	26%	153%	31%	-15%
Retail Trade	-46%	-6%	-32%	24%	-48%	-24%	-5%
Transportation and Warehousing	57%	20%	64%	-13%	61%	39%	42%
Information	68%	-58%	-25%	106%	-9%	-53%	10%
Finance and Insurance	12%	-13%	31%	-10%	23%	2%	-9%
Real Estate and Rental and Leasing	3%	15%	-30%	180%	20%	10%	12%
Professional, Scientific, and Technical Services	81%	57%	-18%	63%	159%	15%	23%
Management of Companies and Enterprises	-47%	250%	337%	-100%	-43%	-25%	-66%
Administrative and Support and Waste Management and Remediation Services	1403%	23%	-40%	-35%	798%	107%	115%
Educational Services (Private)	--	--	-10%	-73%	33%	--	--
Health Care and Social Assistance	27%	41%	14%	24%	41%	-49%	10%
Arts, Entertainment, and Recreation	43%	-11%	65%	84%	26%	-23%	1249%
Accommodation and Food Services	-18%	25%	16%	0%	-24%	-2%	-28%
Other Services (except Public Administration)	22%	-12%	-16%	12%	14%	-18%	-11%
Government	1%	15%	16%	6%	2%	-13%	-1%
Unclassified Industry	0%	0%	--	0%	0%	--	0%
Total	***-6%***	***3%***	***-15%***	***2%***	***1%***	***-15%***	***-4%***

TPMA Analysis of EMSI Analyst

Table 9

Employment By Occupation, Absolute and Share of Total, 2012					
	I74BC	I74BC	Labor Shed	Indiana	US
Management	4075	6%	5%	4%	5%
Business and Financial Operations	2087	3%	5%	3%	5%
Computer and Mathematical	704	1%	3%	2%	2%
Architecture and Engineering	1072	1%	2%	2%	2%
Life, Physical, and Social Science	608	1%	1%	1%	1%
Community and Social Services	782	1%	1%	1%	2%
Legal	399	1%	1%	1%	1%
Education, Training, and Library	3343	5%	5%	5%	6%
Arts, Design, Entertainment, Sports, and Media	1345	2%	2%	2%	2%
Healthcare Practitioners and Technical	2903	4%	6%	6%	5%
Healthcare Support	2148	3%	3%	3%	3%
Protective Service	1196	2%	2%	2%	2%
Food Preparation and Serving Related	6157	9%	8%	9%	8%
Building and Grounds Cleaning and Maintenance	2735	4%	4%	4%	4%
Personal Care and Service	2603	4%	3%	3%	4%
Sales and Related	5084	7%	10%	10%	10%
Office and Administrative Support	9424	13%	17%	15%	16%
Farming, Fishing, and Forestry	710	1%	0%	0%	1%
Construction and Extraction	3931	5%	4%	5%	5%
Installation, Maintenance, and Repair	3365	5%	4%	4%	4%
Production	10488	15%	8%	11%	6%
Transportation and Material Moving	6449	9%	8%	8%	6%
Military	615	1%	1%	1%	1%

TPMA Analysis of EMSI Analyst

Table 10

Absolute Change in Employment by Occupation, 2001-2012				
	I74BC	Labor Shed	Indiana	US
Management	-424	-4945	-7108	-137190
Business and Financial Operations	-16	1535	4572	590488
Computer and Mathematical	-25	384	4040	182029
Architecture and Engineering	-170	-1267	-4163	-159771
Life, Physical, and Social Science	109	1528	2101	211914
Community and Social Services	65	2559	7241	368118
Legal	22	114	368	54024
Education, Training, and Library	16	6287	17474	1041028
Arts, Design, Entertainment, Sports, and Media	218	-464	3515	99733
Healthcare Practitioners and Technical	601	16330	32088	1479132
Healthcare Support	690	9346	20551	1128945
Protective Service	27	1808	3366	209602
Food Preparation and Serving Related	-90	7401	21618	1591270
Building and Grounds Cleaning and Maintenance	115	-2095	3489	380330
Personal Care and Service	76	4425	7300	1058262
Sales and Related	-782	-28938	-35714	-417583
Office and Administrative Support	-809	-28078	-23342	-746786
Farming, Fishing, and Forestry	14	-153	717	-23613
Construction and Extraction	361	-8684	-9678	-533630
Installation, Maintenance, and Repair	-250	-6884	-5874	-299063
Production	-3177	-31821	-71481	-2466139
Transportation and Material Moving	119	-12347	-14077	-593701
Military	-6	-364	383	44484
Unclassified Occupation	0	0	0	0
Total	-3315	-74322	-42615	3061883

