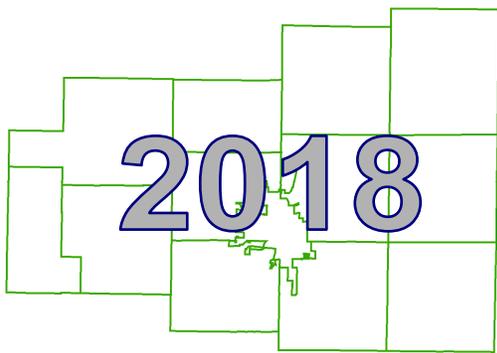


# Lima-Allen County Regional Planning Commission



## Annual Report



## LACRPC OVERVIEW

The Lima-Allen County Regional Planning Commission (LACRPC) was established in September 1964 and assumed the powers and duties of the Allen County Planning Commission which was created in 1954. The formation of the Regional Planning Commission was accomplished in conformance with Section 713.21 of the Ohio Revised Code and charged with the responsibilities of comprehensive planning and program implementation within Allen County and its various communities.

The LACRPC is a voluntary association of delegates from different political subdivisions, representatives of state and local government, as well as non-governmental organizations interested in understanding and addressing the needs of the Allen County community. The Commission serves as a forum for the discussion and sharing of ideas and information among communities about issues which may affect several communities and regional issues which cross over political boundaries into adjacent counties. The LACRPC serves in an advisory capacity to community decision makers who have come to rely on data, analyses and planning recommendations provided by the Commission. A 34-member Board of Directors assists the Commission by reviewing and recommending plans and strategies to develop and improve the region. The Commission employs professional staff to provide assistance and advice in carrying out their responsibilities. To accomplish these goals, the LACRPC also consults with other professionals such as City and County Engineers, City and County Sanitary Engineers, City and County Prosecutors, City and County Auditor's, the Allen County Health Department, the Allen Soil and Water Conservation District as well as the Ohio Department of Transportation, the Ohio Department of Natural Resources, the Ohio Department of Public Safety, the Ohio Environmental Protection Agency and local utilities.

The powers and duties of the Commission are explicitly detailed in Section 713.21 of the Ohio Revised Code. The LACRPC provides a wide array of services to the region and undertakes special studies at the request of member communities. Typically, services include preparing population and housing reports, providing traffic and accident analyses, facilitating the subdivision review process for those unincorporated areas outside of municipal jurisdictions, as well as providing zoning, land use, soil and other development related information. The Commission is also charged with administering the Allen County Floodplain Management Regulations for the unincorporated areas of Allen County. In addition, the LACRPC serves as a repository and has a wide array of historical data and archival maps including aerial photos, as well as traffic flow, zoning and land use maps. Should other services be of local interest, the LACRPC has the capability to provide a wide variety of other services at little or no charge to the general public.

The Unified Planning Work Program (UPWP) of the LACRPC reflects the interests and concerns of local membership and contains information specific to the cooperative, continuing and comprehensive planning process undertaken by the LACRPC on an annual basis. Through the participation of local member political subdivisions, and with the assistance of state and federal agencies, the LACRPC determines planning priorities and policies for the region. The Board, with input from local elected officials and community activists, direct the staff in undertaking its various planning activities. The UPWP details those staff activities undertaken over the course of the fiscal year as defined under contractual obligation with various state and federal agencies. In addition to providing the basis for soliciting state and federal funding, the document provides a management tool from which to assess LACRPC progress on specific projects, as well as its commitment to local issues. This summary document chronicles the activities and accomplishments of the Regional Planning Commission identified in the agency's FY 2018 UPWP.

## MPO OVERVIEW

As the Metropolitan Planning Organization (MPO) for the Lima Urbanized Area, the LACRPC is the designated agency responsible for developing and maintaining a comprehensive, coordinated and continuing transportation planning process. This “3C” process has been adopted to ensure that the region’s local transportation network continues to be developed cognizant of various land use patterns, and one in which the safe and efficient movement of goods and people is paramount.

The agency's transportation planning activities are predicated on a predetermined committee structure which includes the Transportation Coordinating Committee (TCC), which is the policy committee, and a Transportation Advisory Committee (TAC), a technical advisory committee. The TCC is comprised primarily of local elected officials who meet on a regular basis in order to determine transportation needs and improvement schedules. The TAC, which reports to the TCC, is comprised of both private and public sector transportation professionals. Together these two committees review and provide technical assistance and make recommendations on transportation and transit related projects and programs planned for the region.

The MPO must also involve the general public and document its public planning and review processes on all policies and decisions which affect transportation issues. In order to ensure input and community involvement, the agency utilizes the services of its Citizens Advisory Committee and other ad-hoc advisory committees. The MPO receives valuable public input from the County’s Safety Review Team which analyzes all fatal motor vehicle traffic crashes and the community Traffic Safety Program which targets the elimination of at-risk behaviors.

### Ohio’s MPO’s

- |               |                          |
|---------------|--------------------------|
| 1. Akron      | 10. Newark-Heath         |
| 2. Canton     | 11. Parkersburg-Belpre   |
| 3. Cincinnati | 12. Sandusky             |
| 4. Cleveland  | 13. Springfield          |
| 5. Columbus   | 14. Steubenville-Weirton |
| 6. Dayton     | 15. Toledo               |
| 7. Huntington | 16. Wheeling-Bridgeport  |
| 8. Lima       | 17. Youngstown           |
| 9. Mansfield  |                          |



The MPO’s responsibility to further an integrated transportation plan for the region is a difficult task which requires an informed decision making process involving a diverse cross section of representatives from the community. These representatives review and approve the allocation of millions of dollars for needed capital improvements to the region’s infrastructure of roadways and bridges. The MPO is also responsible for ensuring that local residents are afforded the opportunity to utilize alternative commuting modes; therefore, the MPO reviews and ultimately prioritizes expenditures for walkways, bicycle trails and transit, as well as paratransit operations. As testimony to this effort, the agency has worked with the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in order to program an excess of \$115.3 million in its regional Transportation Improvement Program spanning the 2018-2021 planning period.

