

Ozarks Transportation Organization



January 18, 2012

Technical Planning Committee Meeting

Ozarks Transportation Organization

Conference Room

205 Park Central East, Suite 212, Springfield, MO

1:30-3:00 PM

PLEASE NOTE MEETING LOCATION

**Technical Planning Committee Meeting Agenda
January 18, 2012 1:30 p.m.
OTO Offices
205 Park Central East, Springfield, MO**

Call to Order 1:30 PM

I. Administration

A. Introductions

**B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Wiesehan)**

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE
THE AGENDA**

**C. Approval of the November 16, 2011 Meeting Minutes Tab 1
(1 minute/Wiesehan)**

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE
THE MEETING MINUTES**

**D. Public Comment Period for All Agenda Items
(5 minutes/Wiesehan)**

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

**E. Executive Director's Report
(3 minutes/Edwards)**

Sara Edwards will provide a review of Ozarks Transportation Organization (OTO) staff activities since the November 16, 2011 Technical Planning Committee meeting.

**F. Bicycle and Pedestrian Committee Report
(3 minutes/Longpine)**

Staff will provide a review of BPAC's current activities.

II. New Business

**A. OTO In-Kind Match Letters..... Tab 2
(3 minutes/Parks)**

Staff will give an overview of the request that in-kind letters be submitted for each Technical Committee member.

INFORMATIONAL ONLY - NO ACTION REQUIRED

- B. OTO Technical Committee Appointment..... Tab 3**
(3 minutes/Parks)
Staff will give an overview of the need for new official appointment letters for each member of the Technical Committee

INFORMATIONAL ONLY- NO ACTION REQUIRED

- C. TIGER Update Tab 4**
(10 minutes/Longpine)
Staff will give an overview of the recently awarded USDOT TIGER grants.

INFORMATIONAL ONLY- NO ACTION REQUIRED

- D. Transit Study Update**
(5 minutes/Edwards)
Staff will give an update of the Transit Operations Study currently underway.

INFORMATIONAL ONLY- NO ACTION REQUIRED

- E. MoDOT Bolder Five Year Direction Update..... Tab 5**
(5 minutes/Miller)
MoDOT staff will give an update of the Bolder Five Year Direction Plan and provide contact information for new appointments.

INFORMATIONAL ONLY- NO ACTION REQUIRED

- F. FY 2012 Unified Planning Work Program Subcommittee and Project Proposals**
(2 minutes/Edwards)
OTO is requesting the Technical Planning Committee appoint a subcommittee to prepare the FY 2012 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2012- June 30, 2013).

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE
FY 2012 UPWP SUBCOMMITTEE**

III. Other Business

- A. Technical Planning Committee Member Announcements**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

- B. Transportation Issues For Technical Planning Committee Member Review**
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

- C. Articles For Technical Planning Committee Information Tab 6**

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 21, 2012 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Jerry Compton, OTO Chair, Springfield Councilman
Phil Broyles, City of Springfield Mayor's Designee
David Rauch, Senator McCaskill's Office
Dan Wadlington, Senator Blunt's Office
Jered Taylor, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

This map illustrates the downtown Springfield area, highlighting the location of the OTO Conference Room at the Holland Building (205 Park Central East, Suite 212 - 2nd Floor). The map includes the following details:

- Streets:** Water, Trafficway, Olive, College, Market, McDaniel, Walnut, South, Boonville, Patton Alley, Robberson Alley, and Jefferson.
- Parking Areas:**
 - Downtown Springfield Parking:** Indicated by a green box in the top left.
 - HEERS CAR PARK (FREE):** Located near Park Central West.
 - SURFACE LOT (FREE UP TO 3 HRS):** Two locations, one near Water and Olive, and another near Olive and Boonville.
 - COLLEGE STATION CAR PARK (FREE):** Located near Market and College.
 - DAVIS PARKING GARAGE (PAID):** Located near Walnut and Robberson Alley.
- Key Locations:**
 - Park Central West** and **Park Central East** are labeled.
 - Trolley's** is located near the intersection of Park Central East and Boonville.
- Directions and Traffic:**
 - A red arrow points to the "PARK HERE" location, which is a hatched area near the intersection of Park Central East and Boonville.
 - One-way streets are indicated by arrows: Campbell (one-way north), Patton Alley (one-way north), Robberson Alley (one-way north), Jefferson (one-way north), and South (one-way south).
- Scale and Orientation:**
 - A scale bar at the bottom left shows distances from 0 to 500 feet.
 - A compass rose at the bottom right indicates North (N), South (S), East (E), and West (W).

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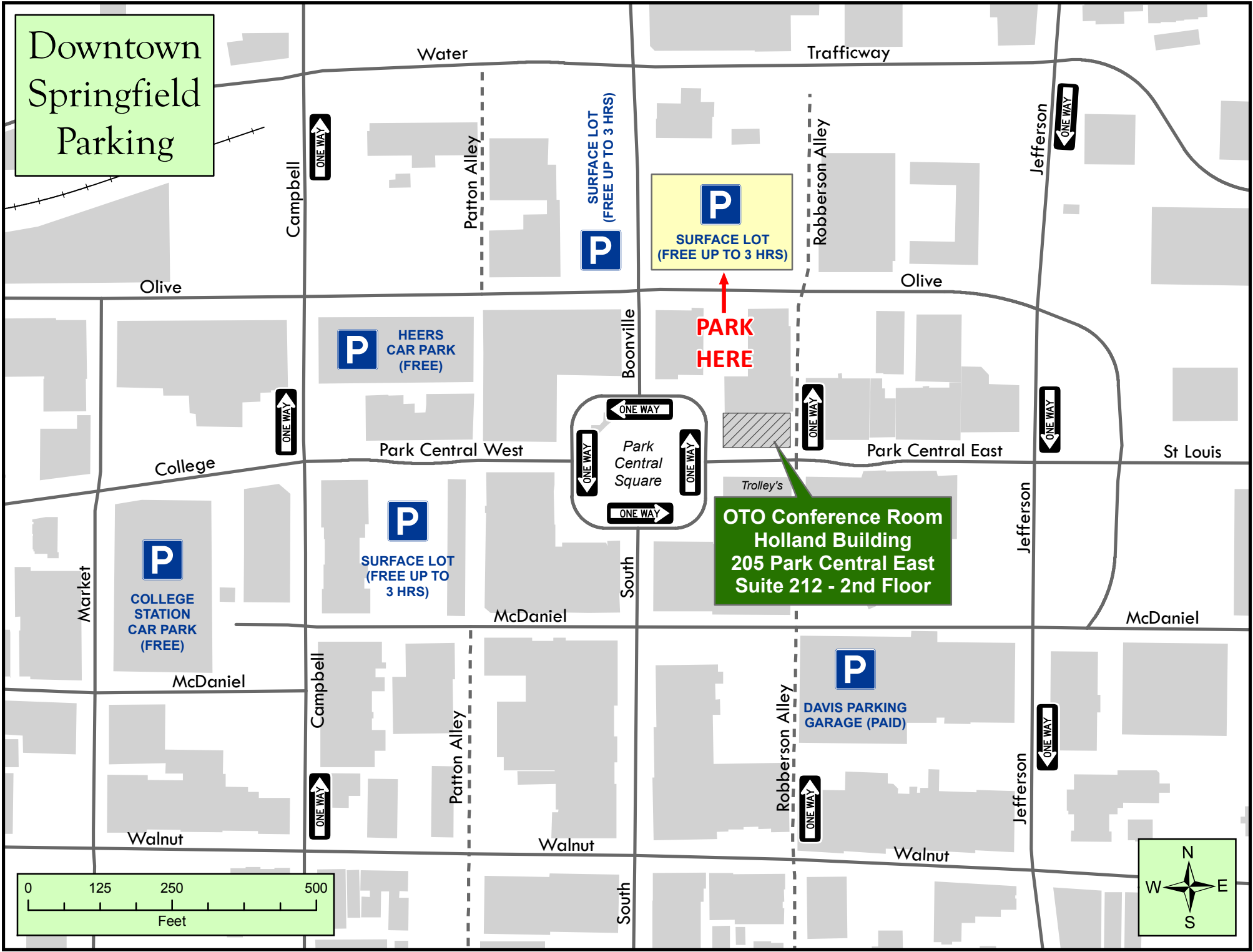
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 - Scale:** 0 to 500 Feet.
 - Compass:** North arrow pointing up.
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TAB 1

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the November 16, 2011 Technical Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
November 16, 2011**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the Greene County Archives Building.

The following members were present:

Mr. David Brock, City of Republic (Chair)	Mr. Joel Keller, Greene County (a)
Mr. Don Clark, Missouri State University	Mr. Larry Martin, City of Ozark
Mr. Travis Cossey, City of Nixa	Mr. Frank Miller, MoDOT
Ms. Carol Cruise, City Utilities	Mr. Duffy Mooney, Greene County Hwy Dept.
Ms. Hollie Elliott, Springfield Chamber (a)	Mr. Bill Robinett, MoDOT
Mr. Jonathan Gano, City of Springfield	Mr. Ralph Rognstad, City of Springfield
Mr. Nick Heatherly, City of Willard	Mr. Shawn Schroeder, Springfield-Branson Airport
Mr. Rick Hess, City of Battlefield	Mr. Todd Wiesehan, Christian County (Chair-Elect)
Ms. Jenni Jones, MoDOT	

(a) Denotes alternate given voting privileges as a substitute when voting member not present

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Rick Artman, Greene County Hwy Dept.	Mr. Brad McMahon, FHWA
Mr. David Bishop, R-12 School District	Mr. Ryan Mooney, Springfield Chamber
Mr. Randall Brown, City of Willard (a)	Mr. Kent Morris, Greene County Planning Dept.
Mr. King Coltrin, City of Strafford	Mr. Mark Roy, Springfield-Branson Airport (a)
Mr. Rick Emling, R-12 School District (a)	Mr. Mark Schenkelberg, FAA Representative
Ms. Diane Gallion, City Utilities (a)	Mr. Andrew Seiler, MoDOT
Mr. Martin Gugel, City of Springfield	Mr. Dan Smith, Greene County Highway Dept.
Mr. Jason Haynes, City of Springfield (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Roger Howard, BNSF	Mr. Dan Watts, SMOG
Mr. David Hutchison, City of Springfield (a)	Mr. Terry Whaley, Ozark Greenways

Others present were: Ms. Debbie Parks, Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Michael Sparlin, Mr. Curtis Owens and Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Matthew Baker, Congressman Billy Long's Office; Mr. Dave Faucett, SMOG.

Mr. Brock called the November 16, 2011 Technical Planning Committee to order at 1:34 p.m.

I. Administration

A. Introductions

Mr. Dave Faucett from SMOG was introduced.

B. Approval of the Technical Planning Committee Meeting Agenda

Ms. Cruise made the motion to approve the Technical Planning Committee Agenda.
Ms. Jones seconded and the motion carried unanimously.

C. Approval of the September 21, 2011 Meeting Minutes

Mr. Bill Robinett stated that there was a correction on page three, in the second paragraph, the second sentence should state FTA.

Mr. Heatherly made the motion to approve the September 21, 2011 Meeting Minutes with the correction on page three. Mr. Rognstad seconded and the motion was approved unanimously.

D. Public Comment Period for All Agenda Items

None

E. Executive Director's Report

Ms. Edwards stated that the Technical Planning Committee would be meeting in the Ozarks Transportation Organization's new conference room for the next meeting. The Regional Transit Study is ongoing. OTO received the 97 page Phase I draft report of the study. Phase I evaluates the existing conditions and takes in public comment. Phase II is recommendations for improving the existing CU system. Phase III looks at regional extensions. The Phase II report is due out in December. The transit consultants will be coming to town on January 19th to talk about Phase I and II. The OTO will be calling the Transit Steering Committee to meet for that day. The October meeting with the consultants went well. The public meetings were not heavily attended but there were several people at every meeting. There were approximately 1,800 on-board bus surveys turned in. There was some good input from the public on the bus surveys.

The Transportation Improvement Program was approved by Federal Highway. The Senate Environmental Public Works Committee approved the Highway portion of the Transportation Bill which is called MAP 21. It is funding transportation at the current level. It is moving a lot of programs around and making it performance based. Overall it appears to be good news if it can be paid for.

Ms. Edwards stated that she was on the Committee for Improvements to the Local Public Agency Manual, which is the manual that guides Federal Aid Projects. She asked for feedback from the jurisdictions or suggestions for the manual.

Mr. Brock asked if the Transit Study received good attendance from business leaders and individuals from the outlying communities. Ms Edwards stated that there was a regional meeting in which the Chambers of Commerce and elected officials from the outlying areas were invited. There were about 20 representatives that attended. The transit consultants are doing outreach to area businesses and the top ten employers of the region. Currently five of the employers have finished their input.