TPMA Analysis of EMSI Analyst

Table 11

Rate of Growth by Occupation, 2001-2012				
	I74BC	Labor Shed	Indiana	US
Management	-9%	-6%	-5%	-2%
Business and Financial Operations	-1%	2%	5%	10%
Computer and Mathematical	-3%	1%	8%	5%
Architecture and Engineering	-14%	-4%	-8%	-6%
Life, Physical, and Social Science	22%	9%	10%	16%
Community and Social Services	9%	12%	20%	18%
Legal	6%	1%	2%	5%
Education, Training, and Library	0%	9%	12%	13%
Arts, Design, Entertainment, Sports, and Media	19%	-2%	8%	4%
Healthcare Practitioners and Technical	26%	19%	22%	23%
Healthcare Support	47%	24%	29%	35%
Protective Service	2%	6%	6%	7%
Food Preparation and Serving Related	-1%	6%	9%	16%
Building and Grounds Cleaning and Maintenance	4%	-4%	3%	7%
Personal Care and Service	3%	10%	8%	24%
Sales and Related	-13%	-16%	-11%	-3%
Office and Administrative Support	-8%	-10%	-5%	-3%
Farming, Fishing, and Forestry	2%	-5%	5%	-2%
Construction and Extraction	10%	-11%	-6%	-7%
Installation, Maintenance, and Repair	-7%	-10%	-4%	-5%
Production	-23%	-21%	-18%	-21%
Transportation and Material Moving	2%	-9%	-5%	-6%
Military	-1%	-4%	2%	2%

TPMA Analysis of EMSI Analyst

Table 12

Employment by Occupation, 2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Management	448	1000	543	310	809	540	872
Business and Financial Operations	385	499	279	147	542	118	501
Computer and Mathematical	164	101	105	28	242	41	186
Architecture and Engineering	199	193	211	61	315	51	241
Life, Physical, and Social Science	60	304	30	75	103	14	80
Community and Social Services	46	259	82	64	143	56	178
Legal	46	150	27	39	67	16	101
Education, Training, and Library	40	829	442	458	620	324	669
Arts, Design, Entertainment, Sports, and Media	89	650	94	165	152	49	235
Healthcare Practitioners and Technical	574	570	472	119	714	217	810
Healthcare Support	258	790	304	136	375	131	411
Protective Service	54	472	125	90	135	83	290
Food Preparation and Serving Related	502	2056	886	586	872	390	1367
Building and Grounds Cleaning and Maintenance	260	814	411	251	449	194	617
Personal Care and Service	210	1086	268	179	367	111	592
Sales and Related	556	719	1068	237	1052	451	1557
Office and Administrative Support	1445	2014	1692	583	2305	709	2121
Farming, Fishing, and Forestry	50	55	197	39	149	171	99
Construction and Extraction	451	719	513	334	811	345	1209
Installation, Maintenance, and Repair	298	879	619	226	569	251	820
Production	1279	1652	2882	669	1856	686	2743
Transportation and Material Moving	784	635	1234	225	1664	552	2140
Military	41	157	85	71	100	57	145
Unclassified Occupation	0	0	0	0	0	0	0
Total	***8239***	***16603***	***12571***	***5092***	***14410***	***5559***	***17986***

