



# LIMA-ALLEN COUNTY

**Regional  
Planning  
Commission**

**2019** | 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 2019 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

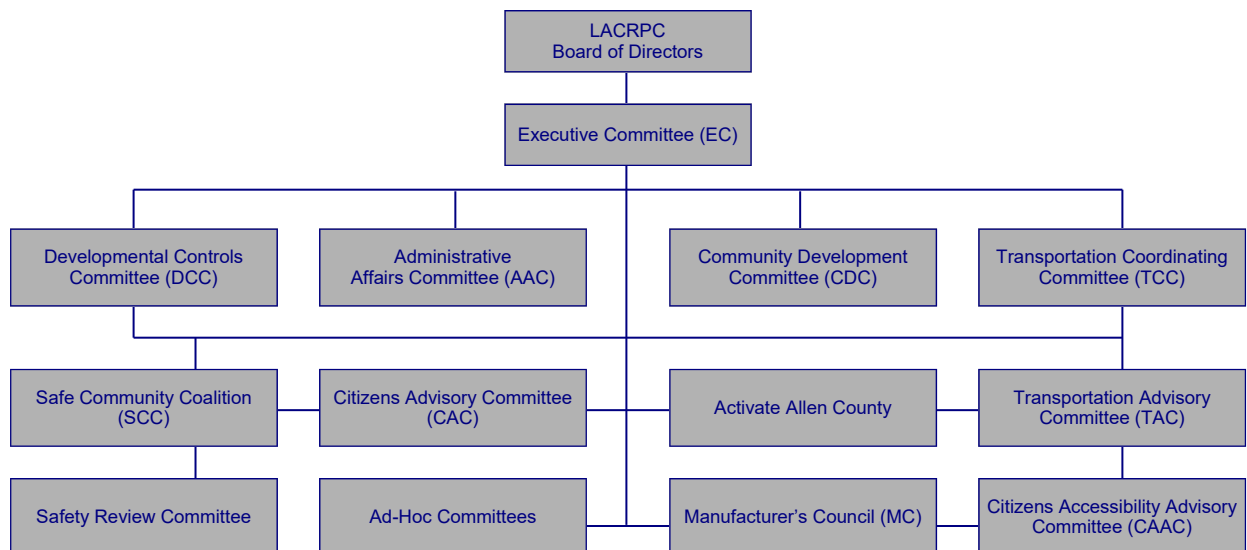
### 2019 REGIONAL PLANNING COMMISSION DELEGATES

**Randy Ackerman** - Jackson Township  
**Jon Basinger** - Monroe Township  
**Paul Basinger** - American Township  
**Jay Begg** - Allen County  
**Mark Bishop** - Shawnee Township  
**Sean Chapman** - Village of Spencerville  
**Shane Coleman** - City of Delphos  
**Kevin Cox** - Perry Township  
**Susan Crotty** - City of Lima  
**Tom Ekleberry** - Village of Harrod  
**Howard Elstro** - City of Lima  
**Steve Ewing** - Auglaize Township  
**Drew Fields** - Allen County  
**Jerry Gilden** - Marion Township  
**Todd Gordon** - City of Lima  
**Rick Keller** - Spencer Township  
**Mitchell Kingsley** - Village of Bluffton

**Mike Leis** - Village of Beaverdam  
**Kent McCleary** - Sugar Creek Township  
**Sam McLean** - City of Lima  
**David Metzger** - Village of Elida  
**Bruce Plumb** - City of Lima  
**Doug Post** - Amanda Township  
**Brian Rhodes** - Allen County  
**Walter Rysz** - Richland Township  
**Tracy Sanchez** - Allen County  
**Chuck Schierloh** - City of Lima  
**Chris Seddelmeyer** - Shawnee Township  
**Robert Sielschott** - Bath Township  
**Brad Swick** - Allen County  
**Thomas Tebben** - City of Lima  
**Larry Vandemark** - American Township  
**Susan Wildermuth** - Allen County  
**Todd Wilkin** - Village of Cairo

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

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  
Howard Elstro  
Steve Ewing  
Jerry Gilden  
Mitch Kingsley  
Chris Seddelmeyer  
Robert Sielschott  
Thomas Tebben  
Susan Wildermuth

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	Kathy Luhn
Mark Bishop	Patrick Maloney
Brad Core	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	Brad Swick
Bill Jackson	Rodney Watkins
PJ Johnson	Todd Wilkin
Rick Keller	Mary Williamson
William Kelly	

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

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  
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.