II. New Business

A. OTO Long Range Transportation Plan (LRTP) Final Draft

Ms. Longpine stated that the hearing for public comment on the last draft of the LRTP was at the October 20 Board of Directors Meeting. The only additional items

added to the plan draft are the public comments and some local photos in the bicycle and pedestrian chapter. The constrained project list had the project numbers added the map correlates to the project list. The visualizations were also added to the plan. There are before and after pictures, and information on the location and what changes are proposed for the visualization. There is a visualization for each city.

Someone attended each of the public meetings that were held. A lot of the public comments were fairly positive. Most of the individuals were people just looking at where they live and what was recommended for their area. The written comments are included in the agenda packet. Some of the comments were that Highway 14 would be better for economic progress in Christian County; that the OTO should look at transportation between Springfield and Branson; and that the OTO needs to look at train service and bus service to the State and National level. They mentioned that Greyhound was not adequate bus service.

The plan also incorporates some comments that were received verbally. People like the bicycle and pedestrian recommendations, but there are issues with trails near farms from people littering. There should be an outer road north of I-44 between Glenstone and US 65 especially with all the new development there and that the OTO should continue to do nothing with the Farm Road 170. Several of the individuals who worked on the Major Thoroughfare Plan recommendations came to see if anything had changed on the Major Thoroughfare Plan. There is a need for a bike lane on EE out to the airport, that with the new terminal location, people that used to bike to work at the airport now have safety concerns making the same trip. Some comments were received on the East West Arterial and where it should connect, looking at Farm Road 190 and the intersection at Campbell. Highway 14 had more comments. A comment that was passed on to City Utilities that the bike racks on the buses can be hard on bicycles with fenders. Overall everything was pretty positive. These comments have been distributed for the TPC recommendation.

Mr. Brock stated that the full plan has been on the website. He tried to get through as many sections as he could.

Mr. Duffy stated that on the financial section there is some outdated information. Greene County had submitted some updated information. He inquired if it should be updated before the draft was recommended to the Board of Directors. Ms. Longpine asked that the approval could be done pending the updated information. Mr. Brock asked if members could have a day or two to make suggestions. Ms. Longpine stated as long as it was not substantive.

Mr. Keller made the motion to approve the OTO Long Range Transportation Plan pending any factual corrections to be given to staff prior to Thanksgiving. Mr. D. Mooney seconded and the motion was approved unanimously.

B. Annual Listing of Obligated Projects

Mr. Owens stated that there was a summary sheet of the Annual Listing of Obligated Projects. The ALOP is required to go to the Board of Directors. The page in the TPC

packet is the Roadway Projects that have been obligated. The handout has the Transit Projects. Staff is asking for a review of the projects to make sure the data is accurate.

Ms. Edwards stated the OTO requests the list from MoDOT on the obligated funds. This is the dollar amount obligated on projects during this fiscal year. It does not correlate with the TIP since the projects are obligated in pieces, with right-of-way and construction being obligated at different times. The OTO is required to show the actual funds that were obligated during the fiscal year.

Mr. Brock stated there were a couple of Enhancement Projects (East Elm Street Phase II and Hampton) for the City of Republic that were closed out. Ms. Edwards stated that MoDOT closed the project out and credited the amount that will go back to the OTO Enhancement funding bank.

Mr. Rognstad made the motion to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Ms. Cruise seconded and the motion carried unanimously.

C. Amendment Number One to the FY 2012-2015 Transportation Improvement Program

Ms. Edwards stated the City of Springfield had three Enhancement projects that were held back or did not get obligated by September 30. These projects are being moved from last year's TIP to this one. These projects are all utilizing prior year Enhancement Funds. The projects have 08 TIP numbers which means they were originally designated for funding in fiscal year 2008. There is not a financial impact.

Mr. Brock stated there was not a reasonable progress element scheduled into this. Ms. Edwards stated these funds were more flexible then the last two years of Enhancement funding. Comments made by the City of Springfield had been they were focusing on projects that were up against hard deadlines instead of these with a five year reasonable progress under the old policy.

Mr. Rognstad made the motion to recommend approval of the TIP Amendment Number One to the Board of Directors. Mr. Hess seconded and the motion carried unanimously

D. OTO Technical Committee Chair Rotation

Ms. Edwards stated that in 2003 the Technical Planning Committee voted to establish a rotation schedule for the TPC Chairmanship. The proposed schedule is shown in the TPC Agenda. Mr. Todd Wiesehan from Christian County is next in line, with Mr. Rick Hess from the City of Battlefield serving in 2013. Staff is requesting agreement to elect the proposed officers to the positions.

Mr. Cossey made then motion to elect the chairman and chairman-elect positions of the 2012 Technical Planning Committee. Mr. Gano seconded and the motion carried unanimously.

E. OTO Technical Committee 2012 Meeting Schedule

Ms. Edwards stated the 2012 TPC Meeting Schedule had been published. The meetings will be held at 205 Park Central East, Suite 212 which is the OTO Conference Room on the second floor. A map and parking instructions will be sent out before the January meeting.

Mr. Duffy Mooney requested that the 2012 Meeting Schedule be sent out as a Calendar Meeting request.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Rick Hess stated that the City of Battlefield will have a Native American Cultural Day at City Hall/City Park. It will be held Saturday from 10 a.m. to 5 p.m. There will be story tellers, musicians, drummers and a variety of other things. Mr. Brock asked about the Trail of Tears and the City of Battlefield. Mr. Hess stated that the City Park had been renamed to the Trail of Tears Park at City Hall, because it sits on a section of the Trail of Tears. The City of Battlefield has been awarded Greene County Historic Site Recognition and is working towards National Park Service Recognition.

B. Transportation Issues for Technical Planning Committee Member Review
None.

IV. Adjournment

Ms. Jones made the motion to adjourn the November 16, 2011 Technical Planning Meeting. Mr. Schroeder seconded and the motion was carried unanimously.

TAB 2

TECHNICAL COMMITTEE AGENDA 01/18/12; ITEM II.A.

In-Kind Match Letters

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO is required to provide a 20% local match to all federal funding, however, In-Kind time at OTO meetings can be used as match in lieu of a portion of local jurisdiction dues. This allows us to build a reserve of match funds for operating expenses. In order to report in-kind match OTO must have a letter from each jurisdiction documenting the billable rate.

TECHNICAL COMMITTEE ACTION REQUESTED:

No official motion is needed, however, OTO is requesting that the In-Kind letters be completed and returned no later than January 31, 2012.



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2012

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO will utilize in-kind match as a source of match funding for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee Members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and volunteer positions. Please return the following information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Volunteer Hourly Rate 2009: \$ 18.57

Signature

This information will only be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks
Office Coordinator



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2012

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO utilizes in-kind match as a source of match funds for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and will not utilize any member positions that are funded with federal funds. In order to complete the request for in-kind match, OTO will need to know the hourly rate of the Board and Committee members who work in paid positions.

Please return the following salary information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Hourly Rate without benefits \$ _____ Hourly Rate with benefits \$ _____

I certify this is my hourly rate with and without benefits for FY 2012.

Signature

This information will be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks

TAB 3

TECHNICAL COMMITTEE AGENDA 01/18/12; ITEM II.B.

Technical Committee Member Appointments

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO staff is requesting that each jurisdiction assist in updating records of official representation for the Technical Committee. The following is an excerpt from the OTO bylaws outlining the membership requirements.

Section 7.1: Membership

The Technical Planning Committee shall be composed of people involved in planning, engineering, public policy, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

A. Technical Planning Committee - Voting Members

1. MoDOT (Jeff City), Urban Planning Engineer
2. MoDOT District 8 Office, District Engineer
3. Springfield/ Branson Airport Director of Aviation
4. Administrator, Greene County Highway Department
5. Traffic Engineer, Springfield Department of Public Works
6. City Utilities Director of Transit Services
7. Director, Greene County Planning Department
8. MoDot (Jeff City), Assistant Administrator of Transit
9. MoDot District 8 Office, Transportation Planning Manager
10. A representative of the Springfield Area Chamber of Commerce
11. A transit representative of Missouri State University
12. A representative of Ozark Greenways
13. Greene County Highway Department Chief Engineer
14. Springfield Director of Public Works
15. Springfield Director of Planning and Development
16. Representative from the City of Willard
17. Representative from the City of Strafford
18. Representative from the City of Republic
19. Burlington-Northern Representative
20. Trucking Representative
21. Private Transportation/Transit Provider Representative
22. R-12 School District Representative
23. Representative from Christian County
24. Representative from the City of Nixa

25. Representative from the City of Ozark
26. Representative from the City of Battlefield

B. Technical Committee - Non-Voting Members

1. Federal Transit Administration Representative
2. Federal Aviation Administration Representative
3. Federal Highway Administration Representative
4. Southwest Missouri Council of Governments Staff Member

C. Appointment of Alternates

Each representative may name one (1) member of their staff or a representative of their jurisdiction as an alternate, in writing, who may exercise full member powers during their absence. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

TECHNICAL COMMITTEE ACTION REQUESTED:

No official motion is needed, however, OTO is requesting appointment letters be returned no later than January 31, 2012.



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2012

Ms. Sara Edwards
Executive Director
205 Park Central East, Suite 205
Springfield, MO 65806

Dear Ms. Edwards:

This letter is to notify you that the City of Everywhere, Missouri has appointed an official voting member and alternate for the Ozarks Transportation Organization Technical Planning Committee.

Voting Member: **Ms. Jane Doe**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-8888

Alternative Voting Member: **Mr. John Smith**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-7777

Please forward any information regarding the TPC to Ms. Jane Doe and Mr. John Smith. If you have any questions regarding this letter please call the number listed below.

Sincerely,

Tom Davis
Mayor

TAB 4

TECHNICAL COMMITTEE AGENDA 01/18/12; ITEM II.C.

TIGER Update

**Ozarks Transportation Organization
(Metropolitan Planning Organization)**

AGENDA DESCRIPTION:

The third round of TIGER funding awards were announced December 15, 2011. Nearly half of the funding went to road and bridge projects and almost a third went to transit. OTO staff has developed a report outlining how much of each project was funded with TIGER money. Examples of two winning projects are also included in the agenda.

TECHNICAL COMMITTEE ACTION REQUESTED:

No official motion is needed.

DOT 165-11
Thursday, December 15, 2011
Contact: Justin Nisly
Tel.: 202-366-4570



Secretary LaHood Announces Funding for 46 Innovative Transportation Projects Through Third Round of Popular TIGER Program
Job-Creating Grants Announced Months Ahead of Schedule as Part of the Obama Administration's "We Can't Wait" Initiative

U.S. Transportation Secretary Ray LaHood announced today that 46 transportation projects in 33 states and Puerto Rico will receive a total of \$511 million from the third round of the U.S. Department of Transportation's popular TIGER program. The announcement comes months ahead of schedule, and will allow communities to move forward with critical, job-creating infrastructure projects including road and bridge improvements; transit upgrades; freight, port and rail expansions; and new options for bicyclists and pedestrians.

The Department of Transportation (DOT) received 848 project applications from all 50 states, Puerto Rico and Washington, DC, requesting a total of \$14.29 billion, far exceeding the \$511 million made available for grants under the TIGER III program.

"The overwhelming demand for these grants clearly shows that communities across the country can't afford to wait any longer for Congress to put Americans to work building the transportation projects that are critical to our economic future," said Secretary LaHood. "That's why we've taken action to get these grants out the door quickly, and that is why we will continue to ask Congress to make the targeted investments we need to create jobs, repair our nation's transportation systems, better serve the traveling public and our nation's businesses, factories and farms, and make sure our economy continues to grow."

In November, President Obama directed DOT to take common sense steps to expedite transportation projects by accelerating the process for review and approval and by leveraging private sector funding to promote growth and job creation. As part of that initiative, DOT accelerated the TIGER III application review process and has announced the awards before the end of 2011 – months ahead of the planned spring 2012 announcement.

The grants will fund a wide range of innovative transportation projects in urban and rural areas across the country:

- Of the \$511 million in TIGER III funds available for grants, more than \$150 million will go to critical projects in rural areas.
- Roughly 48% of the funding will go to road and bridge projects, including more than \$64 million for Complete Streets projects that will spur small business growth and benefit motorists, bicyclists and pedestrians.
- 29% of the funding will support transit projects like the Westside Multimodal Transit Center in San Antonio.
- 12% will help build port projects like the Port of New Orleans Rail Yard Improvements.

- 10% will go to freight rail projects like the Muldraugh Bridge Replacement in Kentucky.
- Three grants were also directed to tribal governments to create jobs and address critical transportation needs in Indian country.
- Three grants will provide better multimodal access to airports, including DFW in Texas.

Work has already begun on 33 planning projects while 58 capital projects are under way across the country from the previous two rounds of TIGER, and an additional 13 projects are expected to break ground over the next six months.

In 2009 and 2010, the Department received a total of 2,400 applications requesting \$76 billion, greatly exceeding the \$2.1 billion available in the TIGER I and TIGER II grant programs. In the previous two rounds, the TIGER program awarded grants to 126 freight, highway, transit, port and bicycle/pedestrian projects in all 50 states and the District of Columbia.