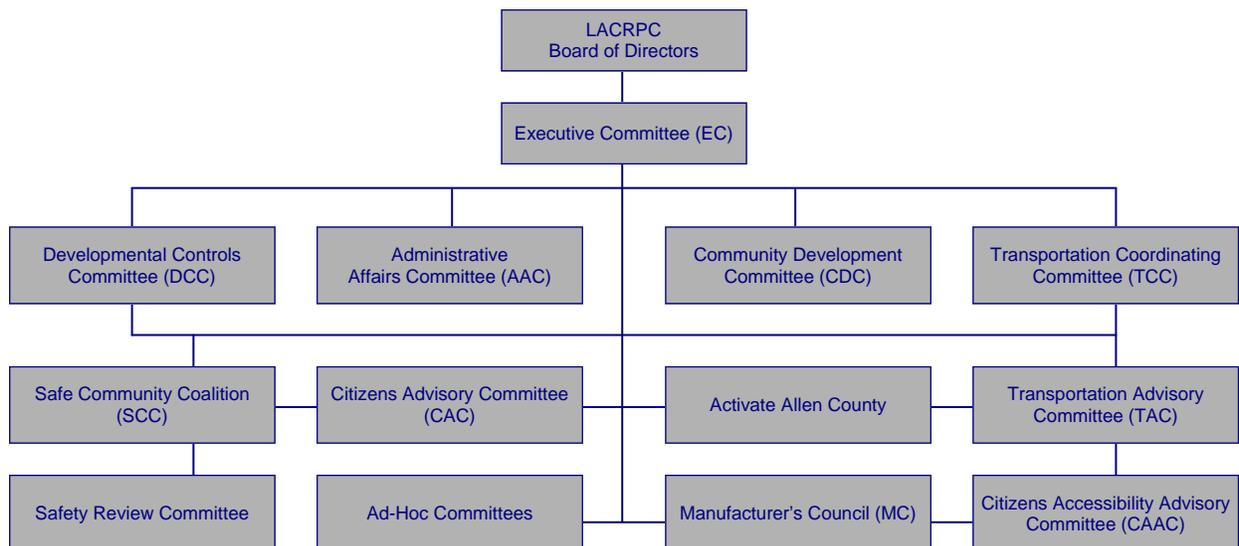
## TABLE OF ORGANIZATION

### 2018 REGIONAL PLANNING COMMISSION DELEGATES

<p><b>Randy Ackerman</b> - Jackson Township  <b>Jon Bsinger</b> - Monroe Township  <b>Paul Basinger</b> - American Township  <b>Jay Begg</b> - Allen County  <b>Mark Bishop</b> - Shawnee Township  <b>Sean Chapman</b> - Village of Spencerville  <b>Shane Coleman</b> - City of Delphos  <b>Kevin Cox</b> - Perry Township  <b>Susan Crotty</b> - City of Lima  <b>Douglass Degen</b> - Allen County  <b>Rhonda Eddy-Stienecker</b> - Allen County  <b>Tom Ekleberry</b> - Village of Harrod  <b>Howard Elstro</b> - City of Lima  <b>Steve Ewing</b> - Auglaize Township  <b>Jerry Gilden</b> - Marion Township  <b>Todd Gordon</b> - City of Lima  <b>Rick Keller</b> - Spencer Township</p>	<p><b>Mitchell Kingsley</b> - Village of Bluffton  <b>Mike Leis</b> - Village of Beaverdam  <b>Kent McCleary</b> - Sugar Creek Township  <b>Sam McLean</b> - City of Lima  <b>David Metzger</b> - Village of Elida  <b>Bruce Plumb</b> - City of Lima  <b>Doug Post</b> - Amanda Township  <b>Dan Reiff</b> - Allen County  <b>Brion Rhodes</b> - Allen County  <b>Walter Rysz</b> - Richland Township  <b>Chuck Schierloh</b> - City of Lima  <b>Chris Seddelmeyer</b> - Shawnee Township  <b>Robert Sielschott</b> - Bath Township  <b>Brad Swick</b> - Allen County  <b>Thomas Tebben</b> - City of Lima  <b>Larry Vandemark</b> - American Township  <b>Todd Wilkin</b> - Village of Cairo</p>
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The governing body of the LACRPC is its Board of Directors known as the Regional Planning Commission. The Board reviews and takes action on recommendations made by its staff and committees. Representation on the Board is achieved by the appointment of delegates. Such appointment is made by the participating jurisdictions (county, municipality and township). The delegates are appointed for a two-year term starting in April of the even-numbered years. Appointments to the Commission are orchestrated in a manner that will provide for a composition that represents industry, labor, agriculture, business and professional sectors.

## ORGANIZATIONAL STRUCTURE



## COMMITTEES

### TRANSPORTATION COORDINATING COMMITTEE (TCC)

Jay Begg	Brion Rhodes
Shane Coleman	Charles Schreck
Kevin Cox	Richard Schroeder
Howard Elstro	Chris Seddelmeyer
Mitch Kingsley	Robert Sielschott
Noel Mehlo	Thomas Tebben
Doug Post	Larry Vandemark
Dan Reiff	

The Transportation Coordinating Committee (TCC) is designated by the State of Ohio as the Metropolitan Planning Organization (MPO) for Allen County inclusive of those portions of Bluffton located in Hancock County, portions of Delphos located in Van Wert County, and Cridersville located in Auglaize County. The TCC is mandated to include at a minimum 51 percent elected officials, as well as local transit, FHWA and ODOT. The Committee is responsible for all area-wide transportation planning, the review and approval of the transportation portion of the annual Work Program, development and maintenance of the Transportation Improvement Program (TIP) and the adoption and maintenance of a Long Range Transportation Plan. The Committee makes such policies and final determinations and resolutions necessary to carry out the local 3C transportation planning process.

### TRANSPORTATION ADVISORY COMMITTEE (TAC)

Sean Chapman	Shawn McPheron
Eric Davis	Noel Mehlo
Mark Droll	Dave Metzger
Shelia Haney	Jed Metzger
Daniel Hoying	Ron Meyer
Steve Kayatin	Kirk Niemeyer
Mike Leis	Charles Schreck
Sam McLean	

The Transportation Advisory Committee (TAC) is comprised of a cross-section of interests reflecting industry, commerce, freight, transit and utility sectors. The Committee also reflects the technical expertise of local engineering staffs representing the private and public sectors. The TAC reviews and validates the engineering and planning studies conducted by the staff prior to their submission to the TCC. Committee representation reflects mandated participation by the FHWA and ODOT. The Committee's primary role is to provide advice to the MPO with regard to transportation planning methodologies, projections, assumptions and plan recommendations. The Committee provides the technical analysis and oversight of the Transportation Plan, Transportation Improvement Program and the Air Quality Conformity Analysis.

### ADMINISTRATIVE AFFAIRS COMMITTEE (AAC)

Shane Coleman
Rhonda Eddy-Stienecker
Howard Elstro
Steve Ewing
Jerry Gilden
Mitch Kingsley
Dan Reiff
Chris Seddelmeyer
Thomas Tebben

The Administrative Affairs Committee (AAC) is charged with the responsibility of providing direction and guidance in managerial aspects directly affecting the maintenance and operation of the Planning Commission. The Committee reviews the fiduciary responsibilities associated with federal/state grants. As such the Committee is integral to the development of the agency's Annual Work Program detailing staffing levels, work products, participatory stakeholders and budgets across funding streams each year. The AAC reviews and audits the agency's financial and real property assets and makes its findings and recommendations to the Executive Committee. The AAC meets monthly to review and approve agency budgets and expenses and annually with the State Auditor's Office to ensure fiscal control. The Committee also reviews all contractual services including those with federal and state funding agencies.