**Doug Post**  
*President*

**Jay Begg**  
*Treasurer*

**Chris Seddelmeyer**  
*Secretary*

**Thomas Tebben**  
*AAC Chair*

**Kevin Cox**  
*DCC Chair*

**Brion Rhodes**  
*TCC Chair*

**Mitch Kingsley**  
*CDC Chair*

**Jerry Gilden**  
*Member-at-Large*

**Larry Vandemark**  
*Member-at-Large*

**Howard Elstro**  
*Member-at-Large*

**Robert Sielschott**  
*Member-at-Large*

**Shane Coleman**  
*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**  
**Alice Curth**  
**Joan Davis**  
**Carole Enneking**  
**Karen Garland**

**Shelia Haney**  
**Michael Hensley**  
**Kylie Jenkins**  
**Jacob King**  
**Margaret Lawrence**

**Nell Lester**  
**Joe Lewis**  
**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  
Bouke Ankone  
James Borgert  
Rick Deibel  
John Ficorilli  
Drew Fields  
Charles Gasperetti  
Keith Hamburg  
Steve Hatkevich  
Chuck Holloway

Kendall House  
Claudio Ingaramo  
Hank Kennedy  
Joe Krendl  
Mark Krohn  
Thomas Mazur  
Jed Metzger  
Kent Morgan  
Patricia Morris  
Jerry Neuman

Mike O'Brien  
Jeffrey Oravitz  
Monica Orick  
Joe Patton  
Phil Popovec  
Dan Risser  
James Rudolph  
Tracie Sanchez  
Gary Schnee  
Shannon Shartell

John Shaver  
Bob Stead  
Tom Sullivan  
Todd Sutton  
Kris Thacker  
David Tuttle  
Andrew Wannemacher  
Nancy Wireman  
Casey Zehner

### ACTIVATE ALLEN COUNTY

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.

Allen County  
Allen County Public Health  
City of Lima  
Lima/Allen County Chamber of Commerce  
Lima-Allen County Regional Planning Commission  
Mental Health & Recovery Services Board  
Mercy Health - St. Rita's Medical Center  
Ohio State University - Lima  
United Way of Greater Lima  
West Ohio Community Action Partnership



# SAFE COMMUNITIES 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 2019 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 2019 initiatives included:

- ✦ Promotionals resulted in an estimated 14 million traffic safety media impressions, both traditional and digital media, encouraging seatbelt use, motorcycle safety, risk awareness associated with impaired driving and distracted driving as well as bicycle/pedestrian safety, railroad grade crossing, etc.
- ✦ Nearly 12,500 pieces of awareness materials, promoting traffic safety, were distributed, including “I’m bucklin’ it” McDonald’s dessert coupons.
- ✦ Countywide observational seatbelt surveys documented 80.1% restraint use.
- ✦ Through local partnerships, nearly 2,500 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 350 novice drivers.
- ✦ In partnership with MADD, the Top Cop Banquet recognized area law enforcement officers who worked in 2018 to reduce the incidence of impaired driving.
- ✦ Restraint use and sober driving were promoted at events all across Allen County reaching over 11,000 area residents with traffic safety messages.
- ✦ Billboards were used to promote traffic safety awareness, resulting in over one million impressions, about seatbelt use, sharing the road safely with bicyclists/pedestrians, as well as to discourage impaired and distracted driving.