TIGER grants are awarded to transportation projects that have a significant national or regional impact. Projects are chosen for their ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities and systems, increase energy efficiency and reducing greenhouse gas emissions, improve the safety of U.S. transportation facilities and enhance the quality of living and working environments of communities through increased transportation choices and connections. The Department also gives priority to projects that are expected to create and preserve jobs quickly and stimulate increases in economic activity.

The continuing demand for TIGER grants highlights the need for further investment in the nation's transportation infrastructure that could be provided by President Obama's American Jobs Act. The American Jobs Act would provide \$50 billion to improve 150,000 miles of road, replace 4,000 miles of track, and restore 150 miles of runways, creating jobs for American workers and building a safer, more efficient transportation network. It would also provide \$10 billion for the creation of a bipartisan National Infrastructure bank.

A complete list of grant recipients can be viewed here:
www.dot.gov/tiger/docs/FY2011_TIGER.pdf

Applicant/Sponsor	Project Name	State(s)	TIGER Grant	Total Project Cost	TIGER/Total	Notes
Dallas Area Rapid Transit	DART Orange Line Extension	TX	\$ 5,000,000	\$ 429,500,000	1.16%	TIGER TIFIA Payment toward loan
Riverside County Transportation Commission	State Route 91 Corridor Improvements	CA	\$ 20,000,000	\$ 1,347,316,000	1.48%	TIGER TIFIA Payment toward loan, TIFIA loan leverages over \$900m in up-front local and state funding
Virginia Department of Transportation	I-95 HOT Lanes	VA	\$ 20,000,000	\$ 940,700,000	2.13%	TIGER TIFIA Payment toward loan
Sound Transit	South Link: Sea-Tac Airport to South 200th Street	WA	\$ 10,000,000	\$ 238,402,000	4.19%	Encourages 2.5-5m sqft of TOD near new station
Multnomah County	Sellwood Bridge Replacement OR	OR	\$ 17,700,000	\$ 268,800,000	6.58%	Final piece of funding, leverages over \$230m in state and local funding
City of Cincinnati	Cincinnati Streetcar Riverfront Loop	OH	\$ 10,920,000	\$ 156,290,000	6.99%	Connects with \$600m Banks Mixed-Use development and 45-acre Central Riverfront Park, TIF Districts to redevelop surrounding land
North Dakota Department of Transportation	Devils Lake Rail Improvements	ND	\$ 10,000,000	\$ 99,936,000	10.01%	ND DOT and its partners
St. Michael IRA	St. Michael Community Streets	AK	\$ 1,000,000	\$ 8,568,230	11.67%	
South Jersey Port Corporation	South Jersey Port Rail Improvements	NJ	\$ 18,500,000	\$ 157,550,000	11.74%	Conrail (CSX/Norfolk Southern) - \$12.5m
Hennepin County Regional Railroad Authority	Minneapolis Transit Interchange Construction	MN	\$ 10,000,000	\$ 81,200,000	12.32%	Already expanding light rail service as a separate project
State of Hawaii Department of Transportation	Saddle Road Improvements	HI	\$ 13,500,000	\$ 94,900,000	14.23%	The project will build on roadway investments made by the US Army, which has already reconstructed 31 of the original 48 miles to date
Missouri Department of Transportation	St. Louis+City+Arch River Revitalization	MO	\$ 20,000,000	\$ 99,360,000	20.13%	
Jacksonville Port Authority	Dames Point Intermodal Container Facility	FL	\$ 10,000,000	\$ 45,000,000	22.22%	Public-Private Partnership
Massachusetts Bay Transportation Authority	Merrimack River Bridge Rehabilitation	MA	\$ 10,000,000	\$ 43,000,000	23.26%	
Pennsylvania Department of Transportation	Rutherford Intermodal Facility Expansion	PA	\$ 15,000,000	\$ 60,500,000	24.79%	
Port of Long Beach	Port of Long Beach Rail Realignment	CA	\$ 17,000,000	\$ 64,496,013	26.36%	
City of Stamford	Stamford Intermodal Access	CT	\$ 10,500,000	\$ 38,750,000	27.10%	Complement \$3.5b in planned economic development
Chicago Transit Authority	Chicago Blue Line Renewal & City Bike Share	IL	\$ 20,000,000	\$ 64,597,200	30.96%	
City of Philadelphia	IMPACT Philadelphia	PA	\$ 10,000,000	\$ 32,000,000	31.25%	http://www.wgianalytics.com/tiger3ph/
Kansas Department of Transportation	Solomon Rural Rail Upgrade	KS	\$ 6,568,095	\$ 20,108,883	32.66%	
West Virginia Public Port Authority	Prichard Intermodal Facility	WV	\$ 12,000,000	\$ 35,000,000	34.29%	
Orangeburg County, South Carolina	I-95/US-301 Interchange Improvement	SC	\$ 12,100,000	\$ 33,400,000	36.23%	Jafza International is planning to build a \$600-700m intermodal logistics center near the interchange
City of Buffalo, NY	Buffalo Main Street Revitalization	NY	\$ 15,000,000	\$ 40,000,000	37.50%	
City of Beaufort, South Carolina	Boundary Street Redevelopment	SC	\$ 12,635,000	\$ 30,393,700	41.57%	Result of new comp plan, form-based codes, and a 1 percent sales tax to pay for transportation improvements
Illinois Department of Transportation	IL 83 (147th Street) Reconstruction	IL	\$ 10,438,000	\$ 24,657,000	42.33%	
VIA Metropolitan Transit Authority	Westside Multimodal Transit Center	TX	\$ 15,000,000	\$ 35,000,000	42.86%	Part of a \$205m redevelopment plan
Maine Department of Transportation	Kennebec Bridge Replacement	ME	\$ 10,810,000	\$ 24,900,000	43.41%	
Washington State Department of Transportation	I-5 Lewis-McChord Area Congestion Management	WA	\$ 15,000,000	\$ 34,000,000	44.12%	
Kentucky Transportation Cabinet	Muldraugh Bridges Replacement	KY	\$ 11,558,220	\$ 23,958,194	48.24%	
Municipality of Guaynabo, Puerto Rico	Caparra Interchange	PR	\$ 10,000,000	\$ 19,000,000	52.63%	
Port of Northern Montana	Northern Montana Multimodal Hub	MT	\$ 9,998,910	\$ 17,345,468	57.65%	Builds on \$254.5m in private investments pledged to be built in the facility's vicinity
City of Syracuse	Syracuse Connective Corridor	NY	\$ 10,000,000	\$ 17,212,476	58.10%	There has already been one phase
Eastern Shoshone/Northern Arapaho Tribes Business Council	17 Mile Road	WY	\$ 8,233,700	\$ 13,233,700	62.22%	
Redevelopment Authority of Allegheny County	Carrie Furnace Flyover Bridge	PA	\$ 10,000,000	\$ 16,000,000	62.50%	
City of Alton, IL	Alton Regional Multimodal Station	IL	\$ 13,850,000	\$ 21,980,000	63.01%	
Port of New Orleans	Port of New Orleans Rail Yard Improvements	LA	\$ 16,738,246	\$ 26,132,191	64.05%	
City of Northfield, Minnesota	Northfield Multimodal Integration	MN	\$ 1,060,000	\$ 1,560,000	67.95%	Supported by MnDOT, Progressive Rail, Union Pacific Rail, 2 colleges, and other organizations
City of Charlotte	LYNX Blue Line Capacity Expansion	NC	\$ 18,000,000	\$ 25,000,000	72.00%	The Blue line has generated over \$1.4b of new and planned economic development
City of St. Albans, Vermont	St. Albans Main Street Reconstruction	VT	\$ 2,088,496	\$ 2,705,496	77.19%	Received a TIGER II Planning Grant
Oklahoma Department of Transportation	Oklahoma Freight Rail Upgrade	OK	\$ 6,756,580	\$ 8,456,580	79.90%	Financial participation from federal, state, local, and private sources, includig Farmrail Regional Railroad
Tribe of Smith River Rancheria	US 101 Smith River Safety Corridor	CA	\$ 2,500,000	\$ 3,124,800	80.01%	Partnership between a tribe, a state DOT, USDOT
Seminole Tribe of Florida	Snake Road Improvement	FL	\$ 3,700,000	\$ 4,623,000	80.03%	
City of American Falls	City of American Falls Complete Streets	ID	\$ 2,300,000	\$ 2,850,000	80.70%	Partnership from county, local schools, Chamber, and residents who donated 1000 hours of service, supports construction of \$2b Southeast Idaho Advanced Energy Center
Greater Cleveland Regional Transit Authority	Mayfield Transit Station	OH	\$ 12,503,200	\$ 15,206,014	82.23%	
Mississippi Department of Transportation	Mississippi River Bridges ITS	MS/AR/LA	\$ 9,814,700	\$ 10,734,450	91.43%	Partnership of three states and private industry
St. Clair County Road Commission	Smiths Creek Road & Bridge Reconstruction	MI	\$ 3,650,000	\$ 3,850,000	94.81%	

Green Cells Indicate Rural Projects

List is sorted by TIGER funding as a percentage of the total project

CARRIE FURNACE FLYOVER BRIDGE

APPLICANT/SPONSOR: Redevelopment Authority of Allegheny County

TOTAL PROJECT COST: \$16,000,000

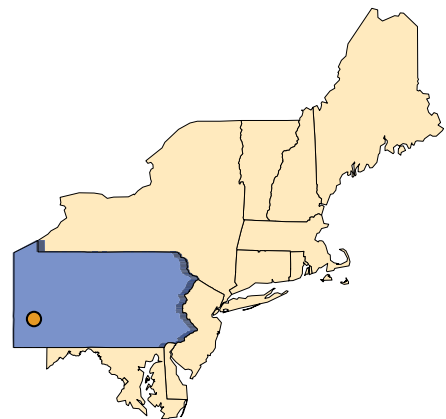
GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

The project will help redevelop a historic blast furnace site, which is designated as an environmental Brownfield, and connect it to a residential community. It will improve three railroad crossings on streets approaching Carrie Furnace and constructs a ramp from the Rankin Street Bridge to provide direct access to the redevelopment site. These access improvements will enable redevelopment of the Brownfield as a sustainable industrial and office park with an adjacent riverfront residential development and park.

PROJECT HIGHLIGHTS

- » Connects residents to an extensive network of biking and walking paths
- » Eliminates an environmental Brownfield in an economically distressed community
- » Bolsters the green economy with an “eco-industrial” park that will produce sustainable goods



EAST

PROJECT BENEFITS

This project will promote safety and quality of life in Allegheny County by addressing dangerous railroad crossings and revitalizing the area. This redevelopment plan will remediate the degraded environment, preserving the historical furnace buildings as a recreational park and restoring access to the Monongahela River. This project provides access to a new mixed-use industrial, commercial and residential area and connects this site to existing communities and economic opportunities.



U.S. Department
of Transportation



TIGER

IMPACT PHILADELPHIA

APPLICANT/SPONSOR: City of Philadelphia

TOTAL PROJECT COST: \$32,000,000

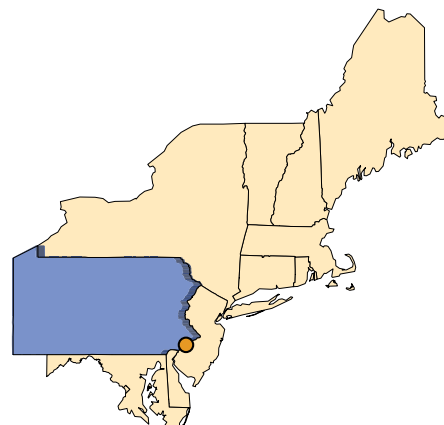
GRANT FUNDING: \$10,000,000

PROJECT DESCRIPTION

This traffic signal prioritization project will upgrade more than 100 existing traffic controllers along three transit corridors (Castor/Oxford Avenues, Bustleton Avenue, and Woodland Avenue), covering approximately 15.72 miles in Philadelphia. The project will connect the controllers to the city's existing traffic management system via fiber optic cable and link to transit vehicles serving these corridors, maximizing traffic flow and running speeds. The project also includes upgrades to Americans with Disability Act (ADA) compliant ramps, installs traffic monitoring cameras and fiber-optic cable, replaces electro-mechanical traffic controllers, installs signal priority receivers and optical emitters, and installs pedestrian countdown signals at intersections along the corridors.

PROJECT HIGHLIGHTS

- » Smooths traffic flow for transit vehicles on the corridors, improving connections to the SEPTA subway system
- » Builds off of existing investments in traffic signal prioritization technology in Philadelphia, maximizing traffic flow and running speeds
- » Upgrades pedestrian infrastructure, improving safety for all users



EAST

PROJECT BENEFITS

The project will upgrade technology at intersections which will improve traffic flow and make transit travel times more predictable. This effort also builds on existing traffic signal prioritization investments, improves an existing transit asset and will encourage greater transit use.