## COMMITTEES

### CITIZENS ADVISORY COMMITTEE (CAC)

Carol Bertrand	William Kelly
Mark Bishop	Kathy Luhn
Brad Core	Patrick Maloney
Marva Cowan	Kent McCleary
Alice Curth	Kathie Metzger
Kesha Drake	Shannon Rumer
Derry Glenn	Jason Sadler
Shelia Haney	Chuck Schierloh
Kevin Haver	John Schneider
Casey Heilman	Charles Schreck
Michael Hensley	Rodney Watkins
Bill Jackson	Todd Wilkin
PJ Johnson	Mary Williamson
Rick Keller	

The Citizens Advisory Committee (CAC) is a broad-based advisory committee representing the concerns of the elderly, disabled, low-and-moderate income people, minority-based social service agencies, neighborhood groups, fair housing interests, public health, environmental groups, parks, and publicly elected officials. The CAC is utilized by the Commission to further public input and expand its understanding of local issues, funding, plans and regulations. The CAC supports the public involvement process and receives timely notice of and information regarding the various projects being undertaken by the Planning Commission.

### COMMUNITY DEVELOPMENT COMMITTEE (CDC)

Randy Ackerman	Tom Ekleberry
Jon Basinger	Steve Ewing
Laura Bassitt	Todd Gordon
Mark Bishop	Mitch Kingsley
Sean Chapman	Sam McLean
Susan Crotty	Dave Metzger

As a standing committee, the Community Development Committee (CDC) has the responsibility to monitor and evaluate local conditions and to provide the necessary guidance to address same in terms of problem identification, exploring alternative solutions to problem resolution and implementing action steps to address same. The Committee, which meets on a monthly basis, is comprised of local public officials; both appointed and elected officials. The CDC reflects agricultural, legal, law enforcement, emergency services, environmental and housing interests. The CDC reviews local activity and grant funding as it relates to ODPS/ODNR/ODSA developing green infrastructure, farmland preservation, housing, traffic safety and crime. The Committee surveys public opinion and monitors state/federal regulatory requirements in order to enable the Commission to respond to situational circumstances and make policy and/or funding recommendations.

### DEVELOPMENTAL CONTROLS COMMITTEE (DCC)

Randy Ackerman  
Paul Basinger  
Brad Baxter  
Kevin Cox  
Steve Ewing  
Jerry Gilden  
Bruce Plumb  
Doug Post  
Dan Reiff  
Aloka Roy  
Walter Rysz

The Developmental Controls Committee (DCC) is a standing committee of the Commission charged with providing the technical oversight and public input required to craft effective regulatory control policies. The Committee monitors land development practices and fosters the development of best management practices to mitigate the adverse economic and environmental effects of development on the local community. The Committee provides technical assistance to area governments in the development, delivery and amendments to local floodplain regulations, subdivision regulations and zoning ordinances/resolutions as per Ohio statutes and/or under Memorandums of Understanding. The Committee is comprised of publicly elected/appointed officials with an affinity toward water quality, agriculture, housing/commercial development, civil engineering, finance, and/or code enforcement. The Committee meets regularly on a bi-monthly basis.

## COMMITTEES

### EXECUTIVE COMMITTEE (EC)

The Executive Committee (EC) is charged with providing leadership and direction to the LACRPC and its staff. The Committee monitors and evaluates the needs of the community and establishes the priorities of the agency based, in part, upon local demands. The Committee publishes the Unified Planning Work Program (UPWP) of the LACRPC annually in light of changing local conditions and demands. The EC is the policy-making body of the Commission, and its members are elected from the Regional Planning Commission membership. The Committee makes such final determinations, decisions, findings and recommendations as may be necessary between meetings of the Commission and carries out other duties and responsibilities as may be assigned to it by the Commission. The composition of the Executive Committee includes the Commission President, its Immediate Past President, its Treasurer and Secretary, as well as the chairperson of each of the four standing committees (Administrative Affairs Committee, Developmental Controls Committee, Transportation Coordinating Committee and Community Development Committee). Also included in the composition of the Executive Committee are four at-large members.

Shane Coleman  
*President*

Rhonda Eddy-Stienecker  
*Treasurer*

Dan Reiff  
*Secretary*

Thomas Tebben  
*AAC Chair*

Kevin Cox  
*DCC Chair*

Doug Post  
*TCC Chair*

Mitch Kingsley  
*CDC Chair*

Chris Seddelmeyer  
*Member-at-Large*

Larry Vandemark  
*Member-at-Large*

Howard Elstro  
*Member-at-Large*

Robert Sielschott  
*Member-at-Large*

Jay Begg  
*Immediate Past President*

### CITIZENS ACCESSIBILITY ADVISORY COMMITTEE (CAAC)

The Citizens Accessibility Advisory Committee (CAAC) was originally established to support and promote coordinated transportation services for the residents of Allen County. The committee has since evolved to also advance a more accessible and inclusive environment in Allen County regardless of ability type by promoting public transportation, paratransit services, pedestrian and bicycle amenities. The CAAC routinely reviews Draft plans and policies promoting safe routes to schools, ADA Transition Plans, Transit Development Plans, Active Transportation Plans, and Coordinated Transportation Plans to promote increased alternative and sustainable transportation options within Allen County. More specifically, the CAAC works to provide the Planning Commission with both industry and personal insights into the difficulties incurred by some when attempting travel within and between Allen County area communities, as well as, when attempting access to educational opportunities, medical services, social supports, and gainful employment. The Committee is comprised of public and private sector volunteers with vested interests in public and alternative active transportation options, social services, human services, housing, employment, environmental and faith-based organizations. The work of the CAAC is crucial to the Commission as it provides critical ADA compliance insights and best practices to advance personal accessibility.

Sarah Beery

Rochelle Benfield

Alice Curth

Joan Davis

Carole Enneking

Karen Garland

Shelia Haney

Michael Hensley

Kylie Jenkins

Jacob King

Margaret Lawrence

Nell Lester

Jodi Owens

Elisha Reineke

Holly Rex

Charles Schreck

Beca Sheidler

Josh Unterbrink

## COMMITTEES

### LIMA CHAMBER OF COMMERCE MANUFACTURER'S COUNCIL (MC)

The Regional Planning Commission recognizes freight as a particularly important sector of the economy as freight movements effect everyone both directly and indirectly. Recognizing the logistical and transportation expertise already contained within the Manufacturer's Council (MC) of the Chamber of Commerce, the Planning Commission opts to use the existing council to support its need to secure insights related to mobility, safety, reliability and economic competitiveness. The MC offers the MPO the ability to identify potential projects with the greatest positive impacts and assess actual rather than expected project outcomes; moreover, the MC can act as a development catalyst able to assist owners and operators in project development. The MC is comprised of area manufacturer's, trucking firms, rail services, public sector engineering and public and private sector economic development representatives. The primary responsibility of the MC is to help public-sector policy-makers, planners, and engineers better understand the complexities associated with freight movement to more effectively guide public investment in the transportation infrastructure.

