

Western Reserve Port Authority Strategic Plan

Background Report: Community Profile



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Introduction

The Council of Development Finance Agencies (CDFA) has entered into a contract with the Western Reserve Port Authority (WRPA) to perform strategic planning services for the organization. WRPA is located in Youngstown, Ohio and administers transportation and economic development activities in Mahoning and Trumbull counties. WRPA is an Ohio Port Authority, established in 1992 to administer the development of the Youngstown-Warren Regional Airport. Chapter 4582 of the Ohio Revised Code establishes the powers of Port Authorities in the state.

Proposal

**a. Western Reserve Port Authority
RFP/Q**



Request for Qualifications and Proposals (as amended 08/28/2013)

Date: August 23, 2013

RFQ&P Title: *Western Reserve Port Authority Strategic Plan*

Introduction:

The Western Reserve Port Authority (WRPA) is soliciting Qualifications and Proposals from firms interested in providing professional services to support the development of a Strategic Plan that will encompass the operational structure of the agency, as well as plans for the Economic Development and Aviation business segments of the Authority.

Firms interested in being considered should reply with a statement of qualifications (SOQ) and Strategic Plan Proposal no later than end of business (4:30 p.m.) on Tuesday, September 24, 2013. Statements and Proposals received after this deadline will not be considered.

Required Minimum Qualifications:

Individuals, Firms, Agencies, Associations or Institutions of Higher Learning who have documented prior work experience with the development of Strategic Plans for government entities similar to that of the Western Reserve Port Authority are encouraged to apply.

WRPA Overview:

The Western Reserve Port Authority was created in 1992 by a joint agreement between Mahoning County and Trumbull County, Ohio, to own and manage the Youngstown-Warren Regional Airport. Prior to 1992 the airport was owned and managed by the city of Youngstown, Ohio. As an Ohio port authority, WRPA is a body corporate and politic and is governed by Section 4582 of the Ohio Revised Code. The agency is governed by an eight person Board of Directors, each serving four-year staggered terms. Four are appointed by Mahoning County and four are appointed by Trumbull County. WRPA has two business units – Aviation and Economic Development. Both the Executive Director and Director of Aviation are direct reports to the Board of Directors. In addition to revenues generated by the operating units, WRPA is supported by a bed tax sponsored by both Mahoning and Trumbull counties.

Aviation – Youngstown-Warren Regional Airport

The Youngstown-Warren Regional Airport (YNG) is located in Vienna Township, Trumbull County, Ohio. Opened in the 1930's, the airport was owned and operated by the city of Youngstown, Ohio until 1992 when WRPA was created. The original terminal and hangar were projects of the depression-era federal Public Works program.

YNG encompasses approximately 1,400 acres, and is home to the Youngstown Air Reserve Station 910th Airlift Wing. The airport has two runways and a third dedicated to the airbase. YNG houses a terminal, several hangars, t-hangars, rental car facilities, air cargo facility and public parking. Through the late 1990's YNG had daily service to destinations throughout the U.S. from up to six major airlines. With changes to the FAA funding policy, YNG lost daily passenger service.

Today, YNG is served by Allegiant Air, a destination airline, with flights to three Florida locations and Myrtle Beach, SC. Both charter and private casino junkets also operate out of YNG. The airport has undergone over \$3 million in improvements over the past two years to make it more accommodating to passengers as well as more operationally safe, efficient and appealing to new air passenger carriers. YNG is serviced by one Fixed Base Operator (FBO) that provides aircraft refueling, aircraft maintenance and repair, group handling for airlines and air cargo. Additionally a flight school and an aviation maintenance school are located at YNG.

The Aviation group is funded through fees associated with YNG operations, as well as a substantial portion of the assigned bed tax from the two counties. Aviation continues to pursue revenue-generating opportunities, including securing commercial airline daily service, air cargo development, and the potential development of a rail multi-modal facility.

Economic Development

The Economic Development (ED) arm of WRPA was created in late 2009 from an initiative coordinated by Congressman Tim Ryan. Understanding the advantages that other Ohio port authorities and communities with active development finance programs had over the Mahoning Valley, a majority of the WRPA board of directors and other community members recognized the opportunities an ED arm of the Port could bring. An Executive Director was hired with the mission of expanding the economic development toolbox of the region through the unique powers that Ohio port authorities have through O.R.C. 4582.

Port Authorities in Ohio have a broad range of economic development powers, including the ability to own and lease land, issue taxable and tax-exempt debt, provide certain tax savings on construction, utilize eminent domain and many other tools. Before 2010, WRPA engaged very few of these powers, both because of a lack of manpower and experience, as well as the lack of funding to implement such initiatives.

Over the past three years, the ED group has laid the groundwork of marketing its development finance capabilities, and recently was successful in closing a \$65 million financing for a major new development. Several other promising projects are in the pipeline, and the ED group continues to pursue other financing and economic development initiatives that are common to Ohio port authorities.

Looking at other opportunities within the region that could be serviced through the ED arm of the port authority led to WRPA taking a lead in brownfields. This led to the hiring of a Sr. Manager to facilitate WRPA's presence in the brownfield arena, which in turn led to WRPA's award of a \$600,000 USEPA coalition assessment grant this past spring. Additionally, the ED group merged a local entity, Mahoning River Corridor Initiative (MRCI) into the port authority due to the synergies shared around brownfield reutilization. The Port also assists in convening the Mahoning River Mayors Association, which promotes economic development in the urban core areas of Mahoning and Trumbull Counties.

Initial funding for ED was through a joint collaborative of the two counties and several individual communities, as well as a federal S.B.A. grant. Today, the ED group continues to operate from that initial funding, and from fees generated by projects. Additionally, Mahoning County's increase in the bed tax was in support of continued and expanded ED operations.

Project -- Scope of Services:

The Western Reserve Port Authority is interested in undertaking a Strategic Planning process that looks at the agency's : a) Aviation Group (Youngstown-Warren Regional Airport), and b) Economic Development Group (Development Finance and other initiatives).

Objectives of the Strategic Plan are to:

1. Provide a framework that gives staff and board a clear understanding of its overall mission and direction of current and future initiatives;
2. Provide a framework, with proposed timeline, toward accomplishing identified components of the Strategic Plan;
3. Provide elected officials and other stakeholders a clear understanding of the Port's mission and role in the region; and
4. Define the role of the Port as it relates to other key Economic Development organizations within the region.

The Strategic Planning process should:

1. Consider the current financial and manpower resources of the WRPA
2. Look at what is being done today, and provide options for what could and should be done considering the resources available,
3. Be a collaborative of information received through board, staff and stakeholder input
4. Look at other key economic development organizations within the two-county region and, if applicable, identify the Port's role with each

5. Include a public component to garner comment for the Plan and/or the review or rollout of the final Plan.

Statement of Qualifications & Proposal

The following SOQ information is required in the order listed below. Each SOQ should be submitted on letter-sized (8 1/2" x 11") paper, with typing on one side. Applicants who do not follow these guidelines or do not provide comprehensive information will not be considered.

Beyond the required minimum qualifications, the Primary Criteria for evaluating the SOQs are:

I. Firm Identification and Background Information

1. Firm's name, e mail address, business postal address, contact name, telephone and fax numbers.
2. Federal I.D. number
3. Ohio Tax I.D. number
4. The firm's legal formation (e.g. corporate, sole proprietor, etc.) and state of incorporation, if applicable.
5. Company brochure and promotional materials, if available. Please include these materials at the end of your submission.

II. Qualifications and Experience of the Firm

1. Provide a concise history of the firm, its main partners/officers and/or largest shareholder.
2. Provide examples of similar projects completed by the firm in the previous three years. Include project dates, project titles, and community locations.
3. Include a description of the firm's resources, including staff, available for project use. For staff that would be assigned to this project, please include personnel name, title, years of experience, knowledge and experience working on similar projects.
4. Provide any additional information that the service provider feels would support selection.

III. Strategic Planning Proposals

1. Provide a concise description of the process your firm would use in the development of the Strategic Plan. Identify any steps that would require assistance and/or involvement of WRPA's staff or board.
2. Provide a detailed budget to accomplish the stated Scope of Services. If possible, WRPA is interested in both an hourly rate Proposal and a Not-to-Exceed fixed cost Proposal.
3. Provide a timeline of the steps used in developing the Strategic Plan. (The WRPA is interested in a timely completion of the Plan so that it can be implemented, if possible, in early 2014).

IV. References

Include two clients for whom the firm has provided similar strategic planning assistance in the past three years. Provide the name, telephone number, and e-mail address of a contact for each client and a brief description of the services provided.

RFQ&P Submission Procedures:

One (1) original and five (5) hard copies, and (1) one electronic format (jump drive), of the Qualifications and Proposal must be delivered to:

Rose Ann DeLeón, Executive Director
Western Reserve Port Authority
241 West Federal Street
Youngstown, OH 44503
rdeleon@westernreserveport.com

Submissions must be received no later than 4:30 P.M. on Tuesday, September 24, 2013. Late submissions will not be accepted or considered. The Qualifications and Proposals Submission must be contained in a sealed envelope clearly labeled with the Project Name and Submitter's company name and address.

Questions

Questions regarding the RFQ may be directed in writing by September 17, 2013 via e-mail only to Rose Ann DeLeon at rdeleon@westernreserveport.com. Written responses will be emailed to all identified interested parties.

Selection

WRPA will review all submittals and determine whether each meets the requirements stated within this RFQ&P. WRPA reserves the right to refuse any and all submittals if it determines they do not meet the needs of the WRPA.

WRPA expects to select the firm that it determines is most responsive and qualified no later than October 4, 2013, and will enter into negotiations with the firm for a contract to perform Strategic Planning services.

b. CDFA Submitted Proposal

PROPOSAL

to:

Western Reserve Port Authority Economic Development Strategic Planning

September 24, 2013

Submitted by:



The Council of Development Finance Agencies
85 E. Gay Street, Suite 700
Columbus, OH 43215
614-224-1300
www.cdfa.net



Proposal – Western Reserve Port Authority Economic Development Strategic Planning

I. FIRM IDENTIFICATION AND BACKGROUND INFORMATION

The Council of Development Finance Agencies (CDFA) proposes to assist the Western Reserve Port Authority with efforts to develop an economic development strategic plan. An advisory consulting team of CDFA members and staff will provide tailored recommendations and creative financing strategies designed to strengthen the Port's competitiveness in stimulating aviation and economic development in Mahoning and Trumbull Counties.

CDFA will focus on setting a clear direction for the aviation and economic development strategy of the Western Reserve Port Authority, including ways that the Authority can use its tax-exempt bonding capability to meet the infrastructure needs of local job-creating institutions. In addition, CDFA will work with the Western Reserve Port Authority to establish a set of financing tools that position the Authority to be the leader in facilitating and assisting with economic development throughout the community.

The following proposal outlines the services offered by CDFA including an overview of the strategic planning process, peer-based advisory services philosophy, timeline and budget considerations.

I.1. CDFA Contact Information

Council of Development Finance Agencies
Attn: Catherine Feerick, Director, Research & Advisory Services
CC: Toby Rittner, President & CEO
85 E. Gay Street, Suite 700
Columbus, OH 43215
P: 614-224-1300
F: 614-224-1343
cfeerick@cdfa.net
trittner@cdfa.net

I.2. Federal Tax ID

52-1356557

I.3. Ohio Tax ID

CDFA's finances are managed by Development Capital Networks, a professional association management company headquartered in Oklahoma City, OK and does not have a state of Ohio tax ID. All contracts and payments would be sent to the Council of Development Finance Agencies and processed by DCN according to the Council's internal management policies.

I.4. Legal Formation

The Council of Development Finance Agencies is a 501(c)(6) organization registered in the District of Columbia. CDFA's principle office is located in Columbus, OH with billing and accounting services in Oklahoma City, OK.

I.5. Promotional Material

Promotional material for CDFA's Research & Advisory Services can be found as an attachment to this proposal. Additional promotional material can be provided upon request.

II. QUALIFICATIONS AND EXPERIENCE

II.1. History and Leadership

CDFA is a national association dedicated to the advancement of development finance concerns and interests. CDFA is comprised of the nation's leading and most knowledgeable members of the development finance community representing 345+ public, private and non-profit development entities. Members are state, county and municipal development finance agencies and authorities that provide or otherwise support economic development financing programs, including tax-exempt and taxable bonds, credit enhancement programs, and direct debt and equity investments as well as a variety of non-governmental and private organizations ranging from regional and large investment banks to commercial finance companies to bond counsel, bond insurers, trustees, venture capital companies, rating agencies, and other organizations interested in development finance.

The Council was formed in 1982 with the mission to strengthen the efforts of state and local development finance agencies, fostering job creation and economic growth through the use of tax-exempt bonds and other public-private partnership finance programs. Today, CDFA has one of the strongest voices in the development finance industry and regularly communicates with Capitol Hill, state and local government leaders, and the Federal Administration. CDFA provides a number of avenues for assisting the development finance industry including education, advocacy, research, resources, and networking.

CDFA is governed by a 32-member Board of Directors. Policy is developed by the Board of Directors based on committee recommendations and concerns of the membership. The current Board leadership consists of:

- Chairman, Steve Johnson, Manager, Colorado Housing and Finance Authority, CO
- Vice Chairman, John Saris, Business Services Manager, Business Oregon, OR
- Treasurer, James Parks, President & CEO, Louisiana Public Facilities Authority, LA
- Secretary, Steve Chilton, Senior Vice President, MassDevelopment, MA

CDFA is managed by a professional staff with offices in Columbus, OH; Oklahoma City, OK; Portland, OR; and Washington, DC. The principal staff at CDFA includes:

- Toby Rittner, President & CEO
- Katie Kramer, Director, Education & Programs
- Catherine Feerick, Director, Research & Advisory Services
- Samantha Lynch, Manager, State Programs Outreach
- Lori Griffin, Chief Financial Officer
- Erin Tehan, Manager, Legislative & Federal Affairs
- Kimberly Deardurff, Development Coordinator
- Logan Dawson, Resources Coordinator
- Kurt Dieringer, State Programs Coordinator
- Stephanie Ortega, Membership Administrator
- Eric Silva, Legislative Representative
- Sam DeNies, Network Administrator

CDFA is ultimately the conduit linking development finance professionals together. CDFA has a rich history and is considered the industry expert within the federal government, on Capitol Hill, and throughout the entire development finance industry.

II.2. Past Research & Advisory Services Projects

CDFA routinely engages in Research & Advisory Services projects. The following list outlines some of the most recent and relevant engagements related to the work requested by the Western Reserve Port Authority.

U.S. Department of Energy, Washington, DC
Energy Investment Partnership Publication

In 2013, CDFA has contracted with the U.S. Department of Energy (DOE) to be the lead technical author of a new publication about Energy Investment Partnerships (EIPs). EIPs are a new concept that the DOE is developing to increase and encourage clean energy development at the state and local level through existing bond financing authorities such as port authorities, development authorities, and other issuers. This project is currently in the final stages of development and is expected to be released by the end of 2013. This is a current engagement that is not yet complete.

The World Bank, Washington, DC

World Bank Report: Financing Mechanisms for Addressing Site Contamination Remediation

In 2013, CDFA contracted with The World Bank to produce a comprehensive report on the financing mechanisms available to countries for site contamination remediation – namely brownfield redevelopment. The comprehensive report outlines seven distinct financing tools – bonds, tax increment, tax credits, loan funds, grants, and private financing for assisting with brownfield clean-up and redevelopment. The report is being used by the World Bank to formulate policy that will assist Latin American countries with their efforts to improve environmental conditions while creating economic opportunity.

Development Finance Authority of Summit County, Summit County, OH
Strategic Economic Development Plan

In 2011, CDFA conducted a thorough analysis of the Development Finance Authority of Summit County (then the Summit County Port Authority) and produced a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis and a Strategic Plan for the organization. The project included research into hundreds of Authority documents and reports, two visits to Summit County, and dozens of stakeholder interviews. CDFA staff and an advisory team of peer development finance experts created specific, actionable recommendations for improving organizational operations, communication, and marketing. The plan further provided a roadmap for growing the Authority's bond finance tools and implementing additional development finance services, including New Markets Tax Credits and a revolving loan fund. The Authority has been successful in implementing the plan, including developing a new and successful communications plan and receiving their first New Markets Tax Credits allocation in 2012.

New Mexico Finance Authority, Sante Fe, NM
State Finance Agency White Paper

In 2011, CDFA contracted with the New Mexico Finance Authority (NMFA) to produce a white paper comparing state finance agencies. CDFA conducted interviews and other research to complete profiles of six states, including New Mexico. For each state, the final report covers economic features, key programs, unused authorities, and relative strengths, as well as a list of all development finance programs at the state level. The white paper was used internally by NMFA to compare New Mexico's approach to economic development finance to the approaches taken by peer states.

Detroit/Wayne County Port Authority, Detroit, MI
Strategic Economic Development Plan

In 2009-2010, CDFA contracted with the Detroit/Wayne County Port Authority (DWCPA) to produce a comprehensive and strategic economic development financing plan. The project included three site visits and over 100 interviews with experts and stakeholders in the Detroit and Wayne County area. CDFA used a peer-based approach and assembled a team of four experts to conduct the process and to write the final strategic plan. The advisory team consisted of experts in bond finance, tax credits, tax increment finance, revolving loan funds, and general development finance. In addition, the team included individuals with direct experience working in a port authority setting in neighboring states. The plan includes program development, goals, objectives, education and implementation strategies, and is now being implemented by the DWCPA. The project was conducted under an award from the U.S. Economic Development Administration.

Newark Downtown Core Redevelopment Corporation, Newark, NJ

Financing Programs Analysis Report

In 2009, CDFA contracted with the Newark Downtown Core Redevelopment Corporation (NDCRC) to produce a Financing Programs Analysis Report for the downtown redevelopment projects in Newark, NJ. This project employed CDFA's peer-based technical assistance approach and included an advisory team of experts from the bond finance, tax credits, tax increment finance, and general financing disciplines. Representatives on the team included both private and public sector experts. The final report provided a roadmap for the NDCRC to use in developing ongoing financing programs for the downtown core redevelopment area. The report included an analysis of impediments to development, program creation, financial scenarios, and ongoing educational recommendations.

Additional past engagements include contracts with:

- Ohio Development Services Agency
- State of Arizona Department of Commerce
- New Jersey Economic Development Authority
- Business Oregon
- Oklahoma Department of Commerce
- Ohio Economic Development Association & Ohio Department of Development
- National Association of Home Builders
- International Economic Development Council
- Mid-America Economic Development Council
- LISC Milwaukee
- New York State Economic Development Council
- Texas Economic Development Council
- Pennsylvania State Association of Township Supervisors
- Southern Economic Development Council
- Pennsylvania Economic Development Association
- North Carolina Economic Developers Association
- Georgia Institute of Technology: Economic Development and Technology Ventures

More information about these engagements is available upon request.

II.3. Resources and Advisory Team

CDFA's Research & Advisory Services is the nation's first non-profit information and consulting service solely dedicated to development finance. With unparalleled access to the nation's top agencies and professionals in development finance, CDFA's Research & Advisory Services deliver the Council's experience to transform organizations' development finance knowledge, operations, and programs.

CDFA is not your normal consulting firm. Instead of assigning a few in-house "experts" to put together copy-and-paste documents for your community, CDFA's Research & Advisory Services employs a more individualized approach. To complete each project, CDFA taps into a network of 18,000+ development finance industry professionals to find true peers. This peer-based approach means that the people working on your project are capable of not only providing expert advice on how to improve your development finance operations, but also of seeing your community's challenges—and opportunities—from your perspective. The end result is a product that is informative, actionable, realistic, and personal.

CDFA's Research & Advisory Services utilizes the Council's 30 years of experience in the industry and broad development finance industry network of professionals, as well as the CDFA Online Resource Database—holding more than 4,000 documents—to address organizations' needs in a wide variety of development finance sectors, including:

- Bond Finance
- Tax Increment Finance
- Access to Capital
- Innovation Finance (Seed, Angel, Venture)
- Tax Credits and Incentives
- Energy Finance
- Public-Private Partnership Finance
- Revolving Loan Funds
- EB-5 Financing
- Brownfields Finance
- Special Improvement Districts
- Federal Financing Programs
- Small Business Assistance

For this engagement, the CDFA Advisory Team will be led by internal staff and three development finance professionals from the CDFA network with expertise in one or more of the following areas: tax-exempt bond financing, port authority operations, aviation business development, area economic development, and detailed development finance. The team will be heavily involved in the development of the strategic plan. CDFA invites and selects Advisory Team members from a pool of thousands of CDFA partners. The below list of individuals is illustrative of the potential team to be assembled for this project. The final CDFA Advisory Team will be selected in consultation with Western Reserve Port Authority.

Toby Rittner, President & CEO

Council of Development Finance Agencies

Mr. Rittner runs the day-to-day operations of the Council of Development Finance Agencies (CDFA), which includes management of a 32 member Board of Directors, and the organization's various educational, advocacy, and research initiatives. Rittner is a frequent speaker at local, state, and national conferences and events focused on economic development finance. He has been featured extensively in The Bond Buyer and other national media publications concerning the advancement of development finance tools. He is the author of CDFA's highly acclaimed Practitioner's Guide to Economic Development Finance and an adjunct faculty member at the Ohio State University where he teaches planning for sustainable economic development in the Knowlton School of Architecture.

Rittner is a Development Finance Certified Professional (DFCP) through CDFA and is a Certified Economic Development Finance Professional (EDFP) through the National Development Council (NDC). Rittner has also advised state and federal government leaders, including President Obama's Administration Transition Team, on economic development finance policy and focus. Prior to joining CDFA, Mr. Rittner was the Director of Legislative Affairs and former Director of Training for the International Economic Development Council (IEDC). Mr. Rittner has also worked for the Franklin County, Ohio Board of Commissioners, Community and Economic Development Department as a Senior Program Coordinator for Economic Development and as an Associate Planner for the City of Gahanna, Ohio.

In 2011, Mr. Rittner was appointed to the U.S. Environmental Protection Agency's Environmental Financial Advisory Board. He is a member of the Advisory Board for the National Community Fund I, LLC and is also a member of the Advisory Board for Heritage Ohio. Mr. Rittner holds a Bachelor of Arts in Political Science and a Master's of City and Regional Planning degree from the Ohio State University.

Catherine Feerick, Director, Research & Advisory Services

Council of Development Finance Agencies

Catherine Feerick has over five years of experience in economic development, with an emphasis on commercial lending. Ms. Feerick joined CDFA in May 2013 as Director of Research and Advisory Services. She provides independent research, technical assistance, networking and case study assistance, and other resources to CDFA's member organizations in addition to administering the Clean Energy + Bond Finance Initiative and the State Small Business Credit Initiative Coalition on the organization's behalf. Prior to joining CDFA she served as Relationship Manager for the Economic and Community Development Institute, an SBA intermediary microlending organization, and as a Loan Officer for the State of Ohio, managing an early-stage technology company portfolio and directing several New Markets Tax Credit co-investment projects. She holds a Master's Degree in City and Regional Planning from The Ohio State University and a Bachelor of Arts from Loyola University Chicago.

**Katie Kramer, Director, Education & Programs
Council of Development Finance Agencies**

As Director of Education & Programs for the Council of Development Finance Agencies, Katie Kramer oversees the Council's expansive educational offerings through the CDFA Training Institute, which includes 10 training courses covering the basics of development finance, bonds, tax increment finance, revolving loan funds, seed and venture capital, and other development finance-related topics. She designed the curriculum for the Intro P3 Finance Course, and served as editor of the Innovation Finance Reference Guide and Tax Credit Finance Reference Guide. Ms. Kramer also manages the CDFA Training Institute's Development Finance Certified Professional (DFCP) Program. In addition, Ms. Kramer is responsible for managing all of CDFA's outreach and programming efforts including webcasts, field seminars, and design and communications activities. In her role, she interacts with thousands of development finance practitioners each year, guiding them through their professional development and understanding of the diversity of development finance programs.

Previously, Ms. Kramer served as CDFA's Development Director for five years managing membership and sponsorship activities and assisting with the planning and marketing of CDFA's events and publications. She has published numerous articles for CDFA, including in the Council's Development Finance Perspectives magazine, and has also been a guest lecturer at the Ohio State University. Before joining CDFA, Ms. Kramer worked in the Assessment Division at Ballard & Tighe, Publishers as Project Coordinator where she managed projects involved with the development of standardized language tests. Prior to Ballard & Tighe, Ms. Kramer was employed by Scripps College as Assistant Director of the Annual Fund where she organized fundraising campaigns for alumnae, parents, and students. She studied art history at Scripps College and is a graduate of Cleveland State University.

**Logan Dawson, Resources Coordinator
Council of Development Finance Agencies**

Logan Dawson is the Resources Coordinator for CDFA. He manages the day-to-day collection of development finance resources for the Council's Online Resource Database and Daily Headlines. He also publishes Development Finance Review Weekly, the Council's newsletter that is read by over 17,500 professionals. Logan is a graduate of the Ohio State University Knowlton School of Architecture with a B.A. in City and Regional Planning.

**Jerry Arkebauer, Advisor
Council of Development Finance Agencies**

Jerry Arkebauer serves as the Council's Bond Finance Course Advisor, providing expertise, leadership, and direction for the CDFA Training Institute. In addition, Arkebauer serves as part of CDFA's Research & Advisory Services team and has participated on numerous past projects. Mr. Arkebauer served as Vice President of Finance for the Toledo-Lucas County Port Partnership from 1997 to 2006 where he was responsible for developing the Port Partnership's Northwest Ohio Bond Fund Program and other stand-alone bond issues. He has completed 89 bond issues for more than \$1 billion. Similar Bond Fund Programs later were initiated at four other Ohio Port Authorities to offer long-term, fixed rate bond financing for fixed assets. He is currently president of Arkebauer & Associates, LLC, a business and public sector consulting firm he established in 2007. Through consulting contracts, Mr. Arkebauer serves as a consultant to the Blanchard Valley Port Partnership, with offices in Findlay, Ohio; the Regional Port Partnership of Northwest Ohio, with offices in Defiance, Ohio; the Sandusky County – Seneca County Port Partnership with offices in Tiffin, Ohio; and the Port Partnership of Springfield, Ohio. He is also the administrator of the Northwest Ohio Regional Economic Development Association (NORED), which represents economic development professionals in 12 Northwest Ohio counties. Mr. Arkebauer received a Bachelor of Arts from the University of Toledo.

Darnell Moses , Administrator
Allegheny County, Pennsylvania

Darnell Moses serves a vital function in maintaining compliance and contracts administration for Allegheny County, the second most populous county in Pennsylvania. He actively serves as part of CDFA's Research & Advisory Services team and has worked on two past CDFA projects. In his previous position of Authorities Manager, he managed the day-to-day responsibilities of six municipal authorities under the umbrella of the Allegheny County Department of Economic Development. The authorities include the Redevelopment Authority of Allegheny County, Authority for Improvements in Municipalities, and four authorities under the Allegheny County Finance and Development Commission (Residential Finance, Industrial Development, and Hospital Development and Higher Education and Building Authorities). As Authorities Manager, Moses was also responsible for overseeing tax-exempt bonds issued to finance manufacturing, health care, higher education and housing projects on behalf of nonprofit and private organizations to create jobs and promote economic development opportunities. He also managed low-interest loans from the County's \$50 million Economic Development Fund, a revolving loan fund used to create jobs and enhance economic development opportunities. Moses began working for Allegheny County in 1998 as a project manager, responsible for administering more than 50 projects in several municipalities with a total annual budget in excess of \$3 million. A 1995 graduate of the Duquesne University School of Law, Moses also earned a bachelor's degree in legal studies from the University of Pittsburgh in 1989. Moses is a past Board Chairman of CDFA.

Mark Huston, Portfolio Manager
Development Capital Networks

Mark Huston joined Development Capital Networks fund of funds team in July of 2008 and serves as Portfolio Manager. Huston has served on a number of CDFA Advisory Teams in the past. He began his association with Cimarron in December 2004 as a Managing Director of affiliate firm Cimarron Business Capital LP (CBC). CBC is a \$50 million fund that finances growing companies in Oklahoma. It is capitalized in partnership with OG+E, the state's largest utility. Prior to joining Cimarron, Mark was the Manager of Business Finance at the Oregon Economic and Community Development Department. He served in that capacity for over 21 years - from 1983 to 2004 - with responsibility for State of Oregon programs delivering revenue bonds, loans, guaranties, and credit enhancement. Under his management, thousands of Oregon companies were provided with over \$1 billion of financing. Mark served on the Oregon State Bond Committee. Mark is a Director and former President of the national Council of Development Finance Agencies. He received a Masters of Public Administration degree from Arizona State University and a Bachelors of Science degree in Economics from the University of Idaho.

John Doherty, Advisor
Council of Development Finance Agencies

John is a past board member for CDFA and teaches corporate trust at the CDFA bond financing courses. John is retired from his position of Vice President with U.S. Bank, where he served as a corporate trust account manager in U.S. Bank's New York City office. Previously employed with JPMorgan Chase and The Bank of New York in the Municipal Finance Corporate Trust department, he has over 15 years of experience in the corporate trust industry. He served on The Bank of New York's municipal corporate trust committee for the Northeast region, and also served as the bank's New England and New York sales representative in the municipal finance department of the corporate trust division. Prior to John's involvement in banking, he was the Deputy Executive Director of the New York City Industrial Development Agency (NYCIDA) and Vice President of the New York City Economic Development Corporation. Over his 13 year tenure, he developed an expertise in industrial revenue bonds and other economic development initiatives. John was instrumental in beginning a straight lease program, as well as an equipment leasing program. He oversaw a portfolio of over 500 industrial revenue and civic facility bond issues. He holds a Bachelor of Arts degree from St. Bernard's College and a Master of Arts degree from Fairleigh Dickinson University.

**Bob Lind, Director, Business Finance
City of Minneapolis**

Bob Lind is Director of the Business Finance Division for the Minneapolis Community Planning & Economic Development (CPED) department. Lind has served on past CDFA Research & Technical Assistance projects and is an ardent supporter of the Council. CPED, as the development arm of the City of Minneapolis, offers many services to assist businesses in Minneapolis; including a variety of low-interest, long-term loans for small businesses to expand, relocate, improve and renovate their facilities. He has been with CPED since 1982. Bob serves on the Board of Directors and is a past President of the Council of Development Finance Agencies. He also was the fourth recipient of CDFA's Lifetime Achievement Award in 2011. From 1979-1982, he was with the Minneapolis Industrial Development Commission. Prior to 1979, he taught economics and business finance at the University of New Mexico in Albuquerque, where he received his M.A. degree in Economics.

**Laura Radcliff, Senior Vice President
Stifel Nicolaus & Company, Inc.**

Laura Radcliff is a Senior Vice President in the Public Finance Department of St. Louis-based Stifel, Nicolaus & Company, Incorporated. She has participated in previous CDFA Research & Advisory Services projects as a peer-advisor. Prior to joining Stifel Nicolaus in 2008, Ms. Radcliff spent 14 years at another investment bank. During her career, Ms. Radcliff has served as investment banker on more than 300 bond issues with a total par amount of nearly \$16 billion. With a background in urban planning and economic development finance, Ms. Radcliff's primary investment banking focus is on economic development finance. She has served as the lead investment banker for tax increment financing ("TIF") and other development district financings throughout the country. Ms. Radcliff has lectured extensively on the topic of development financing to a wide range of audiences, including the American Bar Association, the Council of Development Financing Agencies, several individual state agencies and municipal organizations, and numerous real estate and economic development organizations. Ms. Radcliff holds a Bachelor of Science degree in Urban Planning from Michigan State University and she earned a Masters of Public Affairs degree from Princeton University.

The bios included are just representative of the Advisory Team that CDFA may assemble for this project. Final CDFA Advisory Team members will be selected in consultation with CDFA and the Western Reserve Port Authority. Advisory Team participation is also influenced by the availability of peer-advisors.

II.4. Additional Supporting Information

CDFA is a non-profit organization with a mission to serve our members. Our Research & Advisory Services peer-based model is created in such a way to keep costs and overhead low, making us an affordable, efficient, and effective option. Because of our national focus and the depth of experience among our members and peer advisors, we can bring a broad perspective to the Authority and provide advice beyond the scope of Ohio-specific programs and examples.

III. CDFA STRATEGIC PLANNING SERVICES

III.1. Advisory Team Process

As previously outlined, CDFA's Research & Advisory Services employs an individualized peer-based approach to consulting. This peer-based approach means that the experts working on your project are both substantively informed but also experienced in the day-to-day efforts that the Authority is addressing. The end result is a product that is informative, actionable, realistic, and personal.

CDFA approaches strategic planning for economic development with a hands-on assessment and analysis of the prevailing strengths, weaknesses, opportunities, and threats (SWOT) facing the client community, conducting a series of on-site visits over the course of four to six months. Site visits are conducted by a team of experienced economic development finance industry professionals who develop solutions based on successful models and years of problem solving in their own cities and organizations. For this project, advisory team members will be selected with expertise in tax-exempt bond financing, port authority operations, and area economic development as well as detailed development finance expertise. The advisory team works with the Authority and regional stakeholders to create a plan for development finance programs and strategic activities for the Authority. The plan reflects the direction and guidance from these stakeholders. Planning concludes with a presentation to port officials, partners, and if desired, the community at-large.

The following paragraphs outline each step of the process in greater detail:

A. Setting the Stage

With the Western Reserve Port Authority's assistance, CDFA assembles a package of existing reports, program descriptions, marketing materials, news briefs, and other information about the Authority, along with socio-economic and demographic information for the region. This information is used to develop a background report for the project team to become acquainted with the Authority before arriving.

B. First Team Visit (two days)

During the first advisory team visit, the team conducts interviews designed to collect information and data from a cross-section of community leaders/stakeholders and local economic development professionals.

Interviewees are asked questions designed to draw out challenges and opportunities related to the Authority's role in economic development. Throughout the course of these interviews, the team addresses areas such as:

- (1) Programmatic and physical development elements
 - 1. Utilization of existing development finance tools
 - 2. Gaps in development finance toolbox
 - 3. Priority development areas and opportunities
- (2) Organizational elements
 - 1. Leadership structures
 - 2. Budget trends and forecasts
 - 3. Legislative opportunities, constraints
- (3) Community vision elements
 - 1. Local and regional economic goals
 - 2. Existing and potential partnerships
 - 3. Public, political support

These interviews form the basis for the Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis.

C. SWOT Analysis and Strategic Plan Framework

After the first visit, the team generates a report on the observed strengths, weaknesses, opportunities, and threats. Based on these observations, the advisory team develops a draft framework for the economic development strategic plan, including core recommendations. This includes the identification of case studies and model programs from comparable or competitive cities that will be incorporated into the final strategy.

D. Second Team Visit (two days)

The second team visit convenes the Western Reserve Port Authority's management and leadership specifically to present and review the identified SWOTs, and to present and begin filling in the draft framework for the strategic plan. This important activity is a key stage in establishing the core elements and substance for the strategic plan. The advisory team receives feedback on the work completed thus far, and has an opportunity to collect new ideas that arise in light of the initial framework.

This visit is divided into four parts:

1. Morning, Day One: Presentation of the SWOT Analysis

The advisory team explains the observations and findings in the SWOT analysis and takes questions and comments from the Western Reserve Port Authority management and leadership teams, as well as those who were interviewed during the first advisory team visit.

2. Afternoon, Day One: Strategic Plan Framework

The advisory team adjourns for private meetings with the Western Reserve Port Authority's leadership to modify, improve, and build on the draft strategic plan framework developed by the advisory team prior to the visit. The Western Reserve Port Authority weighs in on the core recommendations and action items to be included in the strategic plan.

3. Morning, Day Two: Presentation of the Strategic Plan Framework

This meeting reconvenes the group that participated in the morning session on day one. The advisory team outlines the strategic plan framework and takes comments and questions from stakeholders with the goal of fine-tuning the framework. The goal of this meeting is to provide everyone with a solid understanding of the overall direction and core recommendations in the plan.

4. Afternoon, Day Two: Team Analysis, Missing Pieces

At the end of the second visit, the team and Western Reserve Port Authority meet to finalize last minute stakeholder engagements and to discuss the rollout process for the strategic plan. In addition, the advisory team coordinates schedules and fills in the missing pieces of the plan generation process. This is also a good opportunity for the advisory team members to visit any necessary project sites and locations.

E. Generating the Strategic Plan

With the framework firmly in place, the advisory team spends the next several weeks populating each of the elements in the strategic plan. Team member responsibilities are divided at this point to reflect the areas of expertise represented within the group; for instance, one member might address bond financing components, another takes on the administrative or programmatic elements, and another address the various partnership models that may be applicable between the Authority and community or institutional entities.

Upon completion of the strategic plan components, including recommendations and case studies, each team member reviews the work before it becomes established as a Draft Economic Development Strategic Plan. The draft plan is shared with the Authority for review prior to the final team visit.

F. Strategic Plan Rollout (one day)

One representative from CDFA will return to present the economic development strategic plan. This presentation can be open to the broader community or be limited to an invited group of participants as selected by the Western Reserve Port Authority. The CDFA representative is available to answer questions and

provide insight into the processes, concepts and actions included in the strategic plan. During this visit the client receives final copies of the strategic plan. The client also receives an electronic copy of the plan for distribution via electronic means.

This form of assistance is beneficial in both the processes and the products gained. The Authority retains the exclusive expertise available only through the network of development finance professionals and staff that CDFA can provide.

III.2. Budget

Given the wide scope and large geographic territory covered by this request, CDFA projects that it will take 538 total hours to complete this project. This equates to 346 CDFA professional staff hours and 192 peer-advisor hours. This is only an estimate of the time required by staff and peer-advisors to complete the project and is subject to potential change if the scope and/or nature of the engagement are altered. Per the request for qualifications and proposals, CDFA has provided both a fixed not-to-exceed cost and an hourly assumption cost.

Fixed Not-to-Exceed Cost

CDFA will provide these services for a fixed cost not-to-exceed [REDACTED], which includes all travel, staff and advisory team time, expenses for productions of materials and presentations. The project will be conducted over a period of six months and includes two working site visits plus the rollout presentation visit. A budget breakdown follows:

Peer Advisory Team Members (three)

Includes:

- Three peer-advisor stipends
- 192 hours of professional time
- Travel, meals, transportation, hotel

[REDACTED]

CDFA Fixed Expenses

Includes:

- Travel, meals, transportation, hotel, phone, etc.

[REDACTED]

CDFA Professional Staff

Includes:

- Four professional staff members
- 346 hours of professional time
- Research, writing, coordination, production, planning, etc.

[REDACTED]

Miscellaneous Expenses

Includes:

- Printing, design, proof reading, postage, etc.

[REDACTED]

Total:

[REDACTED]

This budget assumes that the Western Reserve Port Authority will provide adequate meeting space for CDFA to conduct on-site interviews. CDFA requires meeting space adequate enough to house 10-12 persons comfortably. In addition, the Authority will be asked to assist with coordinating meetings with stakeholders, setting schedules, and arranging off-site meetings if necessary.

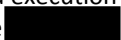
Hourly Assumption Cost

CDFA estimates that it will take a minimum of 538 total hours to complete this project. This equates to 346 CDFA professional staff hours and 192 peer-advisor hours. This is only an estimate of the time required by staff and peer-advisors to complete the project and is subject to potential change if the scope and/or nature of the engagement are altered.

Given the nature of CDFA's peer-advisory approach, the hourly rate is broken down into two categories:

Peer Advisory Team Members
CDFA Professional Staff



The hourly assumption covers both CDFA's fixed costs and professional time expenses for both the staff and peer-advisors. The peer-advisory figure is reflective of a fixed hourly rate for covering stipends and travel expense. The CDFA professional staff hourly rate factors in various levels of staffing (President, Director, Coordinator) and expenses incurred for travel and execution of the strategic planning process. At the 538 hours estimation, the hourly estimated total would be .

The terms, timeframe and budgetary rates are reflective of past advisory work and have been calculated based on the nature of the request from the Western Reserve Port Authority. They are completely negotiable upon request.

III.3. Schedule & Timeline

Based on the proposed analysis, research, and planning activities, CDFA proposes a six month timeframe for the completion of a strategic plan for the Western Reserve Port Authority. This includes two working site visits plus the rollout presentation visit. This schedule is subject to the ability of the Authority to identify stakeholders and schedule visits in a timely manner.

The Western Reserve Port Authority and CDFA will work together to arrange meetings with a number of different local groups and stakeholders and coordinate travel around the schedule of the Authority. The research, consultation and writing will be completed during the time remaining between each trip.

The tentative timeline is as follows:

- Month 1 – Advisory team selection, background report, scheduling first visit, meeting coordination, etc.
- Month 2 – First team visit (two days), conference calls with others unable to attend, begin SWOT Analysis
- Month 3 – Finalize SWOT, coordinate logistics for second visit, meetings, etc.
- Month 4 – Second visit, present SWOT, strategic planning discussion, begin plan generation
- Month 5 – Conduct internal plan generation, review, edits, updates, design, layout, etc.
- Month 6 – Formal review by Western Reserve Port Authority, edits, final approval and rollout

This timeline is subject to change based on the availability of the Western Reserve Port Authority, stakeholders and partners.

IV. REFERENCES

Christopher Burnham

President

Development Finance Authority of Summit County

Phone: 330-762-4776

chris.burnham@developmentfinanceauthority.org

Strategic Economic Development Plan

In 2011, CDFA conducted a thorough analysis of the Development Finance Authority of Summit County (then the Summit County Port Authority) and produced a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis and a Strategic Plan for the organization. The project included research into hundreds of Authority documents and reports, two visits to Summit County, and dozens of stakeholder interviews. CDFA staff and an advisory team of peer development finance experts created specific, actionable recommendations for improving organizational operations, communication, and marketing. The plan further provided a roadmap for growing the Authority's bond finance tools and implementing additional development finance services, including New Markets Tax Credits and a revolving loan fund. The Authority has been successful in implementing the plan, including developing a new and successful communications plan and receiving their first New Markets Tax Credits allocation in 2012.

John Kerr

Vice President

Strategic Public Affairs

Formerly the Director of Economic Development for Detroit/Wayne County Port Authority

Phone: 248-465-1315

jk@strategicpublicaffairs.us

Strategic Economic Development Plan

In 2009-2010, CDFA contracted with the Detroit Wayne County Port Authority (DWCPA) to produce a comprehensive and strategic economic development financing plan. The project included three site visits and over 100 interviews with experts and stakeholders in the Detroit and Wayne County area. CDFA used a peer-based approach and assembled a team of four experts to conduct the process and to write the final strategic plan. The advisory team consisted of experts in bond finance, tax credits, tax increment finance, revolving loan funds and general development finance. In addition, the team included individuals with direct experience working in a port authority setting in neighboring states. The plan includes program development, goals, objectives, education and implementation strategies, and is now being implemented by the DWCPA. The project was conducted under an award from the U.S. Economic Development Administration.

Conclusion

CDFA looks forward to working with the Western Reserve Port Authority on this project. The items in this proposal are open for complete negotiation to craft an outcome that best serves the Authority and meets the needs of the surrounding community.

Attachments:

- CDFA Promotional Material
- Development Finance Authority of Summit County Strategic Plan
- Detroit/Wayne County Port Authority Strategic Plan



Research & Advisory *Services*

CDFA's Research & Advisory Services is the nation's first non-profit information and consulting service solely dedicated to development finance. With unparalleled access to the nation's top agencies and professionals in development finance, CDFA's Research & Advisory Services deliver the Council's experience to transform organizations' development finance knowledge, operations, and programs.

CDFA's Research & Advisory Services offer four key advantages:

- Peer-Based Approach
- Development Finance Expertise
- Customizable Products
- Affordable Service

CDFA's Research & Advisory Services include a number of customizable products:

- Strategic Planning
- Seminars & Workshops
- Research & White Papers
- Custom Program Design & Evaluation
- Innovation Finance Services
- Revolving Loan Fund Services
- Fully Customized Projects

CDFA's Research & Advisory Services delivers development finance expertise:

- Bond Finance
- Tax Increment Finance
- Innovation Finance (Seed, Angel, Venture)
- Tax Credits
- Revolving Loan Funds
- Federal Financing Programs

CDFA's Research & Advisory Services' past clients:

- Business Oregon
- Detroit/Wayne County Port Authority
- LISC Milwaukee
- New Jersey Economic Development Authority
- New York State Economic Development Council
- Oklahoma Dept. of Commerce
- Summit County Port Authority
- Texas Economic Development Council

Transform your organization's development finance knowledge, operations, and programs.

Contact CDFA's Research & Advisory Services to receive a specific CDFA proposal and quote at info@cdfa.net or 614-224-1300.



Peer-Based Approach

CDFA is not your normal consulting firm. CDFA taps into a vast network of development finance industry professionals to find true peers. This approach means that the people working on your project not only provide expert advice, but also see your community's challenges—and opportunities—from your perspective. The end result is a product that is informative, actionable, realistic, and personal.

Development Finance Expertise

CDFA utilizes 30 years of development finance experience, a broad network, and a large resource database to address your organization's needs in a wide variety of development finance sectors, including: bond finance, tax increment finance, innovation finance, tax credits, revolving loan funds, and more.

Customizable Products

CDFA offers a range of products that can improve your programs, organization, and community in a number of ways. Our fully-customizable services include:

- **Strategic Planning** – CDFA can help organizations transform their programming and performance through a process yielding a formal Strategic Plan that will serve as a roadmap to catalyze investment, development, and employment in your community.
- **Seminars & Workshops** – CDFA can create a customized development finance seminar or workshop to fit your needs, whether you are looking to train staff, educate community leaders, or promote your programs.
- **Research & White Papers** – CDFA can conduct in-depth studies of best practices, national trends, finance programs, comparable organizations, or other topics to help your organization gain the insight you need to jumpstart a program, develop a partnership, or advance a policy.
- **Custom Program Design & Evaluation** – CDFA can provide a step-by-step roadmap to creating, implementing, and maintaining a new program, or evaluate your existing program to determine what changes can improve efficiency and effectiveness.
- **Innovation Finance Services** – CDFA has partnered with Development Capital Networks to help you launch or promote investment networks by evaluating your community's resources and designing a plan to bring a catalytic investment network to life.
- **Revolving Loan Fund Services** – CDFA can identify the right type of program for your community and organization, establish a strategy for capitalizing your fund, and assist in implementing the right RLF Board and fund management.
- **Additional Capacity** – Many clients have needs that do not quite fit into one of the service areas listed above. CDFA can create a fully customized proposal to suit your particular development finance research or advisory needs.

Affordable Service

As a national association dedicated to the advancement of development finance concerns and interests, the Council's goal is to maximize the effectiveness of the industry's professionals and organizations. CDFA's Research & Advisory Services are therefore available at competitive, reasonable costs.

Next Steps

Contact CDFA's Research & Advisory Services to receive a specific CDFA proposal and quote at info@cdfa.net or 614-224-1300.



Community Overview

a. Demographic Characteristics

ARIZONA
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.**Geography: Mahoning County, Ohio**

Subject	Number	Percent
SEX AND AGE		
Total population	238,823	100.0
Under 5 years	12,810	5.4
5 to 9 years	13,725	5.7
10 to 14 years	14,983	6.3
15 to 19 years	16,247	6.8
20 to 24 years	13,739	5.8
25 to 29 years	12,886	5.4
30 to 34 years	12,959	5.4
35 to 39 years	13,762	5.8
40 to 44 years	14,646	6.1
45 to 49 years	16,985	7.1
50 to 54 years	19,613	8.2
55 to 59 years	18,379	7.7
60 to 64 years	15,387	6.4
65 to 69 years	10,976	4.6
70 to 74 years	8,955	3.7
75 to 79 years	7,935	3.3
80 to 84 years	7,466	3.1
85 years and over	7,370	3.1
Median age (years)	42.9	(X)
16 years and over	194,083	81.3
18 years and over	187,485	78.5
21 years and over	178,113	74.6
62 years and over	51,417	21.5
65 years and over	42,702	17.9
Male population		
Under 5 years	6,553	2.7
5 to 9 years	7,013	2.9
10 to 14 years	7,605	3.2
15 to 19 years	8,344	3.5
20 to 24 years	7,118	3.0
25 to 29 years	6,488	2.7
30 to 34 years	6,552	2.7
35 to 39 years	6,938	2.9
40 to 44 years	7,435	3.1
45 to 49 years	8,246	3.5
50 to 54 years	9,431	3.9
55 to 59 years	9,052	3.8
60 to 64 years	7,485	3.1
65 to 69 years	4,949	2.1
70 to 74 years	3,926	1.6

Subject	Number	Percent
75 to 79 years	3,253	1.4
80 to 84 years	2,820	1.2
85 years and over	2,292	1.0
Median age (years)	40.7	(X)
16 years and over	92,686	38.8
18 years and over	89,282	37.4
21 years and over	84,421	35.3
62 years and over	21,510	9.0
65 years and over	17,240	7.2
Female population	123,323	51.6
Under 5 years	6,257	2.6
5 to 9 years	6,712	2.8
10 to 14 years	7,378	3.1
15 to 19 years	7,903	3.3
20 to 24 years	6,621	2.8
25 to 29 years	6,398	2.7
30 to 34 years	6,407	2.7
35 to 39 years	6,824	2.9
40 to 44 years	7,211	3.0
45 to 49 years	8,739	3.7
50 to 54 years	10,182	4.3
55 to 59 years	9,327	3.9
60 to 64 years	7,902	3.3
65 to 69 years	6,027	2.5
70 to 74 years	5,029	2.1
75 to 79 years	4,682	2.0
80 to 84 years	4,646	1.9
85 years and over	5,078	2.1
Median age (years)	45.0	(X)
16 years and over	101,397	42.5
18 years and over	98,203	41.1
21 years and over	93,692	39.2
62 years and over	29,907	12.5
65 years and over	25,462	10.7
RACE		
Total population	238,823	100.0
One Race	233,923	97.9
White	190,848	79.9
Black or African American	37,433	15.7
American Indian and Alaska Native	491	0.2
Asian	1,682	0.7
Asian Indian	564	0.2
Chinese	284	0.1
Filipino	172	0.1
Japanese	69	0.0
Korean	153	0.1
Vietnamese	154	0.1
Other Asian [1]	286	0.1
Native Hawaiian and Other Pacific Islander	51	0.0
Native Hawaiian	14	0.0
Guamanian or Chamorro	13	0.0
Samoan	7	0.0
Other Pacific Islander [2]	17	0.0
Some Other Race	3,418	1.4

Subject	Number	Percent
Two or More Races	4,900	2.1
White; American Indian and Alaska Native [3]	696	0.3
White; Asian [3]	480	0.2
White; Black or African American [3]	2,075	0.9
White; Some Other Race [3]	484	0.2
Race alone or in combination with one or more other races: [4]		
White	195,006	81.7
Black or African American	40,500	17.0
American Indian and Alaska Native	1,808	0.8
Asian	2,364	1.0
Native Hawaiian and Other Pacific Islander	180	0.1
Some Other Race	4,310	1.8
HISPANIC OR LATINO		
Total population	238,823	100.0
Hispanic or Latino (of any race)	11,136	4.7
Mexican	2,326	1.0
Puerto Rican	6,904	2.9
Cuban	172	0.1
Other Hispanic or Latino [5]	1,734	0.7
Not Hispanic or Latino	227,687	95.3
HISPANIC OR LATINO AND RACE		
Total population	238,823	100.0
Hispanic or Latino	11,136	4.7
White alone	5,618	2.4
Black or African American alone	1,033	0.4
American Indian and Alaska Native alone	99	0.0
Asian alone	35	0.0
Native Hawaiian and Other Pacific Islander alone	15	0.0
Some Other Race alone	3,169	1.3
Two or More Races	1,167	0.5
Not Hispanic or Latino	227,687	95.3
White alone	185,230	77.6
Black or African American alone	36,400	15.2
American Indian and Alaska Native alone	392	0.2
Asian alone	1,647	0.7
Native Hawaiian and Other Pacific Islander alone	36	0.0
Some Other Race alone	249	0.1
Two or More Races	3,733	1.6
RELATIONSHIP		
Total population	238,823	100.0
In households	230,898	96.7
Householder	98,712	41.3
Spouse [6]	43,140	18.1
Child	66,632	27.9
Own child under 18 years	45,576	19.1
Other relatives	12,113	5.1
Under 18 years	4,764	2.0
65 years and over	2,368	1.0
Nonrelatives	10,301	4.3
Under 18 years	866	0.4
65 years and over	573	0.2
Unmarried partner	5,889	2.5
In group quarters	7,925	3.3
Institutionalized population	5,686	2.4
Male	3,821	1.6

Subject	Number	Percent
Female	1,865	0.8
Noninstitutionalized population	2,239	0.9
Male	1,270	0.5
Female	969	0.4
HOUSEHOLDS BY TYPE		
Total households	98,712	100.0
Family households (families) [7]	62,676	63.5
With own children under 18 years	24,504	24.8
Husband-wife family	43,140	43.7
With own children under 18 years	14,716	14.9
Male householder, no wife present	4,707	4.8
With own children under 18 years	1,983	2.0
Female householder, no husband present	14,829	15.0
With own children under 18 years	7,805	7.9
Nonfamily households [7]	36,036	36.5
Householder living alone	31,365	31.8
Male	13,495	13.7
65 years and over	3,715	3.8
Female	17,870	18.1
65 years and over	9,594	9.7
Households with individuals under 18 years	27,504	27.9
Households with individuals 65 years and over	30,738	31.1
Average household size	2.34	(X)
Average family size [7]	2.94	(X)
HOUSING OCCUPANCY		
Total housing units	111,833	100.0
Occupied housing units	98,712	88.3
Vacant housing units	13,121	11.7
For rent	3,561	3.2
Rented, not occupied	171	0.2
For sale only	1,726	1.5
Sold, not occupied	414	0.4
For seasonal, recreational, or occasional use	779	0.7
All other vacants	6,470	5.8
Homeowner vacancy rate (percent) [8]	2.4	(X)
Rental vacancy rate (percent) [9]	10.9	(X)
HOUSING TENURE		
Occupied housing units	98,712	100.0
Owner-occupied housing units	69,692	70.6
Population in owner-occupied housing units	168,386	(X)
Average household size of owner-occupied units	2.42	(X)
Renter-occupied housing units	29,020	29.4
Population in renter-occupied housing units	62,512	(X)
Average household size of renter-occupied units	2.15	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

ARIZON
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.**Geography: Trumbull County, Ohio**

Subject	Number	Percent
SEX AND AGE		
Total population	210,312 (r45248)	100.0
Under 5 years	11,646	5.5
5 to 9 years	12,472	5.9
10 to 14 years	13,632	6.5
15 to 19 years	13,953	6.6
20 to 24 years	11,548	5.5
25 to 29 years	11,274	5.4
30 to 34 years	11,069	5.3
35 to 39 years	12,215	5.8
40 to 44 years	13,449	6.4
45 to 49 years	15,334	7.3
50 to 54 years	16,931	8.1
55 to 59 years	15,888	7.6
60 to 64 years	14,284	6.8
65 to 69 years	10,570	5.0
70 to 74 years	8,238	3.9
75 to 79 years	6,746	3.2
80 to 84 years	5,735	2.7
85 years and over	5,328	2.5
Median age (years)	42.8	(X)
16 years and over	169,630	80.7
18 years and over	163,680	77.8
21 years and over	156,280	74.3
62 years and over	44,803	21.3
65 years and over	36,617	17.4
Male population	102,150	48.6
Under 5 years	5,986	2.8
5 to 9 years	6,394	3.0
10 to 14 years	6,906	3.3
15 to 19 years	7,179	3.4
20 to 24 years	5,861	2.8
25 to 29 years	5,618	2.7
30 to 34 years	5,639	2.7
35 to 39 years	6,041	2.9
40 to 44 years	6,665	3.2
45 to 49 years	7,428	3.5
50 to 54 years	8,303	3.9
55 to 59 years	7,599	3.6
60 to 64 years	6,850	3.3
65 to 69 years	5,012	2.4
70 to 74 years	3,794	1.8

Subject	Number	Percent
75 to 79 years	2,971	1.4
80 to 84 years	2,170	1.0
85 years and over	1,734	0.8
Median age (years)	41.1	(X)
16 years and over	81,367	38.7
18 years and over	78,320	37.2
21 years and over	74,493	35.4
62 years and over	19,633	9.3
65 years and over	15,681	7.5
Female population	108,162	51.4
Under 5 years	5,660	2.7
5 to 9 years	6,078	2.9
10 to 14 years	6,726	3.2
15 to 19 years	6,774	3.2
20 to 24 years	5,687	2.7
25 to 29 years	5,656	2.7
30 to 34 years	5,430	2.6
35 to 39 years	6,174	2.9
40 to 44 years	6,784	3.2
45 to 49 years	7,906	3.8
50 to 54 years	8,628	4.1
55 to 59 years	8,289	3.9
60 to 64 years	7,434	3.5
65 to 69 years	5,558	2.6
70 to 74 years	4,444	2.1
75 to 79 years	3,775	1.8
80 to 84 years	3,565	1.7
85 years and over	3,594	1.7
Median age (years)	44.3	(X)
16 years and over	88,263	42.0
18 years and over	85,360	40.6
21 years and over	81,787	38.9
62 years and over	25,170	12.0
65 years and over	20,936	10.0
RACE		
Total population	210,312 ^(r45248)	100.0
One Race	206,586	98.2
White	187,113	89.0
Black or African American	17,417	8.3
American Indian and Alaska Native	360	0.2
Asian	984	0.5
Asian Indian	311	0.1
Chinese	200	0.1
Filipino	130	0.1
Japanese	51	0.0
Korean	103	0.0
Vietnamese	64	0.0
Other Asian [1]	125	0.1
Native Hawaiian and Other Pacific Islander	41	0.0
Native Hawaiian	9	0.0
Guamanian or Chamorro	15	0.0
Samoan	8	0.0
Other Pacific Islander [2]	9	0.0
Some Other Race	671	0.3

Subject	Number	Percent
Two or More Races	3,726	1.8
White; American Indian and Alaska Native [3]	794	0.4
White; Asian [3]	348	0.2
White; Black or African American [3]	1,897	0.9
White; Some Other Race [3]	175	0.1
Race alone or in combination with one or more other races: [4]		
White	190,582	90.6
Black or African American	19,704	9.4
American Indian and Alaska Native	1,456	0.7
Asian	1,469	0.7
Native Hawaiian and Other Pacific Islander	118	0.1
Some Other Race	978	0.5
HISPANIC OR LATINO		
Total population	210,312 ^(r45248)	100.0
Hispanic or Latino (of any race)	2,801	1.3
Mexican	1,027	0.5
Puerto Rican	1,023	0.5
Cuban	89	0.0
Other Hispanic or Latino [5]	662	0.3
Not Hispanic or Latino	207,511	98.7
HISPANIC OR LATINO AND RACE		
Total population	210,312 ^(r45248)	100.0
Hispanic or Latino	2,801	1.3
White alone	1,725	0.8
Black or African American alone	217	0.1
American Indian and Alaska Native alone	34	0.0
Asian alone	5	0.0
Native Hawaiian and Other Pacific Islander alone	5	0.0
Some Other Race alone	455	0.2
Two or More Races	360	0.2
Not Hispanic or Latino	207,511	98.7
White alone	185,388	88.1
Black or African American alone	17,200	8.2
American Indian and Alaska Native alone	326	0.2
Asian alone	979	0.5
Native Hawaiian and Other Pacific Islander alone	36	0.0
Some Other Race alone	216	0.1
Two or More Races	3,366	1.6
RELATIONSHIP		
Total population	210,312 ^(r45248)	100.0
In households	206,491 ^(r34373)	98.2
Householder	86,011	40.9
Spouse [6]	40,744	19.4
Child	59,255	28.2
Own child under 18 years	40,925	19.5
Other relatives	10,952	5.2
Under 18 years	4,665	2.2
65 years and over	1,822	0.9
Nonrelatives	9,529	4.5
Under 18 years	950	0.5
65 years and over	454	0.2
Unmarried partner	5,517	2.6
In group quarters	3,821	1.8
Institutionalized population	3,436	1.6
Male	1,903	0.9

Subject	Number	Percent
Female	1,533	0.7
Noninstitutionalized population	385	0.2
Male	216	0.1
Female	169	0.1
HOUSEHOLDS BY TYPE		
Total households	86,011 ^(r8742)	100.0
Family households (families) [7]	56,874	66.1
With own children under 18 years	21,764	25.3
Husband-wife family	40,744	47.4
With own children under 18 years	13,415	15.6
Male householder, no wife present	4,338	5.0
With own children under 18 years	2,037	2.4
Female householder, no husband present	11,792	13.7
With own children under 18 years	6,312	7.3
Nonfamily households [7]	29,137	33.9
Householder living alone	25,092	29.2
Male	11,070	12.9
65 years and over	3,209	3.7
Female	14,022	16.3
65 years and over	7,554	8.8
Households with individuals under 18 years	24,767	28.8
Households with individuals 65 years and over	26,426	30.7
Average household size	2.40	(X)
Average family size [7]	2.95	(X)
HOUSING OCCUPANCY		
Total housing units	96,163 ^(r23022)	100.0
Occupied housing units	86,011 ^(r8742)	89.4
Vacant housing units	10,152	10.6
For rent	3,326	3.5
Rented, not occupied	137	0.1
For sale only	1,692	1.8
Sold, not occupied	413	0.4
For seasonal, recreational, or occasional use	499	0.5
All other vacants	4,085	4.2
Homeowner vacancy rate (percent) [8]	2.6	(X)
Rental vacancy rate (percent) [9]	12.3	(X)
HOUSING TENURE		
Occupied housing units	86,011 ^(r8742)	100.0
Owner-occupied housing units	62,396	72.5
Population in owner-occupied housing units	153,985	(X)
Average household size of owner-occupied units	2.47	(X)
Renter-occupied housing units	23,615	27.5
Population in renter-occupied housing units	52,506	(X)
Average household size of renter-occupied units	2.22	(X)

- (r45248) This count has been revised.
Revised count: **210,307**
Revision date: **12-03-2012**
For more information, see 2010 Census Count Question Resolution.
- (r34373) This count has been revised.
Revised count: **206,486**
Revision date: **12-03-2012**
For more information, see 2010 Census Count Question Resolution.
- (r8742) This count has been revised.
Revised count: **86,010**

(r8742) Revision date: **12-03-2012**
For more information, see 2010 Census Count Question Resolution.
(r23022) This count has been revised.
Revised count: **96,162**
Revision date: **12-03-2012**
For more information, see 2010 Census Count Question Resolution.

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

ARIZON
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH
CAROLINASOUTH
CAROLINA

DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.**Geography: Warren city, Ohio**

Subject	Number	Percent
SEX AND AGE		
Total population	41,557	100.0
Under 5 years	2,889	7.0
5 to 9 years	2,585	6.2
10 to 14 years	2,681	6.5
15 to 19 years	2,736	6.6
20 to 24 years	2,792	6.7
25 to 29 years	2,899	7.0
30 to 34 years	2,600	6.3
35 to 39 years	2,468	5.9
40 to 44 years	2,486	6.0
45 to 49 years	2,784	6.7
50 to 54 years	3,123	7.5
55 to 59 years	2,670	6.4
60 to 64 years	2,199	5.3
65 to 69 years	1,727	4.2
70 to 74 years	1,430	3.4
75 to 79 years	1,310	3.2
80 to 84 years	1,136	2.7
85 years and over	1,042	2.5
Median age (years)	38.3	(X)
16 years and over	32,836	79.0
18 years and over	31,697	76.3
21 years and over	30,110	72.5
62 years and over	7,863	18.9
65 years and over	6,645	16.0
Male population		
Under 5 years	1,476	3.6
5 to 9 years	1,320	3.2
10 to 14 years	1,362	3.3
15 to 19 years	1,377	3.3
20 to 24 years	1,394	3.4
25 to 29 years	1,467	3.5
30 to 34 years	1,324	3.2
35 to 39 years	1,228	3.0
40 to 44 years	1,226	3.0
45 to 49 years	1,348	3.2
50 to 54 years	1,507	3.6
55 to 59 years	1,251	3.0
60 to 64 years	986	2.4
65 to 69 years	758	1.8
70 to 74 years	628	1.5

Subject	Number	Percent
75 to 79 years	559	1.3
80 to 84 years	427	1.0
85 years and over	344	0.8
Median age (years)	36.1	(X)
16 years and over	15,527	37.4
18 years and over	14,967	36.0
21 years and over	14,155	34.1
62 years and over	3,261	7.8
65 years and over	2,716	6.5
Female population	21,575	51.9
Under 5 years	1,413	3.4
5 to 9 years	1,265	3.0
10 to 14 years	1,319	3.2
15 to 19 years	1,359	3.3
20 to 24 years	1,398	3.4
25 to 29 years	1,432	3.4
30 to 34 years	1,276	3.1
35 to 39 years	1,240	3.0
40 to 44 years	1,260	3.0
45 to 49 years	1,436	3.5
50 to 54 years	1,616	3.9
55 to 59 years	1,419	3.4
60 to 64 years	1,213	2.9
65 to 69 years	969	2.3
70 to 74 years	802	1.9
75 to 79 years	751	1.8
80 to 84 years	709	1.7
85 years and over	698	1.7
Median age (years)	40.4	(X)
16 years and over	17,309	41.7
18 years and over	16,730	40.3
21 years and over	15,955	38.4
62 years and over	4,602	11.1
65 years and over	3,929	9.5
RACE		
Total population	41,557	100.0
One Race	40,178	96.7
White	28,114	67.7
Black or African American	11,522	27.7
American Indian and Alaska Native	96	0.2
Asian	166	0.4
Asian Indian	33	0.1
Chinese	25	0.1
Filipino	35	0.1
Japanese	13	0.0
Korean	20	0.0
Vietnamese	6	0.0
Other Asian [1]	34	0.1
Native Hawaiian and Other Pacific Islander	6	0.0
Native Hawaiian	3	0.0
Guamanian or Chamorro	1	0.0
Samoan	0	0.0
Other Pacific Islander [2]	2	0.0
Some Other Race	274	0.7

Subject	Number	Percent
Two or More Races	1,379	3.3
White; American Indian and Alaska Native [3]	206	0.5
White; Asian [3]	62	0.1
White; Black or African American [3]	870	2.1
White; Some Other Race [3]	20	0.0
Race alone or in combination with one or more other races: [4]		
White	29,369	70.7
Black or African American	12,586	30.3
American Indian and Alaska Native	449	1.1
Asian	279	0.7
Native Hawaiian and Other Pacific Islander	23	0.1
Some Other Race	337	0.8
HISPANIC OR LATINO		
Total population	41,557	100.0
Hispanic or Latino (of any race)	797	1.9
Mexican	282	0.7
Puerto Rican	268	0.6
Cuban	29	0.1
Other Hispanic or Latino [5]	218	0.5
Not Hispanic or Latino	40,760	98.1
HISPANIC OR LATINO AND RACE		
Total population	41,557	100.0
Hispanic or Latino	797	1.9
White alone	421	1.0
Black or African American alone	111	0.3
American Indian and Alaska Native alone	14	0.0
Asian alone	1	0.0
Native Hawaiian and Other Pacific Islander alone	1	0.0
Some Other Race alone	155	0.4
Two or More Races	94	0.2
Not Hispanic or Latino	40,760	98.1
White alone	27,693	66.6
Black or African American alone	11,411	27.5
American Indian and Alaska Native alone	82	0.2
Asian alone	165	0.4
Native Hawaiian and Other Pacific Islander alone	5	0.0
Some Other Race alone	119	0.3
Two or More Races	1,285	3.1
RELATIONSHIP		
Total population	41,557	100.0
In households	39,040	93.9
Householder	17,003	40.9
Spouse [6]	5,412	13.0
Child	11,683	28.1
Own child under 18 years	8,424	20.3
Other relatives	2,599	6.3
Under 18 years	1,183	2.8
65 years and over	307	0.7
Nonrelatives	2,343	5.6
Under 18 years	197	0.5
65 years and over	98	0.2
Unmarried partner	1,353	3.3
In group quarters	2,517	6.1
Institutionalized population	2,302	5.5
Male	1,605	3.9

Subject	Number	Percent
Female	697	1.7
Noninstitutionalized population	215	0.5
Male	135	0.3
Female	80	0.2
HOUSEHOLDS BY TYPE		
Total households	17,003	100.0
Family households (families) [7]	10,013	58.9
With own children under 18 years	4,386	25.8
Husband-wife family	5,412	31.8
With own children under 18 years	1,697	10.0
Male householder, no wife present	978	5.8
With own children under 18 years	472	2.8
Female householder, no husband present	3,623	21.3
With own children under 18 years	2,217	13.0
Nonfamily households [7]	6,990	41.1
Householder living alone	6,050	35.6
Male	2,589	15.2
65 years and over	688	4.0
Female	3,461	20.4
65 years and over	1,663	9.8
Households with individuals under 18 years	5,066	29.8
Households with individuals 65 years and over	4,920	28.9
Average household size	2.30	(X)
Average family size [7]	2.97	(X)
HOUSING OCCUPANCY		
Total housing units	20,384	100.0
Occupied housing units	17,003	83.4
Vacant housing units	3,381	16.6
For rent	1,143	5.6
Rented, not occupied	45	0.2
For sale only	408	2.0
Sold, not occupied	94	0.5
For seasonal, recreational, or occasional use	67	0.3
All other vacants	1,624	8.0
Homeowner vacancy rate (percent) [8]	4.0	(X)
Rental vacancy rate (percent) [9]	13.3	(X)
HOUSING TENURE		
Occupied housing units	17,003	100.0
Owner-occupied housing units	9,610	56.5
Population in owner-occupied housing units	21,917	(X)
Average household size of owner-occupied units	2.28	(X)
Renter-occupied housing units	7,393	43.5
Population in renter-occupied housing units	17,123	(X)
Average household size of renter-occupied units	2.32	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

ARIZON
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

DP-1

Profile of General Population and Housing Characteristics: 2010

2010 Demographic Profile Data

NOTE: For more information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/cen2010/doc/dpsf.pdf>.**Geography: Youngstown city, Ohio**

Subject	Number	Percent
SEX AND AGE		
Total population	66,982	100.0
Under 5 years	4,318	6.4
5 to 9 years	4,043	6.0
10 to 14 years	4,161	6.2
15 to 19 years	5,038	7.5
20 to 24 years	5,031	7.5
25 to 29 years	4,231	6.3
30 to 34 years	4,250	6.3
35 to 39 years	4,040	6.0
40 to 44 years	3,804	5.7
45 to 49 years	4,144	6.2
50 to 54 years	5,131	7.7
55 to 59 years	4,671	7.0
60 to 64 years	3,564	5.3
65 to 69 years	2,428	3.6
70 to 74 years	2,173	3.2
75 to 79 years	2,019	3.0
80 to 84 years	1,996	3.0
85 years and over	1,940	2.9
Median age (years)	38.0	(X)
16 years and over	53,548	79.9
18 years and over	51,696	77.2
21 years and over	48,237	72.0
62 years and over	12,524	18.7
65 years and over	10,556	15.8
Male population	32,970	49.2
Under 5 years	2,178	3.3
5 to 9 years	2,112	3.2
10 to 14 years	2,097	3.1
15 to 19 years	2,515	3.8
20 to 24 years	2,640	3.9
25 to 29 years	2,231	3.3
30 to 34 years	2,270	3.4
35 to 39 years	2,200	3.3
40 to 44 years	2,095	3.1
45 to 49 years	2,092	3.1
50 to 54 years	2,465	3.7
55 to 59 years	2,370	3.5
60 to 64 years	1,651	2.5
65 to 69 years	1,031	1.5
70 to 74 years	909	1.4

Subject	Number	Percent
75 to 79 years	815	1.2
80 to 84 years	705	1.1
85 years and over	594	0.9
Median age (years)	36.0	(X)
16 years and over	26,140	39.0
18 years and over	25,181	37.6
21 years and over	23,457	35.0
62 years and over	4,974	7.4
65 years and over	4,054	6.1
Female population	34,012	50.8
Under 5 years	2,140	3.2
5 to 9 years	1,931	2.9
10 to 14 years	2,064	3.1
15 to 19 years	2,523	3.8
20 to 24 years	2,391	3.6
25 to 29 years	2,000	3.0
30 to 34 years	1,980	3.0
35 to 39 years	1,840	2.7
40 to 44 years	1,709	2.6
45 to 49 years	2,052	3.1
50 to 54 years	2,666	4.0
55 to 59 years	2,301	3.4
60 to 64 years	1,913	2.9
65 to 69 years	1,397	2.1
70 to 74 years	1,264	1.9
75 to 79 years	1,204	1.8
80 to 84 years	1,291	1.9
85 years and over	1,346	2.0
Median age (years)	40.4	(X)
16 years and over	27,408	40.9
18 years and over	26,515	39.6
21 years and over	24,780	37.0
62 years and over	7,550	11.3
65 years and over	6,502	9.7
RACE		
Total population	66,982	100.0
One Race	64,509	96.3
White	31,508	47.0
Black or African American	30,257	45.2
American Indian and Alaska Native	237	0.4
Asian	297	0.4
Asian Indian	100	0.1
Chinese	34	0.1
Filipino	34	0.1
Japanese	8	0.0
Korean	19	0.0
Vietnamese	50	0.1
Other Asian [1]	52	0.1
Native Hawaiian and Other Pacific Islander	17	0.0
Native Hawaiian	5	0.0
Guamanian or Chamorro	3	0.0
Samoan	2	0.0
Other Pacific Islander [2]	7	0.0
Some Other Race	2,193	3.3

Subject	Number	Percent
Two or More Races	2,473	3.7
White; American Indian and Alaska Native [3]	190	0.3
White; Asian [3]	94	0.1
White; Black or African American [3]	1,144	1.7
White; Some Other Race [3]	271	0.4
Race alone or in combination with one or more other races: [4]		
White	33,448	49.9
Black or African American	32,093	47.9
American Indian and Alaska Native	870	1.3
Asian	499	0.7
Native Hawaiian and Other Pacific Islander	87	0.1
Some Other Race	2,728	4.1
HISPANIC OR LATINO		
Total population	66,982	100.0
Hispanic or Latino (of any race)	6,207	9.3
Mexican	1,270	1.9
Puerto Rican	3,836	5.7
Cuban	98	0.1
Other Hispanic or Latino [5]	1,003	1.5
Not Hispanic or Latino	60,775	90.7
HISPANIC OR LATINO AND RACE		
Total population	66,982	100.0
Hispanic or Latino	6,207	9.3
White alone	2,590	3.9
Black or African American alone	809	1.2
American Indian and Alaska Native alone	54	0.1
Asian alone	14	0.0
Native Hawaiian and Other Pacific Islander alone	10	0.0
Some Other Race alone	2,065	3.1
Two or More Races	665	1.0
Not Hispanic or Latino	60,775	90.7
White alone	28,918	43.2
Black or African American alone	29,448	44.0
American Indian and Alaska Native alone	183	0.3
Asian alone	283	0.4
Native Hawaiian and Other Pacific Islander alone	7	0.0
Some Other Race alone	128	0.2
Two or More Races	1,808	2.7
RELATIONSHIP		
Total population	66,982	100.0
In households	61,151	91.3
Householder	26,839	40.1
Spouse [6]	6,878	10.3
Child	18,500	27.6
Own child under 18 years	12,625	18.8
Other relatives	5,161	7.7
Under 18 years	2,263	3.4
65 years and over	633	0.9
Nonrelatives	3,773	5.6
Under 18 years	277	0.4
65 years and over	213	0.3
Unmarried partner	2,037	3.0
In group quarters	5,831	8.7
Institutionalized population	3,929	5.9
Male	3,368	5.0

Subject	Number	Percent
Female	561	0.8
Noninstitutionalized population	1,902	2.8
Male	1,050	1.6
Female	852	1.3
HOUSEHOLDS BY TYPE		
Total households	26,839	100.0
Family households (families) [7]	15,150	56.4
With own children under 18 years	6,402	23.9
Husband-wife family	6,878	25.6
With own children under 18 years	2,039	7.6
Male householder, no wife present	1,613	6.0
With own children under 18 years	638	2.4
Female householder, no husband present	6,659	24.8
With own children under 18 years	3,725	13.9
Nonfamily households [7]	11,689	43.6
Householder living alone	10,148	37.8
Male	4,634	17.3
65 years and over	1,200	4.5
Female	5,514	20.5
65 years and over	2,680	10.0
Households with individuals under 18 years	7,668	28.6
Households with individuals 65 years and over	8,078	30.1
Average household size	2.28	(X)
Average family size [7]	3.02	(X)
HOUSING OCCUPANCY		
Total housing units	33,123	100.0
Occupied housing units	26,839	81.0
Vacant housing units	6,284	19.0
For rent	1,408	4.3
Rented, not occupied	97	0.3
For sale only	514	1.6
Sold, not occupied	137	0.4
For seasonal, recreational, or occasional use	61	0.2
All other vacants	4,067	12.3
Homeowner vacancy rate (percent) [8]	3.2	(X)
Rental vacancy rate (percent) [9]	11.1	(X)
HOUSING TENURE		
Occupied housing units	26,839	100.0
Owner-occupied housing units	15,639	58.3
Population in owner-occupied housing units	34,604	(X)
Average household size of owner-occupied units	2.21	(X)
Renter-occupied housing units	11,200	41.7
Population in renter-occupied housing units	26,547	(X)
Average household size of renter-occupied units	2.37	(X)

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

b. Housing Characteristics



ARIZON

NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

DP04

SELECTED HOUSING CHARACTERISTICS

2010-2012 American Community Survey 3-Year Estimates

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Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	111,588	+/-377	111,588	(X)
Occupied housing units	97,457	+/-1,009	87.3%	+/-0.9
Vacant housing units	14,131	+/-959	12.7%	+/-0.9
Homeowner vacancy rate	4.8	+/-0.8	(X)	(X)
Rental vacancy rate	7.2	+/-1.4	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	111,588	+/-377	111,588	(X)
1-unit, detached	84,384	+/-1,186	75.6%	+/-1.0
1-unit, attached	4,053	+/-539	3.6%	+/-0.5
2 units	4,099	+/-503	3.7%	+/-0.4
3 or 4 units	3,958	+/-494	3.5%	+/-0.4
5 to 9 units	4,617	+/-527	4.1%	+/-0.5
10 to 19 units	3,160	+/-540	2.8%	+/-0.5
20 or more units	5,493	+/-536	4.9%	+/-0.5
Mobile home	1,788	+/-317	1.6%	+/-0.3
Boat, RV, van, etc.	36	+/-38	0.0%	+/-0.1
YEAR STRUCTURE BUILT				
Total housing units	111,588	+/-377	111,588	(X)
Built 2010 or later	100	+/-74	0.1%	+/-0.1
Built 2000 to 2009	6,734	+/-613	6.0%	+/-0.5
Built 1990 to 1999	9,692	+/-727	8.7%	+/-0.6
Built 1980 to 1989	7,279	+/-663	6.5%	+/-0.6
Built 1970 to 1979	13,914	+/-935	12.5%	+/-0.8
Built 1960 to 1969	17,075	+/-1,032	15.3%	+/-0.9
Built 1950 to 1959	23,638	+/-1,042	21.2%	+/-0.9
Built 1940 to 1949	9,302	+/-725	8.3%	+/-0.6
Built 1939 or earlier	23,854	+/-961	21.4%	+/-0.8
ROOMS				
Total housing units	111,588	+/-377	111,588	(X)
1 room	1,495	+/-391	1.3%	+/-0.4
2 rooms	1,379	+/-363	1.2%	+/-0.3

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
3 rooms	5,767	+/-717	5.2%	+/-0.6
4 rooms	14,634	+/-894	13.1%	+/-0.8
5 rooms	23,109	+/-1,232	20.7%	+/-1.1
6 rooms	26,526	+/-1,015	23.8%	+/-0.9
7 rooms	17,389	+/-902	15.6%	+/-0.8
8 rooms	10,543	+/-744	9.4%	+/-0.7
9 rooms or more	10,746	+/-805	9.6%	+/-0.7
Median rooms	5.9	+/-0.2	(X)	(X)
BEDROOMS				
Total housing units	111,588	+/-377	111,588	(X)
No bedroom	1,541	+/-397	1.4%	+/-0.4
1 bedroom	8,617	+/-707	7.7%	+/-0.6
2 bedrooms	29,922	+/-1,195	26.8%	+/-1.1
3 bedrooms	52,416	+/-1,382	47.0%	+/-1.2
4 bedrooms	16,156	+/-975	14.5%	+/-0.9
5 or more bedrooms	2,936	+/-392	2.6%	+/-0.4
HOUSING TENURE				
Occupied housing units	97,457	+/-1,009	97,457	(X)
Owner-occupied	67,339	+/-1,030	69.1%	+/-1.0
Renter-occupied	30,118	+/-1,118	30.9%	+/-1.0
Average household size of owner-occupied unit	2.43	+/-0.03	(X)	(X)
Average household size of renter-occupied unit	2.19	+/-0.06	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	97,457	+/-1,009	97,457	(X)
Moved in 2010 or later	13,276	+/-990	13.6%	+/-1.0
Moved in 2000 to 2009	38,994	+/-1,268	40.0%	+/-1.2
Moved in 1990 to 1999	16,963	+/-769	17.4%	+/-0.8
Moved in 1980 to 1989	9,702	+/-761	10.0%	+/-0.8
Moved in 1970 to 1979	8,447	+/-589	8.7%	+/-0.6
Moved in 1969 or earlier	10,075	+/-665	10.3%	+/-0.7
VEHICLES AVAILABLE				
Occupied housing units	97,457	+/-1,009	97,457	(X)
No vehicles available	8,468	+/-652	8.7%	+/-0.7
1 vehicle available	36,879	+/-1,204	37.8%	+/-1.1
2 vehicles available	35,360	+/-1,190	36.3%	+/-1.2
3 or more vehicles available	16,750	+/-964	17.2%	+/-1.0
HOUSE HEATING FUEL				
Occupied housing units	97,457	+/-1,009	97,457	(X)
Utility gas	78,408	+/-1,085	80.5%	+/-0.9
Bottled, tank, or LP gas	1,409	+/-286	1.4%	+/-0.3
Electricity	12,430	+/-834	12.8%	+/-0.8
Fuel oil, kerosene, etc.	2,822	+/-406	2.9%	+/-0.4
Coal or coke	53	+/-78	0.1%	+/-0.1
Wood	894	+/-248	0.9%	+/-0.3
Solar energy	58	+/-60	0.1%	+/-0.1
Other fuel	639	+/-186	0.7%	+/-0.2
No fuel used	744	+/-257	0.8%	+/-0.3
SELECTED CHARACTERISTICS				
Occupied housing units	97,457	+/-1,009	97,457	(X)
Lacking complete plumbing facilities	506	+/-203	0.5%	+/-0.2
Lacking complete kitchen facilities	1,345	+/-363	1.4%	+/-0.4
No telephone service available	1,731	+/-339	1.8%	+/-0.3

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
OCCUPANTS PER ROOM				
Occupied housing units	97,457	+/-1,009	97,457	(X)
1.00 or less	96,792	+/-1,057	99.3%	+/-0.2
1.01 to 1.50	575	+/-203	0.6%	+/-0.2
1.51 or more	90	+/-67	0.1%	+/-0.1
VALUE				
Owner-occupied units	67,339	+/-1,030	67,339	(X)
Less than \$50,000	12,466	+/-749	18.5%	+/-1.1
\$50,000 to \$99,999	22,485	+/-999	33.4%	+/-1.4
\$100,000 to \$149,999	13,960	+/-859	20.7%	+/-1.2
\$150,000 to \$199,999	9,150	+/-706	13.6%	+/-1.0
\$200,000 to \$299,999	6,070	+/-532	9.0%	+/-0.8
\$300,000 to \$499,999	2,344	+/-403	3.5%	+/-0.6
\$500,000 to \$999,999	644	+/-254	1.0%	+/-0.4
\$1,000,000 or more	220	+/-115	0.3%	+/-0.2
Median (dollars)	97,100	+/-1,845	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	67,339	+/-1,030	67,339	(X)
Housing units with a mortgage	40,096	+/-1,243	59.5%	+/-1.5
Housing units without a mortgage	27,243	+/-1,090	40.5%	+/-1.5
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	40,096	+/-1,243	40,096	(X)
Less than \$300	206	+/-95	0.5%	+/-0.2
\$300 to \$499	1,943	+/-264	4.8%	+/-0.6
\$500 to \$699	4,508	+/-415	11.2%	+/-1.0
\$700 to \$999	10,989	+/-726	27.4%	+/-1.5
\$1,000 to \$1,499	12,871	+/-828	32.1%	+/-1.7
\$1,500 to \$1,999	5,827	+/-607	14.5%	+/-1.4
\$2,000 or more	3,752	+/-469	9.4%	+/-1.2
Median (dollars)	1,082	+/-25	(X)	(X)
Housing units without a mortgage	27,243	+/-1,090	27,243	(X)
Less than \$100	400	+/-191	1.5%	+/-0.7
\$100 to \$199	2,026	+/-290	7.4%	+/-1.1
\$200 to \$299	5,110	+/-497	18.8%	+/-1.7
\$300 to \$399	7,116	+/-601	26.1%	+/-2.1
\$400 or more	12,591	+/-959	46.2%	+/-2.5
Median (dollars)	385	+/-10	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	40,071	+/-1,248	40,071	(X)
Less than 20.0 percent	16,920	+/-966	42.2%	+/-2.3
20.0 to 24.9 percent	6,754	+/-697	16.9%	+/-1.6
25.0 to 29.9 percent	4,522	+/-488	11.3%	+/-1.2
30.0 to 34.9 percent	2,870	+/-415	7.2%	+/-1.0
35.0 percent or more	9,005	+/-774	22.5%	+/-1.8
Not computed	25	+/-25	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	26,904	+/-1,089	26,904	(X)
Less than 10.0 percent	10,102	+/-663	37.5%	+/-2.2
10.0 to 14.9 percent	5,407	+/-603	20.1%	+/-1.9
15.0 to 19.9 percent	3,825	+/-474	14.2%	+/-1.7

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
20.0 to 24.9 percent	2,380	+/-351	8.8%	+/-1.3
25.0 to 29.9 percent	1,745	+/-311	6.5%	+/-1.1
30.0 to 34.9 percent	717	+/-193	2.7%	+/-0.7
35.0 percent or more	2,728	+/-452	10.1%	+/-1.6
Not computed	339	+/-117	(X)	(X)
GROSS RENT				
Occupied units paying rent	27,566	+/-1,095	27,566	(X)
Less than \$200	871	+/-201	3.2%	+/-0.7
\$200 to \$299	1,323	+/-263	4.8%	+/-1.0
\$300 to \$499	5,429	+/-773	19.7%	+/-2.5
\$500 to \$749	11,870	+/-747	43.1%	+/-2.3
\$750 to \$999	5,504	+/-633	20.0%	+/-2.1
\$1,000 to \$1,499	1,815	+/-298	6.6%	+/-1.1
\$1,500 or more	754	+/-227	2.7%	+/-0.8
Median (dollars)	619	+/-14	(X)	(X)
No rent paid	2,552	+/-332	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	26,720	+/-1,048	26,720	(X)
Less than 15.0 percent	3,364	+/-518	12.6%	+/-1.9
15.0 to 19.9 percent	3,223	+/-513	12.1%	+/-1.9
20.0 to 24.9 percent	3,622	+/-530	13.6%	+/-1.8
25.0 to 29.9 percent	2,334	+/-404	8.7%	+/-1.5
30.0 to 34.9 percent	2,542	+/-435	9.5%	+/-1.6
35.0 percent or more	11,635	+/-887	43.5%	+/-2.9
Not computed	3,398	+/-418	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The median gross rent excludes no cash renters.

In prior years, the universe included all owner-occupied units with a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all owner-occupied units without a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all renter-occupied units. It is now restricted to include only those units where GRAPI is computed, that is, gross rent and household income are valid values.

The 2009, 2010, 2011, and 2012 plumbing data for Puerto Rico will not be shown. Research indicates that the questions on plumbing facilities that were introduced in 2008 in the stateside American Community Survey and the 2008 Puerto Rico Community Survey may not have been appropriate for Puerto Rico.

Median calculations for base table sourcing VAL, MHC, SMOC, and TAX should exclude zero values.

Telephone service data are not available for certain geographic areas due to problems with data collection. See Errata Note #93 for details.

While the 2010-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2012 American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



DP04

SELECTED HOUSING CHARACTERISTICS

2010-2012 American Community Survey 3-Year Estimates

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Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	95,913	+/-207	95,913	(X)
Occupied housing units	86,233	+/-904	89.9%	+/-0.9
Vacant housing units	9,680	+/-889	10.1%	+/-0.9
Homeowner vacancy rate	2.3	+/-0.8	(X)	(X)
Rental vacancy rate	9.4	+/-1.9	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	95,913	+/-207	95,913	(X)
1-unit, detached	72,305	+/-1,094	75.4%	+/-1.1
1-unit, attached	2,715	+/-318	2.8%	+/-0.3
2 units	4,211	+/-605	4.4%	+/-0.6
3 or 4 units	3,412	+/-495	3.6%	+/-0.5
5 to 9 units	3,928	+/-600	4.1%	+/-0.6
10 to 19 units	1,974	+/-421	2.1%	+/-0.4
20 or more units	2,984	+/-441	3.1%	+/-0.5
Mobile home	4,384	+/-481	4.6%	+/-0.5
Boat, RV, van, etc.	0	+/-110	0.0%	+/-0.1
YEAR STRUCTURE BUILT				
Total housing units	95,913	+/-207	95,913	(X)
Built 2010 or later	83	+/-58	0.1%	+/-0.1
Built 2000 to 2009	5,606	+/-577	5.8%	+/-0.6
Built 1990 to 1999	7,821	+/-742	8.2%	+/-0.8
Built 1980 to 1989	6,723	+/-631	7.0%	+/-0.7
Built 1970 to 1979	16,457	+/-914	17.2%	+/-1.0
Built 1960 to 1969	13,477	+/-880	14.1%	+/-0.9
Built 1950 to 1959	17,768	+/-1,056	18.5%	+/-1.1
Built 1940 to 1949	9,499	+/-787	9.9%	+/-0.8
Built 1939 or earlier	18,479	+/-957	19.3%	+/-1.0
ROOMS				
Total housing units	95,913	+/-207	95,913	(X)
1 room	1,050	+/-336	1.1%	+/-0.3
2 rooms	793	+/-230	0.8%	+/-0.2

Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
3 rooms	3,825	+/-529	4.0%	+/-0.6
4 rooms	12,290	+/-934	12.8%	+/-1.0
5 rooms	21,166	+/-1,267	22.1%	+/-1.3
6 rooms	23,796	+/-1,148	24.8%	+/-1.2
7 rooms	14,314	+/-779	14.9%	+/-0.8
8 rooms	9,151	+/-701	9.5%	+/-0.7
9 rooms or more	9,528	+/-773	9.9%	+/-0.8
Median rooms	5.9	+/-0.1	(X)	(X)
BEDROOMS				
Total housing units	95,913	+/-207	95,913	(X)
No bedroom	1,205	+/-342	1.3%	+/-0.4
1 bedroom	6,265	+/-656	6.5%	+/-0.7
2 bedrooms	25,598	+/-1,197	26.7%	+/-1.2
3 bedrooms	46,720	+/-1,246	48.7%	+/-1.3
4 bedrooms	13,515	+/-806	14.1%	+/-0.8
5 or more bedrooms	2,610	+/-362	2.7%	+/-0.4
HOUSING TENURE				
Occupied housing units	86,233	+/-904	86,233	(X)
Owner-occupied	61,569	+/-1,100	71.4%	+/-1.3
Renter-occupied	24,664	+/-1,217	28.6%	+/-1.3
Average household size of owner-occupied unit	2.44	+/-0.04	(X)	(X)
Average household size of renter-occupied unit	2.22	+/-0.08	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	86,233	+/-904	86,233	(X)
Moved in 2010 or later	11,000	+/-836	12.8%	+/-0.9
Moved in 2000 to 2009	33,649	+/-1,324	39.0%	+/-1.4
Moved in 1990 to 1999	16,027	+/-942	18.6%	+/-1.1
Moved in 1980 to 1989	9,217	+/-652	10.7%	+/-0.8
Moved in 1970 to 1979	8,030	+/-589	9.3%	+/-0.7
Moved in 1969 or earlier	8,310	+/-635	9.6%	+/-0.7
VEHICLES AVAILABLE				
Occupied housing units	86,233	+/-904	86,233	(X)
No vehicles available	6,194	+/-559	7.2%	+/-0.6
1 vehicle available	31,830	+/-1,142	36.9%	+/-1.2
2 vehicles available	33,320	+/-1,222	38.6%	+/-1.3
3 or more vehicles available	14,889	+/-757	17.3%	+/-0.9
HOUSE HEATING FUEL				
Occupied housing units	86,233	+/-904	86,233	(X)
Utility gas	68,874	+/-1,192	79.9%	+/-1.1
Bottled, tank, or LP gas	1,549	+/-234	1.8%	+/-0.3
Electricity	9,300	+/-856	10.8%	+/-1.0
Fuel oil, kerosene, etc.	3,560	+/-407	4.1%	+/-0.5
Coal or coke	313	+/-125	0.4%	+/-0.1
Wood	1,800	+/-260	2.1%	+/-0.3
Solar energy	0	+/-110	0.0%	+/-0.1
Other fuel	599	+/-198	0.7%	+/-0.2
No fuel used	238	+/-104	0.3%	+/-0.1
SELECTED CHARACTERISTICS				
Occupied housing units	86,233	+/-904	86,233	(X)
Lacking complete plumbing facilities	223	+/-111	0.3%	+/-0.1
Lacking complete kitchen facilities	777	+/-185	0.9%	+/-0.2
No telephone service available	2,609	+/-517	3.0%	+/-0.6

Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
OCCUPANTS PER ROOM				
Occupied housing units	86,233	+/-904	86,233	(X)
1.00 or less	85,164	+/-949	98.8%	+/-0.3
1.01 to 1.50	883	+/-235	1.0%	+/-0.3
1.51 or more	186	+/-112	0.2%	+/-0.1
VALUE				
Owner-occupied units	61,569	+/-1,100	61,569	(X)
Less than \$50,000	9,658	+/-663	15.7%	+/-1.0
\$50,000 to \$99,999	22,634	+/-878	36.8%	+/-1.2
\$100,000 to \$149,999	14,098	+/-619	22.9%	+/-1.0
\$150,000 to \$199,999	8,380	+/-628	13.6%	+/-1.0
\$200,000 to \$299,999	4,922	+/-455	8.0%	+/-0.7
\$300,000 to \$499,999	1,430	+/-261	2.3%	+/-0.4
\$500,000 to \$999,999	271	+/-116	0.4%	+/-0.2
\$1,000,000 or more	176	+/-91	0.3%	+/-0.1
Median (dollars)	96,800	+/-1,529	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	61,569	+/-1,100	61,569	(X)
Housing units with a mortgage	36,234	+/-1,039	58.9%	+/-1.2
Housing units without a mortgage	25,335	+/-846	41.1%	+/-1.2
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	36,234	+/-1,039	36,234	(X)
Less than \$300	130	+/-65	0.4%	+/-0.2
\$300 to \$499	1,500	+/-267	4.1%	+/-0.7
\$500 to \$699	4,176	+/-560	11.5%	+/-1.5
\$700 to \$999	10,627	+/-834	29.3%	+/-2.0
\$1,000 to \$1,499	12,580	+/-758	34.7%	+/-2.0
\$1,500 to \$1,999	5,197	+/-650	14.3%	+/-1.7
\$2,000 or more	2,024	+/-326	5.6%	+/-0.9
Median (dollars)	1,054	+/-22	(X)	(X)
Housing units without a mortgage	25,335	+/-846	25,335	(X)
Less than \$100	246	+/-114	1.0%	+/-0.4
\$100 to \$199	1,490	+/-218	5.9%	+/-0.9
\$200 to \$299	4,895	+/-510	19.3%	+/-1.9
\$300 to \$399	7,687	+/-625	30.3%	+/-2.1
\$400 or more	11,017	+/-679	43.5%	+/-2.4
Median (dollars)	379	+/-7	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAP1)				
Housing units with a mortgage (excluding units where SMOCAP1 cannot be computed)	36,076	+/-1,049	36,076	(X)
Less than 20.0 percent	15,777	+/-853	43.7%	+/-2.2
20.0 to 24.9 percent	5,857	+/-631	16.2%	+/-1.6
25.0 to 29.9 percent	4,027	+/-534	11.2%	+/-1.4
30.0 to 34.9 percent	2,925	+/-422	8.1%	+/-1.1
35.0 percent or more	7,490	+/-688	20.8%	+/-1.8
Not computed	158	+/-105	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAP1 cannot be computed)	25,071	+/-839	25,071	(X)
Less than 10.0 percent	10,046	+/-611	40.1%	+/-2.2
10.0 to 14.9 percent	5,582	+/-485	22.3%	+/-1.7
15.0 to 19.9 percent	3,451	+/-397	13.8%	+/-1.5

Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
20.0 to 24.9 percent	1,935	+/-270	7.7%	+/-1.0
25.0 to 29.9 percent	1,382	+/-289	5.5%	+/-1.1
30.0 to 34.9 percent	743	+/-193	3.0%	+/-0.8
35.0 percent or more	1,932	+/-315	7.7%	+/-1.2
Not computed	264	+/-115	(X)	(X)
GROSS RENT				
Occupied units paying rent	22,860	+/-1,196	22,860	(X)
Less than \$200	1,024	+/-297	4.5%	+/-1.2
\$200 to \$299	930	+/-223	4.1%	+/-1.0
\$300 to \$499	4,781	+/-665	20.9%	+/-2.4
\$500 to \$749	10,029	+/-802	43.9%	+/-3.2
\$750 to \$999	4,381	+/-523	19.2%	+/-2.3
\$1,000 to \$1,499	1,522	+/-369	6.7%	+/-1.6
\$1,500 or more	193	+/-120	0.8%	+/-0.5
Median (dollars)	612	+/-13	(X)	(X)
No rent paid	1,804	+/-349	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	22,342	+/-1,206	22,342	(X)
Less than 15.0 percent	3,304	+/-582	14.8%	+/-2.3
15.0 to 19.9 percent	3,053	+/-535	13.7%	+/-2.1
20.0 to 24.9 percent	2,168	+/-408	9.7%	+/-1.8
25.0 to 29.9 percent	2,101	+/-348	9.4%	+/-1.5
30.0 to 34.9 percent	1,796	+/-352	8.0%	+/-1.6
35.0 percent or more	9,920	+/-723	44.4%	+/-2.7
Not computed	2,322	+/-451	(X)	(X)

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2012 American Community Survey

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ARIZON
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SOUTH CAROLINA

DP04

SELECTED HOUSING CHARACTERISTICS

2010-2012 American Community Survey 3-Year Estimates

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Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	20,634	+/-682	20,634	(X)
Occupied housing units	17,110	+/-631	82.9%	+/-2.1
Vacant housing units	3,524	+/-478	17.1%	+/-2.1
Homeowner vacancy rate	3.0	+/-1.9	(X)	(X)
Rental vacancy rate	12.7	+/-2.9	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	20,634	+/-682	20,634	(X)
1-unit, detached	14,544	+/-686	70.5%	+/-2.6
1-unit, attached	460	+/-137	2.2%	+/-0.7
2 units	1,113	+/-295	5.4%	+/-1.4
3 or 4 units	1,160	+/-282	5.6%	+/-1.4
5 to 9 units	1,470	+/-343	7.1%	+/-1.6
10 to 19 units	827	+/-247	4.0%	+/-1.2
20 or more units	1,033	+/-213	5.0%	+/-1.0
Mobile home	27	+/-32	0.1%	+/-0.2
Boat, RV, van, etc.	0	+/-110	0.0%	+/-0.2
YEAR STRUCTURE BUILT				
Total housing units	20,634	+/-682	20,634	(X)
Built 2010 or later	0	+/-110	0.0%	+/-0.2
Built 2000 to 2009	639	+/-228	3.1%	+/-1.1
Built 1990 to 1999	932	+/-298	4.5%	+/-1.4
Built 1980 to 1989	679	+/-246	3.3%	+/-1.2
Built 1970 to 1979	2,000	+/-350	9.7%	+/-1.7
Built 1960 to 1969	3,498	+/-432	17.0%	+/-2.1
Built 1950 to 1959	4,372	+/-506	21.2%	+/-2.3
Built 1940 to 1949	3,120	+/-483	15.1%	+/-2.4
Built 1939 or earlier	5,394	+/-607	26.1%	+/-2.7
ROOMS				
Total housing units	20,634	+/-682	20,634	(X)
1 room	334	+/-152	1.6%	+/-0.7
2 rooms	194	+/-88	0.9%	+/-0.4

Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
3 rooms	1,256	+/-319	6.1%	+/-1.5
4 rooms	3,073	+/-472	14.9%	+/-2.2
5 rooms	5,243	+/-630	25.4%	+/-2.9
6 rooms	5,651	+/-556	27.4%	+/-2.6
7 rooms	2,119	+/-322	10.3%	+/-1.5
8 rooms	1,432	+/-291	6.9%	+/-1.4
9 rooms or more	1,332	+/-276	6.5%	+/-1.3
Median rooms	5.5	+/-0.2	(X)	(X)
BEDROOMS				
Total housing units	20,634	+/-682	20,634	(X)
No bedroom	364	+/-156	1.8%	+/-0.8
1 bedroom	2,077	+/-372	10.1%	+/-1.8
2 bedrooms	6,073	+/-694	29.4%	+/-3.0
3 bedrooms	9,710	+/-693	47.1%	+/-3.1
4 bedrooms	2,075	+/-380	10.1%	+/-1.8
5 or more bedrooms	335	+/-152	1.6%	+/-0.7
HOUSING TENURE				
Occupied housing units	17,110	+/-631	17,110	(X)
Owner-occupied	9,196	+/-587	53.7%	+/-3.0
Renter-occupied	7,914	+/-613	46.3%	+/-3.0
Average household size of owner-occupied unit	2.17	+/-0.10	(X)	(X)
Average household size of renter-occupied unit	2.34	+/-0.15	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	17,110	+/-631	17,110	(X)
Moved in 2010 or later	3,104	+/-477	18.1%	+/-2.7
Moved in 2000 to 2009	7,670	+/-643	44.8%	+/-3.0
Moved in 1990 to 1999	2,482	+/-356	14.5%	+/-2.1
Moved in 1980 to 1989	1,318	+/-227	7.7%	+/-1.4
Moved in 1970 to 1979	1,273	+/-260	7.4%	+/-1.5
Moved in 1969 or earlier	1,263	+/-235	7.4%	+/-1.3
VEHICLES AVAILABLE				
Occupied housing units	17,110	+/-631	17,110	(X)
No vehicles available	2,188	+/-345	12.8%	+/-1.9
1 vehicle available	8,151	+/-640	47.6%	+/-3.0
2 vehicles available	5,248	+/-528	30.7%	+/-3.0
3 or more vehicles available	1,523	+/-318	8.9%	+/-1.9
HOUSE HEATING FUEL				
Occupied housing units	17,110	+/-631	17,110	(X)
Utility gas	15,301	+/-646	89.4%	+/-1.9
Bottled, tank, or LP gas	123	+/-97	0.7%	+/-0.6
Electricity	1,512	+/-302	8.8%	+/-1.7
Fuel oil, kerosene, etc.	0	+/-110	0.0%	+/-0.3
Coal or coke	0	+/-110	0.0%	+/-0.3
Wood	12	+/-20	0.1%	+/-0.1
Solar energy	0	+/-110	0.0%	+/-0.3
Other fuel	78	+/-56	0.5%	+/-0.3
No fuel used	84	+/-61	0.5%	+/-0.4
SELECTED CHARACTERISTICS				
Occupied housing units	17,110	+/-631	17,110	(X)
Lacking complete plumbing facilities	13	+/-22	0.1%	+/-0.1
Lacking complete kitchen facilities	91	+/-51	0.5%	+/-0.3
No telephone service available	753	+/-238	4.4%	+/-1.4

Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
OCCUPANTS PER ROOM				
Occupied housing units	17,110	+/-631	17,110	(X)
1.00 or less	16,861	+/-695	98.5%	+/-0.8
1.01 to 1.50	235	+/-125	1.4%	+/-0.8
1.51 or more	14	+/-22	0.1%	+/-0.1
VALUE				
Owner-occupied units	9,196	+/-587	9,196	(X)
Less than \$50,000	3,224	+/-421	35.1%	+/-3.8
\$50,000 to \$99,999	4,127	+/-433	44.9%	+/-4.0
\$100,000 to \$149,999	1,112	+/-254	12.1%	+/-2.7
\$150,000 to \$199,999	404	+/-125	4.4%	+/-1.3
\$200,000 to \$299,999	298	+/-123	3.2%	+/-1.3
\$300,000 to \$499,999	31	+/-36	0.3%	+/-0.4
\$500,000 to \$999,999	0	+/-110	0.0%	+/-0.5
\$1,000,000 or more	0	+/-110	0.0%	+/-0.5
Median (dollars)	62,200	+/-3,018	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	9,196	+/-587	9,196	(X)
Housing units with a mortgage	5,297	+/-448	57.6%	+/-3.1
Housing units without a mortgage	3,899	+/-371	42.4%	+/-3.1
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	5,297	+/-448	5,297	(X)
Less than \$300	67	+/-49	1.3%	+/-0.9
\$300 to \$499	401	+/-154	7.6%	+/-2.9
\$500 to \$699	1,063	+/-248	20.1%	+/-4.6
\$700 to \$999	2,257	+/-369	42.6%	+/-5.7
\$1,000 to \$1,499	1,270	+/-260	24.0%	+/-4.5
\$1,500 to \$1,999	173	+/-98	3.3%	+/-1.8
\$2,000 or more	66	+/-62	1.2%	+/-1.2
Median (dollars)	833	+/-34	(X)	(X)
Housing units without a mortgage	3,899	+/-371	3,899	(X)
Less than \$100	12	+/-19	0.3%	+/-0.5
\$100 to \$199	337	+/-120	8.6%	+/-3.0
\$200 to \$299	1,090	+/-247	28.0%	+/-5.4
\$300 to \$399	1,118	+/-231	28.7%	+/-5.3
\$400 or more	1,342	+/-252	34.4%	+/-6.0
Median (dollars)	342	+/-17	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	5,192	+/-446	5,192	(X)
Less than 20.0 percent	2,275	+/-310	43.8%	+/-6.0
20.0 to 24.9 percent	762	+/-214	14.7%	+/-3.8
25.0 to 29.9 percent	554	+/-199	10.7%	+/-3.7
30.0 to 34.9 percent	609	+/-234	11.7%	+/-4.1
35.0 percent or more	992	+/-215	19.1%	+/-3.7
Not computed	105	+/-92	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	3,899	+/-371	3,899	(X)
Less than 10.0 percent	1,249	+/-219	32.0%	+/-5.0
10.0 to 14.9 percent	689	+/-179	17.7%	+/-4.5
15.0 to 19.9 percent	671	+/-198	17.2%	+/-4.5

Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
20.0 to 24.9 percent	400	+/-141	10.3%	+/-3.6
25.0 to 29.9 percent	304	+/-167	7.8%	+/-4.1
30.0 to 34.9 percent	95	+/-64	2.4%	+/-1.6
35.0 percent or more	491	+/-175	12.6%	+/-4.3
Not computed	0	+/-110	(X)	(X)
GROSS RENT				
Occupied units paying rent	7,485	+/-617	7,485	(X)
Less than \$200	579	+/-188	7.7%	+/-2.4
\$200 to \$299	420	+/-129	5.6%	+/-1.7
\$300 to \$499	1,595	+/-309	21.3%	+/-3.8
\$500 to \$749	3,091	+/-451	41.3%	+/-4.9
\$750 to \$999	1,474	+/-313	19.7%	+/-3.9
\$1,000 to \$1,499	295	+/-174	3.9%	+/-2.3
\$1,500 or more	31	+/-53	0.4%	+/-0.7
Median (dollars)	580	+/-20	(X)	(X)
No rent paid	429	+/-146	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	7,111	+/-601	7,111	(X)
Less than 15.0 percent	947	+/-270	13.3%	+/-3.6
15.0 to 19.9 percent	983	+/-270	13.8%	+/-3.6
20.0 to 24.9 percent	555	+/-200	7.8%	+/-2.7
25.0 to 29.9 percent	668	+/-168	9.4%	+/-2.3
30.0 to 34.9 percent	552	+/-171	7.8%	+/-2.3
35.0 percent or more	3,406	+/-495	47.9%	+/-5.6
Not computed	803	+/-250	(X)	(X)

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Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	33,347	+/-776	33,347	(X)
Occupied housing units	26,165	+/-730	78.5%	+/-1.9
Vacant housing units	7,182	+/-720	21.5%	+/-1.9
Homeowner vacancy rate	7.8	+/-1.9	(X)	(X)
Rental vacancy rate	10.8	+/-2.5	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	33,347	+/-776	33,347	(X)
1-unit, detached	26,176	+/-881	78.5%	+/-1.7
1-unit, attached	477	+/-169	1.4%	+/-0.5
2 units	1,601	+/-284	4.8%	+/-0.8
3 or 4 units	1,215	+/-235	3.6%	+/-0.7
5 to 9 units	854	+/-175	2.6%	+/-0.5
10 to 19 units	885	+/-247	2.7%	+/-0.7
20 or more units	1,982	+/-328	5.9%	+/-1.0
Mobile home	157	+/-126	0.5%	+/-0.4
Boat, RV, van, etc.	0	+/-110	0.0%	+/-0.1
YEAR STRUCTURE BUILT				
Total housing units	33,347	+/-776	33,347	(X)
Built 2010 or later	11	+/-18	0.0%	+/-0.1
Built 2000 to 2009	815	+/-240	2.4%	+/-0.7
Built 1990 to 1999	583	+/-187	1.7%	+/-0.6
Built 1980 to 1989	918	+/-209	2.8%	+/-0.6
Built 1970 to 1979	1,524	+/-276	4.6%	+/-0.8
Built 1960 to 1969	3,674	+/-478	11.0%	+/-1.5
Built 1950 to 1959	8,198	+/-549	24.6%	+/-1.6
Built 1940 to 1949	4,144	+/-509	12.4%	+/-1.5
Built 1939 or earlier	13,480	+/-833	40.4%	+/-2.1
ROOMS				
Total housing units	33,347	+/-776	33,347	(X)
1 room	622	+/-192	1.9%	+/-0.6
2 rooms	488	+/-177	1.5%	+/-0.5

Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
3 rooms	1,449	+/-271	4.3%	+/-0.8
4 rooms	4,492	+/-493	13.5%	+/-1.4
5 rooms	7,585	+/-691	22.7%	+/-2.0
6 rooms	9,685	+/-705	29.0%	+/-1.9
7 rooms	4,254	+/-482	12.8%	+/-1.5
8 rooms	2,655	+/-342	8.0%	+/-1.0
9 rooms or more	2,117	+/-360	6.3%	+/-1.1
Median rooms	5.7	+/-0.1	(X)	(X)
BEDROOMS				
Total housing units	33,347	+/-776	33,347	(X)
No bedroom	622	+/-192	1.9%	+/-0.6
1 bedroom	2,697	+/-365	8.1%	+/-1.1
2 bedrooms	9,357	+/-720	28.1%	+/-1.9
3 bedrooms	15,893	+/-829	47.7%	+/-2.3
4 bedrooms	3,893	+/-498	11.7%	+/-1.5
5 or more bedrooms	885	+/-219	2.7%	+/-0.7
HOUSING TENURE				
Occupied housing units	26,165	+/-730	26,165	(X)
Owner-occupied	15,212	+/-713	58.1%	+/-2.2
Renter-occupied	10,953	+/-634	41.9%	+/-2.2
Average household size of owner-occupied unit	2.25	+/-0.08	(X)	(X)
Average household size of renter-occupied unit	2.42	+/-0.10	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	26,165	+/-730	26,165	(X)
Moved in 2010 or later	4,150	+/-484	15.9%	+/-1.8
Moved in 2000 to 2009	9,820	+/-703	37.5%	+/-2.5
Moved in 1990 to 1999	4,451	+/-495	17.0%	+/-1.8
Moved in 1980 to 1989	2,303	+/-334	8.8%	+/-1.2
Moved in 1970 to 1979	2,368	+/-361	9.1%	+/-1.4
Moved in 1969 or earlier	3,073	+/-343	11.7%	+/-1.2
VEHICLES AVAILABLE				
Occupied housing units	26,165	+/-730	26,165	(X)
No vehicles available	4,566	+/-429	17.5%	+/-1.5
1 vehicle available	11,652	+/-623	44.5%	+/-1.9
2 vehicles available	7,153	+/-493	27.3%	+/-1.8
3 or more vehicles available	2,794	+/-369	10.7%	+/-1.4
HOUSE HEATING FUEL				
Occupied housing units	26,165	+/-730	26,165	(X)
Utility gas	22,783	+/-684	87.1%	+/-1.4
Bottled, tank, or LP gas	145	+/-78	0.6%	+/-0.3
Electricity	2,796	+/-362	10.7%	+/-1.3
Fuel oil, kerosene, etc.	69	+/-42	0.3%	+/-0.2
Coal or coke	0	+/-110	0.0%	+/-0.2
Wood	18	+/-22	0.1%	+/-0.1
Solar energy	0	+/-110	0.0%	+/-0.2
Other fuel	136	+/-60	0.5%	+/-0.2
No fuel used	218	+/-156	0.8%	+/-0.6
SELECTED CHARACTERISTICS				
Occupied housing units	26,165	+/-730	26,165	(X)
Lacking complete plumbing facilities	245	+/-132	0.9%	+/-0.5
Lacking complete kitchen facilities	496	+/-188	1.9%	+/-0.7
No telephone service available	520	+/-155	2.0%	+/-0.6

Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
OCCUPANTS PER ROOM				
Occupied housing units	26,165	+/-730	26,165	(X)
1.00 or less	25,841	+/-743	98.8%	+/-0.5
1.01 to 1.50	282	+/-120	1.1%	+/-0.5
1.51 or more	42	+/-48	0.2%	+/-0.2
VALUE				
Owner-occupied units	15,212	+/-713	15,212	(X)
Less than \$50,000	8,168	+/-542	53.7%	+/-2.5
\$50,000 to \$99,999	5,633	+/-422	37.0%	+/-2.4
\$100,000 to \$149,999	908	+/-207	6.0%	+/-1.3
\$150,000 to \$199,999	237	+/-88	1.6%	+/-0.6
\$200,000 to \$299,999	135	+/-82	0.9%	+/-0.5
\$300,000 to \$499,999	40	+/-51	0.3%	+/-0.3
\$500,000 to \$999,999	65	+/-68	0.4%	+/-0.4
\$1,000,000 or more	26	+/-19	0.2%	+/-0.1
Median (dollars)	47,000	+/-1,921	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	15,212	+/-713	15,212	(X)
Housing units with a mortgage	7,371	+/-562	48.5%	+/-2.8
Housing units without a mortgage	7,841	+/-547	51.5%	+/-2.8
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	7,371	+/-562	7,371	(X)
Less than \$300	80	+/-48	1.1%	+/-0.7
\$300 to \$499	760	+/-176	10.3%	+/-2.2
\$500 to \$699	1,950	+/-276	26.5%	+/-3.2
\$700 to \$999	2,819	+/-386	38.2%	+/-4.8
\$1,000 to \$1,499	1,412	+/-304	19.2%	+/-3.5
\$1,500 to \$1,999	283	+/-135	3.8%	+/-1.8
\$2,000 or more	67	+/-44	0.9%	+/-0.6
Median (dollars)	768	+/-19	(X)	(X)
Housing units without a mortgage	7,841	+/-547	7,841	(X)
Less than \$100	205	+/-115	2.6%	+/-1.4
\$100 to \$199	1,227	+/-200	15.6%	+/-2.6
\$200 to \$299	2,480	+/-331	31.6%	+/-3.3
\$300 to \$399	2,050	+/-308	26.1%	+/-3.5
\$400 or more	1,879	+/-283	24.0%	+/-3.1
Median (dollars)	300	+/-10	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	7,364	+/-562	7,364	(X)
Less than 20.0 percent	2,924	+/-391	39.7%	+/-4.6
20.0 to 24.9 percent	951	+/-239	12.9%	+/-3.0
25.0 to 29.9 percent	939	+/-264	12.8%	+/-3.5
30.0 to 34.9 percent	351	+/-103	4.8%	+/-1.4
35.0 percent or more	2,199	+/-343	29.9%	+/-3.7
Not computed	7	+/-13	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	7,636	+/-517	7,636	(X)
Less than 10.0 percent	2,667	+/-341	34.9%	+/-3.9
10.0 to 14.9 percent	1,518	+/-275	19.9%	+/-3.3
15.0 to 19.9 percent	1,197	+/-262	15.7%	+/-3.3

Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
20.0 to 24.9 percent	727	+/-168	9.5%	+/-2.1
25.0 to 29.9 percent	623	+/-156	8.2%	+/-2.0
30.0 to 34.9 percent	167	+/-91	2.2%	+/-1.2
35.0 percent or more	737	+/-171	9.7%	+/-2.1
Not computed	205	+/-104	(X)	(X)
GROSS RENT				
Occupied units paying rent	9,879	+/-653	9,879	(X)
Less than \$200	608	+/-170	6.2%	+/-1.7
\$200 to \$299	842	+/-208	8.5%	+/-2.1
\$300 to \$499	2,234	+/-431	22.6%	+/-4.0
\$500 to \$749	3,768	+/-418	38.1%	+/-3.3
\$750 to \$999	1,893	+/-322	19.2%	+/-2.9
\$1,000 to \$1,499	372	+/-163	3.8%	+/-1.6
\$1,500 or more	162	+/-104	1.6%	+/-1.0
Median (dollars)	584	+/-22	(X)	(X)
No rent paid	1,074	+/-222	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	9,324	+/-621	9,324	(X)
Less than 15.0 percent	817	+/-205	8.8%	+/-2.2
15.0 to 19.9 percent	692	+/-200	7.4%	+/-2.1
20.0 to 24.9 percent	810	+/-197	8.7%	+/-2.1
25.0 to 29.9 percent	732	+/-194	7.9%	+/-2.1
30.0 to 34.9 percent	1,025	+/-292	11.0%	+/-3.1
35.0 percent or more	5,248	+/-567	56.3%	+/-4.0
Not computed	1,629	+/-280	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The median gross rent excludes no cash renters.