U.S. Department
of Transportation



TIGER

[Philadelphia Streets Department](#)



TIGER III (2011) Data Repository

Improving Mobility for Pedestrians, Cars and Transit (IMPACT)

Transit Signal Priority (TSP) Upgrades Project

[Home](#) | [Description](#) | [Existing Conditions](#) | [Benefits](#) | [Costs](#) | [Financing](#) | [Supporting Materials](#) | [Sponsor](#)



The City of Philadelphia will implement transit signal priority (TSP) improvements on 3 key corridors in the region, [Castor/Oxford, Bustleton and Woodland Avenues](#). These corridors have been selected and ranked through a cooperative effort of the City of Philadelphia Mayor's Office of Transportation and Utilities (MOTU), Philadelphia Streets Department (Streets), the Southeastern Pennsylvania Transportation Authority (SEPTA), the Delaware Valley Regional Planning Commission (MPO), and the Pennsylvania Department of Transportation (PennDOT). Combined, these partners have committed to a **50% local capital funding match** to implement these improvements. The **primary goals of the project are to reduce transit and other vehicle running times** as well as improve reliability along capacity constrained arterials. Secondary benefits will be realized through reduced vehicle emissions, reduced fuel consumption and reduced traffic incidents. The project will also provide the ability to support emergency responders should they invest in signal preemption capabilities.

The project will **upgrade more than 100 existing traffic controllers**, connect controllers to the City's existing traffic management system via fiber optic cable and outfit transit vehicles serving these corridors with emitters that will actuate signals as appropriate to maximize traffic flow and running speeds.

Resulting improvements will reinforce ongoing economic redevelopment efforts in areas with high densities of low-income households, reduce the amount of time it takes for first responders to get to the scene of an incident and reduce travel time for all commuters between major job markets in the City. As part of previous implementations of this same type of technology in the "Transit First" initiative, SEPTA has demonstrated a 7.9% reduction in transit vehicle travel time and has witnessed supporting economic redevelopment accelerate along upgraded corridors. Because of the lessons learned and success of previous efforts, the City has recognized the importance of these upgrades and has committed funds to maintain the system should the grant be funded. These projects are a continuation of the "Transit First" and "Complete Streets" initiatives already implemented in parts of the City.

Assembled by [Whitehouse Group Inc.](#) - Last Updated November 4, 2011



[Philadelphia Streets Department](#)

TIGER III (2011) Data Repository
Improving Mobility for Pedestrians, Cars and Transit (IMPACT)
Transit Signal Priority (TSP) Upgrades Project

[Home](#)
[Description](#)
[Existing Conditions](#)
[Benefits](#)
[Costs](#)
[Financing](#)
[Supporting Materials](#)
[Sponsor](#)

Capital Costs ([Details](#))

Project Sponsor	Amount*	Funding Percentage
City of Philadelphia	\$4,000,000	12.50%
SEPTA	\$2,000,000	6.25%
Pennsylvania Department of Transportation	\$10,000,000	31.25%
US DOT TIGER Grant	\$16,000,000	50.00%
Total Capital Cost	\$32,000,000	100.00%

Annual O&M Costs

Project Sponsor	Amount	Funding Percentage
City of Philadelphia	\$127,210	100.00%
Total Annual O&M Cost	\$127,210	100.00%

107 existing controllers are located along this project's limits. Maintenance cost per controller averages approximately \$1,163.59 per controller per year based on the City's most recent annual budget.

Assembled by [Whitehouse Group Inc.](#)- Last Updated November 4, 2011

TAB 5

MoDOT's **Bolder** Five-Year Direction

Overview

Faced with a severe decline in funding for transportation and the inability to match federal funds in the near future, the Missouri Highways and Transportation Commission on June 8 adopted a plan that includes reducing the size of the Missouri Department of Transportation's staff by 1,200, closing 131 facilities and selling more than 740 pieces of equipment. By 2015, the proposed direction will save \$512 million that will be used for vital road and bridge projects.

Staffing Reductions

Program Delivery (planning, right of way, bridge, design, construction and materials)	27 percent, 415 employees
Administration (management, support, advisory, regulatory)	30 percent, 323 employees
Operations (maintenance, traffic)	12 percent, 444 employees
Total	19 percent, 1,182 employees

Facility Reductions

District Offices	3 (Macon, Joplin, Willow Springs)
Maintenance and Traffic Facilities	106
Resident Engineer Offices	18
Leased Facilities	4
Total	131

Equipment Reductions

Cars, Trucks, Vans, Dump Trucks, Loaders, Tractors, Drills, Stripers	740
--	-----

Savings (through 2/28/2015)

People	\$212 million
Facilities	\$ 41 million
Equipment	\$ 44 million
Redirected Services	\$ 31 million
Redirected Budget	\$184 million
Total	\$512 million

Annual Ongoing Savings from Reducing Staff, Facilities

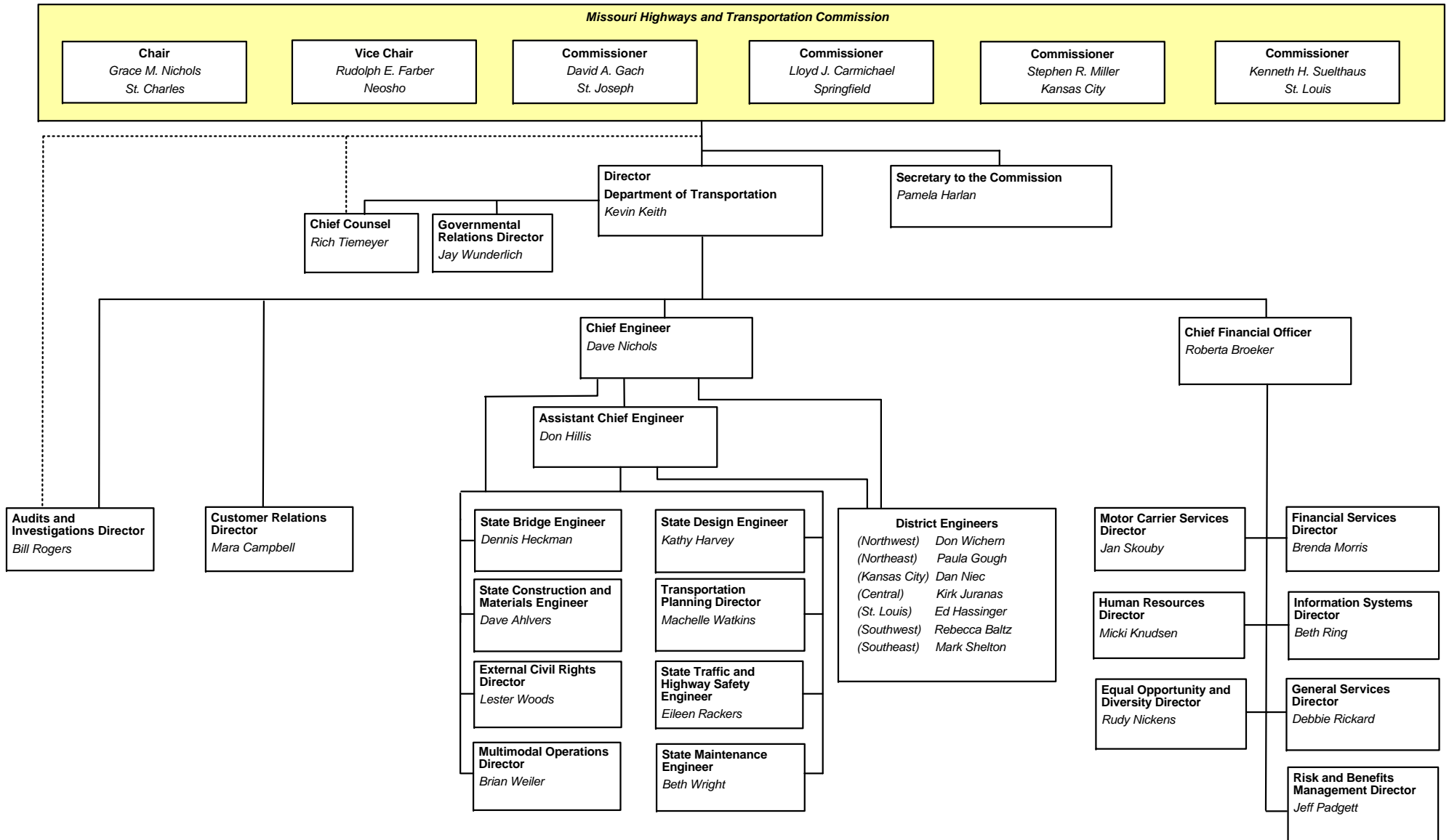
\$117 million

Timeline

Facility, Equipment and Operational Changes	Dec. 31, 2012
Employee Reassignments, Staff Reductions	March 31, 2013

Additional information, including the complete plan and maps of the new MoDOT districts, can be found at www.modot.org.

Missouri Department of Transportation



MoDOT Districts

District	District Engineer	Phone Number
Northwest	Don Wichern	(816) 387-2350
Northeast	Paula Gough	(573) 248-2490
Kansas City	Dan Niec	(816) 622-6500
Central	Dave Silvester	(573) 751-3322
St. Louis	Ed Hassinger	(314) 275-1500
Southwest	Becky Baltz	(417) 895-7600
Southeast	Mark Shelton	(573) 472-5333
Central Office		(573) 751-2840

- ★ District Offices
- Regional Offices
- Central Office



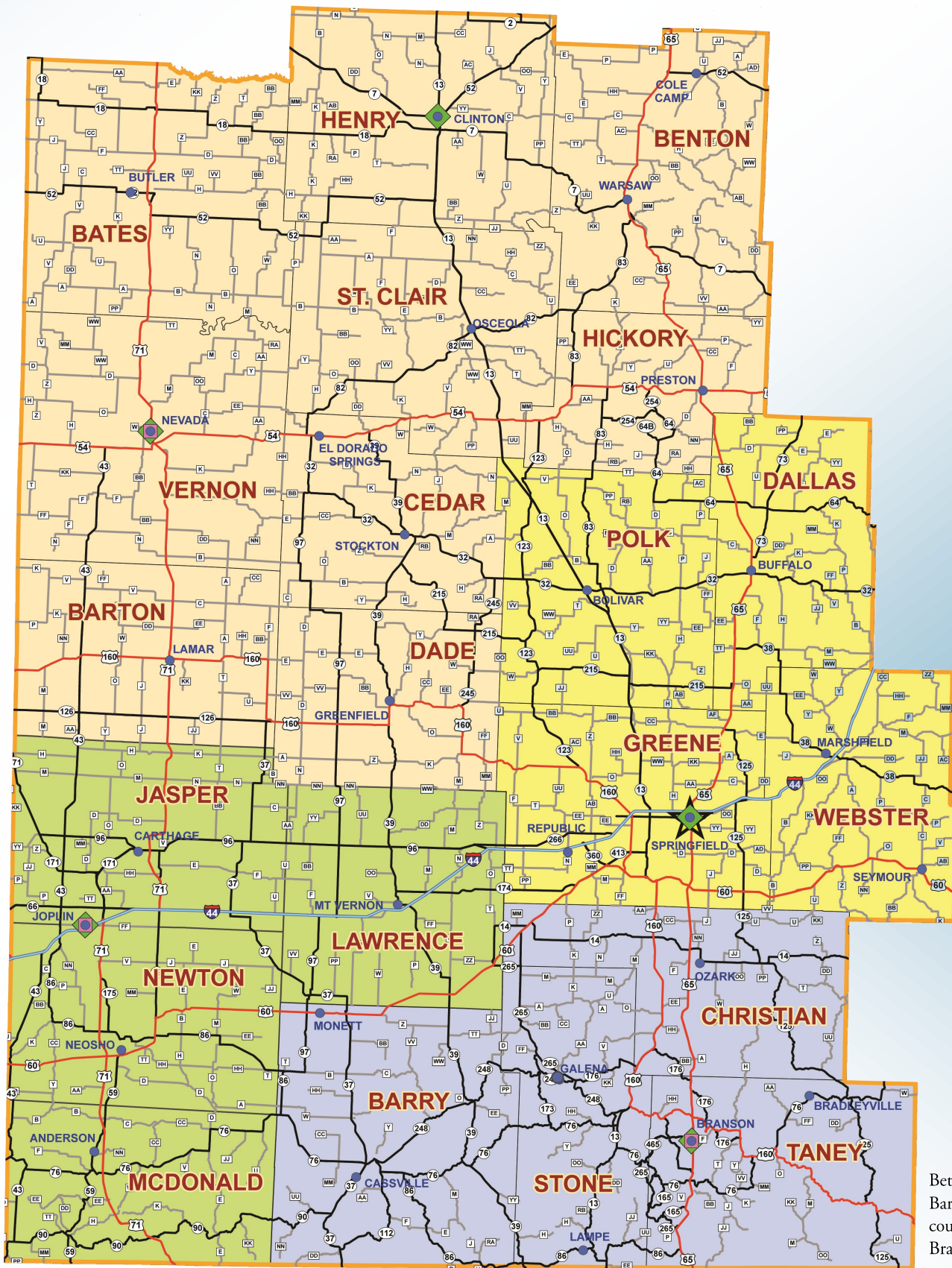
Area Engineers

To ensure MoDOT's mission of exceptional customer service, four engineers have been designated to be MoDOT's local connection within the communities they serve.