## 2019 Safe Community FOPA FOP Awards

### Fire Safety

*Matthew Hammons  
Lima Fire Department*

### Traffic Safety

*Sgt. Nicholas Boes  
Ohio State Highway Patrol*

### Engineering Safety

*James Patterson  
LACRPC*

### Children Safety

*Crankers Cycling*

### School Safety

*Amanda Leugers & Scarlet  
Lima City Schools*

### Emergency Medical Services

*Trooper Chad Recker  
Ohio State Highway Patrol*

### Youth Safety

*You Have What it Takes  
Lima Police Department*

### Outstanding Citizen

*Citizens Block Patrol  
LACNIP*

### Outstanding Business

*Lamar Outdoor Advertising*

### Social Media

*Dr. Jeremy Heffner  
Lima Memorial Health System*

## TRANSPORTATION PLANNING

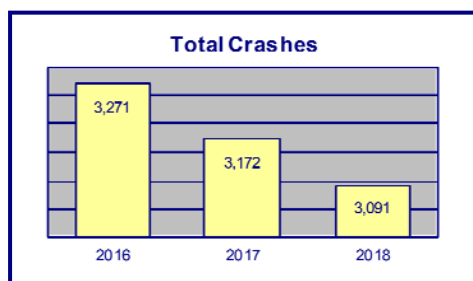
Federal legislation is a major part of the framework that guides local and state transportation planning efforts. The Fixing America's Surface Transportation Act, or "FAST Act" the most recent transportation bill, was signed into law on December 4, 2015. The FAST Act largely maintained existing program 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 2019. 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 146 traffic counts and an assemblage of traffic crash data.

The LACRPC, acting as the MPO for the Lima Urbanized Area, undertook a comprehensive traffic-engineering program in 2019. 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 146 traffic counts and an assemblage of traffic crash data.



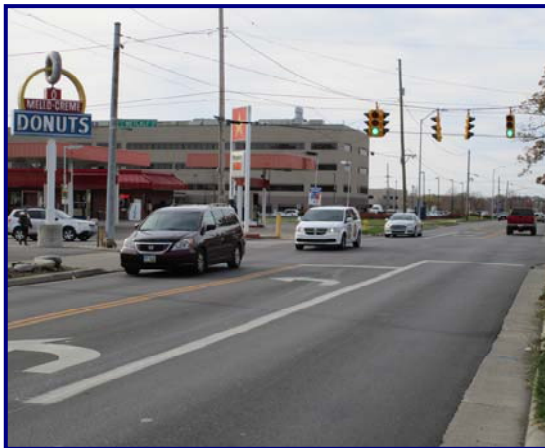
In 2019, the RPC worked with ODOT and ODPS to prepare Traffic Crash Summary Reports for the local political subdivisions spanning the 2016 through 2018 period. The reports analyzed motor vehicle crashes by crash types, vehicle types, and severity as well as locations. Over the 3-year study period, 22,283 persons were involved in crashes. The estimate of the total societal costs resulting from 2018 crashes was approximately \$145 million, a decrease of about 17% over 2017 societal costs.

Over the course of CY 2019 the RPC also completed road safety audits of the SR 117 corridor thru Westminster and along Main Street in the Lima Central Business District. Both audits were successful in identifying cost effective countermeasures to increase roadway safety and reduce the severity of crashes. Both audits were employed to justify ODOT Safety Program funding in the amounts of \$968,000 (PID 111631/ in FY 2022) for Main Street in Lima and \$200,000 in Westminster (PID 109435 in FY 2023). Working with ODOT District, Rudolph Foods and the Auglaize Township Trustees the \$2.8M Westminster project grew to include \$800,000 of TAP monies as well.

