

# Small Town & Rural Planning



a division of the  
**American Planning Association**

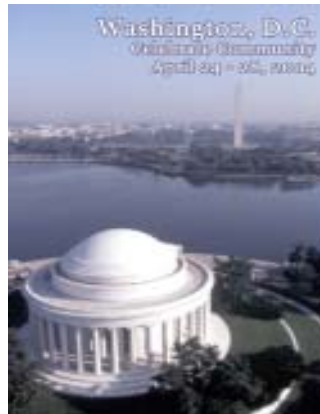
**Preconference Issue:  
Spring 2004**



## *The Small Town & Rural Track at the APA National Conference*

Maintaining the tradition begun by the STaR Division, this year's APA National Conference will again feature a special series of sessions devoted to assisting planners in small towns and rural areas.

## *The Small Town and Rural Track: Maximizing Local Capacity*



## ***In This Issue...***

<b>Small Town &amp; Rural Track .....</b>	<b>1</b>
<b>Editor's Pick .....</b>	<b>4</b>
<b>2004 STaR Awards for Excellence .....</b>	<b>5</b>
<b>USDA RD News .....</b>	<b>8</b>
<b>SAFETEA .....</b>	<b>9</b>
<b>Transportation Updates .....</b>	<b>11</b>
<b>Dutch Dairy Farming in the Midwest .....</b>	<b>13</b>
<b>Data Feature .....</b>	<b>18</b>

## ***STaR Division Web Site:***

*[www.starplanning.org](http://www.starplanning.org)*

*New web address!!*

## **The Missing Link in Smart Growth**

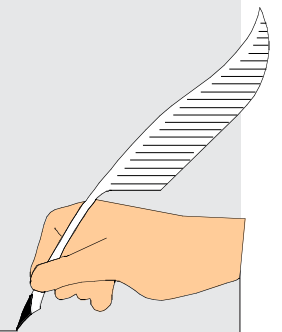
Sunday, 10:15 a.m.–11:30 a.m.

Discussions about the urban side of smart growth far outweigh those about the rural side, typically because of limited resources and support for planning. Two smart growth experts discuss resources available to plan for growth in rural communities growth that is economically viable and environmentally sustainable.

## **Communication Tools for Rural Landscapes**

Sunday, 4:00 p.m.–5:15 p.m.

Effective communication is critical to the success of any community-based initiative. In a rural setting, the scattered locations of residents present certain outreach challenges. Learn how three communities Lexington, Kentucky; Jackson County, Florida; and Lancaster-York County, Pennsylvania, successfully engaged citizens in local planning initiatives.



The deadline for the next issue of STaR News is **May 1<sup>st</sup>**



## Scenarios That Make a Difference

Monday, 10:15 a.m.–11:30 a.m.

Scenario planning is a "reconceived" method that generates credible alternatives for the future while asking not only what people want for their community, but what they think might happen. Learn to craft meaningful scenarios and differentiate meaningful testing in order to encourage explicit tradeoffs, rather than surface agreement on all-encompassing goals.

## What If the Federal Government Is Your Neighbor?

Monday, 1:00 p.m.–2:15 p.m.

The USDA Forest Service and State of Utah have established a partnership to simultaneously produce three Forest Plans. Join panelists as they discuss some of the issues facing rural communities, federal land managers, and the necessary collaboration.

## Integrating Design and Market Reality

Monday, 4:00 p.m.–5:15 p.m.

Small communities confront numerous financial obstacles in their efforts to address growth, revitalize Main Streets, enhance their public realm, and create a blueprint for the future. Learn how one New Jersey Borough used cutting-edge revitalization approaches and applied design and marketing techniques to commercial centers.

## Economic Development for Small Towns

Tuesday, 8:45 a.m.–10:00 a.m.

Developing and maintaining the economic base of the community is one of the greatest challenges for small towns. Many communities are finding innovative ways of developing new business and industry. Find out how other towns adapt existing resources to meet new needs and learn how planning relates to economic development.

Session for planning commissioners, appointed officials, and elected officials.



## Small Town & Rural Planning Division

### Officers:

#### Chair:

Dr. James A. Segedy, AICP  
Dept. of Urban Planning  
Ball State University  
Muncie, IN 47306  
(765) 285-5188 - voice  
(765) 285-2648 - fax  
jsegedy2@bsu.edu

#### Vice Chair:

Dr. John Keller, FAICP  
Dept of Regional & Community Planning  
Seaton Hall  
Kansas State University  
Manhattan, KS 66506  
(913) 532-5958 - voice  
(913) 532-6722 - fax  
jwkplan@ksu.edu

#### Secretary/Treasurer:

Dr. Thomas Lyons  
College of Business & Public Administration  
University of Louisville  
Louisville, KY 40292  
(502) 852-6626 - voice  
(502) 852-4558 - fax  
tlyon01@ulkyvm.louisville.edu

#### Immediate Past Chair:

Dr. Nancy Benzinger-Brown, FAICP  
NB Brown & Associates  
4023 Stillwood Dr.  
Knoxville, TN 37919  
(423) 523-4342 - voice & fax  
brownnb@aol.com

### Regional Representatives:

#### Region I:

Dr. Tom Daniels  
SUNY @ Albany  
Geography & Planning  
Earth Science 218  
Albany, NY 12222  
(518) 561-6232 - voice  
(518) 442-4742 - fax  
tdaniels@csc.albany.edu

#### Region II:

Lisa Hollingsworth, AICP  
880 Central Academy Rd  
Stuart, VA 24171  
(276) 694-4324  
farmgirl880@swva.net

Rick Green, AICP  
Upper Savannah Council of Governments  
PO Box 1366  
Greenwood, SC 29648  
(864) 941-8050 - voice  
(864) 941-8090 - fax  
rgreen@emeraldhis.com

#### Region III:

Currently Vacant

#### Region IV:

William Mrdeza  
Saginaw Chippewa Tribe  
7070 E. Broadway  
Mt. Pleasant, MI 48858  
(517) 772-5700 - voice  
(517) 772-3508 - fax  
bmrdeza@gte.net

#### Region IV (continued):

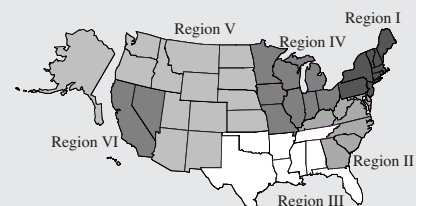
Cynthia Hoyle, AICP  
Planning Consultants  
2207 S/ Cottage Grove Ave.  
Urbana, IL 61801-6815  
(217) 328-5845 - voice & fax  
choyle@insightbb.com

#### Region V:

Kent Anderson, AICP  
City of Kelso Community Development  
1101 4th Avenue S  
Kelso, WA 98626  
(360) 423-9922 - voice  
(360) 423-1738 - fax  
kenta@kelso.gov

#### Region VI:

Eric Jay Toll  
County of Mariposa Planning Dept.  
PO Box 1964  
Mariposa, CA 95338  
(209) 966-5151 - voice  
etoll@sierratel.com





---

### Dealing with DOTs and Preserving Character

Tuesday, 8:45 a.m.–10:00 a.m.

Many smaller communities are faced with the choice of enhancing their community transportation network or preserving community character, identity, and vitality. Learn how to enhance traffic flow and community character at the same time. Explore strategies for working with state departments of transportation.

---

### Equitable Development in the Rural South

Tuesday, 10:15 a.m.–11:30 a.m.

What are the real impacts of "industries of last resort" prisons, poultry plants, waste dumps, and casinos for rural communities? Drawing from the experiences of national policy and growth experts, learn how rural communities are adopting a more sustainable and equitable approach to economic development.

---

### Managing Urban Expansion into the Countryside

Tuesday, 2:30 p.m.–3:45 p.m.

Urban areas are challenged when it comes to expanding borders and minimizing sprawl. Some areas have chosen a set of regulatory approaches. Others are combining regulations with land preservation to influence the timing and location of expansions. Learn how three regions Greater Sydney, Australia; Greater Portland, Oregon; and Lancaster County, Pennsylvania, are doing this.

---

### Creating a Regional Food System

Tuesday, 4:00 p.m.–5:15 p.m.

Preserving agricultural land is only half the battle keeping that land in production is an important component of any farmland protection plan. Examine the tools and techniques used in Hudson Valley, New York, to preserve the land and keep farming viable in a nationally significant landscape that is under tremendous development pressure.

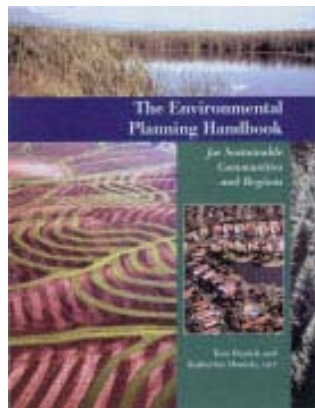
---

### BOOK SIGNING:

#### *Environmental Planning for Sustainability*

Sunday, 4:00 p.m.–5:15 p.m.