Darin Hamelink,
Area Engineer:
(417) 766-3238

Darin serves as the area engineer for Bates, Vernon, Barton, Henry, St. Clair, Cedar, Dade, Benton and Hickory counties. He is headquartered in Nevada.



Andy Mueller, Assistant
District Engineer
(417) 895-7685

Andy serves in the area engineer capacity for Polk, Dallas, Greene and Webster counties. He is headquartered in Springfield.



Dan Salisbury, Assistant
District Engineer:
(417) 621-6555

Dan serves in the area engineer capacity for Jasper, Newton, McDonald and Lawrence counties. He is headquartered in MoDOT's Regional Office in Joplin.



Beth Schaller,
Area Engineer:
(417) 529-4120

Beth serves as the area engineer for Barry, Stone, Christian and Taney counties. She is headquartered in Branson.

For Southwest District Road Work and Traffic Information:



www.modot.org/southwest, (417) 895-7600
1-888-ASK-MODOT (888-275-6636)



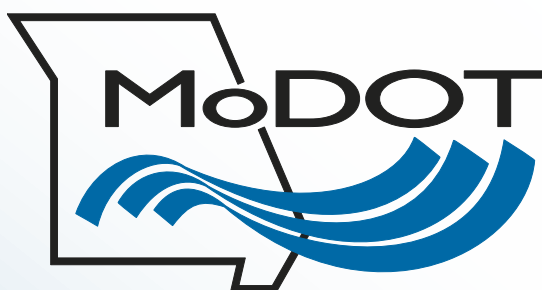
MoDOT Southwest District
(www.facebook.com/MoDOT.Southwest)



MoDOT Southwest District
(twitter.com/MoDOT_Southwest)



www.youtube.com/MoDOTSouthwest



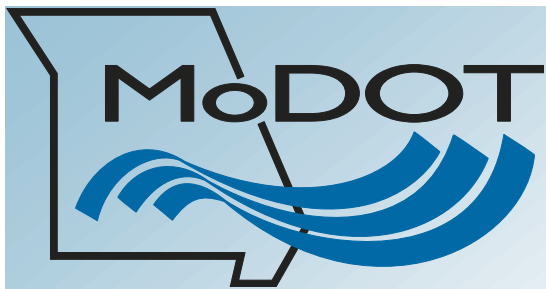
Visit Our Traveler Information Map



MoDOT's Traveler Information Map provides a view of road conditions for major Missouri highways. The map shows work zone locations, flooding information, weather-related road conditions and incidents that affect travel.

Commercial drivers can view information on oversized/over-weight loads, vertical clearance and commercial zones.

A weather radar image and links to road condition maps for surrounding states are also available on the Traveler Information Map at www.modot.org.



Welcome to the Southwest District:

I'm Becky Baltz, District Engineer. I oversee MoDOT's operations in the 21-county Southwest District. I've assigned two Assistant District Engineers and two Area Engineers to cover different sections of the district and provide direct interaction with all communities. This structure will help ensure good communication and outstanding customer service across the district. (See map on reverse side.)

- Becky Baltz, P.E.



Southwest District Fast Facts

District Motto:

- Be Smart. Be Safe. Be here tomorrow.

District Facts:

- 21 counties
- 6,533 miles of roadway
- Population: 926,656
- 13,000 square miles

District Facilities:

- District Office – Springfield
- Regional Office – Joplin
- Maintenance Buildings – 29
- Construction Offices – 5

State Facts:

- Population: 5,842,713
- Licensed drivers: 4.25 million
- Missouri: 7th nationally in highway miles

District Pavement Condition (as of fall 2011):

- 93% major roads in **Good** condition
- 75% lower volume roads in **Good** condition

Safe & Sound

Bridge Repair/Replacement Program:

- Replacing or rehabilitating 135 bridges in Southwest District
- 77 completed (2009-mid 2011)
- 37 under construction (late 2011)
- 21 in design phase to be built (2011/2012)

Upgrading U.S. 71 to I-49:

- 2011
 - Interchange projects (5)
 - Overpasses (2)
- 2012
 - Interchange projects (2)
 - Overpasses (2)
 - Outer road (1)
- Work with Federal Highway Administration for I-49 Designation Target: end of 2012

Transportation Management Center, Springfield:

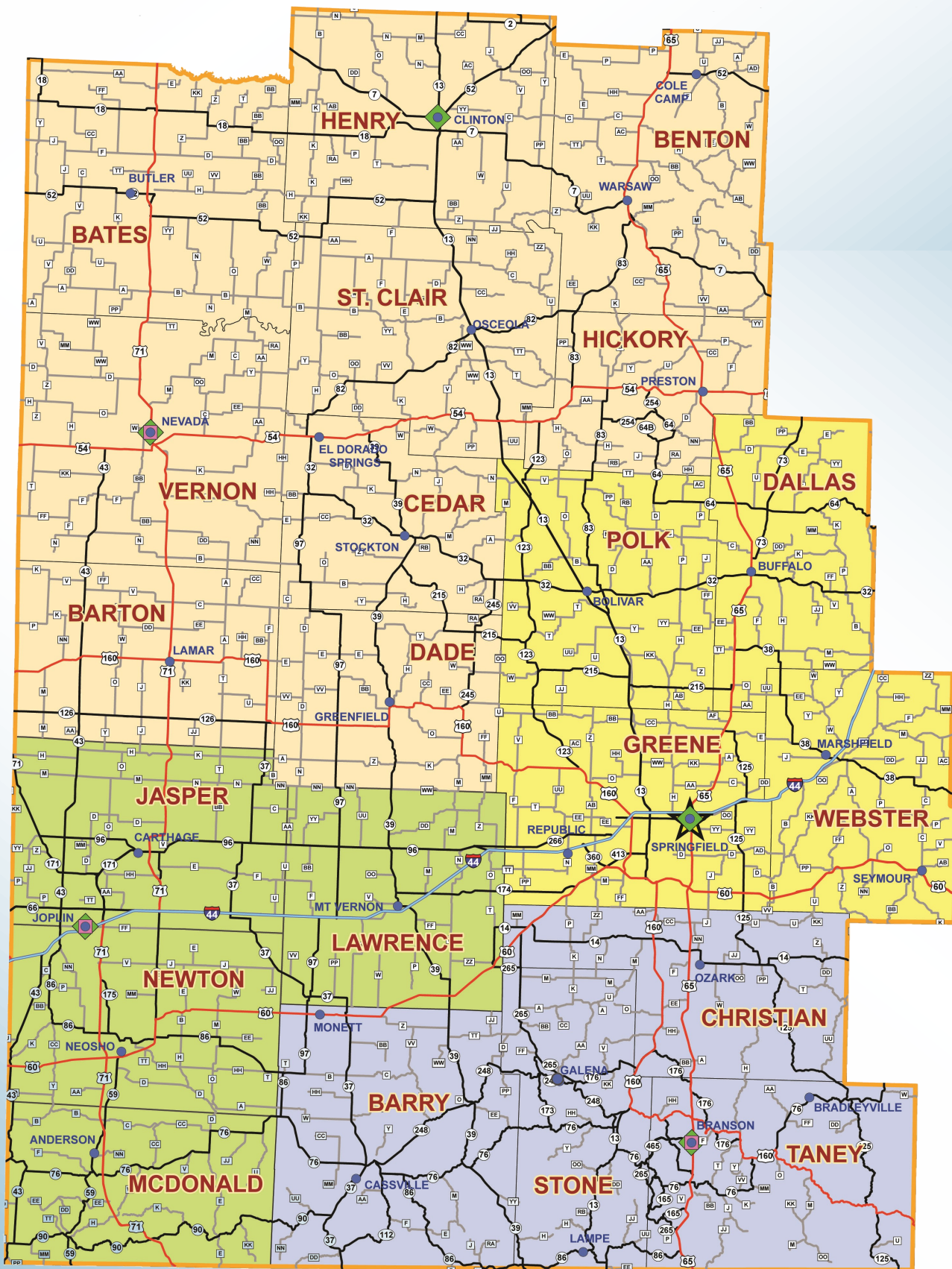
- Honored by the Institute of Transportation Engineers with the "Transportation Achievement Award for Facilities"
- Provides "real time" oversight of the MoDOT-City of Springfield traffic signal system
- Monitors 250 traffic signals
- Uses 42 traffic-monitoring cameras
- Operators can view I-44 cameras
- Is nerve center for Advance Traffic Management System (under construction), providing 27 additional cameras, 16 permanently-mounted electronic message signs and 32 traffic detection locations

Roadways Statewide:

- Cost to build one mile of four-lane highway – from \$3 million to \$12 million
- Tons of salt used per winter – 221,432 (three-year average)
- Cost for MoDOT to pick up litter – \$6 million annually
- Cost for MoDOT to mow – \$18.1 million annually

MoDOT Emphasis:

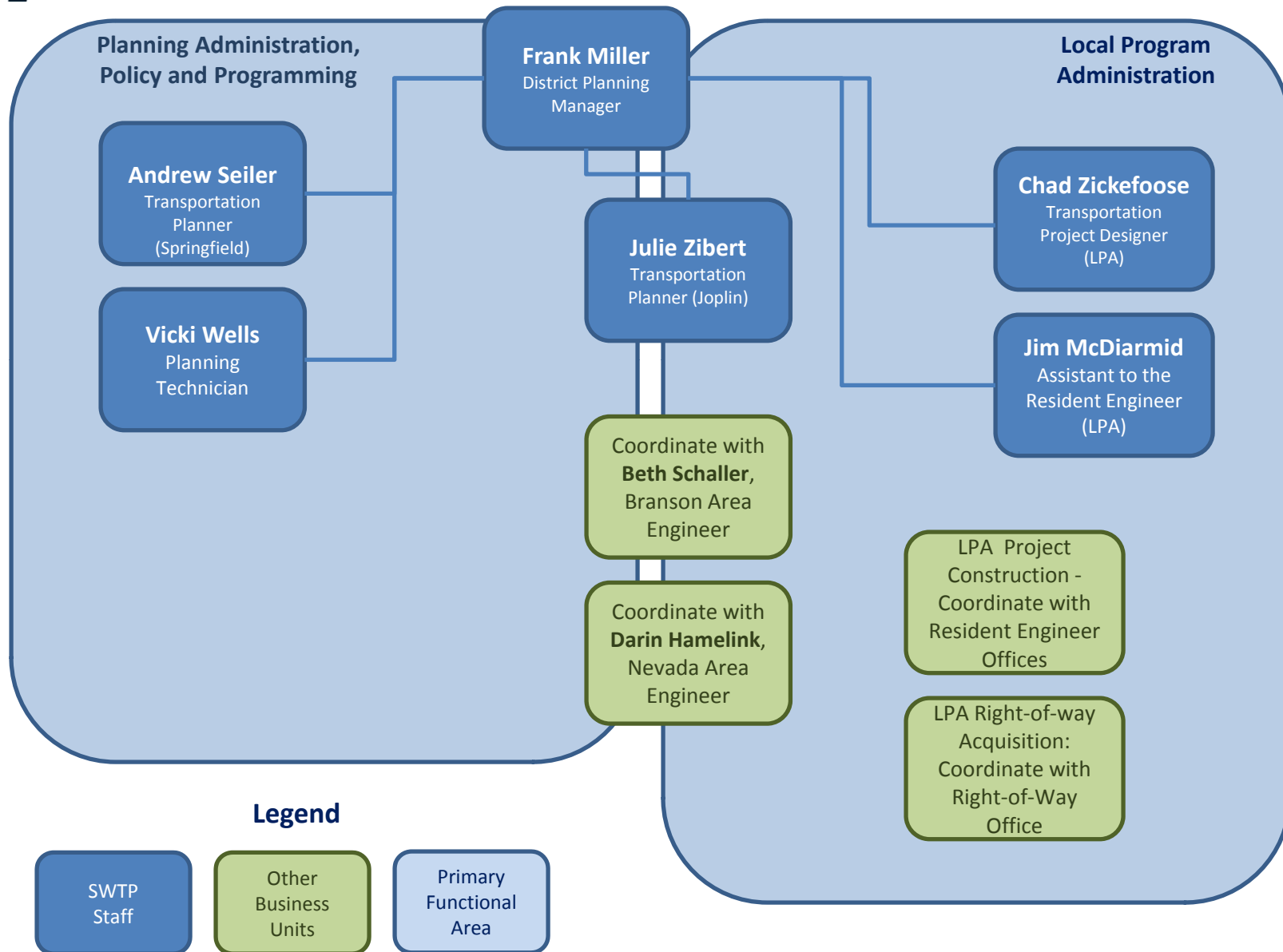
- Partnering
- Take care of the system
- Keep our citizens and our employees safe
- Deliver excellent customer service



www.modot.org/southwest, (417) 895-7600
1-888-ASK-MODOT (888-275-6636)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

