



AARPSM
**Advancing
Mobility Options**

PRODUCING A STATE
TRANSPORTATION REPORT

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AARP OUTREACH & SERVICE,
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Advancing Mobility Options

PRODUCING A STATE
TRANSPORTATION REPORT



In developing this *Advancing Mobility Options* report guide, AARP's Outreach & Service, Livable Communities, Mobility Options team wishes to acknowledge the contributions of Stan Cooper, State Director, AARP New Mexico, Scott Wegenast, Program Coordinator, AARP Kentucky, and AARP National Office and state office staff who provided review comments. Frank Carroll, Senior Project Manager, Mobility Options in AARP's National Office, provided overall project direction and review.

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Preface

One of the keys to economic and health security for adults age 50+ is their continued access to a range of viable mobility options within the community. Lack of such options can have a profound impact on how “livable” communities are and have a negative impact on the quality of life enjoyed by older adults in those communities.

AARP promotes through public policy and relationships at the national level public- and private-sector efforts to expand the variety and reach of mobility options for older adults. AARP state offices are best positioned to promote awareness of critical mobility issues facing older adults and to press for change at the state and local levels. The *Mobility Forum Guide* (Stock # D18766), which is included in AARP’s *Mobility Toolkit*, provides a step-by-step structure for state offices to bring attention to vital transportation issues among key opinion

leaders in a state. This transportation report template can assist state office staff in that effort.

This guide is part of AARP’s *Mobility Toolkit*, which contains step-by-step instructions for AARP state offices and other groups partnering with AARP to promote a broad array of mobility choices for older adults in their communities. For questions about materials in this guide, please contact AARP Outreach & Service, senior project manager for mobility options at 202-434-3919.

AARP promotes public- and private-sector efforts to expand the variety and reach of mobility options for older adults.

The guide provides states a template into which state-specific transportation survey information can be inserted and recommendations put forth that are tailored to a specific state.

Crafting a State-Specific Transportation Report

This guide is designed to support mobility awareness efforts by state office staff and volunteers. Those efforts may focus on local concerns or more broadly on statewide mobility challenges. To that end, state office staff may tailor the report to conditions and recommendations affecting a single city or the entire state.

The guide provides states a template into which state-specific transportation survey information can be inserted and recommendations put forth that are tailored to a specific state. The report is structured to help AARP state office staff and volunteers make the case for a range of mobility options in the state that are more responsive to the needs of older adults, and, in doing so, all residents.

Report Template Overview

The purpose of the report is to promote positive local and statewide actions that enhance the mobility and, thereby, livability of communities – not only for people age 50 and older but also for all community residents.

● **Audiences:** AARP state office staff can disseminate the tailored transportation report to an array of target audiences. These include, but are not limited to: state and local lawmakers and their staff; transit providers;

transportation and land-use planners and planning organizations; and law enforcement officials.

● **State-Specific Data:** Completing this template for a state will require AARP state office staff to collect a variety of information – much of which already exists and is readily accessible. But completion of the template will also require state office staff to lead efforts to collect and analyze new, state-specific data on the perceptions, needs, and consequences of mobility options among older adults.

Appendix A is a sample transportation survey that state office staff can use as the basis for their data collection efforts.

● **Other Information Resources:** In some instances, data collection simply involves contacting state agencies to request particular information. State offices can use a variety of state-generated data about adults age 50 and older that various agencies routinely collect.



State offices may wish to include in this report data on the following:

- **State-specific older adult population statistics.** This information will include the current percentage of residents by age category and projections of future changes in those percentages. Possible data sources include: AARP Knowledge Management, State Office on Aging, and the U.S. Census Bureau.

- **State-specific transportation data.** This information will include crash and fatality statistics on drivers and pedestrians by age group. Such information also can identify key trouble spots, such as intersections, that are particularly problematic around the state. Such data also should indicate the number of licensed drivers by age category. Possible data sources include: AARP Knowledge Management, State and Federal Departments of Transportation (DOT), the State Department of Motor Vehicles (DMV), National Highway Traffic Safety Administration (NHTSA), American Association of Motor Vehicles Administrators (AAMVA), and the Federal Highway Administration (FHWA).
- **Utilization of public transportation.** This information includes statistics on rider use of public transportation services, broken out by age category. Possible data sources include: AARP Knowledge Management, State and Federal Departments of Transportation (DOT), and the American Public Transit Association (APTA)

NB: Although individual transit systems may gather and make such data available on their riders, the state public transportation association also may be contacted for statewide data.