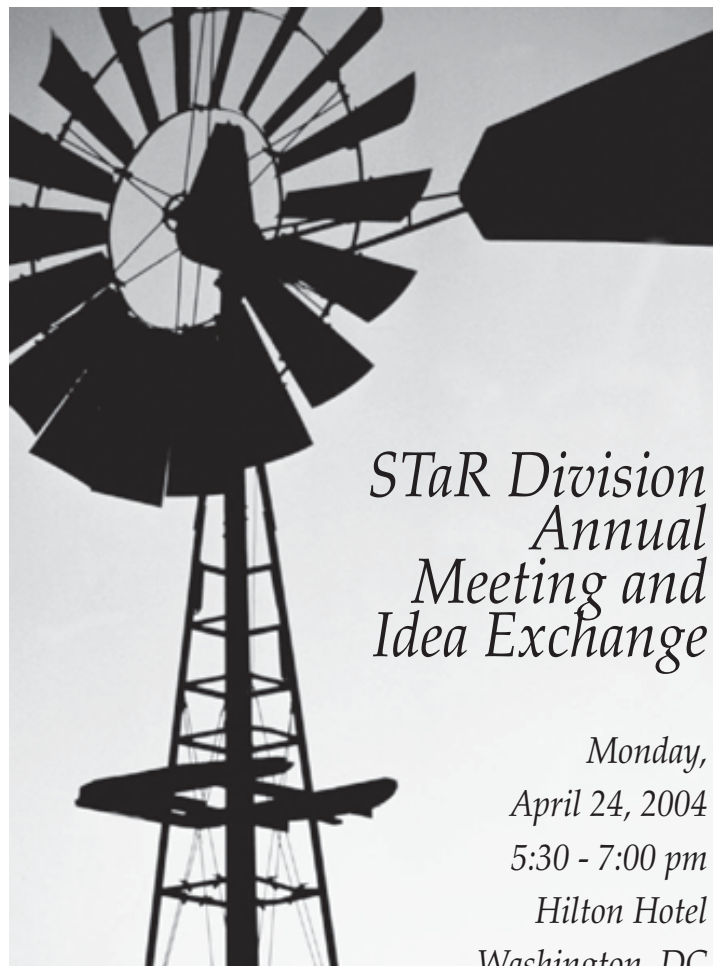
Tom Daniels and Katherine Daniels will sign copies of their new Planners Press book, *The Environmental Planning Handbook for Sustainable Communities and Regions*.



---

### Resources On the Web:

- Growing Power: [www.growingpower.org](http://www.growingpower.org)
  - Grocery Manufacturers of America: [www.gmabrands.com](http://www.gmabrands.com)
  - International Foodservice Distributors Association: [www.ifdaonline.org](http://www.ifdaonline.org)
  - Community Food Service Coalition; [www.foodsecurity.org](http://www.foodsecurity.org)
  - City of Madison: [www.cityofmadison.com](http://www.cityofmadison.com)
  - City of Chicago: [www.cityofchicago.org](http://www.cityofchicago.org)
  - New Jersey Agricultural Smart Growth Plan: [www.state.nj.us/agriculture/index.html](http://www.state.nj.us/agriculture/index.html)
  - Rutgers University Food Policy Institute: [www.foodpolicyinstitute.org](http://www.foodpolicyinstitute.org)
- For more on community supported agriculture, see the Alternative Farming Systems Information Center, [www.nal.usda.gov/afsic/](http://www.nal.usda.gov/afsic/)
- To learn about nutraceuticals: [www.nutraceuticalsworld.com](http://www.nutraceuticalsworld.com)  
*From "The Food Pipeline" by April Terreri in the March 2004 edition of Planning.*



*STaR Division  
Annual  
Meeting and  
Idea Exchange*

*Monday,  
April 24, 2004  
5:30 - 7:00 pm  
Hilton Hotel  
Washington, DC*



*Editor's  
Pick*

*Rose Scovel,  
AICP*

Every now and then you find something that really catches your attention. Mark Knudson and the Ottawa County (Michigan) Planning Department have done just that. This has been published in Reader's Digest and other places, but it is still captivating to most planners who have not yet heard of it...it is my "Editor's Pick."

- The spreading of manure  
(If of this odor you're in doubt  
Scratch n' Sniff and you'll find out)



Manure Odor

In 2003, the Ottawa County, Michigan Plan Commission published a "Scratch 'n Sniff" Agricultural Disclaimer Brochure.

The brochure, which includes a manure odor "scratch-n'-sniff," provides useful information to help dispel misconceptions about country living while also providing background about the importance of farming operations, standard work practices, and Right-to-Farm laws. Because many potential country dwellers expect to escape the noise, traffic, and hassles associated with living in more populated communities, they are typically unprepared for farms that function at all hours of the day and night, operate slow moving machinery on country roads, and produce dust, noise, and manure odors. As a result, farmers are facing an increasing number of complaints, and in some cases lawsuits, from newly transplanted homeowners. A distribution partnership with realtors, financial lending institutions, mortgage lenders, and title companies will ensure that the brochure reaches the hands of potential new home-buyers before they actually move into an agricultural area.

For your electronic copy of the brochure (minus the "scratch-'n-sniff" feature), visit the Ottawa County Planning Department website at <http://www.co.ottawa.mi.us/PlanningGrants/OCPG.htm>.



*STaR Division  
Web Site:*

*www.starplanning.org*

*New web address!*





The 2004 STaR Award winners have been selected. The winners will be recognized at the STaR Division reception at the APA National Conference in Washington DC.

The winning submissions are profiled in this edition of the STaR newsletter.

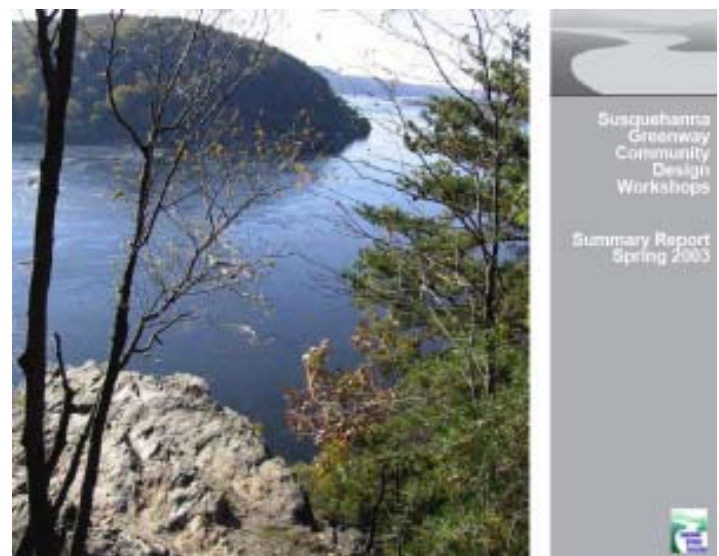
### ***Susquehanna Greenway Community Design Workshops***

Ensuring that the Susquehanna Greenway is a long-term success and that it meets the varied needs and interests of communities, organizations, and individuals, The Susquehanna Greenway Community Design Workshops focused on active public involvement and strong community visioning and planning. The Greenway is being developed over a three-phase period structured to build broad-based agreement on Greenway values and vision, design concepts, action strategies, and organizational arrangements for implementation. Below are brief descriptions of the work occurring during each of the three phases. The centerpiece of the process was a series of six community design and planning workshops held across the entire corridor.

### ***The Coconino County Comprehensive Plan: A Conservation-based Comprehensive Planning Partnership***

The Coconino County Comprehensive Plan serves as a **roadmap for the future** by establishing goals and policies to **direct growth responsibly**, solve problems, and **improve the quality of life** for county residents. This plan is driven not only by the issues that citizens have identified as critical, but also by long-range goals based on our vision of the future. The Comprehensive Plan was adopted by the Coconino County Board of Supervisors of September 23, 2003 and serves as the **official guide for the development** of the county. Implementation of the Comprehensive Plan is supported by county Area Plans and the zoning and subdivision ordinances.

The Coconino County Comprehensive Plan was aggressive in gaining citizen participation and buy-in. In addition to a wide array of public meetings – held across the very large area of Coconino County – the planning team utilized newspaper inserts and regular mailings to keep the project current and in the public’s eye.