In prior years, the universe included all owner-occupied units with a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all owner-occupied units without a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all renter-occupied units. It is now restricted to include only those units where GRAPI is computed, that is, gross rent and household Income are valid values.

The 2009, 2010, 2011, and 2012 plumbing data for Puerto Rico will not be shown. Research indicates that the questions on plumbing facilities that were introduced in 2008 in the stateside American Community Survey and the 2008 Puerto Rico Community Survey may not have been appropriate for Puerto Rico.

Median calculations for base table sourcing VAL, MHC, SMOC, and TAX should exclude zero values.

Telephone service data are not available for certain geographic areas due to problems with data collection. See Errata Note #93 for details.

While the 2010-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2012 American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

c. Economic Characteristics



ARIZONA

NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

DP03

SELECTED ECONOMIC CHARACTERISTICS

2010-2012 American Community Survey 3-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	193,536	+/-437	193,536	(X)
In labor force	114,481	+/-1,629	59.2%	+/-0.8
Civilian labor force	114,299	+/-1,661	59.1%	+/-0.8
Employed	100,305	+/-1,836	51.8%	+/-0.9
Unemployed	13,994	+/-1,042	7.2%	+/-0.5
Armed Forces	182	+/-109	0.1%	+/-0.1
Not in labor force	79,055	+/-1,621	40.8%	+/-0.8
Civilian labor force	114,299	+/-1,661	114,299	(X)
Percent Unemployed	(X)	(X)	12.2%	+/-0.9
Females 16 years and over	100,975	+/-329	100,975	(X)
In labor force	56,575	+/-1,034	56.0%	+/-1.0
Civilian labor force	56,575	+/-1,034	56.0%	+/-1.0
Employed	50,543	+/-1,150	50.1%	+/-1.1
Own children under 6 years	14,657	+/-460	14,657	(X)
All parents in family in labor force	10,435	+/-682	71.2%	+/-3.8
Own children 6 to 17 years	32,871	+/-673	32,871	(X)
All parents in family in labor force	25,499	+/-1,129	77.6%	+/-2.9
COMMUTING TO WORK				
Workers 16 years and over	97,751	+/-1,828	97,751	(X)
Car, truck, or van -- drove alone	84,124	+/-1,775	86.1%	+/-1.1
Car, truck, or van -- carpooled	7,501	+/-965	7.7%	+/-0.9
Public transportation (excluding taxicab)	1,086	+/-305	1.1%	+/-0.3
Walked	1,427	+/-378	1.5%	+/-0.4
Other means	1,149	+/-370	1.2%	+/-0.4
Worked at home	2,464	+/-391	2.5%	+/-0.4
Mean travel time to work (minutes)	21.6	+/-0.6	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	100,305	+/-1,836	100,305	(X)

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	30,139	+/-1,405	30.0%	+/-1.3
Service occupations	19,758	+/-1,249	19.7%	+/-1.2
Sales and office occupations	26,104	+/-1,386	26.0%	+/-1.2
Natural resources, construction, and maintenance occupations	7,812	+/-787	7.8%	+/-0.8
Production, transportation, and material moving occupations	16,492	+/-1,056	16.4%	+/-1.1
INDUSTRY				
Civilian employed population 16 years and over	100,305	+/-1,836	100,305	(X)
Agriculture, forestry, fishing and hunting, and mining	841	+/-428	0.8%	+/-0.4
Construction	5,277	+/-563	5.3%	+/-0.6
Manufacturing	14,040	+/-1,027	14.0%	+/-1.0
Wholesale trade	2,682	+/-480	2.7%	+/-0.5
Retail trade	13,520	+/-890	13.5%	+/-0.8
Transportation and warehousing, and utilities	4,729	+/-618	4.7%	+/-0.6
Information	1,947	+/-365	1.9%	+/-0.4
Finance and insurance, and real estate and rental and leasing	5,190	+/-602	5.2%	+/-0.6
Professional, scientific, and management, and administrative and waste management services	7,362	+/-870	7.3%	+/-0.8
Educational services, and health care and social assistance	27,136	+/-1,068	27.1%	+/-0.9
Arts, entertainment, and recreation, and accommodation and food services	9,567	+/-946	9.5%	+/-0.9
Other services, except public administration	4,301	+/-558	4.3%	+/-0.6
Public administration	3,713	+/-534	3.7%	+/-0.5
CLASS OF WORKER				
Civilian employed population 16 years and over	100,305	+/-1,836	100,305	(X)
Private wage and salary workers	81,856	+/-2,002	81.6%	+/-1.1
Government workers	13,176	+/-972	13.1%	+/-1.0
Self-employed in own not incorporated business workers	5,116	+/-568	5.1%	+/-0.6
Unpaid family workers	157	+/-95	0.2%	+/-0.1
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)				
Total households	97,457	+/-1,009	97,457	(X)
Less than \$10,000	8,472	+/-762	8.7%	+/-0.8
\$10,000 to \$14,999	7,962	+/-686	8.2%	+/-0.7
\$15,000 to \$24,999	14,850	+/-887	15.2%	+/-0.9
\$25,000 to \$34,999	11,799	+/-862	12.1%	+/-0.9
\$35,000 to \$49,999	15,479	+/-886	15.9%	+/-0.9
\$50,000 to \$74,999	17,090	+/-836	17.5%	+/-0.8
\$75,000 to \$99,999	9,843	+/-718	10.1%	+/-0.7
\$100,000 to \$149,999	8,400	+/-648	8.6%	+/-0.7
\$150,000 to \$199,999	2,059	+/-348	2.1%	+/-0.4
\$200,000 or more	1,503	+/-300	1.5%	+/-0.3
Median household income (dollars)	40,005	+/-1,014	(X)	(X)
Mean household income (dollars)	53,666	+/-1,393	(X)	(X)
With earnings	67,796	+/-1,228	69.6%	+/-0.9
Mean earnings (dollars)	54,729	+/-1,611	(X)	(X)
With Social Security	35,882	+/-828	36.8%	+/-1.0
Mean Social Security income (dollars)	16,070	+/-271	(X)	(X)
With retirement income	24,603	+/-865	25.2%	+/-1.0
Mean retirement income (dollars)	19,627	+/-1,302	(X)	(X)
With Supplemental Security Income	6,733	+/-572	6.9%	+/-0.6
Mean Supplemental Security Income (dollars)	8,517	+/-440	(X)	(X)
With cash public assistance income	3,257	+/-441	3.3%	+/-0.5

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	3,493	+/-524	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	17,406	+/-794	17.9%	+/-0.8
Families	60,576	+/-1,180	60,576	(X)
Less than \$10,000	3,124	+/-492	5.2%	+/-0.8
\$10,000 to \$14,999	2,872	+/-495	4.7%	+/-0.8
\$15,000 to \$24,999	6,582	+/-662	10.9%	+/-1.0
\$25,000 to \$34,999	6,592	+/-652	10.9%	+/-1.0
\$35,000 to \$49,999	10,281	+/-862	17.0%	+/-1.3
\$50,000 to \$74,999	12,400	+/-753	20.5%	+/-1.3
\$75,000 to \$99,999	8,254	+/-687	13.6%	+/-1.1
\$100,000 to \$149,999	7,326	+/-632	12.1%	+/-1.1
\$150,000 to \$199,999	1,823	+/-330	3.0%	+/-0.5
\$200,000 or more	1,322	+/-274	2.2%	+/-0.5
Median family income (dollars)	51,597	+/-1,734	(X)	(X)
Mean family income (dollars)	64,787	+/-1,994	(X)	(X)
Per capita income (dollars)	22,818	+/-634	(X)	(X)
Nonfamily households	36,881	+/-1,336	36,881	(X)
Median nonfamily income (dollars)	23,919	+/-847	(X)	(X)
Mean nonfamily income (dollars)	33,718	+/-2,115	(X)	(X)
Median earnings for workers (dollars)	24,456	+/-1,006	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	42,274	+/-1,155	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	32,221	+/-990	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	230,901	+/-668	230,901	(X)
With health insurance coverage	205,453	+/-1,928	89.0%	+/-0.8
With private health insurance	147,156	+/-2,947	63.7%	+/-1.3
With public coverage	88,423	+/-2,362	38.3%	+/-1.0
No health insurance coverage	25,448	+/-1,859	11.0%	+/-0.8
Civilian noninstitutionalized population under 18 years	50,016	+/-146	50,016	(X)
No health insurance coverage	1,968	+/-514	3.9%	+/-1.0
Civilian noninstitutionalized population 18 to 64 years	140,344	+/-600	140,344	(X)
In labor force:	106,446	+/-1,512	106,446	(X)
Employed:	93,928	+/-1,758	93,928	(X)
With health insurance coverage	81,424	+/-1,948	86.7%	+/-1.2
With private health insurance	74,832	+/-1,929	79.7%	+/-1.5
With public coverage	8,476	+/-860	9.0%	+/-0.9
No health insurance coverage	12,504	+/-1,139	13.3%	+/-1.2
Unemployed:	12,518	+/-952	12,518	(X)
With health insurance coverage	7,273	+/-661	58.1%	+/-3.7
With private health insurance	3,600	+/-550	28.8%	+/-3.7
With public coverage	3,866	+/-548	30.9%	+/-4.2
No health insurance coverage	5,245	+/-652	41.9%	+/-3.7
Not in labor force:	33,898	+/-1,341	33,898	(X)
With health insurance coverage	28,357	+/-1,158	83.7%	+/-1.9
With private health insurance	16,648	+/-1,014	49.1%	+/-2.5
With public coverage	13,576	+/-926	40.0%	+/-2.3
No health insurance coverage	5,541	+/-736	16.3%	+/-1.9

Subject	Mahoning County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	13.2%	+/-1.1
With related children under 18 years	(X)	(X)	25.3%	+/-2.2
With related children under 5 years only	(X)	(X)	27.1%	+/-5.0
Married couple families	(X)	(X)	4.5%	+/-0.8
With related children under 18 years	(X)	(X)	9.0%	+/-2.2
With related children under 5 years only	(X)	(X)	9.3%	+/-4.5
Families with female householder, no husband present	(X)	(X)	36.8%	+/-3.4
With related children under 18 years	(X)	(X)	52.1%	+/-4.3
With related children under 5 years only	(X)	(X)	52.9%	+/-10.7
All people	(X)	(X)	17.5%	+/-1.0
Under 18 years	(X)	(X)	29.4%	+/-2.4
Related children under 18 years	(X)	(X)	29.0%	+/-2.4
Related children under 5 years	(X)	(X)	34.2%	+/-4.2
Related children 5 to 17 years	(X)	(X)	27.2%	+/-2.5
18 years and over	(X)	(X)	14.2%	+/-0.8
18 to 64 years	(X)	(X)	15.8%	+/-1.0
65 years and over	(X)	(X)	8.8%	+/-1.2
People in families	(X)	(X)	15.3%	+/-1.2
Unrelated individuals 15 years and over	(X)	(X)	26.1%	+/-2.2

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2012 American Community Survey

Explanation of Symbols:

1. An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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DP03

SELECTED ECONOMIC CHARACTERISTICS

2010-2012 American Community Survey 3-Year Estimates

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Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	168,864	+/-336	168,864	(X)
In labor force	95,801	+/-1,349	56.7%	+/-0.8
Civilian labor force	95,746	+/-1,351	56.7%	+/-0.8
Employed	86,713	+/-1,533	51.4%	+/-0.9
Unemployed	9,033	+/-777	5.3%	+/-0.5
Armed Forces	55	+/-54	0.0%	+/-0.1
Not in labor force	73,063	+/-1,435	43.3%	+/-0.8
Civilian labor force	95,746	+/-1,351	95,746	(X)
Percent Unemployed	(X)	(X)	9.4%	+/-0.8
Females 16 years and over	87,763	+/-319	87,763	(X)
In labor force	45,981	+/-907	52.4%	+/-1.1
Civilian labor force	45,981	+/-907	52.4%	+/-1.1
Employed	42,120	+/-947	48.0%	+/-1.1
Own children under 6 years	13,128	+/-433	13,128	(X)
All parents in family in labor force	7,948	+/-739	60.5%	+/-5.0
Own children 6 to 17 years	30,525	+/-565	30,525	(X)
All parents in family in labor force	20,843	+/-1,149	68.3%	+/-3.5
COMMUTING TO WORK				
Workers 16 years and over	85,039	+/-1,545	85,039	(X)
Car, truck, or van -- drove alone	74,631	+/-1,715	87.8%	+/-1.0
Car, truck, or van -- carpooled	5,700	+/-703	6.7%	+/-0.8
Public transportation (excluding taxicab)	243	+/-112	0.3%	+/-0.1
Walked	1,077	+/-262	1.3%	+/-0.3
Other means	1,024	+/-267	1.2%	+/-0.3
Worked at home	2,364	+/-379	2.8%	+/-0.5
Mean travel time to work (minutes)	22.1	+/-0.7	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	86,713	+/-1,533	86,713	(X)

Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	23,137	+/-1,254	26.7%	+/-1.4
Service occupations	17,123	+/-1,196	19.7%	+/-1.3
Sales and office occupations	20,788	+/-1,032	24.0%	+/-1.1
Natural resources, construction, and maintenance occupations	8,094	+/-564	9.3%	+/-0.7
Production, transportation, and material moving occupations	17,571	+/-1,057	20.3%	+/-1.1
INDUSTRY				
Civilian employed population 16 years and over	86,713	+/-1,533	86,713	(X)
Agriculture, forestry, fishing and hunting, and mining	656	+/-195	0.8%	+/-0.2
Construction	4,595	+/-544	5.3%	+/-0.6
Manufacturing	16,812	+/-971	19.4%	+/-1.1
Wholesale trade	2,145	+/-467	2.5%	+/-0.5
Retail trade	11,203	+/-1,020	12.9%	+/-1.1
Transportation and warehousing, and utilities	4,571	+/-535	5.3%	+/-0.6
Information	1,437	+/-297	1.7%	+/-0.3
Finance and insurance, and real estate and rental and leasing	3,925	+/-521	4.5%	+/-0.6
Professional, scientific, and management, and administrative and waste management services	6,758	+/-675	7.8%	+/-0.8
Educational services, and health care and social assistance	19,694	+/-1,002	22.7%	+/-1.2
Arts, entertainment, and recreation, and accommodation and food services	7,519	+/-796	8.7%	+/-0.9
Other services, except public administration	3,735	+/-508	4.3%	+/-0.6
Public administration	3,663	+/-582	4.2%	+/-0.7
CLASS OF WORKER				
Civilian employed population 16 years and over	86,713	+/-1,533	86,713	(X)
Private wage and salary workers	71,670	+/-1,560	82.7%	+/-1.1
Government workers	9,857	+/-932	11.4%	+/-1.0
Self-employed in own not incorporated business workers	5,069	+/-567	5.8%	+/-0.7
Unpaid family workers	117	+/-76	0.1%	+/-0.1
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)				
Total households	86,233	+/-904	86,233	(X)
Less than \$10,000	7,286	+/-654	8.4%	+/-0.7
\$10,000 to \$14,999	6,723	+/-611	7.8%	+/-0.7
\$15,000 to \$24,999	11,072	+/-877	12.8%	+/-1.0
\$25,000 to \$34,999	11,138	+/-821	12.9%	+/-0.9
\$35,000 to \$49,999	14,352	+/-953	16.6%	+/-1.1
\$50,000 to \$74,999	16,817	+/-937	19.5%	+/-1.1
\$75,000 to \$99,999	9,318	+/-647	10.8%	+/-0.7
\$100,000 to \$149,999	7,112	+/-672	8.2%	+/-0.8
\$150,000 to \$199,999	1,464	+/-289	1.7%	+/-0.3
\$200,000 or more	951	+/-227	1.1%	+/-0.3
Median household income (dollars)	41,671	+/-985	(X)	(X)
Mean household income (dollars)	51,961	+/-1,017	(X)	(X)
With earnings	58,916	+/-1,168	68.3%	+/-1.2
Mean earnings (dollars)	52,680	+/-1,272	(X)	(X)
With Social Security	31,919	+/-686	37.0%	+/-0.8
Mean Social Security income (dollars)	16,915	+/-354	(X)	(X)
With retirement income	25,468	+/-798	29.5%	+/-1.0
Mean retirement income (dollars)	19,957	+/-1,112	(X)	(X)
With Supplemental Security Income	4,896	+/-489	5.7%	+/-0.6
Mean Supplemental Security Income (dollars)	9,517	+/-659	(X)	(X)
With cash public assistance income	2,730	+/-384	3.2%	+/-0.5

Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	3,455	+/-704	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	12,885	+/-833	14.9%	+/-0.9
Families	55,252	+/-1,107	55,252	(X)
Less than \$10,000	3,179	+/-414	5.8%	+/-0.7
\$10,000 to \$14,999	2,260	+/-422	4.1%	+/-0.8
\$15,000 to \$24,999	4,691	+/-601	8.5%	+/-1.0
\$25,000 to \$34,999	6,198	+/-546	11.2%	+/-0.9
\$35,000 to \$49,999	9,735	+/-862	17.6%	+/-1.5
\$50,000 to \$74,999	12,557	+/-747	22.7%	+/-1.4
\$75,000 to \$99,999	8,159	+/-582	14.8%	+/-1.0
\$100,000 to \$149,999	6,188	+/-650	11.2%	+/-1.2
\$150,000 to \$199,999	1,392	+/-275	2.5%	+/-0.5
\$200,000 or more	893	+/-218	1.6%	+/-0.4
Median family income (dollars)	52,566	+/-1,724	(X)	(X)
Mean family income (dollars)	62,336	+/-1,549	(X)	(X)
Per capita income (dollars)	22,052	+/-409	(X)	(X)
Nonfamily households	30,981	+/-1,210	30,981	(X)
Median nonfamily income (dollars)	25,017	+/-1,126	(X)	(X)
Mean nonfamily income (dollars)	31,631	+/-1,225	(X)	(X)
Median earnings for workers (dollars)	25,858	+/-889	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	42,283	+/-820	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	32,276	+/-1,201	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	204,973	+/-462	204,973	(X)
With health insurance coverage	177,706	+/-1,894	86.7%	+/-0.9
With private health insurance	131,034	+/-2,787	63.9%	+/-1.4
With public coverage	75,743	+/-2,251	37.0%	+/-1.1
No health insurance coverage	27,267	+/-1,821	13.3%	+/-0.9
Civilian noninstitutionalized population under 18 years	45,476	+/-54	45,476	(X)
No health insurance coverage	3,355	+/-822	7.4%	+/-1.8
Civilian noninstitutionalized population 18 to 64 years	123,699	+/-412	123,699	(X)
In labor force:	90,998	+/-1,243	90,998	(X)
Employed:	82,470	+/-1,440	82,470	(X)
With health insurance coverage	68,831	+/-1,826	83.5%	+/-1.4
With private health insurance	63,979	+/-1,781	77.6%	+/-1.5
With public coverage	6,553	+/-792	7.9%	+/-0.9
No health insurance coverage	13,639	+/-1,104	16.5%	+/-1.4
Unemployed:	8,528	+/-753	8,528	(X)
With health insurance coverage	5,128	+/-542	60.1%	+/-3.9
With private health insurance	3,084	+/-372	36.2%	+/-4.0
With public coverage	2,290	+/-448	26.9%	+/-4.2
No health insurance coverage	3,400	+/-464	39.9%	+/-3.9
Not in labor force:	32,701	+/-1,317	32,701	(X)
With health insurance coverage	25,868	+/-1,222	79.1%	+/-2.0
With private health insurance	16,086	+/-962	49.2%	+/-2.3
With public coverage	11,956	+/-928	36.6%	+/-2.4
No health insurance coverage	6,833	+/-725	20.9%	+/-2.0

Subject	Trumbull County, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	13.2%	+/-1.1
With related children under 18 years	(X)	(X)	24.5%	+/-2.3
With related children under 5 years only	(X)	(X)	32.0%	+/-7.4
Married couple families	(X)	(X)	5.5%	+/-1.0
With related children under 18 years	(X)	(X)	9.7%	+/-2.5
With related children under 5 years only	(X)	(X)	11.3%	+/-6.1
Families with female householder, no husband present	(X)	(X)	37.3%	+/-4.1
With related children under 18 years	(X)	(X)	49.1%	+/-5.4
With related children under 5 years only	(X)	(X)	63.5%	+/-12.9
All people	(X)	(X)	17.3%	+/-1.1
Under 18 years	(X)	(X)	30.6%	+/-2.9
Related children under 18 years	(X)	(X)	30.6%	+/-2.9
Related children under 5 years	(X)	(X)	39.9%	+/-4.4
Related children 5 to 17 years	(X)	(X)	27.4%	+/-3.4
18 years and over	(X)	(X)	13.5%	+/-0.8
18 to 64 years	(X)	(X)	15.2%	+/-1.0
65 years and over	(X)	(X)	7.6%	+/-1.2
People in families	(X)	(X)	15.5%	+/-1.3
Unrelated individuals 15 years and over	(X)	(X)	24.8%	+/-1.9

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ARIZONA

NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

DP03

SELECTED ECONOMIC CHARACTERISTICS

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Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	32,175	+/-584	32,175	(X)
In labor force	15,816	+/-787	49.2%	+/-2.2
Civilian labor force	15,816	+/-787	49.2%	+/-2.2
Employed	13,758	+/-804	42.8%	+/-2.3
Unemployed	2,058	+/-368	6.4%	+/-1.2
Armed Forces	0	+/-110	0.0%	+/-0.2
Not in labor force	16,359	+/-762	50.8%	+/-2.2
Civilian labor force	15,816	+/-787	15,816	(X)
Percent Unemployed	(X)	(X)	13.0%	+/-2.3
Females 16 years and over	17,309	+/-562	17,309	(X)
In labor force	8,486	+/-556	49.0%	+/-2.9
Civilian labor force	8,486	+/-556	49.0%	+/-2.9
Employed	7,445	+/-583	43.0%	+/-3.0
Own children under 6 years	3,258	+/-375	3,258	(X)
All parents in family in labor force	2,027	+/-424	62.2%	+/-10.6
Own children 6 to 17 years	5,893	+/-621	5,893	(X)
All parents in family in labor force	3,896	+/-576	66.1%	+/-7.2
COMMUTING TO WORK				
Workers 16 years and over	13,405	+/-791	13,405	(X)
Car, truck, or van -- drove alone	11,886	+/-820	88.7%	+/-2.8
Car, truck, or van -- carpooled	760	+/-293	5.7%	+/-2.1
Public transportation (excluding taxicab)	31	+/-34	0.2%	+/-0.3
Walked	215	+/-103	1.6%	+/-0.8
Other means	222	+/-123	1.7%	+/-0.9
Worked at home	291	+/-166	2.2%	+/-1.2
Mean travel time to work (minutes)	19.2	+/-1.8	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	13,758	+/-804	13,758	(X)

Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	2,846	+/-542	20.7%	+/-3.6
Service occupations	3,565	+/-505	25.9%	+/-3.4
Sales and office occupations	3,419	+/-443	24.9%	+/-3.0
Natural resources, construction, and maintenance occupations	1,077	+/-283	7.8%	+/-2.0
Production, transportation, and material moving occupations	2,851	+/-466	20.7%	+/-3.2
INDUSTRY				
Civilian employed population 16 years and over	13,758	+/-804	13,758	(X)
Agriculture, forestry, fishing and hunting, and mining	29	+/-34	0.2%	+/-0.2
Construction	493	+/-223	3.6%	+/-1.6
Manufacturing	2,396	+/-387	17.4%	+/-2.8
Wholesale trade	221	+/-111	1.6%	+/-0.8
Retail trade	1,974	+/-430	14.3%	+/-2.9
Transportation and warehousing, and utilities	739	+/-219	5.4%	+/-1.6
Information	319	+/-178	2.3%	+/-1.3
Finance and insurance, and real estate and rental and leasing	674	+/-243	4.9%	+/-1.7
Professional, scientific, and management, and administrative and waste management services	1,196	+/-311	8.7%	+/-2.2
Educational services, and health care and social assistance	2,916	+/-381	21.2%	+/-2.6
Arts, entertainment, and recreation, and accommodation and food services	1,214	+/-329	8.8%	+/-2.3
Other services, except public administration	742	+/-223	5.4%	+/-1.6
Public administration	845	+/-243	6.1%	+/-1.7
CLASS OF WORKER				
Civilian employed population 16 years and over	13,758	+/-804	13,758	(X)
Private wage and salary workers	11,197	+/-843	81.4%	+/-3.0
Government workers	1,703	+/-349	12.4%	+/-2.5
Self-employed in own not incorporated business workers	771	+/-267	5.6%	+/-2.0
Unpaid family workers	87	+/-73	0.6%	+/-0.5
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)				
Total households	17,110	+/-631	17,110	(X)
Less than \$10,000	3,020	+/-443	17.7%	+/-2.4
\$10,000 to \$14,999	1,687	+/-384	9.9%	+/-2.2
\$15,000 to \$24,999	2,733	+/-456	16.0%	+/-2.6
\$25,000 to \$34,999	2,581	+/-389	15.1%	+/-2.3
\$35,000 to \$49,999	2,829	+/-440	16.5%	+/-2.4
\$50,000 to \$74,999	2,448	+/-395	14.3%	+/-2.3
\$75,000 to \$99,999	941	+/-270	5.5%	+/-1.6
\$100,000 to \$149,999	617	+/-199	3.6%	+/-1.2
\$150,000 to \$199,999	167	+/-90	1.0%	+/-0.5
\$200,000 or more	87	+/-60	0.5%	+/-0.4
Median household income (dollars)	28,965	+/-1,487	(X)	(X)
Mean household income (dollars)	37,473	+/-1,874	(X)	(X)
With earnings	10,286	+/-637	60.1%	+/-2.9
Mean earnings (dollars)	39,236	+/-2,496	(X)	(X)
With Social Security	5,964	+/-364	34.9%	+/-2.1
Mean Social Security income (dollars)	15,263	+/-889	(X)	(X)
With retirement income	4,666	+/-351	27.3%	+/-2.2
Mean retirement income (dollars)	16,884	+/-1,931	(X)	(X)
With Supplemental Security Income	1,690	+/-260	9.9%	+/-1.5
Mean Supplemental Security Income (dollars)	8,416	+/-634	(X)	(X)
With cash public assistance income	768	+/-211	4.5%	+/-1.2

Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	2,788	+/-717	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	4,582	+/-445	26.8%	+/-2.7
Families	9,371	+/-481	9,371	(X)
Less than \$10,000	1,277	+/-303	13.6%	+/-3.0
\$10,000 to \$14,999	519	+/-215	5.5%	+/-2.4
\$15,000 to \$24,999	1,232	+/-286	13.1%	+/-2.8
\$25,000 to \$34,999	1,500	+/-325	16.0%	+/-3.4
\$35,000 to \$49,999	1,613	+/-328	17.2%	+/-3.3
\$50,000 to \$74,999	1,831	+/-315	19.5%	+/-3.3
\$75,000 to \$99,999	696	+/-227	7.4%	+/-2.5
\$100,000 to \$149,999	510	+/-170	5.4%	+/-1.8
\$150,000 to \$199,999	106	+/-66	1.1%	+/-0.7
\$200,000 or more	87	+/-60	0.9%	+/-0.6
Median family income (dollars)	37,072	+/-4,618	(X)	(X)
Mean family income (dollars)	45,503	+/-2,967	(X)	(X)
Per capita income (dollars)	16,401	+/-787	(X)	(X)
Nonfamily households	7,739	+/-715	7,739	(X)
Median nonfamily income (dollars)	19,320	+/-1,856	(X)	(X)
Mean nonfamily income (dollars)	26,116	+/-1,868	(X)	(X)
Median earnings for workers (dollars)	19,175	+/-2,732	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	35,990	+/-2,232	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	27,937	+/-4,326	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	38,640	+/-397	38,640	(X)
With health insurance coverage	33,412	+/-709	86.5%	+/-1.7
With private health insurance	19,285	+/-1,175	49.9%	+/-3.0
With public coverage	19,181	+/-1,004	49.6%	+/-2.6
No health insurance coverage	5,228	+/-664	13.5%	+/-1.7
Civilian noninstitutionalized population under 18 years	9,761	+/-628	9,761	(X)
No health insurance coverage	179	+/-136	1.8%	+/-1.4
Civilian noninstitutionalized population 18 to 64 years	22,531	+/-663	22,531	(X)
In labor force:	15,059	+/-799	15,059	(X)
Employed:	13,118	+/-817	13,118	(X)
With health insurance coverage	10,177	+/-712	77.6%	+/-3.5
With private health insurance	8,905	+/-712	67.9%	+/-4.0
With public coverage	1,628	+/-288	12.4%	+/-2.2
No health insurance coverage	2,941	+/-523	22.4%	+/-3.5
Unemployed:	1,941	+/-359	1,941	(X)
With health insurance coverage	1,170	+/-253	60.3%	+/-8.2
With private health insurance	383	+/-164	19.7%	+/-7.6
With public coverage	812	+/-216	41.8%	+/-8.9
No health insurance coverage	771	+/-229	39.7%	+/-8.2
Not in labor force:	7,472	+/-705	7,472	(X)
With health insurance coverage	6,148	+/-688	82.3%	+/-4.2
With private health insurance	2,744	+/-448	36.7%	+/-4.7
With public coverage	3,961	+/-539	53.0%	+/-5.3
No health insurance coverage	1,324	+/-325	17.7%	+/-4.2

Subject	Warren city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	24.9%	+/-3.6
With related children under 18 years	(X)	(X)	38.1%	+/-5.5
With related children under 5 years only	(X)	(X)	39.9%	+/-11.9
Married couple families	(X)	(X)	9.6%	+/-3.5
With related children under 18 years	(X)	(X)	15.5%	+/-7.2
With related children under 5 years only	(X)	(X)	8.1%	+/-13.2
Families with female householder, no husband present	(X)	(X)	48.7%	+/-7.5
With related children under 18 years	(X)	(X)	55.5%	+/-8.3
With related children under 5 years only	(X)	(X)	60.8%	+/-15.0
All people	(X)	(X)	30.4%	+/-3.0
Under 18 years	(X)	(X)	47.9%	+/-6.5
Related children under 18 years	(X)	(X)	47.9%	+/-6.5
Related children under 5 years	(X)	(X)	56.7%	+/-8.4
Related children 5 to 17 years	(X)	(X)	44.0%	+/-7.1
18 years and over	(X)	(X)	24.6%	+/-2.7
18 to 64 years	(X)	(X)	28.6%	+/-3.2
65 years and over	(X)	(X)	10.6%	+/-3.1
People in families	(X)	(X)	29.3%	+/-3.9
Unrelated individuals 15 years and over	(X)	(X)	33.9%	+/-4.0

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2010-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2012 American Community Survey

Explanation of Symbols:

1. An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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ARIZONA
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

DP03

SELECTED ECONOMIC CHARACTERISTICS

2010-2012 American Community Survey 3-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	53,411	+/-570	53,411	(X)
In labor force	26,765	+/-891	50.1%	+/-1.6
Civilian labor force	26,755	+/-891	50.1%	+/-1.6
Employed	21,014	+/-960	39.3%	+/-1.8
Unemployed	5,741	+/-578	10.7%	+/-1.1
Armed Forces	10	+/-15	0.0%	+/-0.1
Not in labor force	26,646	+/-908	49.9%	+/-1.6
Civilian labor force	26,755	+/-891	26,755	(X)
Percent Unemployed	(X)	(X)	21.5%	+/-2.1
Females 16 years and over	27,263	+/-534	27,263	(X)
In labor force	14,048	+/-710	51.5%	+/-2.4
Civilian labor force	14,048	+/-710	51.5%	+/-2.4
Employed	11,705	+/-638	42.9%	+/-2.2
Own children under 6 years	4,587	+/-422	4,587	(X)
All parents in family in labor force	3,355	+/-435	73.1%	+/-7.0
Own children 6 to 17 years	9,205	+/-578	9,205	(X)
All parents in family in labor force	6,775	+/-662	73.6%	+/-5.3
COMMUTING TO WORK				
Workers 16 years and over	20,350	+/-985	20,350	(X)
Car, truck, or van -- drove alone	16,242	+/-968	79.8%	+/-2.6
Car, truck, or van -- carpooled	1,987	+/-388	9.8%	+/-1.9
Public transportation (excluding taxicab)	648	+/-203	3.2%	+/-1.0
Walked	512	+/-204	2.5%	+/-1.0
Other means	512	+/-221	2.5%	+/-1.1
Worked at home	449	+/-157	2.2%	+/-0.8
Mean travel time to work (minutes)	20.7	+/-1.3	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	21,014	+/-960	21,014	(X)

Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	4,382	+/-497	20.9%	+/-2.1
Service occupations	5,960	+/-560	28.4%	+/-2.5
Sales and office occupations	5,162	+/-582	24.6%	+/-2.5
Natural resources, construction, and maintenance occupations	1,442	+/-235	6.9%	+/-1.1
Production, transportation, and material moving occupations	4,068	+/-523	19.4%	+/-2.3
INDUSTRY				
Civilian employed population 16 years and over	21,014	+/-960	21,014	(X)
Agriculture, forestry, fishing and hunting, and mining	25	+/-31	0.1%	+/-0.1
Construction	989	+/-228	4.7%	+/-1.1
Manufacturing	2,916	+/-453	13.9%	+/-2.0
Wholesale trade	240	+/-124	1.1%	+/-0.6
Retail trade	2,474	+/-371	11.8%	+/-1.6
Transportation and warehousing, and utilities	890	+/-268	4.2%	+/-1.2
Information	367	+/-151	1.7%	+/-0.7
Finance and insurance, and real estate and rental and leasing	944	+/-241	4.5%	+/-1.1
Professional, scientific, and management, and administrative and waste management services	1,488	+/-340	7.1%	+/-1.6
Educational services, and health care and social assistance	6,181	+/-598	29.4%	+/-2.6
Arts, entertainment, and recreation, and accommodation and food services	2,559	+/-366	12.2%	+/-1.7
Other services, except public administration	1,170	+/-260	5.6%	+/-1.2
Public administration	771	+/-201	3.7%	+/-1.0
CLASS OF WORKER				
Civilian employed population 16 years and over	21,014	+/-960	21,014	(X)
Private wage and salary workers	17,691	+/-925	84.2%	+/-2.0
Government workers	2,438	+/-386	11.6%	+/-1.8
Self-employed in own not incorporated business workers	830	+/-197	3.9%	+/-0.9
Unpaid family workers	55	+/-63	0.3%	+/-0.3
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)				
Total households	26,165	+/-730	26,165	(X)
Less than \$10,000	4,625	+/-507	17.7%	+/-1.8
\$10,000 to \$14,999	3,454	+/-373	13.2%	+/-1.3
\$15,000 to \$24,999	5,715	+/-506	21.8%	+/-1.8
\$25,000 to \$34,999	3,464	+/-424	13.2%	+/-1.6
\$35,000 to \$49,999	3,444	+/-434	13.2%	+/-1.7
\$50,000 to \$74,999	3,198	+/-360	12.2%	+/-1.4
\$75,000 to \$99,999	1,323	+/-248	5.1%	+/-0.9
\$100,000 to \$149,999	654	+/-178	2.5%	+/-0.7
\$150,000 to \$199,999	190	+/-93	0.7%	+/-0.4
\$200,000 or more	98	+/-55	0.4%	+/-0.2
Median household income (dollars)	23,752	+/-931	(X)	(X)
Mean household income (dollars)	33,600	+/-1,522	(X)	(X)
With earnings	16,516	+/-669	63.1%	+/-1.8
Mean earnings (dollars)	33,828	+/-1,620	(X)	(X)
With Social Security	9,992	+/-566	38.2%	+/-2.2
Mean Social Security income (dollars)	13,653	+/-504	(X)	(X)
With retirement income	5,329	+/-387	20.4%	+/-1.5
Mean retirement income (dollars)	18,282	+/-4,361	(X)	(X)
With Supplemental Security Income	3,475	+/-347	13.3%	+/-1.4
Mean Supplemental Security Income (dollars)	8,315	+/-510	(X)	(X)
With cash public assistance income	1,631	+/-309	6.2%	+/-1.2

Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	2,853	+/-564	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	9,385	+/-514	35.9%	+/-1.9
Families	14,477	+/-597	14,477	(X)
Less than \$10,000	1,661	+/-295	11.5%	+/-2.0
\$10,000 to \$14,999	1,452	+/-271	10.0%	+/-1.8
\$15,000 to \$24,999	2,980	+/-389	20.6%	+/-2.4
\$25,000 to \$34,999	2,053	+/-354	14.2%	+/-2.4
\$35,000 to \$49,999	2,118	+/-367	14.6%	+/-2.6
\$50,000 to \$74,999	2,424	+/-314	16.7%	+/-2.1
\$75,000 to \$99,999	1,088	+/-224	7.5%	+/-1.5
\$100,000 to \$149,999	473	+/-158	3.3%	+/-1.1
\$150,000 to \$199,999	175	+/-96	1.2%	+/-0.7
\$200,000 or more	53	+/-42	0.4%	+/-0.3
Median family income (dollars)	30,713	+/-1,897	(X)	(X)
Mean family income (dollars)	39,553	+/-1,554	(X)	(X)
Per capita income (dollars)	14,325	+/-689	(X)	(X)
Nonfamily households	11,688	+/-819	11,688	(X)
Median nonfamily income (dollars)	16,738	+/-1,055	(X)	(X)
Mean nonfamily income (dollars)	24,650	+/-2,650	(X)	(X)
Median earnings for workers (dollars)	16,444	+/-936	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	35,285	+/-3,585	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	25,985	+/-1,426	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	62,086	+/-608	62,086	(X)
With health insurance coverage	52,475	+/-998	84.5%	+/-1.4
With private health insurance	25,438	+/-1,411	41.0%	+/-2.2
With public coverage	33,831	+/-1,398	54.5%	+/-2.2
No health insurance coverage	9,611	+/-848	15.5%	+/-1.4
Civilian noninstitutionalized population under 18 years	14,707	+/-549	14,707	(X)
No health insurance coverage	335	+/-158	2.3%	+/-1.1
Civilian noninstitutionalized population 18 to 64 years	37,591	+/-711	37,591	(X)
In labor force:	24,843	+/-902	24,843	(X)
Employed:	19,585	+/-962	19,585	(X)
With health insurance coverage	15,348	+/-910	78.4%	+/-2.7
With private health insurance	12,449	+/-887	63.6%	+/-3.2
With public coverage	3,455	+/-430	17.6%	+/-2.2
No health insurance coverage	4,237	+/-576	21.6%	+/-2.7
Unemployed:	5,258	+/-526	5,258	(X)
With health insurance coverage	2,868	+/-457	54.5%	+/-6.1
With private health insurance	733	+/-239	13.9%	+/-4.2
With public coverage	2,218	+/-396	42.2%	+/-5.8
No health insurance coverage	2,390	+/-377	45.5%	+/-6.1
Not in labor force:	12,748	+/-775	12,748	(X)
With health insurance coverage	10,168	+/-676	79.8%	+/-3.0
With private health insurance	3,731	+/-452	29.3%	+/-3.4
With public coverage	7,000	+/-640	54.9%	+/-3.6
No health insurance coverage	2,580	+/-432	20.2%	+/-3.0

Subject	Youngstown city, Ohio			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	29.2%	+/-2.5
With related children under 18 years	(X)	(X)	51.6%	+/-4.1
With related children under 5 years only	(X)	(X)	49.3%	+/-11.4
Married couple families	(X)	(X)	12.1%	+/-3.0
With related children under 18 years	(X)	(X)	30.1%	+/-9.5
With related children under 5 years only	(X)	(X)	28.0%	+/-17.7
Families with female householder, no husband present	(X)	(X)	48.1%	+/-4.0
With related children under 18 years	(X)	(X)	65.8%	+/-5.1
With related children under 5 years only	(X)	(X)	56.6%	+/-14.1
All people	(X)	(X)	35.6%	+/-2.3
Under 18 years	(X)	(X)	57.6%	+/-4.6
Related children under 18 years	(X)	(X)	57.4%	+/-4.7
Related children under 5 years	(X)	(X)	61.8%	+/-8.5
Related children 5 to 17 years	(X)	(X)	55.7%	+/-4.7
18 years and over	(X)	(X)	28.7%	+/-2.1
18 to 64 years	(X)	(X)	33.2%	+/-2.5
65 years and over	(X)	(X)	12.0%	+/-2.0
People in families	(X)	(X)	34.1%	+/-2.9
Unrelated individuals 15 years and over	(X)	(X)	40.1%	+/-3.5

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Source: U.S. Census Bureau, 2010-2012 American Community Survey

Explanation of Symbols:

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8. An '(X)' means that the estimate is not applicable or not available.

d. County Business Patterns



CB1000A1

2010 County Business Patterns: Geography Area Series: County Business Patterns

2010 Business Patterns

Table Name

Geography Area Series: County Business Patterns: 2010

Release Date/Status

6/26/12 - Complete

Key Table Information

Beginning with reference year 2007, CBP data are released using the Noise disclosure methodology to protect confidentiality. See Survey Methodology (<http://www.census.gov/econ/cbp/methodology.htm>) for complete information on the coverage and methodology of the County Business Patterns data series.

Universe

The universe of this file is all operating establishments with one or more paid employees. This universe includes most establishments classified in the North American Industry Classification System (NAICS) Codes 11 through 813990. For specific exclusions and inclusions, see Industry Classification of Establishments.

Geography Coverage

The data are shown at the U.S. level and by State, County, and Metropolitan and Micropolitan Statistical Areas. Also available are data for the District of Columbia, Puerto Rico, and the Island Areas (American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands) at the state and county equivalent levels.

Industry Coverage

The data are shown at the 2- through 6-digit NAICS code levels for all sectors with published data.

Data Items and Other Identifying Records

This file contains data on the number of establishments, total employment, first quarter payroll and annual payroll.

Sort Order

Data are presented in ascending geography by NAICS code sequence.

FTP Download

Download the entire table at <http://www2.census.gov/econ2010/CB/sector00/CB1000A1.zip> (Approx. 500 MB).

Contact Information

U.S. Census Bureau

Economic Planning & Coordination Division

Register Analysis Branch

Tel: (301)763-2580

Email: epcd.county.business.patterns@census.gov**Release Date: 6/26/12 | Status: Complete**

NOTE: Data based on the 2010 County Business Patterns. CBP html tables and download files can be found at the County Business Patterns Website.

For information on confidentiality protection, sampling error, nonsampling error, and definitions, see Survey Methodology.

Data in this table represent those available when this report was created; data may not be available for all NAICS industries or geographies. Excludes most government employees, railroad employees, and self-employed persons.

Geographic area name	2007 NAICS code	Meaning of 2007 NAICS code	Year	Number of establishments	Paid employees for pay period including March 12 (number)	First-quarter payroll (\$1,000)	Annual payroll (\$1,000)
Mahoning County, Ohio	00	Total for all sectors	2010	5,796	83,327	600,508	2,654,325
Mahoning County, Ohio	11	Agriculture, forestry, fishing and hunting	2010	3	a	38	168
Mahoning County, Ohio	21	Mining, quarrying, and oil and gas extraction	2010	27	394	4,500	19,218
Mahoning County, Ohio	22	Utilities	2010	15	e	D	D
Mahoning County, Ohio	23	Construction	2010	486	4,336	39,916	219,973
Mahoning County, Ohio	31-33	Manufacturing	2010	336	7,508	74,517	317,828

Geographic area name	2007 NAICS code	Meaning of 2007 NAICS code	Year	Number of establishments	Paid employees for pay period including March 12 (number)	First-quarter payroll (\$1,000)	Annual payroll (\$1,000)
Mahoning County, Ohio	42	Wholesale trade	2010	320	4,664	49,077	220,929
Mahoning County, Ohio	44-45	Retail trade	2010	928	12,311	60,642	265,307
Mahoning County, Ohio	48-49	Transportation and warehousing	2010	140	2,448	21,233	93,390
Mahoning County, Ohio	51	Information	2010	87	2,083	22,511	92,819
Mahoning County, Ohio	52	Finance and insurance	2010	385	3,280	36,076	144,848
Mahoning County, Ohio	53	Real estate and rental and leasing	2010	192	1,906	13,177	49,218
Mahoning County, Ohio	54	Professional, scientific, and technical services	2010	460	3,625	33,141	150,782
Mahoning County, Ohio	55	Management of companies and enterprises	2010	29	g	11,701	48,332
Mahoning County, Ohio	56	Administrative and support and waste management and remediation services	2010	304	6,242	38,454	184,076
Mahoning County, Ohio	61	Educational services	2010	62	953	5,268	21,395
Mahoning County, Ohio	62	Health care and social assistance	2010	784	17,295	133,808	585,789
Mahoning County, Ohio	71	Arts, entertainment, and recreation	2010	89	753	1,934	11,113
Mahoning County, Ohio	72	Accommodation and food services	2010	498	9,290	24,840	106,257
Mahoning County, Ohio	81	Other services (except public administration)	2010	647	4,814	21,563	92,779
Mahoning County, Ohio	99	Industries not classified	2010	4	1	2	22

a 0 to 19 employees

e 250 to 499 employees

D Withheld to avoid disclosing data for individual companies; data are included in higher level totals

g 1,000 to 2,499 employees

Source: U.S. Census Bureau, 2010 County Business Patterns.



CB1000A1

2010 County Business Patterns: Geography Area Series: County Business Patterns

2010 Business Patterns

Table Name

Geography Area Series: County Business Patterns: 2010

Release Date/Status

6/26/12 - Complete

Key Table Information

Beginning with reference year 2007, CBP data are released using the Noise disclosure methodology to protect confidentiality. See Survey Methodology (<http://www.census.gov/econ/cbp/methodology.htm>) for complete information on the coverage and methodology of the County Business Patterns data series.

Universe

The universe of this file is all operating establishments with one or more paid employees. This universe includes most establishments classified in the North American Industry Classification System (NAICS) Codes 11 through 813990. For specific exclusions and inclusions, see Industry Classification of Establishments.

Geography Coverage

The data are shown at the U.S. level and by State, County, and Metropolitan and Micropolitan Statistical Areas. Also available are data for the District of Columbia, Puerto Rico, and the Island Areas (American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands) at the state and county equivalent levels.

Industry Coverage

The data are shown at the 2- through 6-digit NAICS code levels for all sectors with published data.

Data Items and Other Identifying Records

This file contains data on the number of establishments, total employment, first quarter payroll and annual payroll.

Sort Order

Data are presented in ascending geography by NAICS code sequence.

FTP Download

Download the entire table at <http://www2.census.gov/econ2010/CB/sector00/CB1000A1.zip> (Approx. 500 MB).

Contact Information

U.S. Census Bureau

Economic Planning & Coordination Division

Register Analysis Branch

Tel: (301)763-2580

Email: epcd.county.business.patterns@census.gov**Release Date: 6/26/12 | Status: Complete**

NOTE: Data based on the 2010 County Business Patterns. CBP html tables and download files can be found at the County Business Patterns Website.

For information on confidentiality protection, sampling error, nonsampling error, and definitions, see Survey Methodology.

Data in this table represent those available when this report was created; data may not be available for all NAICS industries or geographies. Excludes most government employees, railroad employees, and self-employed persons.

Geographic area name	2007 NAICS code	Meaning of 2007 NAICS code	Year	Number of establishments	Paid employees for pay period including March 12 (number)	First-quarter payroll (\$1,000)	Annual payroll (\$1,000)
Trumbull County, Ohio	00	Total for all sectors	2010	4,271	70,556	540,839	2,431,291
Trumbull County, Ohio	11	Agriculture, forestry, fishing and hunting	2010	4	a	D	D
Trumbull County, Ohio	21	Mining, quarrying, and oil and gas extraction	2010	10	50	310	1,532
Trumbull County, Ohio	22	Utilities	2010	10	159	3,637	13,330
Trumbull County, Ohio	23	Construction	2010	354	2,328	19,886	101,898
Trumbull County, Ohio	31-33	Manufacturing	2010	220	14,268	199,714	928,664

Geographic area name	2007 NAICS code	Meaning of 2007 NAICS code	Year	Number of establishments	Paid employees for pay period including March 12 (number)	First-quarter payroll (\$1,000)	Annual payroll (\$1,000)
Trumbull County, Ohio	42	Wholesale trade	2010	185	2,436	24,293	103,143
Trumbull County, Ohio	44-45	Retail trade	2010	719	9,835	46,032	199,091
Trumbull County, Ohio	48-49	Transportation and warehousing	2010	139	2,354	19,491	88,515
Trumbull County, Ohio	51	Information	2010	49	645	6,117	24,763
Trumbull County, Ohio	52	Finance and insurance	2010	268	1,852	17,310	72,093
Trumbull County, Ohio	53	Real estate and rental and leasing	2010	141	1,193	9,800	38,588
Trumbull County, Ohio	54	Professional, scientific, and technical services	2010	307	1,265	8,652	38,467
Trumbull County, Ohio	55	Management of companies and enterprises	2010	26	1,018	13,368	54,579
Trumbull County, Ohio	56	Administrative and support and waste management and remediation services	2010	236	4,633	25,206	115,338
Trumbull County, Ohio	61	Educational services	2010	31	576	2,612	12,828
Trumbull County, Ohio	62	Health care and social assistance	2010	560	12,473	95,184	421,617
Trumbull County, Ohio	71	Arts, entertainment, and recreation	2010	82	546	1,678	9,713
Trumbull County, Ohio	72	Accommodation and food services	2010	410	11,916	35,038	155,244
Trumbull County, Ohio	81	Other services (except public administration)	2010	510	2,989	12,425	51,166
Trumbull County, Ohio	99	Industries not classified	2010	10	a	S	423

a 0 to 19 employees

D Withheld to avoid disclosing data for individual companies; data are included in higher level totals

S Withheld because estimate did not meet publication standards

Source: U.S. Census Bureau, 2010 County Business Patterns.

e. County Profiles

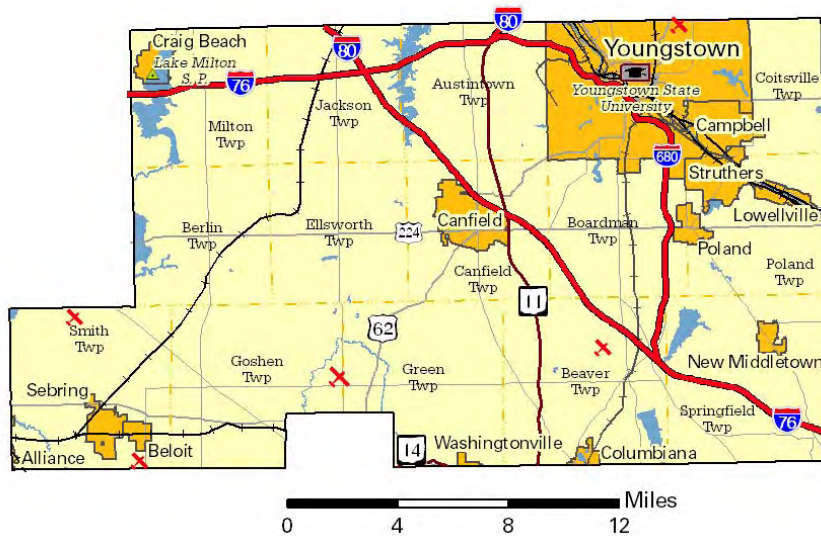
Ohio County Profiles

Prepared by the Office of Policy, Research and Strategic Planning



Mahoning County

Established: Act - March 1, 1846
2012 Population: 235,145
Land Area: 415.3 square miles
County Seat: Youngstown City
Named for: Native American word meaning "at the salt licks"



Taxes

Taxable value of real property	\$3,976,015,940
Residential	\$2,912,997,570
Agriculture	\$132,993,450
Industrial	\$140,895,290
Commercial	\$779,023,100
Mineral	\$10,106,530
Ohio income tax liability	\$132,923,335
Average per return	\$1,290.91

Land Use/Land Cover

	Percent
Urban (Residential/Commercial/Industrial/Transportation and Urban Grasses)	22.97%
Cropland	22.53%
Pasture	9.44%
Forest	41.07%
Open Water	2.00%
Wetlands (Wooded/Herbaceous)	1.67%
Bare/Mines	0.31%

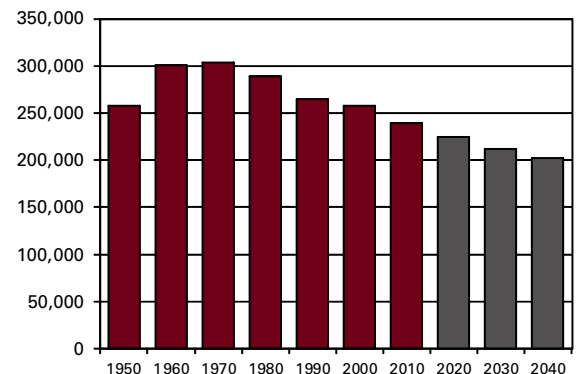
Largest Places

	Est. 2011	Census 2010
Youngstown city (pt.)	66,560	66,971
Boardman twp UB	40,611	40,882
Austintown twp	36,480	36,722
Poland twp UB	12,328	12,412
Struthers city	10,640	10,713
Canfield twp UB	8,592	8,649
Campbell city	8,179	8,235
Canfield city	7,464	7,515
Beaver twp	6,667	6,711
Springfield twp	6,660	6,703

UB: Unincorporated balance.

Total Population

Census			Estimated
1800		116,151	2012 235,145
1810		186,310	
1820		236,142	
1830		240,251	
1840		257,629	
1850	23,735	300,480	2020 224,680
1860	25,894	303,424	2030 212,240
1870	31,001	289,487	2040 202,630
1880	42,871	264,806	
1890	55,979	257,555	
1900	70,134	238,823	



Population by Race

	Number	Percent
ACS Total Population	240,131	100.0%
White	193,653	80.6%
African-American	38,088	15.9%
Native American	360	0.1%
Asian	1,756	0.7%
Pacific Islander	12	0.0%
Other	2,414	1.0%
Two or More Races	3,848	1.6%
Hispanic (may be of any race)	10,750	4.5%
Total Minority	53,372	22.2%

Educational Attainment

	Number	Percent
Persons 25 years and over	167,747	100.0%
No high school diploma	20,366	12.1%
High school graduate	67,782	40.4%
Some college, no degree	34,831	20.8%
Associate degree	9,718	5.8%
Bachelor's degree	22,761	13.6%
Master's degree or higher	12,289	7.3%

Family Type by Employment Status

	Number	Percent
Total Families	63,773	100.0%
Married couple, husband and wife in labor force	23,487	36.8%
Married couple, husband in labor force, wife not	8,583	13.5%
Married couple, wife in labor force, husband not	3,766	5.9%
Married couple, husband and wife not in labor force	9,687	15.2%
Male householder, in labor force	2,850	4.5%
Male householder, not in labor force	1,266	2.0%
Female householder, in labor force	9,166	14.4%
Female householder, not in labor force	4,968	7.8%

Household Income

	Number	Percent
Total Households	99,024	100.0%
Less than \$10,000	9,410	9.5%
\$10,000 to \$19,999	15,130	15.3%
\$20,000 to \$29,999	13,258	13.4%
\$30,000 to \$39,999	11,574	11.7%
\$40,000 to \$49,999	9,849	9.9%
\$50,000 to \$59,999	8,210	8.3%
\$60,000 to \$74,999	10,231	10.3%
\$75,000 to \$99,999	9,762	9.9%
\$100,000 to \$149,999	7,994	8.1%
\$150,000 to \$199,999	1,941	2.0%
\$200,000 or more	1,665	1.7%
Median household income	\$40,123	

Population by Age

	Number	Percent
ACS Total Population	240,131	100.0%
Under 5 years	12,946	5.4%
5 to 17 years	39,289	16.4%
18 to 24 years	20,149	8.4%
25 to 44 years	55,120	23.0%
45 to 64 years	70,014	29.2%
65 years and more	42,613	17.7%
Median Age	42.5	

Family Type by Presence of Own Children Under 18

	Number	Percent
Total Families	62,832	100.0%
Married-couple families with own children	15,380	24.5%
Male householder, no wife present, with own children	1,815	2.9%
Female householder, no husband present, with own children	7,987	12.7%
Families with no own children	37,650	59.9%

Poverty Status of Families By Family Type by Presence Of Related Children

	Number	Percent
Total Families	62,832	100.0%
Family income above poverty level	54,546	86.8%
Family income below poverty level	8,286	13.2%
Married couple, with related children	1,168	14.1%
Male householder, no wife present, with related children	571	6.9%
Female householder, no husband present, with related children	4,664	56.3%
Families with no related children	1,883	22.7%

Ratio of Income To Poverty Level

	Number	Percent
Population for whom poverty status is determined	233,118	100.0%
Below 50% of poverty level	15,478	6.6%
50% to 99% of poverty level	24,280	10.4%
100% to 149% of poverty level	23,284	10.0%
150% to 199% of poverty level	23,751	10.2%
200% of poverty level or more	146,325	62.8%

Geographical Mobility

	Number	Percent
Population aged 1 year and older	237,701	100.0%
Same house as previous year	211,779	89.1%
Different house, same county	17,017	7.2%
Different county, same state	5,761	2.4%
Different state	2,838	1.2%
Abroad	306	0.1%

Percentages may not sum to 100% due to rounding.

Travel Time To Work

	Number	Percent
Workers 16 years and over	97,826	100.0%
Less than 15 minutes	33,572	34.3%
15 to 29 minutes	42,485	43.4%
30 to 44 minutes	12,547	12.8%
45 to 59 minutes	3,430	3.5%
60 minutes or more	5,792	5.9%

Mean travel time 21.5 minutes

Housing Units

	Number	Percent
Total housing units	112,074	100.0%
Occupied housing units	98,749	88.1%
Owner occupied	70,736	71.6%
Renter occupied	28,013	28.4%
Vacant housing units	13,325	11.9%

Year Structure Built

	Number	Percent
Total housing units	112,074	100.0%
Built 2005 or later	1,892	1.7%
Built 2000 to 2004	4,593	4.1%
Built 1990 to 1999	9,683	8.6%
Built 1980 to 1989	7,114	6.3%
Built 1970 to 1979	14,878	13.3%
Built 1960 to 1969	15,501	13.8%
Built 1950 to 1959	23,378	20.9%
Built 1940 to 1949	10,781	9.6%
Built 1939 or earlier	24,254	21.6%

Median year built 1959

Value for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units	70,736	100.0%
Less than \$20,000	4,164	5.9%
\$20,000 to \$39,999	4,940	7.0%
\$40,000 to \$59,999	6,690	9.5%
\$60,000 to \$79,999	10,008	14.1%
\$80,000 to \$99,999	10,690	15.1%
\$100,000 to \$124,999	8,296	11.7%
\$125,000 to \$149,999	6,669	9.4%
\$150,000 to \$199,999	9,297	13.1%
\$200,000 to \$299,999	6,486	9.2%
\$300,000 to \$499,999	2,739	3.9%
\$500,000 to \$999,999	551	0.8%
\$1,000,000 or more	206	0.3%

Median value \$97,800

House Heating Fuel

	Number	Percent
Occupied housing units	98,749	100.0%
Utility gas	79,800	80.8%
Bottled, tank or LP gas	1,802	1.8%
Electricity	12,093	12.2%
Fuel oil, kerosene, etc	2,911	2.9%
Coal, coke or wood	1,013	1.0%
Solar energy or other fuel	821	0.8%
No fuel used	309	0.3%

Percentages may not sum to 100% due to rounding.

Gross Rent

	Number	Percent
Specified renter-occupied housing units	28,013	100.0%
Less than \$100	357	1.3%
\$100 to \$199	845	3.0%
\$200 to \$299	1,183	4.2%
\$300 to \$399	1,922	6.9%
\$400 to \$499	3,630	13.0%
\$500 to \$599	5,070	18.1%
\$600 to \$699	4,075	14.5%
\$700 to \$799	3,179	11.3%
\$800 to \$899	1,694	6.0%
\$900 to \$999	1,337	4.8%
\$1,000 to \$1,499	2,005	7.2%
\$1,500 or more	495	1.8%
No cash rent	2,221	7.9%

Median gross rent \$598

Median gross rent as a percentage of household income 32.5

Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units with a mortgage	43,636	100.0%
Less than \$400	718	1.6%
\$400 to \$599	3,154	7.2%
\$600 to \$799	6,509	14.9%
\$800 to \$999	8,187	18.8%
\$1,000 to \$1,249	8,120	18.6%
\$1,250 to \$1,499	5,610	12.9%
\$1,500 to \$1,999	6,860	15.7%
\$2,000 to \$2,999	3,423	7.8%
\$3,000 or more	1,055	2.4%

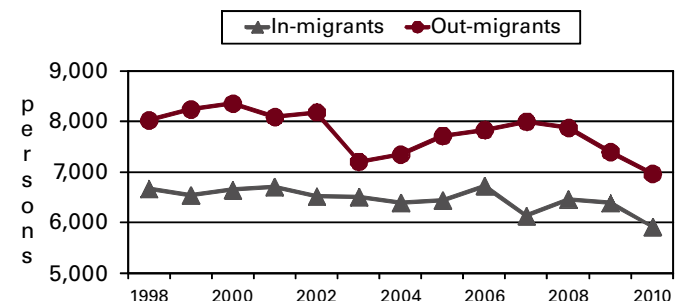
Median monthly owners cost \$1,100

Median monthly owners cost as a percentage of household income 23.0

Vital Statistics

	Number	Rate
Births / rate per 1,000 women aged 15 to 44	2,415	58.5
Teen births / rate per 1,000 females 15-19	298	37.7
Deaths / rate per 100,000 population	3,031	1,269.1
Marriages / rate per 1,000 population	1,071	4.5
Divorces / rate per 1,000 population	637	2.7

Migration



Agriculture

Land in farms (acres)	62,000
Number of farms	560
Average size (acres)	111
Total cash receipts	\$57,244,000
Per farm	\$102,222

Education

Public schools buildings	84
Students (Average Daily Membership)	34,540
Teachers (Full Time Equivalent)	2,360.9
Expenditures per student	\$10,330
Graduation rate	85.7
Non-public schools	15
Students	3,293
4-year public universities	1
Branches	0
2-year public colleges	0
Private universities and colleges	0
Public libraries (Main / Branches)	1 / 15

Transportation

Registered motor vehicles	249,736
Passenger cars	178,487
Noncommercial trucks	28,560
Total license revenue	\$6,935,641.45
Interstate highway miles	55.34
Turnpike miles	24.51
U.S. highway miles	58.01
State highway miles	174.85
County, township, and municipal road miles	1,678.25
Commercial airports	5

Voting

Number of registered voters	170,079
Voted in 2010 election	122,801
Percent turnout	72.2%

Health Care

Physicians (MDs & DOs)	650
Registered hospitals	8
Number of beds	1,324
Licensed nursing homes	26
Number of beds	2,722
Licensed residential care	23
Number of beds	1,538
Adults with employer-based insurance	52.7%
Children with employer-based insurance	52.0%

State Parks, Forests, Nature Preserves, And Wildlife Areas

Areas/Facilities	4
Acreage	3,432.04

Communications

Television stations	5
Radio stations	16
Daily newspapers	1
Circulation	48,126
Weekly newspapers	0
Circulation	0

Crime

Total crimes reported in Uniform Crime Report	10,696
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Finance

FDIC insured financial institutions (HQs)	2
Assets (000)	\$3,108,548
Branch offices	81
Institutions represented	12

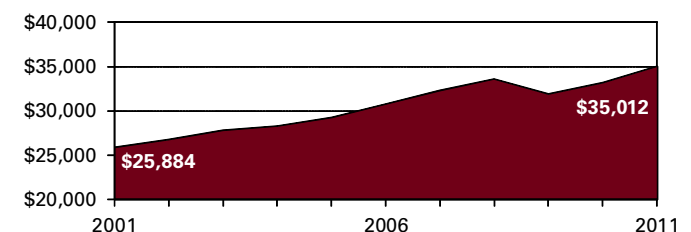
Transfer Payments

Total transfer payments	\$2,293,337,000
Payments to individuals	\$2,247,167,000
Retirement and disability	\$768,256,000
Medical payments	\$961,181,000
Income maintenance (Supplemental SSI, family assistance, food stamps, etc)	\$274,206,000
Unemployment benefits	\$114,546,000
Veterans benefits	\$39,565,000
Federal education and training assistance	\$76,400,000
Other payments to individuals	\$13,013,000
Total personal income	\$7,851,380,000
Dependency ratio	29.2%

Federal Expenditures

Direct expenditures or obligations	\$2,597,035,106
Retirement and disability	\$881,297,812
Other direct payments	\$770,101,716
Grant awards	\$552,105,176
Highway planning and construction	\$57,336,915
Temporary assistance to needy families	\$16,514,540
Medical assistance program	\$354,309,049
Procurement contract awards	\$283,818,155
Dept. of Defense	\$5,438,504
Salary and wages	\$109,712,247
Dept. of Defense	\$36,852,000
Other federal assistance	\$185,683,321
Direct loans	\$8,266,098
Guaranteed loans	\$120,697,162
Insurance	\$56,720,061

Per Capita Personal Income



Civilian Labor Force

	2007	2008	2009	2010	2011
Civilian labor force	115,900	115,000	115,600	114,800	113,000
Employed	108,700	106,800	101,400	101,800	102,200
Unemployed	7,200	8,200	14,200	13,000	10,800
Unemployment rate	6.2	7.1	12.3	11.3	9.5

Establishments, Employment, and Wages by Sector: 2011

Industrial Sector	Number of Establishments	Average Employment	Total Wages	Average Weekly Wage
Private Sector	5,813	82,921	\$2,715,892,484	\$630
Goods-Producing	941	13,008	\$593,985,391	\$878
Natural Resources and Mining	40	389	\$18,049,945	\$893
Constuction	538	4,043	\$198,984,208	\$947
Manufacturing	364	8,577	\$376,951,238	\$845
Service-Providing	4,872	69,913	\$2,121,907,093	\$584
Trade, Transportation and Utilities	1,428	21,006	\$663,529,286	\$607
Information	86	1,178	\$52,050,807	\$850
Financial Services	563	3,660	\$153,432,736	\$806
Professional and Business Services	844	12,040	\$415,652,653	\$664
Education and Health Services	859	18,715	\$639,133,535	\$657
Leisure and Hospitality	609	10,117	\$125,416,175	\$238
Other Services	471	3,175	\$71,872,877	\$435
Federal Government		1,311	\$83,470,640	\$1,224
State Government		3,076	\$168,118,390	\$1,051
Local Government		9,136	\$362,680,168	\$763

Private Sector total includes Unclassified establishments not shown.

Change Since 2006

Private Sector	-4.1%	-7.0%	2.7%	10.3%
Goods-Producing	-13.6%	-19.9%	-8.5%	14.2%
Natural Resources and Mining	8.1%	-0.8%	25.7%	26.7%
Construction	-16.6%	-26.7%	-11.7%	20.6%
Manufacturing	-10.6%	-17.0%	-8.0%	10.9%
Service-Producing	-2.1%	-4.1%	6.3%	11.0%
Trade, Transportation and Utilities	-5.7%	-9.8%	0.1%	10.8%
Information	-6.5%	-41.6%	-32.4%	15.8%
Financial Services	-4.3%	-14.5%	-10.3%	4.9%
Professional and Business Services	-0.5%	8.1%	24.7%	15.3%
Education and Health Services	8.9%	4.0%	13.5%	9.1%
Leisure and Hospitality	0.0%	-3.1%	12.7%	16.1%
Other Services	-8.9%	-13.0%	-5.1%	9.0%
Federal Government		-3.0%	9.0%	12.3%
State Government		-11.4%	23.2%	39.0%
Local Government		-7.5%	0.1%	8.1%

Business Numbers

	2008	2009	2010	2011	2012
Business starts	466	453	403	400	444
Active businesses	5,573	5,395	5,323	5,278	5,215

Major Employers

Austintown Local Schools	Govt
Boardman Local Schools	Govt
HM Health Partners	Serv
InfoCision Management	Serv
Mahoning County Government	Govt
UCFC/Home Savings & Loan Co	Fin
V&M Star	Mfg
Valley Care Health System	Serv
VXI Global Solutions	Serv
Wal-Mart Stores Inc	Trade
Youngstown City Schools	Govt
Youngstown State University	Govt

Residential

Construction

	2008	2009	2010	2011	2012
Total units	167	96	100	117	117
Total valuation (000)	\$35,658	\$22,836	\$22,803	\$28,396	\$26,595
Total single-unit bldgs	167	96	100	117	117
Average cost per unit	\$213,521	\$237,875	\$228,031	\$242,705	\$227,306
Total multi-unit bldg units	0	0	0	0	0
Average cost per unit	\$0	\$0	\$0	\$0	\$0

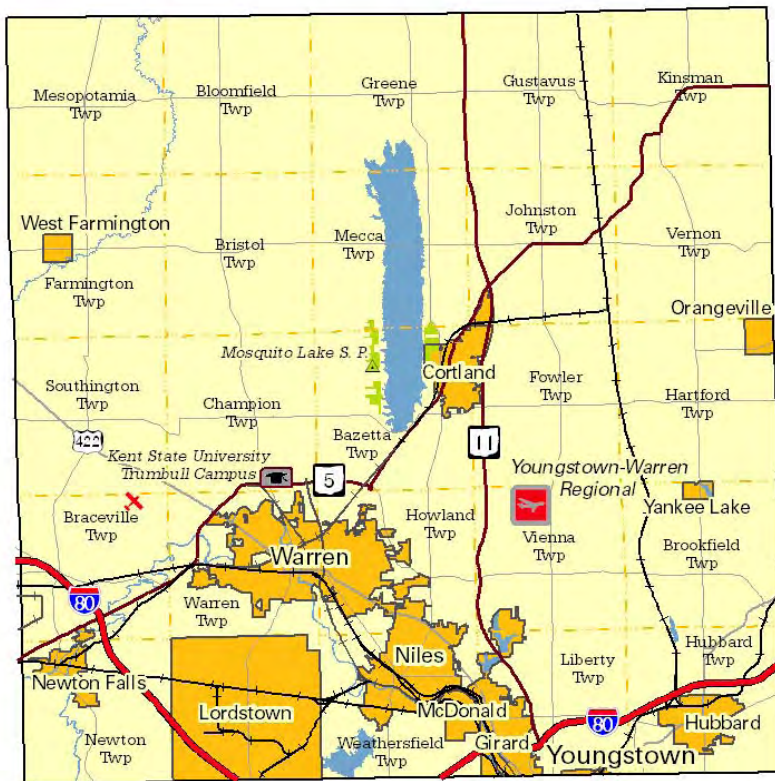
Ohio County Profiles

Prepared by the Office of Policy, Research and Strategic Planning



Trumbull County

Established: Proclamation - July 10, 1800
2012 Population: 207,406
Land Area: 615.8 square miles
County Seat: Warren City
Named for: Jonathan Trumbull, Connecticut Governor



0 4 8 12 Miles

Taxes

Taxable value of real property	\$3,304,127,730
Residential	\$2,425,190,920
Agriculture	\$243,407,350
Industrial	\$147,359,540
Commercial	\$478,971,480
Mineral	\$9,198,440
Ohio income tax liability	\$104,437,577
Average per return	\$1,112.64

Land Use/Land Cover

Percent

Urban (Residential/Commercial/Industrial/Transportation and Urban Grasses)	16.47%
Cropland	28.43%
Pasture	3.40%
Forest	42.26%
Open Water	2.72%
Wetlands (Wooded/Herbaceous)	6.64%
Bare/Mines	0.09%

Largest Places

Est. 2011 Census 2010

Warren city	41,358	41,557
Niles city	19,168	19,266
Howland twp UB	17,240	17,327
Liberty twp UB	12,002	12,062
Girard city	9,907	9,958
Champion twp	9,565	9,612
Brookfield twp UB	8,731	8,775
Weathersfield twp UB	8,358	8,400
Hubbard city	7,834	7,874
Cortland city	7,069	7,104

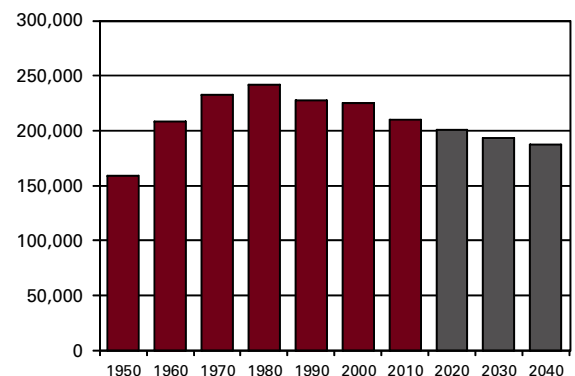
UB: Unincorporated balance.

Total Population

Census				Estimated	
1800	1,302	1910	52,766	2012	207,406
1810	8,671	1920	83,920		
1820	15,546	1930	123,063		
1830	26,153	1940	132,315		
1840	38,107	1950	158,915		
1850	30,490	1960	208,526		
1860	30,656	1970	232,579		
1870	38,659	1980	241,863		
1880	44,880	1990	227,813		
1890	42,373	2000	225,116		
1900	46,591	2010	210,312		

Projected

2020	200,840
2030	193,360
2040	187,250



Population by Race	Number	Percent
ACS Total Population	211,403	100.0%
White	188,661	89.2%
African-American	17,587	8.3%
Native American	321	0.2%
Asian	994	0.5%
Pacific Islander	0	0.0%
Other	270	0.1%
Two or More Races	3,570	1.7%
Hispanic (may be of any race)	2,788	1.3%
Total Minority	24,693	11.7%

Educational Attainment	Number	Percent
Persons 25 years and over	147,400	100.0%
No high school diploma	19,060	12.9%
High school graduate	66,932	45.4%
Some college, no degree	27,894	18.9%
Associate degree	8,988	6.1%
Bachelor's degree	16,665	11.3%
Master's degree or higher	7,861	5.3%

Family Type by Employment Status	Number	Percent
Total Families	56,165	100.0%
Married couple, husband and wife in labor force	18,538	33.0%
Married couple, husband in labor force, wife not	8,322	14.8%
Married couple, wife in labor force, husband not	3,857	6.9%
Married couple, husband and wife not in labor force	10,122	18.0%
Male householder, in labor force	2,687	4.8%
Male householder, not in labor force	1,191	2.1%
Female householder, in labor force	7,624	13.6%
Female householder, not in labor force	3,824	6.8%

Household Income	Number	Percent
Total Households	86,463	100.0%
Less than \$10,000	7,298	8.4%
\$10,000 to \$19,999	11,873	13.7%
\$20,000 to \$29,999	11,192	12.9%
\$30,000 to \$39,999	10,280	11.9%
\$40,000 to \$49,999	9,740	11.3%
\$50,000 to \$59,999	7,668	8.9%
\$60,000 to \$74,999	9,487	11.0%
\$75,000 to \$99,999	9,642	11.2%
\$100,000 to \$149,999	6,952	8.0%
\$150,000 to \$199,999	1,418	1.6%
\$200,000 or more	913	1.1%
Median household income	\$42,296	

Population by Age	Number	Percent
ACS Total Population	211,403	100.0%
Under 5 years	11,808	5.6%
5 to 17 years	35,545	16.8%
18 to 24 years	16,650	7.9%
25 to 44 years	48,966	23.2%
45 to 64 years	62,379	29.5%
65 years and more	36,055	17.1%
Median Age	42.4	

Family Type by Presence of Own Children Under 18	Number	Percent
Total Families	56,042	100.0%
Married-couple families with own children	13,283	23.7%
Male householder, no wife present, with own children	1,589	2.8%
Female householder, no husband present, with own children	6,489	11.6%
Families with no own children	34,681	61.9%

Poverty Status of Families By Family Type by Presence Of Related Children	Number	Percent
Total Families	56,042	100.0%
Family income above poverty level	49,074	87.6%
Family income below poverty level	6,968	12.4%
Married couple, with related children	1,243	17.8%
Male householder, no wife present, with related children	576	8.3%
Female householder, no husband present, with related children	3,583	51.4%
Families with no related children	1,566	22.5%

Ratio of Income To Poverty Level	Number	Percent
Population for whom poverty status is determined	207,276	100.0%
Below 50% of poverty level	15,141	7.3%
50% to 99% of poverty level	18,755	9.0%
100% to 149% of poverty level	18,875	9.1%
150% to 199% of poverty level	21,962	10.6%
200% of poverty level or more	132,543	63.9%

Geographical Mobility	Number	Percent
Population aged 1 year and older	209,442	100.0%
Same house as previous year	188,148	89.8%
Different house, same county	15,393	7.3%
Different county, same state	3,111	1.5%
Different state	2,633	1.3%
Abroad	157	0.1%

Percentages may not sum to 100% due to rounding.

Travel Time To Work

	Number	Percent
Workers 16 years and over	84,632	100.0%
Less than 15 minutes	29,014	34.3%
15 to 29 minutes	34,528	40.8%
30 to 44 minutes	11,591	13.7%
45 to 59 minutes	4,262	5.0%
60 minutes or more	5,237	6.2%

Mean travel time 22.4 minutes

Housing Units

	Number	Percent
Total housing units	96,262	100.0%
Occupied housing units	86,746	90.1%
Owner occupied	63,903	73.7%
Renter occupied	22,843	26.3%
Vacant housing units	9,516	9.9%

Year Structure Built

	Number	Percent
Total housing units	96,262	100.0%
Built 2005 or later	1,281	1.3%
Built 2000 to 2004	3,789	3.9%
Built 1990 to 1999	7,720	8.0%
Built 1980 to 1989	6,465	6.7%
Built 1970 to 1979	16,932	17.6%
Built 1960 to 1969	13,889	14.4%
Built 1950 to 1959	18,046	18.7%
Built 1940 to 1949	9,172	9.5%
Built 1939 or earlier	18,968	19.7%

Median year built 1961

Value for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units	63,903	100.0%
Less than \$20,000	2,894	4.5%
\$20,000 to \$39,999	3,436	5.4%
\$40,000 to \$59,999	5,413	8.5%
\$60,000 to \$79,999	9,076	14.2%
\$80,000 to \$99,999	10,960	17.2%
\$100,000 to \$124,999	9,066	14.2%
\$125,000 to \$149,999	6,473	10.1%
\$150,000 to \$199,999	9,179	14.4%
\$200,000 to \$299,999	5,308	8.3%
\$300,000 to \$499,999	1,572	2.5%
\$500,000 to \$999,999	328	0.5%
\$1,000,000 or more	198	0.3%

Median value \$100,500

House Heating Fuel

	Number	Percent
Occupied housing units	86,746	100.0%
Utility gas	69,805	80.5%
Bottled, tank or LP gas	1,927	2.2%
Electricity	8,387	9.7%
Fuel oil, kerosene, etc	3,643	4.2%
Coal, coke or wood	2,268	2.6%
Solar energy or other fuel	504	0.6%
No fuel used	212	0.2%

Percentages may not sum to 100% due to rounding.

Gross Rent

	Number	Percent
Specified renter-occupied housing units	22,843	100.0%
Less than \$100	415	1.8%
\$100 to \$199	779	3.4%
\$200 to \$299	755	3.3%
\$300 to \$399	1,175	5.1%
\$400 to \$499	3,065	13.4%
\$500 to \$599	4,234	18.5%
\$600 to \$699	3,712	16.3%
\$700 to \$799	2,607	11.4%
\$800 to \$899	1,544	6.8%
\$900 to \$999	1,310	5.7%
\$1,000 to \$1,499	1,310	5.7%
\$1,500 or more	310	1.4%
No cash rent	1,627	7.1%

Median gross rent \$604

Median gross rent as a percentage of household income 30.1

Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units

	Number	Percent
Specified owner-occupied housing units with a mortgage	38,459	100.0%
Less than \$400	524	1.4%
\$400 to \$599	2,589	6.7%
\$600 to \$799	5,629	14.6%
\$800 to \$999	7,239	18.8%
\$1,000 to \$1,249	8,826	22.9%
\$1,250 to \$1,499	5,621	14.6%
\$1,500 to \$1,999	5,066	13.2%
\$2,000 to \$2,999	2,540	6.6%
\$3,000 or more	425	1.1%

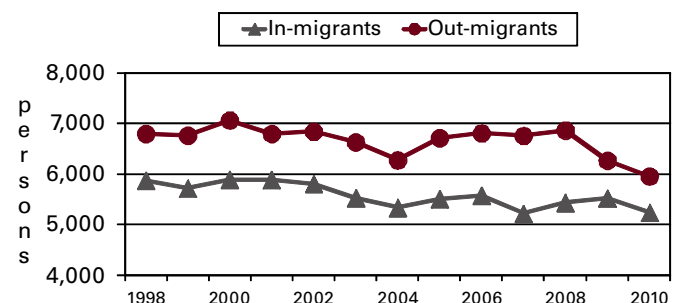
Median monthly owners cost \$1,092

Median monthly owners cost as a percentage of household income 22.9

Vital Statistics

	Number	Rate
Births / rate per 1,000 women aged 15 to 44	2,097	57.6
Teen births / rate per 1,000 females 15-19	241	35.6
Deaths / rate per 100,000 population	2,357	1,120.7
Marriages / rate per 1,000 population	1,072	5.1
Divorces / rate per 1,000 population	788	3.7

Migration



Agriculture

Land in farms (acres)	125,000
Number of farms	960
Average size (acres)	130
Total cash receipts	\$52,212,000
Per farm	\$54,388

Education

Public schools buildings	73
Students (Average Daily Membership)	31,835
Teachers (Full Time Equivalent)	1,916.2
Expenditures per student	\$9,720
Graduation rate	84.8
Non-public schools	8
Students	1,225
4-year public universities	0
Branches	1
2-year public colleges	0
Private universities and colleges	0
Public libraries (Main / Branches)	7 / 6

Transportation

Registered motor vehicles	238,861
Passenger cars	158,681
Noncommercial trucks	33,887
Total license revenue	\$6,342,899.44
Interstate highway miles	23.02
Turnpike miles	10.69
U.S. highway miles	32.14
State highway miles	303.20
County, township, and municipal road miles	1,577.60
Commercial airports	2

Voting

Number of registered voters	151,505
Voted in 2010 election	101,963
Percent turnout	67.3%

Health Care

Physicians (MDs & DOs)	346
Registered hospitals	3
Number of beds	599
Licensed nursing homes	19
Number of beds	1,889
Licensed residential care	11
Number of beds	738
Adults with employer-based insurance	59.0%
Children with employer-based insurance	50.5%

State Parks, Forests, Nature Preserves, And Wildlife Areas

Areas/Facilities	4
Acreage	14,836.71

Communications

Television stations	0
Radio stations	2
Daily newspapers	1
Circulation	25,681
Weekly newspapers	0
Circulation	0

Crime

Total crimes reported in Uniform Crime Report	7,233
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Finance

FDIC insured financial institutions (HQs)	3
Assets (000)	\$3,368,764
Branch offices	70
Institutions represented	14

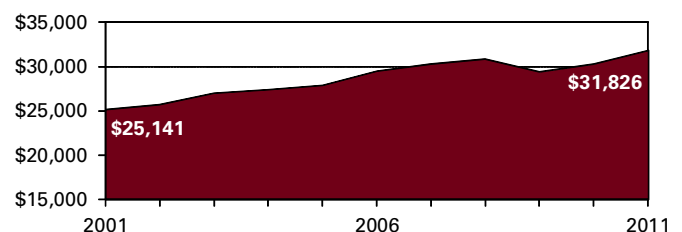
Transfer Payments

Total transfer payments	\$1,949,010,000
Payments to individuals	\$1,908,337,000
Retirement and disability	\$726,959,000
Medical payments	\$801,287,000
Income maintenance (Supplemental SSI, family assistance, food stamps, etc)	\$194,370,000
Unemployment benefits	\$98,048,000
Veterans benefits	\$32,091,000
Federal education and training assistance	\$43,026,000
Other payments to individuals	\$12,556,000
Total personal income	\$6,420,828,000
Dependency ratio	30.4%

Federal Expenditures

Direct expenditures or obligations	\$1,700,862,799
Retirement and disability	\$778,928,460
Other direct payments	\$560,813,207
Grant awards	\$266,693,514
Highway planning and construction	\$26,034,527
Temporary assistance to needy families	\$14,434,536
Medical assistance program	\$155,010,476
Procurement contract awards	\$35,576,405
Dept. of Defense	\$27,496,048
Salary and wages	\$58,851,213
Dept. of Defense	\$23,662,000
Other federal assistance	\$213,806,249
Direct loans	\$9,122,902
Guaranteed loans	\$100,448,829
Insurance	\$104,234,518

Per Capita Personal Income



Civilian Labor Force

	2007	2008	2009	2010	2011
Civilian labor force	105,200	104,800	106,600	104,000	101,900
Employed	98,700	97,000	92,100	91,600	92,200
Unemployed	6,500	7,800	14,500	12,300	9,700
Unemployment rate	6.2	7.5	13.6	11.9	9.5

Establishments, Employment, and Wages by Sector: 2011

Industrial Sector	Number of Establishments	Average Employment	Total Wages	Average Weekly Wage
Private Sector	4,212	61,098	\$2,329,739,375	\$733
Goods-Producing	666	16,373	\$1,047,373,280	\$1,230
Natural Resources and Mining	24	135	\$3,873,028	\$552
Constuction	392	2,623	\$110,055,293	\$807
Manufacturing	251	13,615	\$933,444,959	\$1,318
Service-Providing	3,546	44,725	\$1,282,366,095	\$551
Trade, Transportation and Utilities	1,046	14,117	\$424,160,084	\$578
Information	41	598	\$26,040,317	\$837
Financial Services	410	2,501	\$85,771,288	\$660
Professional and Business Services	609	6,323	\$203,694,988	\$620
Education and Health Services	572	12,209	\$420,046,954	\$662
Leisure and Hospitality	474	6,865	\$81,048,805	\$227
Other Services	386	2,101	\$41,374,209	\$379
Federal Government		512	\$28,266,768	\$1,062
State Government		739	\$40,424,146	\$1,051
Local Government		8,320	\$324,880,879	\$751

Private Sector total includes Unclassified establishments not shown.

Change Since 2006

Private Sector	-6.3%	-17.4%	-19.2%	-2.3%
Goods-Producing	-18.0%	-29.4%	-32.1%	-3.8%
Natural Resources and Mining	14.3%	62.7%	53.3%	-6.0%
Construction	-22.5%	-7.2%	11.6%	20.3%
Manufacturing	-11.9%	-32.9%	-35.2%	-3.5%
Service-Producing	-3.7%	-11.9%	-4.5%	8.3%
Trade, Transportation and Utilities	-4.6%	-15.2%	-4.6%	12.7%
Information	-31.7%	-28.0%	-18.7%	12.8%
Financial Services	-11.6%	-17.4%	-11.6%	7.1%
Professional and Business Services	-0.7%	-7.2%	8.3%	16.8%
Education and Health Services	3.2%	-8.2%	-9.0%	-0.9%
Leisure and Hospitality	-2.5%	-12.2%	0.9%	15.2%
Other Services	-3.5%	-9.3%	6.5%	17.3%
Federal Government		7.6%	18.2%	9.9%
State Government		-18.3%	3.7%	26.9%
Local Government		-5.2%	4.0%	9.8%

Business Numbers

	2008	2009	2010	2011	2012
Business starts	306	294	240	240	269
Active businesses	3,444	3,353	3,332	3,301	3,308

Major Employers

Delphi Automotive Systems, LLC	Mfg
General Motors Corp	Mfg
Giant Eagle Inc	Trade
HM Health Services	Serv
Sears Holdings/Kmart Corp	Trade
Trumbull County Government	Govt
Valley Care Health System	Serv
Warren City Schools	Govt

Residential Construction

	2008	2009	2010	2011	2012
Total units	231	60	73	53	67
Total valuation (000)	\$25,909	\$8,711	\$13,120	\$9,615	\$13,719
Total single-unit bldgs	83	46	65	53	59
Average cost per unit	\$183,118	\$166,764	\$195,848	\$181,412	\$216,903
Total multi-unit bldg units	148	14	8	0	8
Average cost per unit	\$72,367	\$74,286	\$48,750	\$0	\$115,275

Western Reserve Port Authority

a. Overview



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ABOUT US

Originally created by the Mahoning and Trumbull County commissioners in 1992 to assume ownership of and operational responsibility for the Youngstown-Warren Regional Airport, the Western Reserve Port Authority (WRPA) has evolved into a dynamic, multi-faceted agency dedicated to promoting growth and economic development in the Mahoning Valley.

Under the direction of the Board and using the broad powers granted port authorities under Ohio law, the WRPA combines innovative finance tools, consulting services, and partnership opportunities into a highly effective suite of development solutions that enable businesses, governmental entities, and non-profit organizations to compete and succeed in the global economy.