Conducting the Transportation Survey

AARP state office staff can assist in the data collection effort by leveraging existing relationships.

The process of administering surveys, aggregating data, and analyzing results takes time, even for relatively brief survey instruments. To address that challenge, some state offices have partnered with state agencies, such as department of transportation, a community transportation agency, public health department, and local universities and colleges.



Professors at universities are not only eager for practical research projects that students can complete, but also can provide guidance on the number of surveys needed for a reliable and valid sample and for direction on how best to collect data from around the state. Various other organizations, such as those listed above, also are interested in understanding how responsive communities are to the mobility needs of the fastest growing segment of their population. As such, they are often eager to help in such survey efforts.

For its part, AARP state office staff can assist in the data collection effort by leveraging existing relationships with senior centers, area agencies on aging, congregate meal sites and other such organizations to provide opportunities for administering surveys and for publicizing the survey initiative to an array of adults age 50 and older.

Disseminating Report Findings and Recommendations

As indicated above, the completed report has an array of audiences. For most state offices, the report will serve as a focal point of discussions by AARP volunteers and state office staff in meetings with state and local opinion leaders and transportation planning organizations.

Among the groups to engage in such discussions:

- Members of State Senate and House transportation committees;
- Local elected officials;
- Metropolitan Planning Organizations, Regional Planning Organizations, and local planning officials, including transportation engineers;
- Media – either through a press conference at which the report is released or through deskside briefings and editorial board meetings with select print and electronic media outlets;
- Members of the State Association of Counties and/or Municipal League;
- Other advocacy groups, including biking, walking, and environmental organizations, that support complete streets and livable communities.

Appendix B is a sample letter that state office staff can tailor for mailings of the report to target audiences. When disseminating report findings, carefully consider the sequence in which specific groups are told about the report findings. Appropriate sequencing will help build broad support and momentum for report recommendations and help deflect early challenges.

The Transportation Report Template

What follows is the text of the template that should be tailored to reflect the specific findings and recommendations from AARP state office staff data collection efforts. **Appendix C** is an example of how AARP New Mexico used its state-specific information to produce a report for state opinion leaders. **Appendix D** is a Word document that contains the following text in a format you can modify and use.

When disseminating report findings, carefully consider the sequence in which specific groups are told about the report findings.

By 2030, the number of Americans age 65 and older will almost double to 70 million from today's mark.

Meeting Mobility Needs for 50 Plus: An Action Agenda

The livability of a community depends in part on multiple mobility options that allow residents of all ages and abilities to connect with their communities. Having transportation options contributes to maintaining independence and to people feeling they have control over their lives.

Transportation that connects individuals to goods and services, as well as social and work opportunities within their community contributes to successful aging and enhanced quality of life. Individuals who engage in the civic and social life of their communities are happier and healthier.

This brief report highlights findings of a study of older adults' transportation needs in [INSERT STATE NAME]. More importantly, the report underscores the critical need for action now by state and local [INSERT STATE NAME] lawmakers and staff, transportation and land-use planners, engineers, transit providers, and law enforcement officers to ensure the continued safe mobility of older adults in the state and their ability to participate in the life of their communities.

[INSERT NAME/S] commissioned the study that was conducted by [INSERT NAMES]. More than [INSERT NUMBERS] state residents age 50 and over were surveyed by phone in [INSERT DATE]. [INSERT

STATEMENT ABOUT WHETHER THOSE SURVEYED WERE ONLY AARP MEMBERS. FOR EXAMPLE: "Not all those surveyed were AARP members, but the findings, in many instances, reinforce results from a broader [INSERT STATE] AARP member survey conducted in 2006 and other national survey data about older adults' transportation needs."]