## **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 2019, the RPC documented operational characteristics at 146 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 (2016-2018)**

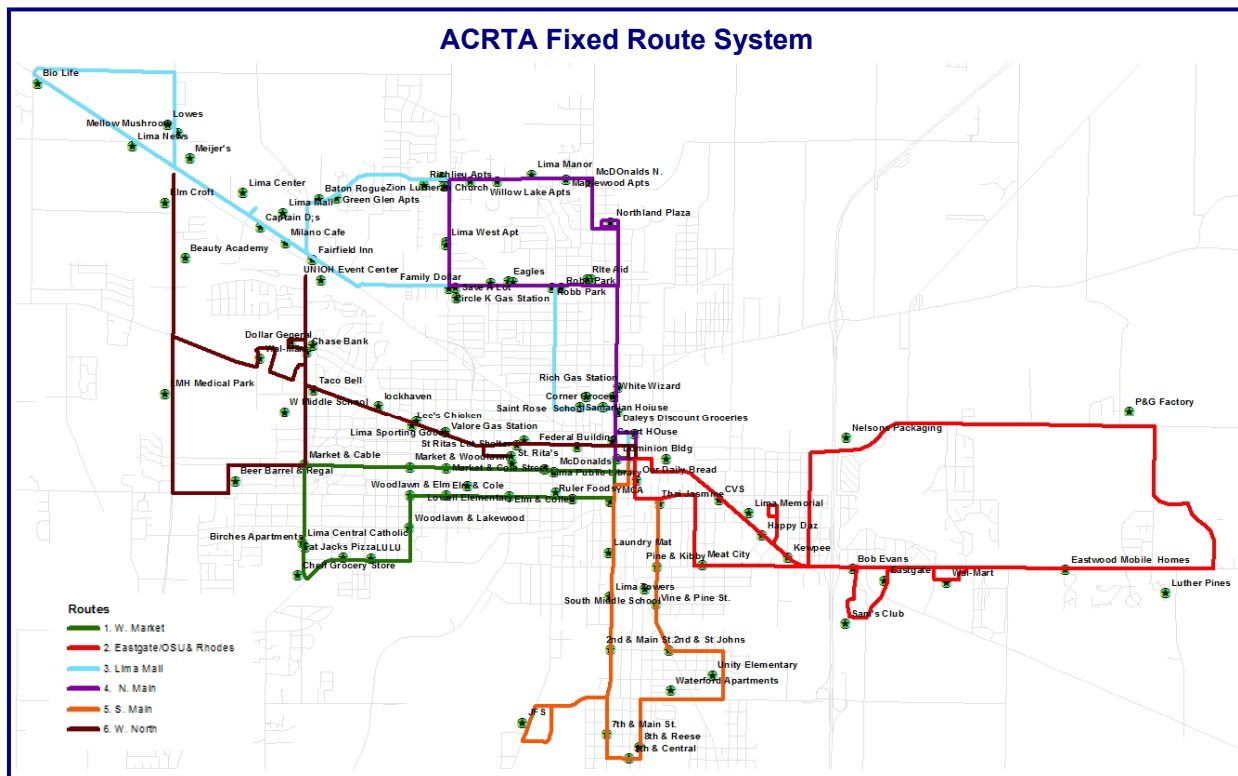
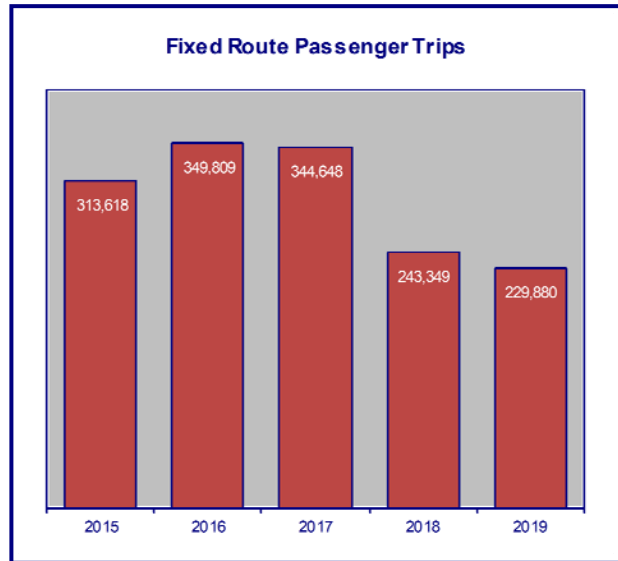
Rank	Intersection	Frequency	Intersection	MEV	Intersection	EPDO
1	Allentown & Cable	75	Ft. Amanda & Shawnee	3.72	Cable & Elida	188
2	Cable & Elida	74	Main & Market	3.15	Allentown & Cable	182
3	Ft. Amanda & Shawnee	69	Harding & Thayer	2.67	Shawnee & Spencerville	175
4	Eastown & Elida	59	Bellefontaine & Elm	2.38	Harding & Napoleon	168
5	Allentown & Eastown	49	Spencerville & Wapak	2.38	Jameson & Market	158
6	Metcalf & North	41	Kibby & Main	2.36	Allentown & Eastown	144
7	Cole & Robb	40	Jameson & Market	2.27	Eastown & Elida	135
8	Bellefontaine & Elm	39	American & Hartzler	2.27	Cole & Robb	135
9	Main & Market	39	Allentown & Cable	2.13	Harding & Thayer	134
10	Jameson & Market	38	Harding & Napoleon	1.90	Metcalf & North	129