Heath Alloway	Kendall House	Jeffrey Oravitz	Shawn Stewart
Bouke Ankone	Claudio Ingaramo	Monica Orick	Dave Stratton
James Borgert	Hank Kennedy	Joe Patton	Tom Sullivan
Eric Davis	Joe Krendl	Phil Popovec	Todd Sutton
Rick Deibel	Mark Krohn	Dan Risser	Kris Thacker
John Ficorilli	Thomas Mazur	James Rudolph	David Tuttle
Drew Fields	Jed Metzger	Tracie Sanchez	Andrew Wannemacher
Charles Gasperetti	Jerry Miller	Gary Schmeer	Nancy Wireman
Keith Hamburg	Kent Morgan	Shannon Shartell	Casey Zehner
Jamie Hamilton	Patricia Morris	John Shaver	
Steve Hatkevich	Jerry Neuman	Jeff Sprague	
Chuck Holloway	Mike O'Brien	Bob Stead	

### ACTIVATE ALLEN COUNTY

Jay Begg  
David Berger  
Tammie Colon  
Jackie Fox  
Kathy Luhn  
Amy Marcum  
Thomas Mazur  
Jed Metzger  
Dr. John Snyder

The Community has slowly come to the realization that the local built environment is largely determined by land use and transportation decisions, and that those decisions affect the quality of life of the community over the long term. The relationship between past development practices and their historical cumulative impact on the natural and built environment is becoming clearer. The Committee looks to use civic engagement and regulatory controls to address issues. Activate Allen County reflects a broad-based coalition of local health care providers, major employers, development professionals and community leaders whose goal is to create a community in which all residents can thrive in the built environment. Concerns and discussions over transportation costs as well as the expenditures required for roadway maintenance and safety projects are finding allies with local residents who are concerned with active transportation, urban sprawl, farmland preservation, and water/air quality standards. In a spirit of cooperation, this committee is working to explore the nature of these issues from a more holistic perspective. In a unique partnership, the RPC has entered into conversations, programming, and activities to examine sustainability and sustainable development on a number of different levels focusing on developing a balanced and equitable approach to transportation, land use, employment and an improved quality of life. Local neighborhood and business groups are advocating on behalf of more active transportation investments.

## SAFE COMMUNITIES COALITION

### Lima-Allen County Safe Community Coalition



Since 1994, the LACRPC has managed traffic safety related projects using federal funds through grants administered by the Ohio Department of Public Safety (ODPS). The 2018 Safe Communities Grant models a National Highway Traffic Safety Administration plan that targets interventions to reduce the occurrence of traffic crashes and the associated economic, societal, and personal costs. A few 2018 initiatives included:

- ✦ Over 6 million traffic safety media impressions aired encouraging seatbelt use and motorcycle safety as well as risk awareness associated with impaired driving & distracted driving.
- ✦ Nearly 22,000 pieces of awareness materials, promoting traffic safety, were distributed, including “I’m bucklin’ it” McDonald’s dessert coupons.
- ✦ Countywide observational seatbelt surveys documented 83% restraint use.
- ✦ Through partnerships with the Allen County Sheriff’s Office, Students Against Destructive Decisions (SADD), and other partners, over 3,600 high school students received traffic safety awareness education encouraging seatbelt use as well as raising awareness about the risks of impaired driving and distracted driving.
- ✦ Operation Lifesaver presentations, focusing on highway rail grade crossing safety and restraint use, were given to over 430 novice drivers.
- ✦ In partnership with MADD, the Top Cop Banquet recognized area law enforcement officers who worked in 2017 to reduce the incidence of impaired driving.
- ✦ The Allen County Fair, motorcycle safety events, local health fairs, and other similar venues gave opportunity to reach over 205,000 area residents with traffic safety messages, focusing primarily on restraint use and sober driving.
- ✦ Billboards were used to promote traffic safety awareness, encourage seatbelt use, discourage impaired driving & distracted driving, as well as to promote safe bicycle/pedestrian travel resulting in over 1.8 million impressions.

### 2018 Safe Community FOPA FOP Awards

#### **Fire Safety**

*Christie Kerby*

*Bath Township Fire Department*

#### **Traffic Safety**

*Sgt. Steven Posada*

*Ohio State Highway Patrol*

#### **Engineering Safety**

*City of Lima*

#### **Children Safety**

*Officer Hope Hannah*

*Bluffton Police Department*

#### **School Safety**

*Sheriff Matthew Treglia*

*Allen County Sheriff’s Office*

#### **Special Recognition**

*Sgt. Rob Kohli &*

*Shawnee Township Police Department*

#### **Emergency Medical Services**

*Mike Smith*

*Shawnee Township Fire Department*

#### **Youth Safety**

*Ranger Blythe Ridenour*

*City of Lima Park Department*

#### **Outstanding Citizen**

*Ben Anderson*

*State Farm Insurance*

#### **Outstanding Program**

*SAAFE Initiative*

*Lima Police Department*

#### **Outstanding Business**

*Able Towing*

#### **Bike-Pedestrian Safety**

*Shelly Miller*

*Allen County Public Health*

## TRANSPORTATION PLANNING

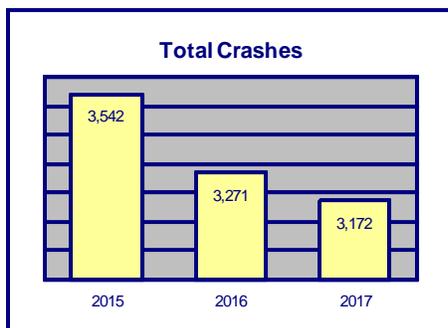
Federal legislation is a major part of the framework that guides local and state transportation planning efforts. The Fixing America's Surface Transportation Act, or "FAST Act" the most recent transportation bill, was signed into law on December 4, 2015. The FAST Act largely maintained existing program structures and funding shares between highways and transit. The law made changes and reforms to Federal transportation programs, including the streamlining of the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The FAST Act makes a number of changes to the Department's safety programs, including creating new grant programs, and making changes to better protect the traveling public. The FAST Act includes a number of provisions focused on ensuring the safe, efficient, and reliable movement of freight including the establishment of a national multimodal plan with strategies to guide decision-making and funding available to local governments to mitigate freight bottlenecks. The Act streamlines the environmental review process for transportation projects and improves the application process supporting innovative financing partnerships.



But perhaps more interesting and important in the long term is the mandated use of performance measures, targets and asset management to guide federal investments in projects, programs and services. Such legislation, considered with the ramifications of the Clean Air Act, the National Environmental Policy Act and the Americans with Disabilities Act demand increased communication and cooperation between local and state governments. Such communication and cooperation is critical to ensuring the decision making process remains consistent with the mandated federal transportation planning process.

The LACRPC, acting as the MPO for the Lima Urbanized Area, undertook a comprehensive traffic-engineering program in 2018. As the agency targeted increased roadway safety, engineering reviews were ongoing at the system, corridor and intersection levels. Analysis at the system level involved the documentation of existing traffic patterns, the collection of some 114 traffic counts and an assemblage of traffic crash data.