Today, the WRPA administers or has the ability to access more than a dozen financing, funding, and incentive programs offered by a variety of local, state, and federal agencies, including the Ohio Department of Development, the U.S. Small Business Administration, the U.S. Environmental Protection Agency, and the U.S. Department of Housing and Urban Development. The WRPA oversees the four general-purpose foreign trade zones located in Mahoning and Trumbull counties as well as the Ohio Enterprise Zones located in Mahoning County.

Whether you lead a company or non-profit seeking ways to finance growth, a developer looking for help with the public infrastructure needed to move your project forward, or a governmental entity searching for ways to retain or attract jobs and development, the WRPA's professional, experienced staff is eager to put our solutions to work for you.

To learn more, contact Senior Manager Sarah Lown at 330-259-7671 or via email at slown@westernreserveport.com.

236 North Champion Street Youngstown, OH 44503 Phone: 234.228.9696 Fax: 234.228.9694



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BOARD MEMBERS

The WRPA is governed by an eight-member board of directors appointed by the Mahoning and Trumbull County Commissioners. The Board members serve staggered four-year terms and are responsible for setting the WRPA's strategic goals and policies. Officers, including Chair, Vice-Chair, and Secretary are elected annually.

The members of Board of the Western Reserve Port Authority are:

Chairman: James Floyd, Esq. (T) **Vice-Chair:** Ron Klinge (T)
Secretary: Patrick Pellin (M) **Member:** Scott Lynn (T)
Member: Don Hanni, III (M) **Member:** Scott Lewis (T)
Member: Richard Schiraldi (M) **Member:** Marty Loney (M)

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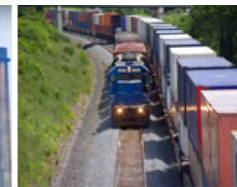
A port authority is a governmental entity for all purposes, empowered by applicable provisions of [Chapter 4582 of the Ohio Revised Code \("Port Act"\)](#). A port authority is a "body corporate and politic" and for some purposes a political subdivision, but must be created by local government(s). Port authorities are each governed by a board of directors appointed by elected officials, and have the responsibilities of a governmental entity including holding public meetings and making its records available for public inspection. As independent units of government, Ohio port authorities may conduct the traditional water, air and other transportation activities, as well as own property and provide financing for local economic development initiatives. Ohio law defines the "authorized purposes" of a port authority (and provides various powers to port authorities to further those authorized purposes) as follows:

1. Activities that enhance, foster, aid, provide, or promote transportation, economic development, housing, recreation, education, governmental operations, culture, or research within the jurisdiction of the port authority.
 2. Activities authorized under Sections 13 and 16 of Article VIII, Ohio Constitution (permitting aid to private enterprises to promote economic development and housing in Ohio).
- Ohio port authorities are formed by other political subdivisions, and are governed by the Ohio constitution, the legislation creating the port authority and, if two or more subdivisions join in its formation, by an agreement between them. That agreement, or the formative legislation, must cover a limited number of items, including the composition of the port authority board of directors. Subject to the other governing documents, the board of directors typically adopts bylaws or regulations providing for the administration, operations, staffing and governance of the port authority.

The broad powers of a port authority make it a useful tool for economic and other development purposes. Under Ohio law, in furtherance of authorized purposes, port authorities are authorized to, among other things:

- acquire real and personal property;
- own, lease, sell and construct improvements to real property;
- issue revenue bonds for port authority facilities;
- issue voted general obligation bonds for port authority facilities and other permanent improvements;
- levy voted taxes for all purposes of the port authority;
- receive federal and state grants and loans and other public funds;
- operate transportation, recreation, governmental or cultural facilities and set rates and charges for use of port authority facilities;
- cooperate broadly with other governmental agencies and exercise powers delegated by such agencies;
- accept assignments of TIF service payments and special assessments;
- maintain confidentiality within statutory limits for private enterprises;
- establish and operate foreign trade zones;
- appropriate property for public use, convey or lease property to (and accept or lease from and exchange with) other governmental units;
- and straighten, deepen and improve channels, rivers, streams or other water courses.

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Convenience

- 60 miles from Cleveland and Pittsburgh
- 8 hour drive from Chicago and New York City
- Contiguous with six other metropolitan areas
- Served by Interstates 680, 80, 76 and Ohio 11
- Youngstown-Warren Regional, Akron-Canton, Cleveland Hopkins and Pittsburgh International airports

Affordable

- Ranked as one of the most affordable areas in the nation
- The overall cost-of-living index for the area is 90.4, which is below the national average

Educational Opportunities

- More than sixty colleges and universities within a 75 mile radius
- Seven colleges and universities are in the immediate area
- Numerous technical, vocational and job training programs available

Business

- Ranked 12th in the nation in manufacturing sites
- Nearly 700 entities employing nearly 17,000 people in fields ranging from professional services to specialty manufacturing
- Rail and road access
- Attractively priced commercial/industrial real estate
- Within a day's drive of one of the largest market areas in the United States, servicing half the population of the US and Canada

Leisure & Entertainment

- Mill Creek MetroPark: a beautiful 2,537 acre natural park system
- Cultural Attractions: five art galleries and museums, two ballet companies, four performance centers, live theater companies and two symphonies
- Over 40 public and six private golf courses within a thirty minute drive
- Within a 1.5 hour drive of two NFL teams (Browns and Steelers), NHL/AHL hockey teams (Penguins and Lake Erie Monsters), two Major League Baseball teams (Indians and Pirates), and an NBA team (Cavaliers)
- The Class A affiliates of the Cleveland Indians are in corridor community of Niles.
- The Ohio River, Lake Erie and a number of other lakes offer summer resorts, fishing, boating, camping and at least five ski resorts all within an hour drive

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What is a port authority?

Historically, port authorities were created to conduct maritime activities. The Ohio enabling statute was passed by the General Assembly in 1955 to promote the development of port facilities capable of taking advantage of the opening of the St. Lawrence Seaway. In the 1970s, airport activities were added to the purposes of Ohio port authorities and, beginning in 1982, Ohio amended its port authority statute numerous times, primarily to permit port authority powers to be used for economic development activities and to be employed cooperatively with state agencies and other political subdivisions.

Is a port authority a governmental entity?

Yes, a port authority is a governmental entity for all purposes, empowered by applicable provisions of Chapter 4582 of the Ohio Revised Code ("Port Act"). A port authority is a "body corporate and politic" and for some purposes a political subdivision, but must be created by local government(s). Port authorities are each governed by a board of directors appointed by elected officials, and have the responsibilities of a governmental entity including holding public meetings and making its records available for public inspection.

Under Ohio law, what are the authorized purposes of port authorities?

As independent units of government, Ohio port authorities may conduct the traditional water, air and other transportation activities, as well as own property and provide financing for local economic development initiatives. Ohio law defines the "authorized purposes" of a port authority (and provides various powers to port authorities to further those authorized purposes) as follows:

1. Activities that enhance, foster, aid, provide, or promote transportation, economic development, housing, recreation, education, governmental operations, culture, or research within the jurisdiction of the port authority.
2. Activities authorized under Sections 13 and 16 of Article VIII, Ohio Constitution (permitting aid to private enterprises to promote economic development and housing in Ohio).

Under Ohio law what is the significance of being a port authority "facility?"

Many provisions of the Port Act that authorize particular activities of Ohio port authorities, including cooperative activities with other political subdivisions and issuing revenue bonds to finance such facilities, depend on the facilities qualifying as a port authority facility. The Port Act defines a port authority facility as ... real or personal property, or any combination thereof, owned, leased, or otherwise controlled or financed by a port authority and related to, useful for, or in furtherance of, one or more authorized purposes.

How are port authorities governed?

Ohio port authorities are formed by other political subdivisions, and are governed by the Ohio constitution, the legislation creating the port authority and, if two or more subdivisions join in its formation, by an agreement between them. That agreement, or the formative legislation, must cover a limited number of items, including the composition of the port authority board of directors. Subject to the other governing documents, the board of directors typically adopts bylaws or regulations providing for the administration, operations, staffing and governance of the port authority.

How does one become a port authority board member?

Board members must generally be either a qualified elector or have a business or place of employment in the jurisdiction of the port authority for at least three years preceding appointment. The size of the board is determined by the political subdivision(s) that form(s) the port authority. Board members are appointed by elected officials of the jurisdiction(s) that originally formed the port authority.

What is a port authority's area of territorial jurisdiction?

A port authority's area of jurisdiction generally includes all the territory of the political subdivision or subdivisions that originally created the port authority; and if a port authority owns or leases a railroad line or airport, the territory on which the railroad's line, terminals, and related facilities or the airport's runways, terminals and related facilities are located, regardless of whether the territory is located in the political subdivision or subdivisions creating the port authority.

Why is territorial jurisdiction important?

Under the Port Act, many of a port authority's powers are based in whole or in part on the affected property being within its territorial jurisdiction. For example, a port authority's power to levy a tax is limited to the territory within its jurisdiction. Conversely, under the Port Act, political subdivisions within the territorial jurisdiction of a port authority are granted specific powers to work with a port authority – even if they did not participate in its creation.

Can a community be within the jurisdiction of two port authorities?

Generally, no. With limited statutory exceptions, a community may not be included in the territorial jurisdiction of more than one port authority.

What are the powers of an Ohio port authority?

The broad powers of a port authority make it a useful tool for economic and other development purposes. Under Ohio law, in furtherance of authorized purposes, port authorities are authorized to, among other things:

- acquire real and personal property;
- own, lease, sell and construct improvements to real property;
- issue revenue bonds for port authority facilities;
- issue voted general obligation bonds for port authority facilities and other permanent improvements;
- levy voted taxes for all purposes of the port authority;
- receive federal and state grants and loans and other public funds;
- operate transportation, recreation, governmental or cultural facilities and set rates and charges for use of port authority facilities;
- cooperate broadly with other governmental agencies and exercise powers delegated by such agencies;
- accept assignments of TIF service payments and special assessments;
- maintain confidentiality within statutory limits for private enterprises;
- establish and operate foreign trade zones;
- appropriate property for public use, convey or lease property to (and accept or lease from and exchange with) other governmental units;
- and straighten, deepen and improve channels, rivers, streams or other water courses.

What taxing power may Ohio port authorities have, and how is it exercised?

A port authority may levy up to one mill of property tax on property within its territorial jurisdiction for port authority purposes, but only with approval of voters. The tax levy may not exceed five years, subject to renewal, except when approved for a general obligation bond issue. The election is held and all customary procedures are followed under general Ohio law for submitting the question of the tax levy (and any general obligation bonds) to the voters. Several Ohio port authorities do levy taxes, but only one small general obligation bond issue has ever been completed (in 1960 for port facilities at Toledo's Great Lakes port).

Can a port authority incur debt?

A port authority can issue debt instruments in several forms: (1) Port authority revenue bonds that are limited special obligations payable only from specified revenues and funds pledged to their repayment, (2) voted general obligation bonds payable from the tax levy (limited to one-mill) approved as part of the election on the bond issue, (3) notes issued in anticipation of authorized bonds, and (4) tax anticipation notes issued in anticipation of, and payable only from, a fraction of the proceeds of a voter-approved levy.

Would port authority taxes or bonds affect tax or debt limits on other local governments?

No. Port authorities may not levy a tax unless approved by the voters and voted taxes do not impact the 10-mill unvoted tax limit. Any port authority general obligation bonds have separate direct and indirect debt limits that do not affect debt limits of other political subdivisions. Revenue bonds are outside of all debt limitations.

Can a port authority receive community development block grant funds?

No, a port authority does not satisfy all of the necessary criteria to compete for community development block grant funds; however, a municipality can provide such funds to a port authority for a qualifying purpose.

Can a port authority appropriate real property?

Yes. Subject to various limitations, and pursuant to generally-applicable provisions of Ohio law regarding eminent domain, a port authority may exercise the right of eminent domain to appropriate property or property rights necessary or proper for an authorized purpose.

How do the changes to Ohio law regarding eminent domain impact port authorities?

Port authorities are public agencies governed by Chapter 163, Ohio Revised Code, as amended, and as such are subject to the limitations on taking property for economic development purposes, as implemented by those amendments (generally requiring blight). In addition, port authorities are subject to the provisions of Revised Code Section 163.021 which provides a veto right, upon request of the landowner, to the elected agencies that create an unelected agency, and must give notice of that possible veto right. What tax exemptions, if any, are available to a port authority for its property? Port authority property used solely for authorized purposes is generally exempt from property tax, and the acquisition of such property may generally be exempted from sales and use taxes. The property tax exemption is not available, however, if the property is occupied or used by a private business under a lease with a remaining term of more than one year. A port authority has no independent power to grant tax exemptions or abatements.

What is a port authority common bond fund?

A port authority bond fund is a credit-enhancement vehicle based on a system of common "program" reserves established in special funds of the port authority deposited with a qualified corporate trustee. Those program reserves, additional reserves funded in connection with each series of revenue bonds issued to finance costs of approved projects, the portfolio of loans that are made from those proceeds and the collateral for each such loan, are all pledged under the applicable trust agreement to support the revenue bonds issued for those projects. The program reserves are typically funded with a combination of local contributions, state loans (repaid only from investment earnings), and bank letters of credit. Why is a port authority common bond fund important? A bond fund is a unique and important tool for economic development because it enables a port authority to provide real value to many projects for which it could only otherwise act as a "conduit" and to much smaller projects. Port authorities have also pooled the resources of their bond funds and of state programs to provide financing for projects of significant size and have used their bond funds to fill funding gaps on major economic development projects.

Where can I learn more about Ohio port authorities?

Ohio Revised Code Chapter 4582: Port Authorities – <http://codes.ohio.gov/orc/4582>

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Western Reserve Port Authority Financing Programs

Overview

The Western Reserve Port Authority (WRPA), the regional port authority that serves Mahoning and Trumbull counties in Ohio and operates the Youngstown-Warren Regional Airport (YNG) has the ability to enter into arrangements whereby it owns property/buildings and leases said property to private enterprise end-users.

Benefits

Because of their tax-exempt status, port authorities in Ohio have the advantage of passing savings on to economic development projects, thus making projects possible that might not otherwise happen. They facilitate economic development projects by:

- Loaning monies at competitive rates and terms
- Acquiring and selling property to economic development projects
- Providing security for an economic development project by facilitating a structured financing such as a synthetic lease.

Rate/Terms

Port authorities can pass savings on through creative bond financing using operating and synthetic leases. Synthetic leases are off-balance sheet transactions whereby companies lease assets, including buildings or equipment, from the port authority. Companies can improve the appearance of their balance sheet because the financing will not be reflected as a debt of the company, but simply as an operating lease. This helps companies keep credit lines open for working capital to create and retain jobs or buy equipment.

The basic structure of a WRPA transaction typically involves:

- Issuance of revenue bonds by an Ohio port authority (on behalf of the WRPA) or the State for the WRPA's acquisition, construction, furnishing and equipping of facilities that are leased to a private enterprise end-user.

The WRPA then leases the facility to said private enterprise, under which:

- The lease is structured as an off-balance sheet, an operating lease or a synthetic lease.

In these cases, a 100% exemption from Ohio sales tax on building and construction materials purchased and incorporated into a project facility can be claimed. In addition, the private enterprise would have virtually absolute control over the use and operations of the financed facility.

Contact

Youngstown/Warren Regional Chamber at (330) 392-6140.



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FINANCING AND FUNDING PROGRAMS

The Western Reserve Port Authority offers businesses, non-profit institutions, and governmental entities a wide range of financing and funding programs—and we do much more. Because every potential partner has different needs, assets, goals, capabilities and capacities, we use our expertise and experience to create customized funding and finance solutions designed to meet the needs of the entities that turn to us for assistance and guidance.

Half the battle in securing public financing is finding the appropriate funding formula. In order to ensure that our partners have the best possible chance to secure the funding they need, we provide the technical assistance required to cut through the red tape that often makes accessing public financing seem insurmountable.

This combination of unique funding and financing tools, highly professional consulting services, and compelling partnership opportunities comprises the WRPA's proven formula for economic development success. To learn more about our solutions and how to put our formula for success to work for you, contact Senior Manager Sarah Lown at 330-259-7670 or via email at slown@westernreserveport.com.

Financing and Programs offered/administered by the WRPA

- **Fixed Interest Rate Revenue Bond Funding – Regional Bond Fund Programs**

The WRPA's Fixed Interest Rate Revenue Bond program provides advantages for business of all sizes, non-profit institutions, and governmental entities. FIRR financing benefits small firms by enabling them to access the U.S. capital markets where they can borrow at investment-grade rates. It can also benefit larger firms that want to access the investment market but do not want to incur the expense and cumbersome red tape associated with securing and maintaining their own bond rating.

The FIRR program provides:

- Tax-exempt and taxable bond financing for amounts ranging from \$1.5 million to \$6 million;
- Transaction capacity that may exceed \$20 million when FIRR is combined with other financing sources;
- Financing for land, buildings, equipment, and other fixed assets;
- Fixed interest rates for as long as 25 years depending on the asset being financed.
- Potential of sales tax exemption on construction materials
- Tax Increment Financing (TIFs) and/or Special Assessment Bonds

Tax Increment Financing (TIFs) is among the most popular and effective economic development tools in use in Ohio today. Because TIFs are very complicated and typically involve a number of private and public sector entities, port authorities have and continue to play a lead role in managing their creation.

TIF bonds are secured by a portion of the increased property taxes generated by the project being financed, and are, under most circumstances, tax exempt, and can carry terms of up to 32 years. Funds generated via TIF bonds are normally used to develop the infrastructure needed to support the expansion of an existing facility or the construction of a new factory or building.

- **Structured Leasing Program**

The Structured Leasing Program is ideally suited for companies and nonprofit organizations that want to obtain a new facility but do not want the asset to appear on their balance sheet. These financing vehicles allow the Port Authority to own the facility and lease it to the developer which is responsible for facility design/construction and operations/maintenance.

The port authority owns and leases the facility to the developer on a fully net basis – as either a capital lease or an off-balance sheet transaction – based on the developer's underlying financial strength. It is important to note that a developer may still utilize a private sector real estate developer/owner/lessor if it chooses to do so.

In addition, construction materials used in SL program projects are exempt from Ohio state sales tax—a benefit that can generate significant savings for developers.

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BROWNFIELDS

The Mahoning Valley contains thousands of acres of former industrial sites with real or perceived contamination. These brownfields are the legacy of the loss of manufacturing throughout the Midwest. They are attractive sites for commercial development because they offer access to highways, rail lines, water, power, and other infrastructure features that business in general, and heavy industry in particular, needs.

Fortunately, the WRPA has the ability to assist firms that would like to acquire and remediate brownfield sites by serving as the entity that requests grants and loans from the U.S. EPA, the U.S. Department of Housing and Urban Development, and the state of Ohio that private companies cannot access.

These types of public-private partnerships are turning once desolate land into vibrant centers of growth across the state. In Cincinnati, the site of a former GM plant is being cleaned up and converted into a 600,000 square foot office complex and an old factory has been remediated and is now the home of 114 unit high-end condominiums. The WRPA, elected officials, and community leaders recognize that the opportunity exists to develop similar projects here in the Mahoning Valley.

The Port Authority utilizes a number of programs to facilitate Brownfield redevelopment, including:

USEPA Assessment Pilots/Grants

Overview: Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites. An eligible entity may apply for up to \$200,000 to assess a site contaminated by hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) and up to \$200,000 to address a site contaminated by petroleum. Applicants may seek a waiver of the \$200,000 limit and request up to \$350,000 for a site contaminated by hazardous substances, pollutants, or contaminants and up to \$350,000 to assess a site contaminated by petroleum. Such waivers must be based on the anticipated level of hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) at a single site. Total grant fund requests should not exceed a total of \$400,000 unless such a waiver is requested. Due to budget limitations, no entity may apply for more than \$700,000 in assessment funding. The performance period for these grants is two years.

Eligibility: State, local, and tribal governments including a general purpose unit of local government or land clearance authority or other quasi-governmental entity operating under the control, supervision, or as an agent of a local government, a governmental entity or redevelopment agency created or sanctioned by a State, or a regional council of governments, are eligible.

USEPA Cleanup Grants

Overview: Cleanup grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to \$200,000 per site. Due to budget limitations, no entity should apply for funding cleanup activities at more than five sites. These funds may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum). Cleanup grants require a 20 percent cost share, which may be in the form of a contribution of money, labor, material, or services, and must be for eligible and allowable costs (the match must equal 20 percent of the amount of funding provided by EPA and cannot include administrative costs). A cleanup grant applicant may request a waiver of the 20 percent cost share requirement based on hardship. An applicant must own the site for which it is requesting funding at time of application or demonstrate the ability to acquire title. The performance period for these grants is two years.

Eligibility: State, local, and tribal governments including a general purpose unit of local government or land clearance authority or other quasi-governmental entity operating under the control, supervision, or as an agent of a local government, a governmental entity or redevelopment agency created or sanctioned by a State, or a regional council of governments, as well as non-profit organizations and non-profit educational institutions. All eligible entities, including non-profit organizations, must have sole ownership of the site at time of proposal submission.

For more information about these and other Brownfield redevelopment programs, contact the WRPA at 330-259-7670 or email slown@westernreserveport.com.





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MAHONING RIVER CORRIDOR INITIATIVE

On December 19, 2012 the Board of Directors of the Western Reserve Port Authority agreed to merge with and assume operational and administrative control of the Mahoning River Corridor Initiative (MRCI). The agreement brings together two of the region's most important, innovative, and dynamic economic development agencies and is a perfect fit on every level. Prior to the merger the MRCI had been housed at Youngstown State University's Center for Urban and Regional Studies.

Former Struthers Mayor Dan Mamula will continue to serve as the MRCI's administrator.

Each entity brings unique attributes to the partnership. The MRCI is one of the state's most well-known and respected planning initiatives, but because it was not a governmental entity or corporation it lacked the ability to secure the funding needed to convert its plans into tangible projects. The merger creates a permanent alliance that will enhance the prospects for transforming the MRCA's imaginative concepts into job-generating realities.

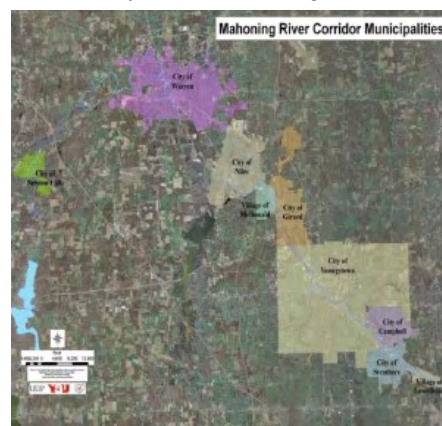
The WRPA will also provide the Initiative with a secure source of funding. Since its creation in 2008 the MRCI has depended on a number of sources, including the nine municipalities located within the corridor, for operating dollars. Those costs will now be underwritten by the WRPA.

[Mahoning River Corridor Initiative Feasibility Study MRCI](#)

March 10, 2013

The Study identifies, maps and inventories sixteen brownfield project sites involving over 800 acres in the river corridor available for further economic development, and recreational or environmental enhancement and identifies eleven major infrastructure projects related to those sites. It also identifies eight environmental/preservation enhancement areas and twelve recreational enhancement projects. [Download the Study.](#)

[Download the latest MRCI newsletter \(March 2013\)](#)



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State funds will enable Valley to move key projects forward

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Published: Sat, March 22, 2014 @ 12:00 a.m.

While \$17 million out of a \$2.4 billion state capital budget is not a significant amount, in the context of major cuts in funding from Columbus for local governments, the Mahoning Valley could have done worse.

Indeed, there's reason for a certain amount of optimism because included in the \$17 million is money for economic development projects, such as \$1.5 million for expansion of the Youngstown Business Incubator in downtown Youngstown and \$250,000 for the TBEIC Energy Integration Laboratory Shared Resource Center in Warren.

State funding for so-called community projects was suspended six years ago in the midst of the national economic recession. Like many other states, Ohio has had to deal with a shrinking operating budget because of declining revenues. But now, with the nation's economy picking up, officials in Columbus see better days ahead.

"With the improved fiscal condition of the state, for the first time in six years, a portion of the appropriations in this bill targets funds to support economic development projects of local or regional importance," Tim Keen, Gov. John Kasich's budget director, told the House Finance Committee.

Indeed, the proposed capital budget unveiled this week for the upcoming biennium is \$700,000 more than what was appropriated for the 2013-14 biennium.

The new budget should be signed into law by April 2.

Of the \$17 million earmarked for the Valley, \$14.7 million is for projects in Mahoning County, \$1.1 million in Columbiana County and \$1.5 million in Trumbull County.

In addition to community projects, money also will be used for upgrades and expansions at universities and colleges in the area.

But the most exciting project in terms of the Valley's future as a center of high-technology development is the expansion of the Youngs-town Business Incubator, which has a national and even global reputation because of the number of start-up companies it has assisted in not only developing their

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products but finding success in their particular markets.

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Turning Technologies, which had its start in the incubator, is now a global concern — with headquarters in downtown Youngstown in the incubator-owned Taft Technology Center and the former Semple Building next to Home Savings and Loan.

Federal money

The \$1.5 million from the state would be used to renovate the interior of what is currently The Vindicator office building. The incubator will buy the building with money from other sources and will then use the state grant and other funding to create office space. It also will seek money from the federal government to complete the renovation of the structure. If the project comes to fruition, it will be the sixth building owned by the YBI.

The \$1.5 million is being funneled through Youngstown State University, which stands to receive \$11 million from the portion of the capital budget reserved for higher education.

The money is to be used for maintenance and upgrade projects. Two years ago, YSU received \$9.4 million.

A list of all the projects in the Valley, including \$500,000 for Stambaugh Auditorium and \$250,000 for the development of the Southern Park Historic District in Boardman, was published in Wednesday's Vindicator.

Looking over the projects, it becomes clear that job-creation and quality-of-life issues are at the heart of the funding from the state.

Other stories of interest

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 **lovethiscity**(109 comments) *posted 4 days, 5 hours ago*

1

As I said before, fantastic news for the Valley in getting OUR tax dollars returned to US for critical projects.

Now...let the conspiracy theorists, lurkers, and wannabe mommy's basement dwellers, have their say. Because I give so very much import to their comments. LOL

Suggest removal: !

 **eivo**(1362 comments) *posted 3 days, 12 hours ago*

2

All of this stuff is a waste of taxpayer money and is just throwing good money after bad. What we need is money to add to the police force and to build a new prison.

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Port authority approves \$420,000 to attract daily air service

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Published: Wed, March 19, 2014 @ 10:00 a.m.

Port authority approves \$420,000 to attract daily air service

VIENNA

The Western Reserve Port Authority approved using \$420,000 of its hotel-motel bed tax dollars to help attract daily air service to the Youngstown-Warren Regional Airport.

Board members voted 8-0 Wednesday to authorize the money as the matching portion of a \$780,000 Federal Aviation Administration grant approved in 2012 to provide a revenue guarantee to an airline that would start up the service.

The money will be used only if an airline requests use of the grant funds to start daily air service, officials said.

Airport officials met March 10 in Chicago with officials from United Airlines regarding the possibility that United subsidiary United Express might be interested in operating a service between the local airport and Chicago O'Hare International Airport.

Such a service would connect local fliers to a wide range of connecting options in Chicago.

Port authority officials and the Regional Chamber have begun a survey of local businesses and individuals to provide United with information to gauge interest in such a service and hope to present the results to the airline in the coming weeks, said Dan Dickten, the airport's director of aviation.

Thomas Reich, the airport's consultant, said in February that loss of the United/Continental hub at Cleveland Hopkins International Airport this June would present an opportunity for the Youngstown-Warren Regional Airport to get daily service.

The FAA awarded the airport a \$780,000 Small Communities Air Service grant in 2012. Its purpose is to provide an airline a revenue guarantee that would be used by the airline during its start-up phase to guarantee that it can continue the service until it becomes profitable.

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Meridian Road upgrade under study

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Published: Sat, March 22, 2014 @ 12:04 a.m.

By [Peter H. Milliken](#)

milliken@vindy.com

BOARDMAN

Mahoning County commissioners approved a preliminary engineering study for the \$12 million to \$15 million, three-phase reconstruction of Meridian Road starting at the Trumbull County line and possibly continuing to Cornersburg.

"It's in horrible condition," county Engineer Patrick Ginnetti said of the main business corridor, which divides Youngstown and Austintown and connects with Interstates 680 and 80.

Commissioners approved a \$32,872 agreement with MS Consultants Inc. of Youngstown for the preliminary engineering study.

"There's a lot of industry growth off of Salt Springs Road," he said, adding: "There's a lot of commerce moving up and down that road."

Actual construction is "a few years away," and the consultant's study will help identify funding sources for the project, Ginnetti said.

In the first phase, from the Trumbull County line to Interstate 680, driving lanes will get a full-depth reconstruction, and the middle lanes will be milled and repaved, if possible, he said. The project likely will include storm-sewer and utility upgrades in that phase, he added.

The second phase, from Interstate 680 to Mahoning Avenue, likely will be fully rebuilt, with utility and intersection upgrades, Ginnetti said.

The final phase, from Mahoning Avenue to Cornersburg, will be repaved, likely with storm-sewer upgrades, he added.

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The commissioners approved the study during a Friday meeting at the Boardman Township Administration Building.

In other business, the commissioners authorized the Western Reserve Port Authority to consider making a bid to purchase the 8,540-square-foot former Jump Stretch Fitness Center, 1230 N. Meridian Road, at a 1 p.m. April 1 foreclosure auction at that 6.6-acre location. The minimum bid is \$143,334.

If it buys the building, the authority would lease it to the county for use as a dog pound.

David Ditzler, chairman of the commissioners, said, however, that multiple locations are being considered for the new pound.

The commissioners approved spending \$1 million to repair January's freeze-and-thaw flood damage at the county jail, including \$500,000 to replace the jail's electronic security system.

The commissioners also approved an amendment to a 1930 agreement under which Sunoco will pay the county \$43,120 for installation of a new 12-inch refined petroleum products pipeline through 2,156 feet of right of way across the county-owned Mill Creek MetroParks Farm in Canfield.

Sunoco has paid the park district \$112,832 for 6,200 feet of new pipeline installation in the section of its right of way that crosses Hitchcock Woods.

Much of that compensation will be used toward ecological restoration of the site, but Sunoco has agreed to pay more, if necessary, for unforeseen damages the installation might cause, said Samantha L. Villella, the park district's community engagement director.

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WRPA Seeks EDA Designation for 7-County Region

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WESTERN RESERVE PORT AUTHORITY

Thursday, February 20, 2014
By [George Nelson](#)

VIENNA TOWNSHIP, Ohio – A designation being pursued by the Western Reserve Port Authority would give a seven-county region covering northeastern Ohio and western Pennsylvania a leg up on federal funding opportunities, a port authority economic development specialist says.

The port authority is applying for one of 12 "Investing in Manufacturing Communities Partnership" designations to be awarded by the U.S. Economic Development Administration. The designation is being sought on behalf of a region comprised of Mahoning, Trumbull, Columbiana and Ashtabula counties in Ohio and Mercer, Lawrence and Beaver counties in Pennsylvania.

The port authority's board of directors Wednesday approved spending up to \$10,000 to prepare the application, which is due March 14.



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The designation, if approved, would provide the seven-county region with preferential treatment for funding from 13 federal agencies to promote, in particular, an advanced manufacturing sector in the region, said Sarah Lown, senior economic development manager for the port authority. In addition to EDA, the agencies include the Department of Transportation, National Science Foundation and Appalachian Regional Commission. A technical adviser would also be provided to provide support for coordinating and implementing the approved plan.

"We want to look at additive manufacturing and we want to create a coordinated system among the seven counties where we have a real flow to promote that production and that area," Lown said.

"And then we look at six different areas" -- workforce development, supply chains, export promotion, infrastructure, capital requirements, and research and development -- "to promote development in that sector," she continued. "We need a strategy in all six sectors to promote additive manufacturing. So it's a way of accelerating what we have and creating an economic impact in that one sector."

Midstream and downstream energy production would be a secondary focus because of the possible ethane cracker project in Beaver County, the Tech Belt Energy Innovation Center in Warren and the Marcellus and Utica shale plays in the region, she added.

"We can demonstrate that that is an emerging industry based on the number of new wells and the production counts and so forth," Lown said. "We hope to instead of having that all piped out down to New Orleans and out to China that we begin to find some downstream manufacturing related opportunities."

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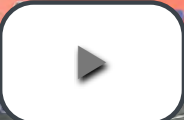
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Representatives of Routh Hurlbert Real Estate in Warren have appeared before the port authority to advocate establishing a network of pipelines along existing right-of-ways, such as state Route 11, bike trails and rail easements, to distribute liquids from area wells. Such a network would make the region more attractive to processing plants and other operations serving the industry.

"It's all about jobs," said Ron Klinge, chairman of the port authority's economic development committee. "Communities have to position themselves to be on the same page and to provide incentives for business to come into our community. If we're all working together it's much easier to do."

The goal is to help enable regions to better plan their manufacturing strategies in the region and coalesce plans to more effectively compete globally, said Richard Lonnardo, principal consultant with Defense & Energy Systems in Youngstown, a consultant working with the port authority to prepare the EDA application. "We have to convince the Economic Development Administration that we have a strategic plan that shows we're a manufacturing community of excellence," he said.

"It's a good opportunity to bring individuals from economic development and workforce development together to really align some of the strategies that still may be siloed right now," said Jessica Borza, sector partnership coordinator with the Oh-Penn Manufacturing Collaborative, which is working with the port authority on the workforce segment.

Oh-Penn, which includes five of the seven counties to be covered under the proposed federal designation, and the Mahoning Valley Manufacturers Coalition, which Borza serves as executive director, "certainly have an interest in the designation and the opportunity that this presents," she remarked.

"We also feel like no matter what the outcome is, whether we achieve the official designation or not, there's a real benefit in various aspects of the community coming together to develop and agree to a coherent plan in support of the existing industry and growth of manufacturing," she added.

"We had a week-long conversation with Pittsburgh. They wanted us to join them," Lonn said. "It was a tough decision because they bring so much to the table but we feel we need to build our own capacity and our own leadership ability. Even if we don't win it, we have a strategy we can implement and we've built the capacity of our leaders to plan and understand what it's going to take. That's a big, big thing."

Once the application is submitted, Lonn says she expects to learn by mid-May or possibly later whether it has been approved. The process could take longer because EDA does not have a director. The U.S. Senate has yet to act on President Obama's nomination of former Youngstown Mayor Jay Williams' nomination to head EDA.

Williams has been supportive "in an advisory capacity" of the port authority's efforts to prepare the application, Lonn said.

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David Goodman,
Development Services





Updated

Western Reserve Port Authority retires executive director

Posted: Mar 19, 2014 3:37 PM EDT

Updated: Mar 19, 2014 10:37 PM EDT

VIENNA TOWNSHIP, Ohio - The Western Reserve Port Authority has retired its executive director for medical reasons.

The board voted on Wednesday to relieve Rose Ann DeLeon of her duties on April 15th.

DeLeon has been on medical leave since January 16th.

Board Chairman James Floyd tells 21 News that consultants working on the airport's strategic plan will be re-writing a job description for the leadership role DeLeon is leaving behind.

DeLeon's tenure has not been without controversy since she was hired in 2009.

In 2012, authority members offered her a six month contract, amid arguments that her performance was not worth the \$155,000 salary.

Three times previous to that time, board members cast tie votes on whether or not to retain her as director.



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Urban policy experts analyze Youngstown plan



Virginia Lozano/Daily

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By [MAYA KALMAN \(/PEOPLE/MAYAGK/MAYA KALMAN\)](#), For the Daily
 Published March 19, 2014

Youngstown, Ohio — a town that lost over 60 percent of its population since the 1960s — may be an emerging model of urban planning, panelists at a Ford School of Public Policy discussion Wednesday said. The optimistic outlook on Youngstown has strong implications for the futures of Detroit and other transitioning cities throughout the country.

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The Ford School's Center for Local, State, and Urban Policy hosted a panel discussion titled "Lessons from Youngstown: Planning for a Smaller, Greener City" with about 40 community members Wednesday afternoon.

The panel featured Ian Beniston, Hunter Morrison and John Russo, all urban planning professionals involved in the Youngstown Project. Urban Planning Profs. Margaret Dewar and June Manning Thomas moderated the event.

Located among the foothills of the Appalachian Mountains, Youngstown was a center for steel production until the



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industry began to decline in the 1970s. Urban planners have recently approached the city about looking for ways to redevelop a mid-sized city from a once larger metropolis.

Among the program's strengths, she said, are its vision of citizen engagement, clearly written plan, strong institutional support, ability to create capacity and, most notably, acceptance of its decline to a smaller city.

However, the program is challenged by population loss and decreasing resources, the difficulty in establishing for whom the main district exists and an inability to overcome racial dynamics.

"There's a lot we can learn from this plan, there's a lot we can learn about what a plan can and cannot do as well," she said.

Dewar introduced the Youngstown 2010 Plan, which aimed to involve the community in enhancing the rapidly shrinking city. This differs from most urban plans, which generally focus on community and population growth.

Dewar said they had to define Youngstown's role in the new regional economy, improve the city's image and enhance the quality of life by making Youngstown a healthier place to live and work.

Russo, visiting research fellow at the Virginia Tech Research Center, was not as optimistic. He said despite the positive economic effects of the plan, it has forced Youngstown residents to realize the shortcomings in their city.

"There is a type of collateral damage that happens to a community, just not economically," he said. "Now there is a sort of physical health problem, suicides, a sense of community agency, a sense of loss, a feeling of failure, a loss of pride and a sense of shame and all of these things are carrying the community."

Russo also argued that urban planners neglected services and infrastructure in specific neighborhoods, often those that are heavily impoverished.

"What happened was that there were few relocation allowances and there were few residents who wanted to leave their home and the neighborhoods that were targeted for this were largely African American," Russo said.

Hunter Morrison, executive director of the Northeast Ohio Sustainable Communities Consortium Initiative, said one strategy the urban planners undertook was integrating Youngstown State University with the surrounding community. This work was accomplished by a partnership between the university and the city to develop the area within a half-mile radius of campus in order to promote shared spaces.

"As a result of that strategy we've seen increased investment and renovation of office buildings, housing, restaurants and the like, so this has become quite a vital area where ten years ago it was pretty much empty," Morrison said.

Another problem was vacancy after the population drop. Outside of the bustling "anchor district," the rest of the city was failed to develop.



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Here's a look at 'Youngstown 2010' and the last 10 or so years in Youngstown:

Life After 'Youngstown 2010':

<http://theyoungstownproject.org/life-youngstown-2010-2/>

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PACE in Ohio: Western Reserve Port Authority working on a PACE project on Simon mall

June 14, 2013

An energy-improvement district could be created that would allow Southern Park Mall to become more efficient.

The Western Reserve Port Authority is working with Simon Properties, which owns the mall, to create an Energy Special Improvement District or ESID.

If the district is created, Boardman Township would have the authority to issue Property Assessed Clean Energy — PACE — bonds that could finance mall improvements.

If the district is approved, Simon Properties would pay for the bonds through a special assessment on its property taxes, said Rose Ann DeLeon, port authority executive director. The assessment would be in addition to the typical property tax paid for the mall.

The company has not decided on any type of improvements, but could improve windows or heating. [Read more.](#)

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Kasich unveils \$2.4 billion construction budget

By WKBN Staff

Published: Tuesday, March 18, 2014, 7:53 pm



Ohio Gov. John Kasich delivers his State of the State address at the Performing Arts Center, Monday, Feb. 24, 2014, in Medina, Ohio. (AP Photo/Tony Dejak)

COLUMBUS, Ohio (WKBN) – Ohio Gov. John Kasich has unveiled a nearly \$2.4 billion state construction budget to fund a host of community, school, park and prison projects.

Kasich and state legislative leaders introduced the spending blueprint Tuesday. Quick action on the bill is expected.

The bill directs \$675 million toward primary and secondary schools and \$450 million toward public colleges and universities for repairs, renovations and new buildings. Another \$574 million goes for maintenance, renovation and cost-saving projects at state-owned facilities, including parks and prisons.

Local road, bridge, sewer and other infrastructure projects would receive \$369 million, with an additional \$100 million going to the Clean Ohio green space preservation program.

The administration estimates projects funded under the bill would create 31,000 jobs over several years.

The Youngstown-Warren Regional Chamber said it was pleased with the process used to determine funding for projects. The process involved asking chambers of commerce and economic development agencies in metro areas around the state to be coordinators for the funding submission process in each area.

The Regional Chamber performed that role for Mahoning and Trumbull counties in partnership with the Western Reserve Port Authority and the Eastgate Regional Council of Governments.

The Capital Bill funding list submitted to the Ohio General Assembly on Tuesday included the following economic development projects for Mahoning and Trumbull counties:

- Youngstown Business Incubator: \$1.5 million.
- Mercy College of Ohio Nursing Outreach Initiative in collaboration with St. Elizabeth Health Center: \$250,000.
- Southern Park Historical District, Boardman: \$250,000.
- Warren TechBelt Energy Innovation Center: \$250,000.
- TechBelt Oil and Gas Training Center, Lordstown: \$250,000.

For more information on the proposed Capital Budget bill, click [here](#).

The Associated Press contributed to this report.

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What's rollin'?

Western Reserve Port Authority Receives \$600,000 U.S. EPA Brownfield Assessment Grant

**WESTERN RESERVE
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WRPA Brownfield Coalition Grant one of only four awarded in Ohio by U.S. EPA

The Western Reserve Port Authority has been awarded a \$600,000 Brownfield Assessment Grant from the U.S. Environmental Protection Agency. In order to help address the challenges of abandoned industrial sites in Trumbull County, the WRPA formed the Trumbull Brownfield Coalition which includes the Trumbull County Planning Commission, the city of Warren, Howland Township, and the Mahoning River Corridor Initiative. With the WRPA taking the lead the collaborative effort resulted in securing the grant assistance.

According to Rose Ann DeLeon, WRPA Executive Director, the funds provided by the grant will be used to conduct brownfield inventories, perform Phase I and Phase II Environmental Site Assessments, plan clean-up for sites, and organize community engagement activities. The sites involved include the former Delphi complex in north Warren, sites along the Mahoning River Corridor, and the Golden Triangle along Bronze, Dietz and Griswold Streets. All the sites have been severely impacted by plant closings. Ms. DeLeon said the grant will play a key role in helping the coalition partners craft a comprehensive economic development strategy for the addressed sites.



According to Sarah Lown, WRPA Senior Manager who led the grant application process and will serve as project manager, the coalition proposes to leverage USEPA funding to secure other funding that will enable it to conduct a brownfield inventory of approximately 35 sites encompassing 200 acres, perform Phase I and Phase II assessments of various selected sites and plan clean-up of approximately seven sites.

Although the official grant award will not be finalized until September, the coalition partners are currently meeting to establish a site selection criteria and community engagement strategy.

To learn more about the WRPA and the Brownfield Assessment Grant go to www.westernreserveport.com

MRCI Web Site

Information about the mrci can now also be accessed on the Western Reserve Port Authority web site at www.westernreserveport.com on the About page. The Port Authority is also in the process of redesigning their site. For the time being, mrci web site will also continue to be available at mrci.ysu.edu

MRCI Planning Committee Update

2013 Committee Composition Review

Jim Pirko, Eastgate Citizen Advisory Board Chairman and Trumbull County Land Bank Board member, Mahoning County Engineer Pat Ginnetti and Dave Rouan, Weathersfield Twp. Administrator have been added to MRCI Steering Committee. Representatives from Warren Twp., Howland Twp., and Braceville Twp., Trumbull County Engineer are to be invited to serve on Steering Committee, or appropriate subcommittee of choice.

Projects Update / Review

Brownfield Projects.

Of twenty-two identified brownfield sites, ten have been remediated or are in remediation stage. Four others are in or have completed Phase II assessment stage.

As per the Youngstown Foundation grant, the MRCI Manager has identified five additional sites in Weathersfield, Warren and Bracefield Townships that are being addressed. It was suggested an additional site in Weathersfield on Deforest Road be included.

Clean Ohio / JobsOhio Update. Recent information received suggests JobsOhio/Clean Ohio are reconsidering recent rule changes as they relate to assessment funding to eliminate the Priority Investment Area criteria, loans and any match requirement for funding consideration. Request for assessment funding will have to make a stronger statement emphasizing the job creation potential of the site to be addressed.

Infrastructure Projects.

The current infrastructure project list identifies eighteen projects in the corridor. Nine projects are either completed or have funding to be constructed. Of the eighteen projects, five are corridor rail infrastructure projects that were

identified in the WRP study that identified and assessed immediate rail improvement needs.

Utilizing over \$220,000 in ARC, ODOT and private funding, CASTLO is addressing the CASTLO/Lally Yard project and expects to make approximately \$300,000 in additional rail improvements.

The Campbell/Struthers Corridor Lighting Project is expected to proceed to construction.

Environmental Enhancement Projects.

The 422 Enhancement projects in Girard and Youngstown are expected to proceed as planned.

Since the WRP is a contributing funder of the master plan for the 422 area, it is expected to be involved in the planning activities once they begin.

Funding is expected to be finalized for low head dam and habitat restoration project in the Village of Lowellville in late 2013. The village is in process of finalizing a sponsor and other planning requirements.

Priorities/ Next Steps

- Update/expand MRCI Committee participants.
- Advance corridor brownfield projects in Phase II assessment stage to remediation stage. Identify sites for Phase I assessment.
- Finalize and complete inventorying/mapping of additional corridor sites.
- Advance McDonald Bridge Replacement and/or McDonald Roadway projects.
- Identify and advance additional rail infrastructure projects.
- Begin outreach and community engagement activities and preparation of site selection strategy/criteria re: USEPA grant.

**WESTERN RESERVE
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Mahoning River Corridor Initiative

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One University Plaza, Youngstown, Ohio 44555

Ph. 330-941-1850, Fax 330-941-1527

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EPA grant to help begin brownfield cleanup

Posted: Jun 21, 2013 6:11 PM EDT

Updated: Jun 27, 2013 9:56 PM EDT

By Lindsay McCoy, Reporter - [email](#)

WARREN, Ohio - A \$600,000 grant will cover the first steps in redeveloping land once occupied by factories and industry.

The U.S. Environmental Protection Agency has put the money in the hands of the Western Reserve Port Authority to do this.

To start the project, the organization is working with the Trumbull County Planning Commission, the Mahoning River Corridor Initiative, Warren city officials and Howland Township to determine where the money will be spent.

The former Delphi complex in North Warren and land along the Mahoning River joins the list of locations that need to be tested for possible contaminants.

It's not known what was left behind by the businesses of past, but getting the grant is the first big hurdle in attracting new businesses.

"If we can get to a point where we can guarantee the company that the site has been cleaned and we already have the infrastructure in place with water, sewer and roads, now it becomes attractive," says Warren Community Development director Michael Keys.

Keys says the city of Warren is competing with Northern communities in Trumbull County for new businesses because more untouched green space is available.

"Of course that's more attractive to companies, because they know they won't have a lot of environmental issues to deal with," he says.

This green space near the corner of Mahoning Avenue and Summit Street Northwest in Warren was anything but green before the remnants of a former power plant were cleaned up.

The polluted properties are often called brownfields.

At least one company in Howland's hub for commercial activity is expressing interest in expanding if the land purchase becomes loan worthy in the eyes of lenders.

Howland Township Trustee Matthew Vansuch says it's near impossible to get loans to purchase land that could be contaminated.

"It's the threat and fear that holds up a lot of development of these properties," Vansuch says.

While it could take a couple of years to finish testing, Vansuch joins others eager to make the land available again.

City Approves Incentives for Development Projects

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Thursday, January 16, 2014

By [George Nelson](#)

YOUNGSTOWN, Ohio – David Bozanich has a saying -- "Money goes where it's welcome" -- and at meetings over the past day, the city was making sure companies large and small knew their investments would be warmly received.

Thursday morning, the city's board of control approved funds through the Youngstown Initiative program to assist several area companies with equipment purchases and facades. That followed Wednesday's meeting of City Council,

during which members approved a 10-year, 75% tax abatement for VAM USA, the Vallourec subsidiary that is considering Youngstown for an \$81.5 million pipe-threading mill at there Ohio Works Industrial Park, as well as relocation of some earth at the project site.

Bozanich, the city's finance director, believes a decision could come in the next 90 days on the project. "We think it could be sooner. We're hoping it's sooner," he said.



A local spokesman for Vallourec, Vince Bevacqua of ShaleComm, said the company had no comment regarding the project.

Last year, the French steel company celebrated the opening of its \$1 billion pipe mill, on which it collaborated with the cities of Youngstown and Girard. At least two other sites are under consideration for the threading mill.

"We have to make sure from the city of Youngstown's perspective that that we are doing what we can to welcome these people into our community in recognizing that they can do this in a bunch of different places globally," Bozanich remarked. "From our side of it, we're going to do everything we can to get it here."

The tax abatement will go before the board of control if Vallourec selects Youngstown for VAM's threading operation, which is expected to create 84 jobs within the first year. "Once VAM makes the decision to go forward with the investment it'll probably be in front of the board of control within 10 days," Bozanich said.

Bozanich, Mayor John McNally and Martin Hume, the city's law director, comprise the board of control

At the board of control meeting his morning, the city approved a development agreement with Kiraly Tool & Die Inc. to provide a Youngstown Initiative

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performance grant of \$8,042 to assist with the company's expansion and the purchase of additional equipment at its Crescent Street location, allowing it to add two employees and train another 12.

The new CNC machine will enable Kiraly to expand its capabilities by allowing it to manufacture smaller parts "more aggressively and more precisely," said Steven Kiraly. The equipment should cost \$80,427, according to city documents.

"They has established a good reputation here. I don't think there's one particular industry that's driving" the company's need to expand, said the city's economic development director, T. Sharon Woodberry. "They've just built that reputation and the quality of their work is becoming more known."

Another performance grant, for \$2,731, was awarded to One Hot Cookie LLC in the Erie Terminal Place building. The funding will assist the business with the purchase of equipment it needs to expand capacity, resulting in four jobs over three years. The total project cost is \$13,655. The cookie shop "has taken off really well," Woodberry said.

Last week, owner Bergen Giordani announced she is opening a second location in the Austintown branch of the Public Library of Youngstown and Mahoning County. That project is separate from the Youngstown expansion, Woodberry said.

A performance grant of \$23,408 was also approved for Meals on Wheels of Mahoning County, to assist with costs associated with the expansion of the business and purchase of equipment and machinery at its offices at 1840 Market St. The total investment is estimated to be \$119,021.

The board also approved a façade renovation agreement with Rhys the Bar LLC to provide a grant of \$14,500 for renovations consisting of new front and rear signage, installation of a balcony and fire escape, and a new door and entrance. The new business, which will offer craft beers and be on the second floor of the building at 124 W. Federal St., will be operated by the owners of Imbibe, the martini bar located on the ground floor.

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Chamber to unify jobs, students and education

By Miriam Hobbs

Updated: Wednesday, March 19, 2014, 8:19 pm

Published: Wednesday, March 19, 2014, 5:10 pm

Chamber to unify jobs, students and education

Miriam Hobbs explains.



YOUNGSTOWN, Ohio (WKBN) – The Youngstown Warren Regional Chamber wants to team up with area colleges to help with economic development in the Valley.

Deputy Chancellor Cheryl Hay with the Higher Education and Workforce Alignment in Columbus was the guest speaker at a luncheon Wednesday hosted by the chamber.

The groups are collaborating on ways to build economic development for the Valley and are using education to make that happen.

“We are looking at ways to support Governor Kasich’s strategies around how we build workforce for our businesses. Both those we attract to the state and those that are already here,” said Hay. “How we broaden our students’ perceptions on career paths they can be involved in.”

The organization is working with the governor’s Workforce Transformation Program to help businesses identify a skill set they are looking for and then bringing that information back to the educational institutions and implementing complementary curriculum.

Regional Chamber CEO Thomas Humphries said he appreciates the significant role education plays in economic development.

“If we don’t have the labor force and the people to fill the jobs, we can’t grow the economy,” said Humphries. “Our issue is how do we tie education to economic development?”

The Chamber is focusing on trying to identify the types and number of jobs available and making sure their partners in education are aware of those openings.

Efforts are also underway to help build the workforce at Vallourec and other companies throughout the area.

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Blunt bill to revive manufacturing sector gains steam in Senate

Deirdre Shesgreen, USATODAY 7:59 a.m. EDT March 24, 2014



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WASHINGTON — After a protracted and painful slump, American manufacturing has started to show new signs of life in Missouri and elsewhere. But the gains have been small and slow, with Springfield, like other cities, adding back only a fraction of the manufacturing jobs lost during the recession.

With similar trends seen across the country over the last decade, lawmakers are looking for new ways to rev up this part of the economy. And one proposal in particular — co-sponsored by Sen. Roy Blunt, R-Mo.— is gaining traction in the Senate.

It would provide funding for manufacturing "hubs" — public-private partnerships between universities, businesses and federal agencies — designed to spur the development and production of next-generation manufacturing products. The bill would establish a \$600 million fund, with the Commerce Department charged with awarding grants to new manufacturing hubs. The measure doesn't call for a specific number of hubs, or

say what kinds of products they should develop, but it aims to create a national network of innovative manufacturing centers.

Blunt said Missouri is ideally situated to snag such a designation, which would bring federal dollars into the state if local colleges and businesses teamed up to submit a competitive proposal. His bill is scheduled for committee action later this month and could come up for a vote in the full Senate soon after.

But how much Blunt's bill would do to bolster the manufacturing industry or to create new jobs is up for debate. Some detractors say it doesn't make sense for the federal government to favor manufacturing over other segments of the economy.

Supporters say the Blunt bill is vital to restoring American competitiveness in manufacturing, after more than a decade of watching good-paying factory jobs shift overseas to China and other low-wage countries. And Blunt said his bill is aimed more at encouraging innovation in manufacturing — developing cutting-edge technologies — than at restoring traditional factory jobs.

"It opens the door to new technology in ways that other things don't," Blunt said of his proposal. "Our competitors around the world, Germany and others, have been doing this kind of thing for a long time. And it gives their companies a competitive advantage."

In Missouri, the idea has already won converts. K. Krishnamurthy, vice provost for research and a mechanical engineering professor at Missouri University of Science and Technology in Rolla, said a hub would bring immediate and long-term benefits to the state. And local institutions like his would be eager to compete.

"The hub will be a magnet to attract small- and medium-sized manufacturing enterprises and start-up companies, which ultimately lead to job growth and have a positive impact on the local economy," Krishnamurthy said.

In Washington, the proposal has put Blunt in an odd-bedfellows alliance with one of the Senate's most liberal Democrats, Sen. Sherrod Brown of Ohio, a co-sponsor of the manufacturing hubs bill.

Scott Paul, president of the Alliance for American Manufacturing, a Washington-based industry advocacy group, said the fact that a conservative Republican and populist Democrat have joined forces on this proposal illustrates "the crossover appeal of this issue."

It's also been championed by President Barack Obama. His administration launched the initiative in 2012, awarding a \$30 million grant to the first hub — in Youngstown, Ohio — to pioneer advances in 3-D printing.

Known as "America Makes," the Ohio hub has brought together businesses, universities and nonprofits with the aim of bridging the gap between academic research and commercialization of new 3-D printing technologies. Obama has announced three additional hubs since then, in Raleigh, N.C., Chicago and Detroit, and he's hoping to launch more later this year.

Proponents say Congress needs to pass the Blunt-Brown bill to provide funding for additional sites and to make sure the initiative can survive and expand after Obama's term ends.

Paul said the bill is a good starting point for a long-overdue debate on U.S. manufacturing policy. He noted that for 110 years, America was the world's largest manufacturer, a title the U.S. has now ceded to China. The Blunt-Brown bill is a critical part, he said, of a broader legislative effort to restore American manufacturing to its once-dominant position.

"In and of itself, it's not going to be a game-changer," Paul said of the Blunt-Brown bill. "But we will not have a game-changer without it."

Missouri — like other states with a once-thriving manufacturing base — could use a game changer. The state lost nearly 124,000 manufacturing jobs from 2000 to 2012, according to the Bureau of Labor Statistics.

In Springfield, residents have experienced that decline firsthand as Solo Cup, Aaron's Automotive and Willow Brook Foods, to name a few, shut down plants in the region and sent hundreds of area workers to the unemployment line. Over 2½ years — from 2007 to early 2010, the worst part of the recession — the Springfield area lost more than 6,000 manufacturing jobs, or about one-third of the region's total in that sector, according to a tally of federal data by the Springfield Area Chamber of Commerce.

"Since then we've added back 1,700 (manufacturing jobs)," said Ryan Mooney, senior vice president for economic development at the chamber. Manufacturers are "slowly adding back people, but they're not getting back to the pre-recession levels," Mooney said. For example, Stainless Technology, which makes stainless steel tanks, announced in December an expansion of its Springfield operations — a move that could create more than 80 jobs. And last month, the Ozark-based company North American Tank said it would increase production and add as many as 30 jobs.

Some economists say the Blunt-Brown bill would not do much to rev up the still-stalled American economy.

The impact would be "minimal," said Paul H. Rubin, an economics professor at Emory University. "It may get more manufacturing in some areas, but then you'll get less of something else" in other areas.

Rubin also said it doesn't make sense for the government to pick winners and losers in the marketplace by channeling federal money into manufacturing over other sectors. "The government just isn't good at deciding what kinds of things the economy should do," he said.

Others have suggested that a decline in manufacturing employment is inevitable in an era of increased automation. Technology is accelerating productivity to the point where even China has seen manufacturing employment decline, Larry Summers, former director of the National Economic Council, said during a 2010 speech before leaving his post.

"There is no going back to the past," Summers said. "We are moving towards a knowledge-and-service economy."

Paul, of the manufacturing alliance, conceded there's a perception that manufacturing is "yesterday, not tomorrow." But that's dead wrong, he said.

"You can't have a healthy overall economy without manufacturing," Paul said, adding that the industry accounts for 60 percent of American exports and its workers earn on average 38 percent more than others employed in the private sector.

"Ask any mayor today if they'd rather have a factory, a hospital or a Walmart," and there's little doubt they would opt for a factory, Paul said. "If they get a factory, they may get a Walmart, but it doesn't work the other way around."

Terry Brewer, founder and president of the Rolla-based Brewer Science and a strong supporter of the Blunt-Brown bill, agreed that manufacturing has a multiplier effect on the economy.

"If you're going to pick one area to have a big drive for more jobs, manufacturing innovation is where it is," said Brewer, who developed anti-reflective coatings now used in many cellphones and other electronic devices. He also discounted the idea that the Blunt-Brown bill would pick winners and losers.

"They're not saying (we) need windmills in Massachusetts or solar cells in California," he said. "It's really saying what we need is a diversity that stretches across the country ... and a distribution across many different industries."

He and others said Missouri would be a prime location for a manufacturing hub, citing the state's existing manufacturing base, good university partners and central location. And Brewer lit up at the idea of collaborating with other regional entities on a proposal to develop new materials for the semiconductor industry or other fields.

"But to be honest," Brewer said, "we're going to benefit from (such hubs) no matter where they're located."


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Airport officials encouraged

Port Authority takes action to obtain flights

March 20, 2014

By BRENDA J. LINERT , Tribune Chronicle | TribToday.com

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VIENNA - The decade-long effort to bring daily flights back to the Youngstown-Warren Regional airport is closer to fruition than ever before.

Wednesday, officials at the local airport were doing all they could to make it a reality.

The Western Reserve Port Authority and airport Director of Aviation Dan Dickten set into motion a survey of the travel needs of local businesses, promised to provide the \$420,000 local match to a federal grant that would guarantee an airline's profitability, and allocated funds to purchase a regional jet passenger boarding bridge and to continue upgrades to airport parking.

All these things are intended to help lure United Airlines and its daily passenger service from YNG to Chicago O'Hare. Local airport and economic development officials met last week in Chicago with United officials.

The survey of local business travelers being undertaken in the coming weeks will question things like travel destinations, travel budget, usage of first-class fare and what airlines the travelers use most, and was requested by United.

"We are ready to go. They just need more data," Dickten said. "We are highly encouraged that United has agreed to work with us to look at the potential of re-establishing daily air service here."

United last flew out of Youngstown-Warren Regional Airport in 1999. Daily service stopped with other airlines in 2003, largely due to

economic decline of the steel industry and the loss of federal grant money to help maintain profitability of airlines at that time, Dickten said.

With an ongoing uptick in the local economy and local manufacturing and development of the oil and gas industry, along with the closure of all major airline hubs in Cleveland and Pittsburgh, Dickten believes the area will be able to support daily service.

The potential is rare in an age when airlines are merging and scaling back, trimming the number of flights to operate with the greatest efficiency.

"The economic well-being of the Mahoning Valley can't reach its potential until the return of daily service at this airport," Dickten said.

Passengers already have been flocking to the airport for flights to vacation destinations offered by Allegiant Airlines. Eight Allegiant flights from YNG sold out in February, leading the company to switch to a larger aircraft here, Dickten said.

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Dickten said the airport also is exploring the addition of several other destinations by Allegiant, including Las Vegas, West Palm Beach, Mesa and New Orleans.

Additional efforts to ready the airport for a future with daily passenger service include the continued upgrades of the parking lot and the planned purchase of a boarding bridge.

The port authority voted unanimously to allocate \$200,000 for purchase of a passenger boarding bridge, contingent on the announcement by an airline to add daily service using a regional jet.

The board also voted unanimously to allocate \$111,000 for the project being awarded to Kirala Contractors of Brookfield for continued upgrades to Phase II of the parking area. About 450 parking places exist now, with the addition of 100 more expected in the next phase.

Dickten said airport officials were questioned by United about the parking facilities.

"They were very happy to see we were proactive at expanding the parking lot," Dickten said.

Dickten said the airport continues to pursue the possibility of shuttle service that could be used by the oil and gas industry from YNG to cities like Houston or Oklahoma City.

"We are discussing that possibility, not just with United, but with anyone who wants to do it," Dickten said.

blinert@tribtoday.com

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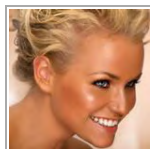
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FOR IMMEDIATE RELEASE

January 13, 2014

NEWS RELEASE

CONTACT:

Toby Rittner
President & CEO
(614) 224-1300
trittner@cdfa.net

CDFA Selected to Author Western Reserve Port Authority Strategic Plan

Columbus, OH – The Council of Development Finance Agencies (CDFA) has been selected to author a new economic development strategic plan for the Western Reserve Port Authority (WRPA). As a key driver of aviation and economic development within Mahoning and Trumbull counties, the WRPA enjoys broad powers under the Ohio Revised Code to finance development projects for business and government entities. The CDFA strategic planning efforts will assess the Authority's existing financing programs, structures, and processes, identifying opportunities to advance the economy of the Youngstown-Warren region of Northeastern Ohio.

Using CDFA's peer-based approach, the WRPA will select an advisory team of experts from around the nation to develop actionable strategies to fully leverage the Port Authority's financial abilities and meet the unique needs of the two-county region. The resulting plan, anticipated to reach completion in mid-2014, will provide a strategy for the region that is informative, actionable, realistic, and personal.

CDFA provides economic development strategic planning assistance to organizations like the Western Reserve Port Authority as part of its Research & Advisory Services. CDFA's Research & Advisory Services is the nation's first non-profit information and consulting service solely dedicated to development finance. With unparalleled access to the nation's top agencies and professionals in development finance, CDFA's Research & Advisory Services deliver the Council's experience to transform organizations' development finance knowledge, operations, and programs. Learn more about CDFA's Research & Advisory Services [online](#).

The **Council of Development Finance Agencies** is a national association dedicated to the advancement of development finance concerns and interests. CDFA is comprised of the nation's leading and most knowledgeable members of the development finance community representing public, private and non-profit entities alike. For more information about CDFA, visit www.cdfa.net.

CDFA: Advancing Development Finance Knowledge, Networks & Innovation

###

Regional Studies

a. Mahoning County – Community Profile



NEXCAP
National Excess
Manufacturing
Capacity Catalog

Matching Facilities, Companies, and Communities

MAHONING COUNTY, OHIO

COMMUNITY PROFILE



Institute for Research on Labor, Employment, and the Economy

Contact Information

Institute for Research on Labor, Employment, and the Economy

506 E. Liberty St.
Ann Arbor, MI 48104-7202

NEXCAPinfo@umich.edu
734-998-6201

Lawrence A. Molnar
Associate Director

Carmen Wells Quigg
Project Manager

The National Excess Manufacturing Capacity Catalog (NEXCAP) is the result of collaboration between the University of Michigan's Institute for Research on Labor, Employment, and the Economy (IRLEE), and the U.S. Commerce Department's Economic Development Administration (EDA). This profile was produced by NEXCAP and a comprehensive update was completed on November 8, 2013. Since community, site, and facility information changes periodically, the profile may contain outdated material. While NEXCAP makes every reasonable effort to present current and accurate information, no guarantee of any kind is made.



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INTRODUCTION

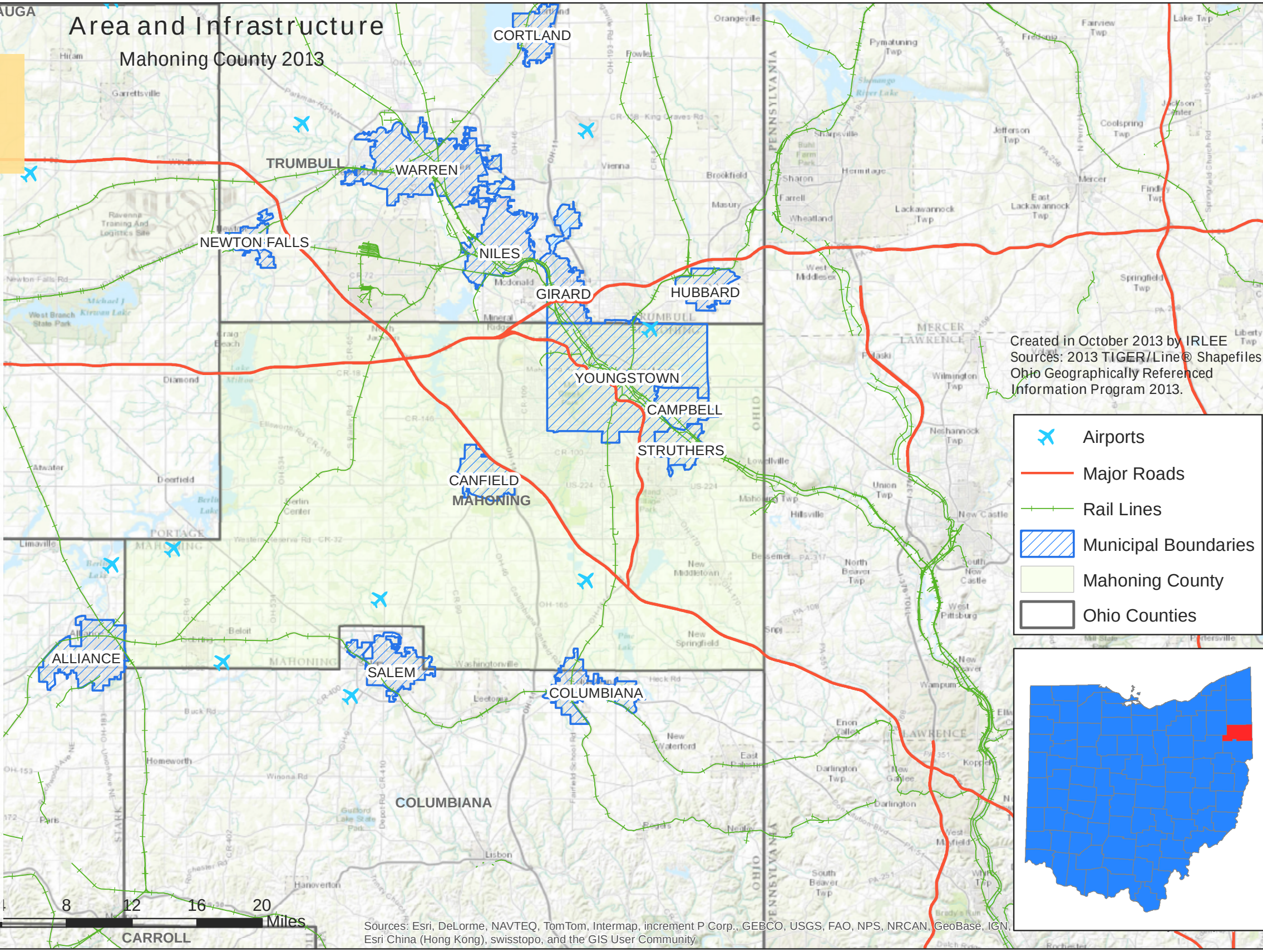
Mahoning County is located in northeast Ohio and is adjacent to the state of Pennsylvania to the east, almost halfway between Cleveland and Pittsburgh. It is seated at the heart at the Techbelt region, an economic development initiative that targets life science and energy industries.

In 2010, the county's population was 238,823. The county seat and the largest city, Youngstown, is a traditional steel manufacturing town and has a population of nearly 67,000. Mahoning County houses a growing number of technological and advanced manufacturing companies. It also provides great business environment with a variety of incentives for foreign businesses.

At a glance:

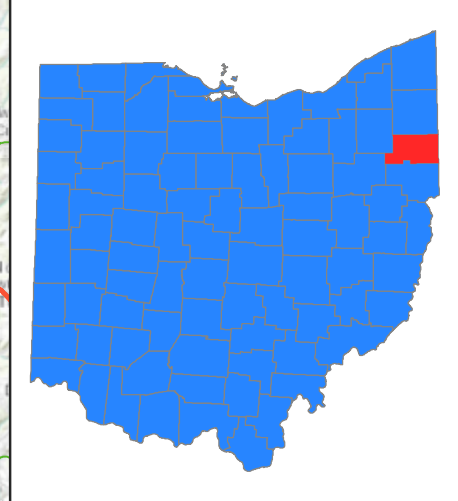
Location	Northeast Ohio
Area	411.62 sq. miles
Population	238,823
County seat	Youngstown
Major cities	Campbell, Canfield, Columbiana, Struthers, Youngstown
Major assets	History in manufacturing, proximate to major national markets, access to water and rail freight, higher education institutions (YSU and other colleges)

Area and Infrastructure
Mahoning County 2013



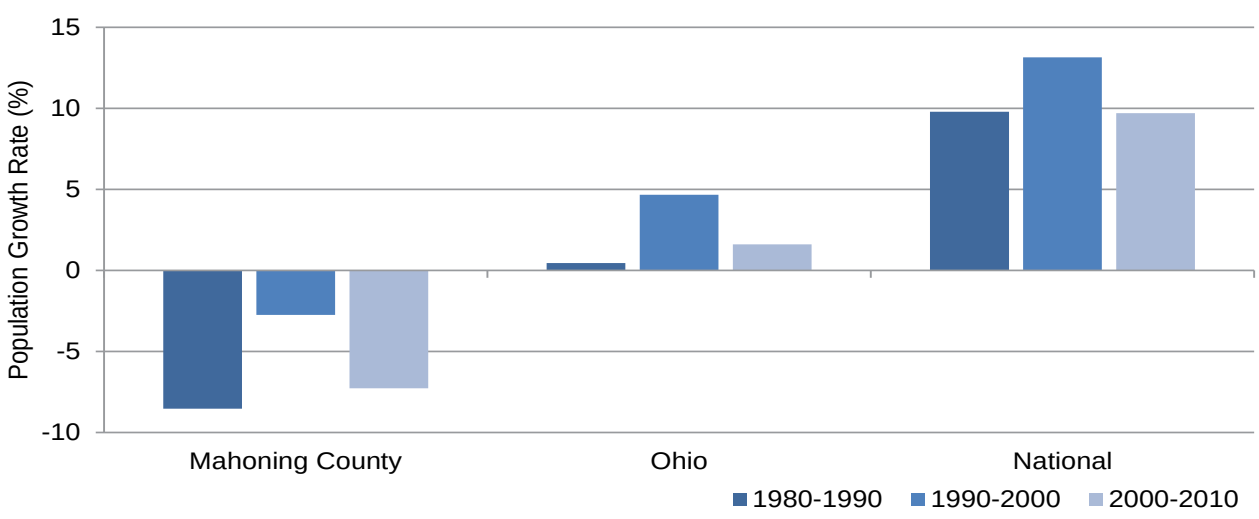
Created in October 2013 by IRLEE
Sources: 2013 TIGER/Line® Shapefiles
Ohio Geographically Referenced
Information Program 2013.

- Airports
- Major Roads
- Rail Lines
- Municipal Boundaries
- Mahoning County
- Ohio Counties



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Esri China (Hong Kong), swisstopo, and the GIS User Community

DEMOGRAPHICS: population change

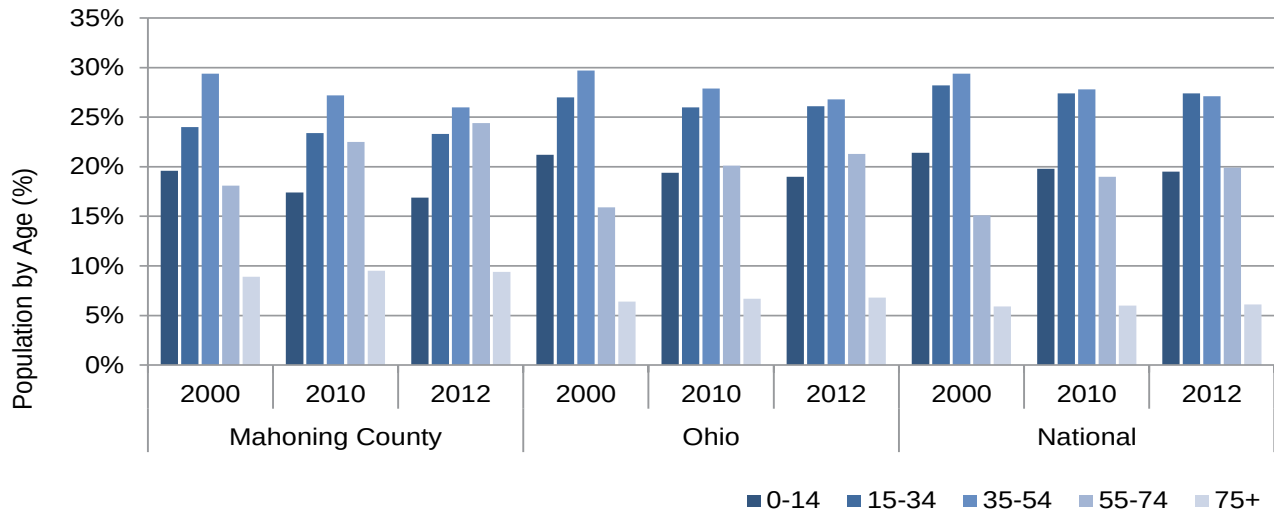


United States Census. 1980, 1990, 2000, 2010

According to the US Census 2010, Mahoning County has a population of 238,823, which is a 7% decrease from 2000. From 1980 to 2010, Mahoning County cumulatively lost more than one sixth of its population while state and national population increased by 6% and 36%, respectively.

The loss of population is correlated with the decline of the Youngstown, a city that lost more than half of its population from 1970 to 2010. Population decrease in Youngstown was driven by the fall of the steel industry, especially the closure of Youngstown Sheet and Tube Company in 1977.

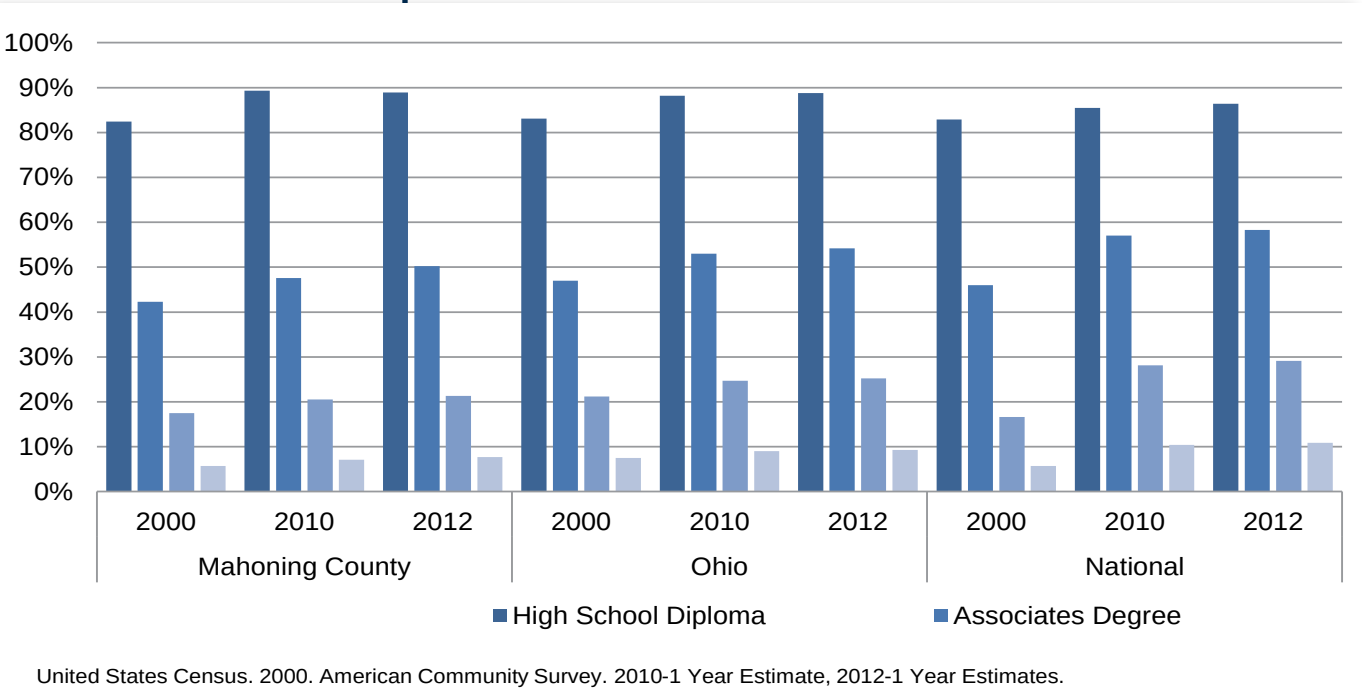
DEMOGRAPHICS: population by age



United States Census. 2000. American Community Survey. 2010-1 Year Estimate, 2012-1 Year Estimates.

Mahoning County has an older population than state and national average, with a median age of 42.9. The county has a smaller proportion of 0-14 and 15-34 year olds, and a bigger proportion of 55-74 and 75+ year olds.

DEMOGRAPHICS: population by educational attainment



The composition educational attainment of the population aged 25 years or older reflects the county's economic character. According to 2012 American Community Survey, 89% of the population has at least high school diploma, which is higher than state and national averages. However, the proportions of population holding associates, bachelors, and graduate degrees are lower than state and national averages. More than 50.2% of the population has acquired some college or an associate's degree; more than 21.3% of the population holds at least bachelor's degree; and more than 7.7% of the population holds a graduate or professional degree.

DEMOGRAPHICS: household income & housing value

	Mahoning County	Ohio	National
2000	\$48,742	\$56,635	\$58,070
2010	\$39,986	\$47,638	\$52,874
2012	\$39,642	\$46,829	\$51,371

United States Census. 2000. ACS. 2010-1 Year Estimate, 2012-1 Year Estimates.

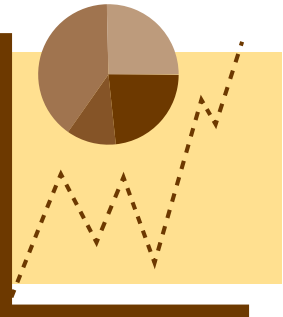
	Youngstown-Warren-Boardman MSA	Ohio	National
2010	\$102,059	\$141,995	\$190,067
2012	\$97,400	\$127,600	\$171,900

American Community Survey. 2010-1 Year Estimate, 2012-1 Year Estimates.

Mahoning County has a significantly lower median household income compared to state and national averages. The equalized household income (in 2012 dollars) decreased nearly 10,000 dollars from 2000 to 2012, which is consistent with the national trend.

Median housing value in Youngstown is also lower than state and national averages. However, the gap between Youngstown MSA and state and national levels decreased as the national housing market experienced a recession from 2010 to 2012, dropping median housing value by nearly 20,000 dollars, while housing value in Youngstown MSA only dropped by 5,000 dollars.

ECONOMY: employment overview

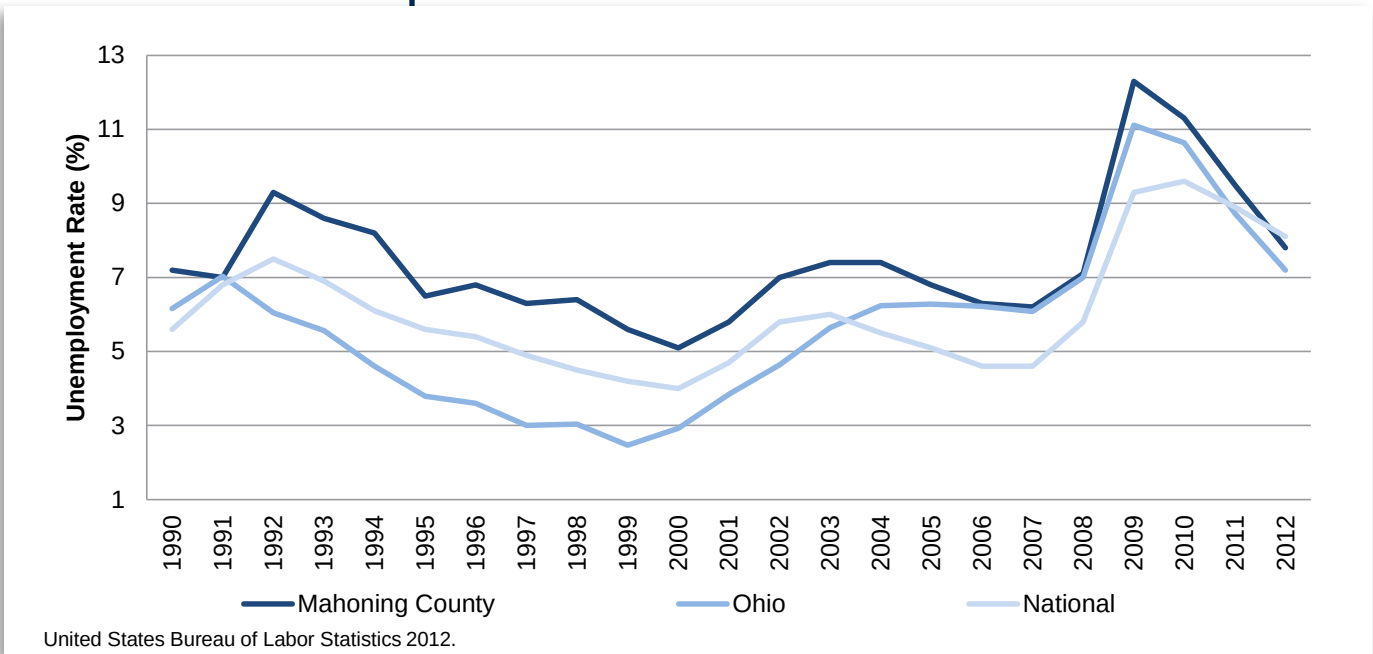


	2012 Annual	10 Year Change (%)	5 Year Change (%)	3 Year Change (%)	1 Year Change (%)
Mahoning County					
Employment Level	102,257	-6.8	-5.9	0.8	0.0
Unemployment Rate	7.8	11.4	25.8	-36.6	-17.9
Ohio					
Employment Level	5,334,862	-3.1	-4.9	0.2	0.6
Unemployment Rate	7.2	26.3	28.6	-29.4	-16.2
USA					
Employment Level	133,738,000	2.5	-2.9	2.1	1.7
Unemployment Rate	8.1	39.6	76	-12.9	-9
Labor Force Participation Rate	63.7	-3.6	-3.6	-2.6	-6

Source: United States Bureau of Labor Statistics 2012

In 2012, Mahoning County had total employment of 102,257 and total unemployment of 8,656, which made up a labor force of 110,913. While the county's share of total employment in both Ohio and the US declined in the last 10 years, the county remains a regional economic center and consists of more than 40 percent of total employment in the Youngstown-Warren-Boardman MSA.

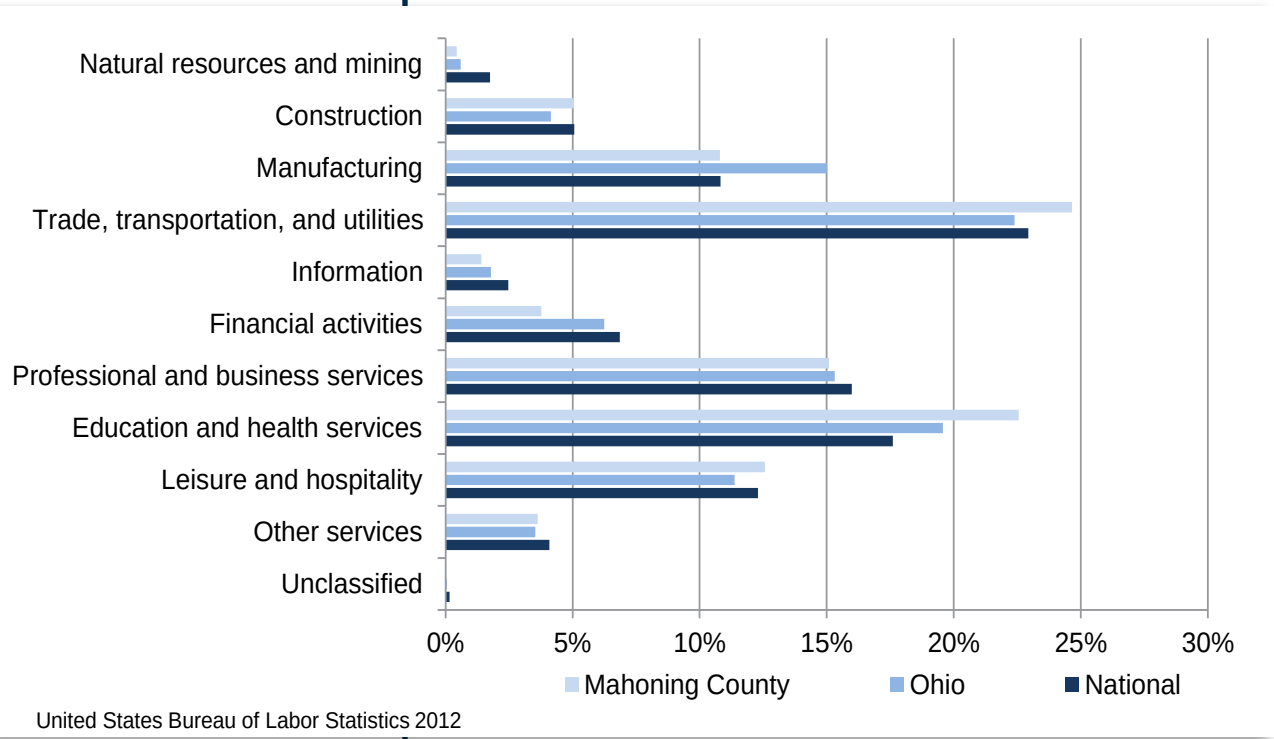
ECONOMY: unemployment



Mahoning County suffered from deindustrialization and job loss, especially after the closure of a Youngstown Sheet and Tube Company in 1977, an iconic steel manufacturer that once employed more than 27,000 workers in 1950s. In the last two decades, Mahoning County consistently had a higher unemployment rate than state and national averages.

Mahoning County's economy recovered after the national recession in 2008. In 2012, the county has an unemployment rate of 7.8%, lower than the national average by 0.3%.

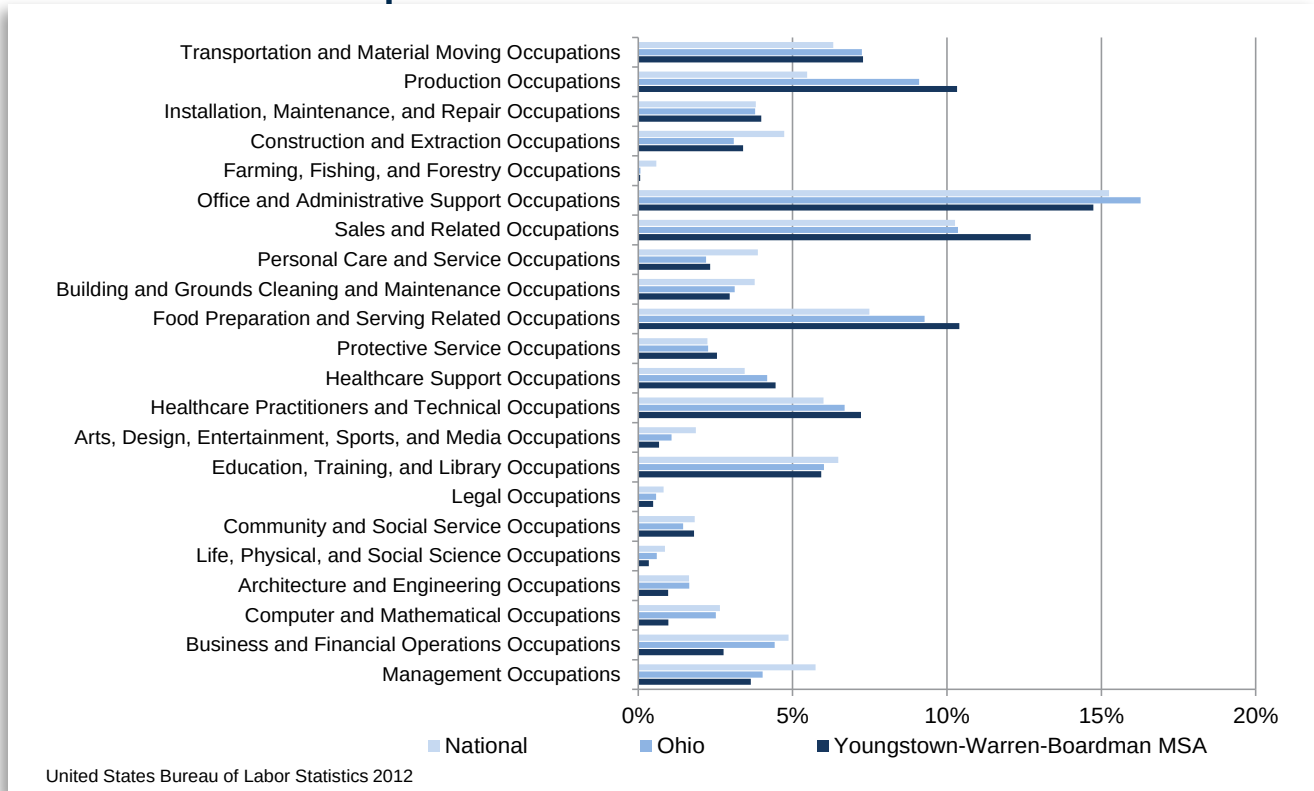
ECONOMY: employment by industry



Trade, transportation, utilities, and education and health services are two major industrial sectors which constitute nearly half of the employment in Mahoning County. Professional and business services and education and health services are two sectors with the largest job growth in the last decade.

Major employers in Mahoning County include the Diocese of Youngstown, HM Health Partners, Mahoning County Government, US Postal Service, Youngstown State University, City of Youngstown, Flex N Gate, FreshMart & Carriage Hill Foods, Home Savings & Loan, and MAC Trailer Manufacturing.

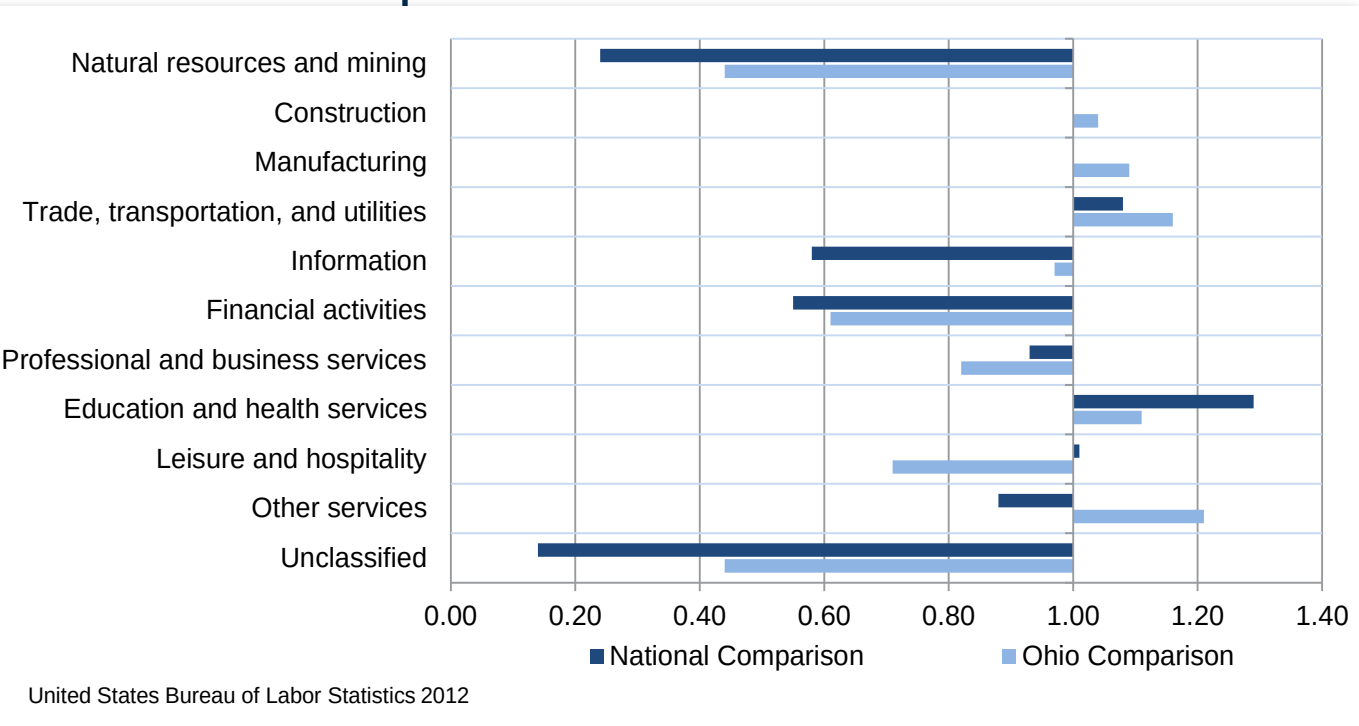
ECONOMY: employment by occupation



Youngstown-Warren-Boardman MSA has a higher percentage of employees in production, sales, food preparation and healthcare practitioners and technical occupations than national average, which is consistent with its concentration in manufacturing, trade, and healthcare sectors.

According to the US Bureau of Labor Statistics's *Occupational Employment and Wage Estimates*, median hourly wages in Mahoning County for most occupations are lower than state and national averages.

ECONOMY: location quotient



Location Quotients are ratios that identify the industrial concentrations of an area. Education and health services, along with trade, transportation, and utilities are the most concentrated sectors in Mahoning County compared with the national average. Although manufacturing as a whole is no longer more concentrated than state and national average, some specialized manufacturing sectors are

still highly concentrated and targeted by local governments as impetus for future growth. Such sectors include advanced materials manufacturing, steel and metalworking machinery manufacturing, sugar and confectionery product manufacturing, forging and stamping, and distribution and logistics.

INCENTIVES: local tax incentives

The Youngstown/SBA Initiative

A joint partnership between local banks, the United States Small Business Administration (SBA) and the City of Youngstown. The program combines SBA loan guarantees and the SBA Hubzone Program with additional resources such as grants and tax abatements by the City of Youngstown, providing financial assistance to entrepreneurs who start or relocate their business in Youngstown.
www.cityofyoungstownoh.com/city_hall/departments/economic/programs/YoungstownInitiative_Brochure_2012CopyUpdate.pdf

Business Park Incentives

The City of Youngstown and the Office of Economic Development provides 10-year, 75% real and personal property tax abatement for properties located in the city's business and industrial parks.
www.cityofyoungstownoh.com/city_hall/departments/economic/programs/programs.aspx

Enterprise Zone Tax Abatement

Real property tax incentives for businesses that expand or locate in Ohio. Enterprise zones provide tax abatements to businesses making capital investment and creating employment within the zone. There are currently 10 designated enterprise zones in Mahoning County. Policies on each enterprise zone can be found at the municipalities' websites.
www.development.ohio.gov/oteisearch/ez/selection.aspx?County=Mahoning

Community Reinvestment Area

Areas of land in which property owners can receive tax incentives for investing in real property improvements. The Community Reinvestment Area (CRA) Program is a direct incentive tax exemption program benefiting property owners who renovate existing or construct new buildings.
www.development.ohio.gov/oteisearch/CRA/selection.aspx?County=Mahoning

INCENTIVES & PROGRAMS: **loans, funds, & financial sources**

Fixed Interest Rate Revenue Bond Funding

Tax-exempt or taxable bonds available for smaller businesses to finance for fixed assets at a fixed interest rate for up to 25 years.
westernreserveportauthority.com/index.php/business-services

Conduit Revenue Bonds

Revenue bonds of variable interest for companies that may be backed by a letter of credit. The Western Reserve Port Authority acts as a “conduit” for the issuance of the bonds.
westernreserveportauthority.com/index.php/business-services

Brownfield Redevelopment Assistance

Grants from the US EPA to the Western Reserve Port Authority to inventory and assess brownfield sites across the county.
westernreserveportauthority.com/index.php/business-services

Interim Float Loans

Loans provided by the city of Youngstown to companies for up to 18 months based on provisions of an irrevocable letter of credit from an acceptable financial institution.
www.cityofyoungstownoh.com/city_hall/departments/economic/programs/project%20summary%20sheet.pdf

Citywide Facade Renovation Program

Financial assistance for exterior renovation projects in the city of Youngstown. Up to 40% of total renovation costs will be reimbursed as a loan that is phased over a five-year period.
www.cityofyoungstownoh.com/city_hall/departments/economic/programs/programs.aspx

INCENTIVES & PROGRAMS: **economic development organizations**

Youngstown/Warren Regional Chamber

A private, non-profit organization that provides leadership and business services tailored to fit individual business needs. It serves nearly 2,600 business members and prospective firms in the Youngstown and Warren area.
www.regionalchamber.com

Mahoning Valley Economic Development Corporation

A private, non-profit economic development corporation that serves companies in Mahoning, Trumbull, Ashtabula, Columbiana, Geauga, and Portage Counties. MVEDC developed and owns two industrial parks, the Warren Commerce Park in Warren and the Youngstown Commerce Park in North Jackson. MVEDC also provides programs that assist businesses to obtain loans and preserve the regions valuable infrastructural assets.
www.mvedc.com

Youngstown Business Incubator

A local economic association that provides support for accelerating the development of start-up and fledgling companies with facilities, equipment, and network resources. Youngstown Business Incubator assists companies to enhance their marketing strategies and commercialization process, helping them identify funding resources and facilitating networking opportunities.
www.ybi.org

The City of Youngstown Office of Economic Development

The City of Youngstown Office of Economic Development has a variety of economic tools and resources to assist current and prospective businesses, new businesses, and businesses interested in relocating to Youngstown.
www.cityofyoungstownoh.com/city_hall/departments/economic/index.aspx



LOCAL ASSETS: transportation



.....➔ **Western Reserve Port Authority (WRPA)**
WRPA was created in 1992 by the Boards of the Mahoning and Trumbull County Commissioners to operate the Youngstown-Warren Regional Airport. The port authority also gets involved in a series of financing and revitalization programs for business and local governments, such as passing loans at competitive rates, acquiring and selling properties, and providing security for economic development projects.
www.westernreserveportauthority.com

CASTLO
A non-profit organization that manages the CASTLO industrial park and promotes other industrial sites and economic development in Campbell, Struthers, Lowellville, Poland Township, and Coitsville Township, Ohio.
www.castlo.com/index.html

National Additive Manufacturing Innovation Institute (NAMII)
A public-private institute led by the Department of Defense to award federal funding for manufacturing innovation. NAMII will provide innovation necessary infrastructure for start-up companies and bridge the gap between research and product development for additive manufacturing.
www.namii.org

Manufacturing Advocacy & Growth Network (MAGNET)
A nonprofit organization and a provider of Manufacturing Extension Partnership (MEP) services funded by the US Department of Commerce's National Institute of Standards and Technology. MAGNET provides consulting services aimed at helping companies achieve bottom-line efficiencies while improving top-line sales through increased productivity and a variety of new product development and growth strategies.
www.manufacturingsuccess.org/Home.aspx

Interstates and Highways
I-76 runs east-west across the county and connects its cities to Pittsburgh, Philadelphia, and Akron. I-80 runs east-west through the northern side of the county, and eventually travels to the east and west coast. State routes 7, 11, and 62 travels north-south across the county and provide access to suburban areas and other interstates such as I-79 and I-90.

Public Airports
Youngstown-Warren Regional Airport (YNG) is a public use airport operated by the Western Reserve Port Authority. The airport provides cargo, passenger aircraft, hangar leasing and other services to local business in the region. The airport also serves as a Air Force reserve base for the 910th Airlift Wing Youngstown Air Reserve Station.
www.yngwrnair.com

Cleveland Hopkins International Airport (CLE) serves more than 9 million passengers and over 70 destinations each year, including airports in the Bahamas, Canada, the Dominican Republic, and Mexico. CLE also moves 92 million tons of cargo annually. Seven airlines provide service in CLE, including United Airlines (hub carrier), American Eagle, Delta, Frontier, US Airways, and Air Jazz Canada.
www.metroairport.com

Railways
National rail service providers such as CSX and Norfolk operates rail trucks for major cities and industrial sites in the county. Truck/rail intermodal facilities are also available in the region.
www.csx.com
www.nscorp.com



EDUCATION: colleges, universities, & technical schools



.....➤ Ports

Proximate to Lake Erie, Mahoning County has great access to Lake Erie ports in Ashtabula, Cleveland, Conneaut, and Erie. The Port of Cleveland is a multi-modal transportation hub with incorporated crane, waterborne, rail, and highway operations. The port generated over over 15 million tons of cargo annually.

www.portofcleveland.com

In addition to ports on Lake Erie waterways, Mahoning County is also linked with ports on Ohio River waterways, such as the Port of Pittsburgh, and the Port of Wellsville. Ohio River is an important inland waterway that composes more than one-third of inland maritime cargo in the United States.

www.port.pittsburgh.pa.us

www.ccpa-ohioriver.com

Public Transit

Western Reserve Transit Authority (WRTA) is a public transit operator which provides fixed route services, small bus special services (paratransit services), curb-to-curb services, and suburban loop services throughout the county.

www.wrtaonline.com

Youngstown State University (YSU)

A public university that serves more than 14,000 students, many of them are from outside the Youngstown area. YSU provides a quality education in a variety of associate, bachelor's and graduate degrees and certificate programs. The Dana School of Music is one of the oldest continuously operating schools of music in the US and the engineering school also has a national reputation. YSU is also a sponsor of Northeast Ohio HealthForce, a healthcare initiative for regional workforce development, training and implementation.

www.ysu.edu

Eastern Gateway Community College

A state-authorized college that enrolls more than 2,400 students annually at seven location in northeastern Ohio. Eastern Gateway offers associate degree programs in business, health, engineering, information technologies and many other areas. It also offers in-demand traditional or online programs.

www.egcc.edu

National College - Youngstown Campus

An independent college that enrolls about 10,000 students at 30 campuses in Indiana, Kentucky, Ohio, Tennessee, Virginia, and West Virginia. The Youngstown campus offers degree and diploma programs in business, healthcare, and computer science.

www.national-college.edu/locations/youngstown_oh/

Choffin Career and Technical Center

A technical school that provides part-time and full-time training programs in healthcare, education, industry, and computer technology.

www.choffincareer.com/adult/main/Home.aspx



EDUCATION: K-12 education

.....➤ **ITT Institute - Youngstown Area Campus**

A private college system that offers technology-oriented programs. The Youngstown campus offers various associate and bachelor’s degree programs in electronics, information technology, design, business, and nursing.

www.itt-tech.edu/campus/school.cfm?lloc_num=24

Mahoning County Career and Technical Center

A public vocational/technical career training institute that offers a variety of adult career educational programs.

www.mahoningctc.com

Public schools

Mahoning County is served by 14 public school districts with 74 schools enrolling 29,767 students in 2012-2013 school year. In 2012-2013 school year eight school districts and 56 schools received above-than-average scores in Ohio Department of Education’s Performance Index.

reportcard.education.ohio.gov/Pages/default.aspx

Private schools

Mahoning County hosts a variety of private schools. The Catholic Diocese of Youngstown operates 3 catholic schools in the city of Youngstown. Akiva Academy operates K-8 education in Youngstown. There are also several charter schools in the county.

www.doy.org

www.akivaacademy.org/Home.aspx

QUALITY OF LIFE: parks & recreation



Mill Creek Park

Located in the City of Youngstown and Boardman Township, Mill Creek park is one of the largest municipal park in the nation with nearly 3,000 acres of public green space and facilities. The park and has served local communities for more than 100 years. It enables various recreational activities throughout the year, such as hiking, boating, fishing, cycling, golf, and winter activities.
www.millcreekmetroparks.org

MetroParks Farm

A 402-acre seasonal farm that provide opportunities for agricultural education and tourism. The farm is owned by Mahoning County and operated by the Mill Creek MetroParks system.