Transportation Planning



Matrix of Responsibilities

Transportation Planning - Southwest District

Task	SWTP						Coordination with Other Business Units			
	District Planning Manager	Transportation Project Designer (LPA)	Transportation Planner (Springfield)	Transportation Planner (Joplin)	Planning Technician	Assistant to the Resident Engineer (LPA)	Area Engineer - Nevada	Area Engineer - Branson	Construction - RE Offices	Right-of-way
Air Quality	support		primary	secondary						
Annexation of MoDOT ROW			primary	secondary						
Bicycle and Pedestrian Coordination	support		primary	secondary			support	support		
Data Analysis and Information			secondary	secondary	primary					
Planning and Zoning, Development Review District Lead		primary								
LPA Program Preliminary Engineering District Lead		primary								
Planning and Zoning, Development Reviews, Branson Region		shared primary	support					primary		
Planning and Zoning, Development Reviews, Joplin Region		secondary		primary						
Planning and Zoning, Development Reviews, Nevada Region		shared primary		support			primary			
Planning and Zoning, Development Reviews, Springfield Region	support	primary	secondary							
LPA Programs: Right-of-way		support								primary
LPA and Developer Project Construction District Lead						primary				
LPA and Developer Projects Construction, Nevada Region						primary	support		secondary	
LPA and Developer Projects Construction, Branson Region		support				primary		support	secondary	
LPA And Developer Project Construction, Joplin Region						primary			secondary	
LPA and Developer Project Construction, Springfield Region						primary			secondary	
LPA Preliminary Engineering, Branson Region		secondary	support					primary		
LPA Preliminary Engineering, Joplin Region		secondary		primary						
LPA Preliminary Engineering, Nevada Region		secondary		support			primary			
LPA Preliminary Engineering, Springfield Region		primary	support							
Partnership Development, Springfield and Joplin Region	primary	support	secondary							
Partnership Development - Branson Region	secondary	support						primary		
Partnership Development - Nevada Region	secondary	support					primary			
Planning Administration	primary	support								
Planning Framework - HSTCCG - Joplin Region	secondary		support	primary						
Planning Framework - JATSO Area - Joplin Region	primary		support	secondary						

Task	SWTP						Coordination with Other Business Units			
	District Planning Manager	Transportation Project Designer (LPA)	Transportation Planner (Springfield)	Transportation Planner (Joplin)	Planning Technician	Assistant to the Resident Engineer (LPA)	Area Engineer - Nevada	Area Engineer - Branson	Construction - RE Offices	Right-of-way
Planning Framework - KBRPC - Nevada Region	support		secondary	support			primary			
Planning Framework - OTO Area - Springfield Region	primary		secondary					support		
Planning Framework - SMCOG North - Springfield Region	secondary		primary	support						
Planning Framework - SMCOG South - Branson Region	secondary		support					primary		
Project Programming	primary		secondary	support	secondary					
Special Projects, Long-range Planning	primary	support	secondary	secondary	support					
Strategic Planning	primary	support	secondary		support					
Transit Coordination	primary		secondary	support			support	support		

Definitions	
Primary responsibility	primary
Assists primary worker, backup	secondary
Assists when needed	support

TAB 6

FRIDAY JANUARY 6, 2012

UP FRONT BLOG

Transportation Reform of 1991 Remains Relevant

Transportation, Infrastructure, Cities, Regions and States

Robert Puentes, Senior Fellow, Metropolitan Policy Program

The Brookings Institution

DECEMBER 19, 2011 —

Twenty years ago this week, [President George H.W. Bush signed](#) the Intermodal Surface Transportation Efficiency Act of 1991 into law. Even casual observers of transportation policy recognize the refreshing-sounding acronym (ISTEA or “Ice Tea”) and the other clunky-sounding TEA bills that followed (TEA-21 and SAFETEA-LU).

ISTEA is rightly considered to be a [watershed moment](#) in U.S. transportation policy. It offered a new framework for thinking about transportation by assuring states and metropolitan areas of specific levels of funding and giving them the flexibility needed to design transportation mixes that met their needs. Spurred on by these reforms, a small but increasing number of states and localities began to experiment with a more balanced mix including expanding and preserving highways, addressing the needs of older and newer communities, and deciding between building roads or enlarging public transit systems.

Make no mistake, ISTEA turned transportation policy on its head.

One area of particular importance is often attributed to the keen insights of the late Sen. Daniel Patrick Moynihan, [a key architect of ISTEA](#). Moynihan and other urban thinkers and policymakers have long recognized the need for a metropolitan approach when it comes to addressing transportation.

There are many reasons. Supplier networks and customer relationships are regional rather than local in nature. Labor markets and commuting patterns cross jurisdictional and state lines. Firms make decisions on location and expansion based on regional advantages and amenities. [Metropolitan areas](#) are where most Americans live, work, and produce the majority of the nation’s economic output. The services and revenues they generate drive state economies.

ISTEA established a greater voice for metropolitan areas by devolving greater responsibility for planning and implementation to metropolitan planning organizations (MPOs). These regional bodies were originally research organizations charged with advising state departments of transportation. By enhancing the powers and responsibilities of MPOs, ISTEA enabled metropolitan areas to tailor transportation plans to the realities of their distinct markets. MPOs are held accountable through a regular certification process intended to ensure adherence to statutory economic and environmental performance measures, principles of effective citizen engagement, and compliance with other applicable federal laws, such as environmental protection and civil rights.



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Shrinking Job Opportunities: The Challenge of Putting Americans Back to Work

Michael Greenstone, Adam Looney, January 06, 2012

More Good News for the Job Market

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Mark Muro, January 05, 2012

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Twenty years later, the question remains: Did it work?

Despite the federal framework most localities, states, and the federal government [have not truly embraced](#) a metropolitan vision for transportation. Decisionmaking is still largely the province of state departments of transportation, and, more often than not, investment choices are made on the basis of consensus building through logrolling where funds are spread around like peanut butter rather than on prioritization. Certainly this is not what ISTEA's framers had in mind.

The challenge now is that while ISTEA represented one of the rare occurrences where federal legislation was ahead of the nation in its thinking, Congress is no longer singing that tune. So what Washington can do is recognize that a new leadership class of political, business, university and civic leaders is transcending old models by acting decisively to connect transportation to metropolitan economic realities.

In the absence of federal leadership, metropolitan areas around the country [are acting on their own](#) to envision, design, and finance the next generation transportation system in America. Places as diverse as Charlotte, Denver, St. Louis, Oklahoma City, Seattle, Phoenix, and Milwaukee—are taxing themselves, dedicating substantial local money, and effectively contributing to the construction of the nation's critical infrastructure system. The federal government needs to follow and align its resources to help those that help themselves.

Metros like Sacramento, Salt Lake City, Chicago, and Minneapolis-St. Paul are examples of places working to [move regional planning away](#) from simply aggregating lists of local projects, and instead specifically connect metropolitan growth with transportation investments. This approach examines land use patterns, density, and urban form to find innovative solutions to challenges like housing, carbon emissions, agricultural preservation, economic development, and job access.

Others like San Francisco are applying rigorous [analytical criteria and performance assessments](#) to how they plan to spend taxpayer dollars. The Metropolitan Transportation Commission there ranked their local members' projects with a combination of qualitative assessment from an advisory board and quantitative modeling of cost-benefit analysis for a select number of projects. The idea is prioritize those projects that score the highest, not just those with the greatest political support.

These kinds of innovations and self-help epitomize a new 21st century approach to strengthening metropolitan economies that Washington should explicitly embrace. Recognition might include: more direct funding to certain MPOs, more flexible "mode neutral funding," more streamlined planning processes, more direct reporting to federal agencies, and reduced bureaucracy.

Other examples abound and great potential exists to build on the gains of ISTEA in order to strengthen the economic vitality of metropolitan areas and, therefore the nation. The overall vision is not that different from what visionary Congressional leaders laid out two decades ago. The difference is that, unlike 1991, it is clear the innovation today is going to come from the bottom-up and not the top-down.

Happy anniversary, ISTEA. Or something.

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Metropolitan Council spurs job growth along transitways

New Transit-Oriented Development funding source will promote job growth and economic development along corridors and help connect jobs, housing and transit

Contact: Bonnie Kollodge
651.602.1357

ST. PAUL—Dec. 14, 2011—Today, the Metropolitan Council approved a plan to invest roughly \$26 million over the next year towards economic development and jobs along metro transitways through the Council's Livable Communities grant program.

The new **Transit-Oriented Development Fund (TOD Fund)** will offer grants to cities to support development along rail and bus routes. TOD projects will be high density, mixed use, adjacent to transit stations, and designed to be pedestrian friendly.

"Encouraging economic development and job growth along transit corridors is a Council priority," said Metropolitan Council Chair Susan Haigh. "Expanding the number of people who live and work on major transitways ensures we make better use of our resources, expanding opportunities for all.

"Across the country, employers are seeking to locate in areas where their employees enjoy a high quality of life that includes easy access to the workplace and the resources they need to fulfill their duties," continued Haigh. "These grants will help cities attract major employers who will bring jobs that metro residents are eager to fill."

The TOD Fund is a new category of grants within the framework of the Livable Communities program to cultivate and advance the relationship and connections between jobs, transit and housing.

The Legislature created the Livable Communities program in 1995 with three separate funding accounts designed to promote and support brownfield clean up for job creation, expand affordable housing activities, and ensure development is more compact and efficient through the integration of land uses and housing choices. The new TOD Fund will help target available resources to development activity near transit corridors and infrastructure.


Council officials say development in close proximity to transit will increase transit ridership, help people get to and from work, school and other destinations, reduce dependence on the automobile and reduce vehicle traffic and the associated parking that's required to accommodate cars and other vehicles.

"It's also a more efficient form of development," said Haigh. "It's more efficient when you can encourage people, thousands at a time, to get out of their cars and onto a bus or train. It's more efficient to integrate land uses to support walking and pedestrian access. Promoting development along transitways not only fosters community vitality and vibrancy; it is also a means for government to maximize the return on tax dollars invested in our regional infrastructure."

The Council expects to make up to \$13 million available to eligible communities this

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Livable Communities program

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The TOD grants to cities will support development along rail and bus routes. TOD projects will be high density, mixed use, adjacent to transit stations, and designed to be pedestrian friendly.

The TOD funds come from Livable Communities grants the Council had previously awarded to communities for development projects. The grant funds were returned to the Council when those projects did not move forward as planned during the recession.

The TOD grants will give local communities a powerful tool with which to attract and target new economic development just as the economy is rebuilding.

year and make another \$13 million available in 2012. The funds come from Livable Communities grants the Council previously awarded to communities, but which were returned to the Council when qualified development projects did not move forward as planned during the recession. Council officials say the downturn in the economy meant some communities had to postpone or abandon planned development projects that were funded with Livable Communities dollars. The TOD grants will give local communities a powerful tool with which to attract and target new economic development just as the economy is rebuilding.

TOD grants will be awarded on a competitive basis over the course of several funding rounds. Applicants must be participants in the Livable Communities program and their proposed projects must meet criteria approved by the Council.

Since 1995, the Council has awarded about \$230 million in Livable Communities grants, creating or retaining tens of thousands of jobs and leveraging billions of dollars in other investment.

Examples of projects that received Livable Community funding include the Excelsior and Grand development in St. Louis Park, which involved the extreme makeover of a retail strip into housing, commercial space and a town green; the Kensington Park redevelopment in Richfield, transforming a deteriorating retail space into housing, retail and office space; and polluted site cleanup at Williams Hill in St. Paul for development of an attractive industrial park.

The Council expects to make the first funding awards from the new TOD Fund early in 2012.

The Metropolitan Council is the regional planning organization in the seven-county Twin Cities metropolitan area. The Council runs the regional bus and light rail system and Northstar commuter rail, collects and treats wastewater, coordinates regional water resources, plans regional parks and administers funds that provide housing opportunities for low- and moderate-income families. The Council board is appointed by and serves at the pleasure of the Governor.

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AMPO

WASHINGTON UPDATE

Outlook: Will Congress pass a transportation reauthorization bill in 2012?