In 2018, the Planning Commission placed a priority emphasis on traffic safety. The Planning Commission worked with ODOT and ODPS to prepare Traffic Crash Summary Reports for Allen County and its local political subdivisions spanning the 2015 through 2017 period. The reports analyzed motor vehicle crashes by crash types, vehicle types, and severity as well as locations. The report also examined demographic characteristics of drivers and occupants involved in crashes



by gender and age. Contributing factors of crashes were also examined. The report documented that a significant number of people were involved in motor vehicle crashes. Over the 3-year study period, 23,645 persons were involved in crashes. Total crashes over the period numbered 9,985. Of the 3,172 crashes in 2017, 11 resulted in fatalities and 766 resulted in visible, incapacitating or claimed injuries. Total fatalities numbered 11 and total injuries were documented at 1,112 persons. An estimate of the total societal costs resulting from 2017 crashes alone reflected \$175 million, a decrease of about 8.8% over 2016 costs.

## *TRANSPORTATION PLANNING*

The Planning Commission is routinely asked to provide technical information on the performance and safety of local roadways, especially intersections. As a result, Commission staff works to establish the performance of the region's signalized intersections. Intersections are analyzed regularly by traffic control type, number and configuration of lanes, as well as the extent of delay experienced with recommendations offered to make improvements.



Intersections were also identified and ranked as high hazard locations based on various measures including frequency, rate per million entering vehicles (MEV) and severity (EPDO). The table below highlights the high hazard intersection locations by measure. Intersection analyses resulted in various recommendations including: installation/removal of signal, revised signal timings, adding turn lanes, upgrading pavement markings, adding overhead lighting, installing new signage and selective enforcement.



Documenting local traffic patterns is an integral part of the agency's purpose and annual Work Program. Traffic count data is used and requested by various local actors including real estate representatives, marketing professionals, developers and government officials. Law enforcement officials and neighborhood residents also request traffic data, including the speed of traffic, at various locations. As a result, the Commission undertakes an extensive traffic counting program in Allen County every year. In 2018, the RPC documented operational characteristics at 114 locations. The agency uses the latest in traffic counting technology to address local concerns and annually documents its activities producing traffic count maps for local consumption.

**TOP INTERSECTIONS BY FREQUENCY, MEV & EPDO METHODOLOGIES (2015-2017)**

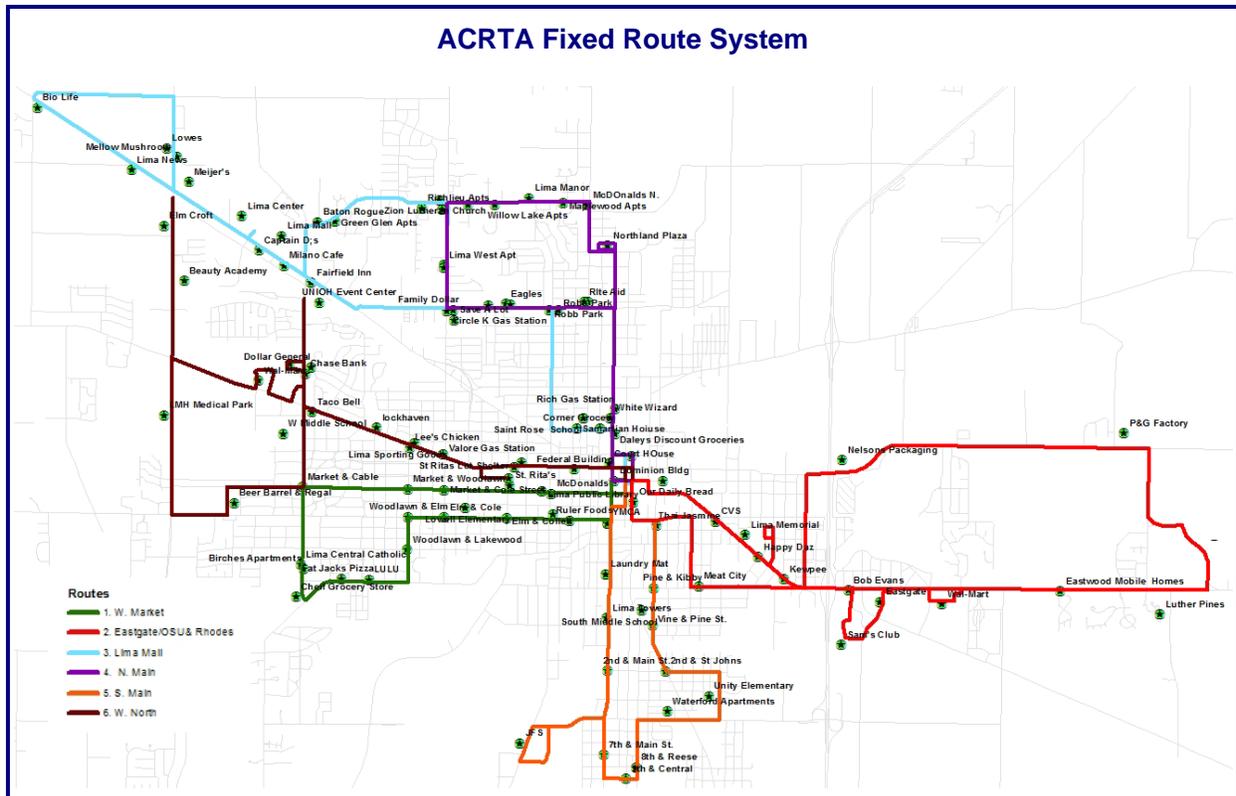
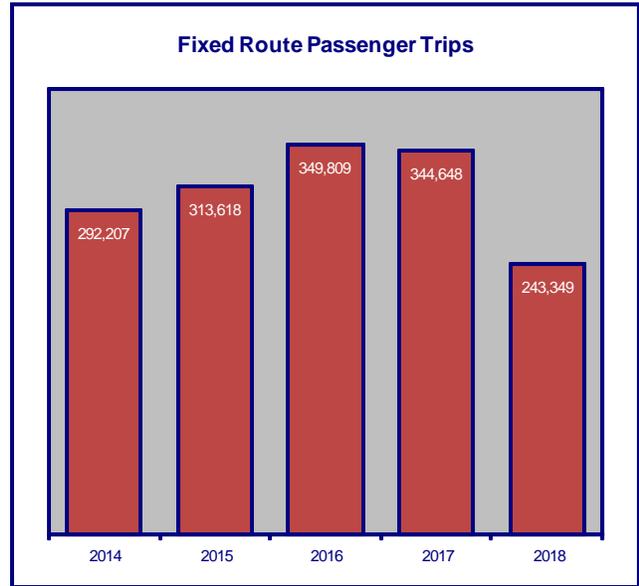
Rank	Intersection	Frequency	Intersection	MEV	Intersection	EPDO
1	Cable & Elida	77	Main & Market	3.07	Cable & Elida	235
2	Allentown & Cable	70	Ft. Amanda & Shawnee	2.91	Ada & Thayer	180
3	Eastown & Elida	64	Breese & St. John's	2.80	Breese & St. John's	168
4	Ft. Amanda & Shawnee	54	Jameson & Market	2.39	Jameson & Market	166
5	Allentown & Eastown	47	Spencerville & Wapak	2.38	Allentown & Cable	165
6	Metcalf & North	41	Harding & Thayer	2.18	SR 65 & SR 115	155
7	Eastown & Elm	40	Kibby & Main	2.16	Agerter & Wapak	154
8	Jameson & Market	40	Bellefontaine & Elm/Calumet	2.13	Eastown & Elida	146
9	Cable & Latham	38	Metcalf & North	2.04	Allentown & Wapak	139
10	Main & Market	38	Allentown & Cable	1.99	Allentown & Eastown	135