The Impact of an Aging America

Since the leading edge of the Baby Boom generation turned age 60 in 2006, national media have refocused their coverage beyond the magnitude of the demographic change to the implications of such change – from its impact on the economic and health security of these older adults to the opportunities available to these individuals for meaningful civic and social engagement.

Still, the numbers behind the demographic change are eye-popping.



- By 2030, the number of Americans age 65 and older will almost double to 70 million from today's mark.
- The U.S. Census Bureau predicts the percentage of Americans age 65 and older will jump from 12.4 percent of the population today to 20 percent by 2030.

The change in [INSERT STATE] older adult population will be [INSERT PHRASE THAT CHARACTERIZES CHANGE, SUCH AS: "...even more dramatic." "...will mirror the national change."]
In [INSERT YEAR], the percentage of state

residents age 65 and older was [INSERT PERCENTAGE] percent. Census Bureau predictions now reveal that by 2030, more than one in every [INSERT NUMBER] residents in the state ([INSERT PERCENTAGE] percent) will be age 65 and older. As such [INSERT STATE NAME] is expected to rank [INSERT RANK] in the nation in the percentage of its older citizens by the year 2030.

The Need for Transportation Choices

Access to a family of viable transportation and mobility choices for older adults is a linchpin to the successful aging of older adults. Older adults in [INSERT STATE NAME] are no exception.



- National surveys, including the National Household Travel Survey, indicate that cars and other private motorized vehicles are the predominant mode of travel for people of all ages. [INSERT STATE-SPECIFIC SURVEY DATA ON CURRENT USE OF PERSONAL VEHICLES BY ADULTS AGE 50 AND OLDER. THIS CAN INCLUDE BROAD STATEMENTS ABOUT DRIVING ON A “REGULAR BASIS” TO IDENTIFYING THE NUMBER OF TIMES A WEEK PEOPLE REPORT THEY DRIVE THEIR CAR.]
- People using a combination of transportation modes – including public transportation and walking – have higher levels of mobility. Today, nationally, there are approximately 4.5 million non-drivers older than age 75, a number expected to grow by 30 percent, to about 6 million by 2020. [INSERT STATE-SPECIFIC SURVEY DATA ON INTENTION TO DRIVE TO WHAT AGE BY OLDER ADULTS AND USE OF VARIOUS TRANSPORTATION MODES BY SURVEY RESPONDENTS.]
- Barriers exist to using many current transportation options. [INSERT STATE-SPECIFIC SURVEY FINDINGS ABOUT MAJOR CONCERNS ABOUT THE CONTINUED ABILITY TO REMAIN

MOBILE IN THE COMMUNITY (THROUGH DRIVING, USING PUBLIC TRANSPORTATION, AND WALKING), HIGHLIGHTING RURAL, SUBURBAN, AND URBAN DIFFERENCES. THIS SECTION COULD ALSO HIGHLIGHT BARRIERS TO USE AND/OR THE PROVISION OF TRANSPORTATION OPTIONS WITHIN THE STATE.]

For the foreseeable future, meeting older adult mobility needs will be a major challenge for many governmental, human service, and community organizations. An ideal livable community has transportation options that meet a range of diverse needs of non-drivers and drivers who are limiting their driving or who prefer not to drive.

Action by states and communities to help meet the continuing mobility needs of older adults is the only acceptable option.

[INSERT NAME OF STATE] Transportation Study of Older Adults

The Scope. The [INSERT NAME OF WHO CONDUCTED STUDY] study of people age 50 and older explored a variety of transportation-related issues, including: [LIST SURVEY TOPICS. THESE COULD INCLUDE THE FOLLOWING]:

- Current driving behavior and concerns about driving;
- Reasons for limiting or stopping driving;

- Awareness of and attitudes toward public transportation options and use of transportation services;
- Use of other transportation modes, including taxis and walking;
- Perceived barriers to use of various transportation modes; and
- Travel destinations and the impact of transportation barriers on getting to destinations.