MetroParks Bikeway

A 11-mile paved bike trail that runs from Canfield Township to the county boundary, connecting to Trumbull County.

Yelleow Creek Park

A 76-acre municipal park in Struthers, Ohio. The park includes four running/biking trails and one historic site (the Hopewell Furnace).

QUALITY OF LIFE: museums & libraries

Butler Institute of American Art

A art museum with a collection of more than 20,000 works of art from American artists. The original marble structure of the museum is listed on the National Registry of Historic Places.
www.butlerart.com

Youngstown Historical Center of Industry & Labor

A public museum administrated by the Ohio Historical Society and operated by Youngstown State University. It exhibits the history of the iron and steel industry in Youngstown with videos, artifacts, photographs, and reconstructed scenes.
www.ohiohistory.org/museums-and-historic-sites/museum--historic-sites-by-name/youngstown

Arms Family Museum

Former home of Olive F. A. Arms and a museum operated by Mahoning Valley Historical Society. The museum’s collection of galleries and artifacts displays the historical way of life in Mahoning Valley for different ethnic groups.
mahoninghistory.org/arms-family-museum

McDonough Museum of Art

A univerisity-affiliated art museum operated by Youngstown State University. It houses a variety of thematic exhibitions and lecture series throughout the year.
mcdonoughmuseum.ysu.edu

Melnick Medical Museum

A medical museum affliated with Youngstown State Univeristy that houses approximately 20,000 medical items from the 1700s to the present.
melnick-museum.ysu.edu



QUALITY OF LIFE: performing arts

.....➤ **Ward Beecher Planetarium**

A planetarium owned and operated by Youngstown State University. It operates astronomy-themed field trip programs to area schools and weekend public programs.
www.wbplanetarium.org/home

TP Auto Car Collection Museum

A private museum in Canfield with a collection of TP Tools & Equipments antique cars and trucks.
www.tpcarcollection.com/Home_Page.php

Public Libraries of Youngstown and Mahoning County

A countywide non-profit public library association that operates 15 branches in various municipalities, with its administrative office in Youngstown. It holds more than 700,000 books and loaned more than 1,700,000 items to its registered members in 2012.
www.libraryvisit.org

Covelli Centre

A multi-purpose entertainment venue built in 2005 in Youngstown for concerts, stage shows, hockey, basketball, and other sports competitions.
www.covellcentre.com

DeYor Performing Arts Center

A performing arts facility that includes the Edward W. Powers Auditorium, and Ford Family Recital Hall at the Eleanor Beecher Flad Pavilion, Adler Art Academy, and Overture Restaurant. It is home to the Youngstown Symphony Orchestra.
www.youngstownsymphony.com

Oakland Center for the Arts

A downtown theater located in the Morley Arts Building, Youngstown. It hosts stage shows, film screenings, workshops, and community events throughout the year.
www.oaklandcenter.com

Stambaugh Auditorium

A performing arts facility with a three-tier, 2553-seat concert hall, a 9700-square-foot ballroom, and a recital hall. It is home to Opera Western Reserve, a local opera group.
www.stambaughauditorium.com/Home.aspx

Youngstown Playhouse

Founded in 1924, Youngstown Playhouse is one of the largest and oldest community theaters in Northeast Ohio and still hosts various stage shows from February to December.
www.theyoungstownplayhouse.com

QUALITY OF LIFE: cultural events

Canfield Fair

The largest county fair in the state of Ohio with more than 160 years of history. In recent years, the fair attracted 350,000 people each year, averaging around 60,000 daily attendance. The Canfield Fairgrounds also hosts other events, such as dog shows, horse hows, and auto racing events. canfieldfairgrounds.com

Shaker Woods Festival

An annual fine arts and crafts fair featuring more than 200 craftspeople, entertainment, and country-style foods. It is held at the Shaker Woods Grounds in Columbiana. shakerwoods.com

QUALITY OF LIFE: sports

Youngstown State Penguins

Athletic teams of Youngstown State University that play in the National Collegiate Athletic Association's (NCAA) Division I Horizon League. The football team is a top collegiate team and plays in the NCAA Division I FCS Football Championship Subdivision at the 20,000-seat Stambaugh Stadium. www.ysusports.com/landing/index

Mahoning Valley Scrappers

A minor league baseball team affiliated with the Cleveland Indians. The team plays at Eastwood Field in Niles, Ohio. www.fcspartamichigan.com

Youngstown Phantoms

A junior ice hockey team that competes in the East Division of the United States Hockey League. The team play at the 5,200-seat Covelli Center in downtown Youngstown. www.youngstownphantoms.com

HEALTHCARE: healthcare systems



Valleycare Health System

A non-profit healthcare system with locations in northeast Ohio. The system has two affiliated hospitals in Mahoning County, including Northside Medical Center in Youngstown and ValleyCare Health Center in Austintown.
www.valleycareofohio.net

Humility of Mary Health Partners

A Catholic healthcare system in northeast Ohio. The system has five affiliated hospitals in Mahoning County, including St. Elizabeth Health Center in Youngstown, St. Elizabeth Boardman Health Center and Hospice of the Valley in Broadman, The Assumption Village in North Lima, and Humility House in Austintown.
www.hmpartners.org

Sharon Regional Health System

A regional hospital that serves the northwest Pennsylvania-northeast Ohio region. It is located in Sharon, Pennsylvania, 14 miles northeast to the city of Youngstown.
www.sharonregional.com/history.htm

HEALTHCARE: human services

Mahoning County Department of Job and Family Services

A county agency that provides assistance to low-income families and individuals and families. Services include with food stamps, financial assistance, medical benefits, and social services.
www.mahoningcountyoh.gov/122008MainLevel/TopNav/HOME/tabid/2524/Default.asp

Beatitude House

A non-government organization sponsored by the Ursuline Sisters of Youngstown. Beatitude House is dedicated to providing housing assistance and educational opportunities to disadvantaged women and children.
www.beatitudehouse.com

Organizacion Civica y Cultural Hispana Americana (OCCHA)

A private, non-profit organization that provide language, healthcare, employment, and educational services to the Spanish-speaking community in the Youngstown area.
www.occhayoungstown.org

Rescue Mission of Mahoning Valley

A spiritual-based organization offering food, shelter, and safety to disadvantaged men, women, and children.
www.rescuemissionmv.org

Community Corrections Association in Mahoning County

A state agency that operates corrective and educational programs on chemical dependency, drugs and alcohol abuse prevention, relapse prevention, domestic violence prevention, anger management, parenting, defensive driving, job training, and other themes.
www.drc.ohio.gov/Public/CBCF/mahoning.htm

**b. 2020 Job Outlook: Youngstown-
Warren-Boardman Metropolitan
Statistical Area**

2020 Job Outlook

Youngstown-Warren-Boardman Metropolitan Statistical Area

- Mahoning and Trumbull Counties in Ohio
- Mercer County in Pennsylvania



October 2013

Job Outlook 2010-2020, for Ohio's Metropolitan Areas

Employment projections are updated every two years by the Ohio Department of Job and Family Services' Bureau of Labor Market Information. The projections are widely used for studying long-range economic and employment trends, planning education and training programs, and developing career information. This edition uses employment statistics through 2010 as a foundation to project employment conditions for the 10-year period ending in 2020.

The table below summarizes 2010 employment levels and projected 2020 levels for the state's eight largest metropolitan statistical areas (MSAs). The difference between the 2010 and 2020 levels represents the projected change in employment which ranges from 14,100 in the Canton-Massillon MSA to 105,000 in the Columbus MSA. The largest increase is projected in the Columbus MSA at 11.0 percent, followed by the Cincinnati-Middletown MSA at 9.7 percent. The Akron MSA at 9.6 percent and the Cleveland-Elyria-Mentor MSA at 9.5 percent were the remaining areas that exceeded the statewide average of 9.3 percent. Areas where projected change fell below the state average were Canton-Massillon MSA at 8.3 percent, Toledo MSA at 8.1 percent, Youngstown-Warren-Boardman MSA at 8.0 percent, and Dayton MSA at 7.6 percent.

Comparison of Metropolitan Area Projections: 2010-2020

Metropolitan Area	Employment 2010	Projected Employment 2020	Projected Change 2010-2020	
			Number	Percent
Akron	329,900	361,700	31,800	9.6%
Canton-Massillon	170,400	184,500	14,100	8.3%
Cincinnati-Middletown	1,037,700	1,138,700	101,000	9.7%
Cleveland-Elyria-Mentor	1,039,500	1,138,000	98,500	9.5%
Columbus	952,500	1,057,500	105,000	11.0%
Dayton	386,800	416,400	29,600	7.6%
Toledo	310,000	335,100	25,100	8.1%
Youngstown-Warren-Boardman	227,700	245,800	18,100	8.0%

Each metropolitan area report contains a summary of the employment outlook by industry and occupational group. Each report also contains a list of the fastest-growing occupations and those expected to provide the most annual openings. The annual openings are reported as a combination of projected employment change and net annual openings primarily due to anticipated retirements.

Technical Notes

Projections of employment demand were made primarily at the three-digit industry level, based on the North American Industry Classification System (NAICS), using shift-share techniques that related Ohio's metropolitan area industry employment to statewide industry employment over the past decade. State and local area projections also are partially dependent on the outlook for specific industries nationally.

JobsOhio Regional staffing patterns were estimated using the Estimates Delivery System which creates data for customized geographic regions using data from the Occupational Employment Statistics surveys. Wage estimates are based on data from Occupational Employment Statistics surveys conducted between 2008 and 2011. Wage estimates produced for May 2011 were statistically "aged" using the Employment Cost Index for September 2012.

Ohio industry staffing patterns were adjusted for expected technological change and other factors from national data provided by the Bureau of Labor Statistics (BLS). Net annual replacement needs were computed from national rates calculated by BLS, as explained on their website: http://stats.bls.gov/emp/ep_replacements.htm. Although these rates have been found to provide reliable estimates of Ohio net replacement needs for specific occupations, many additional openings resulting from turnover. Inclusion of education and training level is made possible by the classification of the Standard Occupational Classification-based occupations into 11 distinct categories by the staff at the BLS Office of Occupational Statistics and Employment Projections.

Because future needs always are subject to uncertainty, the long-term job outlook data are updated every other year. More information on the local job outlook around Ohio is available through reports published on the Internet at <http://ohiolmi.com/proj/OhioJobOutlook.htm>. For more information contact the Ohio Bureau of Labor Market Information at (614) 752-9494 or ContactLMI@jfs.ohio.gov.

Youngstown-Warren Boardman Metropolitan Statistical Area Industry Employment* Projection Report: 2010-2020

NAICS Code	Description	Employment		Projected Change in Employment	
		2010 Annual	2020 Projected	2010-2020	Percent
	TOTAL	227,700	245,800	18,100	8.0%
	Goods Producing	39,100	40,500	1400	3.5%
	Natural Resources, incl. Agriculture and Mining	3,600	3,500	-100	-1.0%
	Construction	7,600	9,300	1,700	21.2%
236	Construction of buildings	1,800	2,200	400	24.4%
237	Heavy and civil engineering construction	700	800	100	16.5%
238	Specialty trade contractors	5,100	6,200	1,100	20.8%
	Manufacturing	27,900	27,700	-200	-0.8%
311	Food manufacturing	1,600	1,700	100	5.6%
321	Wood product manufacturing	900	1,100	200	16.9%
326	Plastics and rubber products manufacturing	1,000	1,100	100	4.8%
327	Nonmetallic mineral product manufacturing	800	900	100	5.6%
331	Primary metal manufacturing	6,900	6,600	-300	-3.6%
332	Fabricated metal product manufacturing	5,100	5,400	300	6.0%
333	Machinery manufacturing	2,800	2,600	-200	-7.9%
335	Electrical equipment and appliance mfg.	1,000	800	-200	-13.0%
336	Transportation equipment manufacturing	5,200	5,100	-100	-2.2%
339	Miscellaneous manufacturing	500	500	0	5.6%
	Service-Providing	174,900	191,300	16,400	9.4%
	Trade, Transportation and Utilities	45,200	47,500	2,300	5.1%
	Wholesale Trade	7,900	8,400	500	6.8%
423	Merchant wholesalers, durable goods	4,600	4,800	200	3.5%
424	Merchant wholesalers, nondurable goods	2,600	2,900	300	11.3%
425	Electronic markets and agents and brokers	600	700	100	13.1%
	Retail Trade	29,200	30,400	1,200	4.3%
441	Motor vehicle and parts dealers	3,500	3,600	100	4.4%
442	Furniture and home furnishings stores	800	900	100	9.1%
443	Electronics and appliance stores	700	700	0	3.6%
444	Building material and garden supply stores	2,200	2,300	100	5.6%
445	Food and beverage stores	5,300	5,600	300	5.6%
446	Health and personal care stores	1,900	2,100	200	5.6%
447	Gasoline stations	1,800	1,500	-300	-14.7%
448	Clothing and clothing accessories stores	3,300	3,500	200	5.6%
451	Sporting goods, hobby, book and music stores	1,400	1,500	100	2.3%
452	General merchandise stores	5,600	6,100	500	9.3%
453	Miscellaneous store retailers	1,500	1,400	-100	-3.1%
454	Nonstore retailers	1,200	1,300	100	3.8%
	Transportation and Warehousing	7,400	8,100	700	9.1%

*Selected industries with 500 or more employees.

Youngstown-Warren Boardman Metropolitan Statistical Area Industry Employment* Projection Report: 2010-2020

NAICS Code	Description	Employment		Projected Change in Employment	
		2010 Annual	2020 Projected	2010-2020	Percent
484	Truck transportation	4,000	4,300	300	5.6%
488	Support activities for transportation	500	600	100	8.8%
	Utilities	700	500	-200	-22.6%
	Information	1,900	2,000	100	2.5%
517	Telecommunications	700	800	100	1.4%
	Financial Activities	8,000	8,500	500	6.9%
	Finance and Insurance	5,600	5,900	300	5.1%
522	Credit intermediation and related activities	3,200	3,200	0	1.7%
524	Insurance carriers and related activities	1,900	2,100	200	7.6%
	Real Estate and Rental and Leasing	2,400	2,700	300	11.1%
531	Real estate	1,500	1,600	100	9.2%
	Professional and Business Services	19,700	23,000	3,300	16.4%
	Professional and Technical Services	5,200	6,000	800	15.2%
5411	Legal services	1,100	1,100	0	4.0%
5412	Accounting and bookkeeping services	1,200	1,300	100	6.6%
5413	Architectural and engineering services	800	800	0	6.5%
5415	Computer systems design & related services	700	1,000	300	37.0%
5416	Management, scientific, & technical consulting servi	500	700	200	45.7%
5419	Other professional and technical services	600	600	0	6.6%
	Management of companies and enterprises	2,200	2,300	100	5.8%
	Administrative and Waste Services	12,400	14,700	2,300	18.8%
5611	Office administrative services	700	800	100	6.6%
5613	Employment services	3,600	4,400	800	23.2%
5614	Business support services	3,700	4,500	800	20.6%
5617	Services to buildings and dwellings	2,000	2,300	300	17.3%
	Education and Health Services	53,100	61,300	8,200	15.5%
	Educational services, Private	3,000	5,900	2,900	96.7%
	Health Care and Social Assistance	34,600	41,700	7,100	20.4%
621	Ambulatory Health Care Services	14,000	17,400	3,400	24.8%
623	Nursing and residential care facilities	10,900	12,900	2,000	18.0%
	Leisure and Hospitality	21,300	22,900	1,600	7.4%
	Arts, Entertainment and Recreation	2,000	2,300	300	15.9%
713	Amusements, gambling, and recreation	1,600	1,900	300	16.1%
	Accommodation and Food services	19,300	20,600	1,300	6.5%
721	Accommodation	1,200	1,200	0	-1.9%
722	Food services and drinking places	18,100	19,400	1,300	7.1%
	Other Services	11,500	12,400	900	7.6%
811	Repair and maintenance	1,800	1,900	100	3.7%

*Selected industries with 500 or more employees.

Youngstown-Warren Boardman Metropolitan Statistical Area Industry Employment* Projection Report: 2010-2020

NAICS Code	Description	Employment		Projected Change in Employment	
		2010 Annual	2020 Projected	2010-2020	Percent
812	Personal and laundry services	2,200	2,300	100	5.1%
813	Membership associations and organizations	7,400	8,100	700	9.3%
	Government	29,600	27,400	-2,200	-7.4%
	Federal Government	2,300	2,000	-300	-13.0%
	Postal service	1,000	800	-200	-21.8%
	Federal government, except postal service	1,300	1,200	-100	-8.3%
	State Government	5,100	5,100	0	0.0%
	State government, education	2,100	2,200	100	4.8%
	State government, except educ. & hospitals	3,000	2,900	-100	-3.1%
	Local Government	22,200	20,300	-1,900	-8.6%
	Local government, education	13,400	11,500	-1,900	-14.2%
	Local government, except educ. & hospitals	8,800	8,800	0	0.4%
	Self-Employed, Private Household & Unpaid Family Workers	13,800	14,100	300	2.2%

Source: Ohio Department of Job and Family Services, Bureau of Labor Market Information.

*Selected industries with 500 or more employees.

Youngstown-Warren Boardman Metropolitan Statistical Area
Occupational Employment Projections by Major Occupational Group, 2010-2020
Breakdown of Annual Openings

Occupational Title	Employment		Change in Employment		Annual Openings		
	2010 Annual	2020 Projected	2010 - 2020	Percent	Growth	Replacements	Total
Total, All Occupations	227,700	245,800	18,100	8.0%	1,956	5,393	7,349
Management Occupations	10,600	10,800	200	2.0%	41	221	262
Business and Financial Operations Occupations	6,100	6,800	700	11.8%	73	124	197
Computer and Mathematical Occupations	1,800	2,000	200	14.1%	25	36	61
Architecture and Engineering Occupations	1,600	1,600	0	1.4%	6	37	43
Community and Social Services Occupations	8,000	9,000	1,000	12.7%	101	153	254
Legal Occupations	1,100	1,200	100	8.5%	10	19	29
Education, Training, and Library Occupations	11,900	13,000	1,100	8.5%	102	274	376
Arts, Design, Entertainment, Sports, and Media Occupations	2,500	2,700	200	5.2%	20	63	83
Healthcare Practitioners and Technical Occupations	14,300	16,300	2,000	14.0%	201	294	495
Healthcare Support Occupations	10,700	13,400	2,700	24.7%	268	150	418
Protective Service Occupations	5,200	5,300	100	2.7%	15	127	142
Food Preparation and Serving Related Occupations	21,700	23,300	1,600	7.4%	164	783	947
Building and Grounds Cleaning and Maintenance Occupations	7,700	8,400	700	8.8%	68	138	206
Personal Care and Service Occupations	5,200	6,200	1,000	19.7%	102	121	223
Sales and Related Occupations	27,500	28,900	1,400	5.2%	145	854	999
Office and Administrative Support Occupations	33,500	35,500	2,000	5.9%	245	724	969
Construction and Extraction Occupations	9,300	10,500	1,200	12.0%	114	208	322
Installation, Maintenance, and Repair Occupations	9,000	9,200	200	2.9%	39	201	240
Production Occupations	22,200	22,500	300	1.5%	71	431	502
Transportation and Material Moving Occupations	16,700	18,100	1,400	8.2%	141	406	547

Source: Ohio Department of Job and Family Services, Bureau of Labor Market Information.

**Youngstown-Warren Boardman Metropolitan Statistical Area
Fastest Growing Occupations*
2010-2020**

Occupational Title	Percent Change	Total Annual Openings	Median Wage Sept 2012***	
Personal and Home Care Aides	59.6%	50	\$8.90	
Home Health Aides	51.8%	218	\$8.85	
Bill and Account Collectors	30.9%	95	\$11.27	
Medical Secretaries	23.8%	75	\$12.32	
Insurance Sales Agents	20.0%	22	\$26.08	
Emergency Medical Technicians and Paramedics	19.5%	26	\$11.23	
Preschool Teachers, Except Special Education	18.6%	26	\$9.76	
Pharmacy Technicians	17.5%	20	\$12.84	
Recreation Workers	17.0%	20	\$11.07	
Landscaping and Groundskeeping Workers	16.9%	66	\$9.55	
Special Ed. Teachers, Pre./Kinder./Elem. Sch.	15.0%	23	\$52,454	+
Registered Nurses	14.7%	165	\$27.24	
Receptionists and Information Clerks	14.1%	42	\$10.68	
Sales Representatives, Services, AO	14.0%	27	NA	
Carpenters	13.6%	49	\$24.02	
FL Sup/Mgrs of Con. Trades/Extract. Work	13.6%	22	\$26.31	
Medical and Health Services Managers	12.9%	21	\$35.13	
Medical Assistants	12.9%	31	\$11.69	
Industrial Machinery Mechanics	12.7%	23	\$25.40	
Comb. Food Prep. & Serv. Work, inc. Fast Food	12.5%	280	\$8.76	
Painters, Construction and Maintenance	12.3%	31	\$21.07	
Educational, Vocational, and School Counselors	12.2%	17	\$25.03	
Licensed Practical and Licensed Vocational Nurses	12.0%	93	\$18.23	
Dental Assistants	11.9%	17	\$14.72	
Hairdressers, Hairstylists, and Cosmetologists	11.6%	32	\$10.12	
Plumbers, Pipefitters, and Steamfitters	11.2%	35	\$24.34	
Bus Drivers, School	11.0%	19	\$11.84	
Child Care Workers	10.8%	48	\$9.32	
Middle School Teachers, ex. Special & Voc. Ed.	10.8%	36	\$57,798	+
Elementary School Teachers, ex.Special Ed.	10.7%	49	\$55,019	+

*Occupations with at least 500 employment

*** May 2011 wages statistically aged to September 2012

++Annual earnings, typically 9 1/2 months school year for teachers.

Source: Ohio Department of Job and Family Services, Bureau of Labor Market Information.

**Youngstown-Warren Boardman Metropolitan Statistical Area
Occupations with the Most Annual Openings
2010-2020**

Occupational Title	Total Annual Openings	Median Wage Sept 2012***
Retail Salespersons	323	\$9.67
Cashiers	313	\$9.05
Combined Food Preparation and Serving Workers, Including Fast Food	280	\$8.76
Home Health Aides	218	\$8.85
Waiters and Waitresses	201	\$8.68
Registered Nurses	165	\$27.24
Laborers and Freight, Stock, and Material Movers, Hand	146	\$10.05
Office Clerks, General	126	\$11.63
Heavy and Tractor-Trailer Truck Drivers	112	\$19.29
Bill and Account Collectors	95	\$11.27
Licensed Practical and Licensed Vocational Nurses	93	\$18.23
Janitors and Cleaners, Except Maids and Housekeeping Cleaners	90	\$10.56
Counter Attendants, Cafeteria, Food Concession, and Coffee Shop	87	\$8.79
Stock Clerks and Order Fillers	87	\$9.37
Medical Secretaries	75	\$12.32
Customer Service Representatives	71	\$13.27
First-Line Supervisors of Retail Sales Workers	69	\$17.58
Landscaping and Groundskeeping Workers	66	\$9.55
Assemblers and Fabricators, All Other	64	NA
Secondary Sch. Teachers, ex. Spec. & Voc. Ed.	61	\$55,999 ++
Packers and Packagers, Hand	59	\$10.50
Hosts and Hostesses, Restaurant, Lounge, and Coffee Shop	58	\$8.71
Tellers	58	\$10.97
Teacher Assistants	56	\$21,844 ++
Maintenance and Repair Workers, General	53	\$17.43
Telemarketers	52	\$9.90
Bookkeeping, Accounting, and Auditing Clerks	51	\$14.58
Personal Care Aides	50	\$8.90
Elementary School Teachers, Except Special Education	49	\$55,019 ++
Carpenters	49	\$24.02

*** May 2011 wages statistically aged to September 2012

++Annual earnings, typically 9 1/2 months school year for teachers.

Source: Ohio Department of Job and Family Services, Bureau of Labor Market Information.

**Youngstown-Warren Boardman Metropolitan Statistical Area
Occupational Employment* Projections Report, 2010-2020**

Code	Occupational Title**	Employment		Change in		Total Annual Openings**	Median Wage Sept 2012***	Education Training Level+
		2010 Annual	2020 Projected	2010 - 2020	Percent			
00-0000	Total, All Occupations	227,700	245,800	18,100	8.0%	7349		
11-0000	Management Occupations	10,620	10,830	210	2.0%	262		
11-1011	Chief Executives	430	410	-20	-4.7%	11	\$78.28	4
11-1021	General and Operations Managers	1,460	1,420	-40	-2.3%	27	\$38.14	4
11-1031	Legislators	170	160	-10	-7.2%	4	\$20,300	+++
11-2022	Sales Managers	490	510	20	3.5%	16	\$43.82	4
11-3011	Administrative Services Managers	230	250	20	8.6%	8	\$39.81	4
11-3021	Computer and Information Systems Managers	110	120	10	12.8%	3	\$44.97	4
11-3031	Financial Managers	490	510	20	4.3%	11	\$38.47	4
11-3051	Industrial Production Managers	430	450	20	6.8%	13	\$43.08	8
11-9013	Farmers, Ranchers, and Other Agricultural Managers	2,530	2,440	-90	-3.5%	49	\$33.09	!
11-9021	Construction Managers	660	710	50	8.5%	10	\$35.08	5
11-9032	Ed Admin, Elementry & Secondary Sch	390	400	10	3.9%	13	\$85,526	++
11-9041	Engineering Managers	100	100	0	0.0%	2	\$49.50	4
11-9051	Food Service Managers	520	490	-30	-6.1%	10	\$21.87	8
11-9111	Medical and Health Services Managers	570	640	70	12.9%	21	\$35.13	4
11-9141	Property, Real Estate & Community Assn Mgrs	740	770	30	4.3%	19	\$19.47	5
11-9151	Social and Community Service Managers	180	220	40	20.4%	8	\$25.10	5
11-9199	Managers, AO	420	450	30	6.7%	12	NA	8
13-0000	Business and Financial Operations Occupations	6,120	6,840	720	11.8%	197		
13-1022	Wholesale and Retail Buyers, Except Farm Products	150	160	10	4.0%	5	\$23.10	9
13-1023	Purchasing Agents, ex. Whole., Retail, & Farm	350	370	20	5.7%	12	\$23.25	9
13-1031	Claims Adjusters, Examiners, and Investigators	180	170	-10	-2.8%	4	\$30.96	9
13-1041	Compl. Off., ex. Agric, Con, Hlth/Safety, & Trans.	150	180	30	15.1%	4	\$23.02	9
13-1051	Cost Estimators	420	540	120	28.3%	20	\$25.54	5
13-1078	Human Res., Labor Rel, and training specialists, AO	1,090	1,150	60	4.7%	23	\$18.56	12
13-1081	Logisticians	100	110	10	20.0%	4	\$32.86	5
13-1111	Management Analysts	200	240	40	24.6%	8	\$31.16	4
13-1141	Compensation, Benefits, and Job Analysis Specialists	120	120	0	0.9%	2	\$21.48	5
13-1151	Training and Development Specialists	200	260	60	29.8%	9	\$22.13	5
13-1161	Market Research Analysts and Marketing Specialists	240	320	80	32.5%	14	\$23.49	5
13-1199	Business Operations Specialists, AO	580	600	20	4.7%	14	NA	5
13-2011	Accountants and Auditors	1,330	1,460	130	9.8%	41	\$26.51	5
13-2052	Personal Financial Advisors	210	260	50	23.9%	7	\$28.31	5
13-2072	Loan Officers	290	330	40	15.3%	11	\$22.59	10
15-0000	Computer and Mathematical Occupations	1,790	2,040	250	14.1%	61		
15-1121	Computer Systems Analysts	190	230	40	20.0%	8	\$32.35	5
15-1131	Computer Programmers	250	250	0	0.4%	6	\$24.90	5
15-1132	Software Developers, Applications	160	210	50	28.9%	7	\$33.14	5
15-1142	Network and Comp. Systems architects and Admins	360	440	80	21.7%	14	\$26.17	5
15-1150	Computer Support Specialists	500	550	50	10.3%	18	\$17.48	5
15-1179	Inform. Security Analysts, Web Dev., & Comp. Network A	150	160	10	12.3%	4	NA	5
17-0000	Architecture and Engineering Occupations	1,620	1,640	20	1.4%	43		
17-1011	Architects, Except Landscape and Naval	130	140	10	7.9%	4	\$35.73	5
17-2051	Civil Engineers	180	200	20	10.6%	6	\$32.10	5
17-2071	Electrical Engineers	100	100	0	-5.8%	2	\$32.69	5
17-2112	Industrial Engineers	300	300	0	1.3%	6	\$38.04	5
17-2141	Mechanical Engineers	180	180	0	-2.8%	6	\$33.86	5
17-3023	Electrical and Electronic Engineering Technicians	100	100	0	-1.9%	2	\$24.17	6
19-0000	Life, Physical, and Social Science Occupations	580	640	60	10.3%	0		
19-3031	Clinical, Counseling, and School Psychologists	140	150	10	10.0%	5	\$34.29	2
21-0000	Community and Social Services Occupations	8,000	9,010	1,010	12.7%	254		
21-1011	Substance Abuse & Behavioral Dis. Counselors	110	120	10	9.2%	3	\$16.75	5
21-1012	Educational, Vocational, and School Counselors	520	590	70	12.2%	17	\$25.03	3
21-1014	Mental Health Counselors	220	280	60	26.5%	11	\$19.86	3
21-1015	Rehabilitation Counselors	240	280	40	17.4%	9	\$14.38	3
21-1021	Child, Family, and School Social Workers	450	510	60	12.4%	17	\$16.01	5

*Occupations with 100 or more workers.

**See last page.

+See last page for Education and Training Levels.

++Annual earnings, typically 9 1/2 months for school teachers.

**Youngstown-Warren Boardman Metropolitan Statistical Area
Occupational Employment* Projections Report, 2010-2020**

Code	Occupational Title**	Employment		Change in		Total Annual Openings**	Median Wage Sept 2012***	Education Training Level+
		2010 Annual	2020 Projected	2010 - 2020	Percent			
21-1023	Mental Health and Substance Abuse Social Workers	250	310	60	22.4%	12	\$16.02	3
21-1029	Social Workers, AO	170	180	10	5.9%	5	NA	5
21-1092	Probation Officers & Correct. Treatment Spec.	160	170	10	11.6%	5	\$26.15	5
21-1093	Social and Human Service Assistants	260	310	50	18.6%	11	\$11.23	10
23-0000	Legal Occupations	1,150	1,250	100	8.5%	29		
23-1011	Lawyers	450	500	50	9.0%	13	\$42.67	1
23-2011	Paralegals and Legal Assistants	280	320	40	14.1%	8	\$16.67	6
23-2093	Title Examiners, Abstractors, and Searchers	210	220	10	5.2%	4	\$17.15	10
25-0000	Education, Training, and Library Occupations	11,940	12,950	1,010	8.5%	376		
25-1194	Vocational Education Teachers, PS	140	150	10	11.6%	4	\$17.32	2
25-2011	Preschool Teachers, Except Special Education	580	690	110	18.6%	26	\$9.76	7
25-2021	Elementary School Teachers, ex.Special Ed.	1,500	1,660	160	10.7%	49	\$55,019	++
25-2022	Middle School Teachers, ex. Special & Voc. Ed.	1,090	1,210	120	10.8%	36	\$57,798	++
25-2031	Secondary Sch. Teachers, ex. Spec. & Voc. Ed.	2,110	2,140	30	1.3%	61	\$55,999	++
25-2032	Vocational Education Teachers, Secondary School	180	170	-10	-3.9%	5	\$61,302	++
25-2041	Special Ed. Teachers, Pre./Kinder./Elem. Sch.	510	590	80	15.0%	23	\$52,454	++
25-2053	Special Education Teachers, Middle School	290	330	40	14.0%	12	\$52,761	++
25-2054	Special Education Teachers, Secondary School	330	340	10	1.5%	10	\$53,445	++
25-3021	Self-Enrichment Education Teachers	120	140	20	14.3%	4	\$11.10	8
25-3999	Teachers and Instructors, AO	1,110	1,180	70	6.5%	24	NA	5
25-4021	Librarians	220	230	10	2.7%	7	\$22.74	3
25-4031	Library Technicians	140	140	0	3.7%	6	\$15.88	7
25-9031	Instructional Coordinators	220	250	30	14.0%	8	\$29.80	3
25-9041	Teacher Assistants	1,790	1,950	160	9.1%	56	\$21,844	++
25-9099	Education, Training, and Library Workers, AO	150	160	10	8.1%	4	NA	5
27-0000	Arts, Design, Entertainment, Sports, and Media Occupations	2,540	2,670	130	5.2%	83		
27-1023	Floral Designers	160	130	-30	-19.0%	5	\$10.25	11
27-1024	Graphic Designers	200	210	10	3.0%	7	\$16.19	5
27-2012	Producers and Directors	100	100	0	-2.1%	3	\$19.69	4
27-2022	Coaches and Scouts	350	440	90	25.8%	18	\$18,728	+++
27-3031	Public Relations Specialists	200	240	40	19.8%	9	\$20.39	5
27-4021	Photographers	370	360	-10	-2.4%	4	\$10.02	9
29-0000	Healthcare Practitioners and Technical Occupations	14,340	16,350	2,010	14.0%	495		
29-1021	Dentists, General	230	240	10	3.9%	8	\$85.09	1
29-1031	Dietitians and Nutritionists	140	160	20	14.8%	7	\$21.79	5
29-1051	Pharmacists	480	550	70	12.6%	18	\$55.12	1
29-1062	Family and General Practitioners	350	390	40	11.8%	11	\$57.05	1
29-1111	Registered Nurses	5,020	5,760	740	14.7%	165	\$27.24	6
29-1122	Occupational Therapists	180	230	50	28.6%	9	\$34.45	3
29-1123	Physical Therapists	330	420	90	28.6%	13	\$35.40	3
29-1127	Speech-Language Pathologists	230	280	50	22.5%	9	\$35.38	3
29-2011	Medical and Clinical Laboratory Technologists	170	170	0	-1.8%	3	\$27.44	5
29-2012	Medical and Clinical Laboratory Technicians	160	160	0	1.9%	3	\$17.54	6
29-2021	Dental Hygienists	380	440	60	17.1%	14	\$27.25	6
29-2037	Radiologic Technologists and Technicians	430	500	70	14.1%	13	\$22.59	6
29-2041	Emergency Medical Technicians and Paramedics	660	790	130	19.5%	26	\$11.23	7
29-2052	Pharmacy Technicians	540	640	100	17.5%	20	\$12.84	10
29-2055	Surgical Technologists	110	120	10	7.0%	3	\$18.46	7
29-2061	Licensed Practical and Licensed Vocational Nurses	2,410	2,700	290	12.0%	93	\$18.23	7
29-2071	Medical Records and Health Information Technicians	230	250	20	8.7%	7	\$14.79	6
29-2081	Opticians, Dispensing	200	200	0	-1.0%	4	\$16.08	9
31-0000	Healthcare Support Occupations	10,730	13,380	2,650	24.7%	418		
31-1011	Home Health Aides	3,370	5,120	1,750	51.8%	218	\$8.85	11
31-2011	Occupational Therapist Assistants	190	260	70	39.4%	10	\$25.24	6
31-2021	Physical Therapist Assistants	330	460	130	37.7%	17	\$22.50	6
31-9011	Massage Therapists	220	260	40	16.3%	8	\$13.61	7
31-9091	Dental Assistants	520	590	70	11.9%	17	\$14.72	10

*Occupations with 100 or more workers.

**See last page.

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**Youngstown-Warren Boardman Metropolitan Statistical Area
Occupational Employment* Projections Report, 2010-2020**

Code	Occupational Title**	Employment		Change in		Total Annual Openings**	Median Wage Sept 2012***	Education Training Level+
		2010 Annual	2020 Projected	2010 - 2020	Percent			
31-9092	Medical Assistants	1,120	1,270	150	12.9%	31	\$11.69	10
31-9094	Medical Transcriptionists	170	150	-20	-8.5%	2	\$14.09	7
31-9096	Veterinary Assistants and Laboratory Animal Caretakers	120	120	0	-5.7%	2	\$10.31	11
31-9799	Healthcare Support Workers, AO	340	360	20	5.3%	7	NA	11
33-0000	Protective Service Occupations	5,170	5,300	130	2.7%	142		
33-1012	FL Sup/Mgrs of Police & Detectives	160	150	-10	-3.9%	5	\$30.25	8
33-1021	FL Sup/Mgrs of Fire Fighting & Prev. Workers	110	110	0	1.0%	5	\$27.81	8
33-2011	Fire Fighters	770	770	0	0.1%	21	\$17.82	9
33-3012	Correctional Officers and Jailers	1,530	1,600	70	4.6%	34	\$21.19	10
33-3021	Detectives and Criminal Investigators	180	180	0	-0.6%	4	\$31.04	8
33-3051	Police and Sheriff's Patrol Officers	990	990	0	0.0%	29	\$23.99	9
33-9032	Security Guards	940	990	50	5.5%	20	\$11.15	11
35-0000	Food Preparation and Serving Related Occupations	21,710	23,310	1,600	7.4%	947		
35-1012	FL Sup/Mgrs of Food Prep. & Serving Workers	1,500	1,600	100	6.7%	42	\$12.85	8
35-2011	Cooks, Fast Food	510	480	-30	-6.2%	11	\$8.80	11
35-2014	Cooks, Restaurant	980	1,080	100	10.1%	31	\$9.77	9
35-2015	Cooks, Short Order	630	660	30	4.0%	15	\$8.85	11
35-3021	Comb. Food Prep. & Serv. Work, inc. Fast Food	6,920	7,790	870	12.5%	280	\$8.76	11
35-3022	Counter Attend., Café/Food Concess/Coffee Sh.	1,150	1,190	40	3.7%	87	\$8.79	11
35-3031	Waiters and Waitresses	3,590	3,820	230	6.3%	201	\$8.68	11
35-9011	Dining Room & Cafeteria Attend. & Bar Helpers	750	750	0	-0.1%	28	\$8.61	11
35-9031	Hosts & Hostesses, Rest./Lounge/Coffee Shop	810	820	10	1.6%	58	\$8.71	11
37-0000	Building and Grounds Cleaning and Maintenance Occupations	7,710	8,390	680	8.8%	206		
37-1011	FL Sup/Mgrs of Housekeeping & Janitorial Workers	240	240	0	-0.8%	3	\$16.68	8
37-1012	FL Sup/Mgrs of Landscap./Lawn Ser/Groundskeep	210	230	20	11.2%	5	\$21.50	8
37-2011	Janitors & Cleaners, ex. Maids/Hsekeeping Clean.	3,610	3,840	230	6.2%	90	\$10.56	11
37-2012	Maids and Housekeeping Cleaners	1,670	1,770	100	6.2%	38	\$9.73	11
37-3011	Landscaping and Groundskeeping Workers	1,900	2,220	320	16.9%	66	\$9.55	11
39-0000	Personal Care and Service Occupations	5,170	6,190	1,020	19.7%	223		
39-1021	FL Sup/Mgrs of Personal Serv. Workers	290	320	30	11.8%	10	\$13.63	8
39-5012	Hairdressers, Hairstylists, and Cosmetologists	1,070	1,200	130	11.6%	32	\$10.12	7
39-9011	Child Care Workers	1,140	1,260	120	10.8%	48	\$9.32	11
39-9021	Personal and Home Care Aides	740	1,180	440	59.6%	50	\$8.90	11
39-9031	Fitness Trainers and Aerobics Instructors	250	300	50	16.1%	8	\$15.71	7
39-9032	Recreation Workers	620	720	100	17.0%	20	\$11.07	11
41-0000	Sales and Related Occupations	27,480	28,920	1,440	5.2%	999		
41-1011	FL Sup/Mgrs of Retail Sales Workers	2,920	2,930	10	0.5%	69	\$17.58	8
41-1012	FL Sup/Mgrs of Non-Retail Sales Workers	760	810	50	6.3%	24	\$25.65	8
41-2011	Cashiers	6,540	6,700	160	2.4%	313	\$9.05	11
41-2021	Counter and Rental Clerks	880	930	50	5.5%	25	\$9.57	11
41-2031	Retail Salespersons	8,990	9,580	590	6.6%	323	\$9.67	11
41-3011	Advertising Sales Agents	160	190	30	15.5%	7	\$15.96	10
41-3021	Insurance Sales Agents	530	630	100	20.0%	22	\$26.08	7
41-3031	Securities/Commodities/Fin. Serv. Sales Agents	800	870	70	8.7%	29	\$24.38	5
41-3099	Sales Representatives, Services, AO	620	700	80	14.0%	27	NA	8
41-9011	Demonstrators and Product Promoters	120	140	20	20.7%	5	\$11.63	10
41-9041	Telemarketers	1,920	2,030	110	5.9%	52	\$9.90	11
43-0000	Office and Administrative Support Occupations	33,500	35,480	1,980	5.9%	969		
43-1011	FL Sup/Mgrs of Office & Admin. Support	1,400	1,500	100	7.1%	48	\$21.40	8
43-3011	Bill and Account Collectors	1,880	2,460	580	30.9%	95	\$11.27	11
43-3021	Billing and Posting Clerks and Machine Operators	890	970	80	9.1%	23	\$13.64	11
43-3031	Bookkeeping, Accounting, and Auditing Clerks	2,780	2,990	210	7.7%	51	\$14.58	10
43-3051	Payroll and Timekeeping Clerks	320	350	30	8.1%	10	\$15.94	10
43-3071	Tellers	1,410	1,410	0	0.2%	58	\$10.97	11
43-4031	Court, Municipal, and License Clerks	220	220	0	1.4%	6	\$18.15	11
43-4051	Customer Service Representatives	2,010	2,150	140	7.2%	71	\$13.27	10
43-4061	Eligibility Interviewers, Government Programs	300	300	0	-0.3%	8	\$23.49	10

*Occupations with 100 or more workers.

**See last page.

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**Youngstown-Warren Boardman Metropolitan Statistical Area
Occupational Employment* Projections Report, 2010-2020**

Code	Occupational Title**	Employment		Change in		Total Annual Openings**	Median Wage Sept 2012***	Education Training Level+
		2010 Annual	2020 Projected	2010 - 2020	Percent			
43-4071	File Clerks	220	200	-20	-11.8%	6	\$11.60	11
43-4081	Hotel, Motel, & Resort Desk Clerks	410	410	0	-0.5%	16	\$8.93	11
43-4111	Interviewers, Except Eligibility and Loan	230	270	40	19.9%	8	\$14.07	11
43-4121	Library Assistants, Clerical	350	380	30	7.4%	19	\$13.18	11
43-4131	Loan Interviewers and Clerks	100	100	0	-3.9%	2	\$14.92	11
43-4141	New Accounts Clerks	300	310	10	0.3%	8	\$14.93	8
43-4151	Order Clerks	400	400	0	2.0%	12	\$14.68	11
43-4161	Human Resources Assis., ex. Payroll & Timekp	160	160	0	2.5%	4	\$15.73	11
43-4171	Receptionists and Information Clerks	950	1,090	140	14.1%	42	\$10.68	11
43-4199	Information and Record Clerks, AO	190	190	0	-2.1%	5	NA	11
43-5021	Couriers and Messengers	130	140	10	9.3%	4	\$12.01	11
43-5031	Police, Fire, and Ambulance Dispatchers	220	230	10	4.1%	5	\$16.79	10
43-5032	Dispatchers, Except Police, Fire, and Ambulance	260	280	20	8.5%	7	\$18.24	10
43-5051	Postal Service Clerks	100	60	-40	-46.2%	2	\$26.11	11
43-5052	Postal Service Mail Carriers	560	510	-50	-9.1%	18	\$27.20	11
43-5053	Postal Service Mail Sorters/Proc/Proc Mach. Op.	160	90	-70	-46.3%	1	\$26.10	11
43-5061	Production, Planning, and Expediting Clerks	480	490	10	2.3%	13	\$17.44	10
43-5071	Shipping, Receiving, and Traffic Clerks	1,200	1,120	-80	-7.0%	31	\$13.42	11
43-5081	Stock Clerks and Order Fillers	3,500	3,480	-20	-0.3%	87	\$9.37	11
43-6013	Medical Secretaries	2,020	2,500	480	23.8%	75	\$12.32	10
43-6014	Secretaries, Except Legal, Medical, and Executive	3,080	3,040	-40	-1.1%	41	\$13.57	10
43-9021	Data Entry Keyers	170	150	-20	-11.4%	3	\$12.78	10
43-9022	Word Processors and Typists	150	140	-10	-9.3%	1	\$16.07	10
43-9061	Office Clerks, General	4,680	5,110	430	9.2%	126	\$11.63	11
43-9799	Office and Administrative Support Workers, AO	140	150	10	10.8%	5	NA	11
45-0000	Farming, Fishing, and Forestry Occupations	330	320	-10	-3.6%	0		
45-2092	Farmworkers/Laborers, Crop/Nursery/Greenhse	120	120	0	-1.6%	4	\$8.92	11
47-0000	Construction and Extraction Occupations	9,350	10,470	1,120	12.0%	322		
47-1011	FL Sup/Mgrs of Con. Trades/Extract. Work	600	680	80	13.6%	22	\$26.31	8
47-2031	Carpenters	1,400	1,590	190	13.6%	49	\$24.02	9
47-2041	Carpet Installers	100	90	-10	-13.3%	2	\$25.80	10
47-2073	Operating Engineers & Other Con. Equip. Op.	350	390	40	12.6%	12	\$21.38	10
47-2111	Electricians	1,110	1,200	90	8.3%	39	\$24.80	9
47-2131	Insulation Workers, Floor, Ceiling, and Wall	130	140	10	10.8%	6	\$14.35	10
47-2141	Painters, Construction and Maintenance	910	1,020	110	12.3%	31	\$21.07	10
47-2152	Plumbers, Pipefitters, and Steamfitters	860	950	90	11.2%	35	\$24.34	9
47-2181	Roofers	320	340	20	6.5%	9	\$15.37	10
47-2211	Sheet Metal Workers	210	220	10	7.3%	6	\$25.10	9
47-4011	Construction and Building Inspectors	150	160	10	6.2%	5	\$19.97	8
47-4051	Highway Maintenance Workers	540	560	20	3.3%	16	\$19.53	10
49-0000	Installation, Maintenance, and Repair Occupations	8,950	9,210	260	2.9%	240		
49-1011	FL Sup/Mgrs of Mechanics/Installers/Repairers	660	660	0	0.3%	17	\$27.43	8
49-2022	Telecomm. Equip. Install/Repair, ex. Line Install	180	190	10	2.2%	3	\$26.45	7
49-2095	Electrical/Electronics Repair, Pwrhse/Substa/Rly	100	90	-10	-13.3%	2	\$31.27	7
49-2098	Security and Fire Alarm Systems Installers	180	210	30	16.4%	7	\$16.75	7
49-3011	Aircraft Mechanics and Service Technicians	130	130	0	-2.2%	4	\$29.53	7
49-3021	Automotive Body and Related Repairers	420	420	0	0.5%	10	\$15.50	9
49-3023	Automotive Service Technicians and Mechanics	1,310	1,320	10	0.6%	35	\$16.46	7
49-3031	Bus & Truck Mechanics & Diesel Engine Spec.	570	600	30	4.6%	15	\$18.05	7
49-3042	Mobile Heavy Equipment Mechanics, Except Engines	160	160	0	0.6%	4	\$20.23	9
49-3093	Tire Repairers and Changers	100	110	10	9.2%	3	\$10.49	11
49-9021	Heating, AC, & Refrigeration Mechanics/Installers	180	200	20	9.5%	5	\$17.28	7
49-9041	Industrial Machinery Mechanics	720	810	90	12.7%	23	\$25.40	9
49-9043	Maintenance Workers, Machinery	100	100	0	1.0%	2	\$19.28	10
49-9044	Millwrights	180	150	-30	-15.4%	4	\$31.01	9
49-9051	Electrical Power-Line Installers and Repairers	240	200	-40	-19.0%	9	\$31.66	9
49-9071	Maintenance and Repair Workers, General	2,370	2,470	100	4.0%	53	\$17.43	12

*Occupations with 100 or more workers.

**See last page.

+See last page for Education and Training Levels.

++Annual earnings, typically 9 1/2 months for school teachers.

**Youngstown-Warren Boardman Metropolitan Statistical Area
Occupational Employment* Projections Report, 2010-2020**

Code	Occupational Title**	Employment		Change in		Total Annual Openings**	Median Wage Sept 2012***	Education Training Level+
		2010 Annual	2020 Projected	2010 - 2020	Percent			
49-9091	Coin/Vending/Amusement Machine Serv/Repair	180	220	40	21.6%	8	\$13.15	10
49-9098	Helpers--Installation, Maintenance, and Repair Workers	140	150	10	10.4%	7	\$9.84	11
49-9799	Installation, Maintenance, and Repair Workers, AO	240	250	10	2.5%	5	NA	10
51-0000	Production Occupations	22,220	22,540	320	1.5%	502		
51-1011	FL Sup/Mgrs of Production/Operating Workers	1,530	1,530	0	-0.3%	20	\$25.10	8
51-2022	Electrical and Electronic Equipment Assemblers	300	260	-40	-12.5%	4	\$13.80	11
51-2041	Structural Metal Fabricators and Fitters	200	220	20	11.0%	6	\$17.22	10
51-2092	Team Assemblers	1,660	1,780	120	7.2%	45	\$13.00	10
51-2099	Assemblers and Fabricators, AO	3,010	3,050	40	1.3%	64	NA	10
51-3011	Bakers	500	500	0	0.8%	14	\$10.57	9
51-3021	Butchers and Meat Cutters	300	330	30	9.9%	12	\$14.73	9
51-3092	Food Batchmakers	220	230	10	5.9%	7	\$9.47	11
51-4011	Computer-Controlled Machine Tool Oper., M/P	410	460	50	13.0%	13	\$17.93	10
51-4021	Extruding & Drawing Machine Setters, O/T, M/P	320	300	-20	-5.3%	6	\$16.92	10
51-4023	Rolling Machine S/O/T, M/P	620	630	10	1.0%	13	\$19.96	10
51-4031	Cutting/Punching/Press Machine S/O/T, M/P	960	950	-10	-0.9%	7	\$13.91	10
51-4034	Lathe & Turning Machine Tool Setters, O/T, M/P	190	170	-20	-7.5%	7	\$13.54	10
51-4041	Machinists	1,250	1,270	20	1.8%	25	\$17.20	9
51-4051	Metal-Refining Furnace Op & Tend	300	330	30	9.7%	9	\$17.73	10
51-4052	Pourers and Casters, Metal	100	100	0	0.0%	2	\$15.20	10
51-4071	Foundry Mold and Coremakers	110	120	10	2.6%	2	\$16.38	10
51-4072	Molding/Coremaking/Casting Mach. S/O/T, M/P	350	400	50	14.7%	11	\$11.75	10
51-4081	Multiple Machine Tool Setters, O/T, M/P	120	120	0	2.5%	2	\$15.28	10
51-4111	Tool and Die Makers	750	700	-50	-6.8%	4	\$25.64	9
51-4121	Welders, Cutters, Solderers, and Brazers	760	820	60	7.4%	26	\$16.54	7
51-4191	Heat Treating Equip. Setters, O/T, M/P	170	170	0	-2.9%	13	\$16.64	10
51-4193	Plating & Coating Machine Setters, O/T, M/P	120	130	10	8.7%	3	\$17.04	10
51-6011	Laundry and Dry-Cleaning Workers	440	450	10	0.9%	8	\$9.82	10
51-6021	Pressers, Textile, Garment, and Related Materials	150	130	-20	-11.9%	1	\$9.14	11
51-7011	Cabinetmakers and Bench Carpenters	140	160	20	11.1%	6	\$15.81	9
51-9041	Extrud/Form/Pressing/Compacting Mach. S/O/T	190	180	-10	-5.2%	4	\$11.08	10
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	810	810	0	-0.4%	18	\$16.46	10
51-9111	Packaging & Filling Mach Op & Tend	260	270	10	2.3%	5	\$13.71	11
51-9121	Coating/Painting/Spraying Machine Setters, O/T	310	330	20	6.2%	9	\$20.53	10
51-9195	Molders, Shapers, & Casters, Ec M/P	220	230	10	3.1%	9	\$20.26	10
51-9399	Production Workers, AO	880	840	-40	-4.7%	23	NA	10
53-0000	Transportation and Material Moving Occupations	16,690	18,060	1,370	8.2%	547		
53-3022	Bus Drivers, School	620	690	70	11.0%	19	\$11.84	10
53-3031	Driver/Sales Workers	1,250	1,370	120	9.5%	37	\$9.39	11
53-3032	Truck Drivers, Heavy and Tractor-Trailer	4,120	4,420	300	7.2%	112	\$19.29	11
53-3033	Truck Drivers, Light or Delivery Services	1,870	1,990	120	6.5%	49	\$13.57	11
53-3041	Taxi Drivers and Chauffeurs	460	510	50	11.6%	11	\$9.95	11
53-6031	Service Station Attendants	210	240	30	15.2%	10	\$10.46	11
53-7051	Industrial Truck and Tractor Operators	720	740	20	3.1%	22	\$13.31	11
53-7061	Cleaners of Vehicles and Equipment	440	470	30	6.5%	16	\$10.08	11
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	3,460	3,810	350	10.2%	146	\$10.05	11
53-7063	Machine Feeders and Offbearers	270	240	-30	-11.3%	4	\$13.27	11
53-7064	Packers and Packagers, Hand	1,590	1,730	140	9.1%	59	\$10.50	11
53-7081	Refuse and Recyclable Material Collectors	310	370	60	18.9%	15	\$16.64	11

+ Education/Training Levels

- 1 First Professional Degree
- 2 Doctoral Degree
- 3 Master's Degree
- 4 Bachelor's or Higher Degree, plus Work Experience
- 5 Bachelor's Degree
- 6 Associate Degree

****Abbreviations**

AO = All Other
 FL Sup/Mgrs = First-Line Supervisors/Managers
 M/P = Metal and Plastic
 PS = Postsecondary
 O/T = Operators and Tenders
 S/O/T = Setters, Operators and Tenders

+++Youngstown MSA Annual Earnings
 ! Statewide Wage

*Occupations with 100 or more workers.

**See last page.

+See last page for Education and Training Levels.

++Annual earnings, typically 9 1/2 months for school teachers.

**Youngstown-Warren Boardman Metropolitan Statistical Area
Occupational Employment* Projections Report, 2010-2020**

Code	Occupational Title**	Employment		Change in		Total	Median	Education Training Level+
		2010 Annual	2020 Projected	2010 - 2020	Percent	Annual Openings**	Wage Sept 2012***	
7	Postsecondary Vocational Award	***May 2011 wages statistically aged to September 2012						
8	Work Experience in a Related Occupation							
9	Long-Term On-The-Job Training	** How to Compute Replacement Openings						
10	Moderate-Term On-The-Job Training	For detailed occupations: Replacement Openings=Total Annual Openings-(Growth Openings/10)						
11	Short-Term On-The-Job Training	Replacement Openings=Total Annual Openings, when decline is projected						
NA	Not Available/Applicable	For Total All Occupations: See the Total Annual Openings by Major Group table						
		For Group Categories: See the Total Annual Openings by Major Group table						

**** How to Compute Replacement Openings**

For detailed occupations: Replacement Openings=Total Annual Openings-(Growth Openings/10)

Replacement Openings=Total Annual Openings, when decline is projected

For Total All Occupations: See the Total Annual Openings by Major Group table

For Group Categories: See the Total Annual Openings by Major Group table

Source: Ohio Department of Job and Family Services, Bureau of Labor Market Information.

*Occupations with 100 or more workers.

**See last page.

+See last page for Education and Training Levels.

++Annual earnings, typically 9 1/2 months for school teachers.

Ohio Department of Job and Family Services
Office of Workforce Development
P.O. Box 1618
Columbus, OH 43216-1618



Bureau of Labor Market Information
Business Principles for Workforce Development

Partner with the workforce and economic development community.

Develop and deploy new information solution tools and systems for the workforce and economic development community.

Provide products and services that are customer- and demand-driven.

Be known as an important and reliable source for information solutions that support workforce development goals and outcomes.

Acknowledgements: The Workforce Research Section produced this report under the direction of Bureau Chief Coretta Pettway. For further information, visit <http://OhioLMI.com> or call the Ohio Bureau of Labor Market Information at 1-800-543-4953 or 614-752-9494.

John R. Kasich, Governor
State of Ohio
<http://Ohio.gov>

Cynthia Callender Dungey, Director
Ohio Department of Job and Family Services
<http://jfs.ohio.gov>

Office of Workforce Development
<http://jfs.ohio.gov/owd/>

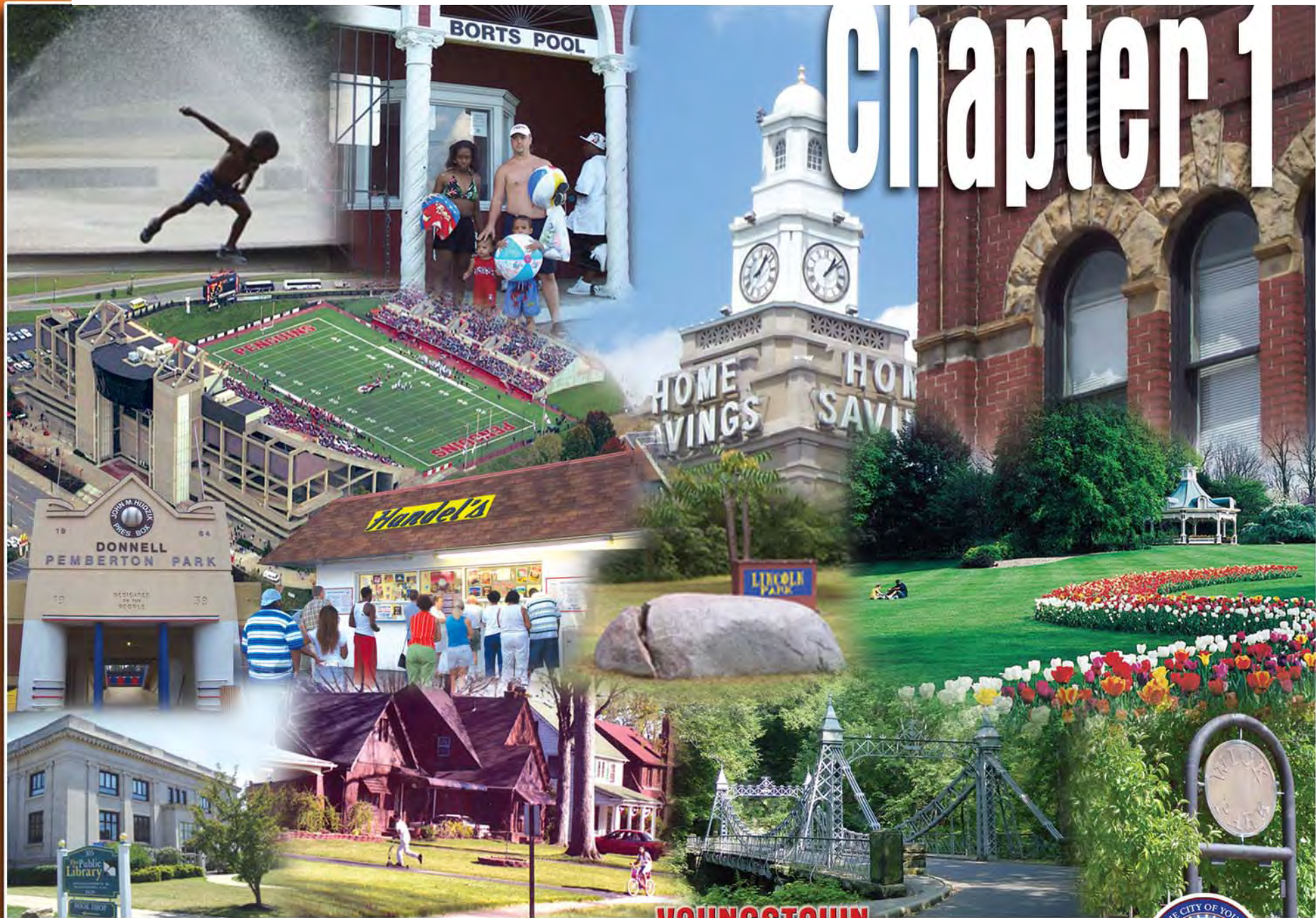
Bureau of Labor Market Information
<http://OhioLMI.com>

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c. Youngstown 2010 Community Vision Plan

Chapter 1



YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY





Development History – Site and Situation

Youngstown, Ohio developed out of the setting, where people were drawn to work in the mines, mills and factories. Youngstown was created by the same factors that led to the establishment of the U. S. industrial belt that stretched from Massachusetts to the Mississippi River: resources, ingenuity and capital. In the chaos of American industrialization and the flow of immigrants, what settled out on John Young's township was this unique city.

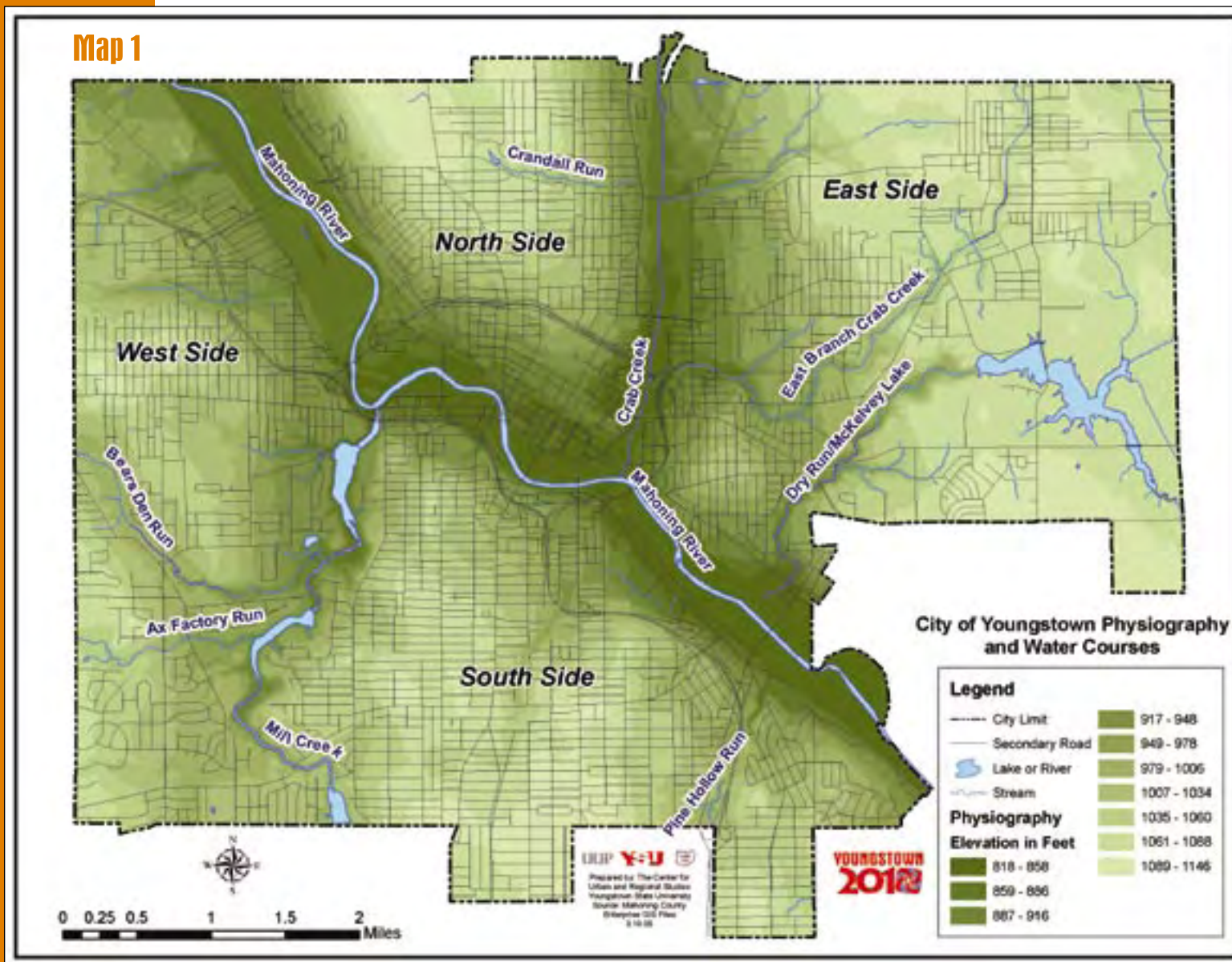
Physical Setting

Youngstown lies on the glaciated portion of the Allegheny Plateau. As the last glaciers retreated 12,000 years ago they left behind a landscape dramatically different from the heavily eroded table lands that existed prior to their advance. Glacial till filled the steep valleys leaving behind a relatively uniform plain. The melting ice carved out the Mahoning River, which drains into the Ohio River Basin.

During the 120 centuries that have passed since the retreat of the last ice sheets, the land that now is the setting of Youngstown underwent a further sculpting by rain and runoff creating Mill Creek and Crab Creek, the tributaries that define eastern and western extent of the wide Mahoning River floodplain that John Young platted as “Young's Town” (see Map 1). The Mahoning River, Mill Creek and Crab Creek basins formed the boundaries of what would become culturally engrained as the four ‘sides’ of Youngstown. Over time the valleys became the site of Youngstown's industry and the high ground provided living space for its people.

Youngstown grew in spurts from its corporate infancy in 1869 to its great spatial expansion in 1929 (see Map 2). The City expanded with its industry and population until the township was entirely absorbed and portions stretched into Boardman, Liberty and Coitsville Townships. Following 1929, territorial growth was minimal as suburbs resisted annexation.

Map 1



Youngstown as part of the great American manufacturing belt was pulled and influenced by forces from its larger neighbors, Cleveland and Pittsburgh. It took on traits of the river valley mill town that was Pittsburgh and the industrialized Great Lakes gateway that was Cleveland. The result was uniquely Youngstown, a place linked to two distinct regions but acknowledged by neither. This paradox of connection and isolation would shape the mindset that led Youngstown to its industrial dominance and exacerbated its fall as deindustrialization swept across America's heartland.

Why We Need a Plan

When steel's reign came to a screeching halt and the smoke literally cleared, Youngstown was left with no vision and no plan to deal with the aftermath, not that any city so hard hit by similar economic forces did. Youngstown was operating on a comprehensive plan adopted in 1951 and updated in 1974 that was based on growth and expansion. By the late 1970s the plan was without foundation and virtually obsolete. Youngstown lacked direction through its decline, and without vision languished for the next twenty five years.



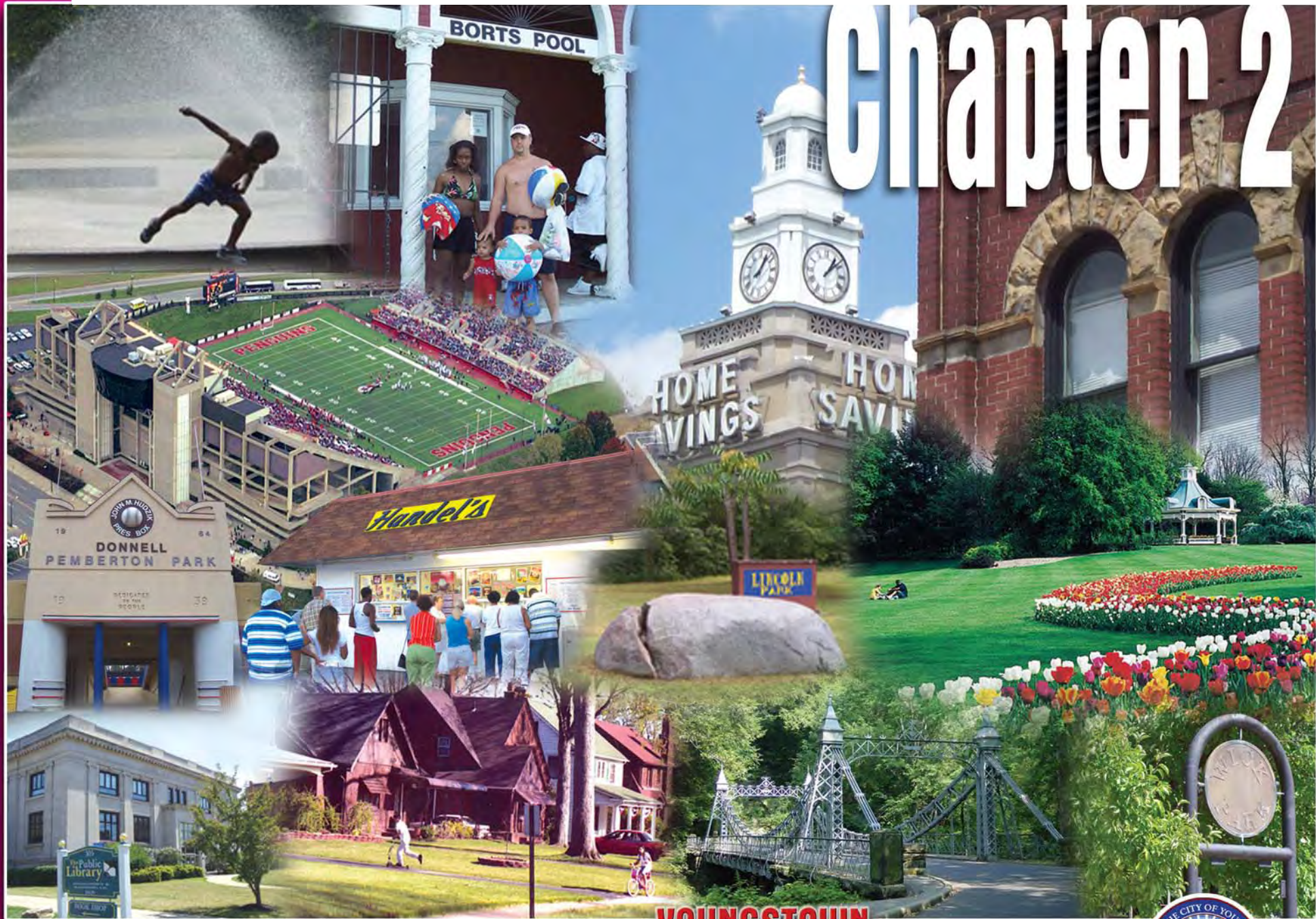
Youngstown circa 1870, view looking northwest — Courtesy of the Mahoning Valley Historical Society



Youngstown's and the entire region's future is dependent on a positive, planned and mutually inclusive journey towards renewal. The civic psyche, inside the City and out, came to this consciousness in 2002 when the spirit of Youngstown 2010 was born. Youngstown 2010 is a planning process to pick up the pieces and organize them to set the stage for sustainable regeneration in the new economy of the 21st century.



Chapter 2



YOUNGSTOWN
2010

Youngstown
STATE UNIVERSITY





Youngstown 2010 is the City's first citywide planning process in over fifty years. This process is nothing short of a paradigm shift. Former knee jerk reactions to events outside of the City's control have failed. A proactive approach toward the future is the last chance for sustainability, perhaps even survival. To be proactive involves a clear vision of what the future can be and a road map towards that end. This planning process supplies both a Vision and a Plan that will give direction to Youngstown through 2010 and provide the foundation for a future beyond that point.



Focus group workshop at Youngstown State University

The City of Youngstown and Youngstown State University (YSU) came together in a unique and inspiring 'town-and-gown' union. YSU was in the process of rethinking and updating its Campus Plan while the City was about to embark on the first review of its Comprehensive Plan since 1974. It was clear to both that these initiatives could not be undertaken in isolation. It was even more evident that the planning process could only proceed if both entities worked together to meaningfully engage the community in a way that would help reverse the City's pattern of cynicism and pessimism.

The Visioning Process

Youngstown 2010 began as a community engagement and civic education process meant to gain public participation but also educate people about the importance of planning. With the assistance of consultants – Urban Strategies, Inc. of Toronto, Ontario – the community engagement and civic education process occurred over a seven-month period in 2002. It involved a series of workshops with over 200 community leaders – representing neighborhoods, local governments, non-profit agencies, business groups, religious groups, trade unions, educational institutions and the media. Initial workshops were held where opinions and ideas about the future of Youngstown were shared. A new Vision for the City emerged, through discussions among a diverse group of community leaders on the salient issues. A dozen workshops in all; structured as a SWOT analysis (strengths, weaknesses, opportunities and threats) with a final thought from each participant. The Vision became a guide for defining common ideals about the future and identifying matters to be addressed through further planning and implementation.

Having built and shaped a new Vision, the community leaders had a considerable stake in overseeing its success. They became the voice for Youngstown 2010

and initiated a new public discourse. Beyond the formal workshops, many discussions took place in church basements, high school and university classrooms and community-group meetings. The evolving Vision took center stage in the local media and among elected officials as the community became thoroughly engaged in the planning process and excited about the possibilities it held.

The community engagement and civic education process culminated in a public meeting on December 16, 2002 where 1,400 people (in a city of 82,000) attended. One of the great successes of that night was the number of people who made a personal commitment to volunteer their time; nearly 100 people left their contact information to get involved. Attendees left the auditorium with a new level of optimism and interest in planning for the future of their community.



Youngstown 2010 Vision public meeting at Stambaugh Auditorium with 1,400 people in attendance.

Chapter 2 — The Youngstown 2010 Planning Process

Youngstown's Vision

The Youngstown 2010 Vision is a guiding document that sets out a framework for understanding and addressing the issues that Youngstown faces. It provides a community-based agenda for change organized around platforms:



- **Accepting that Youngstown is a smaller city.**

The dramatic collapse of the steel industry led to the loss of tens of thousands of jobs and a precipitous decline in population. Having lost more than half its population and almost all of its industrial base in the last 30 years, the city is now left with an oversized urban infrastructure. (It has been described as a size 40 man wearing a size 60 suit). There are too many abandoned properties and too many underutilized sites. Many difficult choices will have to be made as Youngstown recreates itself as a sustainable mid-sized city. A strategic program is required to rationalize and consolidate the urban infrastructure in a socially responsible and financially sustainable manner.



- **Defining Youngstown's role in the new regional economy.**

The steel industry no longer dominates Youngstown's economy. Most people work in different industries today. The city must align itself with the present realities of the regional economy. This new positioning means support for a more diverse and vibrant economy founded on the current strengths within the city and region, such as the university, the health care sector, industrial clusters and the arts community.



- **Improving Youngstown's image and enhancing quality of life.**

Youngstown must become a healthier and better place to live and work. Over time people have grown accustomed to seeing rundown buildings and streets. Urban decay is a constant and demoralizing reminder of Youngstown's decline. It is important that Youngstown begin to "fix its broken windows" and support initiatives to improve neighborhoods, the downtown, the river, and the education system. The city must also begin dealing with difficult issues such as public safety and racism.



- **A call to action.**

The people of Youngstown are ready for change. The city already has a large number of local leaders who want to involve others and make a contribution. The comprehensive plan must ensure that the excitement and optimism fostered through the visioning process is maintained and advanced. To that end, the city needs a practical, action-oriented plan and a process through which local leaders can continue to be empowered and the city's successes constantly celebrated.

Youngstown City Council unanimously adopted the Youngstown 2010 Vision by resolution at its February 19th, 2003 meeting (see Appendix A for complete version of Youngstown 2010 Vision).

The Planning Process

Once the Vision was established from the community engagement and civic education process and adopted by City Council, phase two of the planning process began – develop a plan.

The City and YSU, understanding the amount of work left to do and the limited staff support, seized the momentum from the Vision presentation with volunteer help. A number of volunteer working groups were set up to help create the plan and promote the planning process (see Table 1).

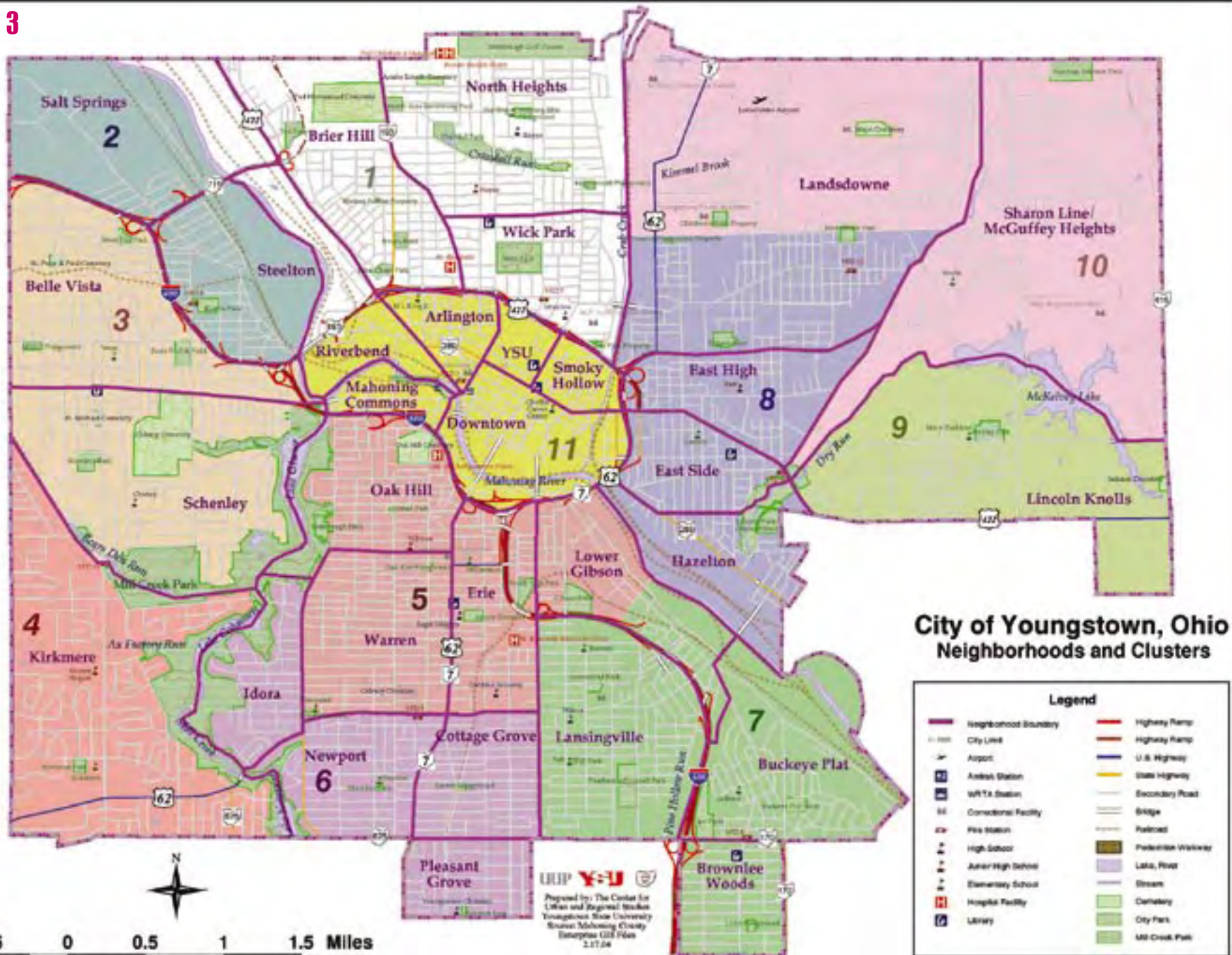
Planners and historians list 31 distinct neighborhoods in Youngstown. Some have historical significance; others were conveniently created as justification for census tract designations. Several of the neighborhoods share similar demographics and housing characteristics that allowed them to be combined into neighborhood clusters. The result was eleven neighborhood clusters (see Map 3).

Table 1

Engaging Volunteers to Achieve the Youngstown 2010 Vision		
Four main working groups, made up of subgroups, were formed with over 150 volunteers performing specific tasks to help develop the Youngstown 2010 Plan.		
Working Group & Sub-groups	# of Volunteers	Mission
Youngstown's New Economy		Define Youngstown's Role in the New Regional Economy.
Creating Economic Wealth and Jobs in the Valley and City	15	Achieve a shared understanding and vision of the new regional economy and the city's economic opportunities.
Reinvest in City Retail and Service Commercial Centers	10	Create commercial centers in the City to compete for consumer spending of city households.
Vision for the Downtown Economy	25	Define a business development strategy for the downtown.
Youngstown Clean and Green		Improve the attractiveness of Youngstown as a place to live and do business.
Fix-up, cleanup, and beautification	40	Create a livable city by eliminating blight, increasing property maintenance, and beautifying public spaces and gateways.
Enjoy our natural amenities	20	Achieve a shared vision of the city-wide network within the regional network of greenways and outdoor amenities, and restore/protect the river and streams.
Youngstown's New Neighborhoods		Create a shared vision for Youngstown's neighborhoods using grass-roots groups and residents.
Neighborhood-based planning	15	Engage broad-based participation of residents and groups in planning for the city's authentic neighborhood areas.
Housing for Emerging Markets	15	Define a housing strategy for each neighborhood area for improving the supply of quality housing.
New Image for Youngstown	25	Create a marketing strategy to promote Youngstown 2010 and establish open communication for the Youngstown 2010 planning process.

Chapter 2 — The Youngstown 2010 Planning Process

Map 3



A series of eleven neighborhood cluster planning meetings were held throughout the City during the summer and fall of 2004. The purpose of these meetings was to reinforce the Vision principles, emphasize the importance of planning, present background data for the neighborhoods and find out from the residents and business owners how they see their neighborhoods developing in the future. To prepare for these neighborhood meetings, volunteer working groups were organized as follows:



Neighborhood cluster planning meeting on the south side.

- The *Fix-up, Cleanup and Beautification* working group had 40 trained volunteers that surveyed every parcel of land in the city for structure, property and sidewalk conditions. A simple survey form was prepared and volunteers canvassed the city to record the conditions of each neighborhood. The surveys were entered into a database and then mapped. The maps were used to visually show the neighborhood conditions at the neighborhood cluster meetings.
- The *Housing for Emerging Markets* working group analyzed census information as well as the conditions surveys and made recommendations for the plan. Those recommendations were presented at the neighborhood meetings and gave the neighborhood people an opportunity for comments and to refine the recommendations.
- Recreational and green space land use and projects were identified by the *Enjoying Our Natural Amenities* working group. Their suggestions were mapped and presented at the neighborhood meetings too.
- The *Youngstown's New Economy* working groups had intentions of analyzing the city economy in relation to the regional economy, with a more detailed analysis of commercial centers and downtown economic functions. But budget constraints and timing have pushed this component of the plan to an identified project in Youngstown 2010.
- The *Neighborhood-Based Planning* and *New Image for Youngstown* working groups were vital to the success of the planning process because part of their mission was to engage broad-based participation of residents and groups in planning for Youngstown's authentic neighborhood areas.

Over 800 people participated and provided input at the eleven neighborhood cluster planning meetings. This analysis gave a realistic account of the current neighborhood conditions and helped keep expectations, goals and projects for the future within reach. Development ideas and project suggestions fit into one of six sections: recreational activity in your neighborhood, residential activity in your neighborhood, retail activity in your neighborhood, industrial activity in your neighborhood, transportation and accessibility issues in your neighborhood and improving the quality of life in your neighborhood. The input from the neighborhood meetings was used to generate a draft land use plan.

The Youngstown 2010 Citywide Plan was unveiled at Stambaugh Auditorium on January 27, 2005. Two years since the unveiling of the Vision, the continued enthusiasm of the City and region for this planning process led to 1,300 people attending the public meeting.

Public Participation & Marketing Efforts

Public inclusion was a top priority in the Youngstown 2010 planning process from the beginning. The visioning process brought in representatives from every possible business, community, government and education group that was within the city limits and the region.

The media (i.e. television, print and radio) were viewed as a vital link to the public and they responded with excellent coverage of the planning process. During the visioning phase, the media covered Youngstown 2010 multiple times and the main newspaper ran a four-part cover story leading up to the Vision unveiling at Stambaugh Auditorium in December 2002. A full-page ad was placed in the newspaper for four days leading up to the meeting, explaining the purpose of Youngstown 2010, inviting the public to attend and stressing the importance of their involvement.

Two volunteer working groups were established to engage the community in the Youngstown 2010 planning process and help create the plan. The first working group, called New Image for Youngstown, was to concentrate on developing marketing initiatives. Their mission was to promote Youngstown 2010 and to establish open communication for the

Chapter 2 — The Youngstown 2010 Planning Process

Youngstown 2010 planning process. The volunteers met regularly and came up with a variety of ways to educate and engage the community. Their work included recommendations to the Youngstown 2010 planning team in the areas of marketing, advertising, event coordination, memorabilia, public relations and website design and content. In addition, they developed the billboard and t-shirt slogan, “It’s your future... get involved!”

The other working group, Neighborhood-Based Planning, mainly focused on getting public participation for the neighborhood planning meetings that took place in 2004. This working group distributed the informational brochure developed by the New Image for Youngstown working group to businesses, neighborhood organizations and residents in order to inform them about the neighborhood planning meeting schedule. The volunteers contacted these groups and individuals again as the individual planning meetings approached in their neighborhoods.

Keynote Media Group, a marketing firm, was used to handle the technical components of the marketing strategy. Keynote coordinated the spring 2004 news conference that released the neighborhood planning meeting schedule and marketing strategy to the public. The firm also produced two television public service announcements (PSAs), which appeared on the three local television networks in the area over a nine-month period. The first PSA was a brand awareness spot about Youngstown 2010. The second PSA had a more specific purpose of inviting the public to the January 2005 public meeting to see the unveiling of the plan. Additionally, the firm coordinated the marketing of the January 2005 event itself.

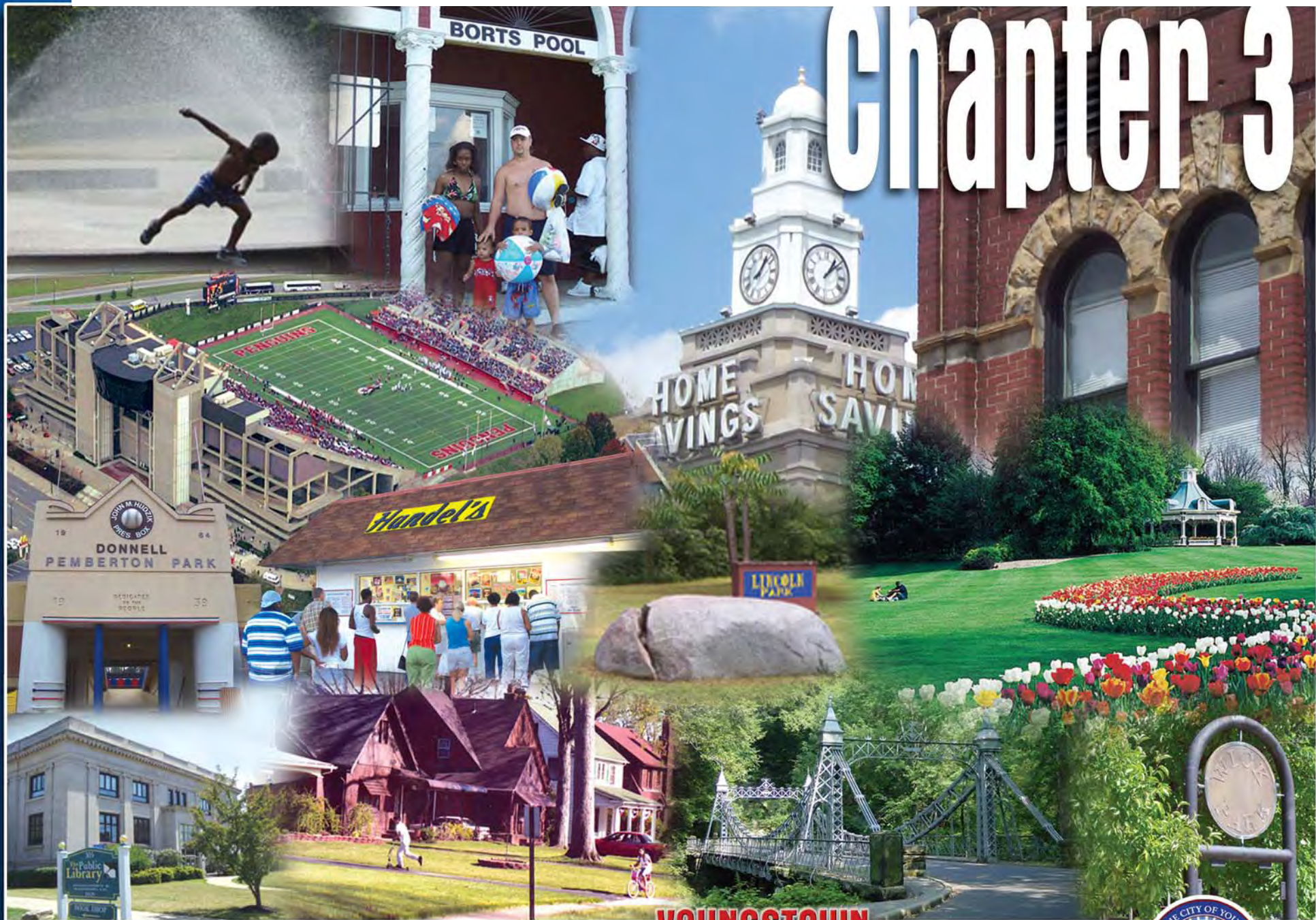
The last and most interesting marketing component is the involvement of our local public television station WNEO/ Channel 45 and WEAO/ Channel 49, known as PBS 45 & 49. PBS 45 & 49 are jointly operated public television stations serving the northeastern Ohio region. The station became interested in Youngstown 2010 because its policy has been to own and operate the airwaves in the interest of its member communities. The station took an active role and promoted the public meeting at Stambaugh Auditorium in December 2002 and rebroadcast the event the following month. A few months later, PBS made a commitment to produce and broadcast a live program, “2010 Moving Ahead: A Forum for Reporting Progress” to keep citizens informed about the progress of Youngstown 2010 and related issues. In its continuing support of Youngstown 2010, PBS 45 & 49 has produced eight additional Youngstown 2010 programs on a quarterly basis (See Appendix B).

The local public radio station, WYSU-FM Classical 88.5, has complemented the PBS 45 & 49 Youngstown 2010 programs with live simulcasts of each event. Our public television and radio stations continue to be partners and are scheduled to continue live broadcast updates of Youngstown 2010.

Over 5,000 people participated directly in the Youngstown 2010 planning process between the visioning process and the Vision presentation, the neighborhood cluster meetings, the PBS live broadcast audiences, presentations to neighborhood groups and surrounding communities, and the Youngstown 2010 Plan presentation at Stambaugh Auditorium. The emphasis of Youngstown 2010 is about the people of the city and the surrounding communities. The future viability of the city and its successes will only be achieved if people contribute to the plan. Therefore, public participation and awareness will continue to be a top priority as we move from planning to implementation.



Chapter 3



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West Federal Street, downtown, Youngstown — Courtesy of the Mahoning Valley Historical Society

The planning process that was undertaken by the City of Youngstown in the early 1950s was based on the reality of that time. The Korean War was underway, reconstruction was ongoing in Europe and Japan and the demand for steel remained strong. Planners had no reason to doubt that the city would continue to grow and the steel industry would thrive. Suburbanization had begun, but new tracts were still being built in the City. New retail centers were being constructed along high traffic corridors inside the City. Suburban plazas had yet to take root. Locally owned steel companies were still investing in local facilities and were seeking more industrial space.

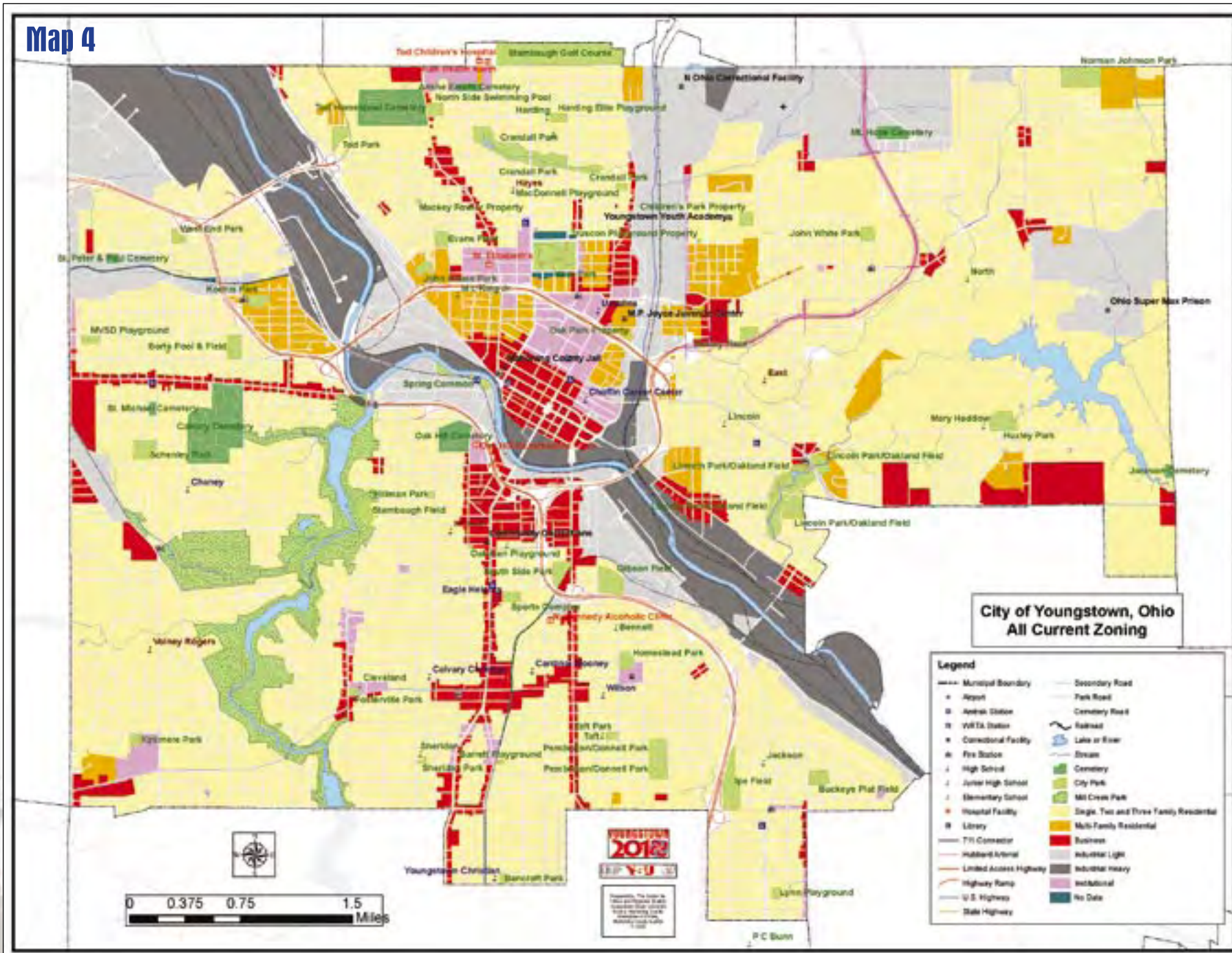
Planners were more than willing to set land aside for industrial expansion. With industrial growth, planners anticipated the City would attain a population of between 200,000 and 250,000. A population of this size, even at relatively high densities, would need an expansion of land set aside for residential growth. Residents would need more commercial opportunities than the built out downtown could supply, so planners increased land set aside for commercial use. Greenspace was not planned, but was a permitted use in most zoning classifications. Land was set aside as neighborhood parks. Green space, planned or residual, also served as a buffer between conflicting land uses.



Ohio Works of the United States Steel Corporation located on Youngstown's west side — Courtesy of the Mahoning Valley Historical Society

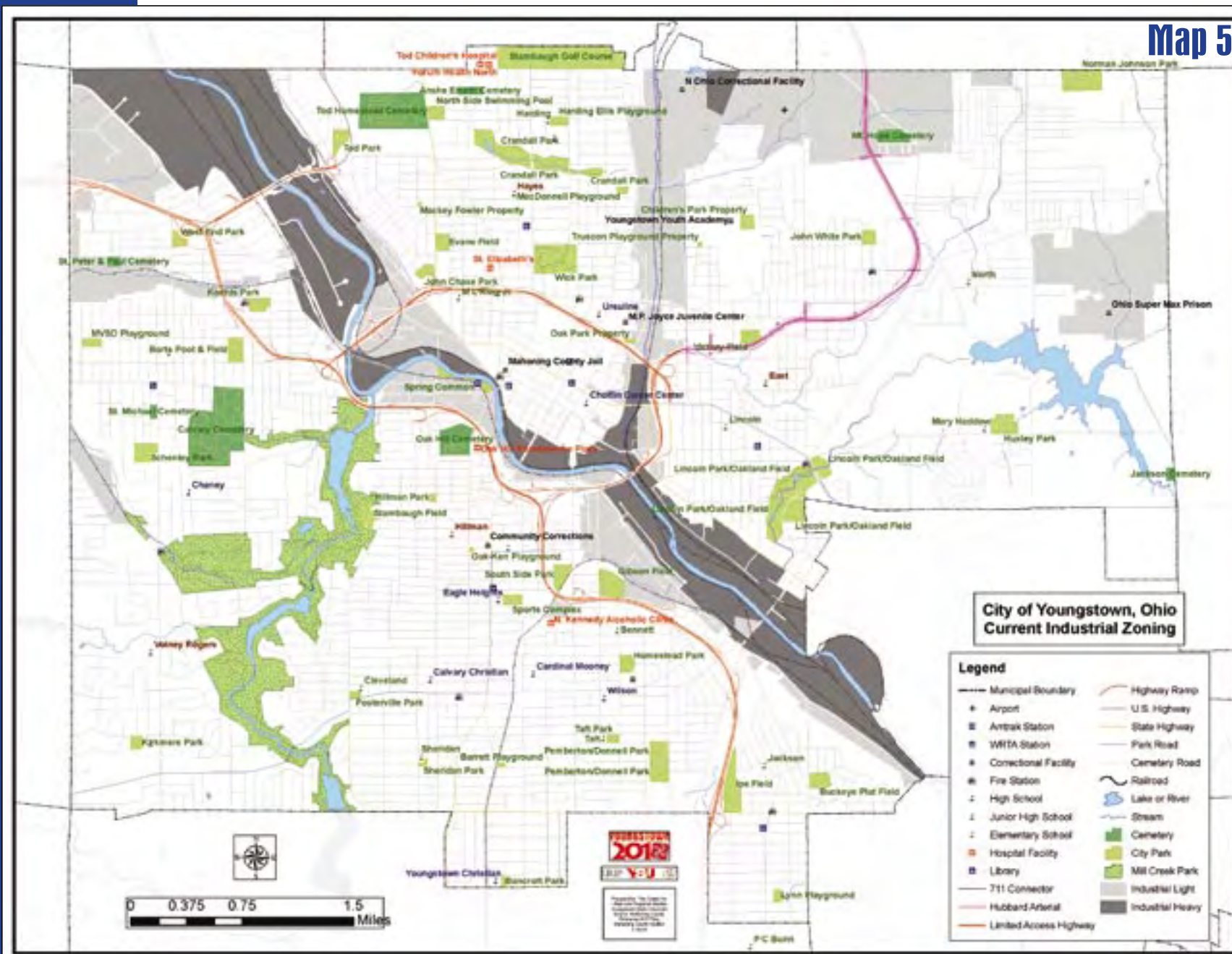
The zoning ordinance that was the legal document behind the 1951 plan was updated in 1969. The plan itself was updated in 1974. The zoning ordinance has been updated continuously since its adoption. The zoning map (see Map 4) is the graphic representation of the land use patterns dictated by the 1951 and 1974 plans.

Map 4



Industrial

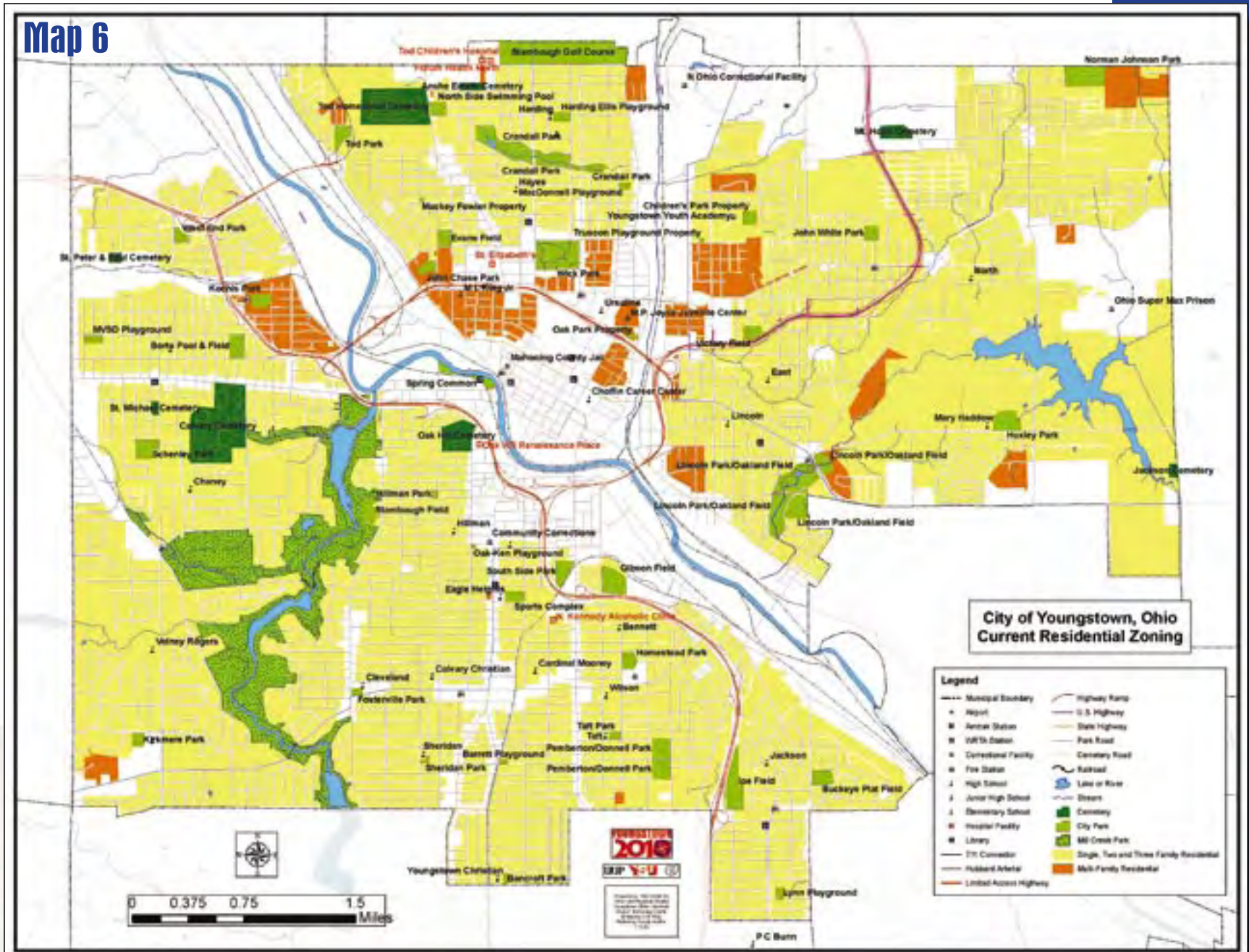
There are currently approximately 3,900 acres of land set aside in Youngstown for industrial use. The vision of the heavy industrial past is evident in the 1,700 acres of land zoned for heavy industry. These are the former sites of integrated steel production. The 2,200 acres of light industrial land represent some current industry along with brownfields and greenfields set aside for expansion that never came (see Map 5).