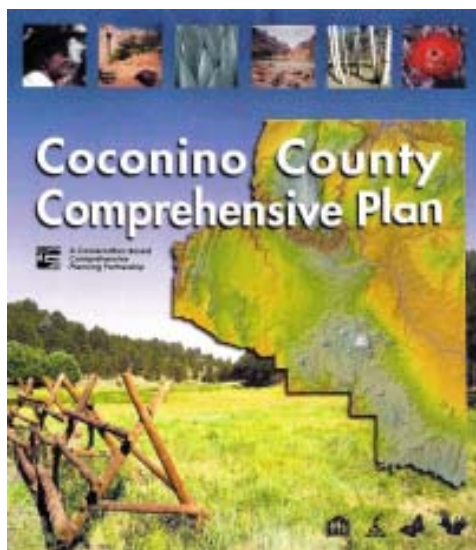
The workshops/charrettes were facilitated by the Community-Based Projects Program of Ball State University with the Pennsylvania Environmental Council, The Penn State University Department of Landscape Architecture, The Susquehanna Greenway Partnership and SEDA-COG.

Through hundreds of photographs, drawings and a clear vision, a strategy to guide implementation of the Greenway was developed and distributed to municipalities along the Susquehanna River and serves as the foundation for the development of this important resource.

### ***The Provenance Project***

Imagine 50 miles of fine art and crafts. Imagine a peaceful place to create. Imagine a community of artists working together. Imagine...just imagine...

This project is an amazing planning story bringing a diverse group of people and communities together to celebrate local heritage, creativity and community.





Hannibal, Missouri...Clarksville, Missouri...Louisiana, Missouri: Small towns with a sense of style. These communities offer a relaxed, affordable lifestyle, available buildings, an established tourism industry, a central location and an existing network of local artists and artisans to those interested in relocating their galleries and art-related businesses to Northeast Missouri. The Provenance Project represents a truly regional approach to economic and community development.

The scenic beauty of Missouri's Great River Road, Scenic Byway 79, forms the geographic base for The Provenance Project. This corridor location makes it an ideal site for art-related businesses and a draw for cultural tourists, day-trippers and family travelers. Downtown revitalization efforts have helped the tourist industry flourish. Dinner theaters, restaurants, riverboats, and antique shoppes as well as art-related shops are among the wonderful collection of businesses in the area.

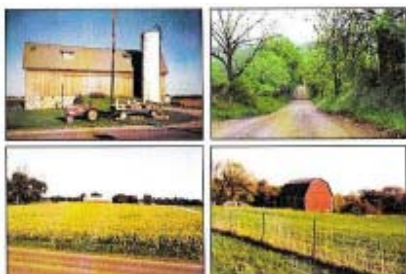
The city of Hannibal is the largest city in the northeast part of the state of Missouri. Regional employment is approximately 40,000. The total labor force within a 40 mile commuting distance is 101,000 (covering eleven counties.) To date, new investment through *The Provenance Project* has reached approximately \$10,500,000.



### ***Bridgewater Township Master Plan***

Bridgewater Township is comprised of active agricultural uses and fewer than 2,000 residents. The ***Bridgewater Township Master Plan*** is designed to maintain the community's rural character.

Highlights of the planning process include a high level of public participation and a Build-Out Analysis. The Build-Out emphasized the importance of both the density and pattern of development.



### **BRIDGEWATER TOWNSHIP MASTER PLAN**

### ***The Small Town and Rural Planning Award for Lifetime Achievement***

Dr. John Keller, FAICP is not only one of the founding members of the Small Town and Rural Planning Division, but he continues to be a mentor for all who champion the cause of better planning in small towns and rural communities.

He is one of a small handful of people whose names have become synonymous with small town planning and with the STaR Division. In addition to his role as a founding member of the Division and his current role as Vice-Chair, John was responsible for beginning the STaR Division web page.

The ***Small Town Planning Handbook*** which he co-authored with Tom Daniels and Mark Lapping is considered THE resource for planning in small communities.

John Keller has nearly 30 years of experience in teaching, research, and professional planning. His dedication to state and national APA stands as an example for many young professionals. His scholarship and research have contributed to increase awareness and understanding of rural and small time planning — both to the growing number of non-metropolitan international professionals and to his students of the past two decades. He was inducted to the AICP College of Fellows in Inducted 2001.





### *Farming on the Edge Conference*

APA is a co-sponsor of Farming on the Edge, the American Farmland Trust's National Conference, November 15-17, 2004, in Lexington, Kentucky. The conference will explore how best to support American farm and forest lands while addressing communities' complex and changing land use, cultural and economic priorities. Presenters will share new information and proven tools and strategies to keep land healthy, manage growth wisely and strengthen the economic vitality of working lands.

This year, conference organizers encourage proposals that address issues of concern to farmers in the South, such as the challenges and opportunities of a changing tobacco economy, small farm diversification, use of forest resources and the dramatic loss of African-American owned land. Proposal topics must address at least one of the following broad conference subject areas: protecting the best land; keeping land healthy; planning for agriculture; rewriting federal farm policy. For more information and the proposal form, visit <http://www.farmland.org/conference2004/>.



## Mark your calendar!

The Planning at the Crossroads conference is a multi-state planning conference that will be held in Indianapolis October 13-14, 2004.

The participating APA chapters are Indiana, Illinois, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

Conference information and the Call for Proposals are available on the conference web site at [www.planningcrossroads.org](http://www.planningcrossroads.org).

### *Tentative Agenda*

Wednesday (10/13)  
Registration  
Opening Session  
Orientation Tours  
Mobile Workshops  
Concurrent Sessions  
Keynote Luncheon  
Opening Reception

Thursday (10/14)  
Concurrent Sessions  
Mobile Workshops  
Evening Reception

Friday (10/15)  
Concurrent Sessions  
Mobile Workshops  
Closing Keynote Session

## *2005 Small Town & Rural Planning Awards for Excellence*

### *Call for Entries:*

- Submit a 50 word description of the project;
- Submit 1 copy of the plan/project. etc.
- Send to:  
STaR Awards  
Dept. of Urban Planning  
327 Architecture Bldg.  
Ball State University  
Muncie, IN 47306

All entries must be received by August 1st, 2004.



*Editor's Note: The following information is excerpted from USDA press releases available at [www.rurdev.usda.gov](http://www.rurdev.usda.gov)*



an eight state region of the Mississippi Delta. The \$1.9 million includes \$830,460 to assist with specific feasibility studies, technical assistance or construction of 17 business development planning or training efforts identified by the DRA, plus \$1.1 million in funds for specific DRA policy initiatives.



### *USDA Announcements*

AMES, Iowa, Jan. 13, 2004 — Agriculture Secretary Ann M. Veneman today announced the approval of \$28 million, including \$4.5 million for the state of Iowa, for eight USDA Rural Development rural electric loans in six states. The loans will finance electric infrastructure construction that will serve 2,995 new customers, build 260 miles of new line, and fund general system wide upgrades and improvements.

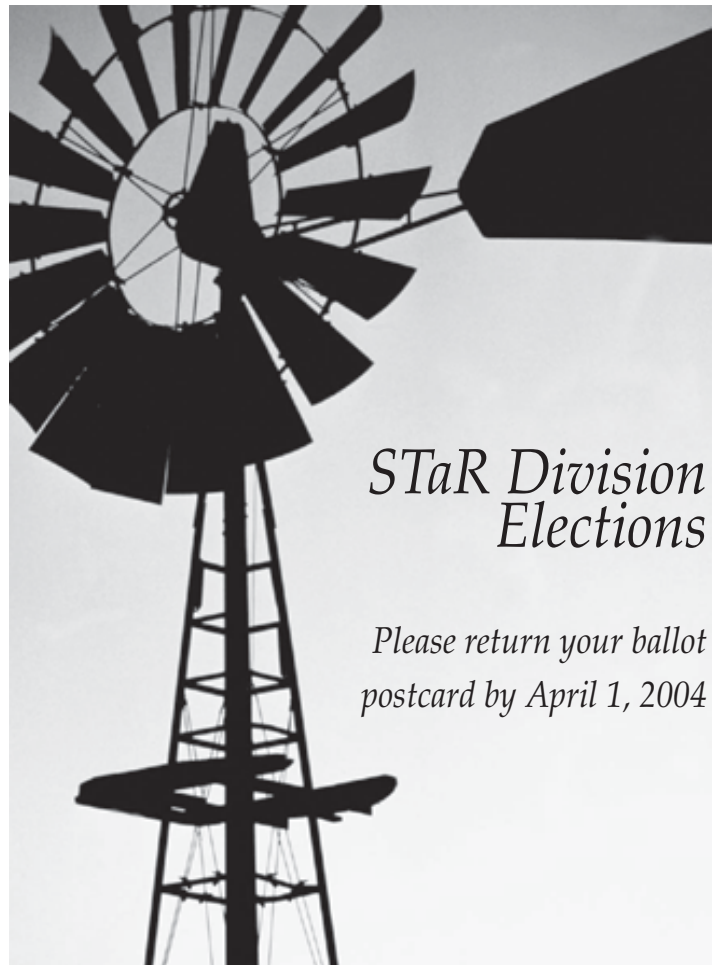
WASHINGTON, Jan. 28, 2004 — Agriculture Secretary Ann M. Veneman today announced the approval of four rural electric guaranteed loans totaling \$32.8 million to expand rural electric infrastructure in the states of New York, Nebraska, Louisiana, and Kentucky.