Major Findings. [THIS SECTION OF THE REPORT HIGHLIGHTS MAJOR FINDINGS FROM THE SURVEY FINDINGS. INTRO LANGUAGE TO THIS SECTION MIGHT INCLUDE STATEMENTS SUCH AS: “Participant responses to the study questions largely indicate an optimistic, though often unrealistic, assessment of continued access to some form of transportation as they will limit or stop driving. Such a disconnect between an individual’s understanding of his or her current situation and the person’s ability to adequately predict future attitudes and actions is not uncommon in surveys. This is especially true given the unexpected impact of changes that can, and often do occur in one’s health, economic security, and family support network over time. Among the study’s major findings:

- Older adults said they were largely satisfied with current public transportation services, but they were using the services in only

For the foreseeable future, meeting older adult mobility needs will be a major challenge for many governmental, human service, and community organizations.

The lack of transportation options hurts the ability of some older adults to participate in the life of their communities.

limited numbers. The area of greatest concern: [SPECIFY CONCERN]. [THIS SECTION WILL DETAIL FINDINGS ON USE OF PUBLIC TRANSPORTATION BY RESPONDENTS. IN SOME INSTANCES THE REPORTED USE FROM THE SURVEY CAN BE COMPARED TO DATA GATHERED FROM TRANSPORTATION PROVIDERS THEMSELVES AS A POINT OF COMPARISON. THE FOCUS ON THIS SECTION: PERCEIVED BARRIERS TO USE OF SUCH TRANSPORTATION OPTIONS.]

For example, survey respondents were asked how many miles away the nearest public transportation stop is to their home. [INCLUDE CHART ON SURVEY FINDINGS.]

National research findings indicate that public transportation use declines dramatically once potential users, including but not limited to older adults, are required to walk more than one-fourth of a mile to a bus stop.

- The lack of transportation options hurts the ability of some older adults to participate in the life of their communities. [INSERT SURVEY DATA ON THE PERCENTAGE OF RESPONDENTS REPORTING THEY MISSED AN ACTIVITY. INDICATE WHAT KINDS OF ACTIVITIES THEY WERE MISSING AND HOW FREQUENTLY THEY WERE MISSING ACTIVITIES. SUCH FINDINGS MAY BE BROKEN OUT BY AGE, INCOME, URBAN-RURAL, AND HEALTH STATUS DIVIDES.] Other national research makes clear that those who stop driving more frequently become socially isolated, experience poorer health, and have higher rates of institutionalization.

[INSERT SPECIFIC STATE] survey responses indicated that older adults recognize that they will eventually stop driving. Even those who reported they continue to drive indicated a reluctance to drive at night. Other national research supports this point that older adults most frequently curtail their night time activities as the first step in imposing limits on their driving. In [INSERT SPECIFIC STATE], survey respondents reported the top four reasons for not driving were: [INSERT REASONS AND PERCENTAGES]

- Walking is a popular means of transportation for older adults. [INSERT SURVEY FINDINGS ABOUT WALKING BEHAVIOR OF RESPONDENTS AND, IF AVAILABLE, DESTINATIONS AND FREQUENCY OF WALKERS. SUCH INFORMATION MAY BE BROKEN OUT ALONG GENDER, HEALTH, AGE, AND URBAN-RURAL DIVIDES. STATISTICS ON PEDESTRIAN FATALITIES FOR INDIVIDUALS 50+ ALSO COULD BE INCLUDED IN THIS DISCUSSION. CONCLUDE SECTION WITH DISCUSSION OF REPORTED BARRIERS TO WALKING. FOR EXAMPLE, THIS COULD INCLUDE LANGUAGE SUCH AS:] The leading reported barriers to walking, according to respondents: [BULLET ITEMS]

Recommendations for Action

The major findings of the [INSERT SPECIFIC STATE] senior transportation study support a three-fold, multi-faceted approach to begin addressing the transportation needs of older adults in the state.



The action recommendations fall into three broad areas:

- Structural changes in the built environment;
- Changes to facilitate access to transportation services; and
- Programmatic and public policy changes that diminish or eliminate barriers to mobility.