Chapter 3 — Existing Land Use - The 1951 and 1974 Plans

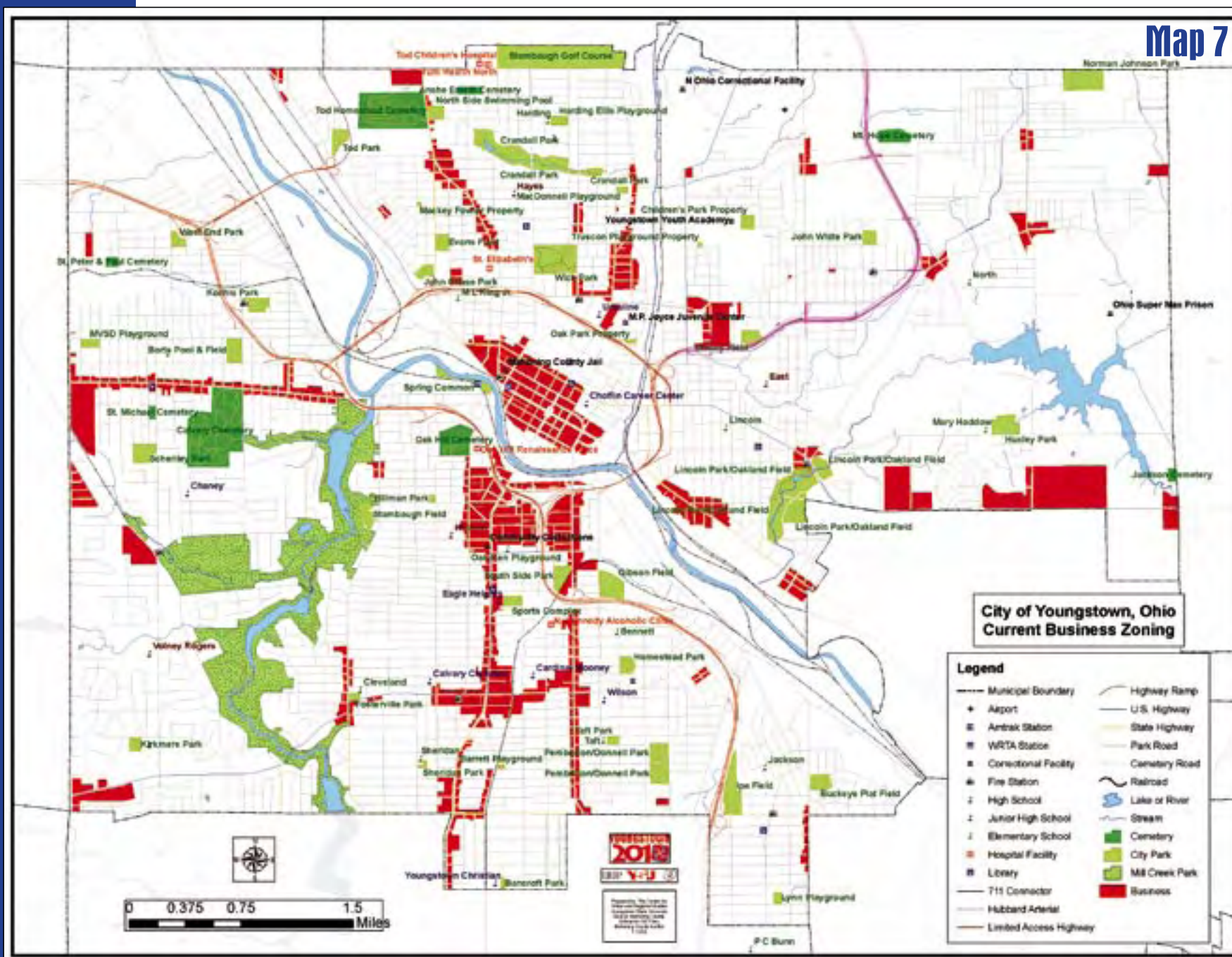
Residential

The current zoning map (see Map 6) shows that other than the historic industrial corridors and commercial gateway routes, the bulk of the City is planned for residential development. The expectation of huge population growth is evident in the expanse of residentially zoned land. Nearly 12,000 acres were set aside for single, two and three family residential units. Another 720 acres were allocated for multi-family residential. As was the case with industrial land, much of the residentially zoned land remained in a green field state as suburbanization usurped new housing demand from the City.



Commercial

The 1951 and 1974 plans (current zoning) have left Youngstown with 1,260 acres set aside for commercial use. These plans predated mass retail migration to the suburbs and were extremely optimistic concerning commerce in the City. Commercial land was set aside along all the major corridors into the City, downtown, and at selected key locations around town (see Map 7). Prior to suburban expansion in the late 1950s this was a reasonable assumption. By 1974 this logic for retail was suspect.

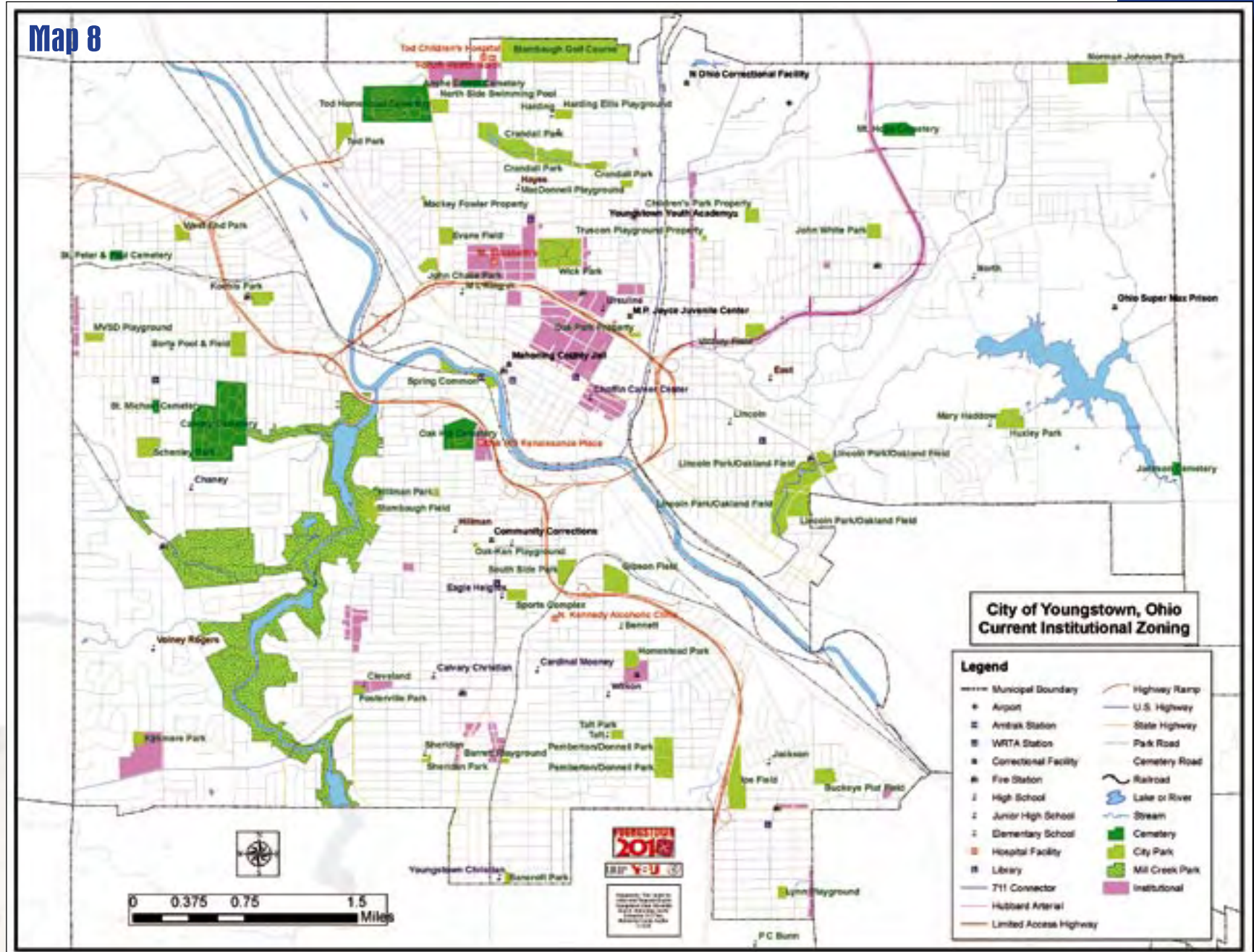


Chapter 3 — Existing Land Use - The 1951 and 1974 Plans

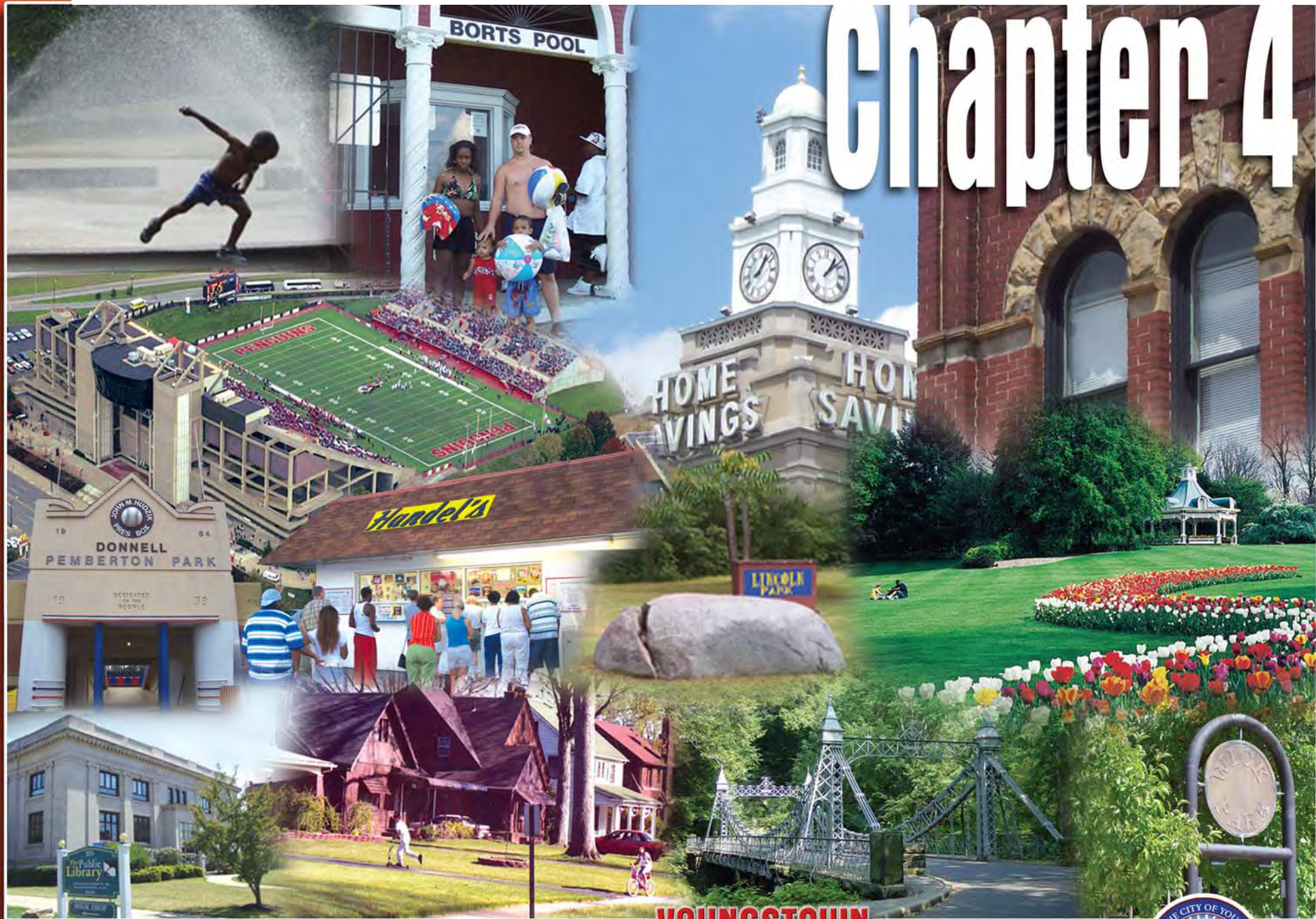
Institutional

Institutional land use generally is set aside for the cultural, governmental and educational aspects of a given society. The zoning ordinance has a list of uses allowed in an institutionally zoned district, but institutional uses are also allowed in other zoning classifications. Examinations of the old plans show that institutional zoning (see Map 8) is reserved for expansive developments and not required for each individual church or school. This means that there is more land in institutional use than is reflected in the plan.

The zoning ordinance sets aside 460 acres for strictly institutional use. The largest agglomeration of institutional use was along the border of the Downtown and North Side planning districts. Included in this grouping, among others, are Youngstown State University, St. Elizabeth Medical Center, Park Vista, the Our Lady of Mt. Carmel complex and the Mahoning County Martin Joyce Juvenile Justice Center. Other medical facilities and larger education and religious complexes were scattered throughout the City.



Chapter 4

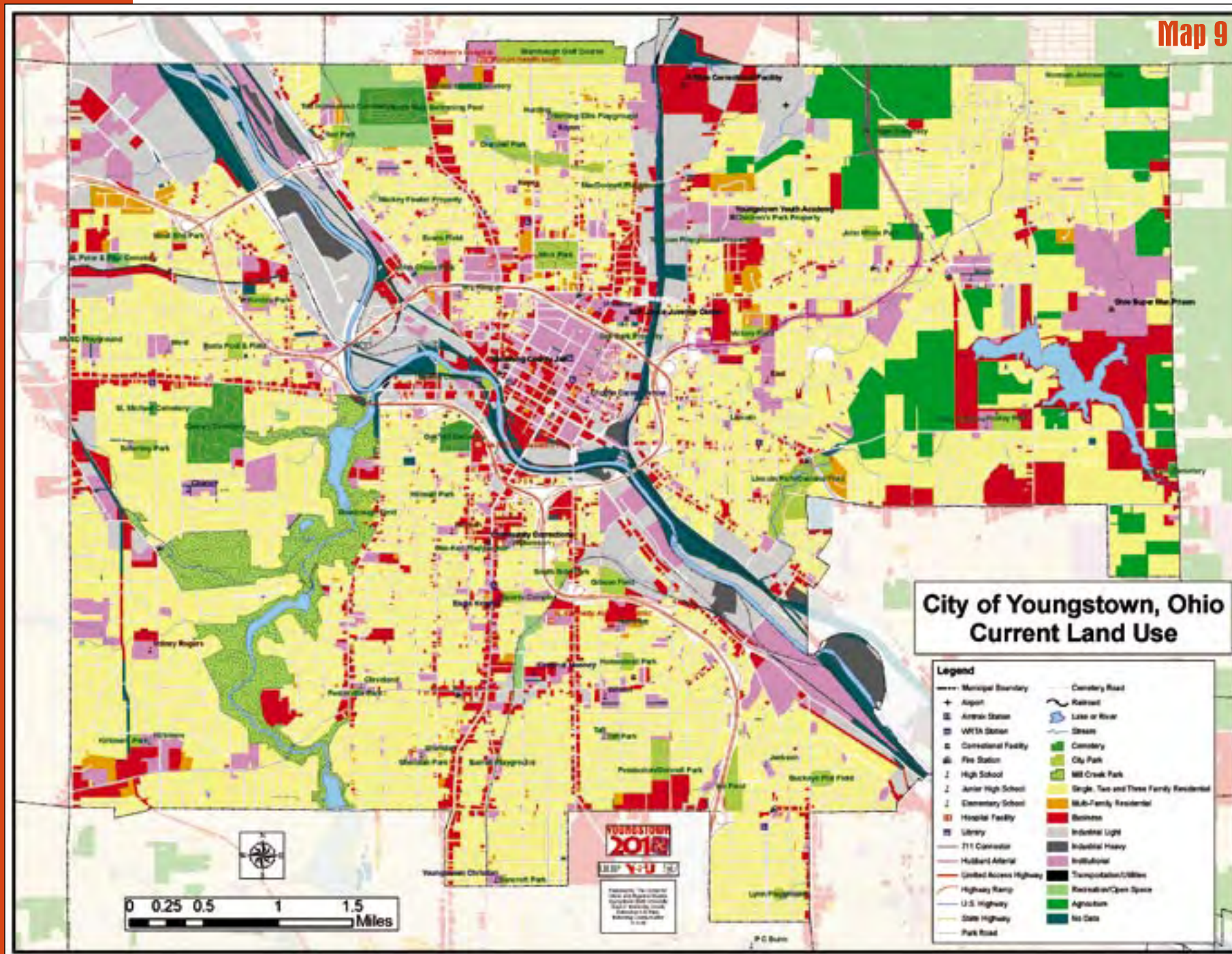


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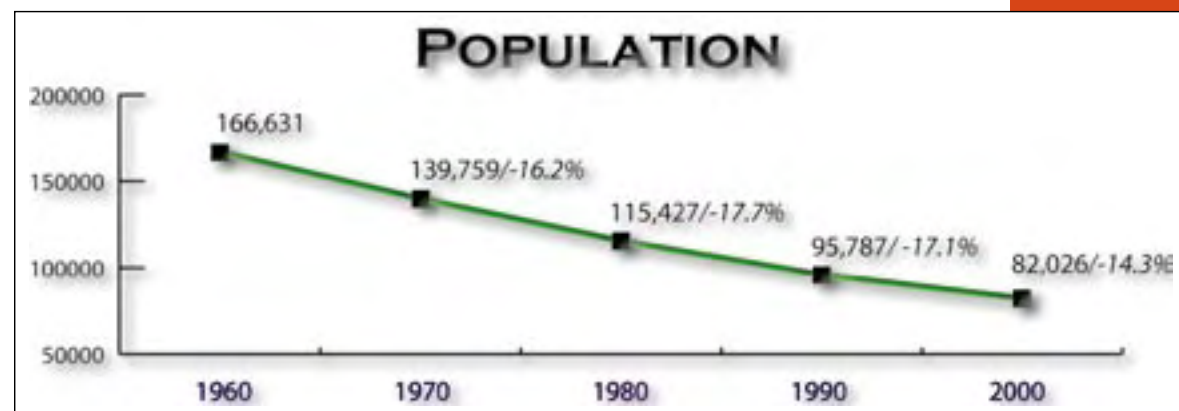


The reality that became Youngstown after the 1951 & 1974 plans only slightly resembles the intentions of the planners. The current land use (see Map 9) shows prescribed uses peppered with widespread non-conforming uses. It demonstrates far too much commercial, industrial and residential use for a city of 82,000. The current land use shows the need to plan for the new reality of a smaller city.

Chapter 4 — Citywide Conditions

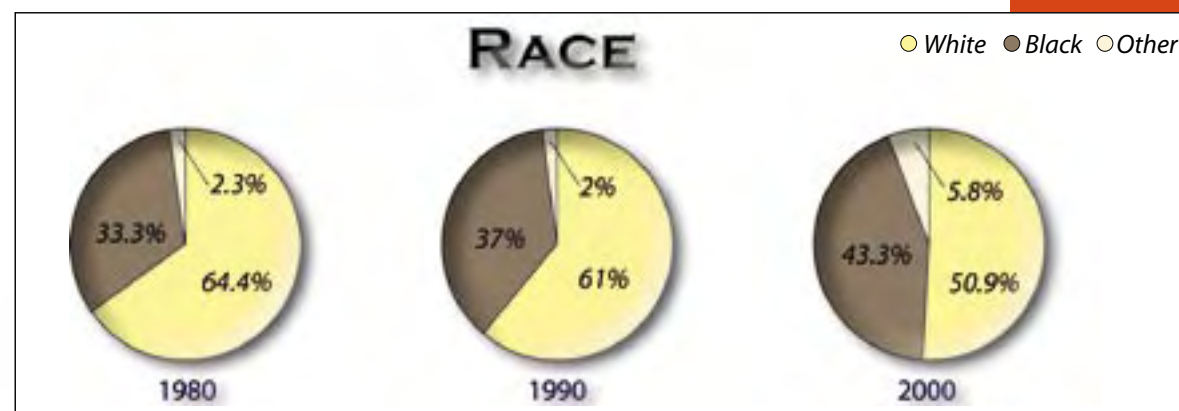
Population

The City of Youngstown has experienced an average of 16% population decline every ten years for the past 40 years and has lost over half its total population. It is anticipated that this trend will slow and the population will stabilize.



Race

The racial make up the City has changed over time as well. Twenty years ago 64% of the population was white and by 2000, it was just over 50%. The city had become racially balanced.



Age

The majority of the population of the city in 2000 was between 20 and 54 years old. An important factor to consider is that of the 25.3 % of the population over the age of 55 years old, 17.4 % were over the age of 65.

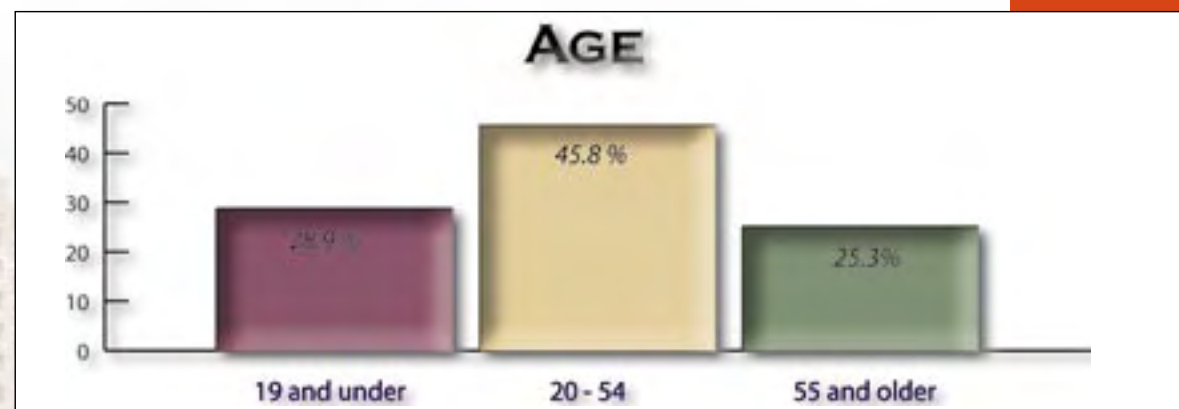


Table 2

Housing Data 1980	Mahoning County	Youngstown City	Youngstown % Mah. Co.	% Youngstown Total
Total Housing Units	108,583	45,105	42%	100%
Owner Occupied	74,692	28,099	38%	62%
Renter Occupied	27,868	13,891	50%	31%
Renter Rates (Median)	163	128	79%	X
Housing Value (Median)	37,500	26,700	71%	X
Housing Age (1979-March 1980)	1,856	98	5%	0%
(1975-1978)	6,004	780	13%	2%
(1970-1974)	9,047	1,221	13%	3%
(1960-1969)	173,921	3,085	2%	7%
(1950-1959)	23,077	8,841	38%	20%
(1940-1949)	13,465	7,009	52%	16%
(1939 or earlier)	37,473	24,071	64%	53%
Housing Data 1990				
Total Housing Units	107,915	40,802	38%	100%
Owner Occupied	72,515	21,476	30%	53%
Renter Occupied	28,620	12,022	42%	29%
Renter Rates (Median)	260	204	78%	X
Housing Value (Median)	47,900	31,000	65%	X
Housing Age (1989-1990)	1,198	196	16%	0%
(1985-1988)	2,565	205	8%	1%
(1980-1984)	3,392	432	13%	1%
(1970-1979)	16,949	2,679	16%	7%
(1960-1969)	17,416	3,512	20%	9%
(1950-1959)	23,570	8,830	37%	22%
(1940-1949)	13,205	6,915	52%	17%
(1939 or earlier)	29,620	18,036	61%	44%
Housing Data 2000				
Total Housing Units	111,762	37,158	33%	100%
Owner Occupied	67,517	19,564	29%	53%
Renter Occupied	27,551	11,549	42%	31%
Renter Rates (Median)	446	401	90%	X
Housing Value (Median)	79,700	40,900	51%	X
Housing Age (1999-March 2000)	1,413	159	11%	0%
(1995-1998)	4,532	221	5%	1%
(1990-1994)	4,344	145	3%	1%
(1980-1989)	6,500	689	11%	2%
(1970-1979)	16,192	2,301	14%	6%
(1960-1969)	16,542	3,992	24%	11%
(1940-1959)	37,746	16,197	43%	44%
(1939 or earlier)	24,486	13,454	55%	36%

Housing

Between 1980 and 2000, census data indicates that the population has fallen from 115,423 to 82,026 and the number of housing units has fallen from 45,105 to 37,158. The drop in population experienced by the City of Youngstown has not been matched by a sufficient reduction in the housing stock. The 2000 census showed that the City has 3,325 excess housing units assuming 2.4 persons per household. This figure is over and above a generous 15% 'normal' vacancy rate.

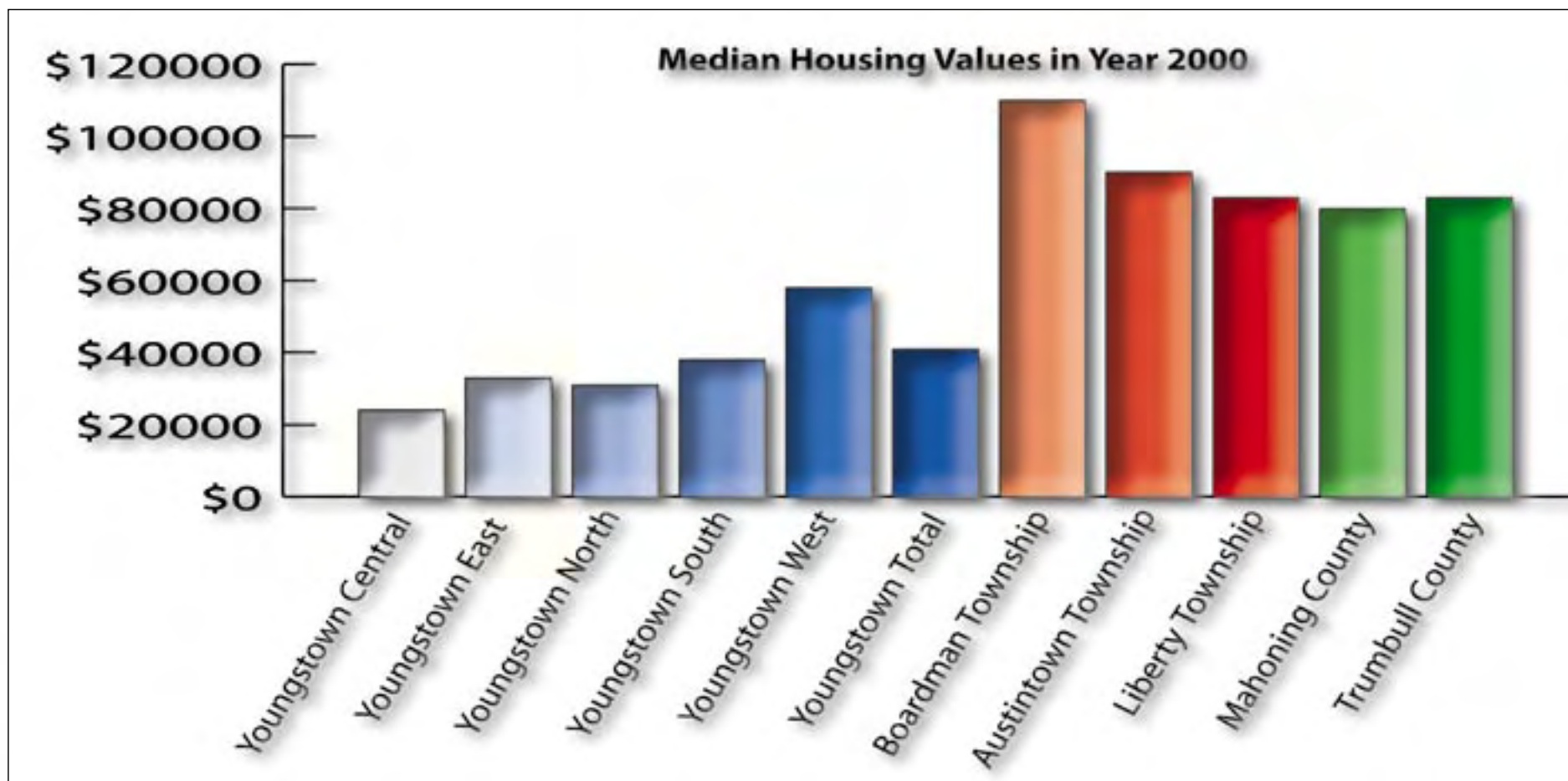
Census data (see Table 1) also indicates that Mahoning County outside the City actually gained housing units between 1980 and 2000, more than offsetting the decline in the City. The statistics also indicate that the City's housing stock is disproportionately old compared to the County's. The vast majority of new construction has taken place in the suburbs since 1980; the majority of the City's housing stock was constructed before 1950.

The City has not shared in the housing boom that continues to occur in the Mahoning Valley region. The "up and out" phenomenon that has occurred nationally has been painfully evident in Youngstown. The region as a whole lost population during this time period, so there was no population pressure to support a new housing boom. The net result was that every new construction yielded a dwelling somewhere else in the region that was no longer economically viable. The majority of nonviable dwellings were in Youngstown. The implications of this extra housing stock are readily apparent throughout the City. Structures that in effect have no economic value are abandoned and looted of anything that has scrap value, become convenient places for criminal activities and eventually deteriorate to the point where demolition is the only option. The impact on neighborhoods where concentrations of abandoned houses exist is catastrophic, leading to further disinvestment and abandonment.

The age of the housing stock, the lack of new market-rate construction and abandonment have left the City of Youngstown with housing values that lag behind those of the two counties and all suburbs. The 2000 census data (see Figure 1) shows that not one of Youngstown's five planning districts has a median housing value that is equal to any suburban or county rate. More disconcerting is the fact that the City as a whole has a median housing value approximately half the Mahoning County median, and fares even worse compared to the other entities.

Source: U.S. Census, 1980, 1990, 2000.

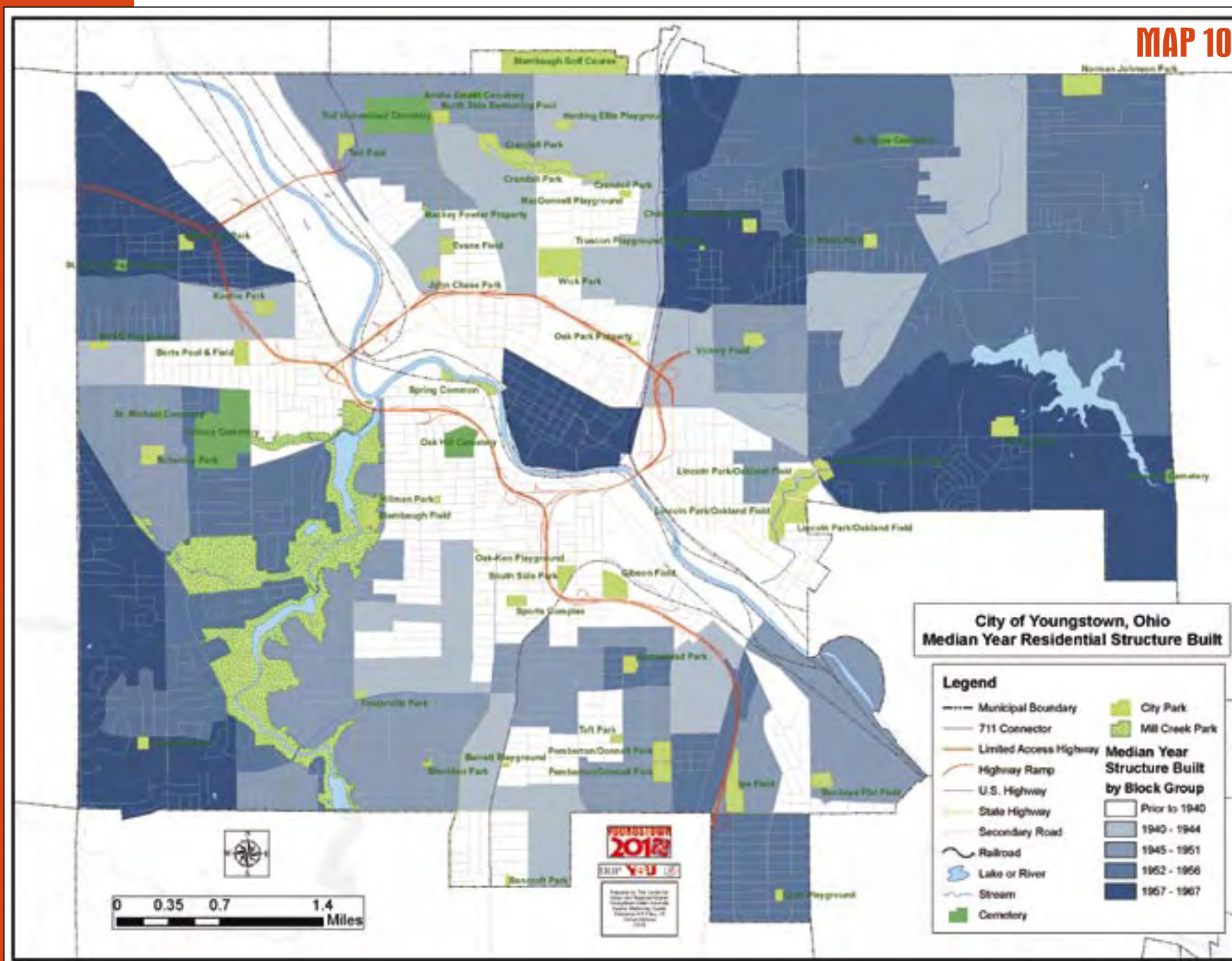
Figure 1



The patterns of stability and instability become evident when the age and value of the City's housing stock are mapped at the census block group level. Time and disinvestment have left indelible marks on Youngstown's residential landscape.

The age of Youngstown's housing stock reflects the geographic expansion of the city. The oldest housing, as would be expected, is generally clustered in the oldest parts of the city (see Map 10). The historic core areas of the City have housing stock that on average was built prior to 1940. The City's extremities demonstrate a more recent median age of construction due to either a build out of existing neighborhoods with postwar housing (e.g. Brownlee Woods, Lansingville, East High), or totally new suburban-style developments (e.g. Kirkmere, Lincoln Knolls).

The only apparent exception to this trend is the Downtown neighborhood, where the median year of construction for residential units is post 1957. This anomaly is explained by the construction of several high-rise apartment buildings for the elderly, and the conversion of the former Pick-Ohio Hotel into residential units as a result of urban renewal and HUD projects of the 1960s, 1970s and 1980s.

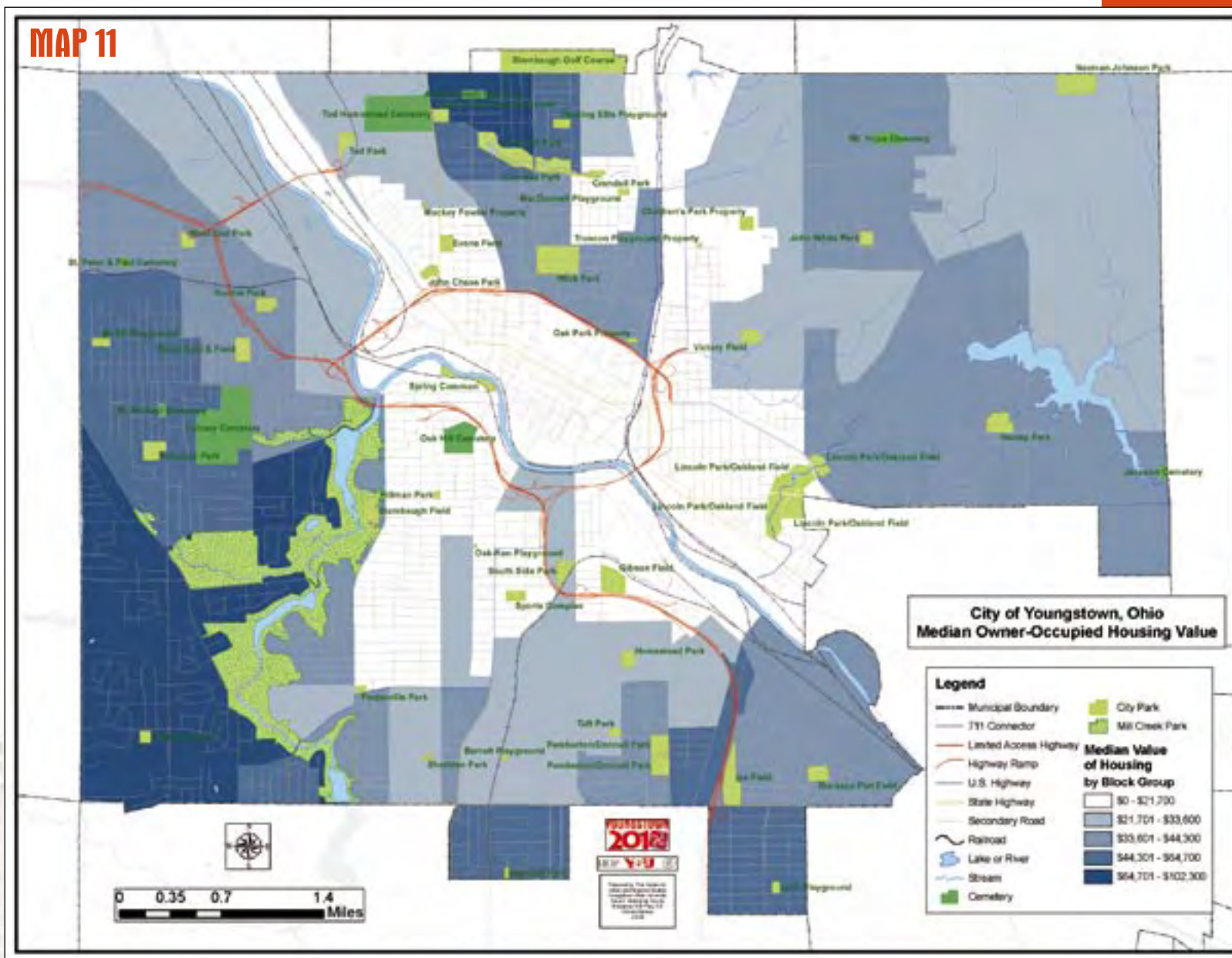


Major problems associated with Youngstown's aging housing stock other than the ravages of time are lead and asbestos. Much of the City's housing is in need of remediation for lead paint (the oldest for lead plumbing) and asbestos. The negative health impacts of lead and asbestos not only limit resale potential but dramatically increase the cost of demolition and/or rehabilitation.

Chapter 4 — Citywide Conditions

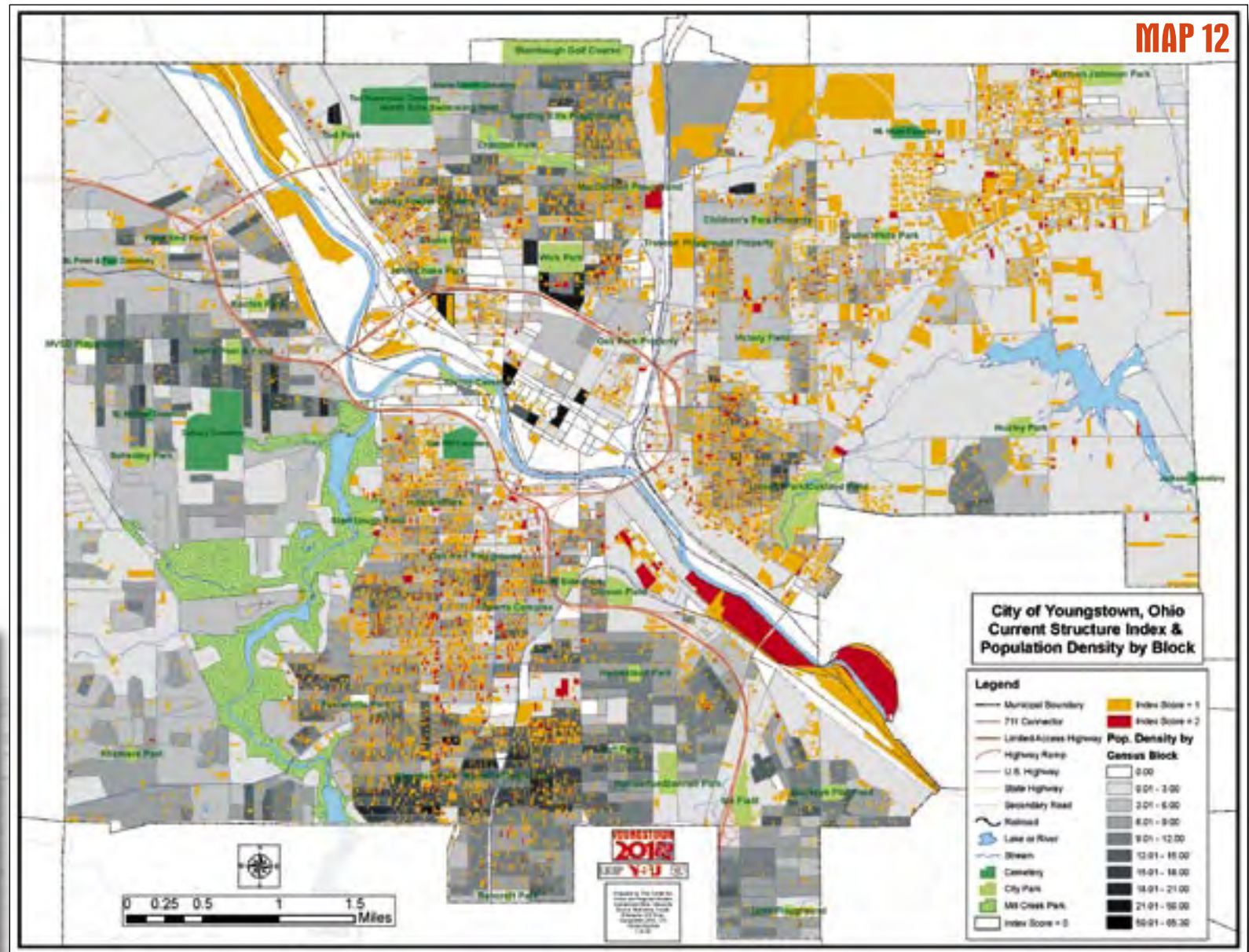
The spatial distribution of the median housing value of owner-occupied housing mirrors the patterns of the age of housing stock. In general, newer housing carries higher value. The postwar suburban-type development in the Kirkmere neighborhood on the southwest side illustrates this, as it has the City's highest median value (see Map 11). Housing in the section of the North Heights neighborhood (along and west of Fifth Avenue and north of Crandall Park) also demonstrates high value despite being older stock. This area is a relatively stable section of the City's historic upper income district.

The City's old core neighborhoods on the North (Brier Hill), South (Oak Hill, Warren, Erie, Lower Gibson) and East (Hazelton, East Side, sections of East High, and sections of Landsdowne) have housing values that show the ravages of time and disinvestment. These areas are the victims of neglect and abandonment.



The degree to which disinvestment and abandonment impact the City is graphically evident when tax delinquencies and structure conditions are overlaid onto census block population (see Map 12). Blocks with high structure index problems (a function of tax delinquency and disrepair) and low population densities illuminate areas where neighborhoods have been gutted. These neighborhoods (sections of Oak Hill, Warren, East Side and Brier Hill) are beyond any hope of short-term solutions and require comprehensive reinvestment strategies.

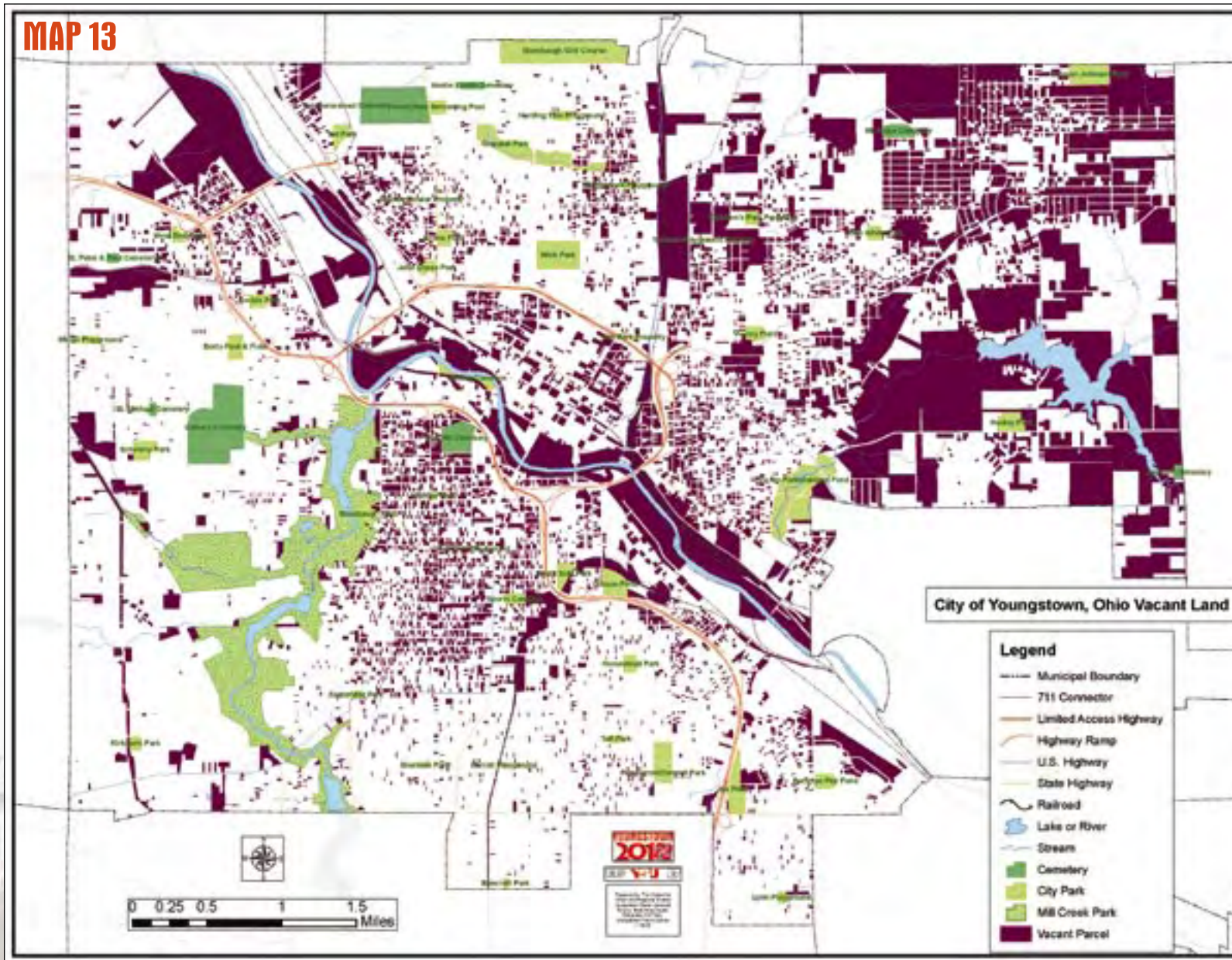
Neighborhoods exhibiting a substantial population base but which still display tax and structure problems are in transition. These neighborhoods (Idora, Newport, Cottage Grove, and Lansingville, sections of Oak Hill, Warren, East Side, Landsdowne, Wick Park, North Heights, Steelton, Belle Vista, Schenley and Brier Hill) have not reached the point of no return and could benefit by city program intervention. Focused code enforcement and targeted demolition, along with community development and City rehabilitation efforts, could help to make these areas sustainable and keep them from slipping into a terminal condition.



Vacant and Abandoned Properties

The extent to which deindustrialization and suburbanization has impacted current conditions in the City is apparent in the amount of currently vacant land (see Map 13). The far east side contains vacant land that was never developed. The majority of the rest of the vacant land was formerly occupied by business, industry or housing.

MAP 13



The volume of vacant property is a double-edged sword for the City. It shows there is no shortage of available land, but it forces the City to make some hard choices. Not all infrastructure can be maintained and not all neighborhoods can return to their past sustainability.

Overlay Zoning

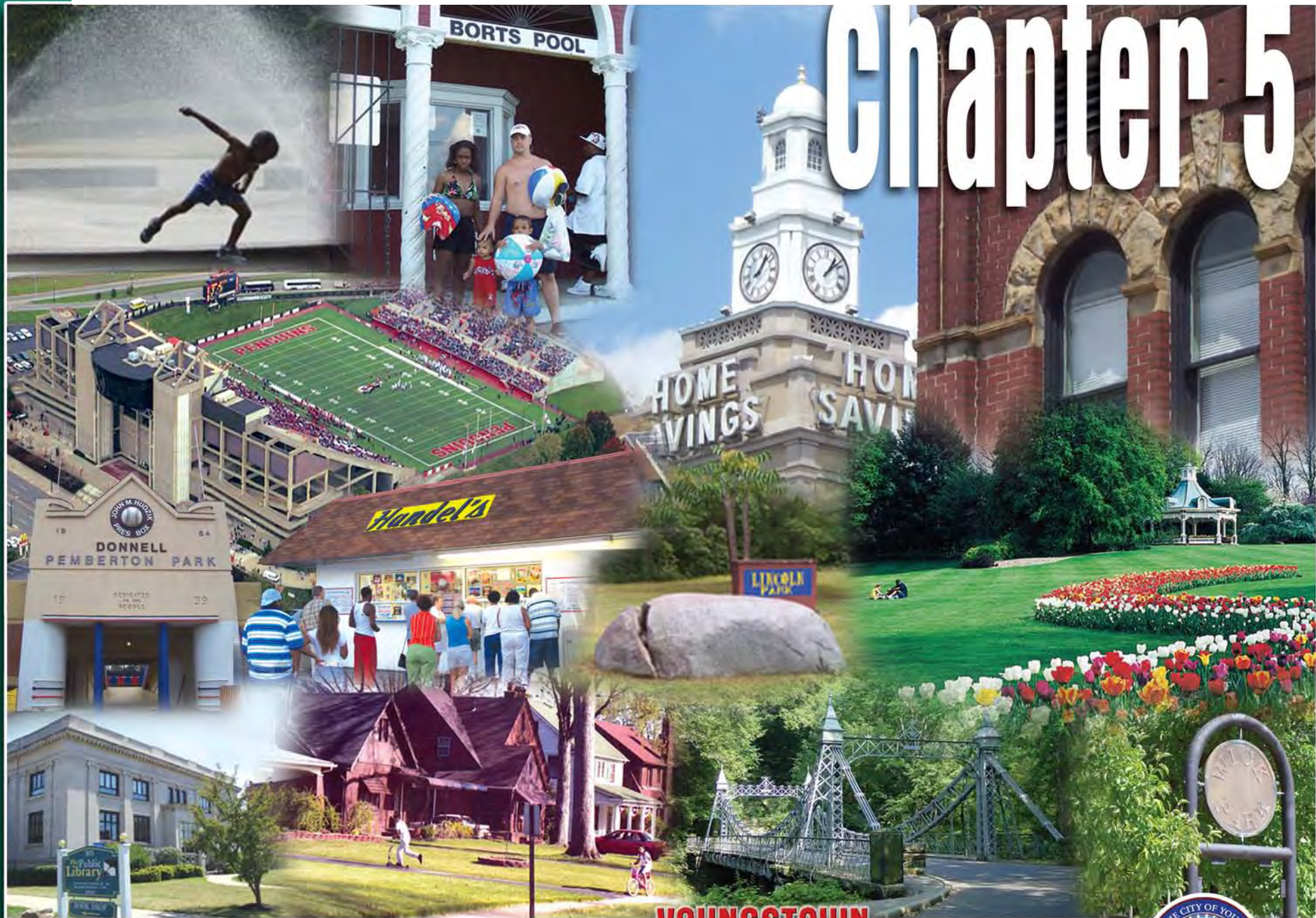
The purpose of an overlay zoning district is to provide an opportunity for appropriate, creative planned development and/ or redevelopment to occur within designated areas. Overlay zoning districts allow for more flexible use of land than does a more rigid zoning classification. Many factors determine the criteria and procedures for overlay zoning districts but the City will ultimately ensure the protection of public health, safety and welfare.

In the City's current Planned Development Overlay zoning, the property owners within an overlay zoning district have the option of developing subject to the requirements of either the approved final development plan or the underlying zoning classification.





Chapter 5



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Regional Connectivity - Transportation

The Mahoning Valley Region including the City of Youngstown has always touted its connectivity to the national transportation network as a major locational advantage. Linkages to the region, nation and the world become evident when Youngstown is set as the focal point of the Cleveland – Pittsburgh corridor (see Map 14).

There are two major international airports, Cleveland Hopkins International and Pittsburgh International, within 75 miles of Youngstown. The Akron – Canton Regional Airport provides yet another option for airline passengers. The Youngstown – Warren Regional Airport serves fixed base operations and charter flights. Youngstown – Warren Regional is also home to the Air Force Reserve's 910 Tactical Air Lift Wing and houses Navy and Army Reserve facilities.

Within the same radius are two Great Lakes shipping ports at Cleveland and Erie. The Columbiana County Intermodal shipping facility at Wellsville allows access to America's interior waterway systems via the Ohio River. Youngstown is linked to these port facilities by interstate highway and railroad access. Railroad passenger service until recently were provided by Amtrak's Three Rivers service that ran daily between New York and Chicago.

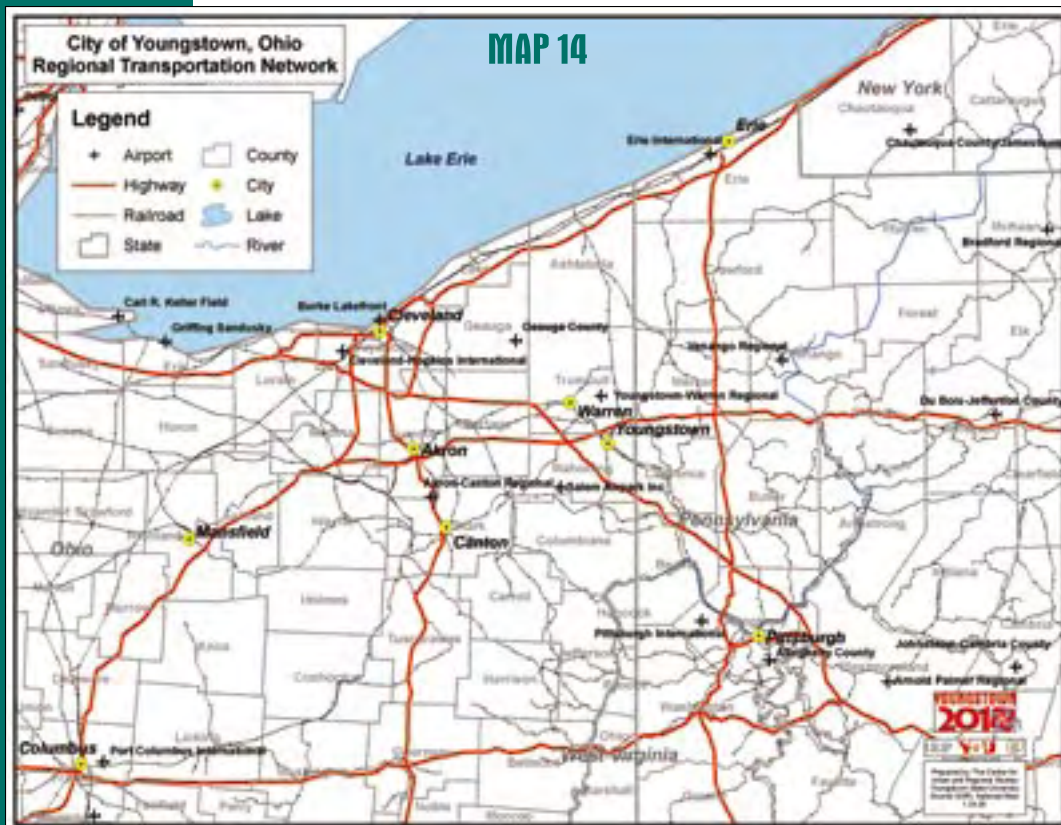
Efforts are underway to restore this service. The Ohio Rail Commission has developed plans to establish commuter rail services between Cleveland and Pittsburgh with eight stops daily.

The Youngstown 2010 Citywide Plan recognizes the importance of passenger/ commuter rail service as an essential component of the regional transportation linkages. One of the key projects listed by residents at the neighborhood planning meetings was maintaining the Amtrak service at the B&O station, and this plan supports daylight passenger/ commuter train service connecting Youngstown to other major cities in Ohio and other cities within the region (e.g. Chicago, Pittsburgh, Toronto, Detroit, New York).

Two freight haulers, CSX and the Norfolk and Southern, connect Youngstown to the national freight rail system. The City is also served by the Ohio Central and Youngstown and Austintown railroads, two short line haulers. Again, the Youngstown 2010 Citywide Plan recognizes the importance of continued freight service for the economic benefits of business and industry.

Highway connections through Youngstown and the region to national system are exceptional. Two major east/west interstates I-80 and I-76 pass through, while I-90 and I-70 are within an hours drive. Major north/south connectors, I-79, I-77, I-71 and Ohio 11 are also within the region.

City of Youngstown property taxpayers provide local financial support for the Western Reserve Transit Authority (WRTA) which provides bus service to Youngstown and surrounding communities. WRTA routes link City neighborhoods with employment, retail, financial, educational and medical facilities and opportunities inside and outside the municipal limit.



Chapter 5 — Assets To Build On

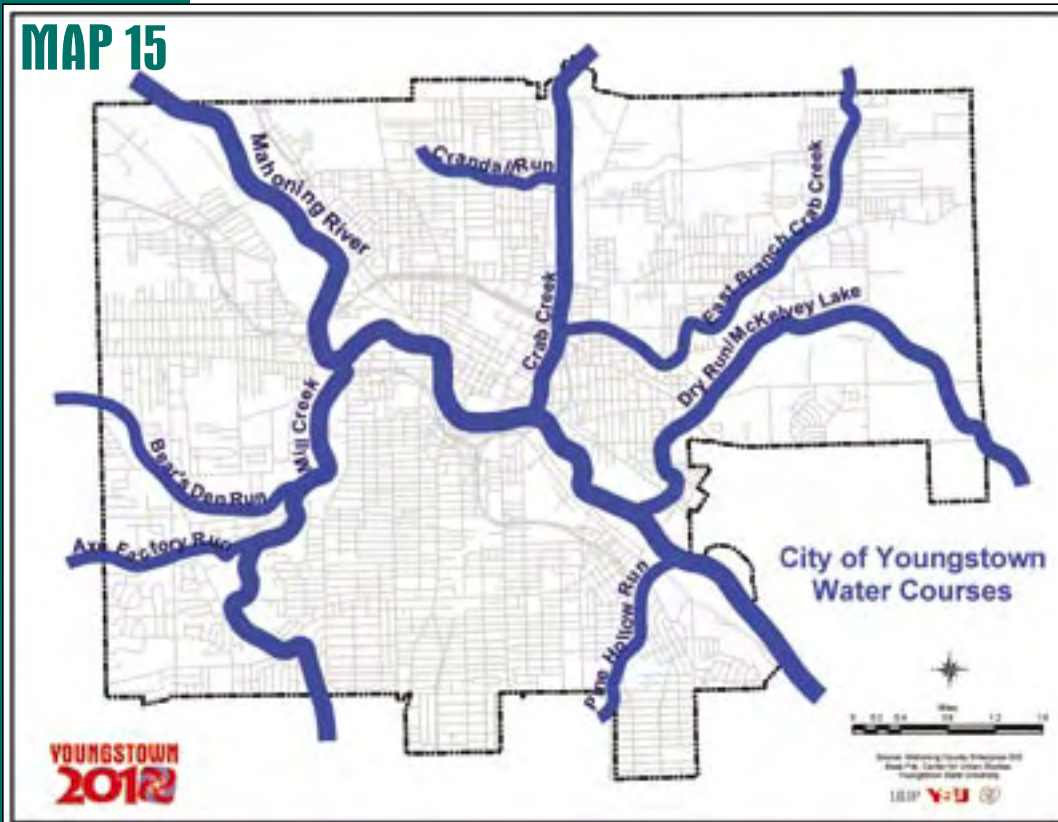
The WRTA provides linkages to public transportation systems in Trumbull County Ohio and Mercer and Lawrence Counties in Pennsylvania.

Youngstown is in the process of being linked to the national hike/bike trail system. Mill Creek MetroParks operates a trail west of Youngstown that runs from Green Township in southern Mahoning County to the Trumbull County line, where it continues in various states of development along an abandoned rail line to Ashtabula. The Stavich bike trail begins southeast of Youngstown and runs from Struthers to New Castle links to trail connections to Washington. The missing link between these trails is through Youngstown.

These transportation linkages point out the importance of interconnected planning processes. Highway and other transportation planning is done on a regional level. For Mahoning and Trumbull Counties, and in certain federal transportation cases Ashtabula County and Mercer County in Pennsylvania this service is performed by Eastgate Regional Council of Governments.



MAP 15



Green Networks

Restoring and protecting Youngstown's watercourses leads to the establishment of a system of green networks (see Map 16). Many of the pieces of the network already exist, but most are isolated from each other. The neighborhood parks and metropolitan parks provide substantial benefit to those that are near them. Linking them into a green network will enhance the quality of life for the entire Mahoning Valley.

When the voters of Mahoning County established the Mill Creek Metropolitan Park District, they recognized that preserving this unique asset was a regional priority, not just a city matter. The Mahoning River restoration project will impact the entire valley. Hiking and biking trails are being planned and constructed that link Cleveland and Pittsburgh and Ashtabula and the Ohio River. Linking Youngstown's waterways, parks and green spaces into this regional system makes Youngstown not only cleaner and greener, but in tune with the new realities of the 21st century.

Water Courses

The same watercourses (see Map 15) that defined Youngstown's quadrants and fed its industrial growth are even greater assets following deindustrialization. The Mahoning River restoration project and related cleanups will give the river back to the citizens of the Mahoning Valley.

Communities all across the nation have found creative ways to take advantage of their water courses, economically, culturally and socially. Youngstown for the first time since the 1850s has the opportunity to use its water courses for something other than industry. Construction on Youngstown's new convocation center, to be completed in fall of 2005, has opened river access to downtown and leaves open the possibility for a riverfront park. The Mill Creek Metropolitan Park District, the City and YSU are pursuing a connector trail along the river that will link the park, downtown and the university.

Mill Creek Park already exists as a crown jewel in the Mahoning Valley because of Volney Rogers' efforts in 1891 to save a watercourse from overdevelopment. Youngstown, as it cleans and greens itself going towards 2010, has the opportunity to use its water course assets for the benefit of all its citizens and not just a few industries.

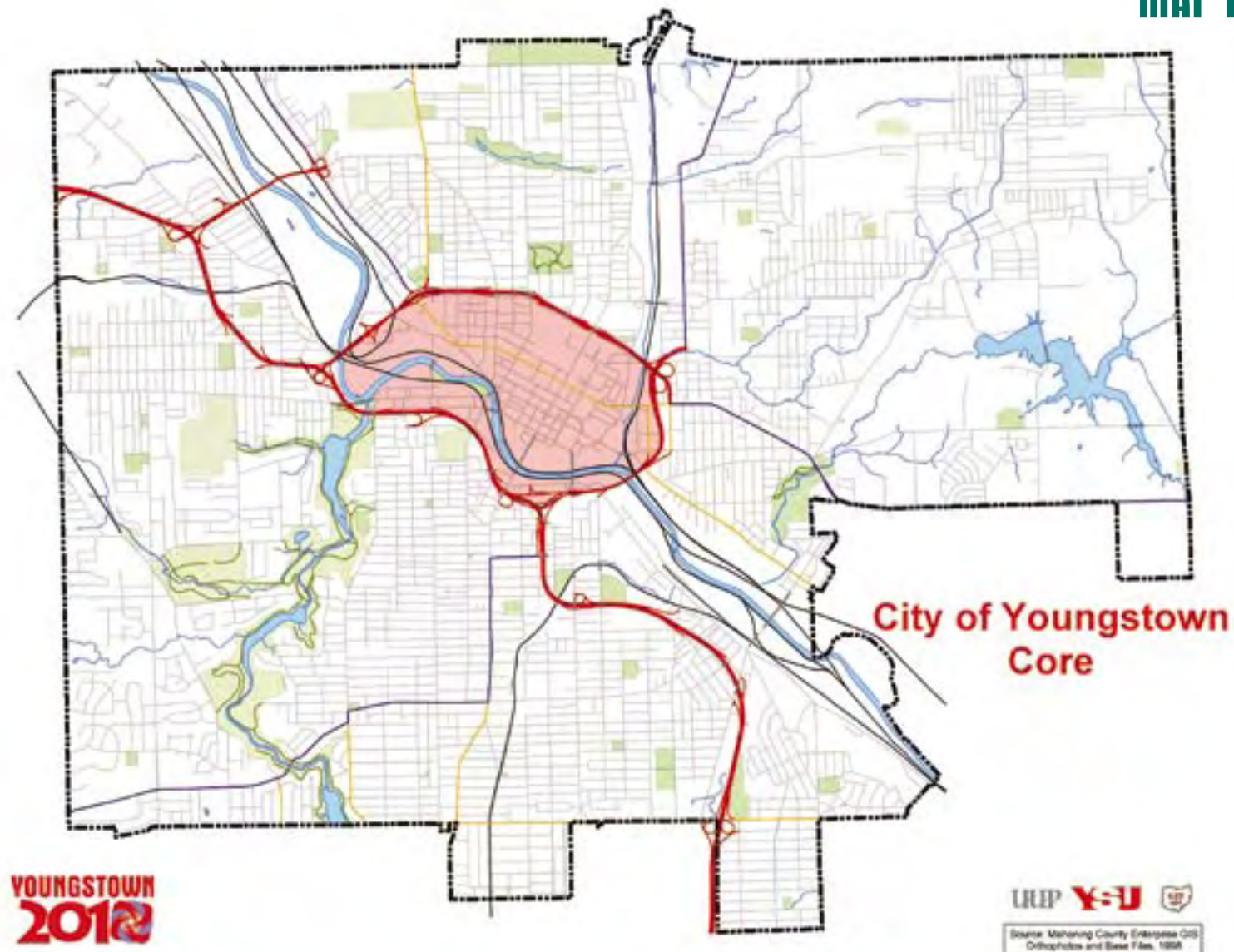


Compact Core

Youngstown's compact core (see Map 17) is a remnant of the earliest days of its settlement. It was on this piece of floodplain that John Young laid out the original grid for his town. Then it was a fledgling Western Reserve agricultural hamlet, it would later grow into the bustling downtown of a thriving industrial region.

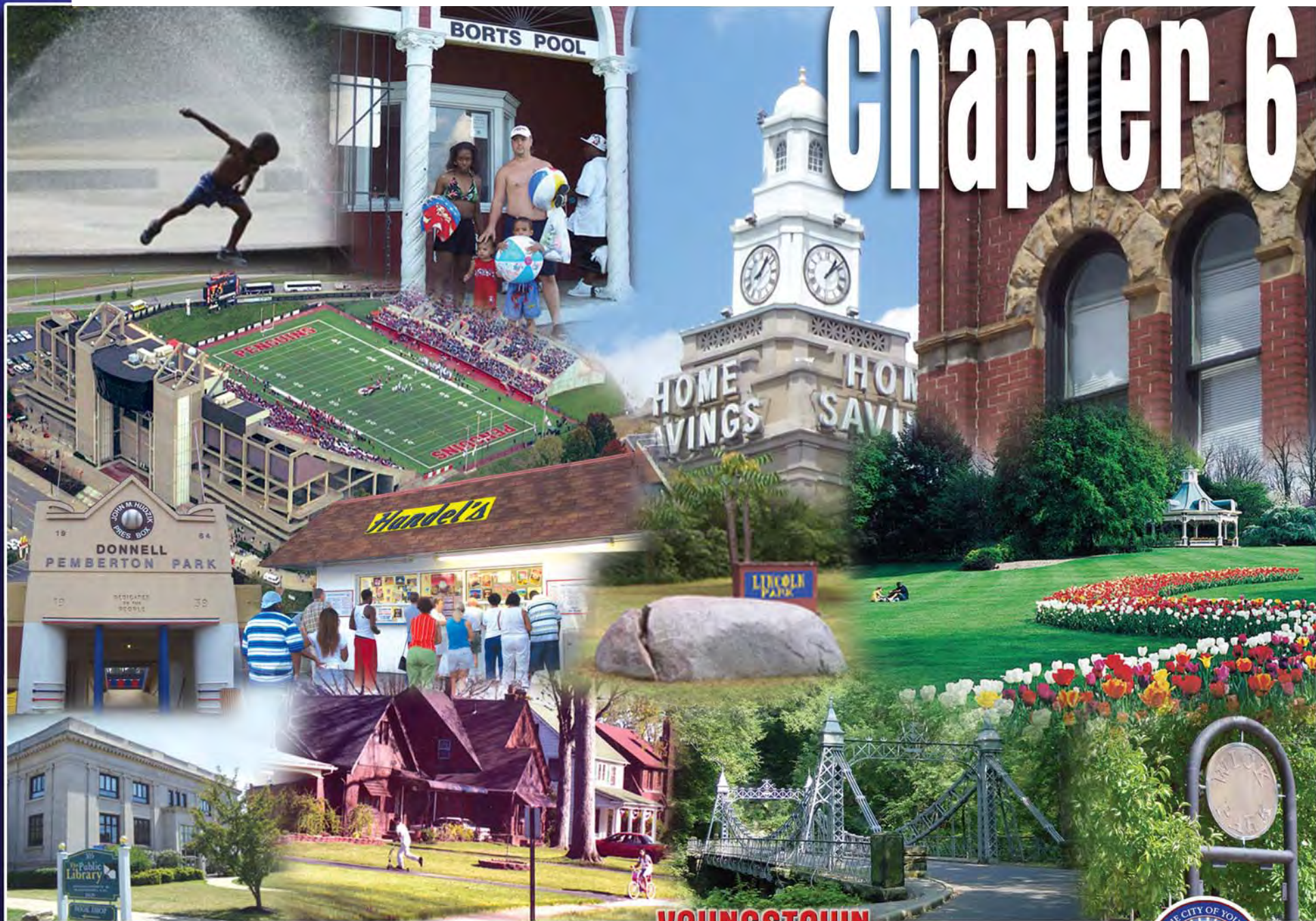
MAP 17

The geography that made this place important to John Young, flat land bounded by the river and steep ridges, also kept the core from sprawling. The compactness and density of the infrastructure and a built environment that cannot be duplicated are assets that are incalculable.





Chapter 6



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Plan Themes

The Youngstown 2010 planning process from the vision through the neighborhood cluster planning meetings produced four recurring themes. These themes are the guiding forces behind the future land use map.

1. Green Network

The desire for a cleaner and greener city was constant. A key to this 'gray to green' transformation is the creation of a green network. This involves linking the existing green spaces in the city via water courses and trails, expanding or protecting green space that should stay green and linking the City's green network to the larger network of the region, state and nation.

2. Competitive Industrial Districts

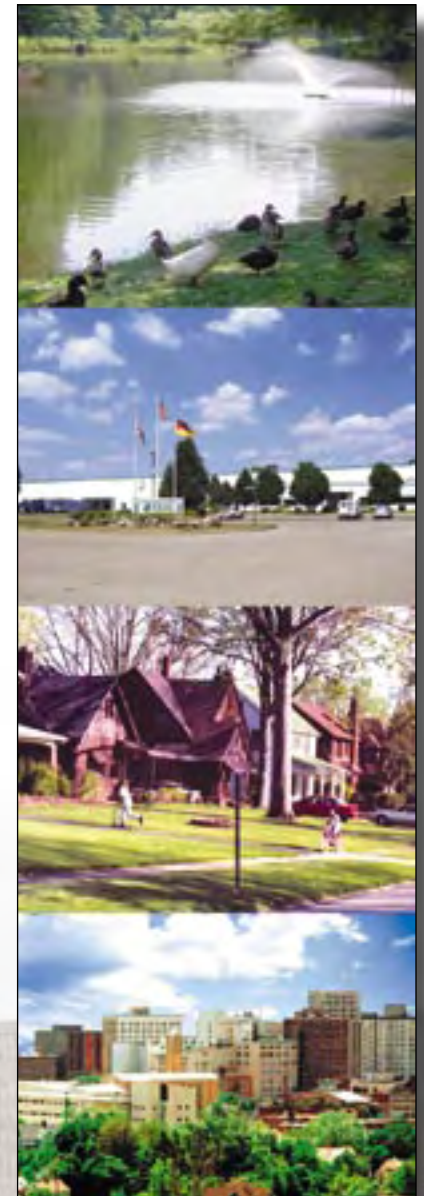
Youngstown has become a leader in the creative reuse of old industrial brownfield sites. This has yielded state of the art industrial parks that fit comfortably in the new industrial green classification. Continued refinement of this 'gray to green' development process can keep Youngstown competitive within the new regional and global economies.

3. Viable Neighborhoods

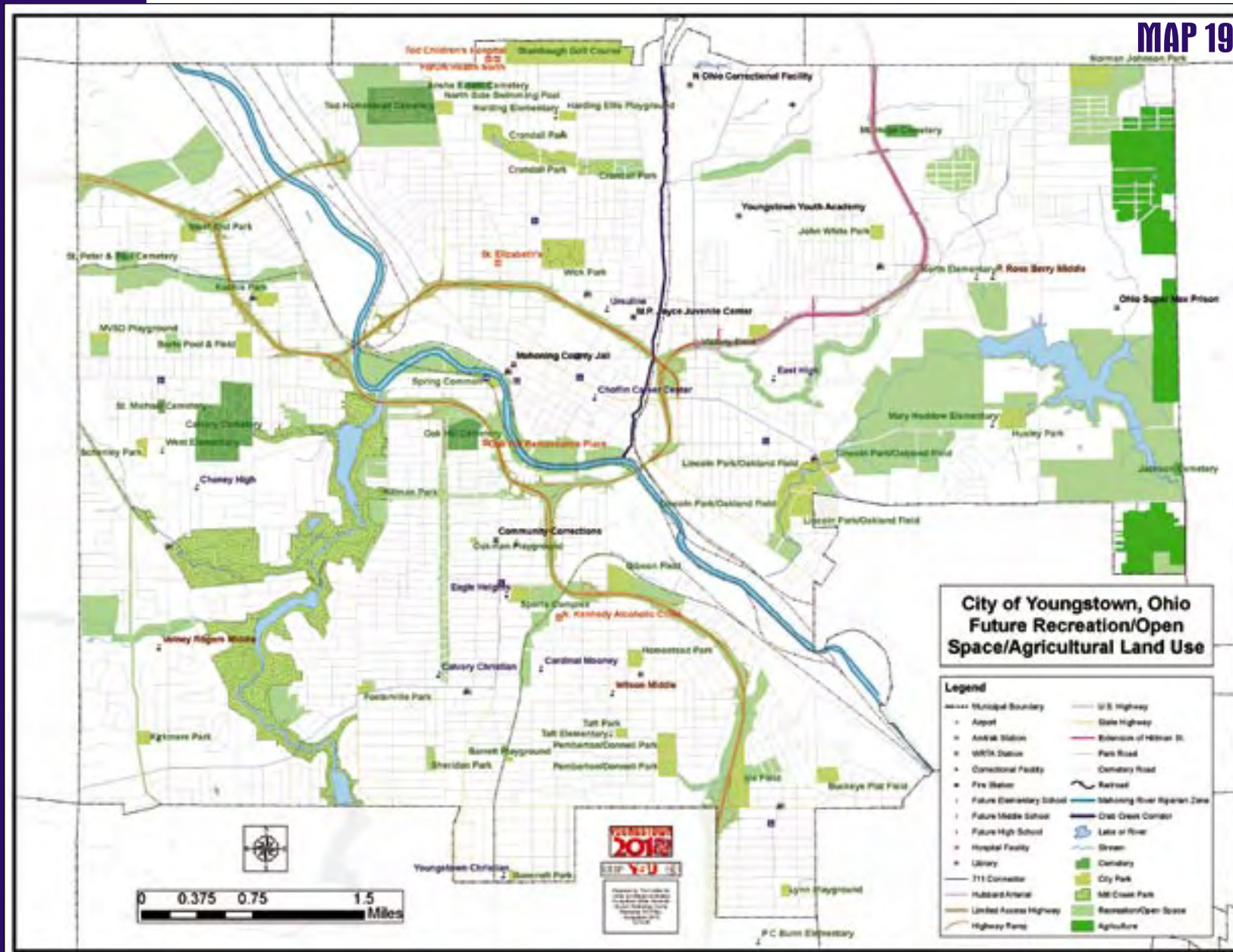
Youngstown has viable neighborhoods on all sides of town. Celebrating their enduring vitality and stabilizing these neighborhoods gives the City a starting point from which to reclaim some of the adjacent neighborhoods that have not so successfully withstood the test of time.

4. Vibrant Core

Youngstown's compact core, once the center of activity in the Mahoning Valley, is already recovering. The visioning process, every neighborhood meeting, every meeting with neighboring political units and the University's Centennial Master Plan emphasized the importance of a vibrant downtown. Building off the recent Federal Street renovations, convocation center construction, federal and state courthouse construction, state office buildings and arts expansion, new restaurants, night clubs and housing projects, vibrancy is returning to the core.



The themes distilled from the Youngstown 2010 Vision and planning process led to the creation of a land use plan (see Map 18) that will be used as a roadmap for Youngstown's future. This was constructed land use layer by land use layer. The step by step process follows.



Recreation and Open Space

Recreation and open space deals with the greener aspects of land use, and is in itself not one, but many land uses. Youngstown has always had green space and recreation, but it has not been the focus of a comprehensive city plan, let alone examined from a regional perspective. The Youngstown 2010 Citywide Plan seeks to make these vital linkages (see Map 19).

The visioning process called for a greener Youngstown and being generous with our available urban land. The consensus at all the neighborhood meetings was to keep the existing green space green, create new recreational opportunities, and link to the regional recreational system.

The land use set aside for green space and recreation in the Youngstown 2010 Citywide Plan addresses these issues. Existing open space is protected in several ways. Two new land classifications (i.e. recreation/open space and agriculture) are identified.

This plan also provides linkages between recreational opportunities in the City and region by establishing greenways along river and stream corridors so that hike and bike trails allow access to all facilities. Cleaning and gaining access to the Mahoning River is integral to establishing regional recreational linkages. Adequate recreational opportunities have become a major factor for business location, especially with high tech firms. Local and regional linkages will make Youngstown more attractive to such businesses.

Industrial

Youngstown, like the rest of America's industrial belt, has learned that the future of industry is no longer limited to the fire-and smoke-belching factories of its past. While the transition through several new economies has not been easy, Youngstown is left with new possibilities for the watercourses that were the lifeblood of its heavily industrial past.

The Youngstown 2010 Citywide Plan creates a new industrial land use, industrial green, for a new reality. Global shifts in manufacturing have made it clear that the land currently zoned for heavy and light industry will never again be used to its full potential, and that these classifications are not only a liability to the City's watercourses and air but to a sustainable future. Uses currently permitted in heavy and light industrial are remnants of a past that has left not only Youngstown but America. The Vision that guided this planning process called for a cleaner and greener Youngstown and at every community meeting that sentiment was reiterated. Industry is still welcome in Youngstown, but as the Salt Springs, Performance Place and Ohio Works Industrial Parks have shown, new industry can be environmentally friendly. These remediated brownfield sites are examples of the new "industrial green" land use classification with their non-polluting activities, landscaped grounds and lack of outside storage.

The Youngstown 2010 Citywide Plan actually increases the amount of land intended for industrial use to 4,200 acres, while decreasing the set asides for heavy and light industry to 490 and 350 acres respectively.

Heavy and light industrial uses are permitted in the Youngstown 2010 Citywide Plan, but are far less extensive (see Map 20). This is mostly an acknowledgement to remnants of the old system that have survived deindustrialization. Heavy industry is confined to the northwest and southeast approaches to the City along the Mahoning River. V & M North Star Steel occupies the former facilities of the Youngstown Sheet and Tube Brier Hill Works in the northwest section of the city. The site is isolated from residential areas by the 711 Connector and various reclaimed brownfield industrial sites.

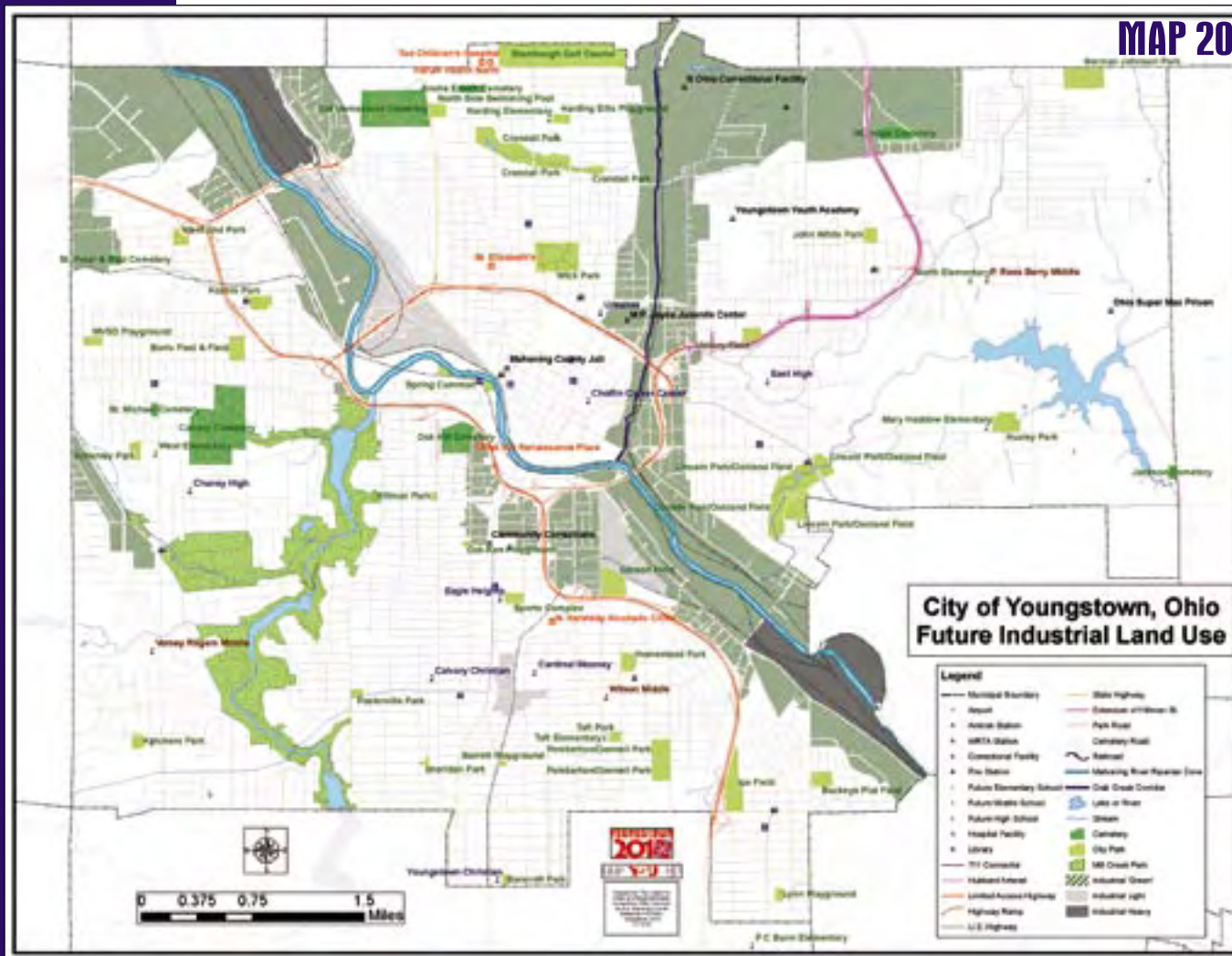
The other section that remains heavily industrial is along the river on the southeast side where the Youngstown Sheet and Tube Campbell Works and the Republic Steel Youngstown Works formerly stood.

The Campbell Works is part of the Mahoning River Corridor of Opportunity district, and may eventually be the location of a planned district requiring overlay zoning. Part of the planned district will be heavy industrial; in lieu of overlay zoning the Campbell Works will retain its heavy industrial use.

Light industrial, a category that harbors uses somewhere between heavy and green, is only 15% of its former extent. Much of what was classified as light industrial meets the criteria for inclusion into the new green category. The remaining light industrial is composed of land with residual industry that was part of the former heavy industrial complex, or has other characteristics that exclude it from industrial green. Only three clusters remain.

The largest cluster stretches from the 711 Connector through the Riverbend Industrial Park between the Mahoning River and Martin Luther King Jr. Boulevard. This area contains, among others, relics of the Brier Hill Works, asphalt and cement plants, the City Street Department, an active foundry and other light manufacturing and distribution facilities. All these activities yield an area that is not heavy industry, but not green either.





The other remaining light industrial areas also exhibit special circumstances. The largest cluster houses the City's sewage treatment plant. Processing the sewage for the city and parts of adjacent suburbs is technically a 'green' activity; tertiary treatment of sewage before it is released into the river has greatly improved water quality. During this process, the plant produces odors and uses and stores on site hazardous chemicals that preclude it from industrial green classification.

The third island of light industrial is new to the category. This cluster straddles the South Side's Erie and Cottage Grove Neighborhoods in the deeply incised Gibson Run Valley. The current zoning is commercial. The actual use is a mix of metal fabricators with outdoor cranes and pipe storage, building supply distributors and other small companies that congregated along what was the Youngstown and Southern Railroad. Some evidence of the areas coal mining past is still visible along the rail line. The overall character of this place is light industrial.

One of the most exciting pieces of the Youngstown 2010 industrial land use section is the inclusion of industrial green as an official land use. The plan places approximately 3,300 acres of land from other uses into this new category. Most land is shifted from the other industrial categories, but some residential and commercial areas are also shifted. Industrial green differs from previous classifications in that it requires non-polluting environmentally friendly industries. This classification also encourages preservation and rehabilitation of open space as part of the overall site design.

Industrial green land use straddles the Mahoning River where commercial, heavy and light industrial uses are not now active. This category also occupies the entire Crab Creek basin, and stretches across the City's northern border from Crab Creek to the western edge of the Sharon Line/McGuffey Heights Neighborhood.

Crab Creek is a major tributary to the Mahoning River, and as the Mahoning River, restoration project takes place, abandoned environmental hazards need to be remediated and current polluting activities need to be abated. Benefits of cleaning the Mahoning River are diluted if contaminants still flow freely down the major tributaries. The existing industries along Crab Creek can take advantage of the green status to create workplace amenities such as hiking and biking along a restored Crab Creek. Greening the Crab Creek basin also creates linkage opportunities with the green network throughout the City and the region. These types of green opportunities are attractors to business and industry in the new millennium.

The City's brownfield reclamation industrial parks, Performance Place, Salt Springs and Ohio Works are examples of how the industrial green classification functions. They are occupied by environmentally friendly industries where green space is viewed as an asset. Instead of the mills and slag dumps that previously occupied these sites, there is an aesthetic mix of modern buildings and landscaped open space. In the case of the Ohio Works, it is anticipated that its connection to the Mahoning River will become enhanced green space. Much of the development along Industrial Road and the old Y & A rail line on the City's West Side meets the criteria for industrial green and becomes part of this new classification.

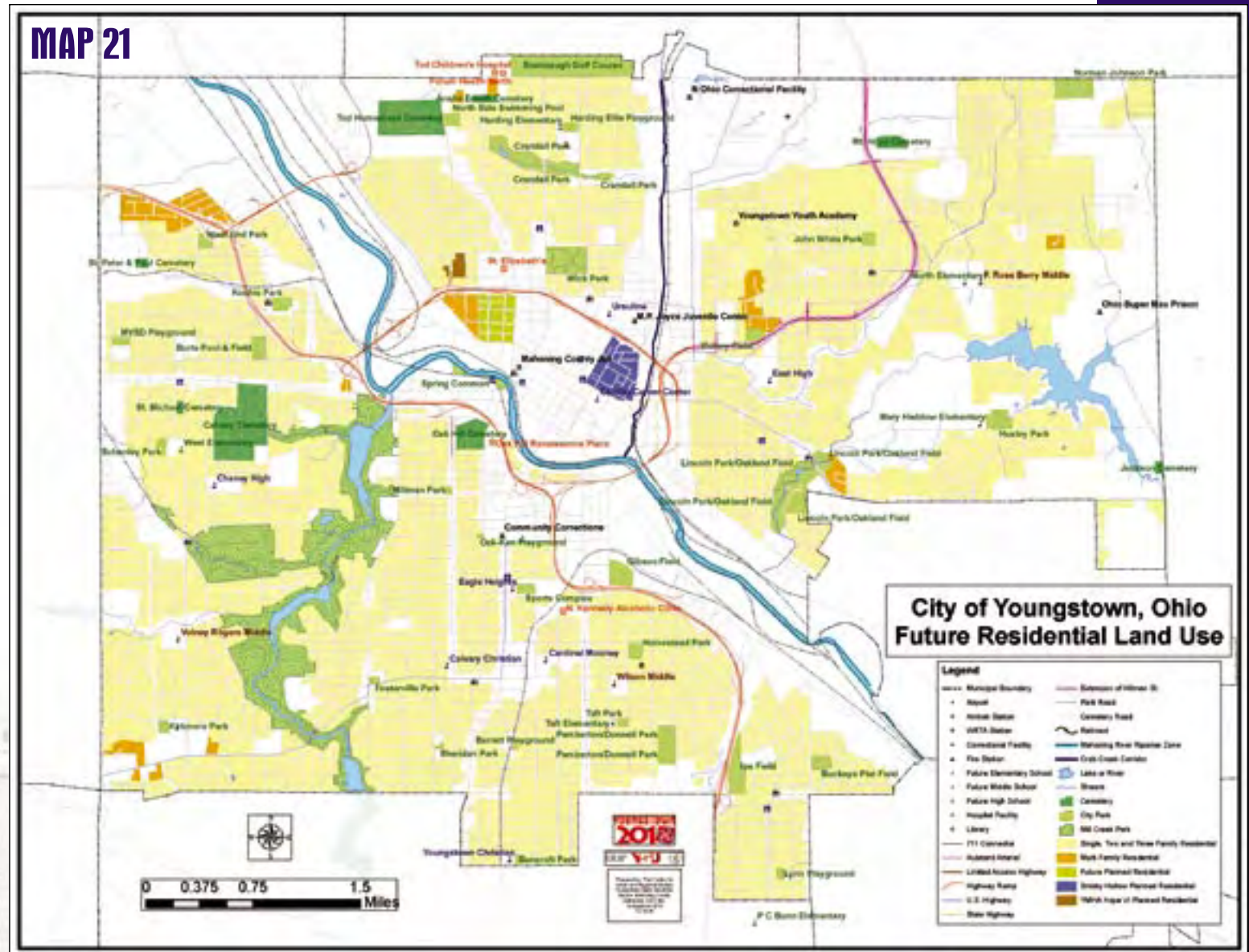
Chapter 6 — The Youngstown 2010 Citywide Plan

The land between the 711 Connector and Martin Luther King Jr. Boulevard (U.S. 422) is also classified industrial green. This section of the North Side's Brier Hill Neighborhood currently has a hodgepodge of commercial, industrial and residential uses. This area is currently wedged between Tod Homestead Cemetery and V & M North Star Steel, and when the 711 Connector is completed, it will be isolated from the rest of Brier Hill. To take advantage of transportation connections presented by the 711 Connector, the best future use for this land is industrial green.

The majority of the Lower Gibson Neighborhood on the South Side also gets converted to green industrial use. Like Brier Hill, this area has been isolated by a freeway, in this case I-680. In addition to I-680, this area also suffers from some serious slope disadvantages. The same mix of existing uses that are present in Brier Hill are also existent in Lower Gibson. Much of the residential housing stock has outlived its usefulness and many units have already been abandoned or arsoned and subsequently removed. As the old mill housing slips away, the best use for this area becomes industrial green. The northern section of the Erie Neighborhood adjacent to Lower Gibson exhibits many of the same traits, except the current zoning is commercial in anticipation of expansion out of downtown that never came. This also becomes industrial green.

Residential

The future land use plan (see Map 21) calls for a thirty percent decrease in land intended for residential use. With the City's historic population losses and the overabundance of residential land from the previous plans, this is a rather conservative reduction in residential land. Leaving excess land in residential use allows the City to retain the ability to absorb new residential development should the need arise. The requirement that all new residential development obtain approval from the planning commission and council helps to ensure that future residential development will not be scattered and haphazard.

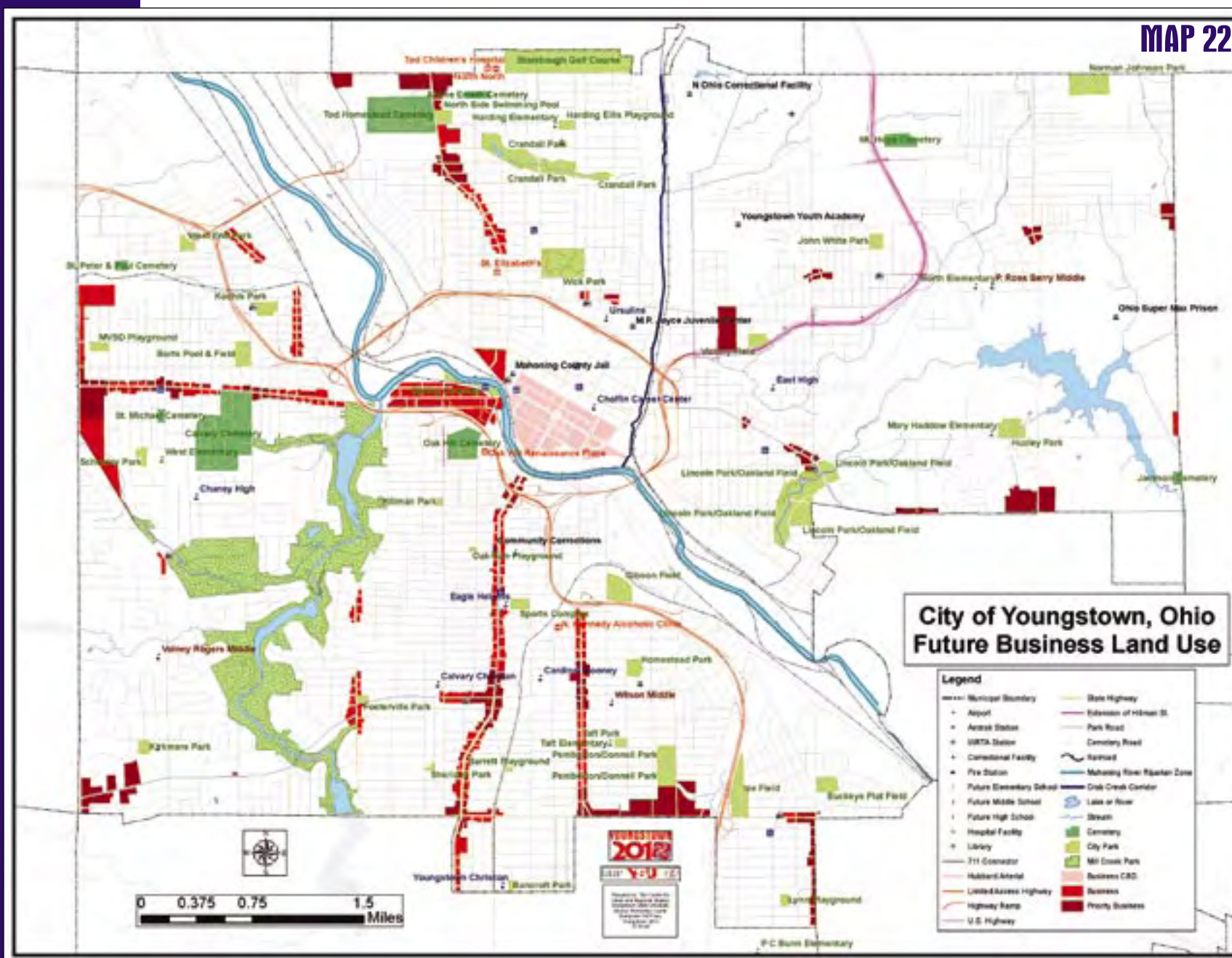


Commercial

Time was not kind to the commercial land use plans of the City, and as population suburbanized, retail and other commercial activities were quick to follow. What was left was an overabundance of commercial land and abandoned commercial structures. Many of the neighborhoods abutting the commercial corridor have been abandoned and cleared. The corridors and their commercial buildings have become facades hiding empty neighborhood space.

The Youngstown 2010 Citywide Plan does eliminate some of the excess commercial space, but leaves the major corridors open for commercial use (see Map 22). Total acreage in commercial use drops to 965, sixteen percent less than the old plan. This was accomplished by converting the old 'Wick Six' auto dealership area, Industrial Road, and the commercial spaces along the northern stretches of South Avenue and Market Street to industrial green. The commercial space allocated to the Lincoln Knolls Plaza, Glenwood Avenue and the Uptown District was reduced.

Other than a decrease in the amount of commercial land, major adjustments include separating the Central Business District from the rest of the commercial land use, and the establishment of commercial nodes (neighborhood business districts) along the corridors.



These key intersections along the corridors generally already contain clusters of viable retail and commercial activity. They contain establishments that are frequented on a regular basis and generate not only automobile but pedestrian traffic. Commercial classification was left along the entire corridor so that any entity that wishes to establish commercial activity in these zones will be allowed to do so, but the goal of this plan is to focus revitalization efforts in these nodes first. These priority business clusters will serve as growth poles and as demand develops, growth will spread outward along the corridor.



Institutional

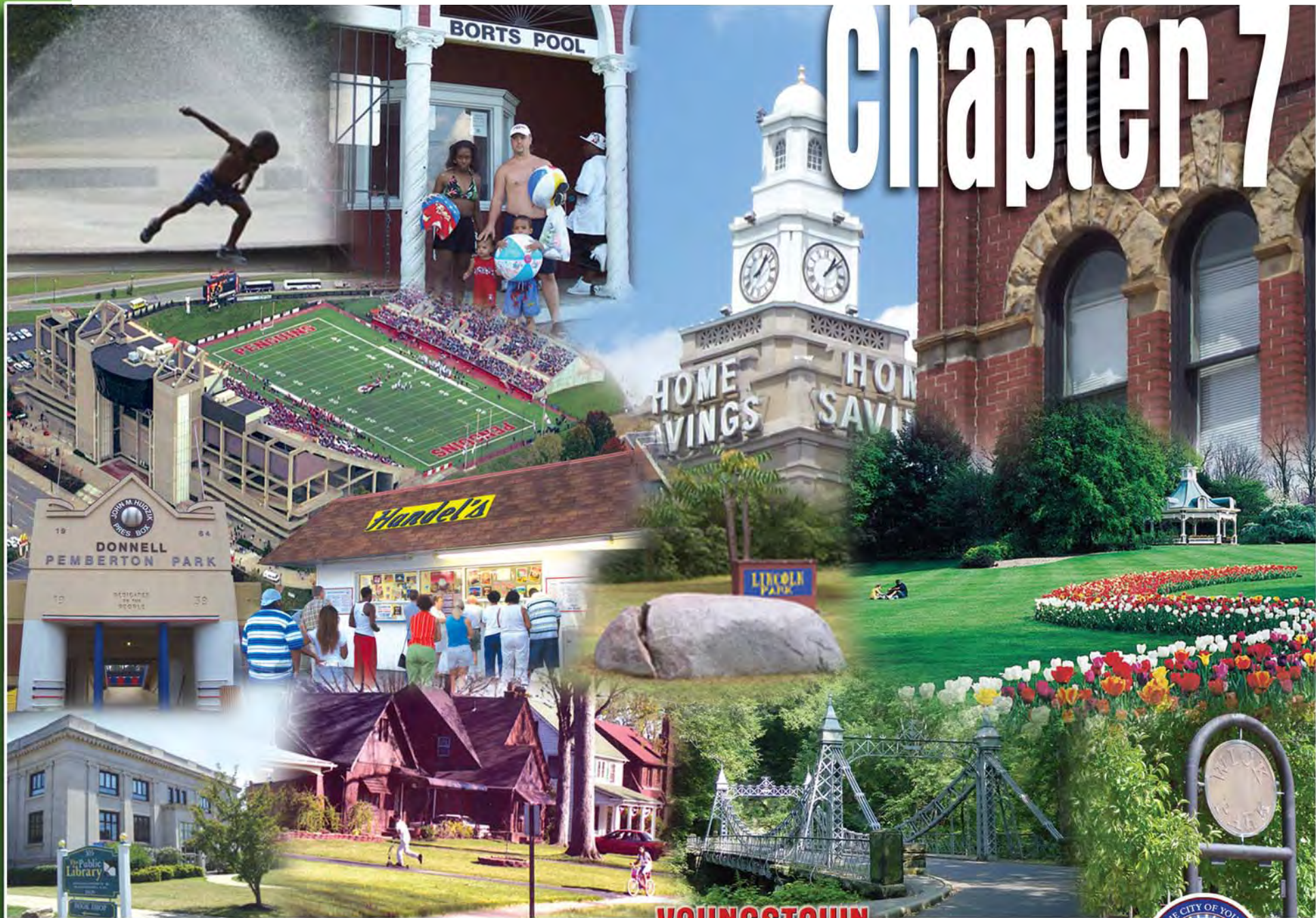
The Youngstown 2010 Citywide Plan doubles the land set aside for institutional use (see Map 23), to 925 acres, due in large part to the existence of the Ohio State Penitentiary and four new school projects on the East Side. Some reduction of institutional land occurred as former hospitals were designated for other uses.