“Expansion of rural infrastructure is a first step in opening the door for expanded rural economic development and improved quality of life for rural residents,” said Veneman. “These projects will serve 5,282 future customers, build 260 miles of new line and fund general system-wide modernization.”

WASHINGTON, Feb. 20, 2004 — Agriculture Secretary Ann M. Veneman today announced the selection of 16 recipients in 13 states to receive \$15 million in grant funds to finance the conversion of television services to digital broadcasting for small rural public television stations.

“These grants will help bring digital-age broadcasting to rural America,” Veneman said. “Many rural communities depend on public television stations for services ranging from educational course content in their schools to local news, weather and agricultural reports. The recipients selected for the competitive grant program have significant need in their communities.”

WASHINGTON, Feb. 23, 2004 – Agriculture Secretary Ann M. Veneman today announced the approval of \$1.9 million in grant funds to assist the Delta Regional Authority (DRA) with transportation, employment, and business development efforts in





The proposed reauthorization of TEA-21, known as the Safe, Accountable, Flexible, And Efficient Transportation Equity Act of 2003 (SAFETEA), is a lengthy and complex bill covering a variety of transportation-related issues. The USDOT analysis of SAFETEA covers 170 pages. Included in this article are excerpts from the analysis that are most relevant to small town and rural planning.

---

**PLANNING CAPACITY BUILDING INITIATIVE.**

This section establishes a planning capacity building initiative to strengthen metropolitan and statewide transportation planning under Chapter 52 of title 49, and to enhance Tribal capacity to conduct joint transportation planning under Chapter 2 of title 23. Priority would be given to planning practices and processes that support homeland security planning, performance based planning, safety planning, operations planning, freight planning, and integration of environment and planning. The initiative would be administered by the Federal Highway Administration in cooperation with the Federal Transit Administration and funded from the Surface Transportation Program at \$20 million per year.

---

**NATIONAL SCENIC BYWAYS PROGRAM.**

Subsections (a) and (b) of section 162 would be amended to recognize that the Secretary already is promoting the collection of National Scenic Byways and All-American Roads as “America’s Byways.” “America’s Byways” was identified as the marketing umbrella for promotion based on market research completed by FHWA in consultation with State and byway representatives. The intent is to continue the two types of designations and use “America’s Byways” as the marketing umbrella for the collection. If State and byway representatives reach consensus on establishing a single designation category, then these amendments would provide the Secretary with the authority to use any of the three terms”— National Scenic Byways, All-American Roads, or America’s Byways’— as the single designation.

Subsection (c)(4) would be amended to delete “passing lane.” This would make adding passing lanes to designated scenic byways no longer eligible for scenic byways funding under this subsection. Passing lanes are eligible for funding under other Federal-aid highway programs, such as the Surface Transportation Program and the National Highway System. The primary purpose of the National Scenic Byways Program is to increase travelers’ awareness and appreciation of the qualities associated with a byway’s designation, as well as promote preservation, economic development, and tourism.

A new subsection (d) would be added that would authorize the Secretary to form public-private partnerships to carry out research, technical assistance, marketing, and promotion with respect to State scenic byways, National Scenic Byways, All-American Roads, or America’s Byways. The National Scenic Byways and All-American Roads currently are promoted collectively as America’s Byways. This subsection would make the Center for National Scenic Byways in Duluth, Minnesota, eligible for funding under the National Scenic Byways program. The Center was established in 1998 to provide technical communications and network support for nationally designated scenic byway routes.

---

**MULTI-STATE CORRIDOR PLANNING PROGRAM.**

This section would establish a Multi-State Corridor Planning Program to replace the National Corridor Planning and Development Program under section 1118 of TEA-21. Changes include: narrowing eligibility; reducing the Highway Trust fund share and establishing a set of selection criteria. The program would provide an opportunity for States and regional agencies to jointly plan for a variety of geographic areas in addition to traditional metropolitan or State areas. The principal objectives of the program would be to address the gap created by formula programs (formula programs do not provide specific funds for multi-State, multimodal, and multi-jurisdictional decisionmaking on corridors) and to implement the direction by Congress to streamline the project development process.

Eligible activities would be restricted to multi-State planning studies. This section would clarify that projects must be consistent with the existing “continuing, cooperative, and comprehensive” planning process required by law in metropolitan areas and statewide. The section would provide a statutory emphasis on multi-jurisdictional efforts for multi-modal planning and planning for operational alternatives that improve mobility, freight productivity, access to major marine ports, safety, and security.

Some of the selection criteria in section 1118 of TEA-21 required data that is generally not available and do not relate to the validity of individual projects. The selection criteria in this proposal are based on criteria from TEA-21 and on other considerations identified in the process of implementing TEA-21.

The total Federal share payable for a study would be limited to 80 percent, but the maximum share of funds from the Highway Trust Fund (other than the Mass Transit Account) for a study could not exceed 50 percent of the total cost of such study. This would ensure a strong commitment from all parties, leverage additional funds, and facilitate implementation of multimodal plans.



Subsection (g) (former subsection (f)) allows the Federal share to be up to 100 percent for projects or activities for research, technical assistance, marketing, and promotion associated with byways.

***ASSUMPTION OF RESPONSIBILITY FOR TRANSPORTATION ENHANCEMENTS, RECREATIONAL TRAILS, AND TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PROGRAM PROJECTS.***

The transportation enhancements and recreational trails programs, established under ISTEA and continued under TEA-21, and the transportation and community and system preservation program, established under TEA-21, will be continued. Projects under these programs present a low risk of harm to the environment, and, in fact, are often beneficial. They typically have broad support from the community as well as transportation stakeholders. However, these projects are governed by all of the same environmental and other Federal requirements that apply to all Federal-aid highway projects. This section would allow some of the Department's responsibilities relating to these types of projects to be assumed by the State. This would streamline the review and approval process, thereby expediting project delivery for these non-controversial projects, without substantial risk of harm to the environment.

***NATIONAL PARKS AND PUBLIC LANDS LEGACY PROJECT.***

On May 30, 2001, President Bush announced the National Parks Legacy Project, a series of proposals to enhance the protection of America's national parks and increase the enjoyment of those visiting the parks. The goals of the National Parks Legacy Project include ensuring access for all, including individuals with disabilities; improving conservation, park, and public land opportunities in urban areas through partnering with State and local governments; and improving park and public land transportation. Section 5316 would address the goals of this project by providing for public transportation in certain Federally owned or managed areas that are open to the general public within the framework of the section 5307 program, modified to reflect the special mission and function of Federal land management agencies.

This section would establish a Federal Lands Transit Program in title 49, U.S.C., complementing the Federal Lands Highway Program in title 23, U.S.C. It would authorize the Secretary of Transportation, in consultation with the Secretary of the Interior, to make grants, contracts, or other agreements to carry out qualified planning or capital projects in, or in the vicinity of, a Federally owned or managed park, refuge, or recreational area that is open to the general public, and implement and oversee the program of projects. This section would also specify requirements concerning departmental cost sharing, financing, and selection of qualified projects.

The Secretary may use not more than 5 percent of the funding made available each fiscal year for this program to carry out planning, research, and technical assistance under this section, including the development of technology appropriate for use in a qualified project.

FHWA has the authority to accept Federal funds as a match for transit projects. Subsection (e)(3) would provide similar authority for FTA.

***Rural Transportation Planning Workshops***

TEA-21 requires that the Secretary of Transportation study and report to the Congress on the effectiveness of the participation of local elected officials in transportation planning and programming. The information documented in these reports are being used as part of the data base for the study which FHWA is conducting. FHWA is especially aware of the need to make sure that the study reflects the actual situation regarding local official participation. Therefore we value and need input from customers and stakeholders to make sure that the reports on the ten rural planning workshops accurately reflect the actual situation.

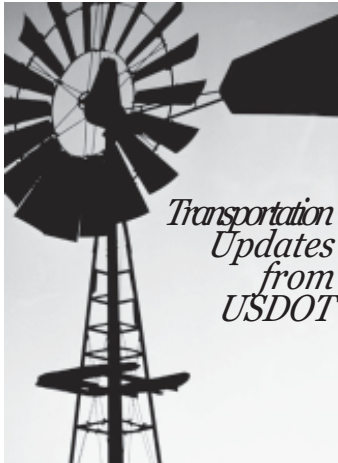
If you wish to comment on the report covering your state, please provide comments directly to FHWA's consultant who assisted with the workshops, Mr. David Rose, Dye Management Group, Inc., 500-108th Ave, NE, Suite 1700, Bellevue, WA 98004-5500. Mr. Rose's e-mail address is david@dyemanagement.com

All reports are in Adobe's portable document format at <http://www.fhwa.dot.gov/hep10/state/rural.html>.