[NOTE: THESE THREE AREAS ARE BROAD ENOUGH TO ENCOMPASS A WIDE ARRAY OF SPECIFIC RECOMMENDATIONS BY A STATE. THE RECOMMENDATIONS PROVIDED BELOW SHOULD BE MODIFIED TO REFLECT STATE-SPECIFIC SITUATIONS. IN SOME INSTANCES, STATE OFFICES WILL DECIDE

TO BE MORE SPECIFIC ABOUT RECOMMENDATIONS OR TO INDICATE THAT WHILE THE STATE OR PARTICULAR COMMUNITIES HAVE MADE SUBSTANTIAL PROGRESS ON IMPLEMENTATION OF SOME REFORMS, MORE ACTION IS REQUIRED.]

Structural Changes. Walking is a critical activity to maintaining physical function as one ages. But as the survey makes clear, survey respondents noted significant barriers to walking. Thus, important changes are needed in the built environment to support the walkability of communities.

For older adults who no longer drive, sidewalks are a crucial resource for remaining active and interacting with others. Most importantly, they allow older people to get to a variety of vital destinations safely, such as shopping, social functions, and medical facilities. Lack of sidewalks, construction of sidewalks too close to streets and roads, shorter-than-required pedestrian crossing signals, and lack of sidewalk maintenance are but a few of the barriers that can discourage people from walking.

To begin to address these concerns, AARP [INSERT STATE] recommends:

- The state and localities should embrace a Complete Street policy to guide the design of all roadways to be accessible to all users of the transportation system regardless of age and ability.
- Cities and counties develop land-use plans that encourage walkable communities;

Walking is a critical activity to maintaining physical function as one ages. But as the survey makes clear, survey respondents noted significant barriers to walking.

Ideally, a public transportation service would have almost all the attributes of a private car (convenience, flexible routes, frequent schedules, and limited out-of-pocket costs).

- New communities should be designed to be more walkable;
- Communities should improve existing sidewalks to ensure adequate width, curb cuts, and lighting as well as eliminate discontinuous and disjointed walking routes;
- Communities should give special attention to the design of intersections to ensure safe crossing by persons on foot; and
- Communities should provide sufficient numbers of appropriately designed places along sidewalks for pedestrians to rest.

Changes to Facilitate Access

With the decline of downtown shopping areas in many urban and rural communities and the scattered development patterns of suburbs, it is increasingly difficult for older residents in many neighborhoods to get to shops and services and to take an active part in civic and social activities in their communities without an automobile. Public transportation may be one viable option.

Ideally, a public transportation service would have almost all the attributes of a private car (convenience, flexible routes, frequent schedules, and limited out-of-pocket costs). But, as is evident from [INSERT STATE] survey responses and from other AARP research, convenience is the critical bottom line for what consumers want. To enhance convenience, some communities nationwide are using flexible route vans with demand-response stops to go



into neighborhoods and bring customers to fixed route public transportation. To address the needs of older adults, some other transportation systems are changing and adding stops to be more responsive to the needs and destinations of users. Still other systems are coordinating resources to save money and provide greater choices by fully utilizing vehicles continuously throughout the day.

To begin to create a more responsive public transportation system, AARP [INSERT STATE] recommends:

- Providers of both public and senior transportation need to extend service in the evenings;
- Public transportation providers should explore innovative services such as neighborhood bridge routes and route deviation service; and
- Transportation providers (especially medical transportation) should improve the quality and reliability of their services.

Program and Public Policy Initiatives

Transportation serves as the linchpin to the development of livable communities. Transportation is the means by which individuals physically reach other people and activities. Access to viable, safe transportation options helps individuals contribute meaningfully to the life of their communities as volunteers, advocates, and workers. A livable community provides a comprehensive and coordinated transportation system with a range of services operated to support the involvement of all its residents.

Local and state officials and lawmakers need to recognize transportation's impact not only on older adults, but also on family caregivers, worker productivity, and the economic and social health and fabric of their communities. In addition to the need for structural changes and changes to facilitate access (as discussed above), officials and lawmakers must then translate that

heightened awareness into programs and policy initiatives that better address the transportation needs of older adults. The challenge in doing so is considerable given the lack of resources for public transportation and para-transit and given the fact that those older adults who still drive do not easily visualize their future transportation needs when they may have to limit or stop driving.