Like the 1951 and 1974 plans, the institutional land use will be reserved for special cases in the Youngstown 2010 Citywide Plan.





Chapter 7



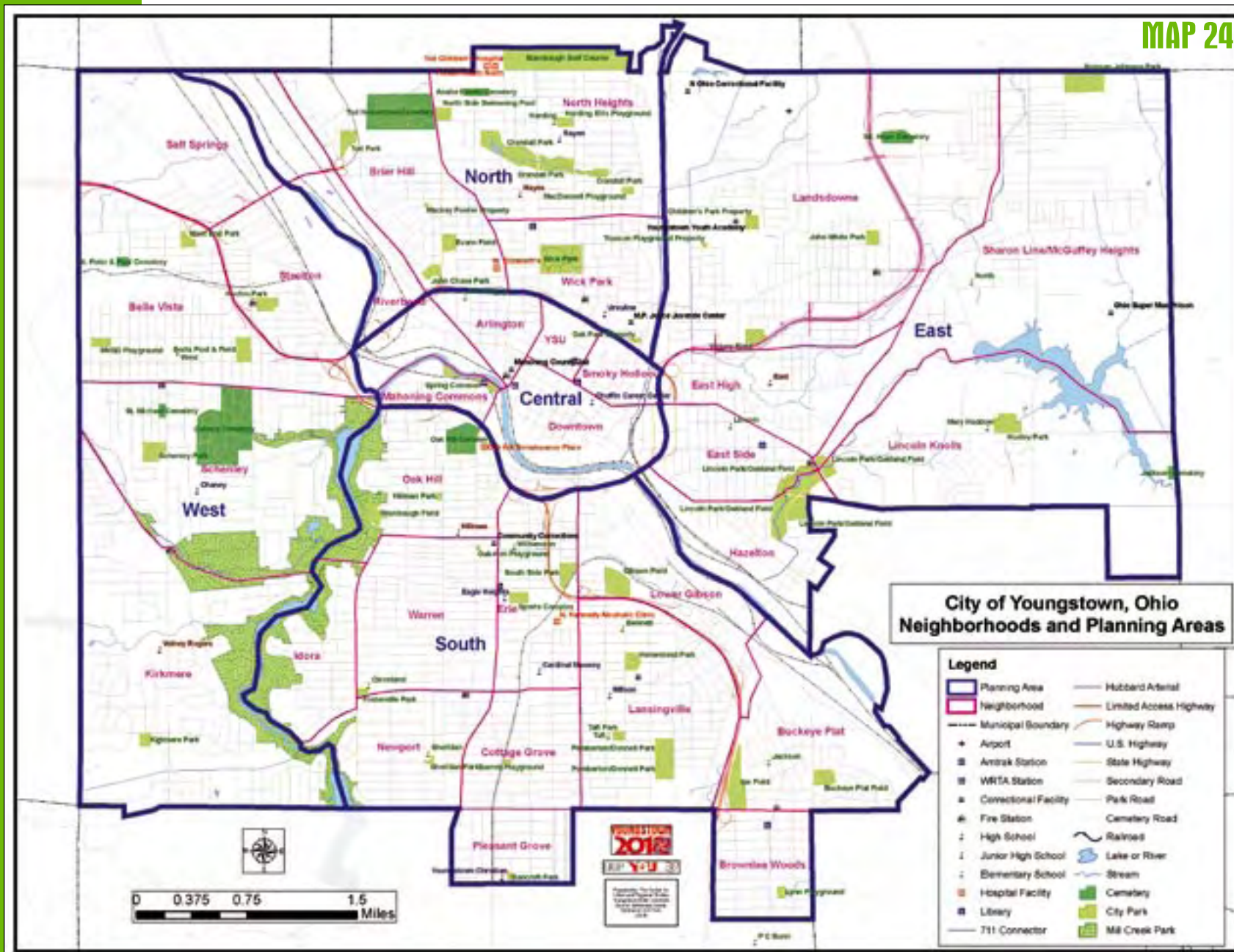
YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY





The City of Youngstown historically has been subdivided by nature and tradition into four quadrants, the North, East, South and West sides. The Central District, though technically situated on the North Side, because of its commercial, financial, governmental and cultural dominance has achieved an independent status.

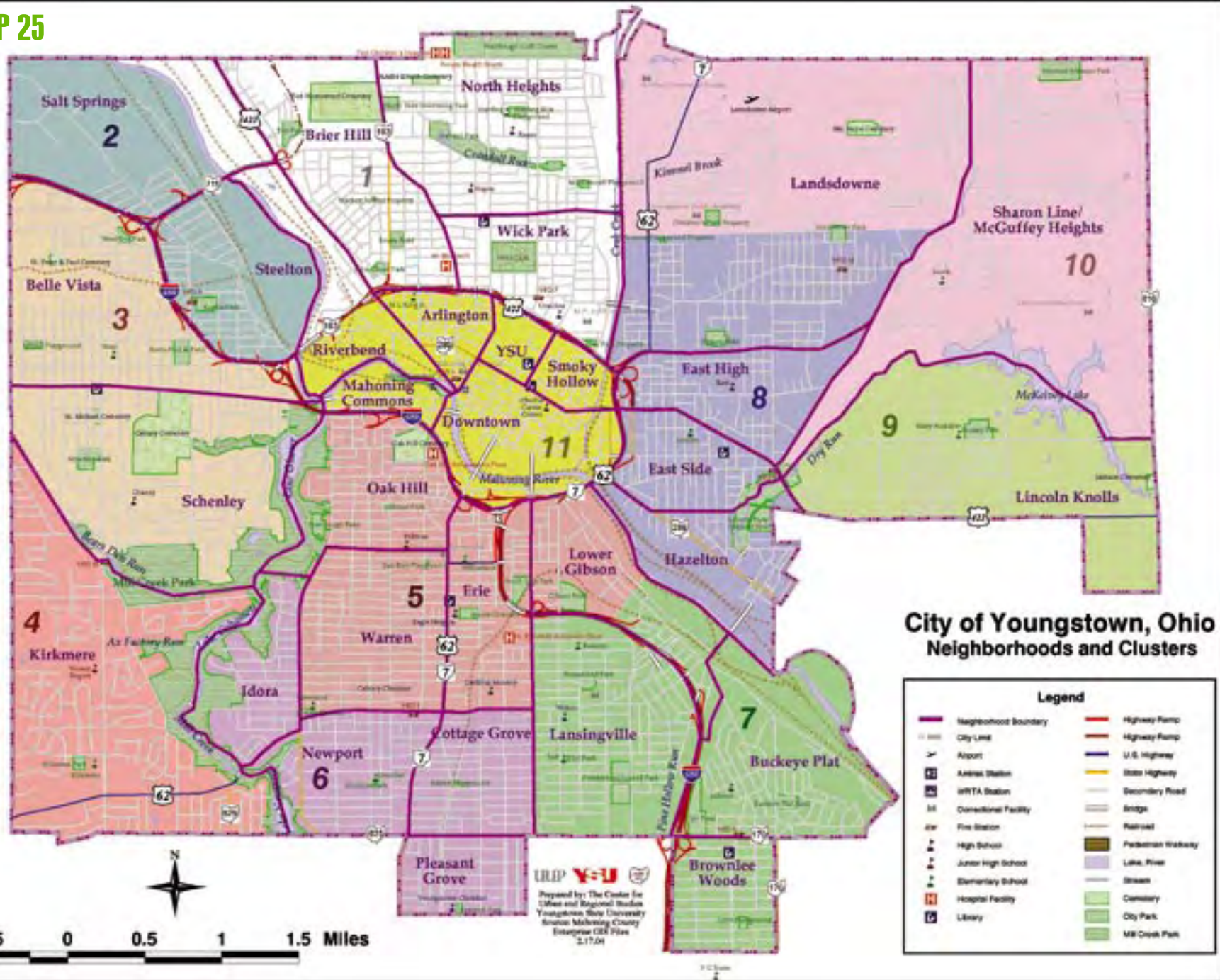


These five areas formed the foci of analysis for the initial planning process. Thirty-one defined neighborhoods overlie the five major planning regions (see Map 24). The 31 neighborhoods were remnants of the City's initially designated census tracts as well as attempts by the planning department to tie in historic references. As the process evolved, it became apparent that the five major planning areas, other than the Central (downtown), were too expansive for efficient citizen input. Equally apparent was that planning for 31 individual neighborhoods was time and cost prohibitive. Eleven neighborhood clusters were created as a compromise to expedite the process (see Map 25).

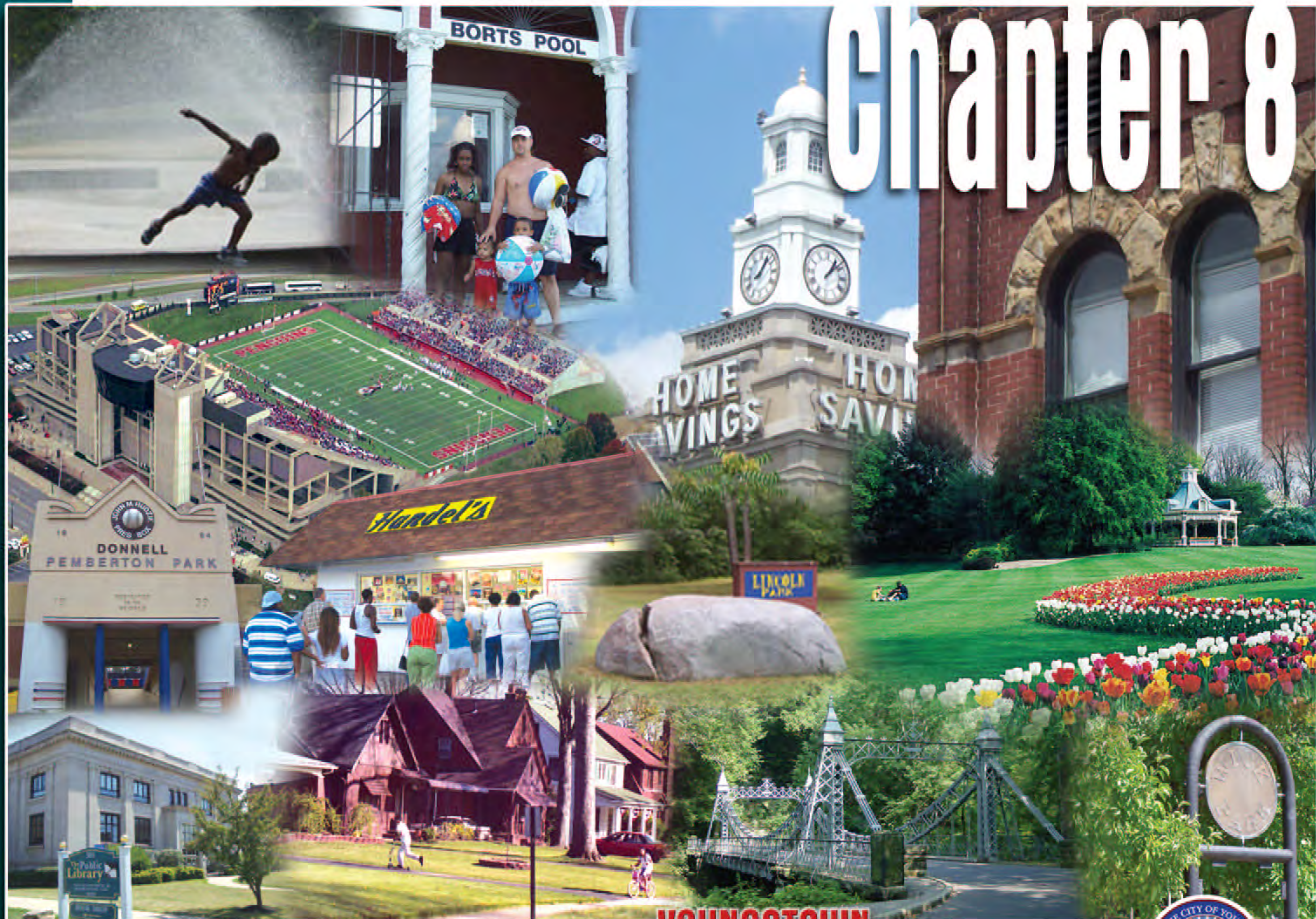
The eleven neighborhood clusters for the most part retained the neighborhood and census tract boundaries. A community meeting was held in each cluster to obtain input from residents as to how they saw their neighborhood in the year 2010 and beyond.

Following the eleven neighborhood cluster meetings, comments were assimilated into comments gathered during the visioning process and the post-vision planning period. A series of next steps, both citywide and locally based, were derived from the commentary and became action steps for the Youngstown 2010 Citywide Plan.

MAP 25



Chapter 8



YOUNGSTOWN
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The City of Youngstown has experienced both the prosperity of the steel industry with census data showing its highest per capita family income locally (adjusted for inflation) achieved in 1960 to the devastating results of deindustrialization with huge population and jobs losses since the 1970s. The City has been drifting along ever since without any real direction until now. Youngstown 2010 has reignited the community civic pride and set a new direction for development in Youngstown.

This new direction is not without difficult choices or long term commitments. Individual projects and decisions must conform to the new Youngstown 2010 Citywide Plan. More detailed neighborhood plans are encouraged to be undertaken by residents, organizations and businesses in each of the 31 neighborhoods in the city, similar to the Smoky Hollow neighborhood. The City of Youngstown is only a partner in the revitalization of the community and is not the sole responsible entity. Government, business, institutions and the community working together is the only way Youngstown has a chance of a sustainable future. It's our future, get involved!

Next Steps

During the planning process from the visioning sessions, the presentations and the neighborhood meetings, careful attention was given to the comments of the participants as to their views on projects that would make Youngstown a more desirable place to live. They were specifically asked for projects that could reasonably be expected to be underway or completed by 2010.

The City can, by enacting and enforcing design standards consistent with the Youngstown 2010 Vision and Plan, jump start the process towards implementation. As the new zoning ordinance is composed and enacted, these design standards will be folded in helping to ensure that early implementation projects will not divert from the principles and themes in the Vision and Plan.

The City cannot afford single handedly do all that this plan calls for on its own. This will take a collaborative effort between the City, citizens, private sector developers and businesses, Youngstown State University, Youngstown Board of Education, community development corporations, other government agencies, religious entities, etc.

Citywide Projects

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized.

Cleaner

- Carry out annual major thoroughfare/gateway cleanup
- Convert surplus school building sites to green space
- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on all applicable projects
- Target highly visible demolitions
- Seek EPA waiver for accelerated citywide demolitions
- Seek Clean Ohio funding for Brownfields remediation
- Study/Implement code enforcement
 - o Reorganize code enforcement departments
 - o Establish a housing court
 - o Create joint code enforcement districts
 - o Hold property owners accountable

Greener

- Create and maintain high quality city parks
- Adopt Citywide/Regional Greenway Network
- Seek Clean Ohio funding for open space land acquisitions
- Support the Mahoning River Restoration Project
- Encourage preservation of open space

Better Planned and Organized

- Encourage organizations to develop neighborhood plans
- Establish Industrial Green Districts
 - Target and land bank tax delinquent parcels
- Revitalize priority business centers
- Support planned redevelopment with City Planning Commission approval
 - School and Library Investment Districts
 - Mahoning River Corridor of Opportunity
 - CHOICE/Jubilee – Commonwealth – South Side Community Development Corp. – North Side Citizens' Coalition
- Convert select city parks to new land uses
- Reorganize Streetscape Committee as Cityscape
- Improve the City Land Bank Program
 - Dedicated Land Bank Coordinator
 - Targeted land bank acquisitions
- Expand the Renewal Community District
- Adopt new zoning code with new development design standards
- Complete citywide & regional economic studies
- Seek grant funding opportunities to leverage projects
- Establish efficient traffic coordinating system
- Partner with Neighboring Communities
 - Campbell: Joint Services – Green Network Linkages
 - Austintown: Meridian Road Industrial District - Green Network Linkages
 - Boardman: Common Border Districts – Green Network Linkages
 - Liberty: 711 Connector/Gypsy Lane/Belmont Avenue Joint Development Opportunities - Common Border Districts – Green Network Linkages
 - Struthers: Common Border Commercial Districts – Green Network Linkages
 - Coitsville: Common Border Issues – Preserve Green Space
 - Girard: 711 Connector Development Opportunities - Common Border Districts – Green Network Linkages
 - Hubbard: Hubbard Arterial Project - Common Border Districts – Green Network Linkages
 - Weathersfield: Common Border Districts – Green Network Linkages
- Support Education and Job Creation Incentives
 - Mahoning River Education Project
 - Mahoning Valley Vision for Education
 - Urban Congress
 - Steel to Scholars
 - NEO – Healthforce
- Support Regional Infrastructure Projects
 - Hubbard Arterial
 - 711 Connector
 - Youngstown – Warren Regional Airport – SOAR
 - Regional Rail Passenger Service
 - Regional Hike/Bikeway Investments

North Side Next Steps

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized. Many of these have citywide ramifications. Those most directly related to the North Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanups on:
 - Belmont Avenue
 - Fifth Avenue
 - Gypsy Lane
 - Wick Avenue
 - Logan Avenue
- Convert surplus school buildings to green space
 - Hayes Middle School
- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on:
 - Madison Avenue Expressway
 - McGuffey Bridge/ Andrews Avenue
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Remediate YBM property



*Rendering of proposed boulevard and residential units along Wirt Street, YMHA Hope VI Project
— Courtesy of Perkins Eastman Architects PC*

Greener

- Create and maintain high quality city parks
 - Extend Crandall Park to Crab Creek
 - Redesign Wick Park and increase usage through YSU partnership
 - Establish new parks in strategic neighborhood locations
- Naturalize Crab Creek
- Enhance Wirt Street with landscaped median

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Brier Hill
 - Wick Park
 - North Heights
- Establish Industrial Green Districts in:
 - Wick Avenue/Logan Avenue/ Andrews Avenue
 - Convert Oak Park Property to industrial green land use
 - 711 Connector/ north Brier Hill
 - Convert Tod Park to industrial green land use
- Revitalize priority business centers at:
 - 711 Connector
 - Belmont Avenue/Gypsy Lane
 - Belmont Avenue /Catalina Avenue

Chapter 8 — Implementation

- Support planned redevelopment with City Planning Commission approval:
 - YMHA Hope VI
 - Conform John Chase Park to Hope VI development project
 - YSU Centennial Master Plan
- Convert select city parks to new land uses
 - Evans Field, MacDonnell Playground and Mackey Fowler Property convert to 1,2 & 3 family residential

South Side Next Steps

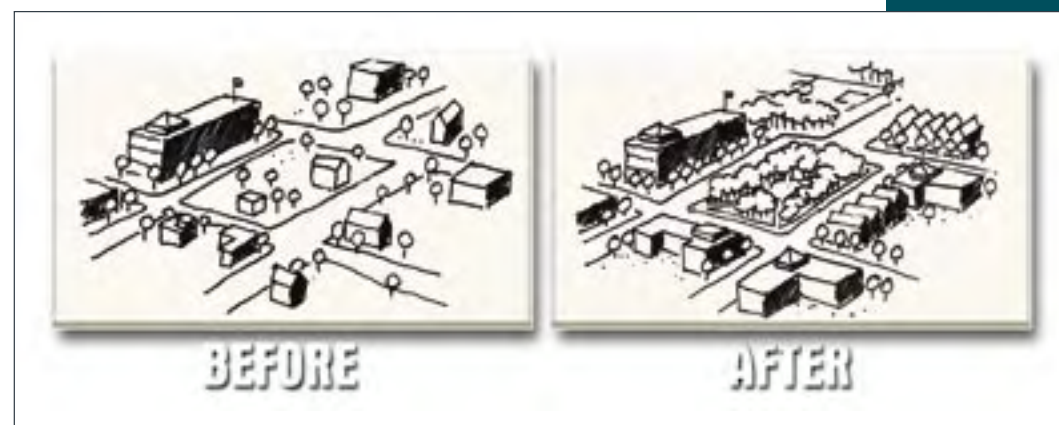
Ideas for projects were requested at the various meetings and presentations held throughout the planning process. Projects were placed into three categories; cleaner, greener and better planned and organized. Those related to the South Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - Market Street
 - South Avenue
 - Glenwood Avenue
 - Midlothian Boulevard
 - Youngstown-Poland Road
- Convert Surplus School Buildings to green space
 - Bennett
 - Cleveland
 - Jackson
 - Sheridan
 - Hillman
 - Princeton
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets

Greener

- Create and maintain high quality city parks
 - Extend Gibson Field along I-680
 - Expand Sheridan Park
 - Expand Fosterville Park
 - Expand Barrett Playground
 - Expand South Side Sports Complex site
 - Relocate Oak-Ken Playground
 - Establish new parks in strategic neighborhood locations
- Create “green boulevard” on Hillman and Falls Avenue
- Create “green” enhancements along the Southern Boulevard rail line



Sketch of south side neighborhood design example — Courtesy of Urban Strategies, Inc.

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Oak Hill
 - Erie
 - Lower Gibson
 - Idora
 - Warren
 - Newport
 - Lansingville
 - Buckeye Plat
 - Cottage Grove
 - Pleasant Grove
 - Brownlee Woods
- Establish Industrial Green Districts in:
 - Between I-680, Oak Hill and Kenmore Avenue
 - Between I-680, Gibson, and Madison Avenue Expressway
 - Along Poland Avenue
- Revitalize priority business centers at:
 - Market Street/Indianola Avenue
 - Market Street/Midlothian Boulevard
 - South Avenue/Indianola Avenue
 - Midlothian Boulevard (between South Avenue and I-680)
 - Youngstown-Poland Road/Midlothian Boulevard
- Support planned redevelopment with City Planning Commission approval:
 - Mahoning River Corridor of Opportunity
- Convert select city parks to new land uses
 - Southside Park convert to industrial green
 - Stambaugh Field convert to recreation/ open space

East Side Next Steps

Ideas for projects were requested at the various meetings and presentations held throughout the planning process. Projects were placed into three categories; cleaner, greener and better planned and organized. Those related to the East Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - McGuffey Road
 - McCartney Road
 - Oak Street
 - Wilson Avenue
 - Albert Street
 - Hubbard Youngstown Road
 - Jacobs Road
 - Coitsville Center Road



Rendering of the new East High School — Courtesy of Ricciuti Balog and Partners Architects

Chapter 8 — Implementation

- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on:
 - Madison Avenue Expressway
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets

Greener

- Create and maintain high quality city parks
 - Expand Lincoln Park/Oakland Field
 - Establish new parks in strategic neighborhood locations
- Seek Clean Ohio funding for open space land acquisitions
 - Dry Run Basin

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - East High
 - East Side
 - Hazelton
 - Lansdowne
 - Lincoln Knolls
 - Sharon Line/ McGuffey Heights
- Seek to land bank property for wetlands and open space preservation
- Establish Industrial Green Districts in:
 - Albert Street/Hubbard Youngstown Road/Vaughn
 - East River Crossing (Rt. 62/7)
 - Wilson Avenue
- Revitalize priority business centers at:
 - McCartney Road/Jacobs Road
 - McCartney Road/ Lamar
 - Oak Street/Lansdowne Boulevard
 - Oak Street/ Euclid Avenue
 - McGuffey Road/ Coitsville Center Road
 - McGuffey Road/ Jacobs Road
 - McGuffey Road/ Lansdowne Road
 - McGuffey Mall (McGuffey Road/ Garland Avenue)
- Support planned redevelopment with City Planning Commission approval:
 - Beachwood Development
 - Coitsville Center Road/ Ron Lane
- Convert select city parks to new land uses
 - Children's Park Property and Truscon Playground Property convert to 1,2 & 3 family residential

West Side Next Steps

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized. Many of these have citywide ramifications. Those most directly related to the West Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - Mahoning Avenue
 - Meridian Road
 - Canfield Road
 - Steel Street
 - Salt Springs Road
- Convert surplus school buildings to green space
 - West Elementary
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets

Greener

- Create and maintain high quality city parks
 - Establish new parks in strategic neighborhood locations

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Bella Vista
 - Kirkmere
 - Salt Springs
 - Schenley
 - Steelton
- Establish Industrial Green Districts in:
 - Salt Springs Industrial Park
 - Ohio Works Industrial Park
 - Meridian Road/Vestal Road
 - Meridian Road/Industrial Road
- Revitalize priority business centers at:
 - Mahoning Avenue/ Meridian Road
 - Mahoning Avenue/ Schenley Avenue
 - Mahoning Avenue/ Belle Vista
 - Canfield Road/ Meridian Road



Model of Chaney High School with new addition— Courtesy of Olsavsky-Jamiet Architects

Central District Next Steps

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized. Many of these have citywide ramifications. Those most directly related to the Central District are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - Market Street/Wick Avenue
 - Federal Street
 - Belmont Avenue
 - Fifth Avenue
 - Martin Luther King, Jr. Boulevard
- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on:
 - I-680
 - Madison Avenue Expressway
 - East River Crossing
- Target highly visible demolitions
 - Masters Block
 - State Theater
 - Salvation Army Building
 - Structures between Semple Building and Business Incubator along W. Federal Street
- Expand the Downtown Banner and Lighting District
- Conduct daily clean up of downtown neighborhood



Rendering of Smoky Hollow neighborhood — Courtesy of City Architecture Inc.

Greener

- Create and maintain high quality city parks
 - Establish new parks in strategic neighborhood locations
 - Create riverfront/ convocation center park along river
 - Extend Mill Creek Park to Spring Commons Bridge
- Seek Clean Ohio funding for open space land acquisitions
 - South of Mahoning River between Mill Creek Park and Spring Commons Bridge

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Arlington
 - Downtown
 - Mahoning Commons
 - Riverbend
- Establish Green Industrial Districts in:
 - Crab Creek Corridor
 - South Avenue/ East River Crossing
- Revitalize priority business centers at:
 - Market Street/ Woodland Avenue
- Support planned redevelopment with City Planning Commission approval:
 - YSU Centennial Master Plan
 - Smoky Hollow
 - Expansion of the Renewal Community District along the Mahoning River and Crab Creek
- Create detailed downtown neighborhood plan

i. Community Vision Plan Presentation

YOUNGSTOWN



Sharing a vision for a better tomorrow.

The City of Youngstown

Youngstown State University



Urban Strategies Inc.

Accepting
that we are a
smaller city

1. Accepting that we are a smaller city

1.1 Youngstown is a mid-sized city in Ohio

The population of Youngstown has been stabilizing at around 80,000 people. Although the population is smaller than it used to be, the area of the city is still the same. Youngstown has exceptional resources as a result of having been larger, but there are questions about how to operate a town at this size.

ISSUES FOR DISCUSSION



- What is a long-term sustainable size for Youngstown?
- How much housing is needed?
- How many jobs?
- How much infrastructure?
- How much open space?
- Where should new development be directed?

1. Accepting that we are a smaller city

1.2 Making difficult choices

Servicing new land is costly and probably unnecessary. Maintaining services in areas where there are few or no residents or businesses is not financially sustainable. Choices need to be made to restore the City's financial health.

ISSUES FOR DISCUSSION



- Need to define which parts of the city are sustainable and what to do with those areas which are not supportable
- Understand and categorize the condition of our neighborhoods
- Identify the best locations for reinvestment and new services
- Deciding what to do with vacant buildings and “brownfields”

1. Accepting that we are a smaller city

1.3 Maintaining less infrastructure

The City could save money by rationalizing and consolidating its infrastructure. This would create a more sustainable system that allows re-investment where it is most needed. The city cannot sustain all of the serviced land that it currently has.

ISSUES FOR DISCUSSION

- New development should be directed to locations where infrastructure is already in place
- Currently undeveloped areas should not get new infrastructure or be urbanized
- New public and private investments should follow these principles



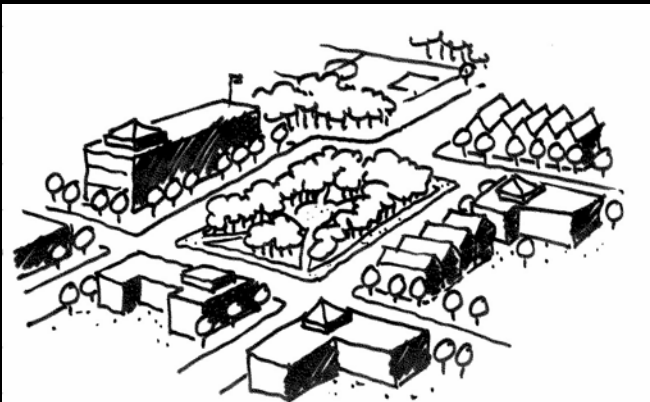
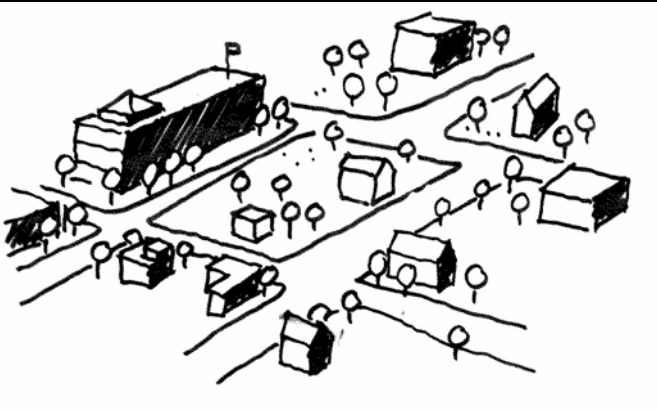
1. Accepting that we are a smaller city

1.4 Be generous with our urban land

In light of tax delinquency, more land is coming under the City's control. As a place with fewer people but the same amount of land, Youngstown can afford to be generous with its urban land as it explores new options for the city's neighborhoods and open space systems.

ISSUES FOR DISCUSSION

- Reforming the City's land banking program to accelerate the process of assembling vacant land and transferring it to those who can use it
- Seeking appropriate support from the County and the State
- New uses could include new neighborhood parks, expanded residential lots, or community gardens



1. Accepting that we are a smaller city

1.5 Youngstown is part of the Mahoning Valley region

The Mahoning Valley functions as one regional unit. The health of the region is tied to the health of Youngstown, and vice versa. We need to discover the issues that require a “metropolitan approach.” Mill Creek Metro Parks is a great example of what’s possible when the region cooperates.



ISSUES FOR DISCUSSION

- What are the real boundaries of the region?
- Understand the size and character of the regional economy
- Identify the issues which require a regional approach and explore opportunities for cooperation with other jurisdictions
- Develop joint marketing plans

1. Accepting that we are a smaller city

1.6 Evaluating governance

Now that Youngstown is smaller, and given the increasing number of regional issues, there is a feeling that the City's governing structure may need to change too. A wide-ranging community discussion should be held about the best way to represent the citizens of Youngstown and how to deliver public services most efficiently.

ISSUES FOR DISCUSSION

- Does the size of City Council need to change?
- Do the ways of electing Council representatives need to change?
- Does Youngstown need a permanent City Manager?



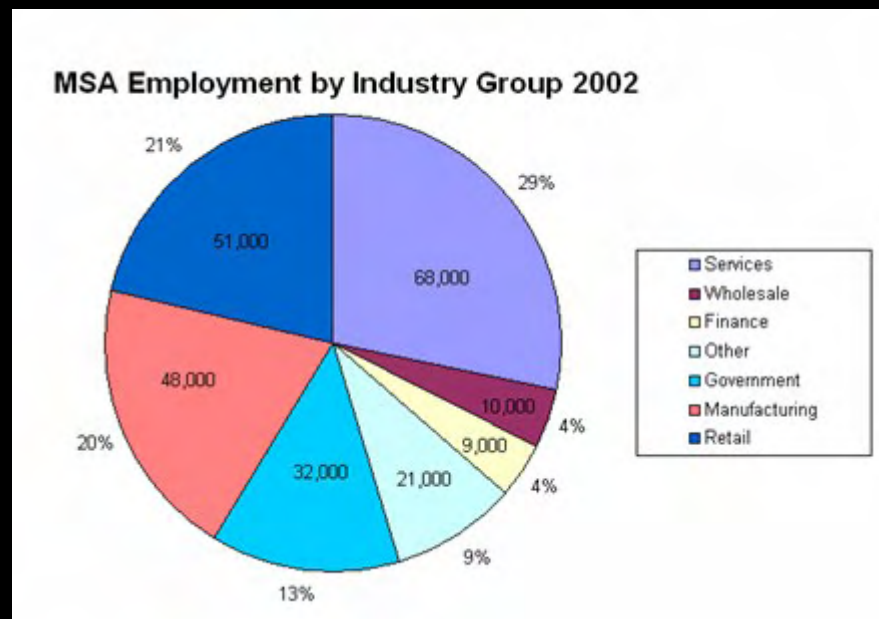
Defining Youngstown's role in the new regional economy

2. Defining Youngstown's role in the new regional economy

2.1 Aligning ourselves with the region's new economy

The days when Youngstown's economy was dominated by steel are gone. Most people work in different jobs today – particularly health care, education, government, and light industry. Our Comprehensive Plan policies need to reflect these new forces driving our economy.

ISSUES FOR DISCUSSION



- What do the core sectors of Youngstown's economy need to be successful?
- Where can these sectors expand or achieve economies of scale?
- Attracting and supporting the businesses that serve these main sectors

2. Defining Youngstown's role in the new regional economy

2.2 A health care center for the Mahoning Valley

In Mahoning County more than 17,000 people are employed in the health care sector and many thousands more come to Youngstown each year for treatment. Health care will continue to be a major economic driver in the new economy.



ISSUES FOR DISCUSSION

- How to encourage more health care workers to live in Youngstown?
- In what locations should we promote health care facilities?
- How do we improve the connections between our educational system and the health care sector?



2. Defining Youngstown's role in the new regional economy

2.3 Youngstown is a university center

Youngstown State University has a major presence in the local economy with 12,500 students and more than 1,500 employees. YSU will play a key role in the Comprehensive Plan and the City's revitalization.

ISSUES FOR DISCUSSION



- How do we convince faculty and students to live in Youngstown?
- How do we keep students in the area once they graduate?
- What can the City do to support YSU's mission?
- Linking YSU's teaching with the needs of the local economy

2.4 A center for government and administration

Youngstown has a substantial concentration of public sector jobs and facilities. Many of these are in the downtown area. We need to discover what would make Youngstown an even more attractive center of government.



ISSUES FOR DISCUSSION

- Retain and attract county, state & federal offices and functions
- What is the best place for new public facilities?
- Policies to locate new facilities downtown to maximize their beneficial effect

2.5 Arts, culture and entertainment

Youngstown has an exceptional endowment of arts groups and facilities. Arts groups are by nature very resilient and they benefit both residents and visitors to Youngstown. The arts and entertainment sector also has a unique ability to attract people to the downtown area.

ISSUES FOR DISCUSSION



- How do we increase the role of festivals and public events?
- Make the most of the multiple venues available
- How do we keep arts patrons in town spending money?
- Make the city friendly to creative people and groups

2.6 Be “open for business”

Small businesses account for most of the jobs created in today's economy. The City of Youngstown should do everything possible to help these businesses. The Youngstown Business Incubator helps new technology firms and it is expanding – it's an example of a step in the right direction.

ISSUES FOR DISCUSSION



- What are the obstacles facing local businesses and how do we remove them?
- Attracting & retaining good jobs
- Provide businesses with “one-stop shopping” at City Hall
- Clearly identify responsibilities for business promotion
- Identify and market our competitive advantages

Improving
Youngstown's
image &
enhancing quality
of life

3.1 Capitalize on our authentic urban environment

Youngstown has an authentic urban environment – downtown buildings, attractive houses, an urban network of streets, parks and infrastructure. These are features that the suburbs cannot offer and they should be taken advantage of.

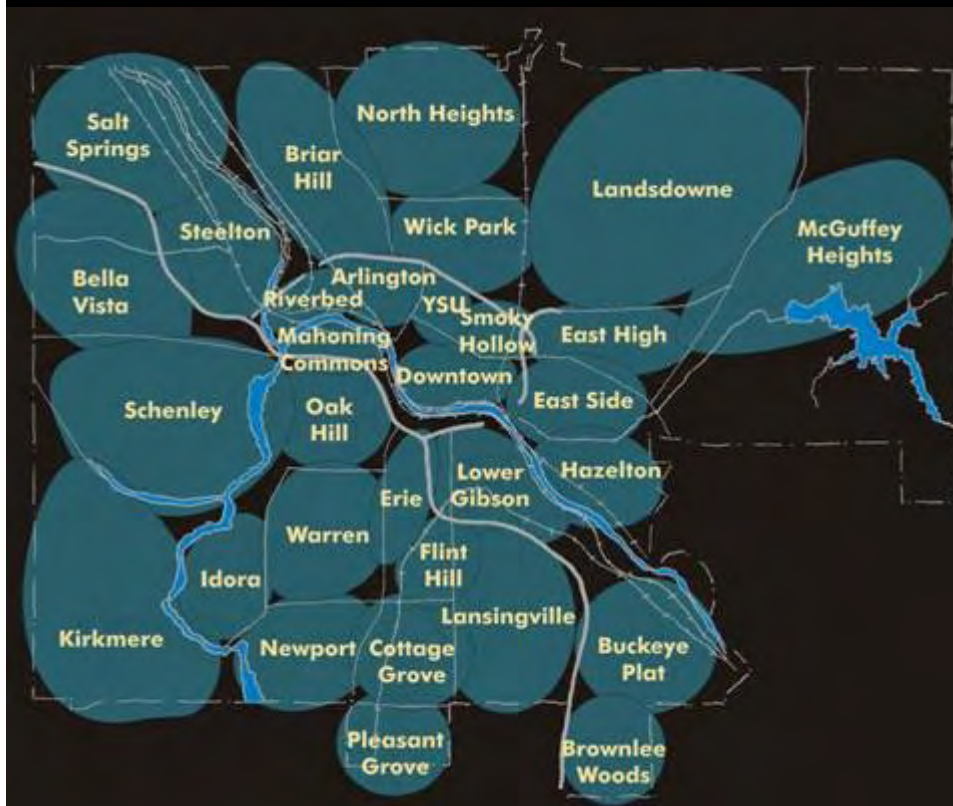
ISSUES FOR DISCUSSION



- Understand which built features are unique in Youngstown, as well as their quality and physical integrity
- Develop a plan to take advantage of those features, targeted at those who value them
- Develop an inventory of buildings, available land and floor space
- Designate one point of contact for investment attraction and retention

3.2 Neighborhood-based planning and action

Throughout the city there are many people who care about their neighborhoods and who are working hard to make them better places. Youngstown has many neighborhoods, and these grass roots should be the basis for the comprehensive plan.



ISSUES FOR DISCUSSION

- Define the location and characteristics of each of the City's neighborhoods
- Prepare neighborhood-level marketing and land use plans
- Involve residents in the planning for their own neighborhoods
- Take neighborhood-level steps to improve neighborhood safety

3.3 Rethinking and re-energizing downtown

Downtown used to be a place where everyone went to shop, to work, & to be entertained. That is no longer the case and it is unlikely to be so in the near future. Some “out of the box” thinking about downtown’s role is required. Key downtown anchors will likely include YSU, government, & the courts.

ISSUES FOR DISCUSSION



- Redefine the purpose and boundaries of “downtown”
- Better link the existing attractions and anchors in the area
- Explore what roles institutions like YSU, hospitals or the arts should play

3.4 A greener community

Parks, open spaces, and a clean natural environment are important elements in public health, active lifestyles, quality of life and even economic development. Youngstown already has some wonderful “green” assets, but the question is how to do more.

ISSUES FOR DISCUSSION



- Mill Creek Park is an outstanding legacy from the past – are there opportunities to create a new legacy for the future?
- Creating more neighborhood parks & improving existing ones
- Meeting recreational needs

3.5 Restoring the Mahoning River

The Mahoning River has been abused in the past, but it should be a resource in the revitalization of Youngstown. A vision for the future of the river must be implemented which includes environmental clean up, public access and recreational opportunities to serve the region.



ISSUES FOR DISCUSSION

- Cleanup and regeneration of the Mahoning River
- The potential for the river to tie the communities in the Valley together
- Enhancing the public accessibility of the river
- Understanding the economic benefits of a clean river

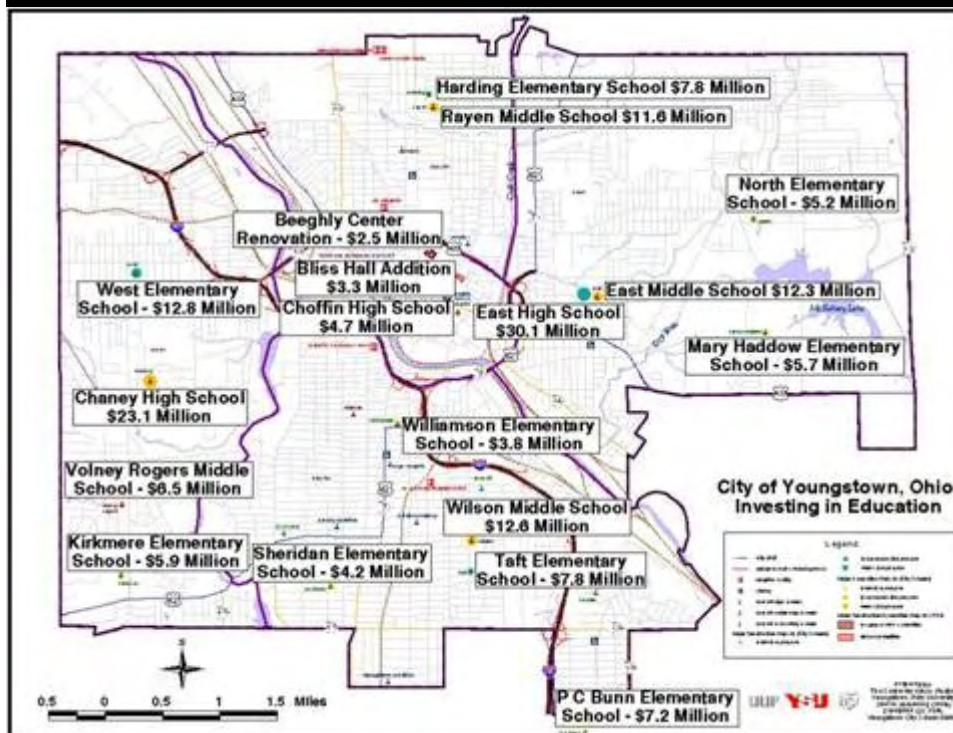
3. Improving Youngstown's image & enhancing quality of life

3.6 Making education everybody's business

Education is essential in allowing people to access jobs, opportunities, and their government. Families place a very high value on local school quality when deciding where to live. Youngstown must have a local school system that works. More than 10,000 student residents of Youngstown depend on it.

ISSUES FOR DISCUSSION

- Support the School District in fulfilling its mission
- Develop plans to leverage the current \$180 million re-investment program to promote neighborhood improvement
- Promoting continuing education and adult learning to strengthen the workforce



3.7 Fixing broken windows

Over time people become accustomed to seeing rundown buildings & streets, and they begin to tolerate them at increasing levels. Urban decay sends a strong message that nobody cares about the community. Youngstown needs to show that it does care by fixing its broken windows.

ISSUES FOR DISCUSSION



- Target property maintenance and upkeep for both public and private property
- Stop the spread of urban decay in the city
- Send a positive message by cleaning up
- Improve the streets leading into the city

3.8 Improving neighborhood safety

People must feel safe if they are to participate fully in their communities and feel confident in their neighborhoods. Youngstown must make the enhancement of public safety a very high priority – especially if families are to move back to the city. Everyone can contribute to making Youngstown safer, including the media.

ISSUES FOR DISCUSSION



- Develop a cooperative plan to improve public safety
- How do we make Youngstown a safer place? What can be done at the neighborhood level?
- Improving the physical environment to make our streets feel safer
- Prioritizing initiatives to have an immediate and visible impact on community safety

3.9 Addressing the divisions in our community

Members of our community have said that there are divisions – especially racism – which are holding Youngstown back. The Comprehensive Plan will not be able to resolve these divisions, but we must begin to take steps to improve the situation.

ISSUES FOR DISCUSSION



- Create forums for on-going dialogue and discussion in the community
- Supporting community events that bring people together
- Identifying strategies to turn our diversity into an asset

A call to action

4. A call to action

4.1 A specific, organized & action-oriented plan

Youngstown must develop a Comprehensive Plan that is specific, organized, and action-oriented in order to get results. The Plan will only help the community if it is implemented.



ISSUES FOR DISCUSSION

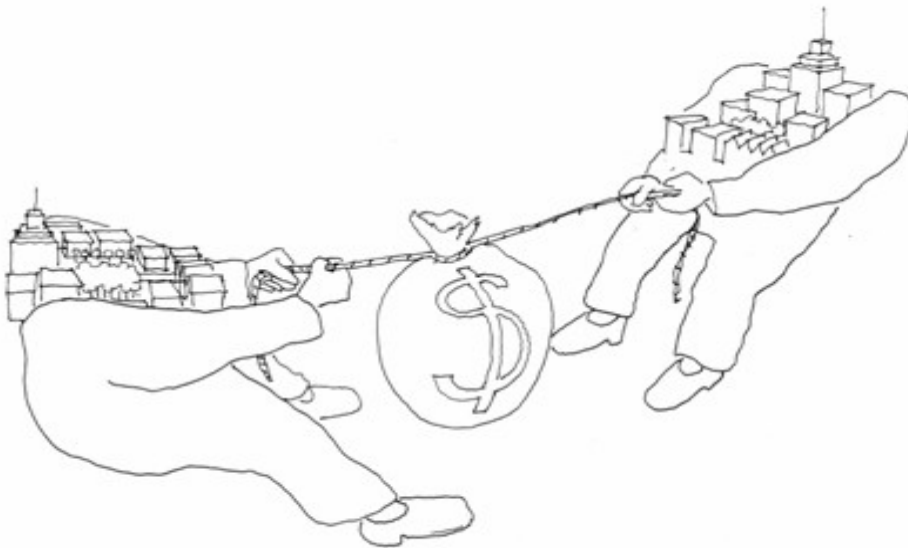
- Identify clear, specific and achievable goals for the plan
- Set the priorities
- Create a checklist of targets (big & small) that can be achieved by 2010
- Set up a committee to continuously monitor progress against an established list of indicators and benchmarks

4. A call to action

4.2 Compete successfully for all available funds

There is fierce competition among cities and regions for public funds. The money only goes to those places that have a solid plan, a strategy for getting things done and demonstrated results. Youngstown must succeed in this competition.

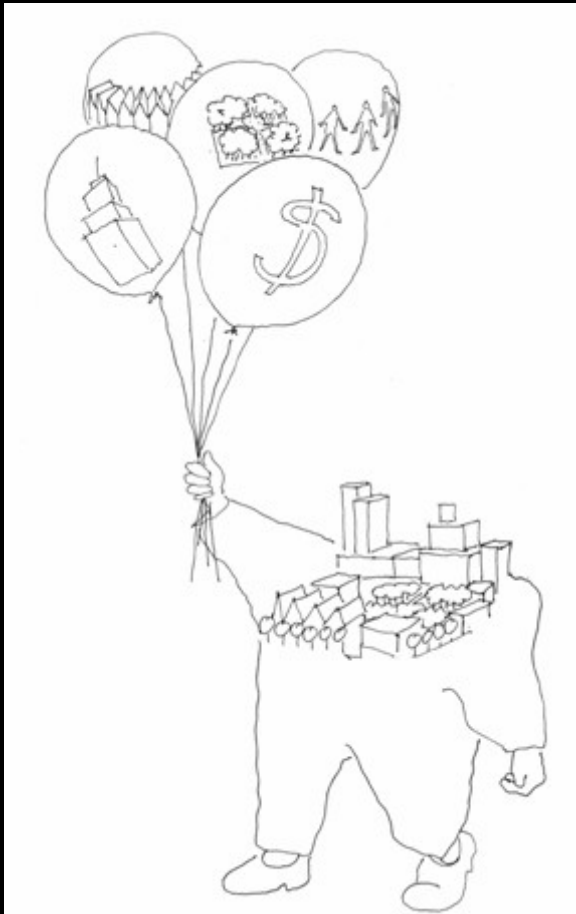
ISSUES FOR DISCUSSION



- Success requires a vision and a detailed plan that has been adopted by the City
- Applications for funds should be targeted to specific implementation measures
- Build on successes like the Renewal Community designation

4.3 Leverage opportunities

Public policies, initiatives and investments should always be coordinated in order to achieve the maximum catalytic effect. Achieving both symbolic and financial leverage will allow us to maximize the return on our investments.



ISSUES FOR DISCUSSION

- Look for ways to link existing assets (e.g. YSU and the health care sector)
- Use programs and funding to achieve multiple goals (e.g. hire local workers to build new schools)
- Coordinate the Comprehensive Plan with other institutions like YSU, the hospitals and schools

4. A call to action

4.4 Empower the local leaders we already have

**The people of Youngstown are ready for change.
Fortunately, the city already has a large number of local leaders – in the
churches, schools, community organizations & small businesses – who
want to involve others and make a real contribution.
Individual people *can* make change happen.**



ISSUES FOR DISCUSSION

- Create an inventory of community leaders and their skills
- Identify opportunities to use volunteers
- Support initiatives being undertaken by community groups
- Find ways to increase the involvement of youth in the community

4. A call to action

4.5 Celebrate our successes

If people are to be hopeful about the future of Youngstown, they need good reasons to support that belief. Celebrating each and every success story in the community is critical to building a feeling that the city's problems can be overcome.

ISSUES FOR DISCUSSION



- Hold public parties to celebrate successes
- Tell the good news stories: brownfields, government clean up
- Use positive media coverage to improve perceptions of the city
- Be active in marketing the strengths of Youngstown to both businesses and visitors

Summary

Accepting that we are a smaller city

Youngstown should strive to be a model
of a sustainable mid-sized city

Defining Youngstown's role in the
new regional economy

Youngstown must align itself with the
realities of the new regional economy

Improving Youngstown's
image & enhancing quality of life

Making Youngstown a healthier and
better place to live and work

A call to action

An achievable and practical action-oriented
plan to make things happen

How to get involved

Send us your comments!

Youngstown 2010
City Hall, 6th Floor
26 S. Phelps Street
Youngstown, OH 44503

Phone 330-742-8842

Fax 330-742-8997

Email youngstown2010@cityofyoungstownoh.com

You can download this presentation from:

http://www.cc.ysu.edu/psi/vision_2010.htm

**d. Immediate Needs Assessment of
Railroad Infrastructure in the
Youngstown-Warren Mahoning Valley
Region**



IMMEDIATE NEEDS ASSESSMENT

Of railroad infrastructure in the Youngstown-Warren Mahoning Valley region

For the



May 31, 2012

Conducted by



with

Excelsior Transportation Management

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Executive Summary

In February 2012, the Board of Trustees of the Western Reserve Port Authority requested assistance in determining if it should build its organizational capacity to aid or otherwise develop railroad infrastructure projects in the Youngstown-Warren Mahoning Valley region. WRPA engaged RESTORE (Rail Enhancements = Sustainable Transportation, Opportunity, Revitalization & Employment), a rail freight infrastructure research arm of the nonprofit educational organization All Aboard Ohio, to help it determine what might be the best way to build its rail development capacity.

In its project scope, WRPA asked RESTORE to identify, evaluate and recommend up to five railroad infrastructure projects which represent “immediate needs” for the region. This report is the result of that request.

“Immediate needs” represent the low-hanging fruit among railroad infrastructure improvements – projects that are likely to be less complicated, less time-consuming and less expensive. WRPA stipulated in its contract with RESTORE that it wanted RESTORE to consider only those projects that could be implemented in two years or less. In all practicality, that means identifying projects that do not require property acquisitions and have little or no design and engineering remaining before construction can begin. These are infrastructure projects that have often been termed as “shovel ready” in recent years. These types of projects are a good way for developing WRPA’s organizational capacities of knowledge, finances and partnerships for improving rail infrastructure.

Many port authorities and regional development authorities in the U.S. engage in rail infrastructure improvement projects through planning, coordination, environmental assessments, financial assistance, organizational partnerships, data sharing or outright ownership of railroad facilities, structures and rights of way. The largest railroad-owning port authority in Ohio is the West Central Ohio Port Authority (WESTCO) based in Springfield, which owns 94 route-miles that were threatened with abandonment by the large “Class I” railroads. WESTCO was created in 1990 by county commissioners in three counties, but its rail lines reach into five counties.

Another structure is a regional development authority. One of the largest near the Mahoning Valley is the Susquehanna Economic Development Association-Joint Council of Governments (SEDA-COG) Joint Rail Authority (JRA). The JRA owns more than 150 route-miles of railroad that were threatened with abandonment starting in the early 1980s. It acquired rights of way, facilitates financing of infrastructure improvements, and administers operating agreements with private railroad companies to provide local and regional freight services.

However, most rail-supportive activities by other port authorities and development authorities are smaller. Large or small, nearly all of them started out modestly. Most built their capacities and activities over time and with hands-on experience aided by the knowledge of others. This report offers a way to move forward with rail infrastructure development by identifying, assessing and suggesting projects that would serve “immediate needs.” It is up to the WRPA board to decide next steps that serve their organization’s mission and goals.

Ken Prendergast
Executive Director
RESTORE
May 31, 2012



Looking west at Leavitt Road, Leavittsburg, 1975



Looking west from Leavitt Road, Leavittsburg, 2012

Both photos by Roger Durfee

Background

Over the past 35 years of deindustrialization in the Youngstown-Warren Mahoning Valley, the region has lost a significant amount of rail infrastructure. Since December 1979 when Conrail's Office of Chief Engineer published a map (see 1986 edition at end of report) of the Mahoning Valley's rail facilities, the region has lost 20 railroad yards serving industrial plants, classification and interchange operations. It also lost entire mainlines of the Erie-Lackawanna, Pittsburgh & Lake Erie, and the Lake Erie & Eastern – once proud railroads that each hosted dozens of daily trains. And it lost numerous branch lines and industrial tracks whose rights of way have since been scoured by salvaging operations or turned over to other uses.

As sad as it may be, much of this massive change is understandable considering that railroads needed to scale down their physical plant commensurate with the region's deindustrialization. But with the benefit of hindsight and especially in the context of present-day reindustrialization efforts locally, it is apparent that railroad infrastructure was cut too deeply. Much of this new viewpoint can be traced to the activities surrounding booming development of the shale gas industry, but not all of it.

Today, huge industrial tracts once left to rust into oblivion 30 years ago are rapidly expanding with advanced manufacturing techniques, productive labor-management relations, the support of local economic development efforts, and changes in the global economy. The region's railroads are also starting to see renewed activity with more operations and capital investments planned. But the loss of certain rail infrastructure is requiring railroad managers to make hard choices of what customers it can and can't serve. And shippers who want to use rail sometimes cannot. If the region is to capitalize on more job-producing opportunities, it may need to invest more funding into rail infrastructure.

Recognizing the scale of change that has come and is still coming to the Youngstown-Warren Mahoning Valley region is important for purposes of preparation. This report addresses rail infrastructure preparations that are being undertaken in the short term by railroads, shippers and community leaders in the Mahoning Valley.

The region can see into the future somewhat by looking east "up river" to energy developments in the region above the Marcellus Shale. Development of energy resources in that area is about five years ahead of developments in Eastern Ohio over the more deeply layered Utica Shale. The farther east someone travels, the nearer those energy-laden shales are to the surface, and thus those shales get tapped first.

The first Marcellus Shale well was drilled in Washington, Pa. in 2003. By 2007, geology.com reports that about 375 gas wells with suspected Marcellus intent had been permitted in Pennsylvania. Since then, between 1,000 and 2,000 drilling permits with suspected Marcellus intent were issued each year without two-thirds drilled, according to the commonwealth's Department of Environmental Protection.

In one gas-prolific region called the Northern Tier – the five counties north and west of the Scranton/Wilkes-Barre metro area – only four of 13 permitted Marcellus wells were drilled in 2007. Those numbers grew to 767 wells drilled in 2010, with 1,686 wells permitted, according to the Northern Tier Regional Planning & Development Commission (NTRPDC).



A train-to-truck sand transload facility at Williamsport, Pa. Each rail car has the same carrying capacity as 4-5 trucks.

Railroads and track-owning port authorities in the Northern Tier and Susquehanna Valley regions report rail traffic is up about 25 percent – far above those in the rest of the nation, according to the Susquehanna Economic Development Association-Joint Council of Governments (SEDA-COG) Joint Rail Authority of Lewisburg, Pa. Much of that railroad carload traffic is due to well-drilling activity at this early stage of Marcellus Shale development.

Well-drilling commodities handled by rail in the NTRPDC region include:

- Sand used in the fractionation process;
- Pipe for drilling, casing, and gathering of extracted gas;
- Cements and related materials for pad development and casing;
- Hydrochloric acid for the fracturing process;
- Used brine water for disposal after fractionation process;
- Miscellaneous equipment and supplies.

In total, more than 30 rail carloads of well-drilling commodities are needed per well. Of that, sand is the most significant commodity, according to a November 2011 report, “Marcellus Shale Freight Transportation Study” conducted by Gannett Fleming for NTRPDC. The report noted that:

“Sand for Marcellus shale gas production is almost exclusively delivered from the Midwest via rail and then trucked to the well site. An average rail car can carry 100 tons of sand which requires 4 or 5 trucks for offloading via a mobile conveyor. A single well may use up to 25 rail cars of sand.”

Forecasted estimates of Marcellus Shale drilling activities for the NTRPDC region were developed for the short-term (2015), mid-term (2020), and long-term (2035) time horizons. Forecasts for that region of Pennsylvania are based on:

- Well permit requests beginning to decline in the next 5 years;
- Well drilling leveling off in 5 years and will begin to decline in 10 years;
- Assumption that nearly all permitted wells will be drilled;
- Railroads will continue to maintain their current share of commodities moved for Marcellus Shale operations;
- The industry will begin to experience declines in drilling operations in approximately 15 years.

The report also projected that Marcellus Shale-related rail freight traffic in the five-county NTRPDC region is projected to grow to 20,000 annual carloads by the early 2020s and drop to near zero by the early 2030s.

The reason is that the Northern Tier of Pennsylvania produces “dry” methane natural gas and is typically shipped via pipeline. Also maintenance of well sites is by truck as it does not require high-volume, bulk shipments which favor rail.

As noted before, development of the Utica Shale is trailing that of the Marcellus Shale by about five years. Thus forecasts for Eastern Ohio could reasonably be:

- Well permit requests beginning to decline in the next 10 years;
- Well drilling leveling off in 10 years and may begin to decline in 15 years;
- The industry may begin to experience deeper declines in Eastern Ohio regional drilling operations in approximately 20 years.



Reactivation of the Westland Branch, abandoned for 30 years, was underway in March 2012 near Southview, PA southwest of Pittsburgh. Wheeling & Lake Erie RR will ship up to 200 tank cars of propane and other gases daily from a new MarkWest processing plant in Houston, PA. While rail traffic from drilling for dry gas in the Marcellus Shale is not projected to last more than 20 years, the Utica Shale’s wet gas is creating rail traffic that likely to continue for a longer time.

But the benefit of the Utica Shale is that it offers wet gas versus the dry gas in the Marcellus Shale precedent. Indeed, the industrial and transportation impacts from tapping the Utica Shale are likely to be longer lasting because of the wet gas byproducts of crude oil, butane, propane, ethane and pentanes. They often need vehicular shipment because much pipeline infrastructure does not exist for their movement.

In some cases, such as with ethane, their industrial uses preclude pipeline transport. An ethane cracker breaks up natural gas arriving by pipeline into the elements

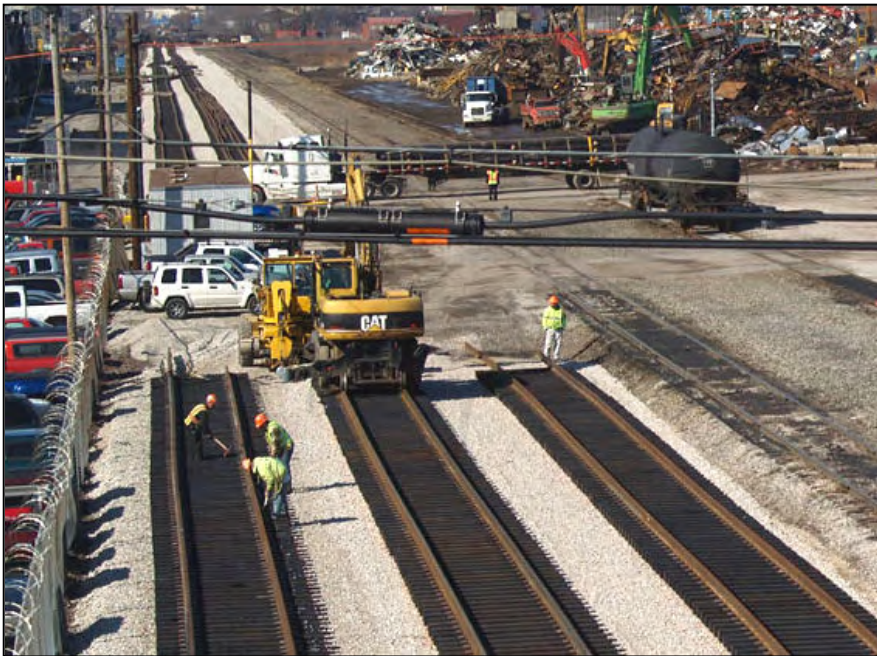
that comprise plastic and polymers, such as ethane, ethylene and polyethylene. As unfinished raw materials (ie: polyethylene pellets), they are of a lower value and are often produced in such large quantities that their shipment in bulk makes rail an economical choice. Shell’s planned ethane cracker in Monaca, Pa. could produce 40 rail carloads of polyethylene pellets each day, according to media reports of predicted production levels.

Another wet gas project that could be a harbinger for the Mahoning Valley is the new and expanding MarkWest Energy Partners LP processing plant in Houston, Pa., southwest of Pittsburgh. This cryogenic “fractionator” plant fed by more than a dozen compression stations separates natural gas, propane, butane and, eventually, ethane into products for shipment by train, truck and pipeline. Hundreds of trucks have poured in and out of the gas plant daily, prompting reactivation and extension of a nearby railroad spur built in the 1920s to serve a local coal mine.

The Westland Branch of the Montour Railroad from Southview, Pa. was abandoned in 1981 and later gained a hike-and-bike trail on part of its right of way. Construction of the new railroad line began in the fall of 2011. Reactivation of this three-mile-long railroad requires new bridges, tracks and

relocation of the trail. It also required newly graded roadbeds for a multi-track railroad yard at the gas plant and for a track connection to reach the Wheeling & Lake Erie Railroad's mainline instead of the Montour at Southview. In the first year of rail access in 2013, 400 million gallons of natural gas liquids will be produced and loaded into nearly 15,000 railroad tank cars, or 40 carloads per day. That production is forecast to grow five-fold in the coming years to 200 daily carloads.

Yet another railroad reactivation project in the heart of Marcellus country in Pennsylvania may set a precedent for Eastern Ohio. In May 2012 and after four years of environmental reviews, the Surface Transportation Board (STB) gave final approval to RJ Corman Railroad and Norfolk Southern Corp. to reactivate about 20 miles of the former Beech Creek Branch Line from Phillipsburg to Gorton northwest of State College, Pa. Half of this former Conrail right of way was railbanked and the other half abandoned 20 years ago. Railbanking is an alternative to abandonment created by Congress in 1983 in which a railroad retains rights to use a right of way again in the future. So even if interim uses such as a trail were built on the right of way, they have to remove their facilities (often at their own expense) to make way for the railroad.



Railroad construction workers lay new tracks next to V&M Star Steel's growing Youngstown Works during the winter of 2012 so Genesee & Wyoming RR can handle thousands of new carloads of scrap steel for the mill's electric arc furnace and then deliver finished tubular goods for the oil and gas industry worldwide, plus other customers.

Under abandonment, a railroad gives up its rights to use the right of way again, and would have to petition the STB to use the property as if a railroad had never existed there before. However, railroads are one of the nation's few private interests which have eminent domain powers and the STB's decision to vacate the earlier abandonment from Phillipsburg to Munson, Pa. shows the legal powers that railroads possess and which are enforced by federal regulators.

There are numerous other rail infrastructure improvements "up-river" in the Marcellus region and which are starting to make their way into the Utica region. Some are spin-off investments resulting from the availability of cheap and abundant natural gas

while others are totally unrelated to the natural gas drilling boom. One of those is the reactivation of six miles of railroad line abandoned 30 years ago in Allenwood, Pa. near Williamsport, for which SEDA-COG secured \$3 million in federal construction funds.

There are more two reasons why the natural gas boom in the region is likely to produce long-term and potentially significant economic activity in the Youngstown-Warren area. One is the region positioning itself as the manufacturing "toolbox" for the energy industry, including steel tubular products, processing equipment and components, construction and maintenance machinery and tools. Another is the availability of low-cost, abundant and nearby supplies of crude oil, natural gas, propane, butane, ethane and their manufactured byproducts that could draw employers to the region.

Many of those activities, plus others that are unrelated to the region's natural gas drilling boom, will require rail service. This is especially true for the bulk movement of raw materials and finished goods. The efficient shipment of these products demands a safely maintained, extensive, high-quality and connected network of railroads in response to shippers' identified needs.

Study Process

On Feb. 16, 2012, the Western Reserve Port Authority (WRPA) Board of Trustees approved a proposal by RESTORE to conduct an "Immediate Needs Assessment" of railroad infrastructure in and near the Mahoning Valley. A contract was soon executed between WRPA and RESTORE to conduct the assessment over three months. RESTORE subcontracted with Michael Connor, Principal Railroad Consultant at Excelsior Transportation Management.



Nearly 1,000 steelworkers arrive for their shifts each day at V&M Star's Youngstown Works – a railroad-fed mill complex that Youngstown Sheet & Tube shut down in 1979.

Given the tight, three-month study timeline as required by the study contract, RESTORE kept the study process very simple. It would organize two public input meetings – one at the start of the study and the other at the end with two intervening coordination meetings attended by staff from WRPA, Eastgate and the Ohio Rail Development Commission. There was also participation in one meeting by the Mahoning Valley Economic Development Corp. as well as by Rep. Tim Ryan's staff in the other coordination meeting.

Given the tight, three-month study timeline as required by the study contract, RESTORE kept the study process very simple.

The public input meeting at the start of the study was held March 8, 2012 at the Youngstown Club and was attended by 20 persons representing businesses, village and municipal governments, regional planning organizations, industrial parks, real estate professionals, and average citizens. After a brief presentation by

RESTORE, the attendees provided suggestions and criteria on how to identify projects to meet various needs and how to score them to come up with a ranking of each project. Input suggested including only those projects located west of I-79, south of Lake Erie, east of I-77 and north of I-70.

Per RESTORE's contract with WRPA, the five rail infrastructure projects achieving the highest score would be recommended. More criteria were suggested than were ultimately used because some were similar to each other. Using feedback at the first coordination meeting held on March 29, the scoring criteria were refined to 10 and ultimately used for this assessment. Specific scores per measurement (ie: X points for Y carloads per year) were proposed for the second coordination meeting on April 26.

An important issue was resolved at that meeting – to fairly measure vacant land in the assessment. At the earlier public input meeting, the availability of vacant land along rail lines was deemed important for future economic development and to aid a rail project's financial sustainability. However, rail infrastructure projects that were longer in distance (and ultimately more complicated and expensive, thus potentially contrary to the "immediate needs" scope of the study) scored higher because they had more vacant land along them. So it was suggested at the second coordination meeting that the measurement of "vacant acreage per mile" of railroad be used instead. That resulted in smaller, simpler and less expensive projects receiving higher scores, which was more consistent with the "immediate needs" scope. This shows how feedback was used to refine the project scoring process.

Identification of projects for consideration came from sources among three basic categories:

Railroads – Ashtabula Carson & Jefferson (via COO Robert Callahan), Cleveland Commercial RR (via CFO Bill Brown), CSX (via ORDC), Genesee & Wyoming (via ORDC and Michael Connor), Norfolk Southern (via Contract Sales Agent and Rail Logistics Specialist Gary Landrio), and Youngstown & Southeastern (via President Powell Felix);

Shippers – CASTLO (via board Chairman Randy Partika and Executive Director Michael Hoza), Ohio Commerce Center (via Routh Hurlbert reps Dan Crouse and Chuck Joseph), and Trans-Rail America Corp. (via Howard Hanna rep James Pirko);

Community – Citizens, Eastgate Regional Council of Governments (via Director of Comprehensive Planning Tim Yova), Mahoning Valley Economic Development Corp. (MVEDC Executive Director Michael Conway), Northeast Ohio Trade & Economic Consortium (via President/CEO Ron DeBarr), Ohio Rail Development Commission (via Chief Planner Lou Janazzo & Planner Don Damron), Rep. Tim Ryan (via District Director Rick Leonard & Economic Development Coordinator Chris Cupples), Western Reserve Port Authority (via WRPA Senior Director of Economic Development Sarah Lown), as well as Youngstown-Warren Regional Chamber of Commerce (via VPs Anthony Paglia & Eric Planey).

Each project site was visited by RESTORE's Ken Prendergast, Excelsior's Michael Connor, or both. Communication was made with at least one principal involved with each project, either in person, by phone, e-mail or by contact from their representative.

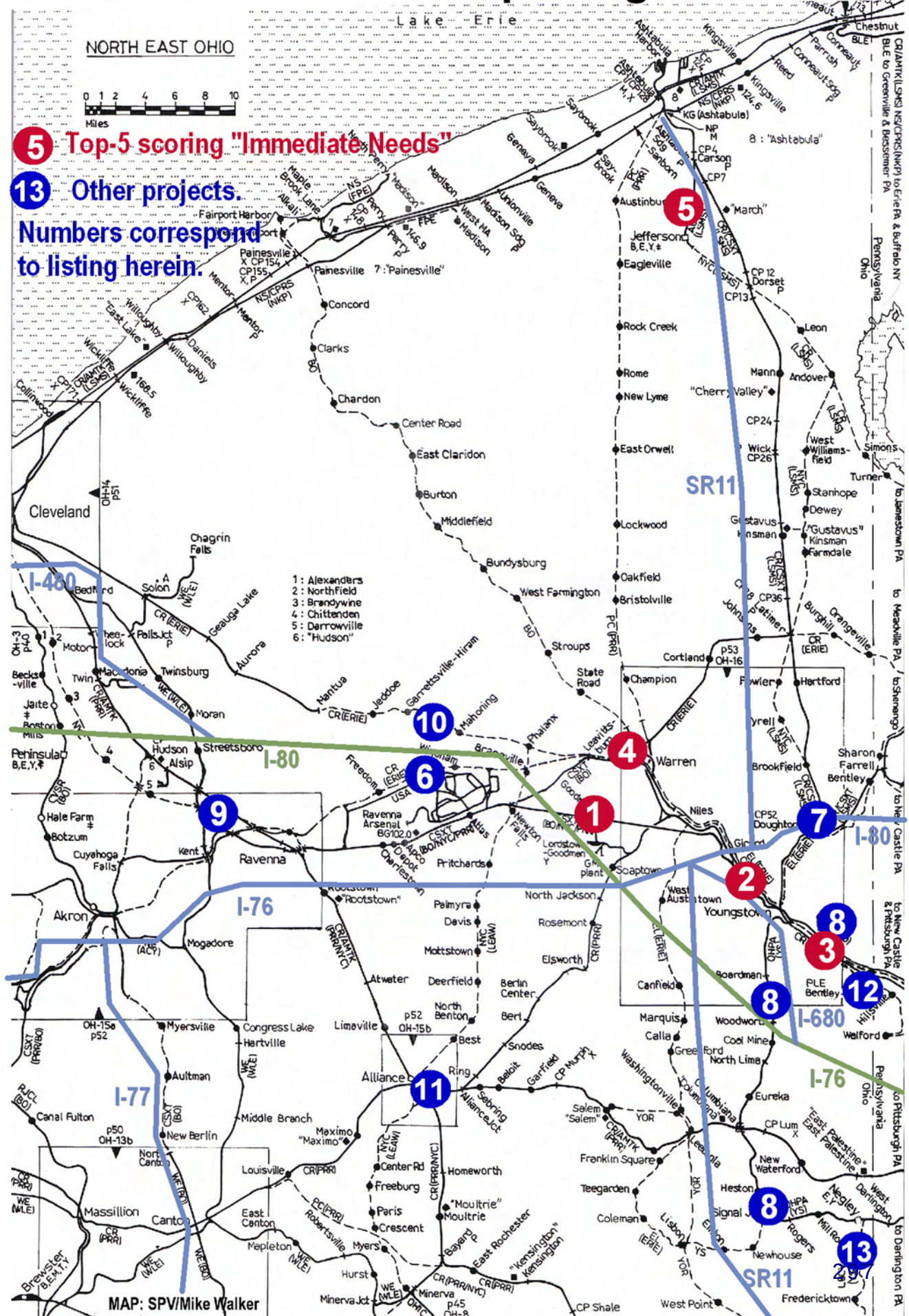
Per RESTORE's contract with WRPA, the five rail infrastructure projects achieving the highest score will be recommended.

At the second of two public input meetings, held May 10 at the Youngstown Club, the draft recommendations were presented to about a dozen attendees including two media representatives who shared the preliminary findings in their articles. The draft findings were also posted on All Aboard Ohio's website and shared with more than 300 members of the community by e-mail. WRPA staff also shared the findings with board members for their feedback.

As a result of that outreach, one project was dropped from consideration (an Airport Rail Link) and another was added (the Hubbard transload proposed by Trans-Rail America). This shows the importance of sharing the preliminary findings to gather as much as feedback as possible despite the study's tight timelines. Ultimately, a three-week public comment period on the preliminary findings was offered before the final report was submitted to WRPA on May 31, 2012.

Construction cost estimates: The construction cost projections contained in this report for each rail infrastructure project are conceptual-level estimates based on unit costs developed by others for various clients, including mainline, secondary track and railyard improvements. They include data developed by Quandel Consultants in 2011 for the Ohio Hub System and other uses; NETEX Rail District for its 2012 TIGER IV application; CASTLO, Ohio Rail Development Commission and reviewed by Michael Connor, Principal Railroad Consultant at Excelsior Transportation Management.

Overview Rail Map - Regional





Rail Project Scorecards

To develop criteria for the identification and recommendation of rail infrastructure development projects, a public meeting was held March 8, 2012 in downtown Youngstown. It was attended by citizens, urban planners, municipal officials, shippers, business owners and representatives, commercial real estate professionals and others. Separately, representatives of railroads, chamber of commerce and other business and logistics experts were contacted for their input to this assessment. Through that input, numerous criteria were suggested to help identify potential projects and, ultimately to evaluate the projects that were suggested by railroads, shippers and others.

A follow-up meeting was held May 10, 2012 at the same location in downtown Youngstown and attended by many of the same persons as the first meeting. There, they reviewed the projects and saw how the projects scored using a point system based on the suggested criteria. These are the suggested criteria and the points that were assigned to them.

Scorecard criteria descriptions

TIMELINE – Since this report is an assessment of “immediate needs” then Timeline is one of the most crucial criteria. In fact, RESTORE’s contract with the Western Reserve Port Authority precludes it from recommending any projects whose implementation will likely require more than two years of planning, procurement of most of the funding package, property acquisition, permits and construction. So, for a project to be recommended, planning might have to be already completed or well-advanced at the time of this assessment for construction to be underway within two years of the issuance of this report.

Therefore, if a project’s construction can be underway in one year, it is assigned ten (10) points; if a project’s construction can be underway in two years, it is assigned five (5) points. If construction is unlikely to begin until three years or more after the issuance of this report, then it is assigned zero (0) points.

UNFUNDED CAPITAL COST – The ability to realize projects often depends on the cost. The larger the cost, the fewer potential funders there are with the capacity to pay for it. Capacity is not limited to finances, but also to experience with rail projects. If a rail project carries a relatively small price tag, it is also likely to be less complicated (ie: requires less environmental review, needs little or no property acquisition, involves little or no earthmoving, etc.). Or if there is significant funding already in place for a large project but the unfunded portion is relatively small, then much of the planning framework is probably already far advanced. New funding might simply be plugged in to implement the project.

Therefore, a project having unfunded capital costs less than \$500,000 is assigned ten (10) points), a project needing \$500,000-\$999,999 is assigned eight (8) points), \$1 million-\$2,499,999 is assigned six (6) points, \$2,500,000-\$4,999,999 is assigned four (4) points), and a project needing \$5 million or more is assigned two (2) points.

ESTIMATED CARLOADS PER YEAR – Input encouraged the pursuit of projects that are financially sustainable. A good way to measure the otherwise abstract notion of financial sustainability (ie: whether a project is a sound financial investment) is the existing and or potential use of it. In the railroad industry, use is typically measured in carloads (often for unfinished/bulk goods) or intermodal units (often for finished/manufactured goods). Since no freight rail-involved intermodal facilities are planned in the Mahoning Valley at this time, carloads are used to measure financial sustainability. Because mainline freight trains often measure more than 50 cars in length, and branchline freight trains are typically 50 cars or less, a shipper that can generate enough carloads to fill a significant portion of a train’s consist is very attractive to a railroad. Input encouraged measuring existing carload traffic on the right of way to be improved because its revenues can help sustain expanded capacity, in addition to potential carload traffic achieved as a result of the project.

Therefore, total predicted traffic on the right of way to be improved or built measuring 10,000 or more carloads per year (equals 27.4 carloads per day) is assigned ten (10) points, 5,000-9,999 carloads per year is assigned eight (8) points, 2,500-4,999 carloads per year is assigned six (6) points, 1,000-2,499 per year is assigned four (4) points, 1-999 carloads per year is assigned two (2) points, and a project whose demand/user is not yet identified is assigned zero (0) points as the project does not represent an immediate need.

WATERWAY (NAVIGABLE) ACCESS – Projects having existing rail access to nearby navigable waterways (Lake Erie and Ohio River), or projects that would create access to those waterways were considered important by public meeting attendees. However, waterway access needs to be quantified. When two or more railroads are needed to move a shipment, costs rise, delivery times may increase, reliability may diminish and the risk of damage or theft grows. Not only do shippers tend to prefer dealing with just one carrier, but so do railroads even if it means an indirect routing so that it can retain all the revenue from moving the shipment. It should also be noted that the major railroads like CSX and Norfolk Southern prefer to not ship the 50 miles or less to Lake Erie or Ohio River ports unless the shipment is very large, such as train-loads of iron ore brought from the Port of Ashtabula to RG Steel in Warren. Instead, they prefer to handle shipments over longer distances to salt-water ports, such as on the East Coast. Exceptions are the shortline railroads which generally would be happy to move as little as a few carloads per week to ports on Lake Erie or the Ohio River.

Therefore, if the project's location today or as a result of proposed project provides rail access to both Lake Erie AND Ohio River ports without interchange between carriers, then the project is assigned four (4) points. If a lake OR river port can be reached by rail without interchange, the project is assigned two (2) points. If a port on neither waterway is accessible without interchange (0 points). If a regional (Class II) or shortline (Class III) railroad can be the only carrier involved, then multiply the point total by two (2).

NEAR MAJOR ASSETS – Another way to measure financial sustainability is the project's proximity to major assets that can generate rail freight traffic. Physical closeness is only part of the equation however. If there is a physical obstruction (river, large embankment, cemetery, school, etc), between the project and the major asset that requires burdensome expense, legal complications or environmental issues to overcome, then the value of that proximity is reduced. A project can be assigned up to eight points based on the following criteria.

Therefore, if a project is within 500 feet with some physical obstructions or within 1,000 ft with no physical obstructions of a site that can serve as drilling-related transload area within two weeks it is assigned two (2) points; an existing/willing rail shipper; two (2) points; and an existing/planned industrial park, two (2) points. And, if the project is within two miles of an interchange with a limited-access highway it is assigned two (2) points or within four miles of an interchange with a limited-access highway it is assigned one (1) point.

LARGE VACANT LAND – Financial sustainability can be measured by proximity to large vacant land on which a shipper or shippers can establish facilities. Proximity to large tracts of vacant land was separated from "Near Major Assets" because it demonstrates a potential for long-term financial sustainability over many years, if not decades. Acres of vacant land per route-mile of railroad right of way were considered to be a fair measure by those giving input. Fewer points are assigned here than with existing/planned carloads because existing/planned use is considered more valuable than potential use resulting from future development of vacant land.

Therefore, a project that is within 500 feet with some physical obstructions or 1,000 feet with no physical obstructions of 40+ acres of vacant, developable land per route-mile is assigned five (5) points, 30-39 acres per route-mile is assigned four (4) points, 20-29 acres is assigned three (3) points, 10-19 acres is assigned two (2) points, and 9 acres or less per route-mile is assigned one (1) point.

FOSTERS RAILROAD COMPETITION – Railroad competition was desired to keep shipping rates low and to encourage improved customer service. The identity, performance and reputation of individual railroad carriers involved with a project/site were less important because these characteristics can change over time. In fact, their performance can and often does change when a competing carrier is present. This is important to keep, retain and expand shippers in the Mahoning Valley. The presence of one rail carrier was considered to be worth one point because the project could make a rail carrier available to a site where it was not available before. Having at least one rail carrier available was deemed more valuable than having none at all.

Therefore, a project accessible to four or more railroad carriers is assigned four (4) points; three carriers, three (3) points; two carriers, two (2) points; and one carrier, one (1) point.

WIDE RAILROAD RIGHT OF WAY – The presence of a wide railroad right of way associated with a project was deemed valuable for two reasons. First, the availability of a wide right of way could allow a pipeline, utility or some other non-rail longitudinal use to share the right of way with a rail use. It could potentially provide a funding mechanism to enable the acquisition of the right of way and/or the development of railroad infrastructure. Second, a wide right of way could allow the shipment of high-wide loads such as large machinery/presses, military assets to/from Camp Ravenna or the airport, and oversized finished goods such as blades for wind turbines.

Therefore, a project associated with a right of way having a width no less than 110 feet is assigned four (4) points; 100-109 feet, three (3) points; 80-99 feet, two (2) points; and 60-79 feet, one (1) point.

CLASS OF RAILROAD – For purposes of accounting and reporting, the Surface Transportation Board (STB, the federal body which regulates railroads) generally classifies railroads according to their carrier operating revenue from the base year of 1991 and then adjusting it for inflation. Class I carriers (called “major” railroads) have annual operating revenues of \$398.7 million or more. Class II carriers (called “regional” railroads) have annual operating revenues of less than \$398.7 million but more than \$31.9 million. Class III carriers (often called “shortlines”) include those with annual operating revenues of \$31.9 million or less, and all switching and terminal companies regardless of operating revenues. For this report, input provided at the March 8 public meeting considered it more important to support projects that benefit Class II/III carriers for two reasons. First, Class I carriers are found by the STB as generating sufficient revenues to achieve (or come close to achieving) their cost of capital. In contrast, regional/shortline railroads typically are far less revenue adequate and often need financial assistance to carry out capital projects. Second, Class I railroads’ marketing tends to focus on larger shippers (including interchange of large numbers of carloads from shortlines). By comparison, regional/shortline railroads aggressively market their services to smaller shippers and can aid in their development and expansion. Thus, support of projects that directly benefit regional/shortline railroads was deemed to be of a higher priority.

Therefore, if a project is located on a right of way owned/leased or served by a major (Class I) railroad, it is assigned two (2) points. If it is on a right of way owned/leased or served by a regional/shortline (Class II or III) railroad, it is assigned four (4) points. And, if a proposed right of way ownership resulting from the project or an existing trackage rights agreement allows two or more classes of railroad to use/serve the same project, then the project is assigned six (6) points.

LONG TERM USE – Input provided at the March 8 public meeting considered it important to emphasize that this report not be limited to the shale gas industry, even though many industrial shippers in the region are growing because of it. The input wanted to include criteria which placed value on projects that offered a clear, known use after the initial spike in traffic growth at the onset of shale drilling.

Therefore, does the project serve an identified, long-term purpose after shale gas drilling ends in this region? If the answer is “Yes”, then the project is assigned four (4) points. If the answer is “No”, then no points are assigned.

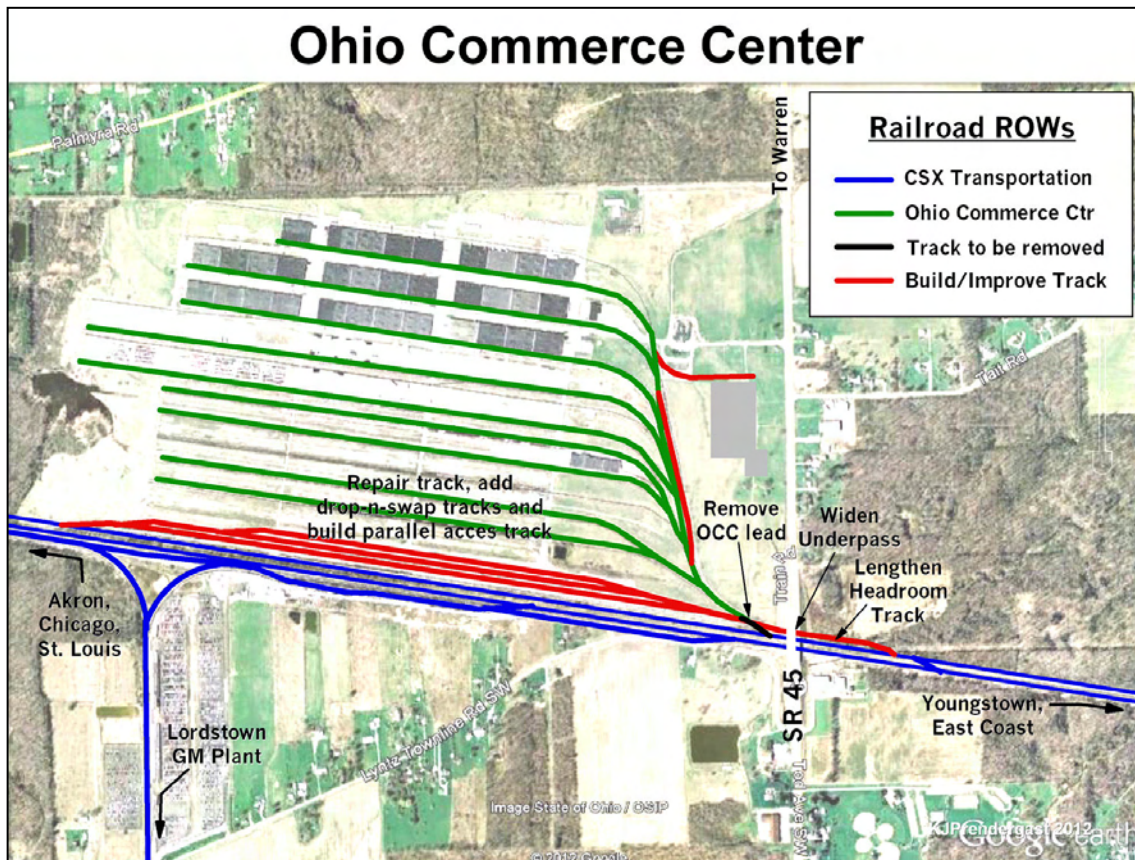
1. Project: On-site and site access track improvements

Sponsor: Ohio Commerce Center

Project Summary: To accommodate growing manufacturing, storage and distribution use of its 476-acre facility, including as a transload site for energy-related companies, numerous rail infrastructure investments are planned. These include street resurfacing, railroad crossings, rehab of track and turnouts for drop-and-swap tracks, construction of new track including a parallel access track and headroom track extension, plus modification of the underside of the SR 45 overpass for the headroom track. A retaining wall will be built to support the embankment for the overpass bridge. About 200 acres of the Ohio Commerce Center are rail accessible. Rail traffic capacity needs to be enhanced to accommodate projected growth from shippers already on site, new shippers that are constructing facilities or those seeking to locate shipping activities at the OCC. The sum of rail traffic from current and potential shippers is projected to be significant – more than 35 carloads daily.

Criteria	Comments	Score
TIMELINE	Funded track and underpass work could begin within one year. No property needs to be acquired.	10
UNFUNDED CAPITAL COST	Up to \$2.173 million may be needed to complete rail improvements.	6
EST. CARLOADS PER YEAR	Existing and projected traffic within two years is estimated by OCC at more than 13,000 carloads per year.	10
WATERWAY(S) ACCESS	CSX, a Class I RR, provides rail access without interchange to the Lake Erie port of Ashtabula (via trackage rights on NS) and to transloading terminals on the Ohio River.	4
NEAR MAJOR ASSETS	Site can serve a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 4 miles of a highway interchange.	7
LARGE VACANT LAND	OCC has 67 acres of rail-accessible, developable land per route-mile of track.	5
FOSTERS RR COMPETITION	The site is accessible by one railroad carrier.	1
WIDE RR RIGHT OF WAY	Parallel rights of way allow for lateral clearances of 200+ feet for pipelines, utilities or rail including for high/wide loads.	4
CLASS OF RAILROAD	Proposed improvements are to rights of way accessible by Class I RR.	2
LONG TERM USE	Rail capacity, unrelated to the shale gas business, is already cramped without the presence of rail/shale customers. Expanded capacity will likely continue to be used for many years by non-shale gas users.	4
TOTAL		53

See map and cost estimates for this project on the next page...



OHIO COMMERCE CENTER

On-site and site-access track improvements and construction
(FRA Class 1 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
Rehabilitate existing track	12,400	LinFt	\$ 10.00	\$ 124,000
New track on existing RR grades	11,300	LinFt	\$110.00	\$ 1,243,000
Replace/construct turnouts	Placeholder		\$600,000	\$ 600,000
Clearing of vegetation	6	Acre	\$ 6,000	\$ 36,000
Roadway crossings	1	Each	\$ 50,000	\$ 50,000
Retaining walls	4,400	SqFt	\$ 75.00	\$ 330,000
			SUBTOTAL	\$ 2,393,000
			30% CONT.	\$ 720,000
			TOTAL	\$ 3,113,000
TOTAL JRS-FUNDED RAIL COMPONENTS				<u>\$ 1,000,000</u>
			TOTAL NEEDED	\$ 2,113,000

2. Project: Ohio Junction rail yard expansion

Sponsor: CSX & Ohio Central RR (a Genesee & Wyoming Company)

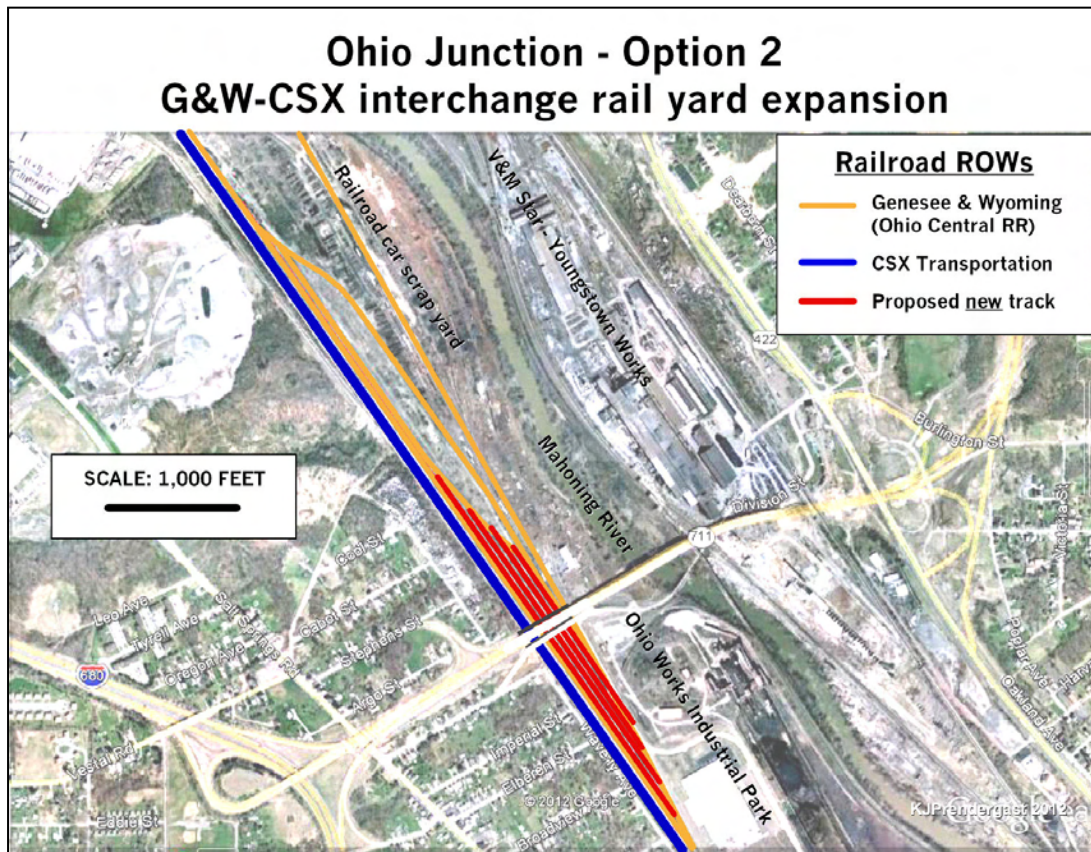
Project Summary: To accommodate growing steel pipe business at V&M Star's Youngstown Works, expansion of the interchange yard at Ohio Junction between CSX and Ohio Central (G&W) has been considered by Ohio Central. Prior to 2012, V&M's Youngstown Works produced about 500,000 tons of seamless steel pipe each year. With the \$707 million in total investment underway for expansion, this output is projected by V&M to grow by another 350,000 tons of seamless tubes in the near term, and potentially as much as 500,000 tons over the long term. Thus, it is assumed that capacity of the CSX/Ohio Central interchange yard may need to double to accommodate this growth, as well as to serve other growing industries and shippers nearby. Two design options for this expansion were considered – a long, two-track yard option and a short, four-track yard option. Both options offer similar capacity, may incur nearly identical costs and use the same CSX-owned parcel, so they do not need to be assessed on separate scorecards. Ultimately it will be up to the railroads to decide how to design the expanded yard to suit their own operating preferences. There is sufficient CSX-owned land for additional yard expansion as well as vacant land in the nearby Ohio Works Industrial Park for more industrial users.

Criteria	Comments	Score
TIMELINE	Project could be underway within one year of funding becoming available as no property needs to be acquired.	10
UNFUNDED CAPITAL COST	Estimated at \$2.3 million.	6
EST. CARLOADS PER YEAR	Actual carload data for the interchange yard was unavailable but is estimated at 5,000-10,000 per year currently, growing to 10,000 to 20,000 per year after V&M's expansion.	10
WATERWAY(S) ACCESS	CSX, a Class I RR, provides rail access without interchange to the Lake Erie port of Ashtabula (via trackage rights on NS) and to transloading terminals on the Ohio River.	4
NEAR MAJOR ASSETS	Site can serve a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	About 50 total acres of vacant land is adjacent to the project site, divided by about 13,000 feet of new track is 20 acres per track-mile.	3
FOSTERS RR COMPETITION	The project site is accessible by two railroad carriers.	2
WIDE RR RIGHT OF WAY	CSX rights of way to the site are at least 100 feet wide, and Ohio Central rights of way and/or clearances (including lateral/overhead bridge structures) to V&M are not constrained.	3
CLASS OF RAILROAD	CSX is a Class I carrier and Ohio Central is a Class III carrier.	6
LONG TERM USE	The existing Ohio Junction interchange rail yard serves non-V&M shippers in the area, but the expansion is clearly motivated by the expansion of V&M. If shale drilling activities were curtailed, the existing rail yard might be sufficient to serve the area's remaining shippers.	0
TOTAL		52

See map and cost estimates for this project on the next pages...

Two new yard tracks 6,000 and 6,300 feet long, realigning 2,800 feet of track (FRA Class 1 track standards)

305



OHIO JUNCTION RAIL YARD EXPANSION – OPTION TWO

Four new yard tracks 2,900, 3,300, 3,550, and 3,900 feet long
(FRA Class 1 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
New track with 110# CWR	13,650	Line	\$ 110.00	\$ 1,501,500
Turnouts on new/realigned yard tracks	8	Each	\$ 35,000	\$ 280,000
			SUBTOTAL	\$ 1,781,500
			30% CONT.	\$ 534,450
			TOTAL	\$ 2,315,950

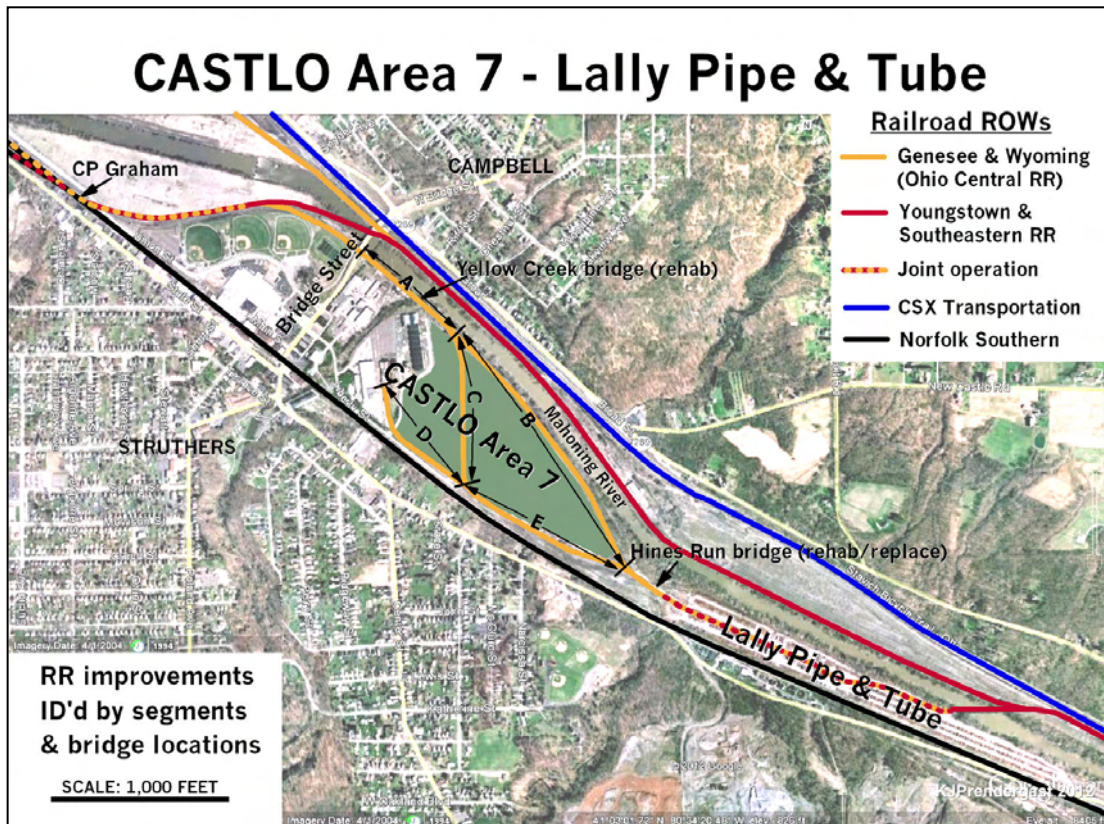
3. Project: CASTLO/Lally Rail Service Yard repairs/rehabilitation

Sponsor: CASTLO Community Improvement Corp.

Project Summary: Track and railroad bridge repairs are needed for the ongoing redevelopment of CASTLO's Area 7 including its Rail Service Yard concept and to accommodate an increase in steel pipe business at Lally Pipe & Tube Corp. Lally receives pipe by rail from V&M's growing steel plant on the Northwest side of the city. Total track length measures about 13,000 lineal feet plus two steel girder bridges – one over Yellow Creek (about 90 feet long) and Hines Run (about 55 feet long). A Job Ready Sites grant was recently awarded to CASTLO to demolish and remediate a 300,000-square-foot building, construct a sanitary lift station, remediate soil, grade the 60-acre site, construct roadways and utilities, and repair track. Due to other priorities, only about \$100,000 of the \$5 million JRS grant will be used to repair track. Up to \$1.33 million is needed to carry out CASTLO's remaining Rail Service Yard plan and improve rail access to Lally Pipe & Tube Corp.

Criteria	Comments	Score
TIMELINE	Funded track/bridge repairs could begin within one year.	10
UNFUNDED CAPITAL COST	CASTLO estimates up to \$1.175 million to complete rail improvements; RESTORE estimates up to \$1.33 million is needed. Both estimates result in the same score.	6
EST. CARLOADS PER YEAR	Between CASTLO and Lally, existing rail traffic is perhaps 200 carloads per year. This could double with the development of CASTLO's Area 7 and with growth at V&M and Lally to 400 carloads or more per year.	2
WATERWAY(S) ACCESS	NS and CSX are both Class I RRs that provide rail access without interchange to the Lake Erie port of Ashtabula and to transloading terminals on the Ohio River.	4
NEAR MAJOR ASSETS	Site can serve a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	CASTLO's Area 7 has 24 acres of developable vacant land per route-mile of track.	3
FOSTERS RR COMPETITION	The site is accessible by four railroad carriers – CSX, G&W, NS and Y&S.	4
WIDE RR RIGHT OF WAY	The onsite right of way, owned by CASTLO, is in excess of 110 feet wide.	4
CLASS OF RAILROAD	Proposed improvements are to rights of way accessible by CSX, NS (Class I) and G&W, Y&S (Class III).	6
LONG TERM USE	Certain rail infrastructure is more than 100 years old and needs renewal so it can continue to serve non-shale gas users.	4
TOTAL		51

See map for this project on the next page...



CASTLO Area 7 Job Ready Site as seen from the direction of Lally Pipe & Tube.

See cost estimates for this project on the next page...