# TRANSIT PLANNING

In September 1974, and pursuant to Section 306 of the Ohio Revised Code, the Board of Allen County Commissioners created the Allen County Regional Transit Authority (ACRTA) to provide needed transportation services across Allen County.

Transit management reflects a 7-member Board of Trustees, appointed by the Allen County Commissioners, who oversee the operations of fixed route and complementary paratransit services. In 2018 ACRTA had 43 employees which included financial, planning, operations and maintenance personnel.

In 2018, the ACRTA provided transportation services to 243,349 passengers using 6 fixed routes and provided 217,154 miles of service. In 2018 the ACRTA buses operated Monday through Friday from 5:50 a.m. to 6:20 p.m. LACRPC staff worked with ACRTA staff to compile route productivity measures and maintain eligibility for federal/state funding, as well as program its capital needs in the MPO's TIP.



## PARATRANSIT PLANNING

Allen County's population is increasingly becoming geographically more dispersed, its population older, more female in its orientation and more diverse in terms of its needs. Collectively, these factors make it difficult to meet the growing needs of our local population. In an attempt to better serve the community and use the limited fiscal resources wisely, in 2018, the ACRTA and the Planning Commission worked with the Area Agency on Aging, as well as the Allen County Board of Developmental Disabilities, Allen County Council on Aging, Jobs and Family Services, Delphos Senior Citizens, Marimor Industries, Goodwill and other regional actors to further coordination across a 7-county region. The coalition worked toward developing transportation services in the most economical and efficient means possible, thereby improving and expanding available transportation services.

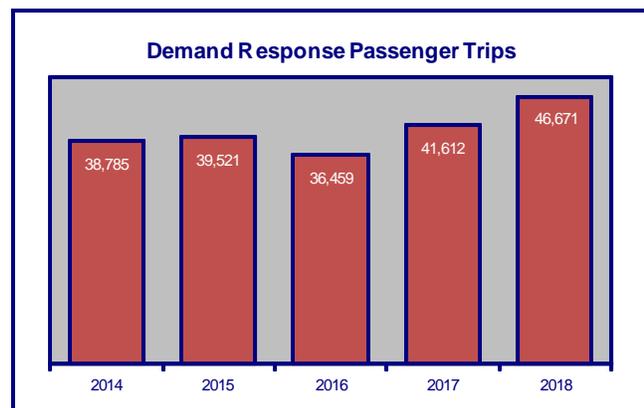


### The ADA & UPLIFT Services:

On September 6, 1991 the United States Department of Transportation published final regulations implementing specific provisions of the American with Disabilities Act of 1990 (ADA). Included within these regulations was a requirement that public entities operating fixed route transit services for the general public also provide complementary paratransit to individuals unable to use the fixed route system. In 2018, some 46,671 passengers utilized the Uplift service.

### FTA Specialized Transportation Program:

Some 20 different local social service agencies provide paratransit services to the mobility impaired residents of Allen County. Under the auspices of the Federal Transit Administration's (FTA) Specialized Transportation Program, grants are awarded to nonprofit social service agencies to assist in providing transportation to the elderly and disabled. Numerous local nonprofits have received capital assistance for the purchase of specially equipped vehicles over the last several years.



## TRANSPORTATION IMPROVEMENT PROGRAM

Coordinating and maintaining the Transportation Improvement Program (TIP) represents one of the LACRPC's major responsibilities as the MPO for the community. The TIP is a 4-year prioritized listing of capital projects reflecting those bike, bridge, highway, pedestrian, transit, and paratransit projects utilizing federal funding. Because the TIP is required to be fiscally constrained, the TIP is updated on a bi-annual basis. Local political subdivisions, the County Engineer, the Transit Authority and ODOT District One Office initiate TIP projects. Project applications are submitted to the LACRPC for programming considerations as all projects must be included in the TIP to be eligible to receive federal transportation monies.



There was a wide array of transportation projects and studies undertaken/completed during 2018 including; Elida Road paving project from east corporation limit of Delphos to Jct. Baugh Road (\$913,120), the replacement of twin culverts under IR 75 located south of the US 30 overpass (\$365,882), Grind and resurface SR 65 from Grand Ave. to SR 115, Install curb & gutter sidewalks and new storm sewer from Northern Ave to Jacobs Ave (\$3,795,913), Bridge structure rehabilitation over Riley Creek on two bridges (\$1,037,280), Total federal and state funding for highway, bridge, bike/ped and transit project costs reflected approximately \$6.16M in 2018.

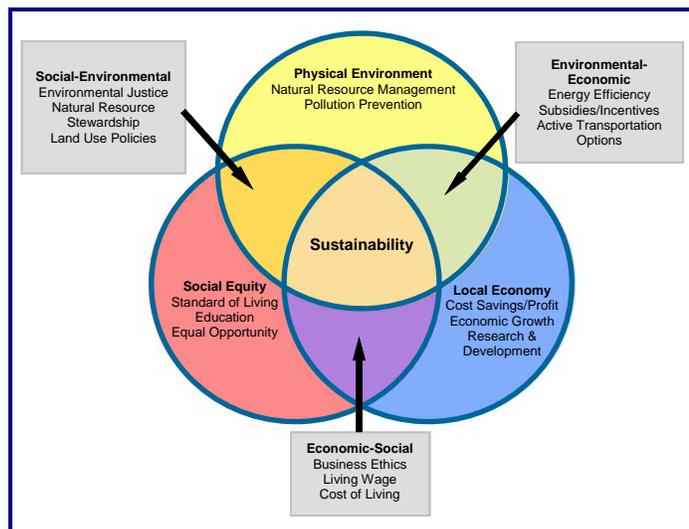
Locals see the Transportation Improvement Program as a funding source. The Planning Commission and ODOT use the TIP process as a management tool, which when used in conjunction with the region's Long Range Transportation Plan, provides local governments and their citizenry a highly regulated, fully vetted process from which to assess and ultimately implement a federally funded capital improvement project. The LACRPC pledges its cooperation with both state and local stakeholders to secure the necessary federal funds needed by local governments to meet their needs.