# 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. The ACRTA maintains fixed route and paratransit services.

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 2019 ACRTA had 43 employees which included financial, planning, operations and maintenance personnel.

In 2019, the ACRTA provided transportation services to 229,880 passengers using 6 fixed routes and provided 231,143 miles of fixed route service. In 2019 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

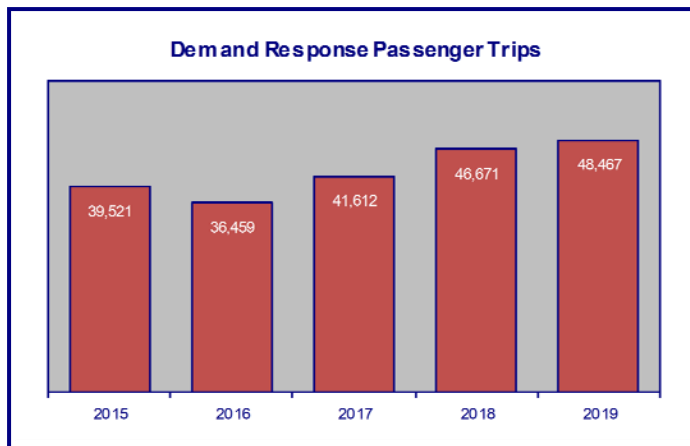


## TRANSIT PLANNING

The need for public transportation was validated at the ballot box in 2019 when the ACRTA finally secured a dedicated local match for available federal and state transit funds. With a pent-up demand for increased public transit the new sales tax levy will allow the ACRTA to re-establish public transportation services with expanded hours and once again assume the role as the lead transportation agency in Allen County. In 2019 the ACRTA provided both demand response and ADA Complementary



services. The demand response service provides flexibility by providing individualized rides without fixed routes or timetables; in 2019 40,847 persons were transported using demand response services provided by the ACRTA. ADA complementary paratransit services are required to be provided for those individuals with qualifying disabilities whose destination is located within a three-quarter mile radius of the fixed route service - these UPLIFT services reflected some 7,620 trips in 2019. Collectively, these paratransit services supported needed transportation to employment, education/training venues and medical services; both require advance reservations.



This past year the ACRTA worked with ODOT and the RPC to optimize available federal and state funding for necessary rolling stock and equipment and maintenance facility upgrades. ODOT policies allowing the use of MPO-CMAQ monies at 100% federal allowed the MPO and ACRTA to collaboratively fund new rolling stock acquisitions to replace its aging paratransit fleet. These efforts were significant enough to ensure a “State of Good Repair” with performance targets set by ODOT as required by Federal Transit Administration (FTA).