To promote more livable communities, AARP [INSERT STATE] recommends:

- Cities, counties, and private, nonprofit organizations be pro-active in addressing the future transportation needs of older adults, particularly those with lower incomes or living in rural areas;
- State and local governments in partnership with nonprofit organizations should design and implement educational campaigns to improve pedestrian and driver safety; and
- State and local governments should facilitate integrated land-use and transportation planning to ensure that the design and layout of new communities and their transportation networks are accessible to all residents.

A livable community provides a comprehensive and coordinated transportation system with a range of services operated to support the involvement of all its residents.

Appendices*

Appendix A Transportation Survey Questions



Survey on Community Transportation Options

Hello, this is _____ from <Research firm>. I'm calling on behalf of AARP to conduct a research study with people to find out a bit more about your community and your transportation options. This will take about ten minutes of your time. Let me assure you that we are not selling anything. And, of course, all of your answers will be kept strictly confidential.

Your Community

First, I'd like to ask you a few questions about your community and the types of transportation options that are available to you.

1. In general, when you need to get somewhere, how do you get there?

Drive	
Get a ride from family or friends	
Walk	
Take a taxi	
Take public transportation	
Take a senior or community van	
Use a private driver	
Take transportation provided to people with disabilities who cannot use or get to public transportation	

2. On a scale of 1 to 5, with 1 being "not at all informed" and 5 being "extremely informed", how informed are you about transportation services in your community?


Extremely informed	
Very informed	
Somewhat informed	
Not very informed	
Not at all informed	

3. Thinking about the community in which you live, do you think the quality of life has gotten better, gotten worse, or stayed about the same in the past three years?

Gotten better	
Stayed about the same	
Gotten worse	

APPENDIX A. TRANSPORTATION SURVEY 1

Appendix B Sample Letter



{insert address}

{insert date}

Dear _____:

I am writing to share with you a publication on mobility options prepared by AARP {insert state office}. The publication, *Meeting Mobility Needs for 50 Plus: An Action Agenda*, is designed to help state and local governments, and public and private organizations that plan for and provide community mobility options that affect individuals age 50 and older.

This report highlights findings of a survey of older adults' transportation needs in {insert state name}. This report underscores the critical need for action now by state and local elected officials, transportation and land-use planners, engineers, transit providers, and law enforcement officials to ensure safe mobility for older adults. In developing the report findings, AARP {insert state} worked with {insert language about data collection effort, including partner, if appropriate, and survey audience}.

Concern about mobility options is well-founded given that the percentage of older adults in {insert name of state} will {give dimension of growth in 50+ population and, if significant, ranking of state nationally by percentage by the year 2030.} The report highlights the impact of the current mobility environment on the ability of older state residents to get around conveniently, affordably, and by a variety of transportation modes. The report underscores the impact on their lives, their health, and their economic security when confronted with restricted mobility options.

Finally, the report recommends structural changes in one's neighborhood and living environment; changes to facilitate access to transportation services; and programmatic and policy changes that diminish or eliminate barriers to mobility.

In short, this report sheds light on current conditions that {insert state office name} recommends that you and other opinion leaders and planners address to make our communities livable and responsive to the current and future needs of our state's residents age 50 and older. Such changes, however, will benefit not only older adults but also all state residents.

If you have any questions about this report, please contact me at {insert phone number} or email me at {insert e-mail address}.