TPMA Analysis of EMSI Analyst

Table 13

Employment by Occupation as a Share Of Total, 2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Management	5%	6%	4%	6%	6%	10%	5%
Business and Financial Operations	5%	3%	2%	3%	4%	2%	3%
Computer and Mathematical	2%	1%	1%	1%	2%	1%	1%
Architecture and Engineering	2%	1%	2%	1%	2%	1%	1%
Life, Physical, and Social Science	1%	2%	0%	1%	1%	0%	0%
Community and Social Services	1%	2%	1%	1%	1%	1%	1%
Legal	1%	1%	0%	1%	0%	0%	1%
Education, Training, and Library	0%	5%	4%	9%	4%	6%	4%
Arts, Design, Entertainment, Sports, and Media	1%	4%	1%	3%	1%	1%	1%
Healthcare Practitioners and Technical	7%	3%	4%	2%	5%	4%	5%
Healthcare Support	3%	5%	2%	3%	3%	2%	2%
Protective Service	1%	3%	1%	2%	1%	1%	2%
Food Preparation and Serving Related	6%	12%	7%	12%	6%	7%	8%
Building and Grounds Cleaning and Maintenance	3%	5%	3%	5%	3%	3%	3%
Personal Care and Service	3%	7%	2%	4%	3%	2%	3%
Sales and Related	7%	4%	8%	5%	7%	8%	9%
Office and Administrative Support	18%	12%	13%	11%	16%	13%	12%
Farming, Fishing, and Forestry	1%	0%	2%	1%	1%	3%	1%
Construction and Extraction	5%	4%	4%	7%	6%	6%	7%
Installation, Maintenance, and Repair	4%	5%	5%	4%	4%	5%	5%
Production	16%	10%	23%	13%	13%	12%	15%
Transportation and Material Moving	10%	4%	10%	4%	12%	10%	12%
Military	0%	1%	1%	1%	1%	1%	1%
Unclassified Occupation	0%	0%	0%	0%	0%	0%	0%

TPMA Analysis of EMSI Analyst

Table 14

Absolute Growth by Occupation, 2001-2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Management	-196	20	-284	-37	-171	135	-89
Business and Financial Operations	-91	75	-37	-11	-69	-20	45
Computer and Mathematical	-54	5	-11	-5	-27	-10	22
Architecture and Engineering	-49	26	-98	12	-20	-24	-65
Life, Physical, and Social Science	13	62	-4	12	40	-5	3
Community and Social Services	6	42	14	7	21	-63	45
Legal	-9	31	-4	-3	-10	-11	20
Education, Training, and Library	9	84	56	21	25	31	-202
Arts, Design, Entertainment, Sports, and Media	-20	173	-6	28	-9	-21	54
Healthcare Practitioners and Technical	164	103	48	43	209	-42	239
Healthcare Support	94	391	63	45	152	-38	76
Protective Service	9	-3	9	-22	14	-41	69
Food Preparation and Serving Related	-8	119	100	24	-54	-28	-250
Building and Grounds Cleaning and Maintenance	44	41	-158	41	67	0	124
Personal Care and Service	48	-68	-4	-9	40	-56	173
Sales and Related	-162	-201	-271	-16	-181	-112	0
Office and Administrative Support	-159	-164	-289	-96	-111	-170	21
Farming, Fishing, and Forestry	12	-3	-45	-4	24	64	-22
Construction and Extraction	93	57	2	14	140	20	128
Installation, Maintenance, and Repair	-34	-135	-54	-6	-35	-36	16
Production	-487	-3	-1045	115	-601	-533	-1109
Transportation and Material Moving	233	-96	-241	-36	469	15	10
Military	3	-3	2	-5	8	-4	-4