# SUSTAINABLE DEVELOPMENT

The concepts of “sustainability” and “sustainable development” have been described in many ways, but a common definition suggests sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. Developing or redeveloping the local community in a sustainable manner therefore involves balancing efforts to conserve and protect the natural environment, with those economic and social concerns that advance the human condition. Place-based sustainability requires establishing specific long term community development ideals, such as the importance of the physical environment, economic base, and social equity issues. Some of the more general concepts of sustainable development are depicted in the illustration below:

- ✦ **Physical Environment:** The relationship between the natural and built environment affects the physical and mental health of the entire community. While the natural environment has long sustained the built environment, the declining conditions of both are the net result of our local policies and personal behaviors.
- ✦ **Local Economy:** Our current economic base is rooted in our individual and collective talents, aspirations and past accomplishments. Our future economy will be based on our drive, our education and our insights. Ahead, research and investments will result in new synergies, new technologies, and opportunities leading to economic growth. Sustaining our economy requires investments in education, infrastructure and the wise use of available resources.
- ✦ **Social Equity:** Sound, just, healthy communities are built upon mutual respect, shared values, and common goals. Equity is an inherent element of sustainability; one which considers the fairness of access to and use of services and resources across the entire community.



Over the 2018 planning period, the RPC and local stakeholders focused on specific strategies to further a balance between our physical environment, local economy and social equity. A Committee now known as Activate Allen County worked with bicycle, pedestrian and safety advocates to advance community design wherein walking, biking and transit can again be considered as the safe, healthy and economical commute options. The RPC looked to identify a broader base of federal, state and grant funding to advance certain bike, pedestrian and transit interests, programs and projects. A DRAFT Active Transportation Plan was approved in December 2018 and circulated with a program of projects totaling \$39.7M. The RPC also encouraged and worked with the Beaverdam, Delphos, Elida, Lafayette and Lima communities to develop ADA Transition Plans. The villages of Beaverdam and Lafayette approved their Plans in December; the remaining communities remain committed to completing the task. The RPC supported requests from Bluffton and Delphos to fund studies and projects needed to advance urban redevelopment projects reflecting bicycle and pedestrian safety totaling some \$17.2M. Finally, the RPC continued to work with state and local agencies in 2018 to minimize urban sprawl, promote farmland preservation, encourage development of a local foods system and worked with local health and environmental organizations to address litter prevention, and improved water quality attainment standards.

## ***DEVELOPMENTAL CONTROLS***

### **Developmental Controls**

In order to further local development, the Commission assists member political subdivisions in monitoring, reviewing and approving development activities within Allen County while helping to establish regulatory controls to minimize any adverse environmental and/or economic effects of development. The LACRPC works with other local agencies involved in the development process including the Allen County Engineer's Office, Allen County Sanitary Engineer's Office, the Allen Soil and Water Conservation District, Allen Water District, Allen County Auditor's Office, Allen County Public Health and local political subdivisions.

### **Subdivision Regulations:**

The LACRPC is the agency responsible for facilitating the major and minor subdivision processes within the unincorporated areas of Allen County. The Planning Commission continued to work with local stakeholders to review and recommend revisions to the Allen County Subdivision Regulations. Over the course of 2018 staff responded to 329 telephone inquiries, facilitated 85 in-house, and conducted 7 on-site reviews. Subsequently, the Commission approved 19 minor land divisions, 42 land transfers and 32 exempted land divisions affecting some 1,115.6 acres. Examining the major subdivision process, the Planning Commission received replat requests in Monticello Estates in Shawnee Township, Deer Run Estates in American Township, Thompson Subdivision in American Township, Kline Subdivision in American Township, Eastgate Development Plat in Perry Township, and the Autumn Ridge Subdivision in Bath Township. Staff also received a roadway dedication in American Township and a roadway vacation in Shawnee Township. In addition, the Commission reviewed 7 variance requests to the County Subdivision Regulations.

### **Zoning Regulations:**

Since its inception, the Commission has provided technical assistance in the preparation, interpretation and enactment of zoning resolutions to the unincorporated political subdivisions within Allen County as required under Chapter 519 of the Ohio Revised Code. The LACRPC continues to assist member political subdivisions in the review, development, and revision of zoning regulations to ensure that development occurs in an orderly and measurable manner. In 2018, Commission staff provided technical assistance to various member political subdivisions including: the unincorporated areas of Gomer and Westminster, the villages of Bluffton and Elida, as well as Amanda, American, Auglaize, Bath, Jackson, Marion, Perry, Richland, Shawnee, Spencer, and Sugar Creek townships. Staff received 12 formal zoning amendment petitions from local governments including American (2), Bath (2), Marion (1), Shawnee (6), and Spencer (1) townships.

### **Floodplain Management:**

The Federal Emergency Management Agency (FEMA) has identified 15,834 acres in Allen County as floodplain. In order to promote public health and safety, the Board of Allen County Commissioners accepted guidance from FEMA and adopted Floodplain Management Regulations. Subsequently the County delegated responsibility to manage regulatory guidelines and standards in floodplain lands within the unincorporated areas of the County to the Planning Commission. The LACRPC provides technical assistance and program oversight of the regulations which govern development-related activities. In 2018, staff responded to 104 floodplain-related inquiries, participate in 16 meetings, including 6 on-site meetings, and issued floodplain development permits in Bath (3) Marion (1), Shawnee (1), and Sugar Creek (1) townships.



## ***CDBG PROGRAMMING***

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG grants are intended to support affordable housing, necessary infrastructure improvements, and the delivery of anti-poverty programs in eligible communities. The CDBG program, begun in 1974 and run by the United States Housing and Urban Development (HUD), provides annual grants on a formula basis to more than 1,200 state and local governments.



The Allen County Board of Commissioners is charged with the responsibility of developing and delivering local eligible projects consistent with the Program's national objectives including: activities that benefit low- and moderate-income people, the prevention or elimination of slum or blighting conditions, or other community development activities to address an urgent threat to health or safety. There is a broad range of CDBG eligible projects spanning some 2 dozen programs and services. For example, funds may be used for community development activities (such as real estate acquisition, relocation, demolition, rehabilitation of housing, and commercial buildings); construction of public facilities and improvements (such as water/sewer and other utilities such as street paving and sidewalks); construction and maintenance of neighborhood centers and the conversion of school buildings; and, economic development, leading to job creation/retention activities. CDBG funds can also be used for preservation and restoration of historic properties in low-income neighborhoods. However, projects must be shown to benefit low-to-moderate income persons, aid a targeted population (such as senior citizens or disabled), or provide for the elimination of slum/blight conditions.

In 2018, Allen County worked to deliver Community Housing Improvement Program Preservation (CHIPPP) services providing assistance for rehabilitation, first-time homebuyer assistance, emergency home repair, etc., to qualified residents of Allen County. The County CDBG Program administered by RPC funded LACCA and WSOS for housing foreclosure counseling and Fair Housing education. In 2018, \$307,995 of CHIP funds were used to repair/rehab 14 homes in Allen County.