- Alabama Workshop - includes Florida, Georgia, Louisiana, Mississippi, and South Carolina
- Alaska Workshop
- California Workshop - includes Nevada, Oregon and Washington
- Colorado Workshop - includes Arizona, Texas, and Utah
- Kentucky Workshop - includes Indiana, North Carolina, Tennessee, Virginia, and West Virginia
- Minnesota Workshop - includes Illinois, Iowa, Michigan, and Wisconsin
- Missouri Workshop - includes Arkansas, Kansas, Nebraska, and Oklahoma
- Montana Workshop - includes Idaho, North Dakota, South Dakota, and Wyoming
- Pennsylvania Workshop - includes Delaware, Maryland, New York, and Ohio
- Vermont Workshop - includes Connecticut, Maine, and New Hampshire

Contact

Bob Gorman, [robert.gorman@fhwa.dot.gov](mailto:robert.gorman@fhwa.dot.gov), (202)366-5001



would be the largest highway, transit and safety investment in U.S. history. SAFETEA would increase funding for the scenic byways program by 28 percent from \$148 million under the last six-year surface transportation bill to \$189 million.

The Secretary made his comments during the launch of a new Mobil Travel Guide series featuring America's Byways. Mobil Travel Guide today released the first of its America's Byways Series, titled All-American Roads. The new guides will feature travel information for roads designated as an American Byway.

***Friday, February 27, 2004***

Statement of U.S. Secretary of Transportation Norman Y. Mineta On Urgent Need for Senate Passage of Surface Transportation Reauthorization Extension by Midnight Sunday Night, Feb. 29, 2004

At midnight Sunday, vital transportation construction and safety programs will come to a stop if Senators do not act immediately to give the Department the authority to continue paying employees responsible for those critical activities.

The current extension of the Transportation Equity Act (TEA-21) passed last fall by Congress will expire Sunday night. Without another extension, I will be forced to furlough about 5,000 employees, most of them working in offices located in all 50 states. Without an extension, today could be their last day on the job until funding resumes.

The impact of missing the extension deadline could lead to serious problems in the days ahead. It could halt the flow of federal dollars to hundreds of highway construction projects now underway across America. It could delay federal approval of new projects. And it could slow the ability of states to make debt payments.

Without these employees, we won't be able to assist with safety inspections of trucks crossing our borders. We would have to defer safety compliance reviews conducted to make sure motor carriers are following safety regulations. We would be unable to handle consumer complaints against household goods movers. And several federal motorist safety programs would be put on hold.

If the Senate fails to pass an extension, about 5,000 employees would be off the job Monday morning and the important work they do on behalf of the American people would come to a standstill. The Senate must pass a transportation bill extension today, allowing the Department of Transportation to continue its mission and resume its efforts to pass a long-term reauthorization bill.

***Thursday, February 26, 2004***

**Secretary Mineta Urges Congress to Protect America's Byways By Passing a Six-Year Surface Transportation Bill**

U.S. Transportation Secretary Norman Y. Mineta today urged Congress to protect important economic development programs like the one to promote and develop scenic highways by passing a responsible six-year surface transportation bill sooner rather than later.

"Scenic byways bring tourists to rural America and much-needed dollars to small communities," said Secretary Mineta. "This small but critical program is heading for a dead end if Congress fails to pass a fiscally responsible surface transportation bill as soon as possible."

Without a six-year surface transportation bill, the U.S. Department of Transportation would be unable to name additional roads to the program and could issue less than half as much money for Byways grants as last year, the Secretary cautioned. This means that of the \$80 million total in grants requests sent from mostly rural communities, the Department will be able to award only 14 percent of their requests.

Since 1992, the National Scenic Byways Program has provided \$206 million for 1,495 projects in 48 states, including Puerto Rico and the District of Columbia. Currently, 96 roads in 39 states have been named by the U.S. Department of Transportation as an American Byway. Studies suggest that byway designations increase the number of visitors to rural communities by up to 20 percent, resulting in billions more dollars and tens-of-thousand of jobs nationwide. Those same studies have found that the typical byway visitor spends between \$100 and \$200 per trip.

The America's Byways program is funded as part of the six-year surface transportation authorization bill. The Bush Administration's \$256 Billion surface transportation reauthorization proposal, called the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA),



*Friday, February 27, 2004*

Statement by U.S. Secretary of Transportation Norman Y. Mineta  
Concerning Senate Action on the Transportation Bill Extension

“Today’s action by Congress avoids the unnecessary shutdown of important highway programs and the furlough of almost 5,000 workers. With the issue of a temporary extension behind us, we now can return our attention to the passage of a fiscally responsible, six-year surface transportation bill. I urge Congress to use the time provided by this second extension to give America a bill that allows states to plan and construct critical highway and transit projects, without raising gas taxes, increasing the deficit or taking money from other important federal programs. I appreciate the efforts of House and Senate leaders to resolve this issue today and look forward to even more success over the next two months as we forge a plan for our transportation future.”

*Wednesday, March 3, 2004*

**2005 Transportation Budget Request Funds Key Priorities,  
Keeps the Economy Moving, Secretary Mineta Testifies**

U.S. Transportation Secretary Norman Y. Mineta said today during a Congressional hearing that the Department of Transportation’s 2005 budget request makes the right investments needed to fund key transportation priorities and keep the economy moving.

The Secretary testified in support of the President’s \$58.7 billion budget request for the Department before the House Appropriations Subcommittee on Transportation, Treasury and Independent Agencies. The Secretary told the panel that the budget request addresses the nation’s transportation priorities, demonstrates fiscal responsibility and proposes needed reforms.

The Secretary noted the FY’05 budget request included funds for highway, transit and safety programs in line with the President’s fiscally responsible surface transportation proposal, the Safe, Accountable, Flexible and Efficient Transportation Equity Act, or SAFETEA. “The President’s plan supports the economy through record investment in highway programs, without raising taxes, increasing the deficit or taking money from other important programs,” Secretary Mineta said.

The proposed budget requests \$14 billion for the Federal Aviation Administration (FAA), including \$6 billion for new runways, air traffic control towers and technology to keep planes safe and on time. This request ensures the FAA can continue investing in new aviation safety systems and developing next-generation technologies, the Secretary noted. “We will be able to meet our aviation priorities and add capacity to the air traffic system with this request.”

The Department’s budget proposal includes reforms for the Essential Air Service (EAS) program, which has seen a decline in passengers the past several years. The program pays airlines to fly to communities that they might not otherwise serve. The new plan would provide a mix of transportation options that communities would invest in together with the federal government. “Our approach will provide communities with the kinds of service that get the best return for the taxpayers’ dollar,” the Secretary said.

The Administration has proposed a package of reforms to help Amtrak better serve travelers, create partnerships with states to invest in regional rail service and focus on operations. The proposal links reforms to an increase in funding, offering to boost the current \$900 million request to \$1.4 billion annually from 2006 to 2009 if those reforms are instituted.



*Want to get  
involved with  
STaR?*

*Contact Jim Segedy, AICP  
(jsegedy2@bsu.edu)*



**By Seth Slabaugh,  
The Star Press  
(Muncie, Indiana).  
Reprinted with  
permission.**

This special three-day series by The Star Press examines the trend of Dutch farmers building large, confined dairy operations in Indiana, including one each in Henry and Madison counties. Another is proposed in Randolph County. The farmers say their cows are comfortable and highly

productive. Neighbors say the dairies pollute the air. And the states of Indiana and Michigan say one of the dairy farms and its developer don't respect water-pollution control laws.

*Dutch farmers are moving to Indiana to escape problems at home*

LEWISVILLE - "Watch it," Nico Niessen warns a reporter and a photographer from The Star Press. "It's slippery."

Visitors to his dairy barn are normally taken into the milk parlor, office and feed alleys, where the floors are dry and clean.

But this particular tour also goes into the pens, lanes and ramps where the cows travel when they're not being milked or resting in their sandy stalls. Manure from 1,200 cows covers the concrete floors in those areas.

Fortunately, Niessen hands out plastic, throw-away boots to his unprepared guests. That protects their shoes and protects his cows from anything harmful the shoes might transport into the barn.

Cable-operated automatic floor scrapers slowly push squishy cow dung into drain trenches that flow into a 5-million-gallon storage lagoon outdoors.



Niessen is one of dozens of European dairy farmers - mostly Dutch - who have moved to Indiana, Michigan and Ohio since the late 1990s, in part because there is an excess of manure in The Netherlands.

Together, the immigrants have started 11 concentrated animal feeding operations (CAFOs) in Indiana housing 12,625 dairy cows.

That represents more than eight percent of Indiana's dairy cow population.

Vreba-Hoff Dairy Development, Wauseon, Ohio, is steering the European farmers to the three states.