TPMA Analysis of EMSI Analyst

Table 15

Rate of Growth by Occupation, 2001-2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Management	-30%	2%	-34%	-11%	-17%	33%	-9%
Business and Financial Operations	-19%	18%	-12%	-7%	-11%	-14%	10%
Computer and Mathematical	-25%	5%	-9%	-15%	-10%	-20%	13%
Architecture and Engineering	-20%	16%	-32%	24%	-6%	-32%	-21%
Life, Physical, and Social Science	28%	26%	-12%	19%	63%	-26%	4%
Community and Social Services	15%	19%	21%	12%	17%	-53%	34%
Legal	-16%	26%	-13%	-7%	-13%	-41%	25%
Education, Training, and Library	29%	11%	15%	5%	4%	11%	-23%
Arts, Design, Entertainment, Sports, and Media	-18%	36%	-6%	20%	-6%	-30%	30%
Healthcare Practitioners and Technical	40%	22%	11%	57%	41%	-16%	42%
Healthcare Support	57%	98%	26%	49%	68%	-22%	23%
Protective Service	20%	-1%	8%	-20%	12%	-33%	31%
Food Preparation and Serving Related	-2%	6%	13%	4%	-6%	-7%	-15%
Building and Grounds Cleaning and Maintenance	20%	5%	-28%	20%	18%	0%	25%
Personal Care and Service	30%	-6%	-1%	-5%	12%	-34%	41%
Sales and Related	-23%	-22%	-20%	-6%	-15%	-20%	0%
Office and Administrative Support	-10%	-8%	-15%	-14%	-5%	-19%	1%
Farming, Fishing, and Forestry	32%	-5%	-19%	-9%	19%	60%	-18%
Construction and Extraction	26%	9%	0%	4%	21%	6%	12%
Installation, Maintenance, and Repair	-10%	-13%	-8%	-3%	-6%	-13%	2%
Production	-28%	0%	-27%	21%	-24%	-44%	-29%
Transportation and Material Moving	42%	-13%	-16%	-14%	39%	3%	0%
Military	8%	-2%	2%	-7%	9%	-7%	-3%

TPMA Analysis of EMSI Analyst

Table 16

Establishments By Industry, 2012				
	I74BC	Labor Shed	Indiana	US
Agriculture, Forestry, Fishing and Hunting	86	228	1472	95510
Mining, Quarrying, and Oil and Gas Extraction	17	57	332	32200
Utilities	36	160	438	16753
Construction	503	6015	15595	773079
Manufacturing	285	3623	8719	339214
Wholesale Trade	209	5712	13762	615074
Retail Trade	551	8901	20318	1025761
Transportation and Warehousing	204	2121	5417	218468
Information	39	1105	2185	143466
Finance and Insurance	210	4699	9897	464308
Real Estate and Rental and Leasing	134	2944	5716	345880
Professional, Scientific, and Technical Services	286	8245	16477	1032764
Management of Companies and Enterprises	25	547	990	53285
Administrative and Support and Waste Management and Remediation Services	172	4241	8645	471080
Educational Services (Private)	15	842	1627	96218
Health Care and Social Assistance	341	6343	12919	809164
Arts, Entertainment, and Recreation	61	934	2062	124838
Accommodation and Food Services	298	5900	12432	629043
Other Services (except Public Administration)	341	6478	13344	1304402
Government	297	2078	5830	294378
Unclassified	--	124	925	184108
Total	***4108***	***71295***	***159098***	***9068991***