SENATE: On November 9, 2011, the Senate Environment and Public Works (EPW) Committee passed a bipartisan two-year, \$109B, surface transportation bill (Moving Ahead for Progress in the 21st Century – MAP-21). Shortly before the Congress recessed for the holidays the Senate Commerce Committee approved the safety, freight and research provisions of the reauthorization bill that would be merged with the highway and transit titles. Unfortunately, the Senate Banking Committee was unable to approve the transit title dealing with public transportation and intercity passenger rail, and the Finance Committee was not able to reach resolution regarding the financing title of the bill. According to the Congressional Budget Office (CBO) and the Senate EPW Committee MAP-21 requires an additional \$12B above what is currently deposited into the Highway Trust Fund to pay for the costs of the Senate bill. At the EPW Committee markup Finance Committee chairman Max Baucus (D-MT) announced that he was getting close to identifying the funding offsets but due to the workings of the Joint Select Committee on Deficit Reduction he was unable to secure those provisions.

It is clear that whatever the offsets are they will have to pass muster with the Republicans in the Senate. If they deem an offset a “gimmick” and fail to support it, MAP-21 will face a very difficult road ahead in 2012.

HOUSE: In November, Speaker Boehner announced that the House would take up, before the end of 2011, a combined transportation and energy bill, called the "American Energy & Infrastructure Jobs Act" (H.R. 7). Not only would the bill provide a multi-year transportation reauthorization but it would also expand offshore gas and oil exploration and dedicate revenue from such exploration and development to roads and bridges. The bill was to be marked up in Committee and moved to the House floor the week of December 12th. However, because the Joint Select Committee on Deficit Reduction failed to report an agreement on long-term deficit reduction many of the issues that would have been addressed in that bill had to be taken care of separately before the year ended – extension of the payroll tax holiday, extension of unemployment benefits, and payments to doctors who provide service under Medicare.

The approach to funding the House's five-year bill has been met with much criticism and questions. Can the royalties and other revenue the House is counting upon plug the hole in the needed revenue, which has been estimated to be \$75-80 billion over the five years? Will the funding be available when needed to pay for the costs, since revenue from sales and production could be outside the reauthorization horizon? Is this a step towards the end of the user pays system that has paid for the programs since the mid-fifties?

JANUARY/FEBRUARY 2012

The near-term focal point in the Senate will be the identification of funding by the Senate Finance Committee. Once it is identified and agreed to, the Senate should be able to merge the titles (highway, transit, safety, finance, motor carrier) together and pass a bill.

Since the House was prepared to pass a bill in December, it would seem evident that it will consider a bill once it returns to session. However, given the Congressional schedule, the House may be more likely to approve a bill in February when its floor schedule provides the time.

MARCH 31st– Current Extension Expires

Assuming that both chambers pass a reauthorization bill in February, it does not leave much time to reconcile the differences. In the past it has taken much longer than two months to finalize a conference report that both chambers can pass and send to the President. Congress has been reluctant to even form conference committees to resolve differences. Without a conference committee both sides meet informally and attempt to reach consensus.

Politically, neither party wants to take the blame for failing to pass a reauthorization bill that will provide much needed jobs to the economy. One more short extension may be necessary to allow enough time to reconcile the bills, but only if there is progress. Although the House may be able to pass a reauthorization with its energy title, it is unlikely the Senate has the votes to. Assuming some cooperation and progress, many observers believe it is more likely that a two-year bill will be sent to the President. If not then an extension to the end of the year may be the course, which will put the decision on a reauthorization bill in a lame duck session of Congress after the elections.

- Boyagian Consulting, LLC, On behalf of AMPO

The cost of auto orientation

Blog post by [Charles Marohn](#) on 03 Jan 2012

[research](#) [development](#) [finance](#) [retail](#) [streets](#)

Charles Marohn, Better! Cities & Towns

In the United States we've proceeded for sixty years with reconfiguring our public spaces to accommodate the automobile. The built in assumption of this approach, especially when it comes to commercial property, is that the more cars driving by the better. What we've overlooked in our haste to "modernize" is the lower return on investment we get from this approach, even under ideal conditions. Today we need the humility to acknowledge that our ancestors -- who built in the traditional style -- may have known what they were doing after all.

Highway 210 runs east/west through downtown Brainerd. In the hierarchical road system, it is the top of the pyramid and would be classified in most places as a "major arterial". It is designed as a STROAD (a street/road hybrid), attempting to apply highway design standards to what otherwise would be an urban street. In doing so, it has dramatically transformed the land use pattern of the area.

The picture below highlights two blocks that front the highway corridor. The one on the left, which we've labeled "old and blighted", is a block that has retained its traditional development pattern. To the right we have identified the "shiny and new" area, the block that has recently been transformed to an auto-oriented development style, to the glee of city officials and local economic development advocates. In between is a hybrid of the two; part traditional and part auto-oriented.



The old and blighted area is a collection of run down, marginal establishments. There are two liquor stores, a pawn shop, a barber shop, a bankruptcy attorney, a campaign headquarters, a retail establishment, a cafe and a vacant building. This is not a desirable area. If the adjacent highway didn't already ensure decline, local "improvements" have degraded what little pedestrian connectivity may have existed to the adjacent areas. None of it that remains is easy, natural or inviting. In the community's eyes, this is an area that is waiting to redevelop, to transform itself fully into an auto-oriented pattern. That transformation has begun; note that the very westerly

building, which is a liquor store, has turned two lots into a parking lot.



By contrast, the shiny and new area contains only one business, that being a new Taco John's drive through fast food restaurant. The modern facility contains two drive-through lanes, good access to the adjacent streets and all the parking that would ever be needed. They've done on-site stormwater retention (the environmentalists applaud) and modern signage. It meets all of the city's design and zoning codes. The restaurant replaced some buildings that were, themselves, part of an evolution from the original, traditional development to the auto-oriented. With the new Taco John's, the transformation is complete.



If there was any question regarding the public's opinion on these two lots, the city of [Brainerd's comprehensive plan](#) specifically calls for the transformation of areas that we've labeled "old and blighted" into "shiny and new". The city has designated this area *General Commercial*, expressing a desire to see the development along this corridor become highway-oriented. This they describe on page 93 of their plan.

General Commercial

The purpose of this category is to identify portions of Brainerd that should contain general retail commercial uses adjacent to the arterial highway system. The intent of this designation is to provide areas for highway-oriented businesses. Consequently, having a strong general commercial base in the city helps the downtown as well. Having a strong highway commercial area helps draw consumers to the city and provides for a healthy downtown. Examples of these could include highway-oriented businesses such as fast food restaurants, convenience stores, gas stations and other auto-oriented businesses as well as a number of large retailers.

In that definition of *General Commercial*, it is stated that a "strong highway commercial area....provides for a healthy downtown." The problem is that "strong" and "highway commercial" are -- in almost all cases -- mutually exclusive terms. The numbers prove the point in this case.

The eleven old and blighted lots -- some of the most undesirable commercial property in the city -- arranged in the traditional development pattern along the incompatible, major arterial of Highway 210 have a combined tax

base of \$1,136,500.

<u>Owner</u>	<u>Parcel ID</u>	<u>Land Value</u>	<u>Improvement Value</u>	<u>Total Value</u>
Scott and Susan Fisher	09122004006B009	\$ 47,300	\$ 7,400	\$ 54,700
Scott and Susan Fisher	09122004005B889	\$ 20,300	\$ 80,200	\$ 100,500
Scott and Susan Fisher	09122004005A009	\$ 20,100	\$ 77,900	\$ 98,000
Robert and Darlene Willette	09122004004D009	\$ 28,000	\$ 77,000	\$ 105,000
North Central States Regional	09122004004A009	\$ 20,100	\$ 116,000	\$ 136,100
Kevin Matthews	09122004003B889	\$ 28,000	\$ 40,000	\$ 68,000
S & L Properties	09122004003A009	\$ 19,200	\$ -	\$ 19,200
S & L Properties	091220040020009	\$ 38,500	\$ 199,500	\$ 238,000
PJS Properties, LLC	09122004001D009	\$ 20,100	\$ 68,700	\$ 88,800
Klein Bank	09122004001C889	\$ 18,800	\$ 104,000	\$ 122,800
Kurt W Martin	09122004001A889	\$ 21,900	\$ 83,500	\$ 105,400
	TOTALS	\$ 282,300	\$ 854,200	\$ 1,136,500

To compare, the Taco John's property -- the one that is not only shiny and new but configured precisely as the city of Brainerd desires the old and blighted properties to someday be -- has a total valuation of only \$803,200.

<u>Owner</u>	<u>Parcel ID</u>	<u>Land Value</u>	<u>Improvement Value</u>	<u>Total Value</u>
PBJ Rentals LLC	09122002004X889	\$ 302,400	\$ 500,800	\$ 803,200

At its nastiest and most decrepit, fighting the negative auto traffic speeding by and the absence of pedestrian connectivity, lacking all natural advantage from the neighboring land uses that would ideally accompany a traditional neighborhood design, the old and blighted traditional commercial block **still outperforms the new, auto-oriented development by 41 percent.**

Imagine how much more valuable this traditonal block would be if the businesses were simply given some relief from the speed of the STROAD-induced traffic and/or provided some connectivity to the adjacent neighborhood, two things that could be done far cheaper than the millions the city has spent to make this area the dominion of cars.

Imagine how much more prosperous we would all be if we started building Strong Towns.

There is much more to report on this case study. Check back later this week. In the meantime, here is some related information:

- [Location on Google Maps](#) (explore the surrounding neighborhoods)
- [Brainerd Comprehensive Plan](#)
- [Rethinking Economic Development](#) (November 25, 2009)
- [Mobility? We were just kidding about that.](#) (April 25, 2011)
- [WalMart. Too big to fail.](#) (March 7, 2011)

Charles Marohn is a Professional Engineer licensed in the State of Minnesota and a member of the American Institute of Certified Planners. He is president of [Strong Towns](#), a non-partisan, non-profit organization that advocates for changes in development patterns and a complete understanding of the full costs of methods of growth.

Foreclosures – The Fall and Rise of Neighborhoods in Counties across the Country

An Issue Brief for County Officials



NACO *National Association of Counties*
The Voice of America's Counties

Background – Housing Crisis

As housing markets across the country continue to struggle to bounce back from the recent housing crisis, ever-increasing instances of foreclosures remain a daunting problem. Particularly problematic is the fact that today's foreclosures impose significant costs not only on borrowers and lenders, but also on local and county governments, neighboring homeowners and others with a financial interest in nearby properties. Though the problem continues today, it is important that county officials and housing specialists are aware of the various resources that are available to assist them in reducing foreclosures and assisting their communities and neighborhoods in recovering from the foreclosure crisis.

On January 14, 2009, *Bloomberg BusinessWeek* reported a 63 percent rise in foreclosures in 2008, with a total of about 1 million throughout the year. The foreclosure process was begun on approximately 2 million homes during the year of 2008. Of those, 1.6 million were in the southern and western states.¹

More than 2.8 million U.S. properties received foreclosure filings in both 2009 and 2010 combined. The 2010 total — representing 2.21 percent of all U.S. housing units, or one in every 45 housing units — was up 23 percent from 2008 and up more than 120 percent from 2007. "Since the beginning of 2007, more than 3.5 million U.S. homeowners have lost their homes to foreclosure," said Darin Blomquist, of Realty Trac.

Though much has been made of the foreclosure crisis in 2008/2009, very little has been reported on the impact on local and county governments. In June of 2008, NACo conducted a survey of large urban counties to determine the extent of foreclosures in large counties across the country and the impact that foreclosures and the economic downturn was having on their local economies. Surveys were sent to 112 counties with populations of 500,000 or more and over 22% of the counties responded.

Not surprisingly, approximately 96 percent of the county officials who responded to the survey reported an increase of home foreclosures during the last year. Only one county official reported that the foreclosure rate has remained the same. Approximately 36 percent reported that they had experienced increases in foreclosures of 50 percent or more. Over half of the respondents anticipated that foreclosures would continue to increase.

What are the ramifications of this? From the same survey, approximately 56 percent of the respondents reported that housing values in their counties had declined as a result of foreclosures. Fifty-two percent of the responding officials indicate that they are experiencing revenue shortfalls as a result of either foreclosures or declining housing values.

Impacts of Home Foreclosures on Communities

The negative impacts of foreclosure on communities are far-reaching. Although little formal data exists on this subject, local news accounts and reports from local officials paint a multifaceted picture. Not only are people losing homes, but also communities are suffering economically, physically and socially. Some documented effects of foreclosure on both homeowners and communities are summarized below. Given the immense diversity of home foreclosure's harmful effects, the issues discussed below are by no means exhaustive. Awareness of these pervasive, negative effects of foreclosure is a crucial first step in resident support, community recovery and rehabilitation.

Fiscal Impacts on Local Government

Individual homeowners are not the only ones suffering financially from the foreclosure crisis. Communities and local governments experience spillover effects that result in a reduction of their annual budgets. The lower property values caused by foreclosed homes lead to a smaller tax base.

According to the Center for Responsible Lending, "Foreclosures cost neighbors \$223 Billion." The Center also cites that "Over 44 million homes in the United States will experience property devaluation as a result of foreclosures in their neighborhoods. Forty-two counties in the United States can expect to see their property tax base erode by more than \$1 billion. And households located in proximity to lost properties could see the value of their property decrease by \$5,000, on average."