The company has developed three dozen dairy CAFOs for the newcomers and has at least 10 more in various stages of development. One of them is Dutch farmer Tony Goltstein's proposed Union-Go Dairy in Randolph County.

How many more will come?

"I think we're in the middle of it at this point," said Vreba-Hoff's Cecilia Conway, a U.S. citizen whose parents came to America from The Netherlands in 1960. "There's still a lot of interest."

The public is making a stink over the new Dutch dairies in all three states because of their size, odors, manure spills, construction violations and other concerns.

The average dairy farm in Indiana has about 75 cows. The dairies being developed in Indiana by Vreba-Hoff range from 675 cows to Niessen's proposed 1,900 cows.

**Why they're coming**

The Netherlands is one of the smallest, most densely populated countries in the world, both in terms of humans and livestock.

Land prices there are skyrocketing.

The nation is about half the size of Indiana but has more than twice as many people as the Hoosier state.

There are 30,000 dairy farms in The Netherlands - one of the world's largest exporters of dairy products - and a total dairy herd of 1.5 million. Indiana has 150,000 milk cows on 2,600 farms.

The overabundance of manure in The Netherlands is a major environmental problem that the government is serious about tackling, according to "Manure and the Environment," a report published in 2001 by the Dutch Ministry of Agriculture, Nature Management and Fisheries.

The manure surplus causes explosive growth of plants and algae in surface waters, deterioration of ground water, and rapid growth of grass in nature areas at the expense of wild plants. Excessive growth of algae lowers dissolved oxygen in lakes and streams, reducing their ability to support fish and other aquatic life.



As a result, the Dutch government has imposed severe restrictions on livestock population expansion.

And there is a ceiling on production of manure. Farmers whose cows produce too much manure might have to reduce their livestock numbers.

In addition, a milk quota system has been in effect in the European Community since 1984. A dairy farmer's quota stipulates how much milk he can sell in a year. If the farmer sells more than his allocated share, he might have to pay a levy on the excess milk he sold.



Niessen's cows fill a 6,000-gallon tanker truck full of milk destined for the Cincinnati area every 16 hours.

### **Manure not always injected**

Niessen has ample crop land here on which to apply manure: more than 2,000 acres. He owns 500 acres himself, and other farmers pay part of Niessen's cost of spreading the valuable fertilizer on their land.

"IDEM really keeps a close eye on us," Niessen said. "We have to have a manure management plan. We have to have the acreage to spread our manure on or otherwise they don't give us a permit [to operate]. Manure has a value as fertilizer. It costs a lot of money to spread it out. It's in our own interest to do a good job at that."

According to one of Niessen's neighbors, Harold Pfaff, 76, a semi-retired farmer: "On other farms, he [Niessen] knifes the manure into the ground. On his own farm, he doesn't knife it in. He has a couple hundred acres of alfalfa. Twice a summer he cuts the alfalfa then sprays all over with manure, right up against the neighbors. It does smell pretty bad."

Niessen said if manure were injected into his alfalfa fields, the mechanical process would tear up the roots.

Another difference between dairy farming here and in The Netherlands is that Indiana doesn't require farmers to inject or plow manure into the ground; the Dutch government does.

The reason?

To reduce ammonia emissions that contribute to odor, acid rain and other environmental problems, such as promoting the rapid growth in nature areas of a few plant species to the detriment of many others.

### *Michigan: Vreba-Hoff gives farmers 'a black eye'*

MUNCIE - The state of Michigan has accused Vreba-Hoff Dairy LLC of disrespecting environmental laws and giving all of agriculture a black eye.

A sister company, Vreba-Hoff Dairy Development LLC, Wauseon, Ohio, has helped more than three dozen small European dairy farmers build large dairy operations in Indiana, Michigan and Ohio. The company plans to develop a large dairy in Randolph County for Dutch farmer Tony Goltstein. He has applied to the state for construction and operating permits.

Vreba-Hoff Dairy LLC owns two dairy farms in Hudson, Mich. Combined, the two dairies maintain about 6,000 cows that produce about 120,000 gallons of waste a day.

In a lawsuit filed in September, the Michigan Department of Environmental Quality (DEQ) accused Vreba-Hoff Dairy LLC of numerous discharges of manure and silage waste into Bean Creek, Lime Lake and Fischer Lake.

"While Michigan rightly prides itself on a rich agricultural heritage, operations such as these that flout the law and pose an environmental threat to the waters of this state give all of agriculture a black eye," DEQ Director Steven E. Chester said when the suit was filed. "The citizens of this state should not be subjected to the pollution generated by factory farms, and the DEQ will do what's necessary to pursue these violators."

The majority of the discharges were caused by the inappropriate application of waste onto land and the improper management of storm water from poorly designed storm water detention structures, the lawsuit alleges.

The discharges seriously depleted oxygen levels in the water and contained high levels of ammonia, phosphorous and E. coli bacteria, all of which endanger fish and other aquatic life.



### *Small dairies disappearing*

**FARMLAND** - When dairy farmer Tony Bosworth retires, there will be no one to carry on the family business that began more than a century ago.

None of his four sons wants the job.

They don't want to work weekends and holidays. And they don't want to report to work seven days a week at 4:30 a.m. like their 50-year-old father does.

And that isn't the only deterrent to becoming a dairy farmer.

#### **Price of milk falls**

When Bosworth built a new cow barn 15 years ago, the price of milk received by farmers was between \$15 and \$16 for 100 pounds, or 11.63 gallons. Today, the price of milk is only \$12 for 100 pounds.

"The number of dairy farms in Indiana is certainly decreasing, and that's been a trend probably ever since World War II," said Michael Schutz, associate professor of animal science at Purdue University.

"If you divide out the numbers, Indiana still has an average dairy herd size of about 75 cows, but that's a little misleading because there are not very many herds that size," he added. "We've got a few very large herds of up to 3,000 cows, but we also have a lot of dairy farms milking 30 or fewer cows. Those tend to be primarily the Amish dairy farms. But we don't have a huge number of dairy farms sort of in the middle."

But that's where Bosworth falls, with 90 cows.

Why doesn't he go big?

His father, Neal, 76, answered that question: more headaches, such as public opposition and visits from environmental inspectors. Indiana dairy farms smaller than 300 cows are not required to get a permit from the state department of environmental management.

Bosworth said if he was going to invest several million dollars in something, it wouldn't be in the dairy industry.

#### **Big farms not faulted**

Bosworth doesn't blame mega-dairies for the disappearance of Indiana's smaller dairies, nor does Schutz.

"Competition isn't what's happening in Indiana," Schutz said. "Competition is happening in California, Idaho and New Mexico where the dairy industry is still expanding at a really phenomenal rate.

"Even with the arrival of the larger dairy farms, Indiana continues to be a 'milk deficit' area that produces less milk than it consumes or processes. The changes we have seen in the

Indiana dairy industry pale in comparison to what is happening in Western states. The increase in milk produced in Idaho, Washington, California and New Mexico from 2001 to 2002 was more than the total milk produced in Indiana in all of 2002."

Nico Niessen, a Dutch immigrant who built a 1,200-cow dairy farm several years ago in Henry County, said: "We don't have enough milk in Indiana. I think we should produce milk where the feed is. The people who produce milk over there [in Western states] buy feed from the Midwest. The feed has to be trucked over there. They milk the cows, make the cheese, and transport it back to the Midwest."

#### **Big dairies increasing**

While the number of dairy farms in Indiana is decreasing, the number of big dairy farms is increasing.

"We may be losing a lot of small dairies, which we don't regulate, but the size of dairies is definitely increasing, and therefore the number of dairies we regulate is increasing," said Dennis Lasiter, environmental specialist at the Indiana Department of Environmental Management.

#### **Big vs. little**

Niessen's main barn is nearly 500 feet long - more than 1 1/2 times the length of a football field - and 108 feet wide. Bosworth's main barn is 80 feet by 60 feet.

But size isn't the only difference between the two dairies.

Bosworth beds his cows in hay and red clay; Niessen uses sand.

Bosworth doesn't use hormones to stimulate production; Niessen does.

Niessen's barn has automatic scrapers that push manure into a giant lagoon. Bosworth uses a small vehicle called a skid loader to push manure out the door into a pit resembling a descending driveway.

Bosworth milks twice a day; Niessen milks three times a day.

Niessen confines his cows to the barn year round.

Bosworth pastures his cows during the summer, cutting down on feed costs and manure hauling.

"The cows themselves haul the manure" to the pasture, Bosworth said.



### *Cows haul manure, harvest crops on 'sustainable' dairy farm*

LOGANSPORT -Dave Forgey really puts the 200 cows on his farm to work. They do more than just provide milk.

“The cows manage the manure,” Forgey says. “They spread it on the fields themselves.”

The cows also do most of the harvesting, meaning Forgey doesn't need to own big pieces of machinery to harvest crops to feed the cows.