CASTLO AREA 7 + LALLY PIPE & TUBE**Track and Bridge Improvements
(FRA Class 1 track standards)**

TRACK SECTION	DESCRIPTION OF WORK	PROBABLE COSTS
7A	Minor joint tightening	\$ 20,000
7B	Timber replacement, joint tightening, ballast and surfacing, install switch timbers, brush and debris removal	\$ 200,000
7C	Minor surfacing, ballast, joint tightening and crossing renewed	\$ 55,000
7D	Minor surfacing, ballast and joint tightening	\$ 15,000
7E	Minor surfacing, ballast and joint tightening	\$ 100,000
Yellow Crk Bridge	<u>Short-Term Repair</u> : repair walkway, bearings, and reinforce beams to achieve legal load capacity	\$ 70,000
	<u>Long-Term Rehab</u> : short-term repairs, improve approach ballast, replace ties, paint all structural steel	\$ 300,000
Hines Run Bridge	<u>Short-Term Repair</u> : repair walkway, reinforce beams, encase footers, fill in washout cavity on approach	\$ 100,000
	<u>Long-Term Replacement</u> : install two side-by-side 10'-wide by 8'-high precast concrete box structures, two full height concrete head walls, fill in embankment material and reconstruct rail line above	\$ 350,000

PRIORITY

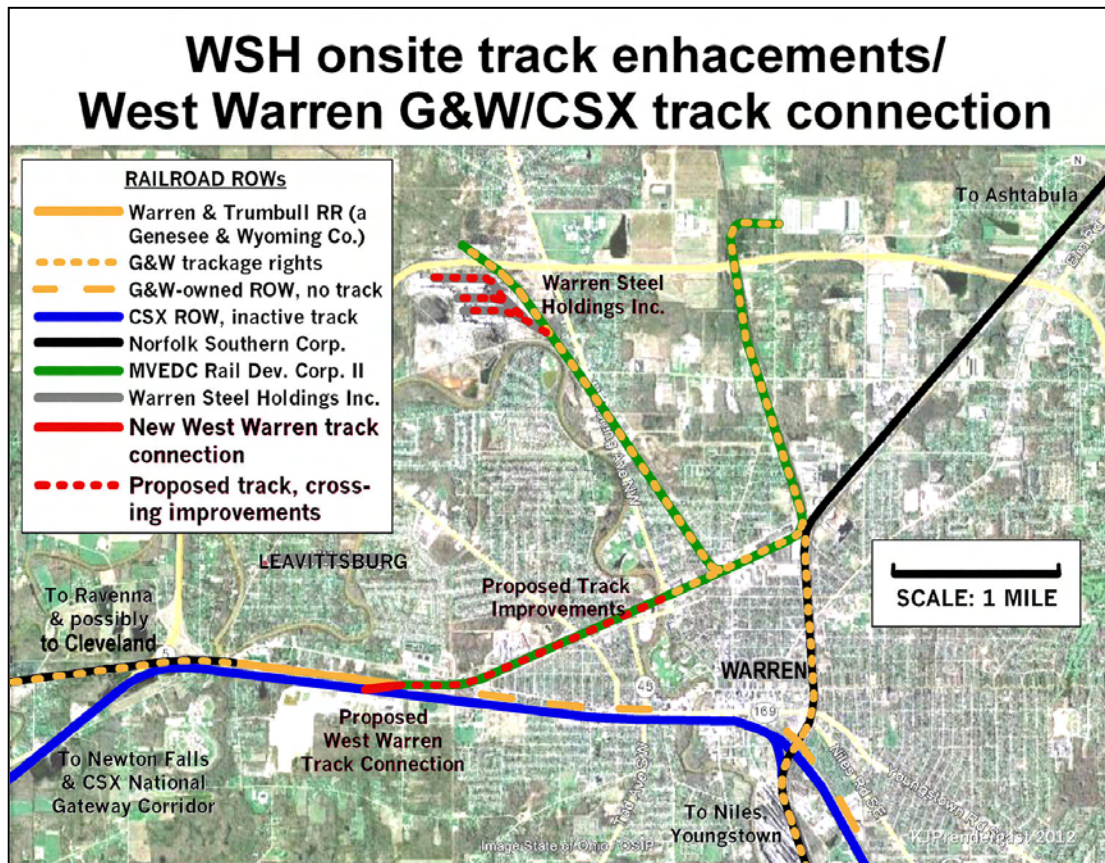
FUNDED	1	Yellow Creek Bridge, Short-Term Repair	\$ 70,000
BY JRS	2	Section 7A	\$ 20,000
	3	Section 7C	\$ 55,000
	4	Hines Run Bridge, Short-Term Repair	\$ 100,000
NO	5	Section 7E	\$ 100,000
FUNDING	6	Section 7D	\$ 15,000
PRO-	7	Section 7B	\$ 200,000
GRAMMED	8	Yellow Creek Bridge, Rehabilitation	\$ 300,000
	9	Hines Run Bridge, Replacement	\$ 350,000
		TOTAL JSR-FUNDED COMPONENTS.	\$ 90,000
		TOTAL <u>NO FUNDING</u> PROGRAMMED.	\$ 1,020,000
		30% CONT.	\$ 310,000
		TOTAL NEEDED	\$ 1,330,000

4. Project: WSH onsite track & West Warren track connection Sponsor: Warren & Trumbull RR (a Genesee & Wyoming Company).

Project Summary: Warren Steel Holdings is producing steel but using trucks for transportation. The need for up to \$300,000 in onsite rail infrastructure improvements are a hurdle to using more rail service and keeping shipping costs down for long-distance moves. Enhanced rail infrastructure can improve effective rail service and open up development opportunities. Combined with track improvements to the former Freedom Secondary track and construction of a new West Warren track connection immediately west of Martin Luther King Boulevard allows Warren & Trumbull RR to reach CSX's Newton Falls Subdivision, an interchange with the CSX mainline at Newton Falls, as well as new industries resulting from the West Warren Industrial Partnership and the Warren Commerce Park. At minimum, W&T RR would use a mix of its own rails and those of the Mahoning Valley Economic Development Corp.'s "Rail II Corp."

Criteria	Comments	Score
TIMELINE	Project could be underway within one year of funding becoming available as no property needs to be acquired.	10
UNFUNDED CAPITAL COST	Estimated capital cost of \$1.9 million.	6
EST. CARLOADS PER YEAR	Actual carload data for the project area was unavailable but is estimated at 5,000-10,000 per year based on WSH's annual production capacity of 500,000 tons as well as other potential users.	8
WATERWAY(S) ACCESS	Requires interchange with NS or CSX unless Cleveland Commercial RR extends service to this area (see Cleveland Corridor).	0
NEAR MAJOR ASSETS	Site can serve a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	Along the total 8 miles Rail II Corp. and the new track connection are about 340 acres of developable properties for commercial purposes, or 42.5 acres per route-mile.	5
FOSTERS RR COMPETITION	The project area would offer W&T/G&W (Class III RR) carrier to provide access to CSX and NS, two Class I carriers.	3
WIDE RR RIGHT OF WAY	Some sections of right of way are flanked by obstructions narrowing it to as little as 30 feet.	0
CLASS OF RAILROAD	Proposed improvements are to rights of way accessible by CSX, NS (Class I) and W&T/G&W (Class III).	6
LONG TERM USE	Most of W&T's existing and future customers are unrelated to the shale gas business and will likely continue to want rail for many years.	4
TOTAL		50

See map and cost estimates for this project on the next page...



WARREN STEEL HOLDINGS ONSITE TRACK ENHANCEMENTS + WEST WARREN CONNECTION

Warren & Trumbull RR (G&W) connection with CSX's Newton Falls Subdivision
(FRA Class 2 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
WSH onsite track enhancements*	Placeholder			\$ 300,000
Rehabilitate inactive track	10,500	LinFt	\$ 10.00	\$ 105,000
Mahoning River bridge repairs	Placeholder		\$100,000	\$ 100,000
Construct new track on graded right of way	1,200	LinFt	\$110.00	\$ 132,000
Construct mainline, manual turnouts	2	Each	\$200,000	\$ 400,000
Clearing of vegetation	12.6	Acre	\$ 6,000	\$ 75,000
Repair active devices at grade crossings	5	Each	\$ 50,000	\$ 250,000
3 new crossing surfaces w/ full-depth rubber	260	LinFt	\$ 500	\$ 130,000
			SUBTOTAL	\$ 1,492,000
			30% CONT.	\$ 447,600
			TOTAL	\$ 1,939,600

* Cost estimate provided by Warren Steel Holdings & Ohio Rail Development Commission.

5. Project: Carson, Jefferson transload expansions

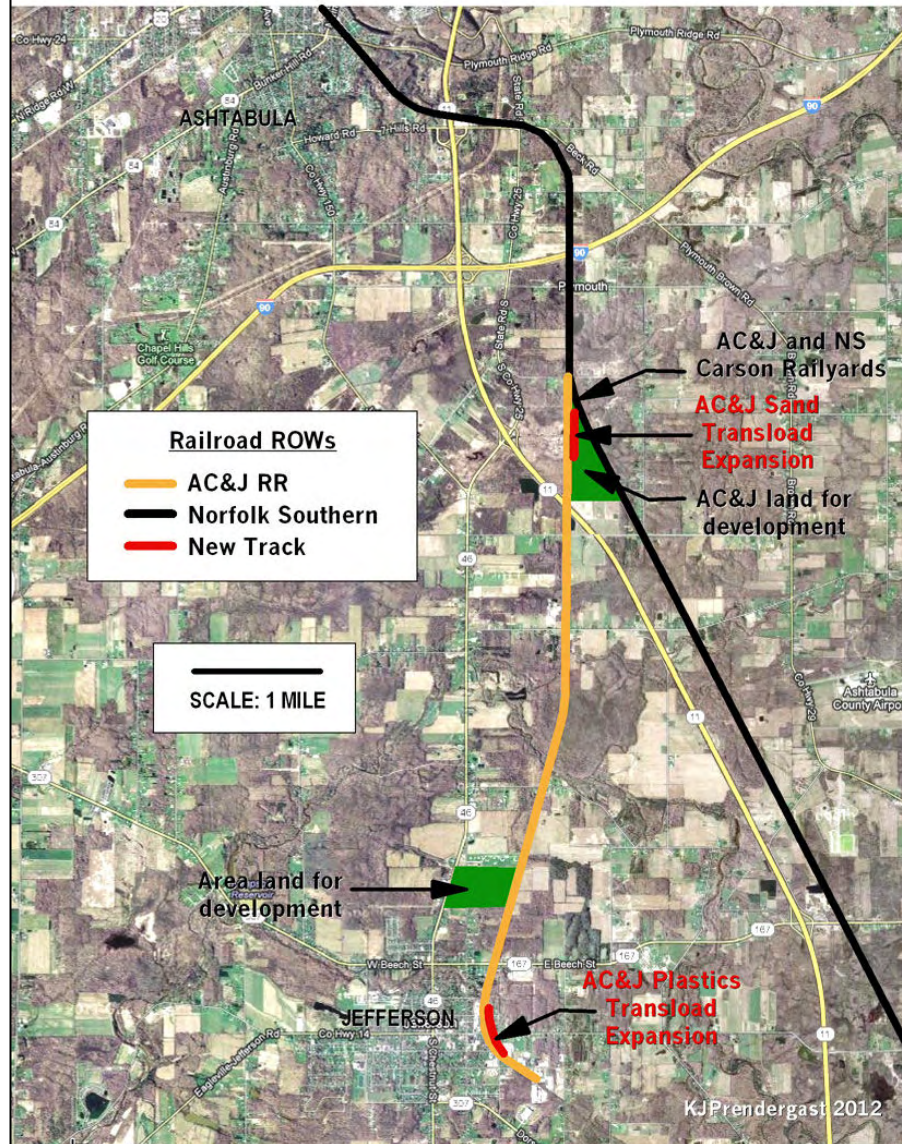
Sponsor: Ashtabula, Carson & Jefferson Railroad Inc.

Project Summary: Robert Callahan, COO of AC&J Railroad Inc., reports that added sidings totaling 2,000 feet in length are needed now for railcar storage and to handle surges in traffic or unit trains at the railroad's aggregates transload at Carson and at its plastics transload in Jefferson. This includes a second pit at Carson for transloading more aggregates, including future sand transloading for drillers. The aggregates transload at Carson is 2,000 feet east of the SR46 interchange with SR11. Existing and proposed rail infrastructure could serve an adjacent, vacant 62-acre parcel owned by an AC&J-affiliated company at Carson. A vacant 170-acre site currently zoned for agriculture is located about 4,000 feet north of the northernmost track turnout in Jefferson, across both sides of the rail right of way and owned by two local businessmen.

Criteria	Comments	Score
TIMELINE	Aggregates transload capacity expansion at Carson and plastic transload capacity expansion at Jefferson could be underway within one year.	10
UNFUNDED CAPITAL COST	According to Ohio Rail Development Commission, total projected capital cost is estimated at about \$300,000. RESTORE's estimate is \$416,000. Both estimates result in the same score.	10
EST. CARLOADS PER YEAR	About 500 carloads currently and nearly 1,000 total projected in the near-term.	2
WATERWAY(S) ACCESS	Requires interchange with NS as AC&J does not have trackage rights over NS.	0
NEAR MAJOR ASSETS	Site can serve a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	About 20 acres of vacant, developable land per route-mile is accessible to AC&J's ROW.	3
FOSTERS RR COMPETITION	Although the Carson site is between AC&J and Norfolk Southern (over which CSX trackage rights), AC&J is captive to NS because CSX has overhead rights.	1
WIDE RR RIGHT OF WAY	Ashtabula County Auditor GIS shows the State of Ohio-owned right of way, leased by AC&J, is approximately 90-95 feet wide.	2
CLASS OF RAILROAD	The projects are on a right of way owned by the State of Ohio leased only by AC&J, a shortline (Class III) railroad.	4
LONG TERM USE	Rail capacity, unrelated to the shale gas business, is already cramped. Expanded capacity will likely continue to be used for many years by non-shale gas users.	4
TOTAL		44

See map and cost estimates for this project on the next page...

Ashtabula Carson & Jefferson RR transload expansions



Ashtabula, Carson & Jefferson Railroad Inc. Carson, Jefferson transload expansions (Exempted track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
New track on existing RR grade	2000	LinFt	\$110.00	\$ 220,000
Construct new manual turnouts	4	Each	\$ 25,000	\$ 100,000
			SUBTOTAL	\$ 320,000
			30% CONT.	\$ 96,000
			TOTAL	\$ 416,000

6. Project: Cleveland direct rail corridor to Mahoning Valley (Option 2-via Kent)

Sponsor: None

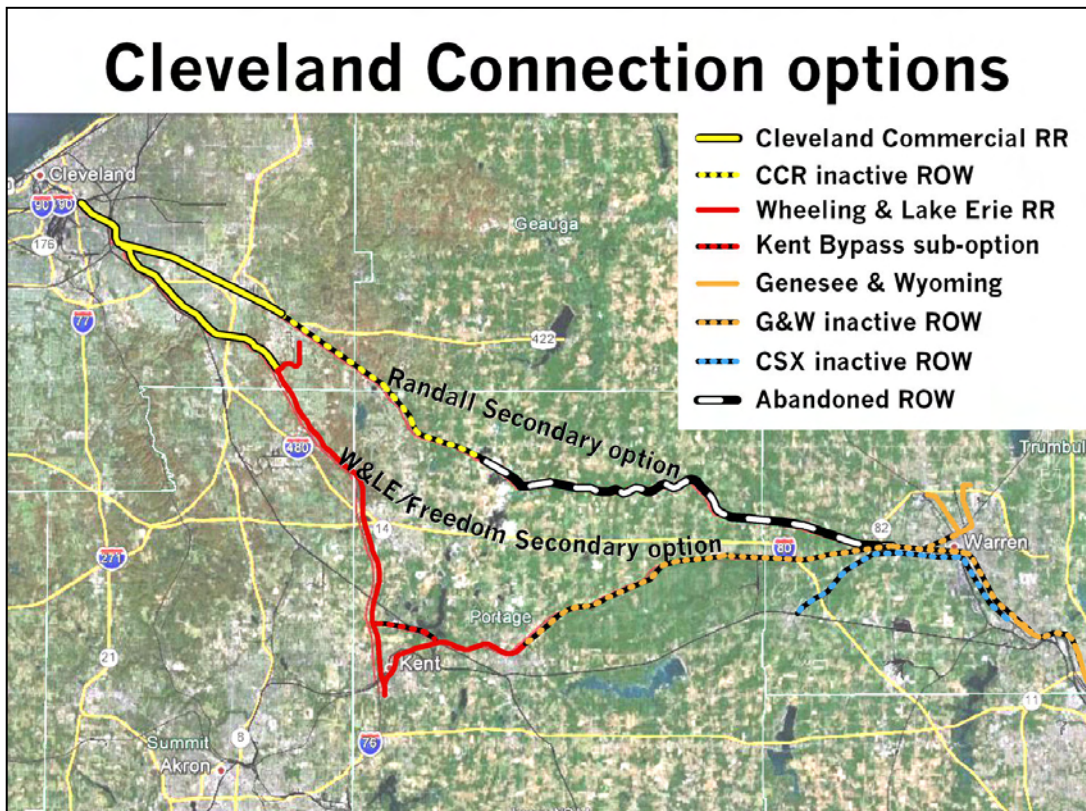
Project Summary: At this time, this is only a concept for linking Northeast Ohio industrial shippers by shortline railroad. Such shippers are producing or using finished steel, scrap steel, coke, aggregates, natural gas liquids, polyethylene and other products in Greater Cleveland and the Mahoning Valley. This concept represents the longest but probably least capital-intensive of three potential routing options for linking the two regions. It totals about 61 route-miles from Rockefeller Avenue in Cleveland east to South Leavitt Road in Leavittsburg. It is via:

- Cleveland-Glenwillow (14.6 miles) – Cleveland Line owned by Wheeling & Lake Erie RR but leased to CCRL;
- Glenwillow-Kent (17.4 miles) – Cleveland Line owned and operated by W&LE;
- Kent-Ravenna (9 miles) – Freedom Secondary owned by Portage County and leased to W&LE subsidiary Akron Barberton Cluster Railway. Mileage includes reversing move required at Kent;
- Ravenna-Leavittsburg (20 miles) – Freedom Secondary owned by Norfolk Southern over which Warren & Trumbull RR (a Genesee & Wyoming Corp. subsidiary) has a lease for non-common carrier operations, and is self-renewing annually at \$1 per year until terminated.

This route option assumes that right-of-way access is granted by W&LE, Portage County and NS. It also requires reactivation of 20 miles of NS-owned Freedom Secondary between Ravenna-Leavittsburg railbanked since about 1998. The STB and/or the PUCO have typically approved the reactivation of railbanked rights of way in less than one year. No shortline has confirmed implementation plans so the following should be considered as speculative.

Criteria	Comments	Score
TIMELINE	A supportive STB review could allow inactive portions of the Freedom Secondary to see construction in less than two years of funding becoming available.	5
UNFUNDED CAPITAL COST	A rough estimate of capital costs is \$4.9 million.	4
EST. CARLOADS PER YEAR	An existing shortline handled 5,400 carloads in 2010. Estimated traffic on reactivated portions needs to be many times larger to sustain them. Future carloads are unknown.	8
WATERWAY(S) ACCESS	Westernmost end of NS-owned (Class I) and CCRL-leased (Class III) ROW of way in Cleveland is 700 feet from a navigable portion of the Cuyahoga River.	4
NEAR MAJOR ASSETS	Online sites can serve as a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	Along 43.6 miles of CCR leased + Freedom Secondary ROW are about 2,100 acres of developable properties for commercial purposes (including 1,500 acres unused by Camp Ravenna Joint Military Training Center), or 48 acres per route-mile.	5
FOSTERS RR COMPETITION	Provides a direct railroad link between Greater Cleveland and Youngstown-Warren in competition with less direct routes used by Class I RRs and would interchange with four rail carriers.	2
WIDE RR RIGHT OF WAY	Relevant portions of the Freedom Secondary are more than 75 ft wide.	1
CLASS OF RAILROAD	Rail segments are owned by NS, a Class I carrier, and W&LE, a Class II carrier, and portions are leased to CCRL, a Class III carrier.	6
LONG TERM USE	Most existing customers are unrelated to the shale gas business and will likely continue for many years. A much larger number of daily carloads are needed to sustain the Freedom Secondary if reactivated in its entirety. Although potential users have been identified, none have committed so it is premature to assign a score to this criterion.	NA
TOTAL		43

See map and cost estimates for this project on the next page...



CLEVELAND CORRIDOR – OPTION TWO (via Kent)

Via Portage County/Norfolk Southern's Freedom Secondary
(FRA Class 2 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
Rehabilitate active track Kent to Ravenna	42,000	LinFt	\$ 10.00	\$ 420,000
Vegetation removal	50	Acre	\$ 1,000	\$ 50,000
Rehabilitate inactive track	110,000	LinFt	\$ 20.00	\$ 2,200,000
Grade crossing signals/gates/circuits*	5	Each	\$ 75,000**	\$ 375,000
Leavittsburg track (connect to CSX)	2,700	LinFt	\$ 150.00	\$ 405,000
Leavittsburg turnouts (connect to CSX)	2	Each	\$ 35,000	\$ 70,000
Mahoning River bridge placeholder	NA	NA	\$ 250,000	\$ 250,000
			SUBTOTAL	\$ 3,770,000
			30% CONT.	\$ 1,131,000
			TOTAL	\$ 4,901,000

* Crossbucks at seven other grade crossings.

** Half-cost. Assumes the other half to be funded by state.

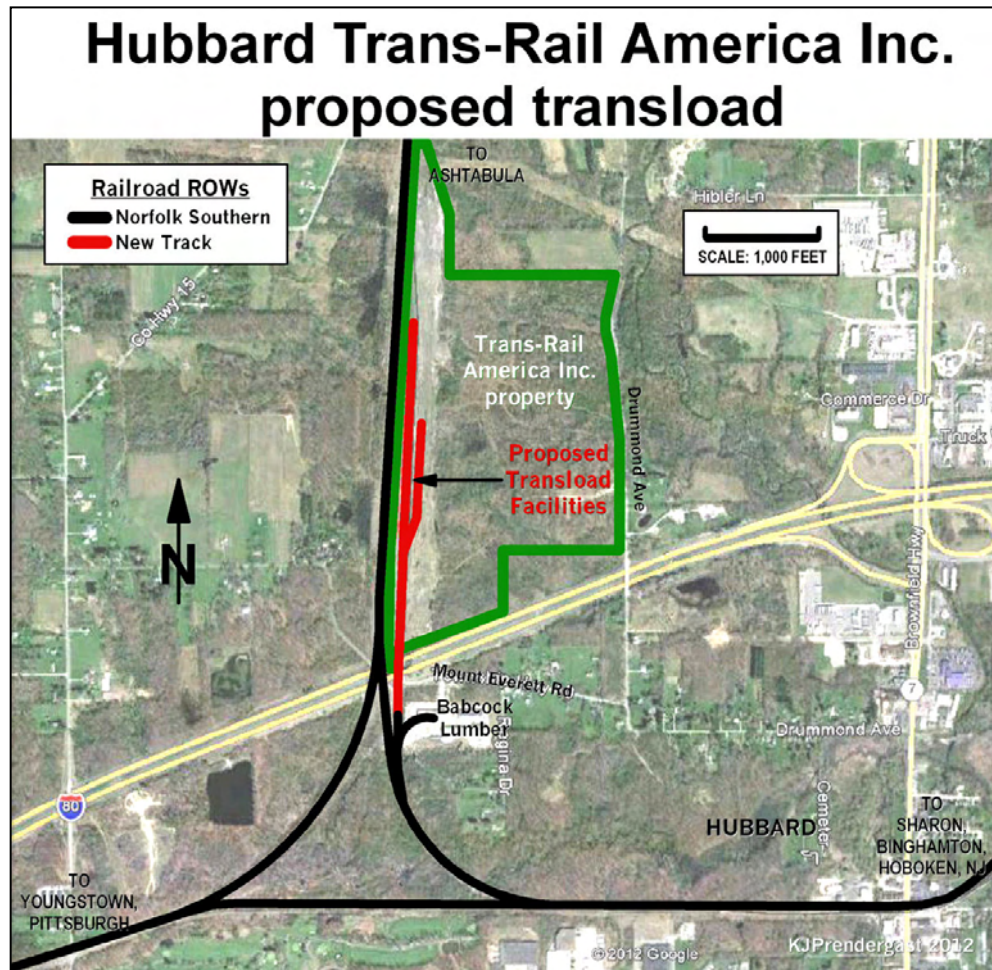
7. Project: Hubbard Transload Facilities

Sponsor: Trans-Rail America Inc.

Project Summary: Trans-Rail America Inc., a company based in Capitol Heights, Maryland, a Washington D.C. suburb, seeks to build a transload facility on a portion of 170.73 acres of land bought in 2003 by the company near the Interstate 80 interchange with U.S. Route 62/State Route 7 in Hubbard. Trans-Rail America is an affiliate of Rodgers Brothers Service Inc., a 60-employee company which specializes in excavation, environmental and construction/demolition debris handling. Previously this site was proposed for a construction-debris landfill but local opposition has caused Trans-Rail America to reconsider the site for an energy-related transload, according to the company's real estate representative James Pirko of Howard Hanna. Such energy-related transload facilities typically handle rail-truck transfers of drilling sand, fracking water, pipe, chemicals and other materials for drill sites. Transload facilities are often placed near the intersection of rail lines and major highways. The proposed site is the former Coalburg Yard idled by Conrail in the 1980s. The former yard and land east to Drummond Avenue is owned by Trans-Rail America, with the property extending south to and under I-80, thereby providing vehicular access to the site from Mount Everett Road as well as Drummond Ave. Rail access would likely be restored by extending an existing spur for the Babcock Lumber Co. which also included the old yard lead. This would save paying Norfolk Southern's asking price of \$205,000 to add a mainline-standard switch off its Youngstown Line, but it would require laying about 1,000 feet of yard lead to reach a proposed two-track, 3,500-foot of track transload facility on the old Coalburg Yard. All yard tracks were removed about 2010. A 1,000 foot yard lead would provide sufficient headroom for railcar switching moves that do not block Mount Everett Road.

Criteria	Comments	Score
TIMELINE	Project could be underway within one year of funding becoming available as no property needs to be acquired.	10
UNFUNDED CAPITAL COST	Estimated capital cost of up to \$676,000.	8
EST. CARLOADS PER YEAR	There is no existing traffic and future carloads are unknown.	0
WATERWAY(S) ACCESS	NS, a Class I RR, provides rail access without interchange to the ports of Ashtabula and Cleveland on Lake Erie and to the Port of Wellsville and other terminals on the Ohio River.	4
NEAR MAJOR ASSETS	Online site can serve as a drilling-related transload within 2 weeks, has no existing/willing rail shipper, an existing/planned industrial park, and is less than 2 miles from a highway interchange.	6
LARGE VACANT LAND	There are 171 acres of vacant or undeveloped land owned by Trans-Rail America which is zoned for commercial/industrial uses. That is about 201 acres per track-mile.	5
FOSTERS RR COMPETITION	The project site is accessible by one railroad carrier. CSX has only overhead trackage rights on the NS Youngstown Line which prevents it from serving enroute shippers.	1
WIDE RR RIGHT OF WAY	NS ROW is more than 300 feet wide under the I-80 bridges with 60 feet between bridge supports. The NS ROW is 200 feet wide south of here into Youngstown as it includes two former parallel ROWs – that of the former New York Central RR and the former Erie RR. Both became part of Conrail and then part of NS.	4
CLASS OF RAILROAD	It is assumed that NS, a Class I RR, would provide switching services at Trans-Rail America's proposed transload.	2
LONG TERM USE	Trans-Rail America's new, purported focus on shale gas business could limit the site's long-term utility. Tracks in the former Coalburg Yard were removed and scrapped by Trans-Rail America in 2010.	0
TOTAL		40

See map and cost estimates for this project on the next page...



TRANS-RAIL AMERICA INC. Hubbard transload facilities (Exempted track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
New track on existing RR grade w/ truck access	4500	LinFt	\$ 110.00	\$ 495,000
Construct new manual yard turnout	1	Each	\$ 25,000	\$ 25,000
			SUBTOTAL	\$ 520,000
			30% CONT.	\$ 156,000
			TOTAL	\$ 676,000

8. Project: Campbell-Darlington track and capacity enhancements

Sponsor: Y&SE/Tervita

Project Summary: Before the Youngstown & Southern right of way was sold to Tervita Corp., the Y&S sought repairs and improvements to its tracks from Youngstown to Darlington, as well as capacity expansion of the sand transload at Signal, OH near Rogers and construction of a second track connection with CSX at Campbell. An agreement to sell the 36-mile rail line to Tervita by the Columbiana County Port Authority was announced April 17, 2012. A Y&SE RR representative reported that the Class III carrier would continue to operate the rail line and that the previously sought improvements would still be needed. Track conditions limit trains to 10 mph and projected traffic volumes of 7,000 carloads per year would require the added track capacity at the south and north ends.

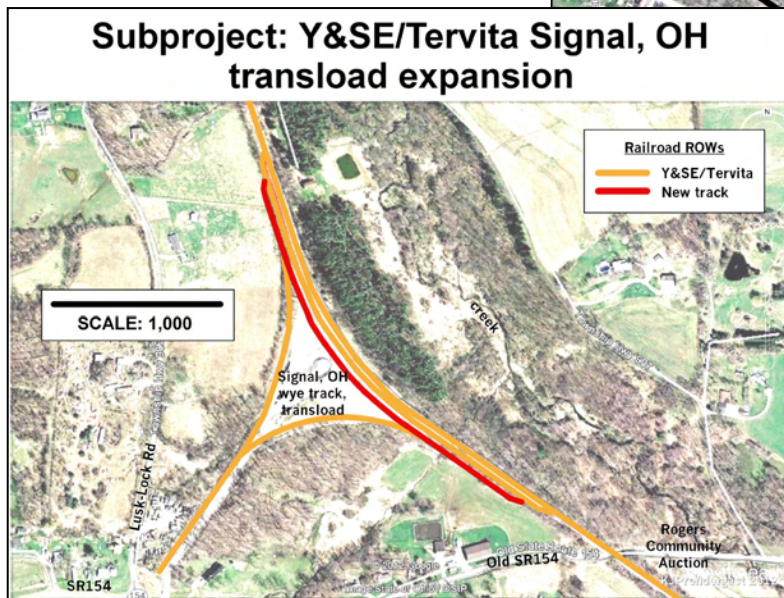
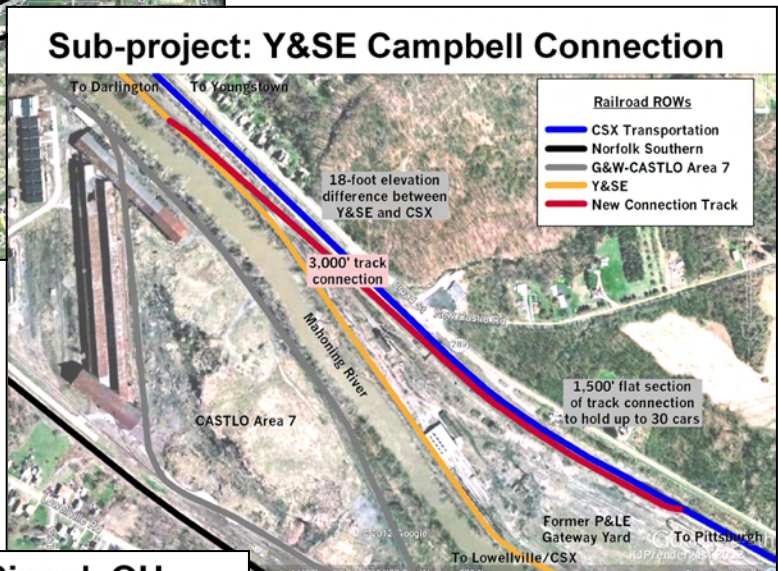
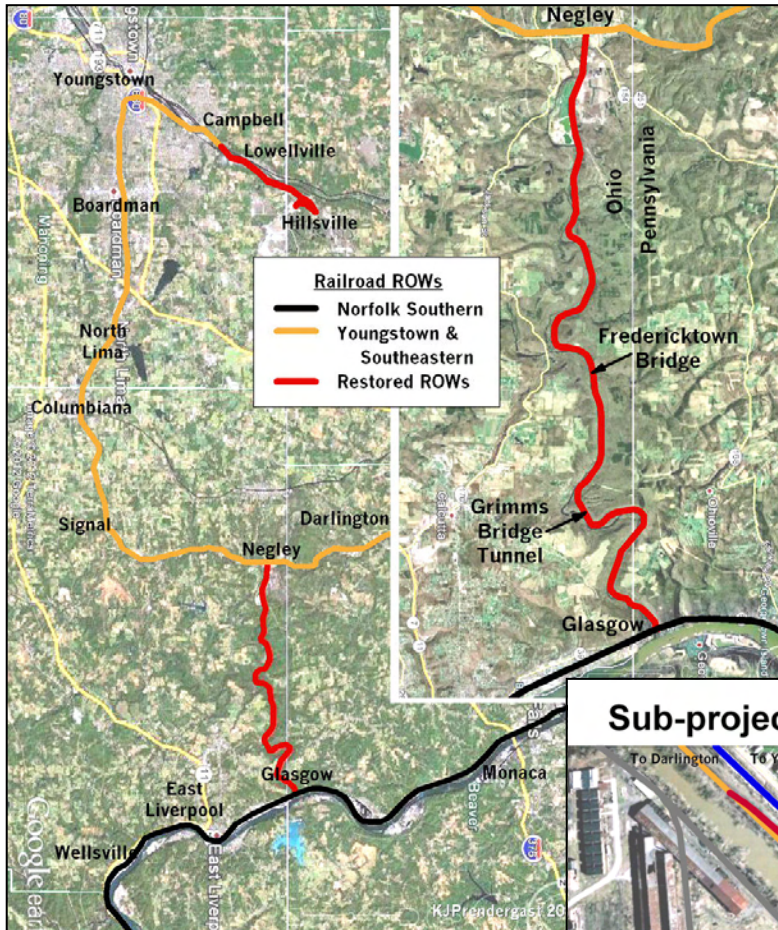
Criteria	Comments	Score
TIMELINE	Project could be underway within one year of funding becoming available as no property needs to be acquired.	10
UNFUNDED CAPITAL COST	Estimated capital cost of \$4.9 million.	2
EST. CARLOADS PER YEAR	Right of way buyer Tervita Corp. estimates traffic on the existing portion of the Y&SE could grow to 7,000 carloads per year in the next few years.	8
WATERWAY(S) ACCESS	Requires interchange with NS or CSX unless the abandoned Y&SE ROW from Negley OH to Glasgow PA is restored (see Y&SE restoration to Ohio River).	0
NEAR MAJOR ASSETS	Project can serve a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	Along the 39 miles of ROW used by Y&SE are about 360 acres of developable properties for commercial purposes, or 9 acres per route-mile.	1
FOSTERS RR COMPETITION	The project site is accessible by one railroad carrier.	1
WIDE RR RIGHT OF WAY	Some sections of right of way are flanked by obstructions narrowing it to as little as 20 feet.	0
CLASS OF RAILROAD	Proposed improvements are to rights of way accessible by CSX, NS (Class I) and Y&SE (Class III).	6
LONG TERM USE	Although most of the new traffic to the Y&SE/Tervita ROW is shale-related, the rail line has been used for non-shale shipments for years.	4
TOTAL		40

Y&SE/TERVITA – CAMPBELL, OH TO DARLINGTON, PA

Track and capacity enhancements (FRA Class 2 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
Rehabilitate existing track	180,000	LinFt	\$ 10.00	\$ 1,800,000
New track on new RR grades	5500	LinFt	\$200.00	\$ 1,100,000
Construct mainline, manual turnouts	4	Each	\$200,000	\$ 800,000
Construct yard, manual turnouts	2	Each	\$ 35,000	\$ 70,000
			SUBTOTAL	\$ 3,770,000
			30% CONT.	\$ 1,131,000
			TOTAL	\$ 4,901,000

Y&S/Tervita Rail Corridor Overview



9. Project: Cleveland direct rail corridor to Mahoning Vly (Option 3-via Kent Bypass)

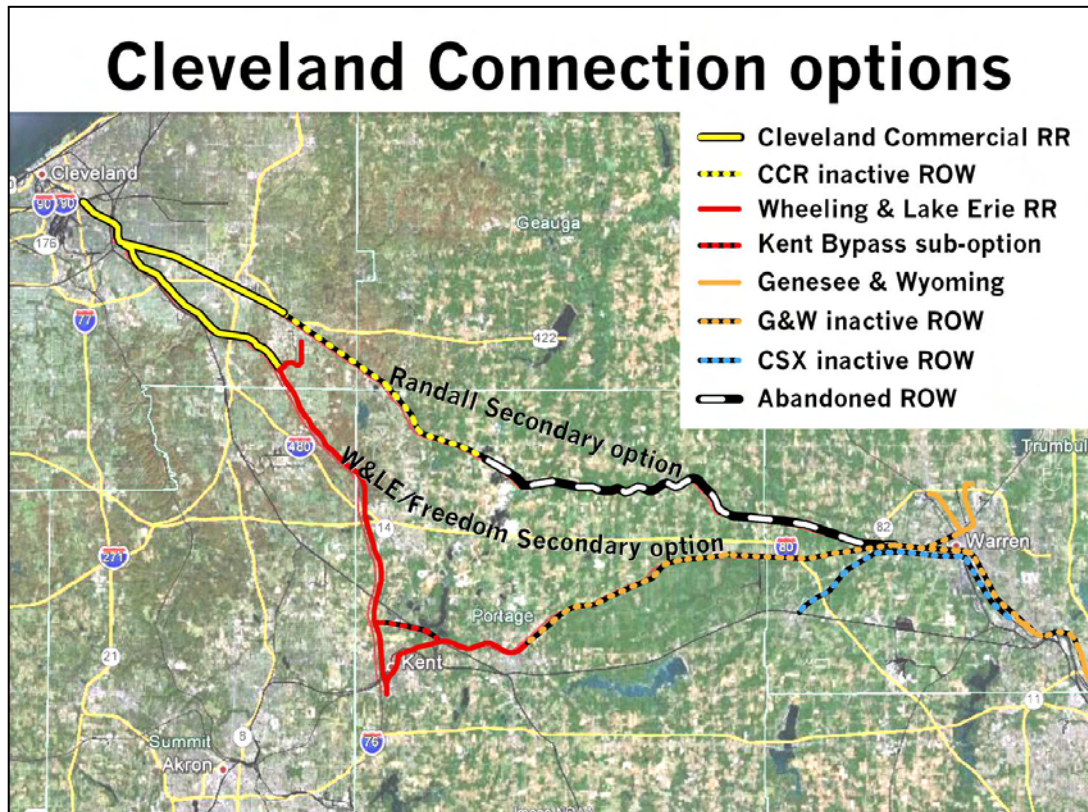
Sponsor: None

Project Summary: At this time, this is only a concept for linking Northeast Ohio industrial shippers by shortline railroad. Such shippers are producing or using finished steel, scrap steel, coke, aggregates, natural gas liquids, polyethylene and other products in Greater Cleveland and the Mahoning Valley. This concept represents the mid-range option in terms of capital costs and mileage among three routing choices. It totals about 56 route-miles from Rockefeller Avenue in Cleveland east to South Leavitt Road in Leavittsburg. It is via:

- Cleveland-Glenwillow (14.6 miles) – Cleveland Line owned by Wheeling & Lake Erie RR but leased to CCRL;
- Glenwillow-Raccoon Hill/North Kent (13.7 miles) – Cleveland Line owned and operated by W&LE;
- Raccoon Hill-Brady Lake (3.7 miles) – proposed “Kent Cutoff” to avoid 5 miles and 9 at-grade street crossings through Kent. This option requires reactivating the former Lake Erie & Pittsburgh RR ROW, abandoned west of Hugo Sand & Gravel at SR43 circa 1970. Properties belonging to four owners must be controlled;
- Brady Lake-Ravenna (4.3 miles) – Freedom Secondary owned by Portage County and leased to W&LE subsidiary Akron Barberton Cluster Railway;
- Ravenna-Leavittsburg (20 miles) – Freedom Secondary owned by Norfolk Southern over which Warren & Trumbull RR (a Genesee & Wyoming Corp. subsidiary) has a lease for non-common carrier operations, and is self-renewing annually at \$1 per year until terminated. Reactivation issues are the same as in Option 2.

No shortline has confirmed an implementation plan so the following should be considered as speculative.

Criteria	Comments	Score
TIMELINE	A supportive STB NEPA review of reactivating abandoned portions could allow property acquisition to begin in as little as three years. Construction would then follow.	0
UNFUNDED CAPITAL COST	A rough estimate of capital costs is \$16.5 million.	2
EST. CARLOADS PER YEAR	An existing shortline handled 5,400 carloads in 2010. Estimated traffic on reactivated portions needs to be many times larger to sustain them. Future carloads are unknown.	8
WATERWAY(S) ACCESS	Westernmost end of NS-owned (Class I) and CCRL-leased (Class III) ROW of way in Cleveland is 700 feet from a navigable portion of the Cuyahoga River.	4
NEAR MAJOR ASSETS	Online sites can serve as a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	Along 42.6 miles of CCR leased + Freedom Secondary + LE&E ROW are about 2,100 acres of developable properties for commercial purposes (including 1,500 acres unused by Camp Ravenna Joint Military Training Center), or 49 acres per route-mile.	5
FOSTERS RR COMPETITION	Provides a direct railroad link between Greater Cleveland and Youngstown-Warren in competition with less direct routes used by Class I RRs and would interchange with four rail carriers.	3
WIDE RR RIGHT OF WAY	Relevant portions of the Freedom Secondary are more than 75 feet wide. Relevant portions of the LE&E ROW are at least 150 feet wide.	1
CLASS OF RAILROAD	Rail segments are owned by NS, a Class I carrier, and W&LE, a Class II carrier, and portions are leased to CCRL, a Class III carrier.	6
LONG TERM USE	Most existing customers are unrelated to the shale gas business and will likely continue for many years. A much larger number of daily carloads are needed to sustain the Freedom Secondary if reactivated in its entirety. Although potential users have been identified, none have committed so it is premature to assign a score to this criterion.	NA
TOTAL		37



CLEVELAND CORRIDOR – OPTION THREE (via Kent Bypass)
Via L&EP “Kent Bypass”-Portage County/Norfolk Southern’s Freedom Secondary
(FRA Class 2 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
Rehabilitate inactive track	7,500	LinFt	\$ 20.00	\$ 150,000
New track, 110# CWR on existing RR grade	7,300	LinFt	\$110.00	\$ 803,000
Construct new right of way & new track	5,300	LinFt	\$400.00	\$ 2,120,000
Clearing of vegetation and grubbing	9	Acre	\$ 6,000	\$ 54,000
Railroad bridge over Judson Road	1	Each	\$5 million	\$ 5,000,000
Fence (wire, 3') between track and trail	1,400	LinFt	\$ 10.00	\$ 14,000
Right of way purchase	12	Acre	\$ 25,000	\$ 300,000
Embankment/drainage placeholder	NA	NA	\$250,000	\$ 250,000
Cuyahoga River bridge placeholder	NA	NA	\$250,000	\$ 250,000
			SUBTOTAL	\$ 8,941,000
			30% CONT.	\$ 2,682,300
			KENT BYPASS SUBTOTAL	\$11,623,300
			FREEDOM SECONDARY SUBTOTAL	\$ 4,901,000
			TOTAL	\$16,524,300

10. Project: Cleveland direct rail corridor to Mahoning Valley (Option 1-via Mantua)

Sponsor: None

Project Summary: At this time, this is only a concept for linking Northeast Ohio industrial shippers by shortline railroad. Such shippers are producing or using finished steel, scrap steel, coke, aggregates, natural gas liquids, polyethylene and other products in Greater Cleveland and the Mahoning Valley. This concept, the shortest but potentially most expensive of three known route options for linking the two regions, measures 47 route-miles from Rockefeller Avenue in Cleveland east to South Leavitt Road in Leavittsburg. It is via the former Randall Secondary and requires reactivation of 23 miles of railroad abandoned in 1982 and 12 miles of railroad railbanked in 1993. At least one structure (an outlot gas station) would have to be relocated and numerous properties belonging to 27 individual owners would have to be controlled. Considering these issues and that the Surface Transportation Board typically takes at least two years to conduct a review pursuant to the National Environmental Policy Act of the proposed reactivation of an abandoned rail corridor, it is extremely unlikely this entire project could see construction within two years. However, 12 miles of railbanked corridor west of Mantua could see construction sooner, assuming funding availability. The STB and/or Public Utilities Commission of Ohio have typically approved reactivation of railbanked rights of way in less than one year. No shortline has confirmed a implementation plan, so reactivation of abandoned and railbanked segments should be considered as speculative.

Criteria	Comments	Score
TIMELINE	A supportive STB NEPA review of reactivating abandoned portions could allow property acquisition to begin in as little as three years. Construction would then follow.	0
UNFUNDED CAPITAL COST	A rough estimate of capital costs, including right of way acquisition and construction is about \$62 million.	2
EST. CARLOADS PER YEAR	Cleveland Commercial Rail Lines handled 5,400 carloads in 2010. Estimated traffic on reactivated portions needs to be many times larger to sustain them. Future carloads are unknown.	8
WATERWAY(S) ACCESS	Westernmost end of NS-owned (Class I) and CCRL-leased (Class III) ROW of way in Cleveland is 700 feet from a navigable portion of the Cuyahoga River.	4
NEAR MAJOR ASSETS	Online sites can serve as a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 2 miles of a highway interchange.	8
LARGE VACANT LAND	Along the 47-mile right of way are about 800 acres of developable properties for commercial purposes, or 17 acres per route-mile.	2
FOSTERS RR COMPETITION	Provides a direct railroad link between Greater Cleveland and Youngstown-Warren in competition with less direct Class I RRs and would interchange with three rail carriers.	3
WIDE RR RIGHT OF WAY	Some sections of reactivated right of way may have to be less than 80 feet wide to fit past structures or other uses built on or along the abandoned right of way.	1
CLASS OF RAILROAD	NS, a Class I carrier, owns much of the right of way and is leased to CCRL is a Class III carrier.	6
LONG TERM USE	Most existing customers are unrelated to the shale gas business and will likely continue for many years. A much larger number of daily carloads are needed to sustain the Randall Secondary if reactivated in its entirety. Although potential users have been identified, none have committed so it is premature to assign a score to this criterion.	NA
TOTAL		34

See map on page 34...

CLEVELAND CORRIDOR – OPTION ONE (via Mantua)
Via Norfolk Southern/CCR's Randall Secondary and numerous other properties
(FRA Class 2 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
Rehabilitate active track	50,000	LinFt	\$ 10.00	\$ 500,000
Clearing of vegetation and grubbing	210	Acre	\$ 6,000	\$ 1,260,000
Rehabilitate inactive track	60,000	LinFt	\$ 20.00	\$ 1,200,000
New track, 110# rail on existing RR grade	118,000	LinFt	\$110.00	\$12,980,000
Construct new right of way & new track	1,900	LinFt	\$400.00	\$ 760,000
Fence (wire, 3') between track and trail	230,000	LinFt	\$ 10.00	\$ 2,300,000
Grade crossing signals/gates/circuits*	18	Each	\$ 75,000**	\$ 1,350,000
Grade crossing signal repairs	3	Each	\$ 50,000**	\$ 150,000
Regrade SR 306 at RR crossing	600	LinFt	\$ 1,500	\$ 900,000
Culvert (reinforced 36" concrete pipe)	400	LinFt	\$ 75.00	\$ 30,000
Railroad/trail bridge over road, river	3	Each	\$5 million	\$15,000,000
Road bridge over railroad/trail	2	Each	\$3 million	\$ 6,000,000
Right of way purchase	180	Acre	\$ 25,000	\$ 4,500,000
Leavittsburg CSX connection	2,700	LinFt	\$ 150.00	\$ 405,000
Leavittsburg turnouts	2	Each	\$ 35,000	\$ 70,000
Relocate 16 parking spaces at Mantua McDonald's	2000	SqFt	\$ 7.00	\$ 14,000
Relocate 7 parking spaces at at Garrettsville IGA store	900	SqFt	\$ 7.00	\$ 6,300
Relocate gas station at IGA store	placeholder		\$500,000	\$ 500,000
			SUBTOTAL	\$47,925,300
			30% CONT.	\$14,377,590
			TOTAL	\$62,302,890

* Crossbucks at seventeen other grade crossings.

** Half-cost. Assumes the other half to be funded by PUCO.



Inactive Randall Secondary track in Mantua Township

11. Project: Ohio River NS Direct Track Connection at Alliance, OH

Sponsor: None

Project Summary: At the March 8 public input meeting, there was a desire for improving rail access between the Youngstown-Warren area and a port on the Ohio River, especially the port at Wellsville, OH. There are two existing routing options, both involving Norfolk Southern Corp. rights of way, between the Mahoning Valley and Wellsville. Both options also require freight trains to make a back-up move in busy rail traffic conditions. One routing is via a back-up move at Alliance, OH. The other is via a back-up move at Rochester-Conway, PA. Track connections were considered at both locations. However, in discussion with an NS representative, the complications involved in bridging the Beaver River (a requirement to build a track connection) could be overcome by using rotated train crews dispatched from NS's existing crewbase at Conway Yard. This may, in fact be the best option for accommodating Youngstown-Warren rail traffic to the Wellsville port as it requires no rail capital investment and uses an NS route with less steep grades. The other option, via Alliance, could involve building a track connection in the southeast quadrant of the all-NS junction on NS-owned land. This would also require shortening/moving two existing sidings, moving an existing crossover track, altering NS's dispatching software, and adding a grade crossing at East Broadway Street. The NS representative indicated there could be a potential interest in this project if significant traffic developed someday between the Mahoning Valley shippers and the port of Wellsville. No direct rail traffic between these locations currently exists, however.

Criteria	Comments	Score
TIMELINE	Considering that no property may need to be acquired, the project could be under construction in one year or less of funding becoming available.	10
UNFUNDED CAPITAL COST	Estimated capital cost of \$4.97 million.	4
EST. CARLOADS PER YEAR	Unknown.	0
WATERWAY(S) ACCESS	NS, a Class I RR, provides rail access without interchange to the ports of Ashtabula and Cleveland on Lake Erie and to the Port of Wellsville and other terminals on the Ohio River.	4
NEAR MAJOR ASSETS	Site can serve a drilling-related transload within 2 weeks, an existing/willing rail shipper, an existing/planned Industrial park, and is within 4 miles of a highway interchange.	7
LARGE VACANT LAND	About 25 total acres of vacant land is adjacent to the project site, divided by about 1,600 feet of new track is 20 acres per track-mile.	5
FOSTERS RR COMPETITION	The project site is accessible by one railroad carrier.	1
WIDE RR RIGHT OF WAY	Width of right of way is not known due to lack of data. Widths of the Lordstown Secondary track north of Sebring and the Cleveland Line south of Alliance appear to be in the 60-79 foot range.	1
CLASS OF RAILROAD	Proposed improvements are to rights of way accessible by Class I RR.	2
LONG TERM USE	While there is a potential for future traffic between the Youngstown-Warren area and the Port of Wellsville, nearly all of this may be associated with shale-related traffic. This traffic volume cannot be quantified at this time.	NA
TOTAL		34

See map and cost estimates for this project on the next page...



OHIO RIVER NS DIRECT TRACK CONNECTION AT ALLIANCE

Connection between Norfolk Southern rail lines allows a continuous train movement from the Mahoning Valley to the Port of Wellsville

(FRA Class 3 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
New track, 136# CWR on new RR grade	1,600	LinFt	\$200.00	\$ 320,000
Move Cleveland Line siding 1,200 feet south	1,200	LinFt	\$200.00	\$ 240,000
Shorten Lordstown Secondary track by 500' (less scrap value = \$5,500)	500	LinFt	\$ 15.00	\$ 2,000
Construct seven interlocked #20 turnouts	7	Each	\$300,000	\$ 2,100,000
Alter NS dispatching software	Placeholder		\$1 million	\$ 1,000,000
Add grade crossing at East Broadway	1	Each	\$150,000	\$ 150,000
Move Alliance Castings' driveway apron	Placeholder		\$ 10,000	<u>\$ 10,000</u>
			SUBTOTAL	\$ 3,822,000
			30% CONT.	<u>\$ 1,146,600</u>
			TOTAL	\$ 4,968,600

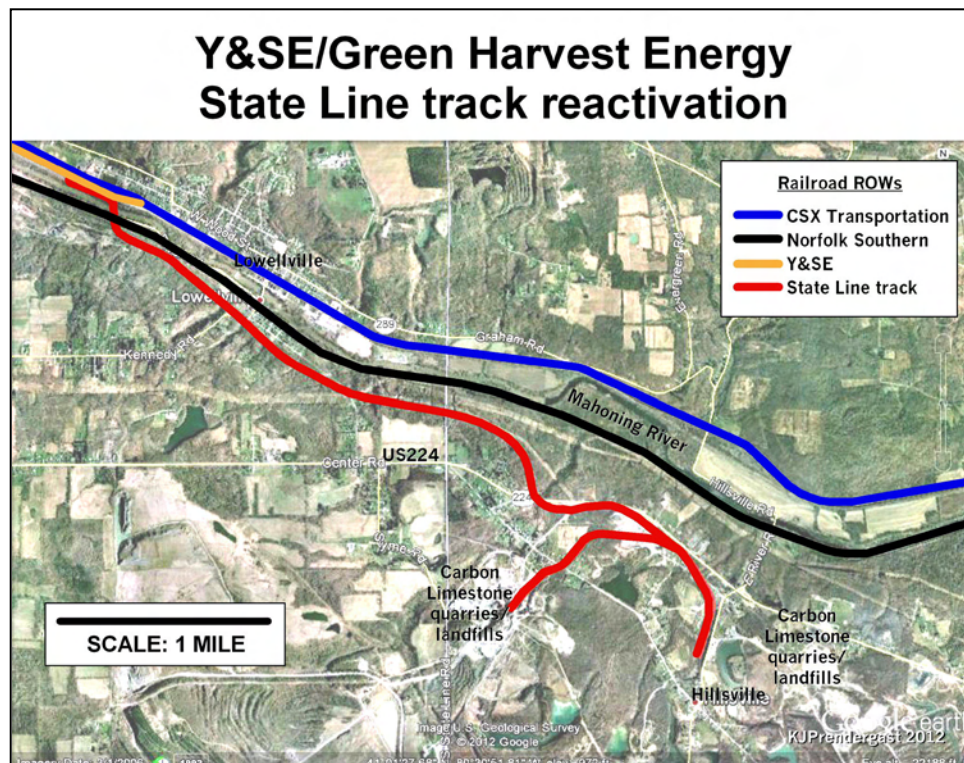
12. Project: Reactivate State Line ROW from Lowellville to Hillsville, PA

Sponsor: Youngstown & Southeastern/Green Harvest Energy

Project Summary: Youngstown & Southeastern Railroad Co. and Green Harvest Energy LLC proposes to reactivate about 5 miles of railbanked ex-Pittsburgh & Lake Erie (CSX-owned) State Line right of way from Lowellville, Ohio up the hill to Green Harvest Energy-owned quarry and related properties in Hillsville, PA. The purpose is to develop a large expanse of land measuring about 3,000 acres with energy-related industrial activities. Previously these properties were owned by Carbon Limestone Inc. and dotted with quarries for mining limestone used by the steel industry. The quarries were later used as sanitary landfills by Browning Ferris Industries. The rail right of way accessing these lands was railbanked circa 1993 when P&LE was acquired by CSX. Tracks remain mostly in place, but crossings have been removed, including a leveling of the Washington Street crossing above Lowellville. Also, a turnout needs to be restored to link the State Line rail corridor with the former P&LE mainline next to the Lowellville High School football stadium.

Criteria	Comments	Score
TIMELINE	A supportive STB review could allow inactive portions of the State Line ROW to see construction in less than two years of funding becoming available.	5
UNFUNDED CAPITAL COST	Estimated capital cost of \$2.45 million.	6
EST. CARLOADS PER YEAR	There is no existing traffic and future carloads are unknown.	0
WATERWAY(S) ACCESS	Requires interchange with NS or CSX unless the abandoned Y&SE ROW from Negley OH to Glasgow PA is restored (see Y&SE restoration to Ohio River).	0
NEAR MAJOR ASSETS	Online sites can serve as a drilling-related transload within 2 weeks, has no existing/willing rail shipper, an existing/planned Industrial park, and is more than 4 miles from a highway interchange.	4
LARGE VACANT LAND	Along the 5 miles of ROW used by Y&SE are about 3000 acres of developable properties for commercial purposes, or 600 acres per route-mile.	5
FOSTERS RR COMPETITION	The project site is accessible by one railroad carrier.	1
WIDE RR RIGHT OF WAY	Some sections of right of way are flanked by obstructions narrowing it to as little as 20 feet.	0
CLASS OF RAILROAD	The right of way is owned by CSX, a Class I carrier. Y&SE is a Class III carrier.	6
LONG TERM USE	Most, if not all, of the projected Y&SE traffic to/from the Green Mountain Energy-owned quarries would be shale-related.	0
TOTAL		27

See map and cost estimates for this project on the next page...



Y&SE/GREEN HARVEST ENERGY TO STATE LINE QUARRIES

Reactivation of ex-P&LE State Line track from Lowellville to Hillsville, PA
(FRA Class 2 track standards)

ITEM	QUANTITY	UNIT	2012 UNIT COST	ESTIMATED AMOUNT
Rehab track on existing RR grade	29,200	LinFt	\$ 20.00	\$ 584,000
Construct mainline, manual turnouts	1	Each	\$200,000	\$ 200,000
Construct yard, manual turnouts	2	Each	\$ 35,000	\$ 70,000
Grade crossing signals/gates/circuits*	8	Each	\$ 75,000**	\$ 600,000
Regrade Washington St at RR crossing	200	LinFt	\$ 1,500	\$ 300,000
Vegetation removal	33	Acre	\$ 1,000	\$ 33,000
Mahoning River bridge	Placeholder		\$ 100,000	\$ 100,000
			SUBTOTAL	\$ 1,887,000
			30% CONT.	\$ 566,100
			TOTAL	\$ 2,453,100

* Crossbucks at two other grade crossings.

** Half-cost. Assumes the other half to be funded by state.

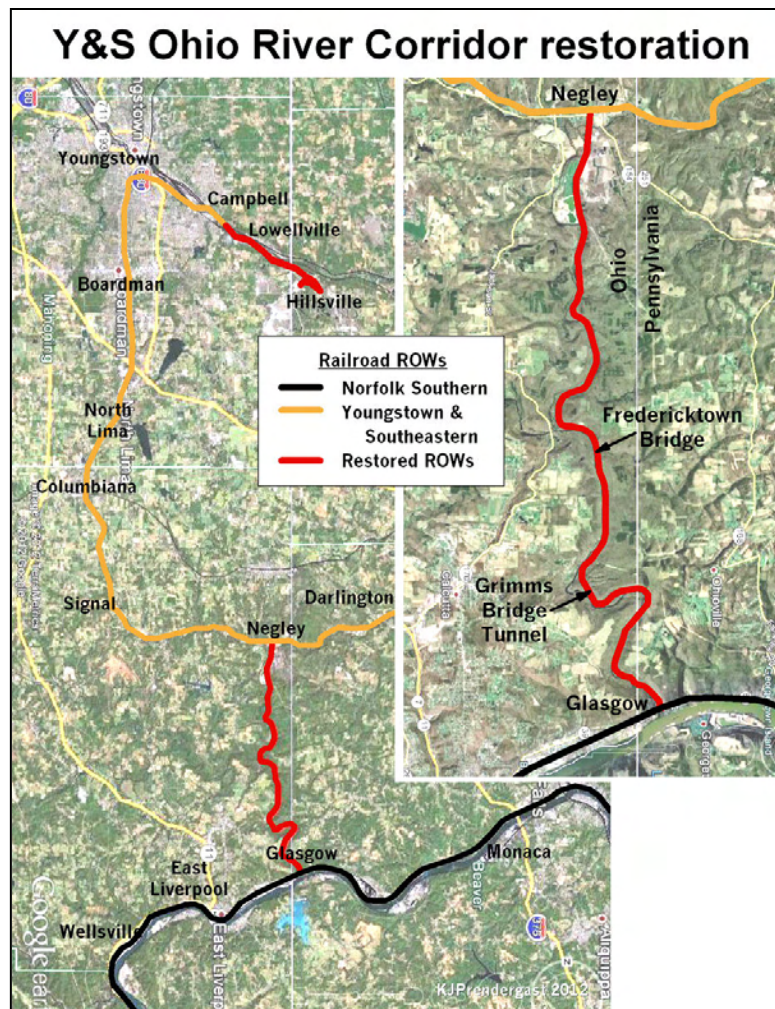
13. Project: Ohio River Y&S corridor restoration

Sponsor: None

Project Summary: At the March 8 public input meeting, there was a desire for improving rail access between the Youngstown-Warren area and a port on the Ohio River for moving aggregates, tubular steel products and other bulk goods manufactured in the Mahoning Valley. There was also interest expressed in using and investing in short-line railroads which would be more likely to handle such a short-distance move (nearly 50 miles). The combination of the two inputs pointed this study to review, for comparison purposes, the reactivation 13 miles of the abandoned Youngstown & Southern RR from Negley, Ohio south to Glasgow, PA. This former coal-hauling railroad was built in the 1930s to serve a barge dock at the mouth of the Little Beaver Creek, off the Ohio River. There was no track connection with the Pennsylvania RR (now Norfolk Southern Corp.) along the north bank of the Ohio River between Pittsburgh with Steubenville. Construction of a track connection was assessed as part of this study, as well as reactivation of the rail/barge transload dock. Youngstown & Southeastern Railroad operates the existing rail line north of Negley and is proposed to continue operating it despite the recently announced purchase by Tervita Corp. A representative of Y&S expressed no interest in extending its service south of Negley to the Ohio River nor did he see any value to the Mahoning Valley in reactivating this rail line.

Criteria	Comments	Score
TIMELINE	A supportive STB NEPA review of reactivating abandoned portions could allow property acquisition to begin in as little as three years. Construction would then follow.	0
UNFUNDED CAPITAL COST	A rough estimate of capital costs, including right of way acquisition and construction is about \$56 million.	2
EST. CARLOADS PER YEAR	Right of way buyer Tervita Corp. estimates traffic on the existing portion of the Y&SE could grow to 7,000 carloads per year in the next few years. But a traffic estimate for the line south of Negley has not been developed as there are no potential users.	8
WATERWAY(S) ACCESS	Y&SE, a Class III RR, is the current operator of the northern portion of the rail line. The southern part, if reactivated to the Ohio River dock, would also likely be served by a shortline railroad.	4
NEAR MAJOR ASSETS	Project site can serve an existing/planned Industrial park, and is within 2 miles of a highway interchange.	4
LARGE VACANT LAND	The abandoned Y&S ROW has 5 acres of developable vacant land per route-mile of track.	1
FOSTERS RR COMPETITION	A shortline like Y&SE (a Class III RR) would provide competition to CSX and NS (both Class I RRs) in accessing the Ohio River with a more direct route than the two Class I RRs.	3
WIDE RR RIGHT OF WAY	Much of the former Y&S ROW is less than 80 feet wide.	1
CLASS OF RAILROAD	The reactivated Y&S is proposed to be used by a Class III RR.	4
LONG TERM USE	While there is a potential for future traffic between the Youngstown-Warren area and the Glasgow, PA dock, nearly all of this may be associated with shale-related traffic. This traffic volume cannot be quantified at this time.	0
TOTAL		27

See map and cost estimates for this project on the next page...



OHIO RIVER CORRIDOR VIA ABANDONED YOUNGSTOWN & SOUTHERN

Reactivation of 13 miles of Y&S right of way, river dock plus new NS RR connection
(FRA Class 2 track standards)

DESCRIPTION OF WORK	POSSIBLE COSTS
Property acquisition placeholder (80 acres @ \$25,000/acre)	\$ 2,000,000
Clearing of vegetation and grubbing (60 acres @ \$6,000/acre)	\$ 360,000
New track on existing, graded roadbed (\$110/TF x 68,640 feet)	\$ 7,550,400
Regrade ROW next to East Palestine Country Club	\$ 1,000,000
Construct new ROW and track connection with NS at Glasgow, PA	\$ 3,000,000
Glasgow, PA dock facilities, dredging	\$ 1,000,000
Slope stabilization at Fredericktown (per recent stabilization of SR7 at Toronto)	\$ 5,000,000
Grimms Bridge Tunnel repairs, install drainage, south portal reopening	\$10,000,000
New Fredericktown Bridge (cast-in-place concrete)	\$10,000,000
Reinforce four river-over-road bridges	\$ 2,000,000
Reinforce bridge over North Fork Little Beaver Creek	\$ 1,000,000
SUBTOTAL	\$42,910,400
30% CONT.	\$12,873,120
TOTAL	\$55,783,520

Ex-Y&S from Negley, OH to Glasgow, PA (13 miles) was built in the 1930s to haul coal but was abandoned by the 1970s.

Rail Project Assessment Table

*Projects descending by highest score**

PROJECT*	TIMELINE	UNFUNDED CAPITAL COST	EST CAR-LOADS /YEAR	WATER-WAY(S) ACCESS	NEAR MAJOR ASSETS	LARGE VACANT LAND	FOSTERS RR COM-PETITION	WIDE RR RIGHT OF WAY	CLASS II or III RR	LONG TERM USE	TOTAL POINTS
Ohio Commerce Center onsite track & access improvements	10	6	10	4	7	5	1	4	2	4	53
Ohio Jct CSX/G&W yard expand	10	6	10	4	8	3	2	3	6	0	52
CASTLO/Lally Rail Service Yard repairs/rehabilitation	10	6	2	4	8	3	4	4	6	4	51
Warren Steel Holdings onsite track enhancements / West Warren G&W/CSX track connection	10	6	8	0	8	5	3	0	6	4	50
AC&J Carson, Jefferson transload expansions	10	10	2	0	8	3	1	2	4	4	44
Cleveland direct rail corridor to Mahoning Valley (option 2-via Kent)	5	4	8	4	8	5	2	1	6	NA	43
Hubbard Trans-Rail America transload	10	8	0	4	6	5	1	4	2	0	40
Y&SE/Tervita Campbell-Darlington track and capacity enhancements	10	2	8	0	8	1	1	0	6	4	40
Cleveland direct rail corridor to Mahoning Valley (option 3-via Kent Bypass)	0	2	8	4	8	5	3	1	6	NA	37
Ohio River NS direct track connection at Alliance	10	4	0	4	7	5	1	1	2	NA	34
Cleveland direct rail corridor to Mahoning Valley (option 1-via Mantua)	0	2	8	4	8	2	3	1	6	NA	34
Y&SE/Green Harvest Energy State Line corridor reactivation	5	6	0	0	4	5	1	0	6	0	27
Ohio River Y&S Corridor restoration	0	2	8	4	4	1	3	1	4	NA	27

* The five highest-scoring projects are recommended.

KJP/RESTORE May 31, 2012

Funding Options

Numerous fiscal resources are available to port authorities to support rail infrastructure development. These resources come in two basic forms: 1) organizational powers provided by statute to port authorities that they may choose to adopt so as to generate their own revenue streams; 2) grants and loans awarded by state and federal agencies following individual, successful applications by the port authority.

As always, there are many subcomponents to each basic form, and there are many positives and negatives to each option. For example, generating a revenue stream to finance a particular project can be simple if it is done on a per-project basis – ie: limited to the revenues generated by the project. But a per-project revenue stream may not be coordinated with other similar projects or be insufficient to achieve long-term economic development goals. In that respect, it is similar to a loan from a commercial lender.

A revenue stream can be more complex, coordinated and long-term. Here, a revenue framework by the port authority or the county or counties overseeing it is established to finance a series of projects to achieve the goals of a development masterplan. In this instance, a masterplan for the acquisition and development of a railroad corridor by the port authority can be implemented via the creation and levying of user fees (right of way leases, haulage agreements, exclusive and non-exclusive overhead trackage rights fees, rail spur installation fees, rail spur leases, etc) to a railroad carrier or carriers. Those user fees can be used to pay for direct maintenance, loans and bonds to pay the total cost of a project, or to fund the local share needed to leverage a state or federal grant or loan. This long-term approach represents a serious commitment that is usually taken by a port authority having recent experiences with smaller-scale, individualized rail development projects.

Grants and loans are available at the state and federal levels through several programs. State grants and loans do not require an environmental assessment as part of the application for project construction funds. On the downside, funding budgeted for these state programs are extremely small (average only about \$3 million annually) and are highly competitive. Project applications submitted well after the start of each state fiscal year (July 1) have a rapidly diminishing chance of success.

Federal funds are more abundant and can thus support larger, more expensive projects. But funds are also highly competitive and are subject to environmental assessments as part of the application process. The average time for a transportation project in pursuit of federal funds to go from idea to ribbon-cutting is 10 years. This includes the three general stages of the project development process (alternatives analysis, preliminary engineering, final engineering) of which there are many subcomponents. The sponsor of a small project in which little or no property needs to be acquired and few disruptions to natural and built environments are anticipated can prepare a categorical exclusion document and receive a finding of no significant impact from the relevant federal agency or agencies. The project's sponsor can then apply for a federal construction grant or loan.

Local/Regional/Port Authority funding options

Existing WRPA business assistance programs (ie: fixed interest rate revenue bond funding, conduit revenue bonds, tax increment financing, structured leasing program, brownfield redevelopment assistance): these can be used to support railroad business development projects including railroad infrastructure improvements. Unlike other modes of transportation, railroads typically own, manage and finance the rights of way, tracks, bridges and yards they use. Therefore, financial assistance to a railroad company can also be used to directly improve a railroad's infrastructure just as any other business might need assistance to improve its physical plant.

Transportation Improvement District (TID): Under the Ohio Revised Code, a board of county commissioners may create a TID to facilitate and fund a transportation project or projects. These can include projects involving a street, highway, parking facility, freight rail tracks and necessarily related

freight rail facilities, or other transportation project. The county has discretion in whether to establish a board of trustees to oversee the TID, which is considered under law to be a body both corporate and politic.

The TID must:

- Register with the Ohio Department of Transportation and renew every two years (there are currently 13 TIDs registered with ODOT);
- Have a project that is eligible to receive ODOT funds (\$3.5 million is available for TIDs in 2012-2013);
- Apply to ODOT by September 1st of each year if funding is desired to pay up to 10 percent (maximum \$250,000) for preliminary engineering, detailed design, right-of-way acquisition, construction, or other eligible project costs under certain circumstances. TID funds cannot be used for administrative costs.

The TID can:

- Purchase, construct, maintain, repair, sell, exchange, police, operate, or lease projects;
- Establish and collect tolls or user charges for its projects;
- Issue TID revenue bonds or economic development bonds pursuant to Section 13 of Article VIII of the Ohio Constitution;
- Make and enter into all contracts and agreements necessary or incidental to the performance of its functions and the execution of its powers;
- Employ or retain or contract for the services of managers, engineers, accountants, legal counsel, and such other experts and advisers;
- Receive and accept federal, state or local government loans and grants;
- Acquire, hold, and dispose of property;
- Sue and be sued;
- Adopt its own bylaws;
- Adopt an official seal.

Joint Powers Authorities (JPA) & Joint Economic Development Districts (JEDD): Ohio counties and municipalities have extensive authority to enter into cooperative agreements under which they can engage in almost any kind of activity that they are authorized to engage in, including transportation projects or economic development initiatives. These activities must be limited in their function, and thus cannot combine apparently unrelated activities such as rail freight development and water pollution control.

The JPA or JEDD must:

- Have the policy-making board of prospective members pass identically worded inter-local agreements (such as a memorandum of understanding) in order to join the JPA or JEDD. Any amendments to the agreement must be approved by all members or prospective members;
- Have at least two members.

They can:

- Be comprised of disparate types of governmental bodies (ie: municipalities, counties, port authorities, development authorities, TIDs, etc);
- Create multi-county (and in some cases, multi-state) regional transportation or development authorities;
- Aggregate each member's existing financial tools and resources, share costs, share revenues, pay dues, and request grants and loans in the name of the JPA/JEDD;
- Designate a chair, co-chairs and board designees;
- Employ or retain or contract for the services of managers, engineers, accountants, legal counsel, and such other experts and advisers.

State funding options

The Ohio Department of Transportation (ODOT), Ohio Rail Development Commission (ORDC) and the Public Utilities Commission of Ohio (PUCO) provide funding either individually or cooperatively through multiple programs addressing safety and economic development.

Rail Safety Programs: ODOT has allocated \$15 million per year in Hazard Elimination and Surface Transportation Program funds for highway-railroad grade crossing safety improvements or corrective activity designed to alleviate a highway-railroad safety problems.

Project priorities fall under 10 program categories:

- Statewide Priority Warning Device Improvements - Projects identified by federal ranking that take into consideration the number of trains, train speed, number of tracks, Average Daily Traffic, existing warning devices, and angle of crossing.
- Rail Corridor Program identified by crash and train data, sight distance, amount of railroad contribution per corridor.
- Program to eliminate flashing light signals on the state highway system
- Program to eliminate cross bucks on the state highway system
- Circuitry Upgrade Program which upgrades antiquated equipment
- Fatal Crash Upgrade Program
- Grade Crossing Consolidation Program which provides flexible funds as a local incentive for crossing closures.
- Surface Reconstruction and crossing Profile Program
- County Task Force Program
- Grade Separation Program

Under the Federal Crossing Upgrade Program, the PUCO in partnership with ORDC selects Ohio highway-railroad crossings for federally-funded upgrades based on a priority list that ranks the crossings in order of risk of accident. While the average cost of upgrading a crossing is \$180,000, the local community incurs no costs under this program. Crossings not eligible for the federal program may be submitted for the State Crossing Upgrade Program.

Under the State Crossing Upgrade Program, the cost of a project is shared between the local community, the state of Ohio, and the railroad involved. Depending upon a variety of factors including the amount of daily train and motor vehicle traffic at the crossing, communities can expect to pay from 30 to 70 percent of the cost of the project.

Rail Economic Development Programs: ORDC has three basic programs for grants and loans with about \$2 million to \$4 million total available per year among all programs. These programs include:

- Rail Spur Program – assistance to companies for new rail and rail-related infrastructure. The goal of this program is to promote the retention and development of Ohio companies through the use of effective rail transportation.
- Rail Line Acquisition / Preservation – assistance for the acquisition of rail lines to prevent cessation of service or preserve the line or right of way for future rail development.
- Rail Line Rehabilitation – assistance to public and private entities for the rehabilitation of rail lines in the state of Ohio to improve safety and efficiency.

Other Business Development Programs: the state of Ohio provides financial assistance to general business development. Foremost among these is the JobsOhio Network Program, funded at nearly \$30 million per year, to support and leverage the retention, expansion and recruitment of businesses and industries with high potential for job and wealth creation in Ohio.

Federal funding options

A number of grant, loan and loan-guarantee programs provide financial assistance for freight rail, following the completion of environmental assessments as noted in the introduction of this section regarding funding options. The Federal Railroad Administration (FRA) administers most programs while the Federal Highway Administration oversees the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program which is available for some rail-related projects.

Railroad Rehabilitation & Improvement Financing (RRIF): Provides direct loans and loan guarantees of up to \$35 billion. Up to \$7 billion is reserved for projects benefiting freight railroads other than Class I carriers. However, out of 32 RRIF loans awarded since 2003, only six have been for amounts exceeding \$50 million.

The funding may be used to:

- Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops;
- Refinance outstanding debt incurred for the purposes listed above;
- Develop or establish new intermodal or railroad facilities.

Direct loans can fund up to 100 percent of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government. Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited-option freight shippers who intend to construct a new rail connection.

Transportation Infrastructure Finance & Innovation Act (TIFIA): Provides three forms of credit assistance available – secured (direct) loans, loan guarantees and standby lines of credit – for surface transportation projects of national or regional significance. The TIFIA credit program's fundamental goal is to leverage federal funds by attracting substantial private and other non-federal investment in critical improvements to the nation's surface transportation system. Current budget authority can support about \$1.1 billion in annual lending capacity. The minimum size for TIFIA projects is \$50 million of eligible project costs.

Initially, highway, passenger rail, transit, intermodal projects, and intelligent transportation systems could receive credit assistance under TIFIA. This was expanded in 2003 to include private rail facilities providing public benefit to highway users, such as freight rail infrastructure investments that remove road/bridge-damaging trucks from the roadway system. The maximum amount of TIFIA credit assistance to a project is limited to 33 percent of eligible project costs. Projects seeking TIFIA assistance must meet certain statutory threshold requirements.

Rail Line Relocation and Improvement Capital Grant Program: Provides between \$8 million and \$17 million per year, depending on Congressional appropriations, to assist state and local governments (cities and counties) in mitigating the adverse effects created by the presence of rail infrastructure. Grants may only be awarded for construction projects that improve the route or structure of a rail line and mitigate the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development. Pre-construction activities, such as preliminary engineering, design, and costs associated with project-level compliance with the National Environmental Policy Act (NEPA), are considered part of the overall construction project and are also eligible for funding. However, activities such as planning studies and feasibility analyses are not eligible for funding.

Railroad Rehabilitation and Repair (Disaster Assistance): Up to \$20 million in grants may be available by the Secretary of Transportation to repair and rehabilitate Class II/III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster. These funds are awarded competitively and on a case-by-case basis.

Conclusion

After 35 years of deindustrialization in the Mahoning Valley, reindustrialization is causing renewed interest by the private and public sectors in constructing new and restoring old railroad infrastructure. The interest is being driven by industries, railroads, shippers and real estate professionals to provide efficient, low-cost, bulk transportation service necessary to serve customers, grow businesses and improve the bottom line. But it is also being driven by the need to serve broader public policy goals including regional economic development, reduction of truck traffic, improved road conditions and environmental conservation.

As we have seen in the development of the Marcellus Region to the east of Ohio, which is about five years ahead of Utica Shale developments, major railroad infrastructure developments are well underway after years of planning and environmental reviews. This is a likely future for the Utica Shale in general. Whether this scale of development occurs in the Youngstown-Warren Mahoning Valley remains to be seen. Among the variables is how aggressively a region promotes the development of its rail infrastructure.

The Western Reserve Port Authority has requested assistance to determine what should be its first steps if it decides to include railroad infrastructure improvements among its economic development initiatives. In contracting with RESTORE, WRPA sought guidance on how it could proceed. WRPA asked RESTORE to identify, evaluate and recommend up to five railroad infrastructure projects which represent “immediate needs” for the region and could help WRPA build its organizational capacity for possibly developing larger, more complex projects in the future.

After soliciting input from the community, businesses and citizens, RESTORE finalized a set of 10 criteria to use in “project scorecards” that could be applied to any rail infrastructure project either in this report or in future assessments. The project scorecards revealed that the top five highest-scoring projects are:

1. Ohio Commerce Center, on-site and site access track improvements;
2. Ohio Junction (CSX, G&W) rail yard expansion;
3. CASTLO/Lally Pipe & Tube. Rail Service Yard track/bridge repairs and rehabilitation;
4. Warren Steel Holdings’ onsite track improvements, G&W West Warren track connection;
5. AC&J Railroad transload expansions in Carson and Jefferson.

These are final recommendations after preliminary findings were subjected to a 3-week public comment period. WRPA board and staff may accept, reject or modify these recommendations.

If WRPA and others decide to pursue all, some or other projects, the next course of action is to engage the principals of each project, negotiate legal issues, identify other potential project and community partners, and determine the fiscal capabilities and contributions of each. WRPA will then be in a position to determine what internal and external financial resources and expertise to bring to the table.

Considering the “immediate needs” nature of these projects and an oft-stated goal during the study process to get projects underway in less than two years, it is RESTORE’s suggestion to avoid federal funds where possible. Some exceptions to this involve adding or improving road-rail at-grade crossing safety devices. Grade crossing improvements and new crossings, such as where a new rail line crosses an existing road, can be eligible for federal funds administered by the Ohio Rail Development Commission if those projects meet certain criteria such as the amount of rail and road traffic, the angle of the crossing, sightlines and other safety factors. State funding is available for crossings that do not meet federal thresholds.

Also, where a railroad investment does not require a substantial change to the surrounding natural and built environments, federal funding may be secured more quickly. This can be accomplished by

the project sponsor submitting a “Categorical Exclusion” document to the Federal Railroad Administration in order to receive a Finding Of No Significant Impact (FONSI). A FONSI is required prior to any project receiving federal funding. Examples of projects that could receive a FONSI by submitting a Categorical Exclusion document include those that cause a very small increase in rail traffic on an already active railroad right of way where little or no property needs to be acquired and few if any structural demolitions are needed.

All of the five highest-scoring projects in this study meet that description. Projects that cause more significant land use and environmental changes require more thorough analysis, such as an environmental assessment or an environmental impact statement. These documents describe project design alternatives, their extent of environmental impacts, and the proposed mitigation necessary to reduce those impacts. These steps are proscribed by the National Environmental Policy Act (NEPA). The average time it takes for a transportation project in pursuit of federal funding to go through NEPA-compliant planning is five years, according to the Federal Highway Administration.

If WRPA takes the next step and pursues railroad projects to develop, a community dialogue with key stakeholders in the public and private sectors is a logical next step on if, how and who may fund rail projects, including addressing their ownership, construction and ongoing maintenance. And most port authorities or other rail project sponsors which engage in railroad development activities started out small and built their rail-oriented organizational capacities over time. They did so with hands-on experience aided by the knowledge of others who have their own hands-on experiences to share.

This study will hopefully provide WRPA board and staff with an introductory level of information, context and guidance on what is involved in developing rail projects in general, and specific railroad projects in particular. RESTORE hopes this study also provides the necessary basis for taking the next step by reaching out to and coordinating private and public interests in furtherance of rail development goals.

Ken Prendergast
Executive Director
RESTORE
May 31, 2012

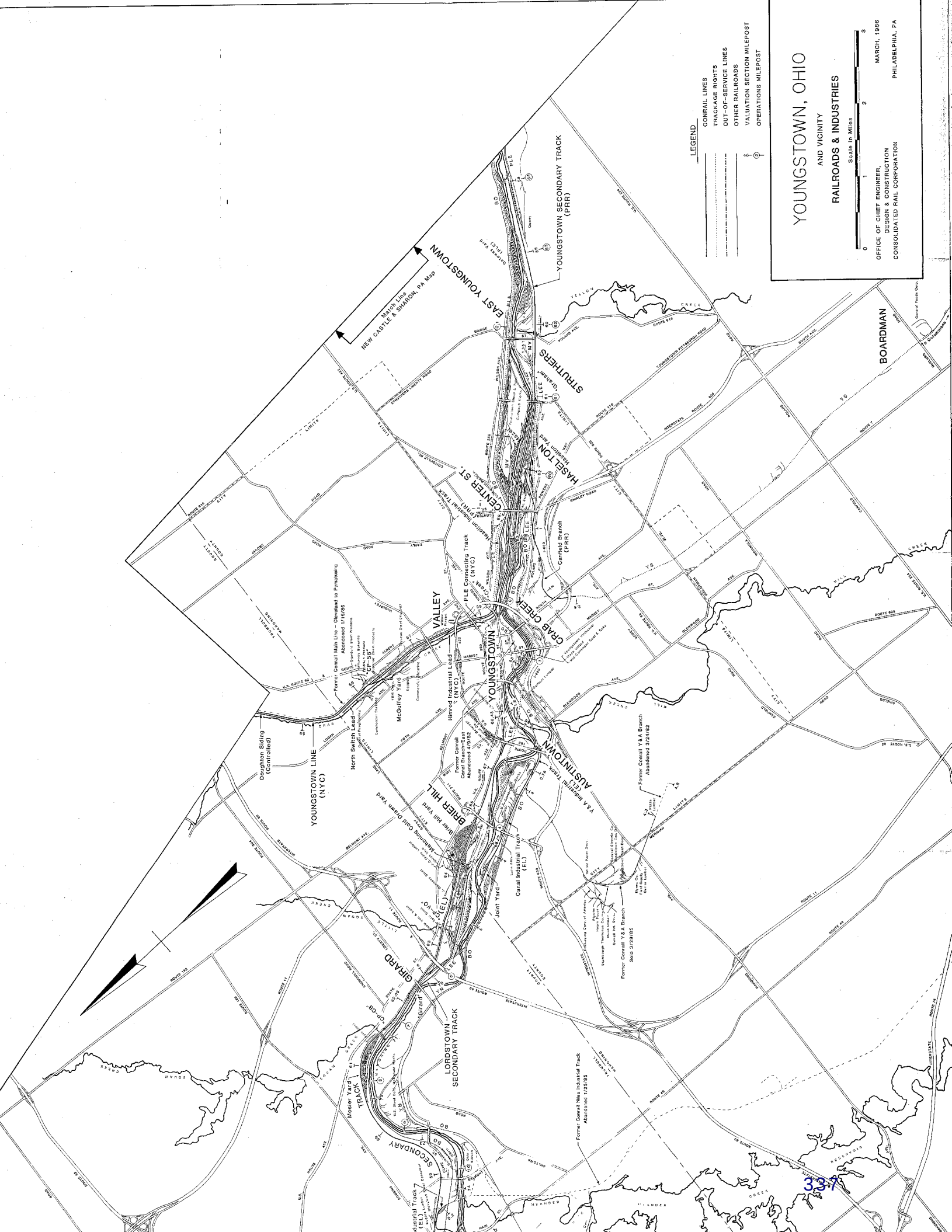
YOUNGSTOWN, OHIO

AND VICINITY RAILROADS & INDUSTRIES

Scale in Miles
0 1 2 3
MARCH, 1986
PHILADELPHIA, PA

OFFICE OF CHIEF ENGINEER
DESIGN & CONSTRUCTION
CONSOLIDATED RAIL CORPORATION

- LEGEND
- CONRAIL LINES
 - TRACKAGE RIGHTS
 - OUT-OF-SERVICE LINES
 - OTHER RAILROADS
 - VALUATION SECTION MILEPOST
 - OPERATIONS MILEPOST



e. Mahoning River Corridor Initiative Feasibility Study

Mahoning River Corridor Initiative

Feasibility Study

Prepared for

The City of Youngstown

By

**Daniel C. Mamula, Manager
Mahoning River Corridor Initiative**

Youngstown
STATE UNIVERSITY
Center for Urban and Regional Studies

**Ronald K. Chordas, PhD., Executive Director
Public Service Institute
Center for Urban and Regional Studies
One University Plaza
Youngstown, Ohio 44555**

October 2009

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Mahoning River Corridor Initiative

Financial partners CASTLO - CIC Mahoning River Consortium

Mahoning River Corridor
Mayors' Association
Village of Lowellville
City of Struthers
City of Campbell
City of Youngstown
City of Girard
Village of McDonald
City of Niles
City of Warren
City of Newton Falls
Greater Mahoning Valley
Common Wealth, Inc.
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YSU Center for Urban
and Regional Studies
One University Plaza
Youngstown, Ohio 44555
Ph. 330-941-1850
Fax 330-941-1527
Contact: Dan Mamula,
Manager
dcmamula@ysu.edu

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YSU Center for Urban and Regional Studies

Mahoning River Corridor Mayors' Association

**President, Mayor John Dill, City of Campbell
Vice President, Mayor Jay Williams, City of Youngstown
Secretary, Mayor James Melfi, City of Girard
Treasurer, Mayor Ralph Infante, City of Niles
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Mahoning River Consortium

CASTLO - CIC

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Greater Mahoning Valley

Mahoning River Corridor of Opportunity

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Youngstown – Warren Regional Chamber

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Disclaimer: The data contained herein was compiled from various reports, field studies, interviews and other public records. The Mahoning River Corridor Initiative does not warrant the accuracy, reliability or timeliness of any of said information and assumes no legal responsibility. Persons relying on the information contained herein should consult the owners of all referred properties and other public information sources for verification of the information.

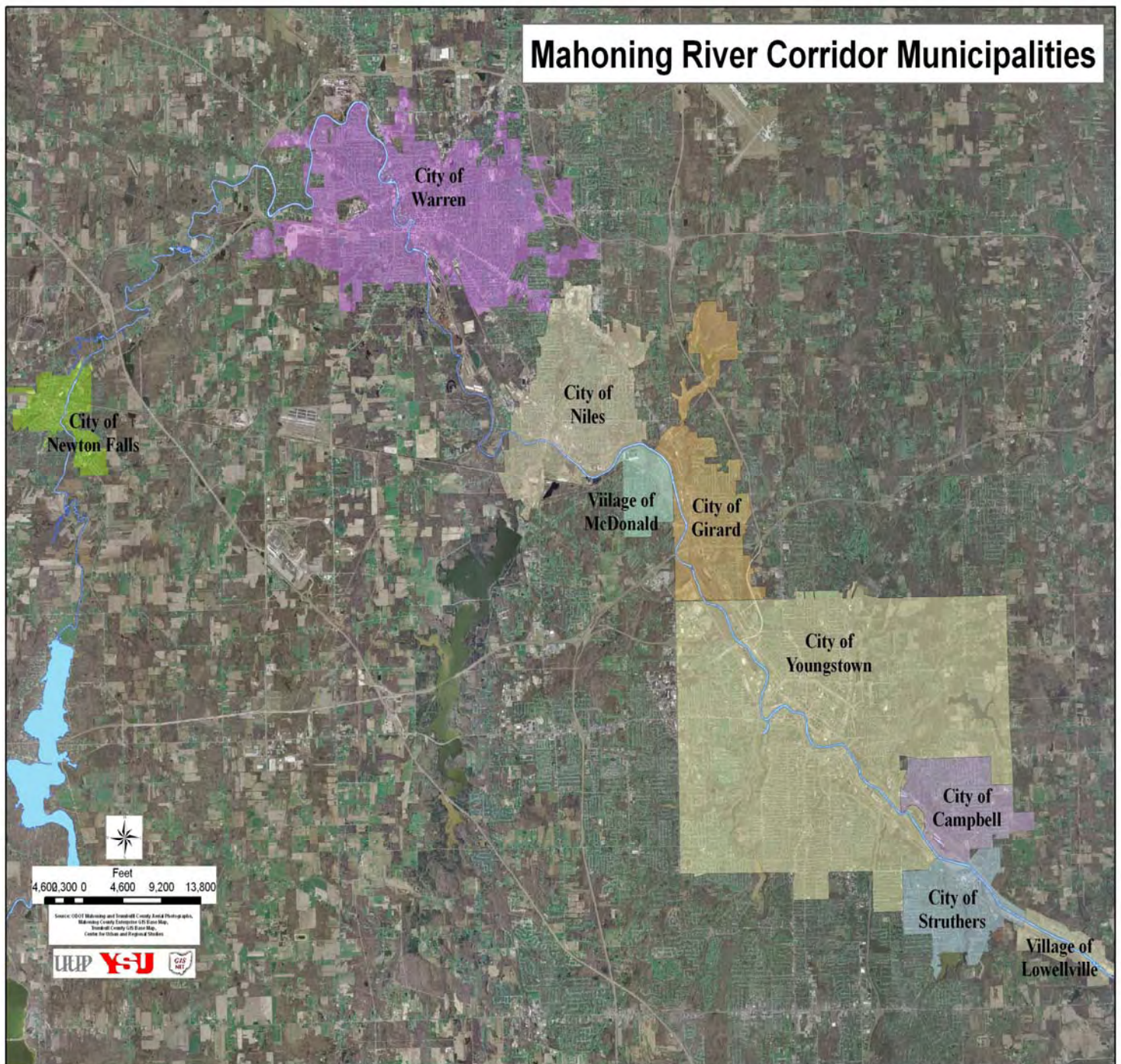


Figure 1: Mahoning River Corridor Municipalities

I. Introduction

The following report addresses ***the feasibility of establishing a regional urban economic development and brownfield revitalization plan in the nine incorporated communities* in Mahoning and Trumbull Counties in the Mahoning River corridor; a strategy to create a sustainable revenue stream through economic development and enhanced public recreational amenities and conservation measures and; details specific implementation activities undertaken by the Mahoning River Corridor Initiative.***

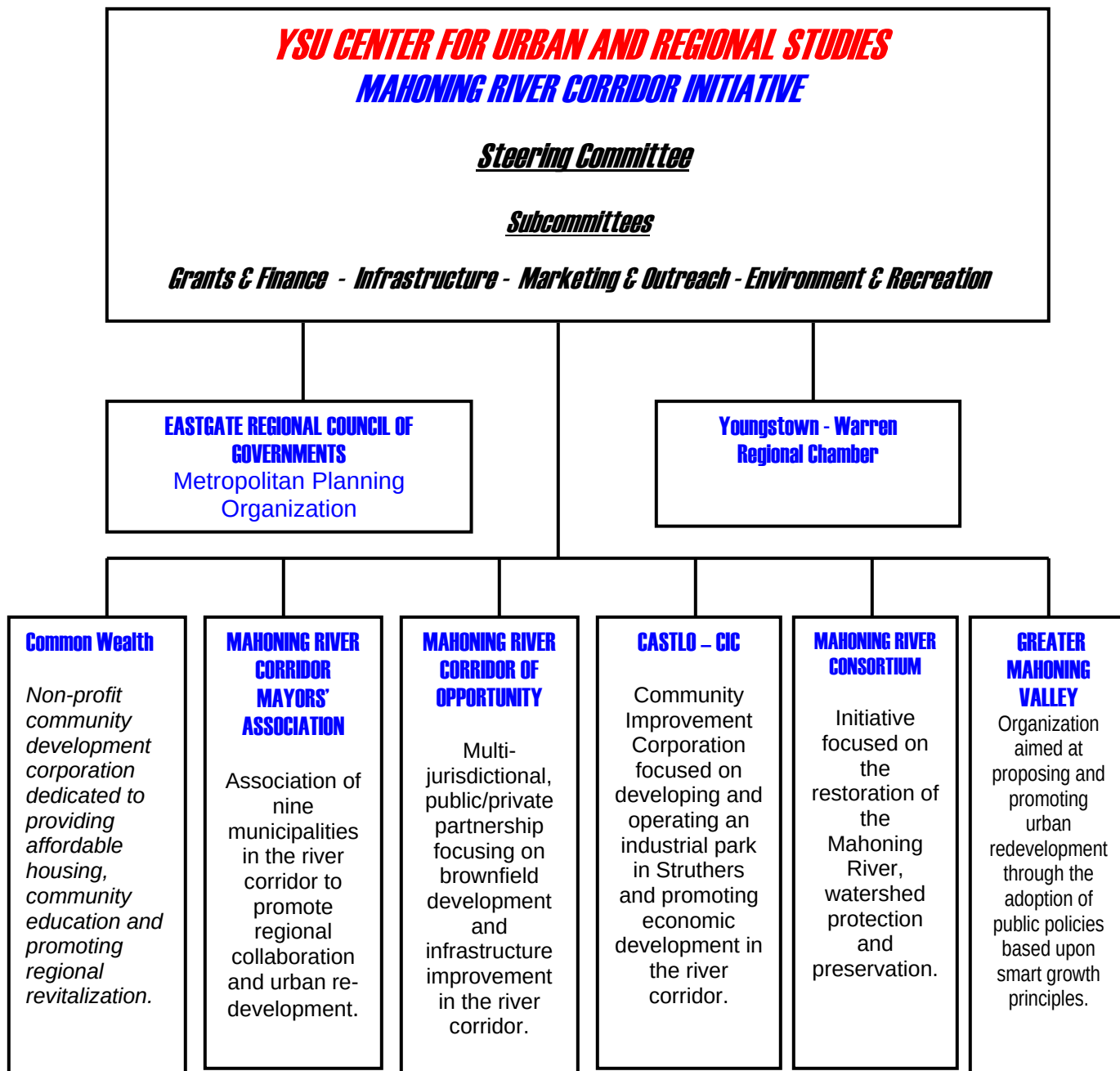
The Mahoning River corridor stretches approximately thirty-one miles along the Mahoning River from Lowellville to Newton Falls and consists of nine incorporated municipalities in Mahoning and Trumbull Counties. Much of the land use in the corridor was dominated by the steel industry and related manufacturing and transportation activities and runs through the most impoverished communities in the Mahoning Valley.

The project is the outgrowth of the Mahoning River Corridor of Opportunity, a regional collaboration in the southeast portion of the corridor between the cities of Struthers, Campbell, Youngstown and Mahoning County, that resulted in over \$18,000,000 in environmental assessments, remediation and infrastructure improvements to assist at least eight businesses to locate, or expand, in that portion of the river corridor that includes a major regional sports facility. Approximately, 200 acres of former brownfield area currently employ over 800 as a result of brownfield redevelopment.

A major obstacle inhibiting additional and further progress in the remainder of the corridor continued to be the lack of regional collaboration between communities to plan redevelopment; to access the available resources to address environmental and infrastructure improvements; and the lack of readily available expertise to facilitate and coordinate such a regional effort.

In the spring 2008, the MRCO reached out to other communities in the river corridor, Youngstown State University and other initiatives working on complementary and parallel river corridor projects to explore the possibilities of expanding the MRCO strategy and combining efforts. In June 2008, the Mahoning River Corridor Mayors' Association was formed to represent the interests of the corridor communities and to establish a mechanism for working in concert with other initiatives. In June 2008, the YSU Center for Urban and Regional Studies agreed to house the Corridor Initiative and provide institutional support and other in-kind staff and facilities support. To further help facilitate establishing the Corridor Initiative the Mahoning River Corridor Mayors' Association communities agreed to contribute \$.10/ capita, the YSU Center for Urban and Regional Studies agreed to house the initiative and provide in-kind facilities support and UUP funding and the CASTLO CIC, Mahoning River Consortium, and Common Wealth provided financial assistance. The Eastgate Regional COG and Youngstown-Warren Regional Chamber also agreed to provide in-kind support in the form of staff assistance, technical expertise and data sharing. As a result, the Mahoning River Corridor Initiative was formed consisting of the Mahoning River Corridor Mayors' Association, the YSU Center for Urban and Urban Studies, Mahoning River Consortium, CASTLO CIC, Common Wealth, Inc., Eastgate Regional COG, and Youngstown-Warren Regional Chamber.

*Villages of Lowellville, McDonald; Cities of Struthers, Campbell, Youngstown, Girard, Niles, Warren and Newton Falls



Mahoning River Corridor Mayors' Association: Villages of Lowellville and McDonald, Cities of Struthers, Campbell, Girard, Youngstown, Niles, Newton Falls and Warren

Figure 2: MRCI Organizational Chart

II. Corridor Initiative Goals & Objectives

Goal: To establish and implement a regional urban economic and brownfield revitalization plan in the Mahoning River corridor.

Objectives:

- Increase utilization of the Mahoning River corridor for business, recreational and preservation activities.
- Make land along the river corridor available for development.
- Make urban areas more attractive to new investment.
- Foster regional cooperation among local governments.
- Promote smart growth policies and reduce the trend towards urban sprawl.
- Facilitate the creation of revenue sharing mechanisms between corridor communities.

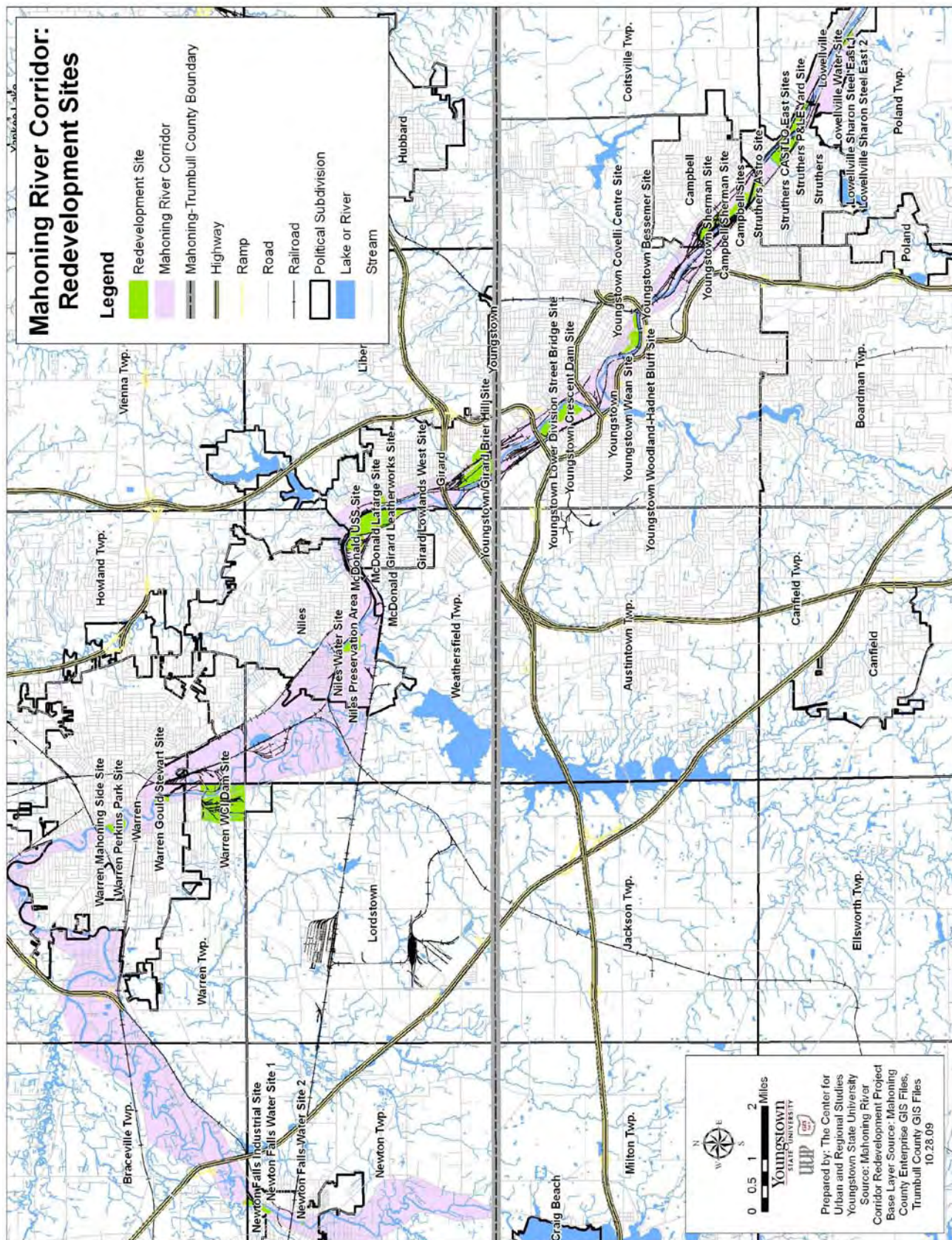
III. Corridor Initiative Structure & Strategy

The position of Mahoning River Corridor Initiative Manager was established at the YSU Center for Urban and Regional Studies to work with the corridor communities, local, state and federal economic development and community-based agencies to identify, prioritize, coordinate and manage Corridor Initiative activities.

At a March 2009 General Membership Meeting of all collaborating partners, a Mahoning River Corridor Initiative Steering Committee and four Subcommittees were established representative of the governmental and community partners to establish a regional urban economic development and brownfield revitalization plan utilizing an expanded Mahoning River Corridor of Opportunity model. The Steering Committee is comprised of the Executive Committee of the Mahoning River Corridor Mayors' Association, and representatives of the Mahoning River Consortium, Trumbull and Mahoning Engineers, Eastgate Regional COG, Governor's Regional Economic Development Office, YSU Center for Urban and Regional Studies, CASTLO – CIC, Common Wealth, the Mill Creek and Trumbull County MetroParks, and the four MRCI Subcommittee Chairs. Chaired by the Corridor Initiative Manager, the Steering Committee meets quarterly, or as necessary, to review the status of Corridor Initiative activities and identify tasks to be completed and assigned to the appropriate MRCI Subcommittee. (Figure 2)

The MRCI Subcommittees include: Transportation & Infrastructure, Marketing & Outreach, Environmental/Recreational Enhancement, and Grants & Finance. Subcommittees are comprised of members from the partnering organizations. The MRCI Subcommittees meet as necessary to facilitate Corridor Initiative activities in their particular area of responsibility.

Based on input from the Corridor Initiative governmental and community partners and consistent with available community comprehensive plans, sites and projects were proposed and



evaluated in each community for potential business, recreational, environmental enhancement and/or preservation to determine highest and best use. (Figure 3)

As data was gathered sites/projects were added, deleted, and modified. Using a number of feasibility factors, sites in each use category and projects were prioritized. The feasibility factors used to rate proposed sites and projects were: site ownership status, environmental status, community support, comprehensive plan, zoning, availability and timing of financial resources (state/federal), cost of project and local match requirements. Based upon the feasibility rating as determined by a consensus of the appropriate MRCI Subcommittee and Steering Committee, sites/projects were ranked into one of the three tiers. Tier 1 sites/projects were those being implemented or that could be implemented within three years. Tier 2 sites/projects could be implemented in three to five years. Tier 3 site/project could be implemented in five plus years.

The various Corridor Initiative partners act as lead or co-applicants in filing funding applications to implement projects in their area, or jurisdiction.