TPMA Analysis of EMSI Analyst

Table 17

Average Annual Wages By Industry, 2012				
	I74BC	Labor Shed	Indiana	US
Agriculture, Forestry, Fishing and Hunting	$25,323	$27,256	$30,045	$29,391
Mining, Quarrying, and Oil and Gas Extraction	$50,769	$54,286	$77,110	$111,175
Utilities	$103,673	$106,926	$110,644	$126,411
Construction	$45,311	$56,490	$53,842	$52,204
Manufacturing	$62,783	$86,321	$71,644	$76,108
Wholesale Trade	$50,416	$71,196	$64,261	$76,224
Retail Trade	$28,937	$30,573	$28,581	$32,386
Transportation and Warehousing	$51,710	$51,118	$50,671	$55,902
Information	$43,389	$78,972	$60,705	$92,566
Finance and Insurance	$58,555	$79,417	$66,155	$102,142
Real Estate and Rental and Leasing	$25,841	$45,429	$38,458	$48,724
Professional, Scientific, and Technical Services	$54,822	$74,264	$63,697	$86,671
Management of Companies and Enterprises	$104,852	$121,567	$99,454	$124,318
Administrative and Support and Waste Management and Remediation Services	$27,240	$34,153	$31,208	$38,019
Educational Services (Private)	$23,825	$34,823	$32,226	$41,029
Health Care and Social Assistance	$36,326	$55,622	$49,188	$53,213
Arts, Entertainment, and Recreation	$30,765	$51,347	$33,783	$35,322
Accommodation and Food Services	$13,932	$17,541	$15,660	$20,324
Other Services (except Public Administration)	$20,736	$28,150	$23,742	$27,606
Government	$48,709	$60,360	$52,649	$63,457
Total	***$44,164***	***$56,092***	***$48,153***	***$56,053***

TPMA Analysis of EMSI Analyst

Table 18

Average Annual Wages By Industry, 2012							
	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby
Agriculture, Forestry, Fishing and Hunting	$22,001	$10,045	$31,191	$14,142	$22,488	$23,091	$29,034
Mining, Quarrying, and Oil and Gas Extraction	$49,560	$28,145	$64,423	$40,133	$48,917	$86,525	$52,711
Utilities	$115,523	$120,672	$95,322	$43,484	$77,207	$81,518	$104,399
Construction	$41,922	$69,082	$30,478	$30,850	$37,980	$31,843	$43,108
Manufacturing	$59,862	$68,606	$63,235	$57,160	$63,267	$57,455	$61,561
Wholesale Trade	$58,319	$51,853	$48,087	$40,707	$60,947	$37,552	$50,483
Retail Trade	$27,430	$28,498	$25,227	$24,791	$27,189	$27,106	$35,405
Transportation and Warehousing	$58,091	$48,450	$47,961	$40,075	$55,114	$49,970	$53,464
Information	$27,519	$42,565	$47,403	$25,915	$51,943	$42,609	$37,393
Finance and Insurance	$66,922	$66,517	$55,199	$43,686	$66,142	$49,191	$44,690
Real Estate and Rental and Leasing	$21,400	$26,530	$27,683	$19,041	$21,461	$22,422	$27,546
Professional, Scientific, and Technical Services	$69,945	$46,148	$43,226	$36,769	$77,685	$34,676	$49,961
Management of Companies and Enterprises	$108,941	$47,098	$61,809	$--	$117,585	$46,094	$67,748
Administrative and Support and Waste Management and Remediation Services	$26,854	$23,021	$30,948	$29,210	$27,707	$25,952	$22,322
Educational Services (Private)	$13,711	$17,303	$12,286	$38,729	$26,856	$28,591	$15,444
Health Care and Social Assistance	$47,062	$34,624	$31,180	$44,109	$38,540	$30,182	$37,291
Arts, Entertainment, and Recreation	$19,555	$34,458	$25,216	$13,519	$21,398	$16,263	$25,538
Accommodation and Food Services	$12,079	$14,435	$14,336	$13,231	$12,004	$12,872	$14,765
Other Services (except Public Administration)	$21,080	$19,715	$19,549	$21,810	$21,064	$20,142	$22,016
Government	$39,638	$52,772	$49,778	$43,201	$43,064	$45,616	$50,308
Total	***$50,599***	***$43,945***	***$44,945***	***$34,753***	***$49,625***	***$37,926***	***$44,037***