His River-View Farm is being praised by Global Resource Action Center for the Environment (GRACE) as a national model for sustainable dairy farming.

“They're only confined when they're milking,” Forgey said.

The cows spend the rest of their time grazing in pastures of clover and grass. In the winter, when grazing is not possible, Forgey feeds the cows hay off of wagons.

During the growing season, he uses electric fences to keep all the cows in a field of three or four acres. After grazing a field for 12 hours, the cows are moved to a new field. That gives the vegetation in the old field time to recover.

Forgey has roughly 400 acres of pasture.

“In the winter, the manure lays on the frozen ground until spring, when it percolates down into the ground,” Forgey said. “The worms digest it. I can walk out on a good, warm summer morning and hear the earthworms sucking back down into their holes. It's a neat sound.”

A cow patty disappears in about three weeks during the summer.

“The grass and legumes don't let anything wash off, so there is no soil erosion,” Forgey said. “The grass and legumes also hold the manure on the land so it doesn't run off” into waterways.

Forgey doesn't use weed killers. He only rarely uses an insecticide, to control leaf hoppers.

#### **‘Thinking man's game’**

Forgey's method of dairy farming is known as “management-intensive grazing,” and few dairies in Indiana are doing it, according to forage expert Keith Johnson, a professor at Purdue University.

“It's small, less than five percent,” Johnson said. “Dave Forgey is unique, though let me say the type of system he has is increasing in number.”

Why do so few dairies use intensive grazing?

“Until 15 years ago, the tools to do this just weren't readily available - fencing that was cost effective, watering systems that were cost effective,” Johnson said. “I've always called

management-intensive grazing more of a thinking man's game. What you think is the right plan today may change a week from now or a month from now because of drought or a rain storm.”

GRACE calls Forgey's method “sustainable dairy farming,” which it defines as follows:

“Management-intensive, rotational grazing systems raise beef or dairy cattle wholly or partially on pastures. These systems provide for on-site recycling of manure, reduce soil erosion through continuous soil cover, reduce feed costs, eliminate the need for most pesticides, reduce veterinary costs, and help preserve ecosystems. Producers using these systems report lower capital requirements, lower labor requirements, improved profitability, and enhanced quality of life.”

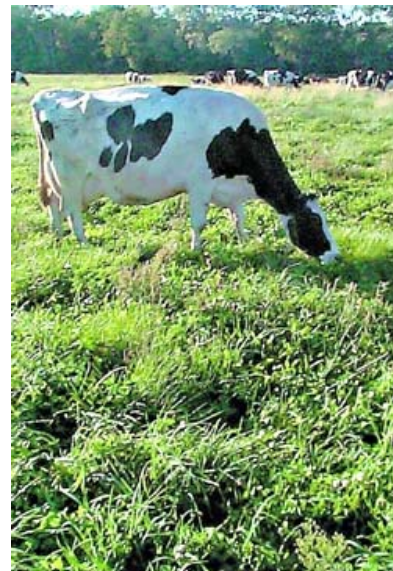
Johnson said, “I don't have any qualms with that as a definition of Dave's system. Take reduced veterinary costs, for example. Dave's cows have less feet and leg problems because they are walking on soft pasture land instead of concrete floors.”

Forgey's method “is a very good system if it can be profitable,” said Cecilia Conway of Vreba-Hoff Dairy Development. “I can't comment on whether it can be profitable. It would require a much larger land base. Equity would be directed toward more real estate. In a CAFO, cows are producing more milk and moving less. Cows produce more milk if they are comfortable.”

Vreba-Hoff develops dairies that confine cows in buildings that are kept cool in the summer with fans, sprinklers and stalls bedded with sand.

Forgey said he was in a position to comment on the profitability of “sustainable dairy farming.”

“We are as profitable as any dairy in the industry,” he said.





### *Dairy odor drives neighbors indoors*

LEWISVILLE - Nico Niessen's neighbors run for cover when the wind blows in their direction.

Retired minister Arthur Whitaker, 69, Lewisville, says the odor from Niessen's 1,200-cow dairy farm nauseates his wife, who has emphysema.

"It seems like when the wind is out of the southwest, in the evenings the smell just hangs in the air," said another neighbor, Harold Pfaff, 76, a former factory employee and a semi-retired farmer. "In the summer, we keep the house closed up. When you open the door, you get a big whiff. When you have company, the first thing they say is, 'What's that smell?'"

Another neighbor, Jerry Poore, who works for a heating-cooling contractor and farms part time, said: "It's unbearable in the summer-time. You can't sit outside on the deck or have a cookout if the wind is in the wrong direction. If the wind changes, then somebody else gets it and I'm fine."

The Poores live a mile from the dairy. Pfaff lives less than a mile from it.

In 2001, Richard Poe, owner of Angola Motor Speedway in northern Indiana, wrote a complaint letter to the Indiana Department of Environmental Management about odors coming from Walnut Grove Dairy, owned by Peter Van der Veght.

"It's enough to gag a maggot," Poe wrote, adding that race fans "have a right to breathe clean air, not filthy, horrible-smelling stench."

In a recent interview, Poe said the dairy corrected the problem in 2003, but so many races were rained out that year that it was hard to tell if the problem has been totally eliminated.

IDEM Commissioner Lori Kaplan wrote back to Poe, telling him the agency lacked authority to regulate odor. But IDEM did provide odor advice to Walnut Grove. Kaplan also told Poe that local government officials had the authority to adopt livestock odor control ordinances.

### *Legislator on the scent*

State Rep. Ronald Liggett, D-Redkey, filed a bill last year that would require large livestock operators to submit odor control plans to IDEM. He did so after a confined hog feeding operation moved into his neighborhood, prompting complaints from neighbors, and prompting Liggett to keep his windows closed.

The proposed law would enable the state to revoke a livestock operator's permit for failure to prevent odors from escaping.

In response to larger livestock operations and more people living near them, Minnesota in 1997 began regulating livestock odor.

The odor is caused when manure decomposes and releases gases containing chemicals such as ammonia and hydrogen sulfide, which smells like rotten eggs.

According to the Minnesota Pollution Control Agency, 50 parts per billion of hydrogen sulfide can cause headaches, nausea, vomiting and diarrhea. The agency takes enforcement action against farms that violate its hydrogen sulfide standard. The agency's staff uses hand-held meters that instantly read hydrogen sulfide levels.

### **Attorney: Suit would fail**

According to Dave Gerdeman, an engineer employed by Goltstein, a crust forms on top of manure lagoons, curbing odor releases.

"One neighbor at a meeting, she said her dog didn't want to go outside [because of the odor]," Niessen said. "I don't take her serious. I don't say it never smells. There could be a smell some days if the wind is in the right direction. People want to drink milk, cows are always going to have a smell to them. Livestock smells or I'd be lying."

Niessen himself lives closer to his dairy farm - across the road - than any neighbor.

A confined feeding operation permitted to house 8,216 hogs operates just a mile southwest of Niessen's farm.

To conserve, protect and encourage development of agricultural land for food and other products, the state Legislature has placed limits on nuisance actions against farmers, according to J. Clayton Miller, Niessen's attorney. As a result, Miller says, Niessen's neighbors could not prevail if they filed an odor nuisance lawsuit against the dairy.

### ***Confined Animal Feeding Operation (CAFO) Resources***

*Title: Planning and Zoning for Concentrated Animal Feeding Operations*

*Author: Jim Schwab*

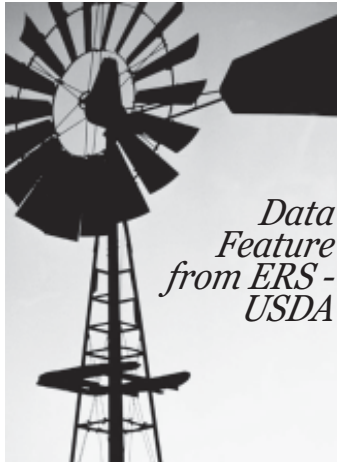
*Publisher: APA Planning Advisory Service*

*ISBN: 1-884829-26-0*

*Concentrated animal feeding operations (CAFOs) have generated more land-use controversy than most rural areas have seen in decades.*

*This report examines the regulatory options open to rural communities, the practical challenges of acquiring needed expertise to evaluate proposed uses, and the environmental and social impacts that can be expected from this industry. It offers regulatory alternatives for local communities based on the realities of their own legal and enforcement capacities.*





### Economics of the Food and Fiber System

William Edmondson



The U.S. food and fiber system (FFS) is a source of jobs and earnings for millions of American workers and a supplier of products worldwide. The food and fiber system encompasses a vast range from farm suppliers to fast food chains. The activities of farmers, processors, manufacturers, wholesalers, retailers, restaurateurs, and transporters are coordinated to satisfy the changing demands of households, businesses and government, and other nations. The total FFS economy added \$1.24 trillion to the Nation's gross domestic product (GDP), a measure of the Nation's wealth, and provided jobs for 23.7 million workers in 2001. Of the \$1.24 trillion, almost \$339 billion came from services, while \$334 billion came from trade, and \$73.8 billion from the farm sector.