IV. Corridor Initiative Redevelopment Sites/Projects

A. Brownfield and Related Infrastructure Projects

Sixteen brownfield sites totaling over 800 acres that would have the greatest potential economic development and ecological restoration impact in the river corridor were identified to be addressed in the corridor land use plan. See pages 10 - 41 for site maps and profiles. Eleven infrastructure projects are related to those sites. Infrastructure projects are represented on the respective brownfield site map.

Brownfield Sites / (Rating):

1. Lowellville Sharon Steel East 1 (1)
2. Lowellville Sharon Steel East 2 (1)

3. Struthers P&LE (3)
4. Struthers CASTLO East (1)
5. Struthers Astro (1)

6. Campbell YS&T (1)

7. Campbell Sherman (3)

8. Youngstown Sherman (3)

9. Youngstown Bessemer (3)

10. Youngstown Wean (1)

11. Youngstown-Girard Brier Hill (1)

12. Girard Leatherworks (3)

13. McDonald USS (3)

14. McDonald Lafarge (3)

15. Warren Mahoningside (1)

16. Newton Falls Direct International (2)

Related Infrastructure Projects (Rating)

- Lowellville McGaffney St. Ext. (1)

- CASTLO Infrastructure (1)
MRCO Lower Connector Bridge (1)
MRCO Cene Way Ext. (1)
MRCO Lower Connector Bridge (1)
MRCO Sanitary Lift Station (1)
MRCO Campbell Roadway (1)
MRCO Roadway (3)
MRCO Sanitary Lift Station (1)
MRCO Roadway (3)
MRCO Sanitary Lift Station (1)

- Lower Division St. Bridge (2)
Girard Rt. 422 Improvement (1)

- McDonald Roadway (3)
McDonald Roadway (3)

Infrastructure Projects

MRCO Lower Connector Bridge (1). A 400 ft. span over the Mahoning River that will link sites in Struthers and Campbell. Project is under design and will go to construction in 2010.

Cene Way Extension (1). Roadway extension will provide improved access to Astro Development Site and link to the Lower Connector Bridge. Roadway construction is complete with the exception of constructing a rail crossing at Ohio Central track. Completion of project is expected before the end of 2009.

MRCO Sanitary Lift Station (1). Project will rehabilitate as sanitary lift station and related sanitary improvements in the Campbell / Casey corridor area serving four existing businesses and future businesses. Seven hundred thousand dollars of the \$1,000,000 project have been secured. Balance of funding is currently pending approval of an Ohio Public Works Commission grant.

MRCO/Campbell Roadway (1). Project involves reconstruction of 2,600 ft. of industrial roadway and utilities to improve access to existing businesses and facilitate further development in the corridor. A commitment of \$235,000 has been secured from the ODOD 629 funding, and an application for \$350,000 is pending Ohio Public Works Commission grant approval.

CASTLO Infrastructure Improvements (1). Comprehensive project involves infrastructure improvements including 1,600 ft. of roadway and utility extensions in the Castlo Industrial Park to facilitate development of a forty-acre VAP remediated site. CASTLO to refile a Jobs Ready Sites application for funding in fall 2009.

Lower Division Street Bridge (2). Project is replacement of the 200' Lower Division Street Bridge over the Mahoning River in Youngstown to improve egress and ingress to the Ohio Works and Brier Hill Development site in Youngstown and Girard. Bridge is a major access route to SR422, SR711, and I-80. Project secured funding in 2009 and is undergoing design.

McDonald Industrial Roadway (3). Project is the proposed construction of an approximately 7,500' roadway along the east side of the railroad right-of-way from the bridge at McDonald Steel to the vicinity of the viaduct at to more effectively access the USS and Lafarge development sites.

MRCO Industrial Roadway (3). Project would extend existing roadway 6,000' east along the north side of the Mahoning River from Campbell to Center Street in Youngstown as part of the MRCO internal roadway system. Project would improve access to Youngstown Sherman site.

Girard US 422 Project (1). Project will improve US 422 (S. State Street) in Girard and improve egress and ingress to the Brier Hill site. Project is also related to the Gateway Environmental Enhancement project. Funding is secured for the project, and it is scheduled for construction in spring 2010.

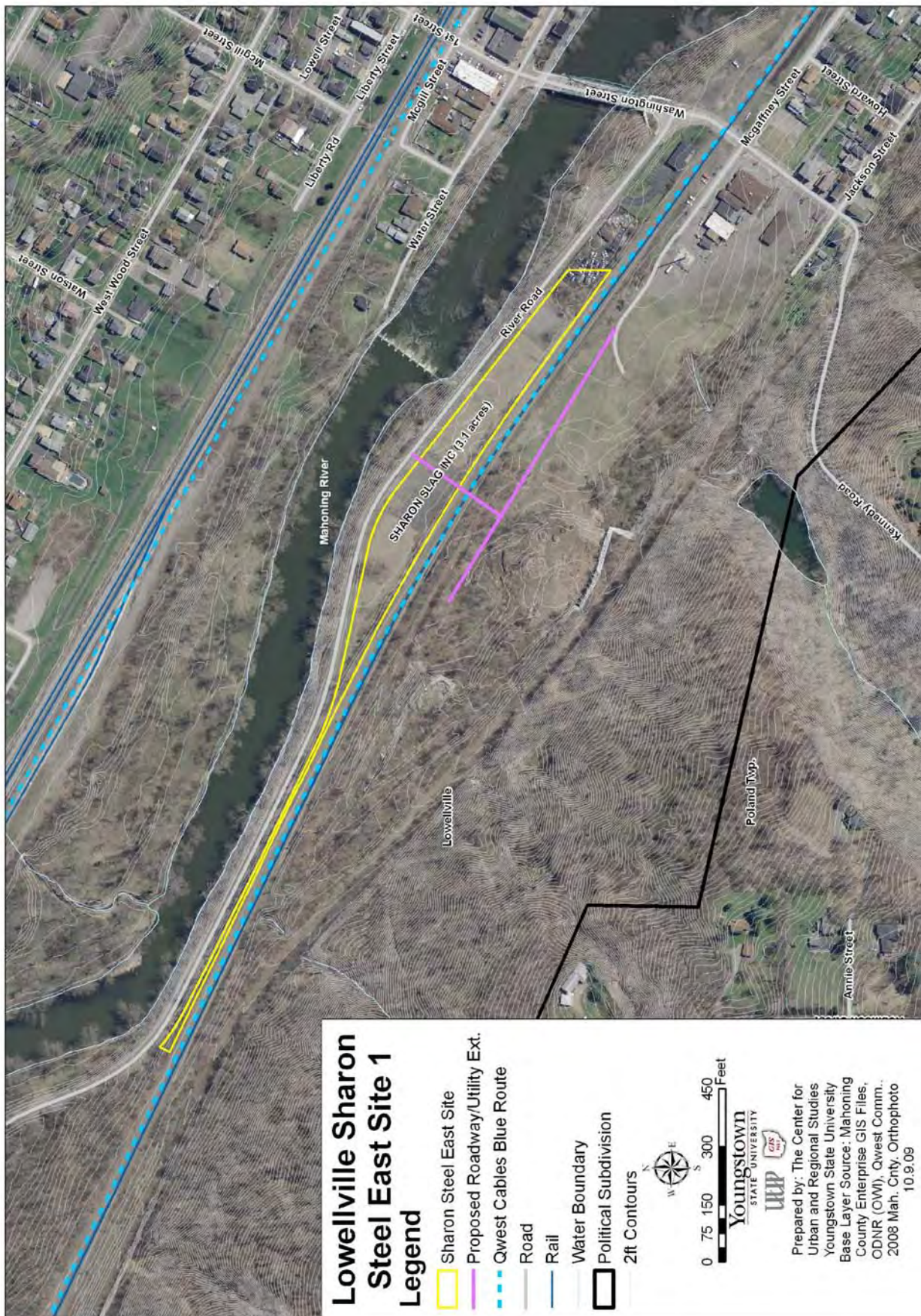
Intermodal Facility (2). Project is to establish a rail to truck intermodal facility in the river corridor on one of two corridor sites (Astro, Castlo East) currently remediated and accessible with service railroad availability. The Western Reserve Port Authority has agreed to sponsor the project and has filed a Letter of Intent with ODOD under the Logistics and Distribution Program.

Lowellville McGaffney St. Extension (1). Project is to construct 1600' of roadway and utilities extending McGaffney Street to better access and serve former Sharon Steel property.

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Site Maps and Profiles

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.



MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

Sharon Steel East 1 Development Site

Feasibility Rating: 1

Proposed Use : Commercial / Lt. Manufacturing

Community: Lowellville

Site Address/ Location

River Road

Site Owner(s):

David Gennaro

6065 Arrel-Smith Rd.

Lowellville, OH 44436

Site Owner(s) Contact Information

Same

330-536-6910



Environmental Status

VAP Phase I: no

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 3

Zoning: Industrial

Rail Access: at site, no siding

Road Access: River Road

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	< 100'	4"	40-60 psi
Water:	at site	6"	40-60 psi
Electric:	at site	4.16 – 138 KV	
Wastewater:	none		
Fiber Optics:	at site		

Highway/Distance: US224 / 1.5 mi.

SR289 / .5 mi.

Interstate/Distance: I680 / 5 mi.

Related Infrastructure Project(s)

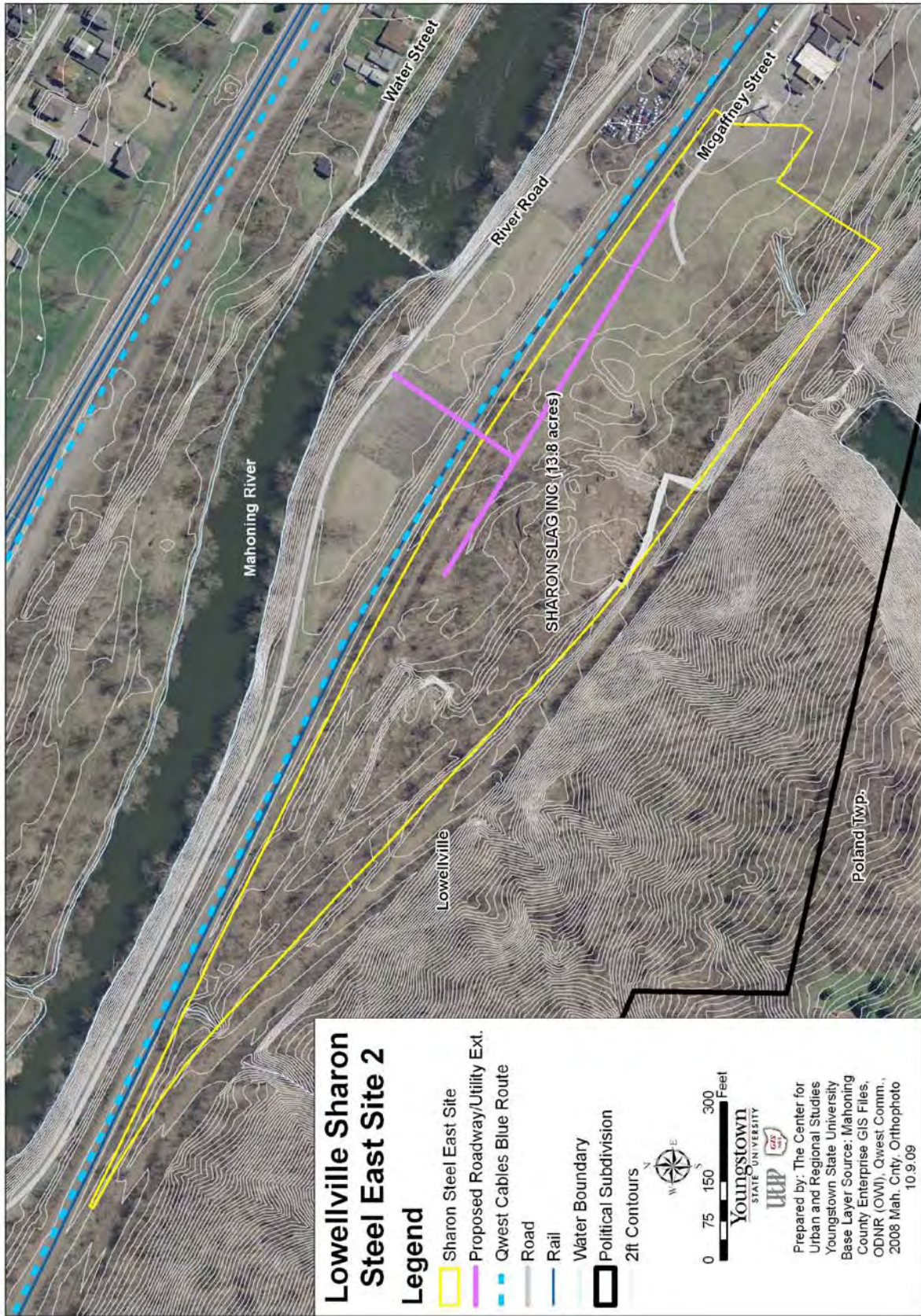
McGaffney St. Extension Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to conduct appropriate environmental assessments.

Based upon prior use likely only a Phase I may be necessary.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Sharon Steel East 2 Development Site

Feasibility Rating: 1

Proposed Use : Commercial / Lt. Manufacturing

Community: Lowellville

Site Address/ Location

River Road

Site Owner(s):

David Gennaro

6065 Arrel-Smith Rd.

Lowellville, OH 44436

Site Owner(s) Contact Information

Same

330-536-6910



Environmental Status

VAP Phase I: no

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 13.5

Zoning: Industrial

Rail Access: at site, no siding

Road Access: McGaffney Street

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	4"	40-60 psi
Water:	at site	12"	90 psi
Electric:	at site	4.16 – 138 KV	
Wastewater:	100'	10"	
Fiber Optics:	at site		

Highway/Distance: US224 / 1.5 mi.
SR289 / .5 mi.

Interstate/Distance: I680 / 5 mi.

Related Infrastructure Project(s)

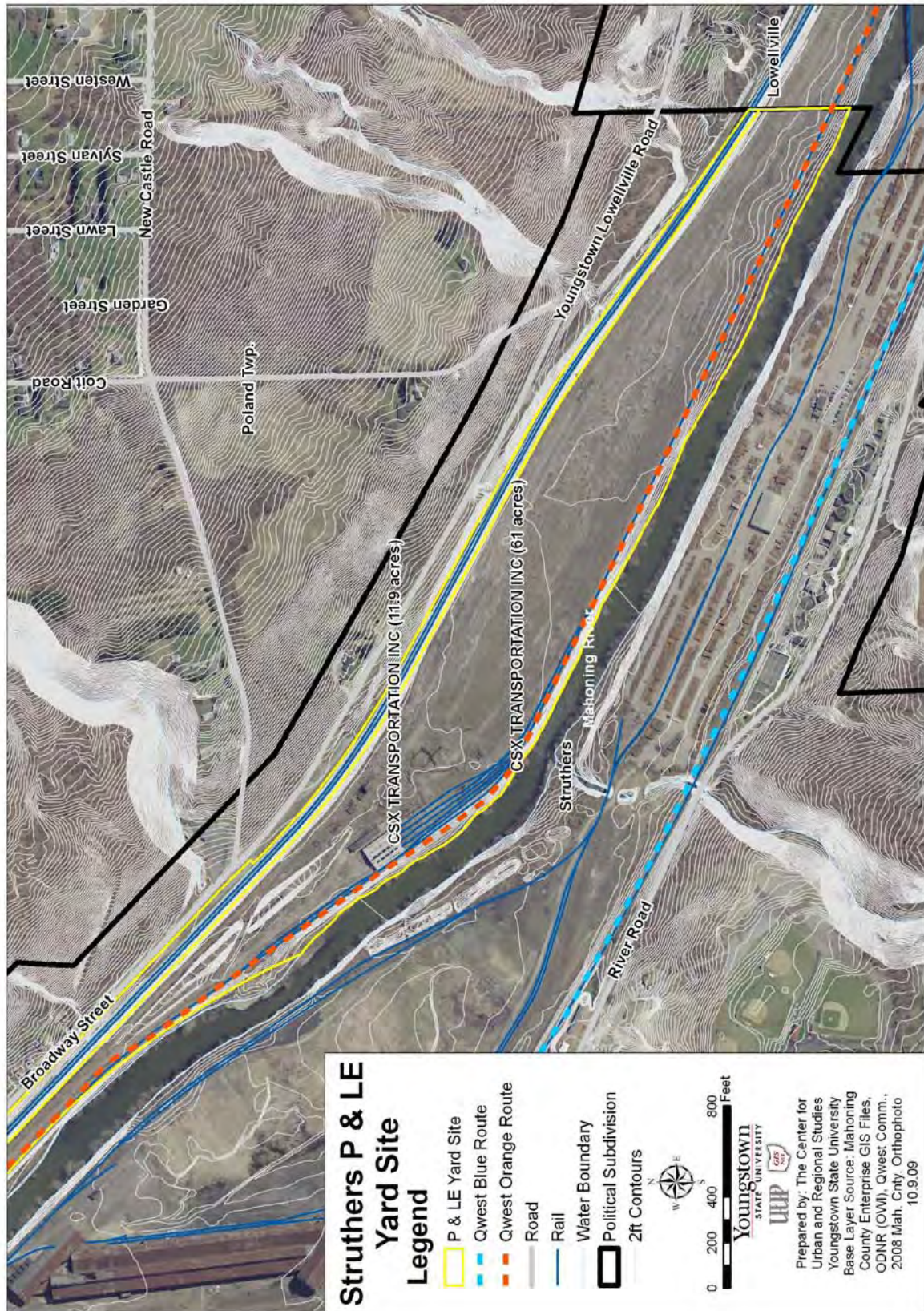
McGaffney St. Extension Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to conduct appropriate assessments.

Based on prior use only a Phase I may be necessary



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Struthers P&LE Development Site

Feasibility Rating: 3

Proposed Use : Industrial

Community: Struthers

Site Address/ Location

Broad Street (SR289)
Struthers, OH

Site Owner(s):

CSX Railroad

Site Owner(s) Contact Information

CSX Real Property, Inc.
301 W. Bay Street, Suite 800
Jacksonville, FL 32202
904-359-3200



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 73

Zoning: Industrial

Rail Access: Yes. CSX on site

Road Access: No*

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	200'	6"	40 – 60 psi
Water:	on site	4"	80-90 psi
Electric:	200'	4.16 – 138 Kv	
Wastewater:	unknown		
Fiber Optics:	on site		

Highway/Distance:

SR 289 / 1.5 mi

SR 224 / 2 mi.

Interstate/Distance:

I 680 / 3mi.

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

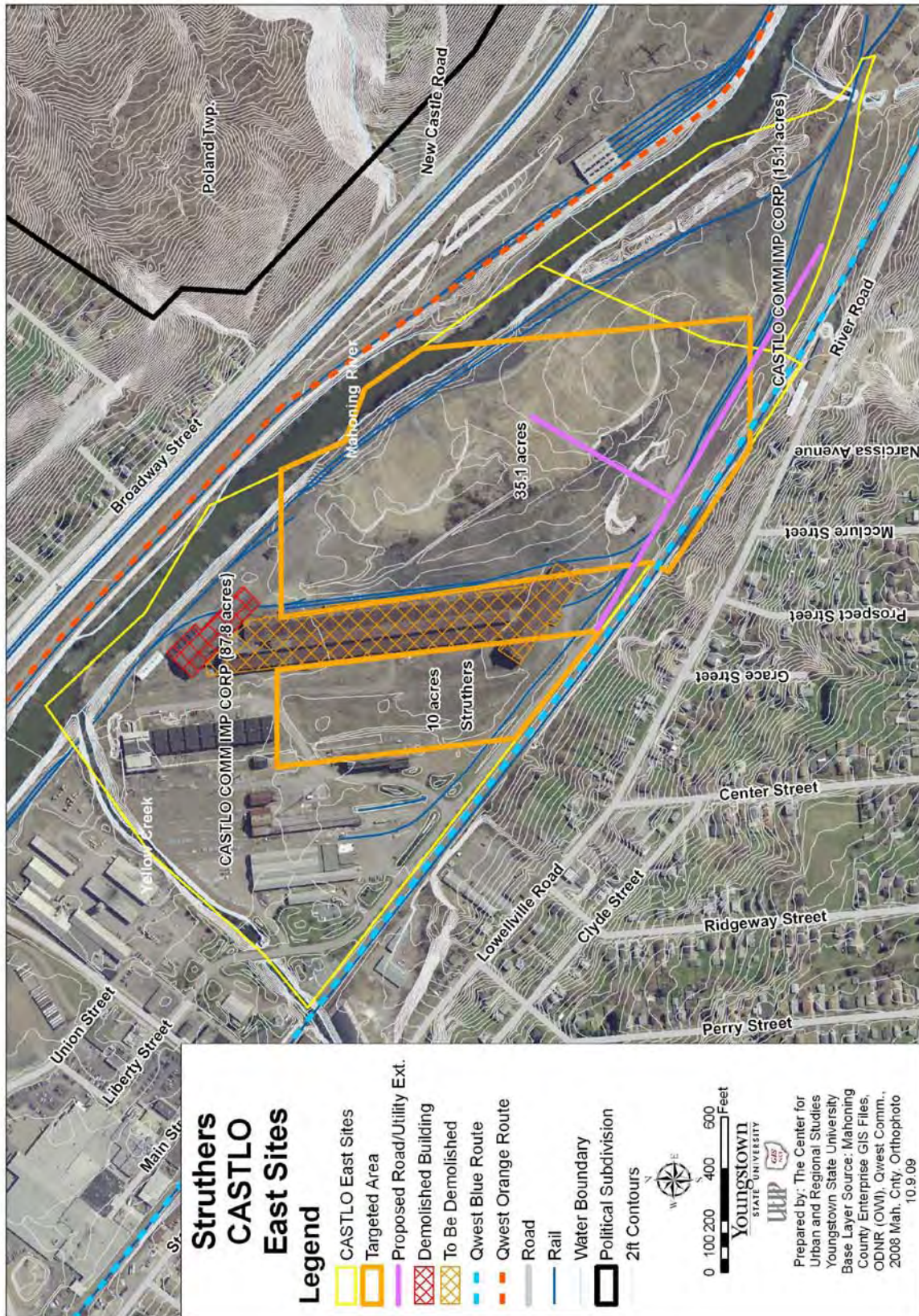
Other relevant information / Next Steps

Part of site is currently being utilized by a company that refurbishes rail cars.

Utility information needs updated pending further investigation.

*Site accessibility limited via railroad right-of way from Lowellville app. one mile.

Secure access or ownership to conduct appropriate environmental assessments.



MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

CASTLO East Development Site

Feasibility Rating: 1

Proposed Use : Commercial/Industrial

Community: Struthers

Site Address/ Location

100 S. Bridge St.
Struthers, OH 44471

Site Owner(s):

CASTLO CIC

Site Owner(s) Contact Information

CASTLO CIC

Att. Mike Hoza, Ex. Director

330-750-1363

Six acre site



Environmental Status

VAP Phase I: yes

VAP Phase II: yes (60 acres)

Covenant Not to Sue: yes (40 acres)

Testing Recommendation: none

Site Features

Total Acres: 120

Zoning: Industrial

Rail Access: Yes, N&F / Ohio Central on site

Road Access: Meshel Way

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site	6"	60 psi
Water:	on site	6" 12" raw	60-80 psi
Electric:	on site	4.16 – 138 KV	
Wastewater:	on site	12"	
Fiber Optics:	at site		

Highway/Distance: SR 616 at site
SR 289 / .4 mi.
US 224 / 3mi.
US 422 / 3 mi.

Interstate/Distance: I680 / 2.5 mi.

Related Infrastructure Project(s)

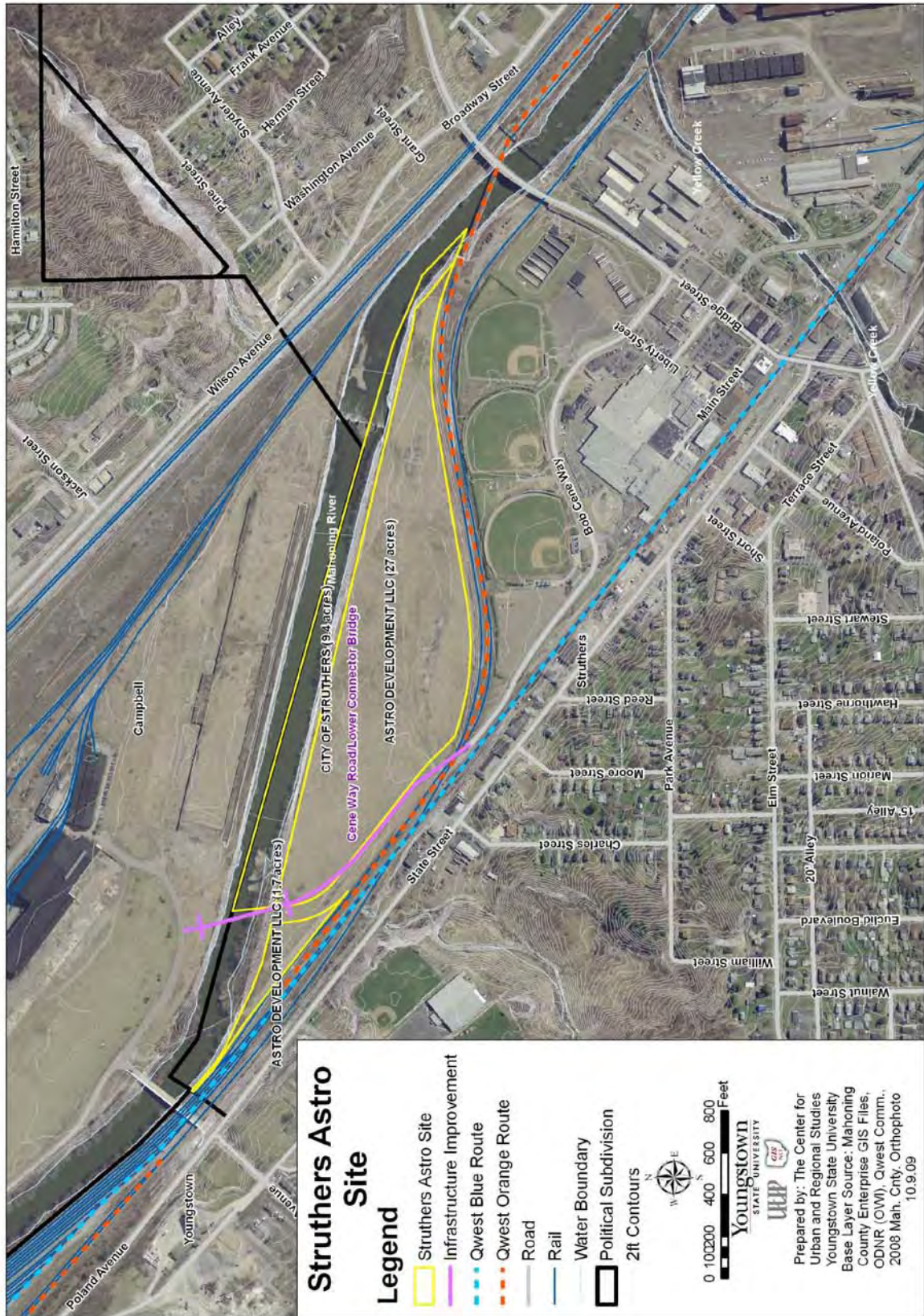
CASTLO Infrastructure Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

CASTLO has a 6 and 35 acre site available for development.

Assist in preparation of JRS application for infrastructure improvements to 40 acre site.
Market sites and other available buildings via MRCI rollin' on the river website.



MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

Astro Development Site

Feasibility Rating: 1

Proposed Use : Commercial/Industrial

Community: Struthers

Site Address/ Location

Bob Cene Way
Struthers, Ohio 44471

Site Owner(s):

ASTRO Development LLC

Site Owner(s) Contact Information

Bob Cene, Jr.

Astro Shapes Corp.

65 Main Street

Struthers, Ohio 44471

330-755-1414



Environmental Status

VAP Phase I: yes

VAP Phase II: yes

Covenant Not to Sue: yes

Testing Recommendation: none

Site Features

Total Acres: 27.5

Zoning: Industrial

Rail Access: Yes, NF / Ohio Central on site

Road Access: Bob Cene Way

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site,	6"	40 - 60 psi
Water:	250 ft.	6"	60 - 80 psi
		12" raw	
Electric:	on site	4.16 – 138 KV	
Wastewater:	250 ft.	12 "	
Fiber Optics:	on site		

Highway/Distance: SR 616 / .5 mi.
SR 289 / .75 mi.
US 224 / 3 mi.
US 422 / 3 mi.

Interstate/Distance: I680 / 2.5 mi.

Related Infrastructure Project(s)

MRCO Lower Connector Bridge (1)

Cene Way Extension (1)

Intermodal Facility (2)

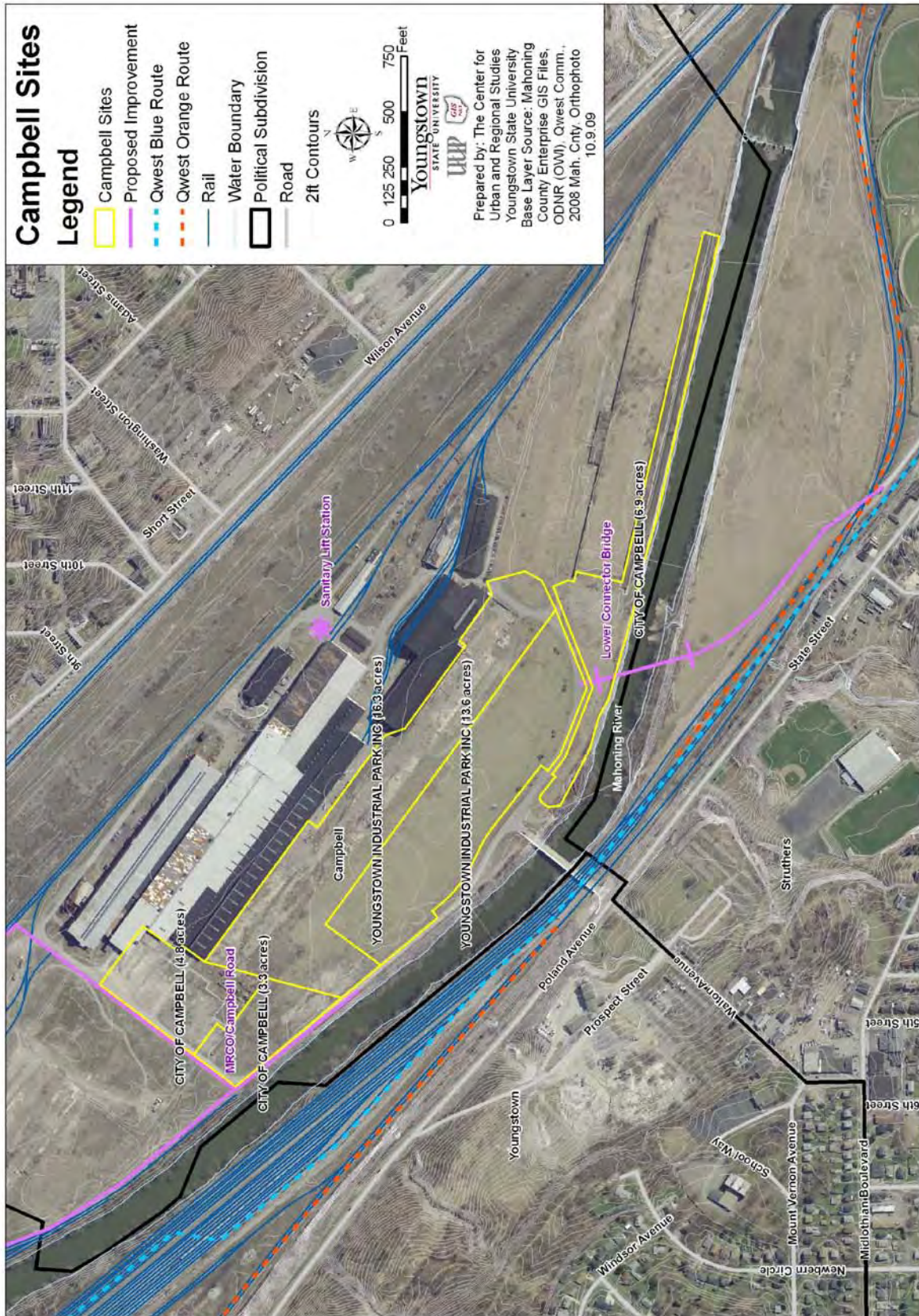
* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Lower connector bridge construction to begin in 2010.

Complete construction of railroad crossing on Bob Cene Way.

Assist in marketing site via MRCI rollin' on the river web site.



MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

Campbell YS&T Development Site

Feasibility Rating: 1/2

Proposed Use : Commercial / Industrial

Community: Campbell

Site Address/ Location

MRCO off Poland Ave. @ Walton Bridge

Site Owner(s):

City of Campbell / Yo. Industrial Park

Site Owner(s) Contact Information

Mayor John Dill

351 Tenney Ave.

Campbell, OH. 44505

Youngstown Industrial Park

275 Kappa Dr.

Pittsburgh, PA 15238

ATT: Carrie Casey 412-963-1111



Environmental Status

VAP Phase I: yes

VAP Phase II: yes, 45 acres, 8 remediated

Covenant Not to Sue: pending on 8 acres

Testing Recommendation: none

Site Features

Total Acres: 45

Zoning: industrial

Rail Access: yes

Road Access: yes, Poland Ave./Walton Ave.

Utilities

Distance

Size

Psi / Volt.

Gas: at site 6" 40-60 psi

Water: < 100' 6"

Electric: at site 4.16 – 138 KV

Wastewater: < 100' 8"

Fiber Optics: Adjacent to site on Poland Ave.

Highway/Distance:

Interstate/Distance:

I680 / 2mi.

Related Infrastructure Project(s)

MRCO Sanitary Lift Station (1)

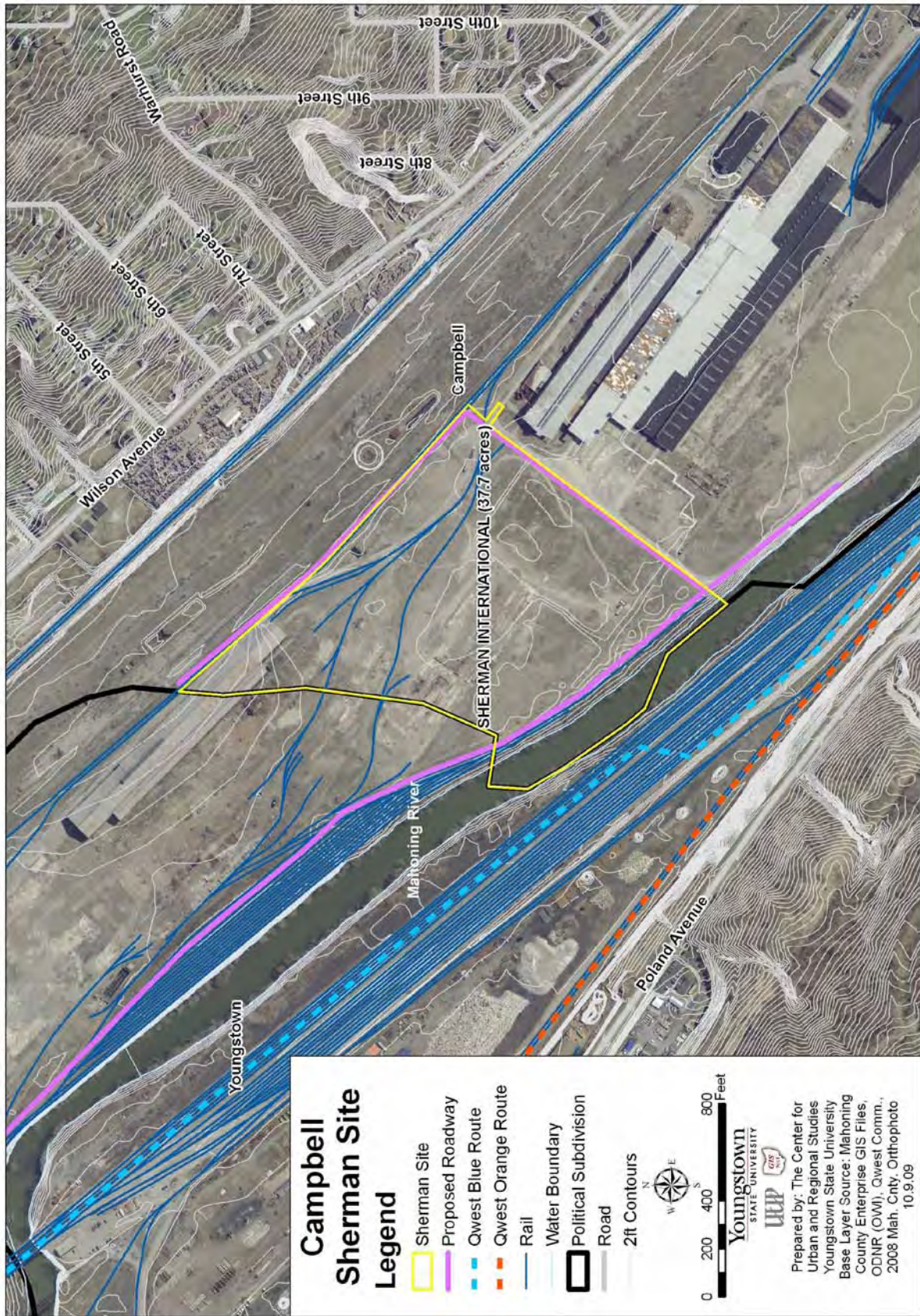
MRCO/Campbell Roadway Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure Clean Ohio and/or Federal Brownfield assistance for remediation of additional 50 acres.
Secure construction funding for MRCO/Campbell Roadway and Sanitary Lift Station improvements.

Market available sites via MRCI rollin' on the river web site.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Campbell Sherman Development Site

Feasibility Rating: 3

Proposed Use : Industrial

Community: Campbell

Site Address/ Location

MRCO off Poland Ave. via Walton Bridge

Site Owner(s):

Sherman International

Site Owner(s) Contact Information

367 Mansfield Ave.
Pittsburgh, PA 15238
412-928-2880



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 37.7

Zoning: Industrial

Rail Access: yes

Road Access: yes

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	6"	40-60 psi
Water:	< 100'	6"	80-90 psi
Electric:	at site		4.16 – 138 KV
Wastewater:	< 100'	8"	
Fiber Optics:	< .5 mi. on Poland Ave.		

Highway/Distance:

Interstate/Distance:

I 680 / 2 mi. via Poland Ave.

Related Infrastructure Project(s)

MRCO Roadway (3)

MRCO Sanitary Lift Station (1)

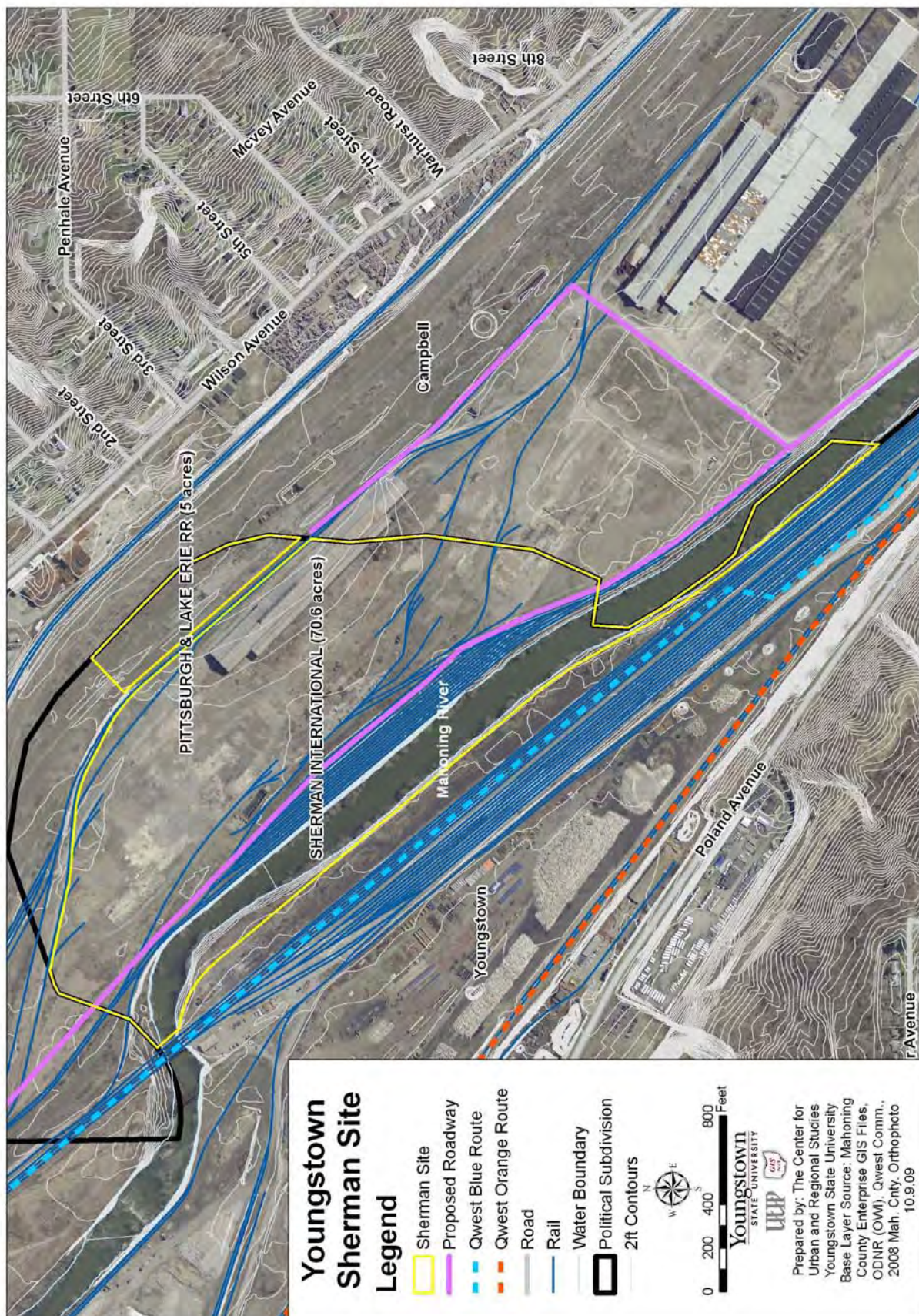
MRCO/Campbell Roadway (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure funding for MRCO/Campbell Roadway and sanitary lift station improvements.

Secure access to property for appropriate environmental assessments.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Youngstown Sherman Development Site

Feasibility Rating: 3

Proposed Use : Industrial

Community: Youngstown

Site Address/ Location

MRCO off Poland Ave. via Walton Bridge

Site Owner(s):

Sherman International

Site Owner(s) Contact Information

367 Mansfield Ave.
Pittsburgh, PA 15238
412-928-2880



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 70.6

Zoning: Industrial

Rail Access: yes

Road Access: limited

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	6"	40 – 60 psi
Water:	< 100'	6"	80 – 90 psi
Electric:	at site		138 KV
Wastewater:	< 100'	8"	
Fiber Optics:	< 1 mi. on Poland Ave.		

Highway/Distance:

Interstate/Distance:

I 680 / 2 mi. via Poland Ave.

Related Infrastructure Project(s)

MRCO Roadway (3)
MRCO Sanitary Lift Station (1)
MRCO/Campbell Roadway (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure funding for MRCO/Campbell Roadway and sanitary lift station improvements.
Secure access to property for appropriate environmental assessments.



MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

Bessemer Development Site

Feasibility Rating: 3

Proposed Use : Industrial Green/Recreation/Preservation

Community: Youngstown

Site Address/ Location

South Ave. & Front St. (East of South Ave Bridge)

Site Owner(s):

RSA

Site Owner(s) Contact Information

40 S. Meridian Rd.

Youngstown, OH 44509



Environmental Status

VAP Phase I: No

VAP Phase II: No

Covenant Not to Sue: No

Testing Recommendation: yes

Site Features

Total Acres: 17

Zoning: Industrial

Rail Access: CSX mainline, no siding

Road Access: limited

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	12"	100 psi
Water:	at site	8"	90 psi
Electric:	at site		13.2 KV 22.86 y
Wastewater:	at site	12 "	
Fiber Optics:	50' to hook-up		

Highway/Distance:

Interstate/Distance:

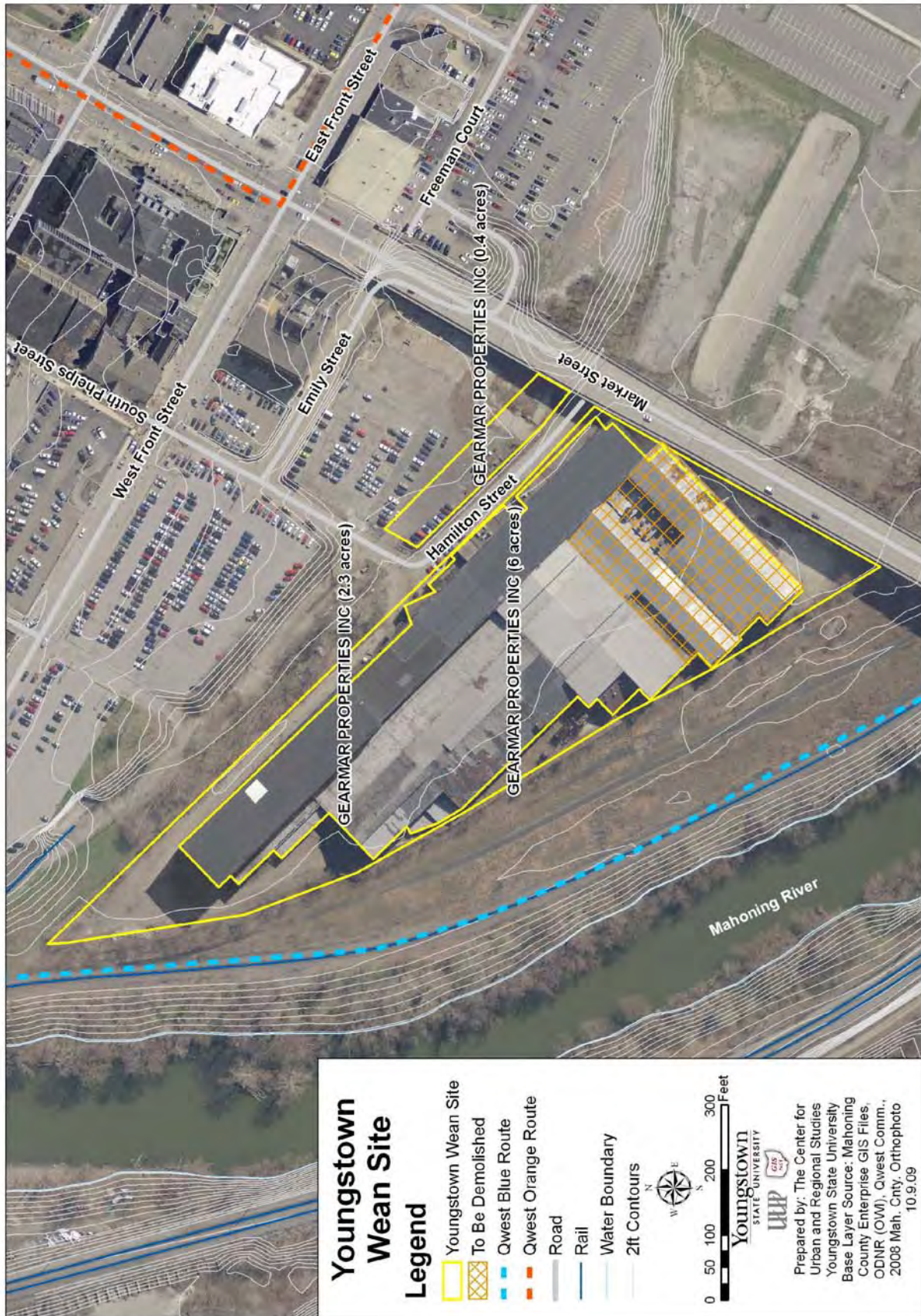
I 680 / .5 mi.

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Site is being further evaluated for highest and best use. Site could be mixed use. Penn State University architectural landscape studio working on site plan. In any event land bordering Crab Creek at Mahoning River to be preserved.



Brownfield Site Profile

Feasibility Rating: 1

Community: Youngstown

Portersville, PA 16051



Testing Recommendation: Yes

Road Access: Yes

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	12"	100 psi
Water:	at site	8"	90 psi
Electric:	at site		13.2 KV 22.86 y
Wastewater:	at site	12"	
Fiber Optics:	50' to hook-up		

I 680 / .25 mi.

Related Infrastructure Project(s)

Youngstown to collaborate with owner to secure Clean Ohio funding to demolish larger structure.

MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Youngstown Brier Hill Development Site

Feasibility Rating: 1

Proposed Use : Industrial

Community: Youngstown

Site Address/ Location

Martin Luther King Blvd. (US 422)

Site Owner(s):

City of Youngstown

Site Owner(s) Contact Information

City of Youngstown
Office of Economic Development
20 Federal Street
Youngstown, OH 44503
330-744-1708



Environmental Status

VAP Phase I: yes

VAP Phase II: yes

Covenant Not to Sue: No, undergoing remediation

Site Features

Total Acres: 190

Zoning: industrial

Rail Access: yes

Road Access: via US 442

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	12"	100 psi
Water:	at site	8"	90 psi
Electric:	at site		13.2 KV 22.86 y
Wastewater:	at site	12"	
Fiber Optics:	50' to hook-up		

Highway/Distance:

US 442 at site

Interstate/Distance:

SR 711 / .25 mi.

I 680 / 1 mi.

Related Infrastructure Project(s)

Lower Division St. Bridge (2)

Girard US 442 Improvement (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Site has utilities of various sizes and capacity throughout. Site of the potential V&M Star expansion project. Youngstown has obtained ownership of 190 acres from City of Girard.



MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

Girard Leatherworks Development Site

Feasibility Rating: 3

Proposed Use : Commercial/Industrial & Preservation

Community: Girard

Site Address/ Location

North State Street vicinity of Squaw Creek

Site Owner(s):

Navy Friends

Site Owner(s) Contact Information



Environmental Status

VAP Phase I: no

VAP Phase II: no

Covenant Not to Sue: no

Testing Recommendation: YES

Site Features

Total Acres: 14

Zoning: Industrial

Rail Access: yes

Road Access: yes, North State St. (Rt 422)

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site		
Water:	at site		
Electric:	at site		
Wastewater:	at site		
Fiber Optics:			

Highway/Distance:

Rt. 422 / at site

Interstate/Distance:

I 11 / 1.5 mi.

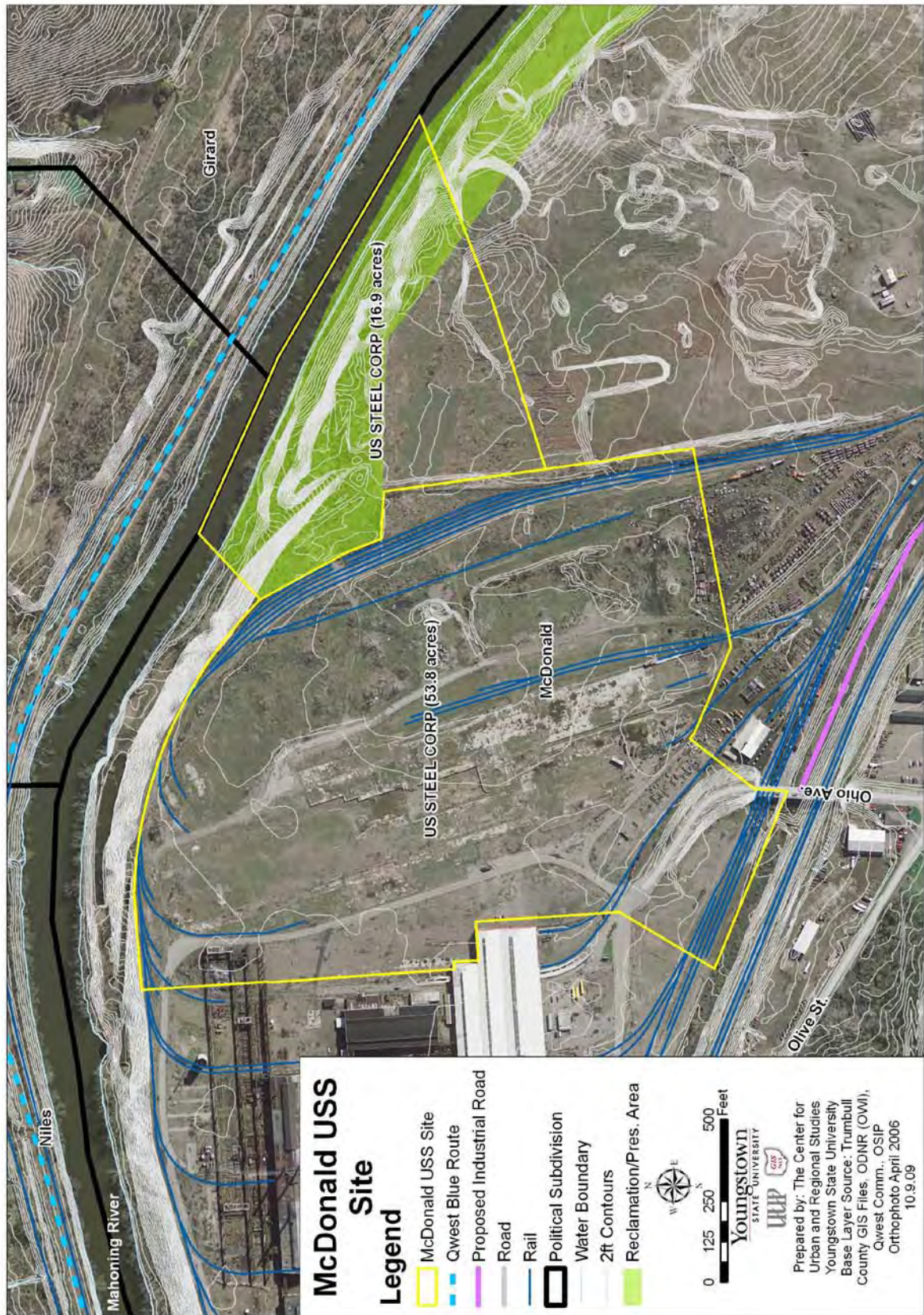
Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to site for appropriate environmental assessments.

Need utility size/capacity.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

McDonald USS Development Site

Feasibility Rating: 3

Proposed Use : Lt. / Heavy Manufacturing / Ecological Restoration

Community: McDonald

Site Address/ Location

End of Ohio Ave.

Site Owner(s):

USSteel Corp.

Site Owner(s) Contact Information

600 Grant Street

Pittsburgh, PA 15219 – 2800

Att: Joe Curro

412-433-7996



Environmental Status

VAP Phase I: no

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 70

Zoning: Industrial

Rail Access: Yes, CSX with siding

Road Access: via Ohio Ave.

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site		198 psi
Water:	on site	4" south side 80-90 psi 8" north side 80-90 psi	
Electric:	on site	4.16 – 138 KV	
Wastewater:	on site	8"	
Fiber Optics:	at site		

Highway/Distance: SR 422 / 1 mi.

Interstate/Distance:

I76, I80, I11, 711 / 1.5 mi.

Related Infrastructure Project(s)

McDonald Industrial Roadway (3)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to conduct appropriate environmental assessments.

Consider reclaiming 16 acres parcel nearest to river for preservation and expansion of riparian.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Lafarge Development Site

Feasibility Rating: 3

Proposed Use : Lt. / Heavy Manufacturing / Ecological Restoration

Community: McDonald

Site Address/ Location

McDonald Steel Complex @ Ohio Ave.

Site Owner(s):

Lafarge

Site Owner(s) Contact Information

6205 Newton-Bailey Rd.

Warren, OH 44481

Att: Tim Page

330-393-5656



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 175

Zoning: Industrial

Rail Access: yes

Road Access: via Ohio Ave.

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site		198 psi
Water:	on site	12"	100 psi
	.5 mi.	10"	100 psi
Electric:	on site	4.16 – 138 KV	
Wastewater:	adjacent to site		
Fiber Optics:	at site		

Highway/Distance:

US 422 / 1 mi.

Interstate/Distance:

I 76, I 80, I 11 / 1.5 mi.

Related Infrastructure Project(s)

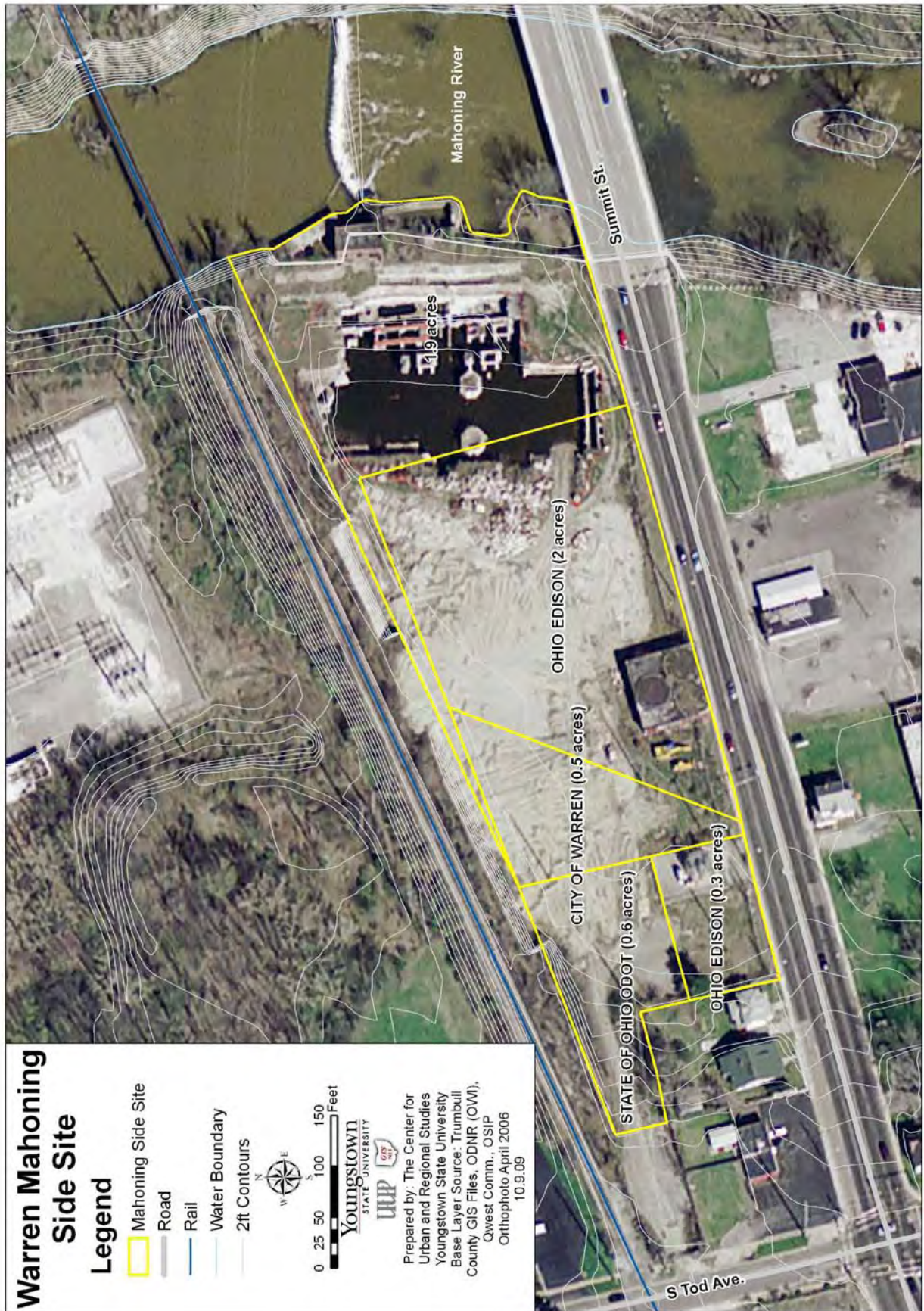
McDonald Industrial Roadway (3)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to site for appropriate environmental assessments.

Consider reclaiming acreage nearest to river and at the eastern most part of site for preservation and expansion of riparian. Exact acreage to be determined.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

MAHONINGSIDE Development Site

Feasibility Rating: 1

Proposed Use: Commercial or Industrial

Community:

Site Address/ Location

650 Summit St. NW
Warren, Ohio 44485

Site Owner(s):

City of Warren

Site Owner(s) Contact Information

Mayor Michael J. O'Brien
City of Warren, Ohio
391 Mahoning Ave. NW
Warren, Ohio 44483



Environmental Status

VAP Phase I: Complete

VAP Phase II: Complete, undergoing remediation

Covenant Not to Sue: Not at this time

Site Features

Total Acres: 6.5

Zoning: Industrial

Rail Access: Adjacent, but no spur

Road Access: State Rt. 45

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	Abutting	- 10" steel line	- 135 Psi
Water:	Abutting	- 20" feeder main	
Electric:	Abutting	- 23 kV	
Wastewater:	Abutting	- 42" interceptor	
Stormwater	Abutting	- 60" line	
Fiber Optics:	No		

Highway/Distance: 2 miles to freeway (Rt.5)

Interstate/Distance: 10 miles to Ohio Turnpike

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Upon completion of remediation, market site via MRICI rollin' on the river web site.

MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

Direct International Development Site

Feasibility Rating: 2

Proposed Use : Heavy Commercial / Industrial

Community: Newton Falls

Site Address/ Location

1536 First Street

Site Owner(s):

Direct International, Inc.

Site Owner(s) Contact Information

1536 First Street

Newton Falls, OH 44444

Att: Danny White

330-872-1138



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 30 +

Zoning: Industrial

Rail Access:

Road Access: First Street

Utilities

Distance

Size

Psi / Volt.

Gas:

on site

Water:

on site

Electric:

on site

Wastewater:

on site

Fiber Optics:

not available

Highway/Distance:

SR 5 / < 1 mi.

Interstate/Distance:

I80 / < 2 mi.

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

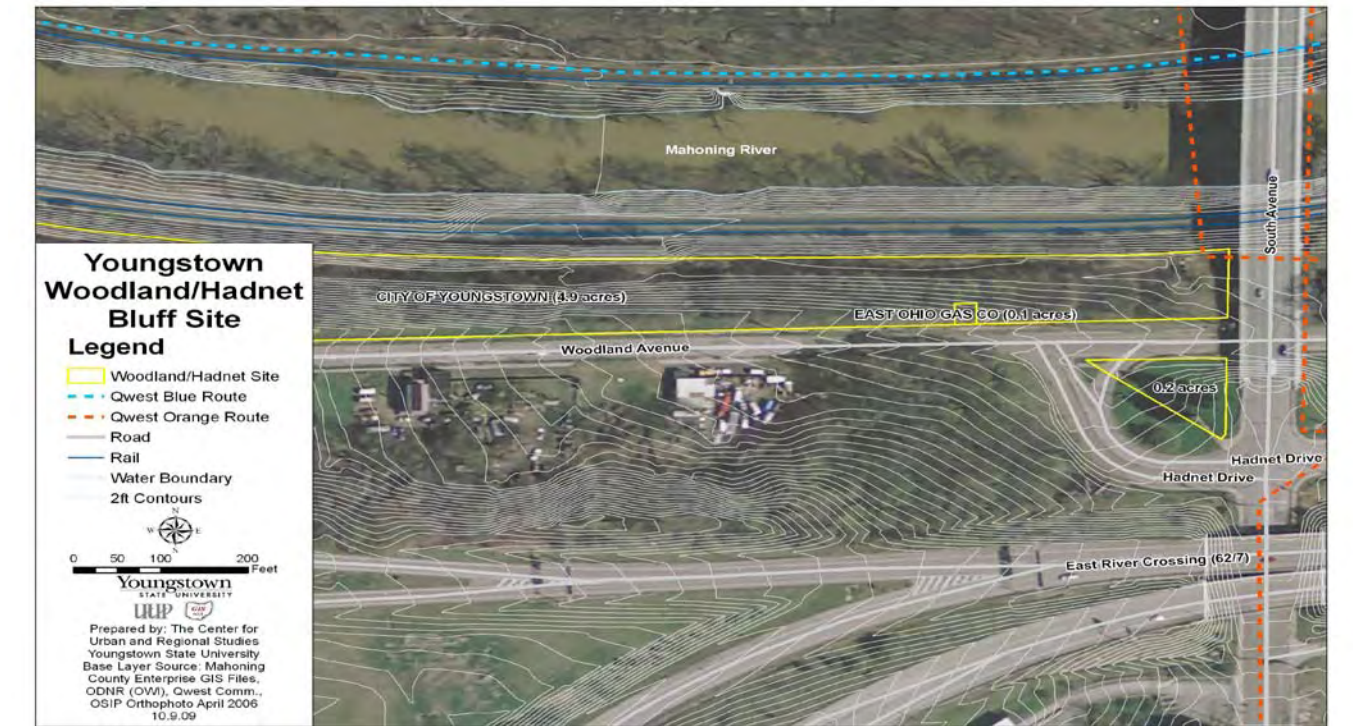
Site includes large Direct International facility currently occupied and addition acreage for development in Newton Falls and Braceville Township.

Newton Falls and Braceville Twp. discussing joint economic development agreement, or annexation.

Obtain access agreement to conduct appropriate assessment of property.

B. Environmental Enhancement Projects (Feasibility Rating)

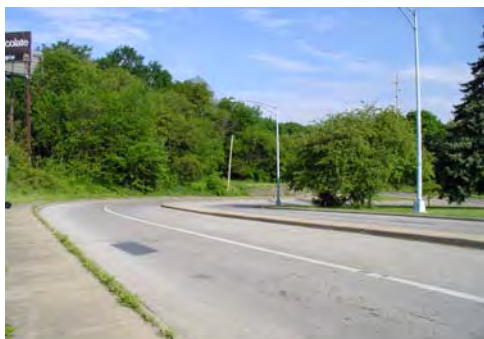
A number of areas have been identified on the brownfield site maps and site profiles for ecological restoration and preservation in addition to economic development. See the following brownfield site maps: Bessemer, USSteel, Lafarge, Leatherworks. Following are four additional environmental enhancement/preservation project sites.



Woodland Ave. Hadnet Bluff Enhancement (1)

Location. Woodland Avenue and Hadnet are located in Youngstown between Cedar Street and Market Street on the south side of the Mahoning River. Property is publicly owned.

Project Description. Project would enhance gateway to the business park at Performance Place and create downtown vista by thinning vegetation, removing invasive species, pruning trees on the north side of Woodland Avenue and establishing permaculture vegetation along the Woodland Avenue and the Hadnet Circle.



* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.



Gould-Stewart Park Preservation Area (1)



Publicly owned 20 acre site is in the City of Warren adjacent to Main Street SW along the Mahoning River. Formerly a park, the site has been left to return to its natural state. Northern portion of site could easily accommodate a water launch site. The riparian can be expanded on the east side and the formerly developed area ecologically resorted as a preservation area.





Niles Preservation Area (1)

Publicly owned 50 acre site is between the Mahoning River and Niles Middle School property and Brynhifryd Park from Brown Street southeast to Meander Creek. The heavily wooded area constitutes the riparian zone along the river and contains the confluence of Meander Creek and the Mahoning River. Except to accommodate the Niles bikeway proposed to be a preservation area.

422 Gateway Enhancement Project (1)

Three mile long site is in the public right-of-way along US 422 corridor connecting Cities of Youngstown and Girard from 711 connector into Girard.

Project would involve tree and permaculture planting in the public right-of-way of SR 711 interchange and US442 and demolition of the former Brier Hill Works Office building.

C. Recreational Enhancements

Mahoning River Water Trail (2/3)

The Mahoning River offers opportunities for river corridor communities to enhance the recreational amenities in their respective communities and stimulate economic activity. The upper river trail would be from Newton Falls to an existing water site at Canoe City in Levittsburg. Subject to the recommendations and the outcome of the U.S. Army Corp of Engineers Environmental Dredging Draft Feasibility Report and Environmental Impact Statement, the Corridor Initiative identified nine potential water sites that could be incorporated into an approximately nineteen mile lower river water trail from for small water craft. Unless removed as a result of the U.S. Army Corp feasibility report, the existence of low head dams requires there be a number of portage areas. (Figure 4) Based upon the draft recommendations of the U.S. Army Corp feasibility study, the Newton Falls, Packard Park, Main Street SW, Niles, Girard and Lowellville sites should be focused on initially.

In selecting potential water sites, to the extent possible, publicly owned sites were selected.

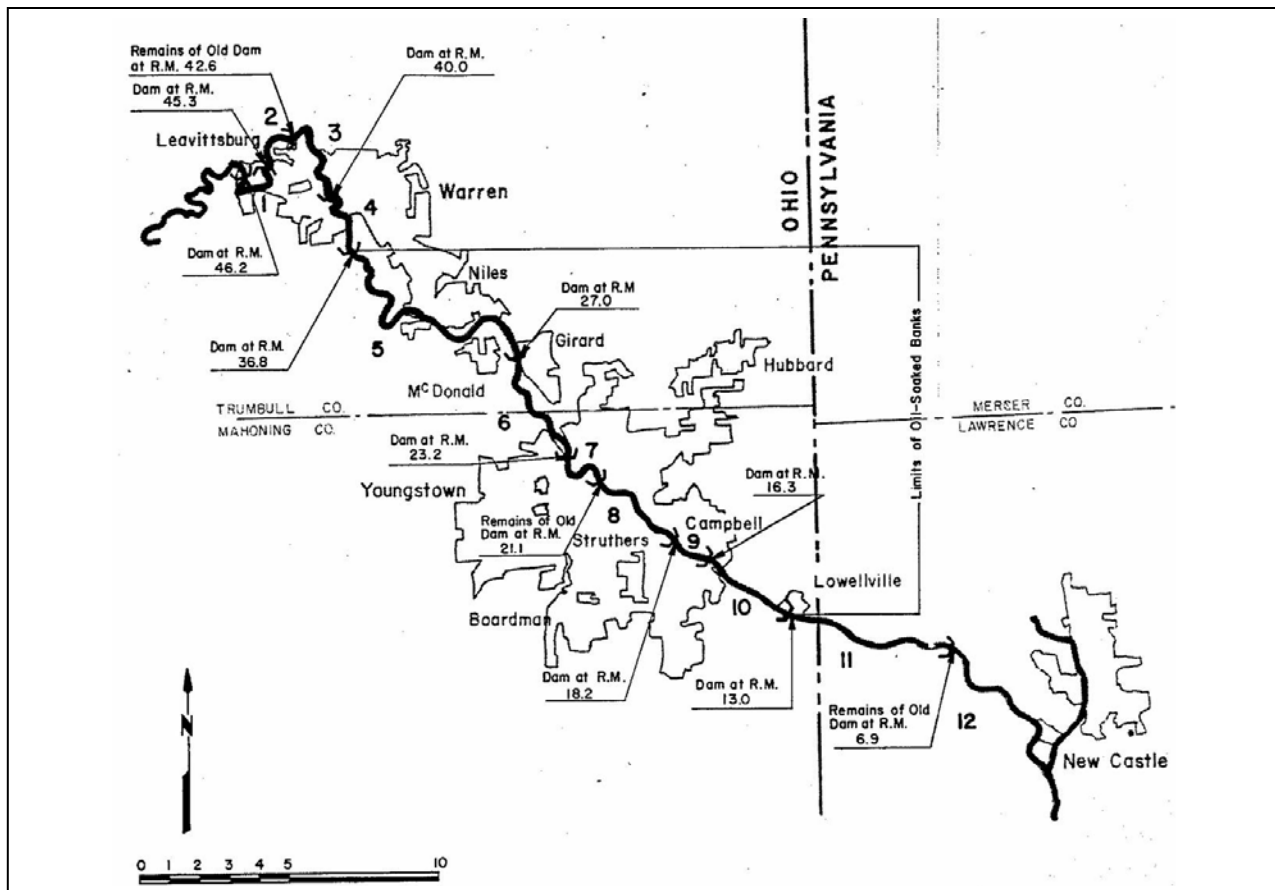


Figure 4. Dam Locations. Mahoning River, Ohio Environmental Dredging Draft Feasibility Report and Environmental Impact Statement, US Army Corp of Engineers, August 2006



Newton Falls Bridge. The Mahoning River runs through the center of Newton Falls. Site is at the historic covered bridge approximately one mile above the Newton Falls dam and would provide the community and visitors with easy access to the river, especially off Jay Street for water craft for localized boating between the site and the dam.



Newton Falls Dam. The dam at Ticknor Avenue and First Street would require a portage site to continue down river. Ample access exists between First Street and the river to establish a portage and put-in. As an alternative, public owned property on the east side of the river on Warren Avenue could be used as a launch site.

Warren Packard Park . The Packard Park site could serve as a take-out site for water craft from an existing water site at Canoe City in the Levittsburg area. The river is easily accessible and the park has adequate roadway and parking near the river.



Warren Perkins Park . The dam at Summit Ave. prevents uninterrupted water travel down stream. The site at Perkins Park just below the dam would be a put-in area.

Warren Gould-Stewart Park. (See site map page 43) As an alternative or in addition to the Perkins Park site, Gould-Stewart Park would serve as an additional water site as well as a preservation area.



Main Street SW. At the WCI site another low head dam would require a portage area be established. An access agreement with the owner would be necessary. The longest uninterrupted water course (approximately 10 miles) would be from the SW Main Street site to Girard Lowland site.



Niles. The Niles Water site is publicly owned and accessible and provides an excellent half way put-in or take-out site between the Main Street SW and Girard sites.



Girard Lowland. The Girard Lowland site is easily accessible at the viaduct but, would require a portage be established due to the low head dam. Enough public owned property exists to accommodate a portage. The Girard Lowland site has also been proposed as a passive activity park due to the availability of land and picturesque scene created by the dam and viaduct design.



Youngstown Crescent Street.

Approximately four miles down stream from the Girard site a portage would have to be established at the site due to another low head dam.

Youngstown B&O Station. The existing water site at the historic B&O Station landmark would be the final take-out of the lower river trail.

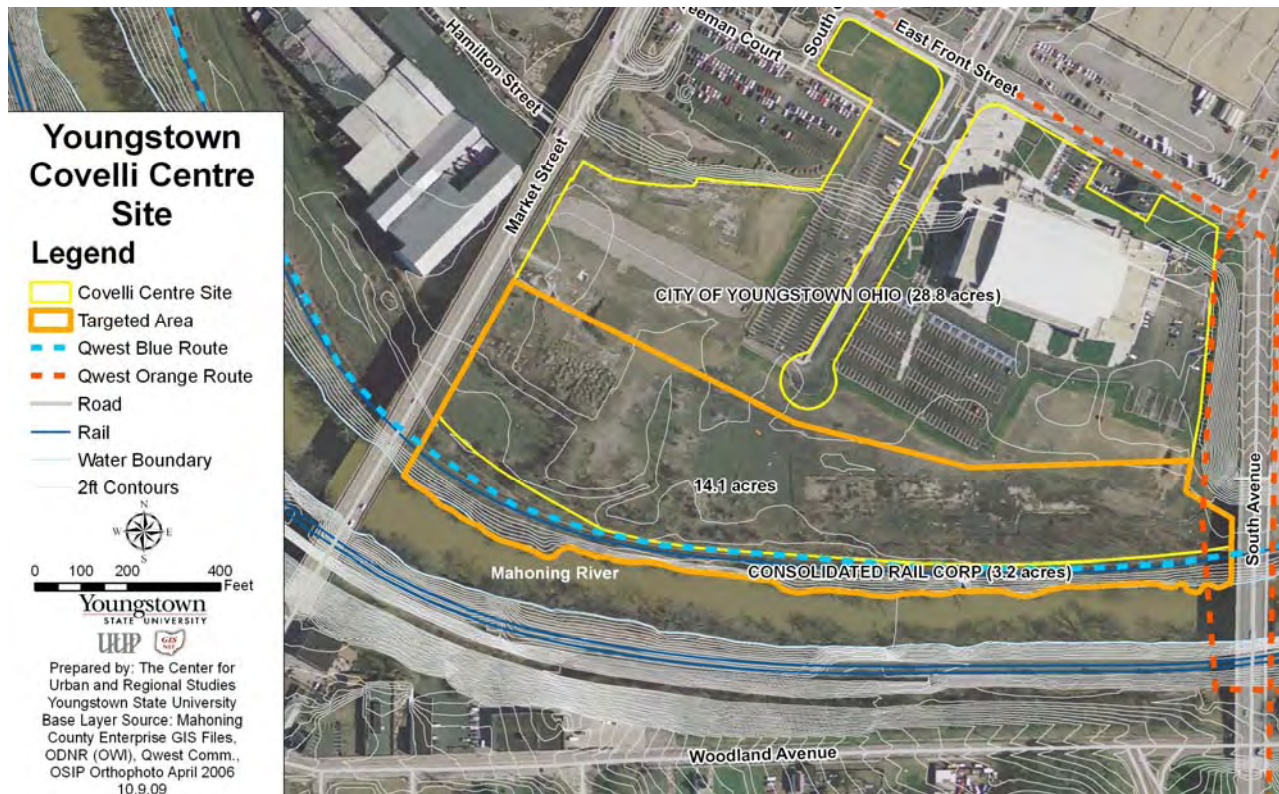


Lowellville. The geography of Mahoning County, unlike Trumbull County, does not easily lend itself to accessing the river. In addition to inaccessibility and steep slopes to the river, there are few publicly owned access points. The Lowellville Water site offers the best opportunity to access the river and provide the community with a recreational attraction. A water access site at Lowellville would provide access to the river for localized boating below the dam or travel down stream into Pennsylvania.



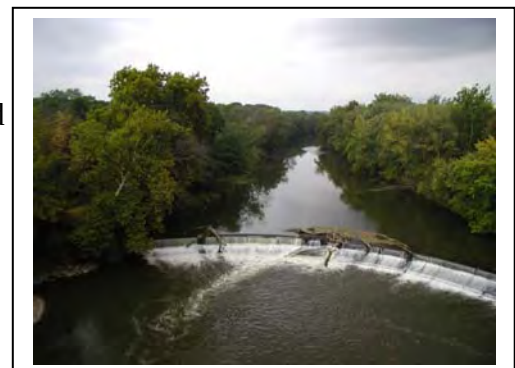
Youngstown Covelli Center. (2)

Project would involve reclaiming the ten acre site between the Covelli Convocation Center and the Mahoning River and establishing a recreation area to include a portion of the Youngstown Bikeway. Due to its proximity to the downtown, outdoor festivals and other public gatherings could be hosted on the site. Site is bookended and visible From the South Avenue Bridge to the east and Market Street Bridge to the west – major gateways to the downtown.



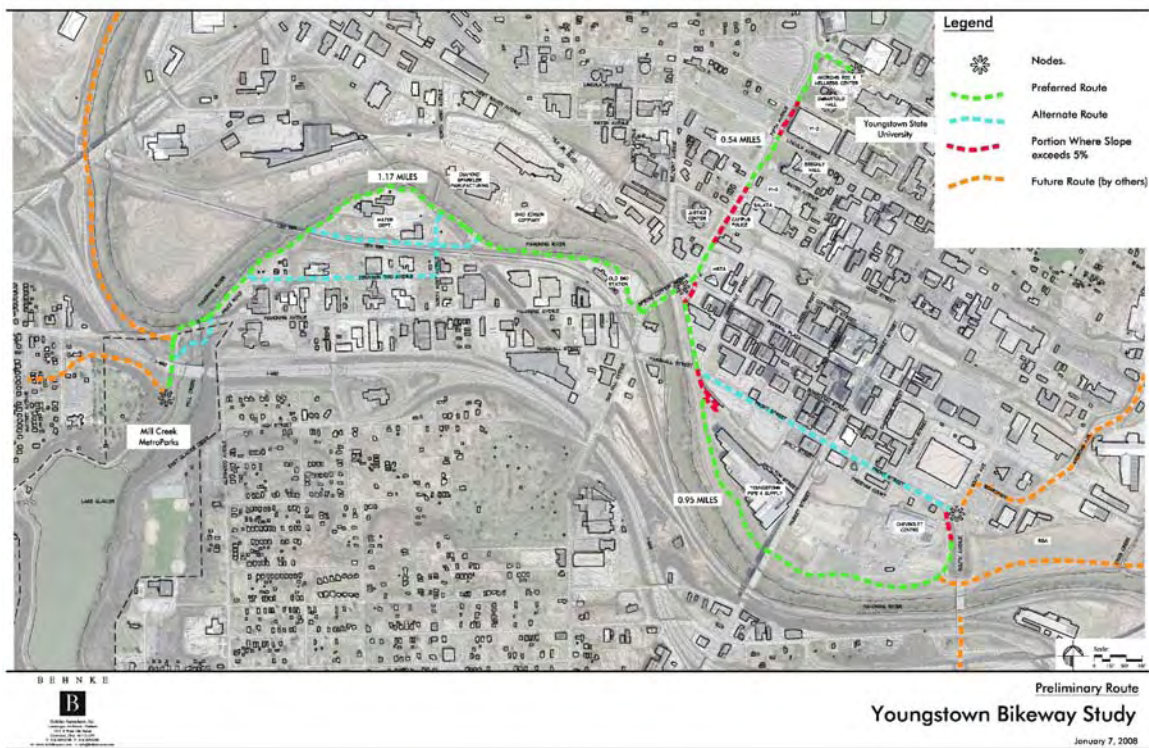
Girard Lowlands (1)

The project area is located on Liberty Street in the lowlands adjacent to the west side of the Girard Viaduct. In addition to it being a priority water launch site, a proposed passive recreational activity area is planned due to the land available and the picturesque scene created by the dam and viaduct design.





Youngstown Bikeway



Youngstown Bikeway plans are currently undergoing revision.

V. Economic Development and Marketing Strategy

Economic Development Strategy

The river corridor runs through the urban core of the Mahoning Valley. Corridor communities have little room to expand for economic development and are heavily impacted by former industrial activities related to steel making. The YSU Center for Urban and Regional Studies has estimated there are over 5,000 acres of brownfields in the Mahoning Valley, much of in the river corridor. Revitalization and reuse of those areas is essential for the economic well-being and sustainability of the river corridor communities. Furthermore, to a large extent the economic activity in those corridor areas still constitutes their respective economic bases and is a major economic engine in the valley.

As shown in the following chart, in 2007, economic activity by 679 entities in the defined corridor area accounted for over 16,000 jobs and \$712,000,000 in annual wages. In addition, one-third of that activity was in the manufacturing sector generating \$321,000,000 in annual wages. For this reason, a primary economic development focus of the Corridor Initiative is on brownfield revitalization.

2007 TOTAL EMPLOYMENT: MAHONING RIVER CORRIDOR

Industry	Entities	Employment	Annual Wages
Accommodation and Food Services	41	603	\$6,618,880
Administrative and Support and Waste Management and Remediation Services	31	670	\$15,585,200
Arts, Entertainment and Recreation	6	61	\$1,389,832
Construction	44	592	\$21,820,392
Educational Services	12	398	\$14,406,341
Finance and Insurance	32	607	\$28,695,644
Health Care and Social Assistance	31	764	\$23,252,932
Information	19	615	\$21,959,676
Management of Companies and Enterprises	6	209	\$11,623,076
Manufacturing	98	5,445	\$321,067,800
Other Services (except Public Administration)	62	495	\$12,428,064
Professional, Scientific and Technical Services	58	795	\$32,825,208
Public Administration	56	1,574	\$72,020,044
Real Estate and Rental and Leasing	25	451	\$9,877,772
Retail Trade	62	663	\$15,462,712
Transportation and Warehousing	31	961	\$41,184,332
Utilities	15	547	\$30,086,844
Wholesale Trade	50	761	\$31,785,100
TOTAL:	679	16,212	\$712,089,849

Data courtesy of the Ohio ES202 Network.

Figure 5: 2007 Employment Data Ohio ES202 Network

Contrary to some commonly held perceptions that the corridor is not utilized and nothing is going on there, it is underutilized and provides substantial opportunity for further economic development.

Revitalization and reuse of former industrial areas is key to urban redevelopment in the river corridor communities. For that to happen, sites with the potential for significant economic impact must be assessed and remediated, where necessary, adequate infrastructure constructed and existing, useable sites and facilities enhanced and promoted. Where sites straddle jurisdictions joint economic development agreements in the form of JEDZs, JEDDs, or other economic collaborations should be implemented. Recently completed joint economic development agreements between Youngstown and Girard to facilitate the redevelopment of Brier Hill sites and between Youngstown and Campbell relative to the former Cold Metal Products site can be used as a model for other like agreements.

The geopolitical landscape of the river corridor in Mahoning and Trumbull Counties is very different. In Mahoning County, the entire river corridor is in incorporated municipalities. No unincorporated subdivision (township) borders the river. In Trumbull County, the river corridor runs through incorporated and unincorporated communities. In Trumbull County, considerable land is in the unincorporated areas between Girard, Niles and Warren and between Warren and Newton Falls.

For this reason, the formation of Joint Economic Development Zones is more feasible between the corridor communities in Mahoning County and Joint Economic Development Districts between the corridor communities in Trumbull County.

Currently, the City of Niles and Weathersfield Township are pursuing a joint economic development agreement for a seventy-seven acre site in Weatherfield adjacent to Niles. The City of Newton Falls and Braceville Township have indicated a willingness to investigate the feasibility of annexation, or a JEDDS type agreement on land adjacent to the Direct International site. The fact that the cities in both instances own utilities and the townships have developable land make both opportunities doable. The following charts illustrate the projected economic impact the formation of a JEDZ proposed by the City of Youngstown between Youngstown, Campbell and Struthers would have where sites overlap jurisdictional boundaries.

MRCI JEDZ PROPOSAL --Projected Income Tax Revenues					
Year	% Developed	Acreage	Jobs Created	Annual JEDZ Revenues	Annual share (33.3%)
2009	0%	0	0	\$0	\$0
2010	5%	27	135	111,650	37,216
2011	25%	137	685	558,250	186,083
2012	45%	247	1235	1,004,850	334,950
2013	70%	385	1925	1,563,100	521,033
2014	100%	550	2750	2,233,000	744,333
2015	100%	550	2750	2,233,000	744,333
2015	100%	550	2750	2,233,000	744,333
2017	100%	550	2750	2,233,000	744,333
2018	100%	550	2750	2,233,000	744,333
2019	100%	550	2750	2,233,000	744,333
2020	100%	550	2750	2,233,000	744,333
2021	100%	550	2750	2,233,000	744,333
2022	100%	550	2750	2,233,000	744,333
2023	100%	550	2750	2,233,000	744,333
2024	100%	550	2750	2,233,000	744,333
2025	100%	550	2750	2,233,000	744,333
2026	100%	550	2750	2,233,000	744,333
2027	100%	550	2750	2,233,000	744,333
2028	100%	550	2750	2,233,000	744,333
2029	100%	550	2750	2,233,000	744,333

Note: This is for undeveloped acreage in Campbell, Struthers and Youngstown only. It does not include rail yards or existing employers, except Allied property and Youngstown Industrial Park

The JEDZ area runs from the CASTLO Industrial Park to just beyond the Center Street Bridge
Income tax benefits are based on average earnings in Youngstown of \$29,000, based on US Census. Source: City of Youngstown JEDZ Study, 2008.

Figure 6: Youngstown JEDZ Study, 2008

MRCI JEDZ PROPOSAL --Estimated Property Tax Revenues						
<u>Year</u>	<u>% Developed</u>	<u>Total Property Tax</u>	<u>75% 10 yr. Abatement</u>	<u>Campbell Share (43%)</u>	<u>Struthers Share (20%)</u>	<u>Youngstown Share (37%)</u>
2009	0	0	0	0	0	0
2010	5%	\$187,000	\$46,750	\$20,103	\$9,350	\$17,297
2011	10%	\$374,000	\$93,500	\$40,205	\$18,700	\$34,595
2012	25%	\$935,000	\$233,750	\$100,513	\$46,750	\$86,487
2013	45%	\$1,683,000	\$420,750	\$180,923	\$84,150	\$155,677
2014	70%	\$2,618,000	\$654,500	\$281,435	\$130,900	\$242,165
2015	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2016	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2017	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2018	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2019	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2020	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2021	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2022	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2023	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2024	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2025	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2026	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2027	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2028	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2029	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
TOTAL in year 2021				\$2,352,533	\$1,492,333	\$2,128,133

Property tax based on 10,000 sq. ft. per acre at \$40/ sq. ft; \$17/ sq. ft. property tax rate.

Developable acres; Campbell 240, Struthers 105 and Youngstown 205

Source: City of Youngstown JEDZ Study, 2008

Figure 7: Youngstown JEDZ Study, 2008

Incentives

Tax Incentives

Commercial Activity Tax: The Commercial Activity Tax (CAT) fully replaces the corporate franchise tax in tax year 2010. The new CAT is a broad-based low rate tax, currently 0.26%, based on gross receipts. ***Tax applies only to sales in Ohio. - Sales outside of Ohio are exempt.*** The CAT

Manufacturing Machinery Equipment Tax Exemption: All manufacturing machinery and equipment purchased or first used in Ohio after January 1, 2005 is exempt from personal property taxes in Ohio.

Tangible Personal Property Tax Phase-out: All components of the Tangible Personal Property Tax - manufacturing machinery and equipment; furniture, fixtures and equipment; and inventory were phased out over four years starting in tax year 2006. As of tax year 2009, there is no tax on tangible personal property in Ohio.

Enterprise Zones (EZ): Enterprise Zones have been established in metropolitan Youngstown-Warren, Ohio. Companies that locate in an EZ could be eligible for tax abatements on investments in real property (i.e. building, construction, expansion, renovation) and/or tangible personal property (i.e. machinery, furniture, fixtures, equipment and/or inventory). The maximum allowable tax abatement in Youngstown and/or Warren, is 75 percent (over 75 percent requires school board approval) and 60 percent in other communities (over 60 percent requires school board approval). The maximum abatement term is 15 years. In Mahoning County, additional incentives are provided for investments in brownfield areas.

Community Reinvestment Area (CRA): Community Reinvestment Areas are located in designated parts of metropolitan Youngstown-Warren, Ohio. CRAs provide real-property tax exemptions for companies constructing or renovating a facility. Up to 100 percent of the value of building improvements/construction may be exempt from real property taxes for a maximum 15 years.

Foreign Trade Zone (FTZ) 181: FTZ 181 has been established at various locations in metropolitan Youngstown-Warren Ohio. In order to promote international trade, FTZ 181 can delay, reduce or eliminate customs duties levied on raw materials, parts, components or finished products imported from other countries. Companies located in the FTZ are also not subject to Ohio tangible personal property tax that is levied on inventory.

Ohio Job Creation Tax Credit (JCTC): A refundable Corporate Franchise/Commercial Activity Tax credit is available for businesses that expand or locate in Ohio. The JCTC is based on the percentage of state income tax paid by new employees. The maximum rate and term of the credit is 75% for 10 years. Approved projects generally range from 30-50% for three to six years. Rate and term exceptions occur only at the recommendation of state officials. The JCTC requires that a business create at least 25 new full-time positions with average wages for all new employees at least 150 percent of the federal minimum wage. Special eligibility provisions apply for companies that create as few as 10 new full time jobs.

Manufacturing Machinery & Equipment Sales Tax Exemption: Machinery, equipment, supplies and fuel purchased and used primarily in a manufacturing operation to produce tangible personal property for sales are exempt from state and county sales tax.

Warehouse Machinery & Equipment Sales Tax Exemption: Provides an exemption from state and county sales tax for companies that purchase eligible warehousing equipment. This includes machinery and equipment used primarily (51 percent) in storing, transporting, mailing or handling

inventory in a warehouse or distribution center, if the inventory handled by the facility is 1) primarily distributed outside Ohio to retail stores owned by the business or affiliated group that owns the Ohio facility or 2) distributed by means of direct marketing.

Research and Development Sales Tax Exemption: Provides an exemption from state and county sales tax for companies that purchase equipment for research and development activities.

Project Loans / Financing:

State and federal programs provide loans for the acquisition of land, structures, new construction, facility renovation/expansion and the purchase of machinery and equipment. Interest rates are typically below bank levels and the programs allow greater debt leverage / less cash equity. Most programs require bank and owner equity participation and specify minimum public funds/jobs ratios. Other requirements may include payment of Prevailing Wage Rates for construction and/or equipment installation. Select program examples include:

GrowNOW Small Business Linked Deposit Program: This interest rate reduction program is designed to help small businesses grown by providing them with critical cash flow. When a business is approved for a loan from an eligible bank, GrowNOW provides an additional 3% discount on the loan's already-negotiated interest rate, when the loan is linked to creating or saving jobs in Ohio.

Direct (166) Loan Program: This state sponsored program provides loans for land and building acquisition, expansion and renovation and the purchase of machinery and equipment. The borrower must create one job for every \$15,000 received, \$35,000 in Priority Investment Areas, e.g. the cities of Youngstown, Campbell, Struthers and Warren. The minimum loan amount is \$350,000.

166 Regional Loan Program: This program provides loans for land and building acquisition, expansion and renovation and the purchase of machinery and equipment. The borrower must create one job for every \$35,000 received. The maximum loan amount is \$350,000.

Tax-Exempt Industrial Revenue Bonds (IRB): Small issue industrial revenue bonds can be used for manufacturing purposes. Funding is available for land and building acquisition, construction, expansion or renovation, and equipment purchase. The bonds are issued by public entities on behalf of private, for-profit companies. Interest earned by the bond buyers is exempt from federal (and some state) income tax.

SBA 504 Direct Loan Program: This federal program provides fixed rate, second mortgage financing for real estate (land, building, construction/renovation) and machinery and equipment. The borrower must create one new job within 3-years for every \$35,000 received. The maximum loan is typically \$1 million. Real estate loans are 20-year and machinery/equipment loans are 10-year. Bank participation and cash equity from the owner are required.

Revolving Loan Funds (RLF): Counties, cities and some villages and townships have local revolving loan funds. While rates and terms vary, these programs typically provide fixed rate, subordinated loans for real property, machinery and equipment, and furniture, fixtures and equipment. Most require the borrower to create one new job for every \$10,000 to \$15,000 of funding.

Other Incentives

Ohio Investment in Training Program (OITP): This training grant can reimburse a company for up to one-half the cost of engaging a trainer to train workers (maximum \$20/hour), plus associated costs.

Ohio One Stop Workforce Centers - One-Stop Centers offer assessment services including identifying and screening employees; on and off-site training programs; and administers grants for incumbent workers, targeted industries and on-the-job training.

Public Infrastructure Support: For projects requiring improvements to public roads and/or water/sewer lines, partial or full funding through various grant programs may be available. The amount is typically based on the jobs created by a project. On-site improvements can be funded if they designated to be public infrastructure. Private infrastructure improvements can be funded through previously noted loan programs.

Sales Tax Exemption on Building Materials combined with On/Off Balance Sheet Leasing:.

Working with an Ohio port authority exempts projects from Ohio sales tax on building materials. The port authority owns and leases the facility to the company on a fully net basis - as either a capital lease or an off-balance sheet transaction - based on the company's underlying financial strength. The company is responsible for facility design/construction and operations/maintenance. Other financing and tax incentives can flow-through the port authority to benefit the company, and the company can still utilize a private sector real estate developer/owner/lessor if it so chooses.

Source: Youngstown-Warren Regional Chamber. [Manufacturing Incentive Overview](#).

Marketing Strategy

To a large extent available properties and facilities in the river corridor are under marketed. To address this issue the Corridor Initiative, through the Mahoning River Mayors' Association and in collaboration with its other partners, sought and secured a grant from the Fund for Our Economic Future to implement an interactive website to market the corridor and available sites.

Although some communities have websites they are of a general nature. Information about property available is fragmented, incomplete, or non-existent due to the lack of resources and expertise to implement and maintain them. In addition, some of the available property is in multiple jurisdictions.

The website will provide comprehensive site maps, site photos and regularly updated information on site characteristics, ownership, environmental status, zoning, utilities, property taxes, permitting procedures, available financial assistance tools and points of contact. It would also provide a means of marketing the available property in the region and be linked to other website resources. In effect it would be a one-stop shop for parties interested in property in the corridor communities.

Among the anticipated outcomes are to more effectively market the river corridor for economic development as a region; enhance and expand the scope of each community's economic development activities; reduce website development and maintenance cost for each community to market sites for economic development.

One-time and reoccurring savings for each community are estimated to be over \$24,000 for software alone that would be needed for each community to develop an interactive web site and \$6,500 annually for maintenance of the software. These saving do not include personnel or hardware cost that would be required.

VI. Other Corridor Initiative Collaborations _____

High Speed and Passenger Rail.

Through the Mahoning River Corridor Mayors' Association and in collaboration with the Eastgate Regional COG and All Aboard Ohio, the Corridor Initiative coordinated regional efforts to advocate and enlist support for the Pittsburgh – Youngstown – Cleveland Rail Corridor to be designated a high speed rail corridor. As a result, the Ohio Rail Development Commission included the P-Y-C corridor in the federally funded Preliminary Environmental Impact Study (PEIS) for the Ohio Hub Plan to establish high speed and regular passenger rail service. Ohio Governor Strickland, Pennsylvania Governor Rendell and federal elected officials from Ohio and

Pennsylvania have formally requested the Federal Rail Administration officially designate the Pittsburgh – Youngstown – Cleveland link as a federal high speed rail corridor.

Neighborhood Stabilization Program 2.

At the request of the City of Youngstown, the Corridor Initiative convened the Mahoning River Corridor Mayors' Association to consider regionally collaborating in filing a NSP2 application with the US Department of Housing and Urban Development. As a result, nine municipalities in Mahoning and Trumbull Counties agreed to jointly file a \$32,000,000 NSP2 grant application and to share in the funding and administration of the program to address neighborhood stabilization issues in their respective communities, if funded.

EfficientgovNow.

In response to an opportunity to access grant funding from the Fund for Our Economic Future to promote governmental efficiency and strengthen economic competitiveness in the corridor, the Corridor Initiative coordinated and prepared a grant application on behalf of the Mahoning River Corridor Mayors' Association to establish an interactive web site to market properties in their respective communities. Mayors' Association communities provided the match requirement and agreed to share in maintaining the web site at the YSU Center for Urban and Regional Studies. The project was one of three selected for funding from over thirty applications from across northeast Ohio.

Community Regeneration, Sustainability and Innovation (CRSI).

Currently, the Corridor Initiative is collaborating with the Mahoning Valley Organizing Collaborative to advocate for and advance passage of CRSI by the U.S. Congress. Introduced by Ohio Congressman Tim Ryan and Ohio Senator Sherrod Brown, the urban redevelopment initiative would target funding to urban areas that have experienced significant (20%) population and economic decline since 1970 for comprehensive planning and implementation of urban revitalization projects.

VII. Challenges ---

Major challenges and impediments for the Mahoning River Corridor Initiative include:

- Gaining control of brownfield sites.

Approximately 550 acres of the over 800 acres of brownfield sites identified for redevelopment are privately owned. Approximately, 250 are publicly owned or access agreements are in place. Gaining access to those sites through access agreements, or ownership, will continue to be challenge.

In collaboration with the communities of McDonald, Girard, Lowellville and Newton Falls, the Corridor Initiative is working to secure access, or ownership, from USSteel, the owners of the Girard leatherworks site, Lowellville former Sharon Steel site and Direct International site in Newton Falls.

- Accessing the necessary resources to remediate brownfield sites, where necessary.

Sites addressed by the MRCO, Youngstown and Warren have relied on Clean Ohio and the Federal Brownfield Program. Clean Ohio has been far more utilized, especially by the cities of Youngstown, Struthers and Campbell. Except for the Mahoningside site in Warren, no Trumbull County community has obtained assessment, or remediation funding for the corridor sites.

The Clean Ohio Revitalization Fund (CORF) process and required match make it difficult for corridor communities to participate. Where Clean Ohio has been utilized, the Clean Ohio Assistance Fund (COAF) has been most effective. The open cycle and waiver of a match requirement for distressed communities made its use feasible. Although the COAF is still available for both assessment and remediation, changes that have expanded eligibility will make accessing limited funding for remediation more difficult and force communities to use CORF. For most communities the match requirement is prohibitive.

- Sustaining the Mahoning River Corridor Initiative.

Currently, the Corridor Initiative is supported by funds and in-kind contributions from its collaborating partners. The member communities of the Mahoning River Corridor Mayors' Association, MRC, CASTLO CIC, Common Wealth and YSU Center for Urban and Regional Studies are the primary financial supporters. Those financial resources are tenuous as is evidenced by the recent elimination of Urban University Program funding which the YSU Center committed to help fund the Corridor Initiative. As the Corridor Initiative moves forward with assisting communities in implementing various projects, a more stable revenues stream will be needed.

VIII. Conclusions and Recommendations

As evidenced by the degree of collaboration and the progress that has been achieved since its inception and reported herein, the Mahoning River Corridor Initiative has demonstrated the feasibility of establishing a regional urban economic development and brownfield revitalization plan in the nine incorporated communities in Mahoning and Trumbull Counties in the Mahoning River corridor. The Corridor Initiative offers an excellent opportunity to breakdown parochial barriers that have impeded regional collaboration.

Sixteen brownfield sites, encompassing over 800 acres, in eight of the nine corridor communities have been identified as having the potential for significant economic, recreational and/or ecological impact. Ten infrastructure projects, four environmental enhancement and twelve recreational enhancement projects have been identified for implementation. To date, full or partial funding has been secured to advance four corridor infrastructure projects.

The Corridor Initiative has coordinated and facilitated regional collaborations to: advance the designation of the Pittsburgh-Youngstown-Cleveland rail corridor; secure funding to implement an interactive website to market available corridor property and buildings; file a nine community Neighborhood Stabilization Program 2 grant; and is currently collaborating with the Mahoning Valley Organizing Collaborative to facilitate passage of the Community Regeneration, Sustainability and Innovation bill.

The strength of the Corridor Initiative is it has assembled the various stakeholders to accomplish its mission. Each partner brings to the Corridor Initiative insights, skills and resources needed to further its objectives. Especially significant are the formation of the Mahoning River Corridor Mayors' Association and inclusion of the Youngstown State University Center for Urban and Regional Studies.

The Mahoning River Corridor Mayors' Association established a vehicle whereby the urban corridor communities could come together to collaborate in identifying and supporting projects and issues of mutual interest. The Corridor Initiative provides resources and a mechanism to further their mutual interests. Under the auspices of the YSU Center for Urban and Regional Studies, the Corridor Initiative has institutional support and access to cost effective expertise and resources unavailable to the individual communities. The importance of their support and participation in the Corridor Initiative cannot be overstated.

To strengthen the collaboration, especially as it relates to brownfield revitalization, the Corridor Initiative should seek to include the specific private property owners. A more concentrated effort should also be made to enlist the participation of the Mahoning and Trumbull Boards of County Commissioners.

As reported, the Corridor Initiative utilizes the MRCO model as its organizational structure. Although, the Corridor Initiative organizational structure is working, consideration should be given to forming a Community Development Corporation, or Council of Governments, to further strengthen its structure.

With the support of its community, governmental partners and the ODOD Local Government Services and Regional Collaboration Grant program, the Mahoning River Corridor Initiative has laid the foundation to change the physical landscape in the urban core of the Mahoning Valley, build on its economic strengths and promote urban revitalization.