TPMA Analysis of EMSI Analyst

Table 19

Average Hourly Wages By Occupational Group, 2012

	Batesville	Dearborn	Decatur	Franklin	Ripley	Rush	Shelby	Labor Shed
Management	$34	$38	$26	$29	$29	$17	$30	$41
Business and Financial Operations	$26	$23	$22	$21	$26	$20	$24	$28
Computer and Mathematical	$29	$29	$24	$27	$29	$20	$27	$32
Architecture and Engineering	$35	$28	$27	$25	$36	$26	$28	$33
Life, Physical, and Social Science	$29	$23	$27	$20	$28	$25	$21	$26
Community and Social Services	$16	$16	$17	$16	$16	$16	$17	$19
Legal	$30	$37	$24	$28	$30	$26	$37	$38
Education, Training, and Library	$14	$17	$19	$17	$18	$18	$17	$21
Arts, Design, Entertainment, Sports, and Media	$17	$15	$15	$14	$17	$14	$16	$19
Healthcare Practitioners and Technical	$27	$28	$26	$34	$27	$24	$29	$33
Healthcare Support	$12	$10	$11	$10	$12	$11	$11	$13
Protective Service	$15	$14	$15	$14	$15	$15	$17	$18
Food Preparation and Serving Related	$9	$8	$9	$8	$9	$8	$8	$9
Building and Grounds Cleaning and Maintenance	$11	$9	$10	$10	$11	$10	$9	$10
Personal Care and Service	$9	$11	$9	$9	$9	$8	$9	$11
Sales and Related	$15	$15	$13	$14	$16	$13	$14	$16
Office and Administrative Support	$15	$13	$14	$12	$15	$12	$14	$15
Farming, Fishing, and Forestry	$10	$10	$13	$10	$10	$12	$10	$12
Construction and Extraction	$16	$17	$16	$14	$15	$16	$19	$20
Installation, Maintenance, and Repair	$18	$17	$18	$15	$18	$16	$17	$20
Production	$15	$15	$15	$12	$15	$14	$15	$16
Transportation and Material Moving	$15	$13	$15	$13	$15	$16	$15	$15
Military	$18	$18	$18	$18	$18	$18	$17	$18
Total	***$18***	***$16***	***$15***	***$15***	***$17***	***$15***	***$16***	***$19***

TPMA Analysis of EMSI Analyst

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Appendix B: Sources

EMSI Analyst:

EMSI Analyst provides in-depth and current local employment data, updated four times per year. To extrapolate data to the county and ZIP code level where it is otherwise unavailable, EMSI 2012.2 relies on more than 90 data sources, including the following: Bureau of Economic Analysis and U.S. Census Bureau from the U.S. Department of Commerce; Bureau of Labor Statistics and Employment and Training Administration (ETA) from the U.S. Department of Labor; and Integrated Postsecondary Education Data System (IPEDS), Common Core of Data (CCD), and Characteristics of Private Schools in the United States from the U.S. Department of Education, National Center for Education Statistics. All EMSI data analyzed within the Target Industry report came from EMSI Analyst 2012.2, USING Class of Worker: QECW, non-QECW, and Self-Employed.

Additional Sources Include:

- ACS 2006-10, Census Bureau
- Air Broker Center
- AirNav.com
- American Association of Railroads, State Reports
- Bureau of Labor Statistics
- Center for Transportation Analysis
- CSX Corporation
- College Board's The College Completion Agenda 2011
- Freight Analysis Framework 3
- Indiana Department of Education, 2012
- Indiana Department of Transportation, Indiana Railroads
- Internal Revenue Service Migration Files
- Oak Ridge National Laboratories
- Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports, Federal Aviation Administration
- Stats America's Industry Population Estimates Program, US Bureau of the Census
- StatsIndiana Commuting Files
- U.S. Census Bureau 2010 1-year American Community Survey
- U.S. Census Bureau 2008-2010 3-year American Community Survey