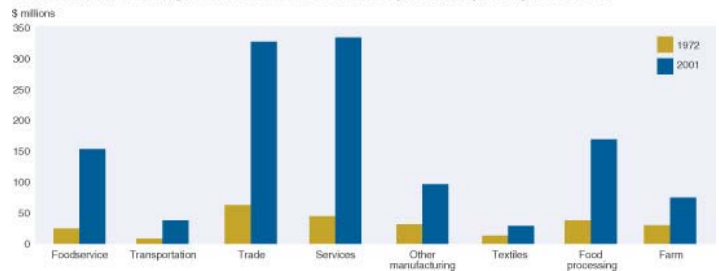
Food and fiber GDP and employment increased almost every year between 1972 and 2001. Because the rest of the economy grew at a relatively faster pace, however, the food and fiber share of national GDP and employment declined. The FFS share of total GDP was 12.3 percent in 2001, down one-third from 1972. Similarly, employment generated by the system has trended downward from 23.4 percent of total employment in 1972 to 16.7 percent in 2001.

Changes in consumer demand for products and services affect both size and contribution, in jobs and value, of industries within the food and fiber system. Consumers now demand more services in their total food and fiber consumption shopping cart, and food consumed away from home has increased. In 2001, households spent 46 percent of their total food dollar in restaurants, compared with 34 percent in 1972. According to ERS research,

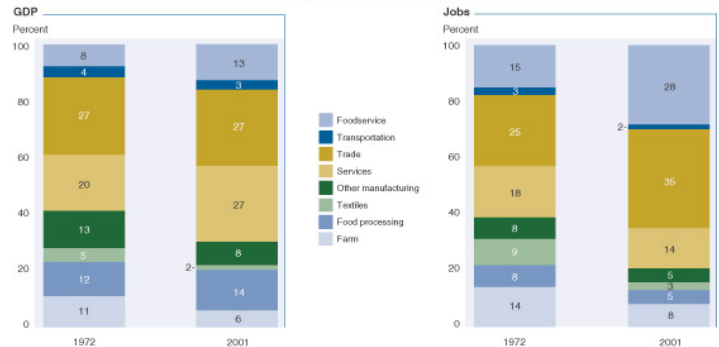
spending in grocery stores accounted for 53.8 percent of the food dollar in 2001, down from 66 percent in 1972.

The core materials sectors—farm, food processing, textiles, and other manufacturing—generated 41 percent of food and fiber GDP and employment in 1972, falling to 30 percent of GDP and 21 percent of jobs in 2001. Wholesale and retail trade and the foodservice sectors grew, providing 63 percent of all food and fiber system jobs in 2001. The trade and service sectors generated the most GDP in 2001, almost 55 percent of the FFS total. In 1972, the trade sector (wholesale and retail) contributed the most to GDP, followed by services, other manufacturing, food processing, and farming. In 2001, services tied trade as the largest industry, and foodservice has become the fourth largest in the food and fiber sector.

Services and trade are the largest contributors to the food and fiber system GDP, by industry, 1972 and 2001



Foodservice, trade, and other services have been the growth sectors of the food and fiber system



Farm employment has remained steady since 1972, while the textile industry has fallen from the fifth largest generator of jobs to the seventh out of eight FFS industry sectors. Foodservice and trade have been the growth sectors for food and fiber sector jobs. The share of foodservice jobs in the FFS sector increased from 15 percent in 1972 to 28 percent in 2001.

The various sectors of the food and fiber system affect the economy differently. In some sectors, such as food processing, the share contributed to GDP was more than twice the share of employment. In contrast, the relatively low-wage, labor-intensive foodservice sector job share was more than twice its GDP share in 2001.



April 22-24  
 Local Government Finance: Guarding the Public Checkbook  
 San Antonio, TX  
 Contact:  
 The National League of Cities  
 1301 Pennsylvania Avenue NW  
 Suite 550  
 Washington, DC 20004  
 (202)626-3170  
 Fax: (202)626-3043  
[http://www.nlc.org/nlc\\_org/site/conferences/regional\\_seminars/index.cfm](http://www.nlc.org/nlc_org/site/conferences/regional_seminars/index.cfm)

April 25-27  
 Rural Conference 2004: Workforce \* Economy \* Community \*  
 Technology \* Youth  
 Austin, TX  
 Contact:  
 Kris Latimer  
 Phone: 541.928.0241, ext. 219  
 Email: [rw@tocowa.org](mailto:rw@tocowa.org)  
<http://www.tocowa.org/rwc2004.html>

May 2-5  
 Public Issues Leadership Development Conference: "Public  
 Policy: From County to Congress"  
 Washington, DC  
 Contact:  
 Janean Creighton  
 P. O. Box 646410  
 Pullman, WA 99164-6410  
 (509)335.2877  
 E-mail: [creighton@wsu.edu](mailto:creighton@wsu.edu)  
<http://www.jcep.org/2004pild.pdf>

May 17-18  
 New Governance for a New Rural Economy: Reinventing Public  
 and Private Institutions  
 Kansas City, MO  
 Contact:  
 Susan Spaulding - (816) 881-6864 or (800) 333-1010, ext. 6864  
 Joyce Rhymes - (816) 881-2756 or (800) 333-1010, ext. 2756  
<http://www.kc.frb.org/RuralCenter/Conference/ruralconfmain.htm>

June 14 -16  
 2004 Triennial Conference: Change in Rural America: Social and  
 Management Challenges Reports from the Frontline  
 Lexington, KY  
 Contact:  
 Steve Isaacs at [sisaaacs@uky.edu](mailto:sisaaacs@uky.edu)  
 2004 Triennial Conference  
 Attn: Steve Isaacs  
 400 Charles E. Barnhart Bldg.  
 Lexington, KY 40546-0276  
 Phone: 859-257-7271  
 Fax: 859-323-1913  
<http://www.ca.uky.edu/triennial/>

July 18-21  
 Choice or Chance? The Rural Urban Futures: CDS Annual  
 Conference  
 Cleveland, OH  
 Contact:  
 Community Development Society  
 CDS Administrative Offices  
 17 S. High St., Suite. 200  
 Columbus, OH 43215  
 (614) 221-1900 x217  
 Fax: (614) 221-1989  
 Email: [CDS@assnoffices.com](mailto:CDS@assnoffices.com)  
<http://comm-dev.org/new/conference/index.html>

**AMBER WAVES, FEBRUARY 2004**

Amber Waves presents the broad scope of ERS' research and analysis. The magazine covers the economics of agriculture, food and nutrition, the food industry, trade, rural America, and farm-related environmental topics. Available on the Internet and in print, Amber Waves is issued in print five times a year (February, April, June, September, and November). The Internet edition, or "e-zine," includes links to web-only resources.

See <http://www.ers.usda.gov/AmberWaves/>



From the  
Editors...

by  
Rose Scovel, AICP  
Jim Segedy, AICP

The publication of *Small Town and Rural Planning* is a voluntary, cooperative effort. We ask your help in generating news, articles, job descriptions or case studies for *Small Town and Rural Planning*. We will be happy to edit, if you request, any material sent to us. Materials can be sent as hardcopy, on any size or format disk, (PC or MacIntosh - MacIntosh word processed formats are preferred) or by E-Mail. *Small Town and Rural*

*Planning* also reviews books from the *Journal of Rural Studies*, published by Pergamon Press.

You have probably noticed a few more changes in the format and layout of *Small Town and Rural Planning*. We are continuing in our attempts to make *Small Town and Rural Planning*, the primary outlet for the STaR division of APA, to be the most useful resource possible for small town and rural planners.

As always, your comments and articles are most welcome. If there is anything we, and **you** can do to make this newsletter more useful, please let us know.

All articles, notes, comments, etc. can be sent to:

Rose Scovel, AICP  
2301 N. Rosewood Ave.  
Muncie, IN 47304  
(765) 288-9824 (Voice)  
rscovel@comcast.net

or

Dr. Jim Segedy, AICP  
Dept. of Urban Planning  
Ball State University  
Muncie, IN 47306  
(765) 285-5188 (Voice)  
(765) 285-2648 (Fax)  
jsegedy2@bsu.edu

The STaR Division does not maintain its own mailing list. All corrections and changes should be sent to:

Member Services Coordinator  
APA  
122 S. Michigan Ave, Suite 1600  
Chicago, IL 60603  
(312) 431-9100 (Voice)  
(312) 431-9985 (Fax)  
membership@planning.org



Small Town &  
Rural Planning  
Dept. of Urban Planning  
Ball State University  
Muncie, IN 47306