Sincerely,

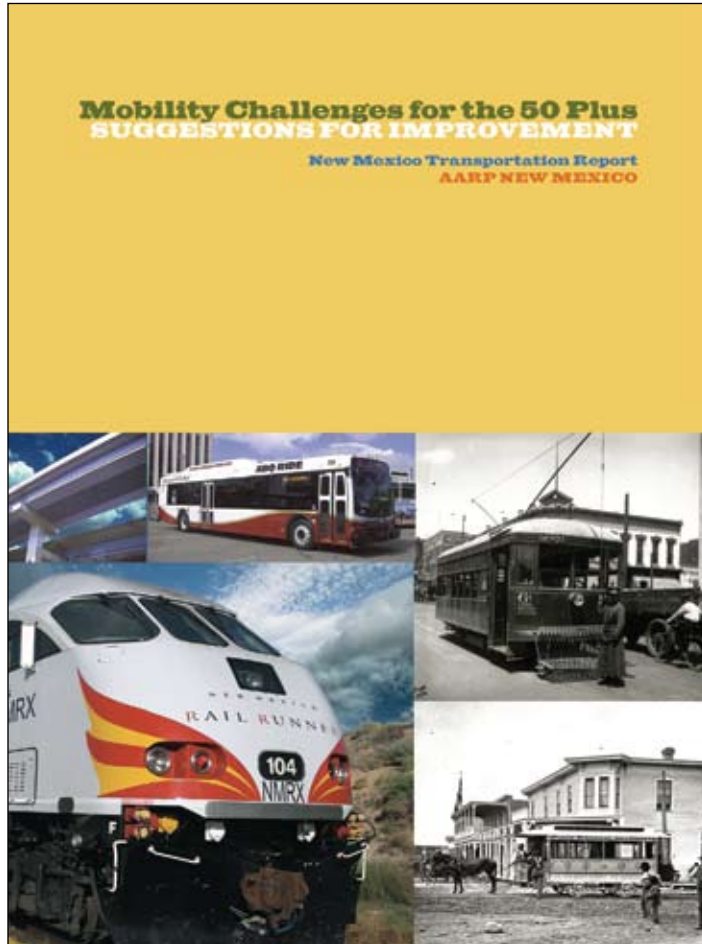
{insert name}

APPENDIX B. DISSEMINATION LETTER

*All of the appendices are included on the attached CD. They are presented here for reference, and only the first page of each appendix is shown.

Appendix C

Sample Transportation Report



Appendix D

Transportation Report Text



Meeting Mobility Needs for 50 Plus: An Action Agenda

The livability of a community depends in part on multiple mobility options that allow residents of all ages and abilities to connect with their communities. Having transportation options contributes to maintaining independence and to people feeling they have control over their lives.

Transportation that connects individuals to goods and services, as well as social and work opportunities within their community contributes to successful aging and enhanced quality of life. Individuals who engage in the civic and social life of their communities are happier and healthier.

This brief report highlights findings of a study of older adults' transportation needs in [INSERT STATE NAME]. More importantly, the report underscores the critical need for action now by state and local [INSERT STATE NAME] lawmakers and staff, transportation and land-use planners, engineers, transit providers, and law enforcement officers to ensure the continued safe mobility of older adults in the state and their ability to participate in the life of their communities.

[INSERT NAME/S] commissioned the study that was conducted by [INSERT NAMES]. More than [INSERT NUMBERS] state residents age 50 and over were surveyed by phone in [INSERT DATE]. [INSERT STATEMENT ABOUT WHETHER THOSE SURVEYED WERE ONLY AARP MEMBERS. FOR EXAMPLE: "Not all those surveyed were AARP members, but the findings, in many instances, reinforce results from a broader [INSERT STATE] AARP member survey conducted in 2006 and other national survey data about older adults' transportation needs."]

The Impact of an Aging America

Since the leading edge of the Baby Boom generation turned age 60 in 2006, national media have refocused their coverage beyond the magnitude of the demographic change to the implications of such change – from its impact on the economic and health security of these older adults to the opportunities available to these individuals for meaningful civic and social engagement.

Still, the numbers behind the demographic change are eye-popping.

- By 2030, the number of Americans age 65 and older will almost double to 70 million from today's mark.
- The U.S. Census Bureau predicts the percentage of Americans age 65 and older will jump from 12.4 percent of the population today to 20 percent by 2030.

The change in [INSERT STATE] older adult population will be [INSERT PHRASE THAT CHARACTERIZES CHANGE, SUCH AS: "...even more dramatic." "...will mirror the national change."]

In [INSERT YEAR], the percentage of state residents age 65 and older was [INSERT PERCENTAGE] percent. Census Bureau predictions now reveal that by 2030, more than one in every [INSERT NUMBER] residents in the state ([INSERT PERCENTAGE] percent) will be age 65 and older. As such [INSERT STATE NAME] is expected to rank [INSERT RANK] in the nation in the percentage of its older citizens by the year 2030.

APPENDIX D. REPORT TEXT

1



Notes