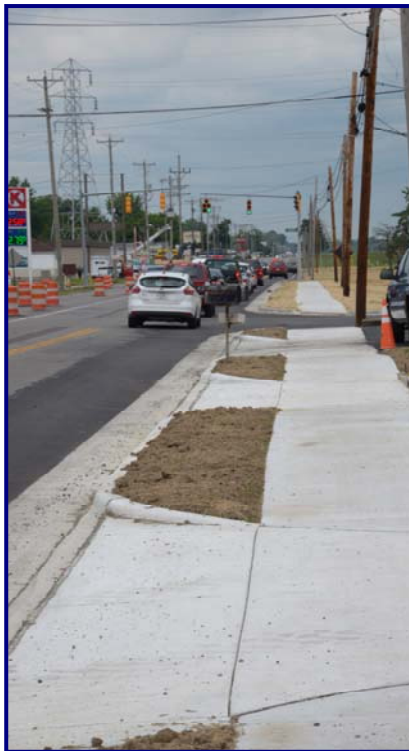
### FTA Specialized Transportation Program:

The ACRTA and the RPC worked with ODOT, the Area Agency on Aging and a half dozen local paratransit providers to ensure FTA capital and operational monies are available to those nonprofit social service agencies that provide transportation services to the elderly and the disabled. In 2019, the ACRTA and RPC provided technical support to the Area Agency on Aging and the FACTS Coalition members.



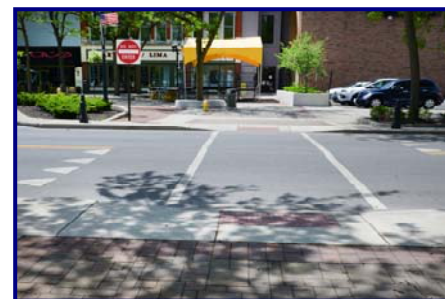
## ***TRANSPORTATION IMPROVEMENT PROGRAM***

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.



To minimize bottlenecks and congestion while advancing the movement of freight, the MPO pushed available funding to the completion of the Elm Street Grade Separation Project (PID 80441). The MPO used a State Infrastructure Bank Loan to finance its \$3 million commitment to the \$12million dollar project. Bridge preservation projects took center stage with the replacement of 3 bridges in Delphos at 1st, 3rd, and 7th streets (PID 103412); replacement of the Grubb Road bridge over Honey Run (PID 104252); the replacement of 8 culverts along SR 117 between Spencerville and Auglaize County Line (PID 102197); and replacement of the SR 103 bridge over Riley Creek. In addition, the Agency supported several amendments to the TIP in 2019 ensuring fiscal constraint and maximization of available Federal funding for projects including: committing an additional \$660,000 of Federal for the Delphos 5th Street Project (PID 108373/FY 2021); committing \$225,000 in Federal funds to the Village of Lafayette to address ADA pedestrian upgrades (PID 110216/FY 2020); and, programming \$210,000 Federal funds for the Village of Beavertown to address ADA pedestrian improvements (PID 110217/FY 2020). The Agency worked to support the current FY 2018-2021 TIP documenting the use of some \$115.4 million in Federal and state funding for transportation purposes reflecting the upgrading of bridges, roadways, transit services and, the interests of bicyclists and pedestrians.