As CDBG Program funding is dispersed by the Ohio Development Services Agency (ODSA) based on population and need, the County's allocation of funds vary by year. However, the CDBG program remains the single primary source of funds for the County's community development initiatives supporting not only housing projects but also roadway, water and sewer infrastructure projects.

## **INFORMATION SERVICES**

The LACRPC strives to provide information and/or data analyses to local decision makers in order to enhance an intelligent decision making process. The Commission, under contract, concentrates data collection analysis activities in community development, transportation, environmental planning, and other areas of local governmental concern with such services delivered in a timely, competent manner. Much of the information gathered and provided by the LACRPC is also available on the web at [www.lacrpc.com](http://www.lacrpc.com). The agency website proved to be a valuable tool for local information as it recorded 17,664 hits and recorded 13,106 user sessions in 2018.

### **Technical Libraries:**

The LACRPC Technical Library attempts to collect and provide technical reports and documents on areas of local concern focusing on transportation, environment, land use and public safety concerns. The agency acts as a regional repository of aerial photographs, traffic flow maps, topographic and planimetric maps, as well as hydrologic and soil maps. Moreover, the Commission maintains a full complement of regional data sets including school enrollments, elected officials, population projections, traffic flow/accidents and employment by the North American Industrial Classification System (NAICS). The LACRPC collects quarterly Cost-of-Living data for Allen County and stores similar data for 300 urbanized areas across the United States.

### **Census Affiliate:**

The LACRPC is designated as a Local Census Affiliate by the United States Department of Commerce and has participated in the local review process since 1965. The Commission's wealth of Census data is a major asset to the region as well as to member political subdivisions. In late 2018, the American Community Survey (ACS) released single year 2017 estimates, and 2013-2017 5-year estimates for certain geographic areas. In 2018, the RPC received Census reports that: detailed estimates of demographic, social, economic, and housing characteristics for states, congressional districts, counties, places, and other localities; Americans with disabilities providing detailed 2017 estimates of disability prevalence in the United States by severity of impairments, activity limitations, and participatory restrictions; selected demographic, social, housing and economic characteristics of the 65 years and older population in the United States; another report detailed the 2016 and 2017 ACS 1-year estimates and analyzed poverty rates; while, another assessed postsecondary enrollment during the years preceding and following the great recession. In 2018 the RPC worked with the Allen County Commissioners and the Census Bureau to complete: the Census Boundary & Annexation Survey of political boundaries impacted by annexation, the Local Update of Census Addresses (LUCA) process for each of Allen County's townships and the City of Delphos, and the 2020 Census Participant Statistical Areas Program (PSAP) which defines statistical areas to tabulate data for the 2020 Census, ACS, and the Economic Census.

### **Technical Support:**

Because of the relationships that the LACRPC has been able to create and maintain with local stakeholders, the Agency necessarily provided technical support to a number of diverse agencies across Allen County. Examples of cooperation and assistance included: mapping of flood-prone repetitive loss structures with area insurance agents; crime analysis and mapping for local law enforcement; providing support and supplies for litter collection activities conducted by KAB and LACNIP; participation in the state's Farmland Preservation Advisory Board and support for the West Central Ohio Land Conservancy; facilitating housing development discussions with the Allen County Housing Consortium; support of local economic development initiatives undertaken by the Allen Economic Development Group and the local Chambers of Commerce; technical assistance to local school districts interested in Safe Route to School programming; and, general grant writing assistance to local governments, social service agencies and nonprofit organizations.

## FINANCIAL REPORT

The LACRPC expended a budget of \$747,519 in CY 2018. Local membership assessments of \$113,877 used in the operating budget, leveraged state and federal planning grants by a factor of approximately 4.98 to 1. Transportation planning activities were funded by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT). Safety initiatives were funded by the Ohio Department of Public Safety (ODPS). Pursuant to state law, the Commission's funds are held in the Allen County Treasury.

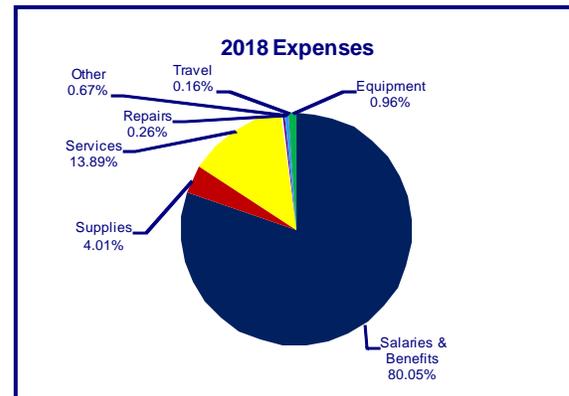
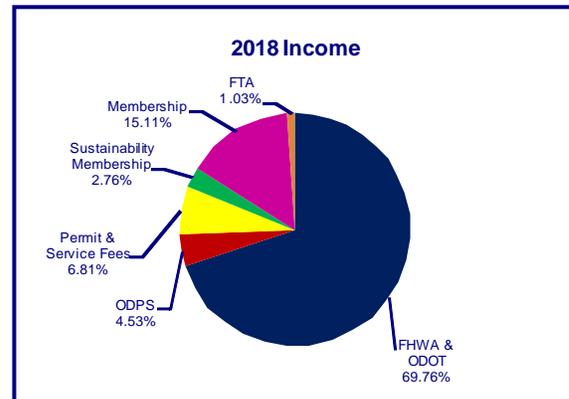
### 2018 INCOME & EXPENSE REPORT

INCOME	AMOUNT	PERCENT
FHWA & ODOT	\$525,783	69.76%
ODPS	\$34,135	4.53%
Permit & Service Fees	\$51,360	6.81%
Sustainability Membership	\$20,810	2.76%
Membership Assessment	\$113,877	15.11%
FTA	\$7,729	1.03%

**Total Income**                      **\$753,694**                      **100.00%**

EXPENSES	AMOUNT	PERCENT
Salaries & Benefits	\$598,402	80.05%
Supplies	\$29,999	4.01%
Services	\$103,816	13.89%
Repairs	\$1,975	0.26%
Other	\$4,994	0.67%
Travel	\$1,181	0.16%
Equipment	\$7,151	0.96%

**Total Expenses**                      **\$747,519**                      **100.00%**



### DELIVERING A RETURN ON LOCAL INVESTMENT:

The LACRPC Board of Directors are responsible for making sure that sound decisions are made concerning spending and for stimulating the flow of state and federal funds in Allen County. Member governments invested \$113,877 in per capita fees to the LACRPC. In return, the community received grants, services and capital improvements of more than \$15.1 million. A simple assessment reveals that "for every \$1 entrusted to the LACRPC in CY 2018, there was a return of approximately \$132.00 to the larger community." In addition, the LACRPC delivered non-cash benefits to its members by providing a vehicle for the exchange of valuable information, thereby increasing the ability of local governments to deal with both local and regional issues of importance.



## **LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION**

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