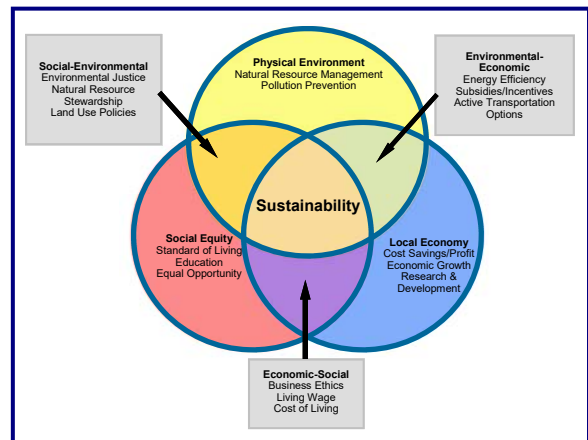
Locals see the Transportation Improvement Program as a funding source. The Planning Commission and ODOT use the TIP process as a management tool, which when used in conjunction with the region's 2040 Transportation Plan, provides local governments and their citizenry a highly regulated, fully vetted 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 2019 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. In 2019, the Regional Transit Authority with the support of Activate Allen County and the Regional Planning Commission passed a 0.1% sales tax to support the continuation of needed public transit services. In 2019 the Agency pushed for the increased construction of sidewalks and worked with local governments and Allen County Public Health to develop Student Travel Plans for the Elida Local School District and the Delphos City Schools. Staff also developed Road Safety Audits targeting the Lima Central Business District and the hamlet of Westminster to incorporate more pedestrian friendly design elements including: sidewalks, signage, enhanced crosswalks, midblock crossings, ped-heads, reverse angle parking, drainage and curbing and lighting respectively. The Agency also worked with several local governments to finalize and amend ADA Transition Plans including the villages of Beaverdam, Elida and Lafayette and program sidewalk improvements in Beaverdam and Lafayette. The RPC looks to identify a broader base of federal, state and grant funding to advance certain bike, pedestrian and transit interests, programs and projects. Finally, the RPC continued to work with state and local agencies in 2019 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. Over the course of 2019 staff responded to 334 telephone inquiries, facilitated 79 in-house reviews, and conducted 12 on-site technical reviews. Subsequently, the Commission approved 23 minor land divisions, not including 35 land transfers and 50 exempted land divisions affecting some 1,029.69 acres. Examining the major subdivision process, the Planning Commission reviewed proposed replats of the Waltz Subdivision (Jackson), Holiday West Subdivision (American) and Camden Ridge Subdivision (American). The Planning Commission also reviewed Revised Overall Development Plans for the Autumn Ridge (Bath), Hidden Creek/Village at Sugar Creek (Jackson), and the Kenyon Heights Subdivision (American) in 2019. The Commission reviewed 4 variance requests to the County Subdivision Regulations in American, Bath, and Spencer townships.

### 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 manner. In 2019, Commission staff provided technical assistance to various member political subdivisions including: the villages of Bluffton and Elida, as well as Amanda, American, Auglaize, Bath, Jackson, Marion, Perry, Richland, Shawnee, Spencer, and Sugar Creek townships. In 2019, staff responded to 181 telephone inquiries from local governments, institutions, and officials; and, responded to 11 formal zoning amendment petitions filed by local governments including: Amanda, American, Auglaize, Bath, Jackson, Marion, Richland, Shawnee, and Spencer 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 RPC. In 2019, the RPC provided technical assistance and program oversight of the regulations which govern development-related activities on 128 properties, participated in 27 meetings, including 5 on-site meetings, and issued floodplain development permits in Bath (1), Jackson (1), Perry (1) and Sugar Creek (1) townships. Staff also worked with OEMA and ODNR, the Allen County Engineer, and local townships to prepare Hazard Mitigation Grant Program applications for repetitive loss structures located in Bath and Shawnee 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 2019, Allen County worked to deliver Community Housing Improvement Program Preservation (CHIPP) 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 WOCAP and GLCAP for housing foreclosure counseling and Fair Housing education. Under the 2019 Community Development Grant, \$639,151 of CHIP funds were used to repair/rehab 32 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 22,417 hits and recorded 15,774 user sessions in 2019.

### **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). 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 wealth of Census data is a major asset to the region as well as to member political subdivisions. In late 2019, the American Community Survey (ACS) released single year 2018 estimates, and 2014-2018 5-year estimates for certain geographic areas. In 2019, the RPC received Census reports that: present Population and Housing Unit Estimate Datasets; present State Population Totals: 2010-2019; establish State Population by Characteristics: 2010-2019; analyzed the Older Population in Rural America: 2012-2016; review Multiple Jobholders in the United States: 2013; examine Health Insurance Coverage in the United States: 2018; assess Differences in Fuel Usage in the United States Housing Stock; present Income and Poverty in the United States: 2018; and, review Deconstructing the Digital Divide: Identifying the Supply and Demand Factors That Drive Internet Subscription Rates. In 2019 the RPC worked with the Allen County Commissioners and the Census Bureau to complete: the Census Boundary & Annexation Survey (BAS) 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, and the ACS. Beginning in mid-2019, the RPC began to work with the US Census Bureau, and the Bureau's Ohio Office to establish a Complete Count Committee of local governments and community stakeholders to support the local 2020 Census tabulation.

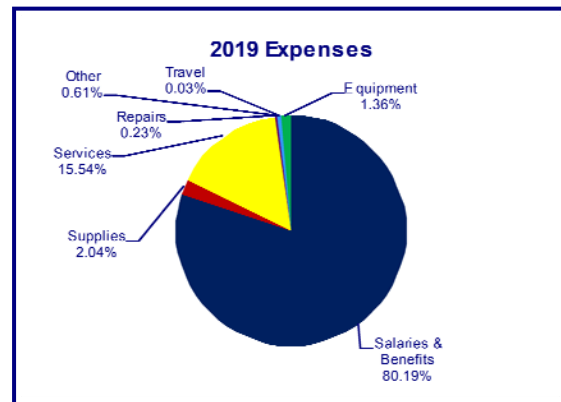
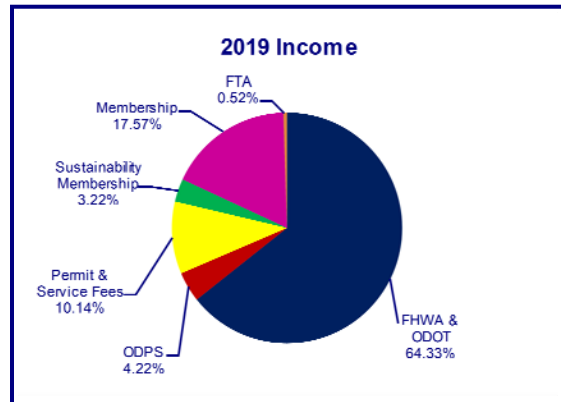
### **Technical Support:**

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 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 Ohio Department of Agriculture'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 local Chambers of Commerce and Allen Economic Development Group; 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 \$750,383 in CY 2019. Local membership assessments of \$125,509 used in the operating budget, leveraged state and federal planning grants by a factor of approximately 3.93 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.

2019 INCOME & EXPENSE REPORT		
INCOME	AMOUNT	PERCENT
FHWA & ODOT	\$459,571	64.33%
ODPS	\$30,177	4.22%
Permit & Service Fees	\$72,446	10.14%
Sustainability Membership	\$22,972	3.22%
Membership Assessment	\$125,509	17.57%
FTA	\$3,688	0.52%
<b>Total Income</b>	<b>\$714,363</b>	<b>100.00%</b>
EXPENSES	AMOUNT	PERCENT
Salaries & Benefits	\$601,733	80.19%
Supplies	\$15,289	2.04%
Services	\$116,623	15.54%
Repairs	\$1,742	0.23%
Other	\$4,569	0.61%
Travel	\$236	0.03%
Equipment	\$10,190	1.36%
<b>Total Expenses</b>	<b>\$750,383</b>	<b>100.00%</b>



## 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 \$125,509 in per capita fees to the LACRPC. In return, the community received grants, services and capital improvements of more than \$32.6 million. A simple assessment reveals that “for every \$1 entrusted to the LACRPC in CY 2019, there was a return of approximately \$259.83 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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