Unfortunately, social programs and public services are often first to be cut from local budgets. This is a vicious cycle, because the programs that are removed are the same programs that help many residents who are suffering from the crisis.²

Most of the revenue generated from county governments comes from property taxes, sales taxes, fees and charges or, less commonly, income taxes. A combination of foreclosures and an economic slowdown affected most if not all these components of county revenue.

As a result of the foreclosure crisis, counties are facing a range of challenges — not least of which is declining property tax revenue, leading to budget shortfalls. In 2009, Collier County, Fla. reported it had seen as much as a 20 percent decrease in property tax value.³

Housing Values and Blight

When homes are abandoned because of foreclosure, the properties and communities begin to deteriorate. Garbage, unmowed lawns, pests and dilapidated roofs and porches are eyesores. The lack of care can change the entire atmosphere in a community. The people who remain may have feelings of loneliness, fear and frustration. To make matters worse, potential buyers find conditions like these unattractive, turning them away and leaving empty homes remaining.⁴

In Nassau County, N.Y. four out of five high-foreclosure neighborhoods had an increase in crime; there was no increase in eight low-foreclosure areas. In Charlotte-Mecklenburg County, N.C., the police department (CMPD) analyzed rates of violent crime, property crime and 911 service calls from 2003 to 2006. It found a consistent increase in violent crimes during the period in the high-foreclosure neighborhoods (except in 2004), but crime was significantly lower in the low-foreclosure neighborhoods.⁷

The high number of foreclosures is not only starving county budgets, it is compromising communities. In Washoe County, Nev. for example, environmental health officials are concerned about foreclosed properties becoming breeding grounds for West Nile virus-causing mosquitoes.

Animal shelters have been seeing a major increase in the number of animals that are being dropped off. The most common scenario is one where owners can no longer afford to feed and care for their pets. In another scenario, people who have lost their homes due to foreclosure move away and abandon their pets to fend for themselves, often leaving them locked inside yards or in the homes.⁵

Abandoned homes and the blight from the foreclosure crisis have a direct effect on the rise in crime in communities as well. Thieves are breaking into houses and stripping them of valuables. Copper wire, air conditioning units, water heaters, refrigerators and even toilets are hot commodities. Destruction of property and vandalism is making the homes even more difficult to sell. Often, it takes more money to fix these homes than for what they would sell on the market.

Theft is not the only type of crime in communities with highly concentrated foreclosure. According to a recent study by Dan Immergluck of the Georgia Institute of Technology in Atlanta and Geoff Smith of the Woodstock Institute in Chicago, "when the foreclosure rate increases one percentage point, neighborhood violent crime rises 2.33 percent."⁶ In addition, squatters seem to be a big issue for many communities. As a result, these homes often become magnets for drug use and the drug trade.

Mental and Physical Health

Related exposures to foreclosure have been linked with increased risk for several mental and physical health conditions. Combined with the fact that home ownership has largely positive associations with health and well being, foreclosure is a health threat.

A study was conducted in 2008 through the University of Pennsylvania with the objective of assessing the health status of people undergoing mortgage foreclosures in the Philadelphia region to determine if there was a relationship between foreclosure and health conditions. Results indicated that individuals going through a foreclosure were significantly more likely to not have insurance coverage and to not have filled necessary prescriptions because of cost. Approximately 9 percent of the participants reported that their own or a family member's medical condition was the primary rea-

son they were undergoing foreclosure. More than a quarter of those in foreclosure stated that they owed money to medical creditors.

The results seem to indicate that that foreclosure may exacerbate current disparities in health. Many of the participants cited poor health as the primary cause of their foreclosure; nearly a quarter had high medical bills and owed money to medical creditors. Medical conditions and bills may worsen the emotional and financial stress faced by households undergoing mortgage foreclosure, and this increased stress may in turn exacerbate ill health (and may discourage people from obtaining further necessary medical care).⁸

The same study conducted by researchers at the University Of Pennsylvania School Of Medicine found that these homeowners may be experiencing a significant psychological toll as well. The researchers recruited 250 homeowners in Philadelphia who were undergoing foreclosure and half of them reported having experienced symptoms of depression. Also 37 percent met the clinical criteria for major depression. The study also found that people undergoing foreclosure were more likely to be uninsured, to skip meals, and to skip filling medical prescriptions, all of which could adversely affect health.⁹

Another disturbing development is the impact of foreclosures on children and their mental health. Research has shown that almost 2 million youths are affected by foreclosure. Foreclosure produces a negative environment for raising children since in many cases they are highly unstable environments and are more likely to experience developmental difficulties.

Changing lifestyles is stressful and difficult for many youth, which can lead to falling grades and low self-esteem. Behavioral issues are also a common problem with uprooted kids because they feel that they don't belong in their new setting. Frequently, families cannot afford to move into housing of equal value as before. New neighborhoods may have more crime, worse school systems and fewer activities for youths.

Homelessness

High unemployment, foreclosures, and other factors are creating a new face of the nation's homeless. The current economic downturn is hurting not just those who were already at risk for homelessness, but also people who were once considered middle class. With unemployment rising, many families considered middle class are losing their homes to foreclosure and have no place to live.

U.S. Interagency Council on Homelessness estimates more than half-a-million individuals in families were in need of shelter or housing during 2009. For many of these families, this was the first time seeking shelter. In addition to two-parent households, many families experiencing homelessness are headed by a single woman with children, which makes recovering from the downturn even more difficult.¹⁰

When thousands of people are losing their homes, where do they move? According to the National Coalition for the Homeless, "76 percent of displaced homeowners and renters are moving in with relatives and friends. About 54 percent are moving to emergency

shelters. About 40 percent are already on the streets. Nearly 61 percent of local and state homeless coalitions say they've seen a rise in homelessness since the foreclosure crisis began in 2007."¹¹

Many previous homeowners turn to renting when their homes are foreclosed. The increased demand for rental properties has caused prices to rise. Foreclosure victims are having a tough time both paying and qualifying for the rental housing due to their damaged credit scores.

Though the mortgage crisis resulting in a dramatic rise in homeowners' losing their homes has been well documented, less attention has been paid to the plight of the tenants of rental properties that have been foreclosed. Many tenants, even those who are current in their rent payments and in compliance with their leases, face an increased risk of homelessness in the wake of foreclosure proceedings.

Impacts to Minorities

Although all ethnic groups have been affected by foreclosure and subprime lending, minority communities have been hit particularly hard. Research shows that the foreclosure crisis will result in the greatest loss of wealth for blacks and Hispanics in recent U.S. history.

The report estimates that borrowers in these two groups have lost funds in the billions of dollars. Unfortunately, many minority and poor communities do not have the same resources or options as more affluent areas, such as access to prime lenders. Countless numbers of people were pushed into subprime loans, even though they could have qualified for better prime loans.

Another reason for the hard strike on minority communities is the disproportionate amount of wealth assets. It's been estimated that African Americans and Hispanics earn approximately two-thirds as much as whites, but wealth holdings for the typical nonwhite family are not close to that. Therefore, if a minority family goes into foreclosure, they lose proportionately much more of their wealth than a white family.¹²

Foreclosure Prevention Strategies

The importance of preventing and/or mitigating home foreclosure's harmful effects cannot be over-emphasized. Exploring options that can keep homeowners in their homes may be one of the best ways to mitigate financial losses for lenders, to maintain safe and stable neighborhoods, and to minimize financial impact on the broader community.

Homeowners who currently have, or expect to have, difficulty making their payments should seek assistance immediately. While foreclosure prevention resources may be available, many residents are often unaware of their options. Connecting these residents to needed programs and resources is crucial to assisting both homeowners and communities to successfully progress through the continuing foreclosure crisis.

Despite great efforts, mortgage servicers are often unable to reach delinquent borrowers. In fact, it is not uncommon for delinquent nonprime loans to go to foreclosure without the borrower ever speaking to a servicer or learning that workout opportunities are available.

Providing general information to homeowners that helps them reduce the risk of having to face foreclosures should include three basic steps:

- Raise awareness of foreclosure threat in the county
- Identify local foreclosure prevention resources for homeowners
- Help connect residents to prevention support services

Counseling and Education

It is important to counties to make it clear to homeowners that they should contact their lender to discuss options that may be available. Avoiding communication with a lender is the biggest mistake they can make. If the homeowner has trouble reaching the lender, the county can advise them to contact a local U.S. Department of Housing and Urban Development (HUD)-approved housing counseling agency for help working with the lender or they can contact the appropriate county agency.

Many distressed borrowers could save their loans, homes, and credit standing if they knew where to turn for help. Effective counseling can make the difference between saving and losing their homes. Counseling may involve providing other options to the homeowner including short sales or locating alternative housing.

In many cases, the county can establish partnerships with stakeholder groups and technical assistance providers and work with them to get the word out to homeowners what their options are and who they should be contacting to work out a solution. For instance in Fairfax County, Va. the county's Department of Housing and Community Development work with other agencies and non-

The Miami-Dade County Foreclosure Prevention Now Web site has a comprehensive list of the assistance available through various county agencies as well as private organizations and the state and federal government. The site gives a short description of each program and service, and directs residents to the program's Web site as well as the agency's contact information.¹³

The Collier County, Fla. Task Force, a cooperative effort between the Legal Aid Service of Collier County and the Collier County Bar Association formed to promote foreclosure prevention, maintains a blog about foreclosure news in the county. Not only does the blog keep residents updated on upcoming events, but it also hosts videos and materials from previous workshops and forums.¹⁴

profit groups to provide counseling to homeowners in danger of losing their homes. They also collaborate with the Virginia Housing Development Authority, as well as local attorneys and paralegals to help create a workable solution. Basically the county works with its partners to connect the homeowner to their lender with the goal of reducing the chance of foreclosure.¹⁵

Loan Modification

(may include assistance for refinancing)

As defined by HUD, a loan modification is a permanent change in one or more of the terms of a mortgagor's loan, allows the loan to be reinstated, and results in a payment the mortgagor can afford. The purpose is to help homeowners achieve more affordable or stable payment with the hope of protecting the homeowners from unnecessary and costly foreclosure actions. This also provides support to the homeowner unable to refinance due to declining property values. The likely result of a successful loan modification may include:

- Replacing adjustable-rate mortgages with fixed-rate
- Reducing amortization term in order to build equity

The key point behind loan modification is that the lender will modify the existing loan or loans in order to work with the

homeowner because of a hardship. The earlier the homeowner addresses the issue, the better the chances are of negotiating a lower fixed rate and a payment that is manageable. If the household can afford the home, but not their current mortgage, then they may be eligible for a loan modification. A key factor that is required in every loan modification submission is the existence of some type of a hardship. The hardship can be temporary in nature or permanent, but the borrower must be able to prove the hardship. They may include the adjustable-rate mortgage being re-set (causing an increase in the monthly payments), reduction of income, loss of job or changing of jobs, etc.

It is important that the county work with homeowners to identify, if necessary, housing experts to resolve their situation with the best available options as soon as possible. In addition, the county can help homeowners identify federal resources that are available, especially for those who have recently become unemployed. Many of the federally funded programs assist income-eligible homeowners avoid foreclosures either through short-term subsidized mortgage payments or one time arrears payment.

Government sites such as www.makinghomeaffordable.gov can help homeowners as well. The site provides:

- Self-assessment
- Mortgage reduction calculator
- Checklist for foreclosure documents
- How to find a free HUD-approved housing counselor

Making Home Affordable includes opportunities for homeowners to modify or refinance their mortgage to make their payments more affordable. The program has recently been expanded to help homeowners who are unemployed or "underwater" (they owe more on their mortgage than their home is worth). It also provides options for homeowners who can no longer afford their home and are interested in a short sale or deed in lieu of foreclosure.

There is no charge to apply for the Making Home Affordable Program. Homeowners who are struggling to pay their mortgage are encouraged to contact their mortgage provider to determine if they qualify for the program. A HUD-approved housing counselor can also work with the homeowner and help them determine if they are eligible and help them apply for the program.¹⁹

Another site, <http://findaforeclosurecounselor.org> helps homeowners locate a counseling agency funded through the National Foreclosure Mitigation Counseling Program. In addition, counties should be aware of mortgage modification scams and how to help homeowners avoid them. More information is available at www.loanscamalert.org.

Case Studies

Washtenaw, Mich.

In 1999 in order to prevent tax foreclosure, the elected County Treasurer initiated partnerships with private and nonprofit organizations and hired a social worker on staff. (This program won a NACo award.) In 2005, the Treasurer expanded the program to include mortgage foreclosure prevention offered through the county's extension program with Michigan State University and the county authorized the hiring and training of Housing Counselors certified by HUD. A program partner, Legal Services of South Central Michigan provides legal assistance when necessary. The program received 1241 calls last year, more than 60 percent of all foreclosures initiated. Nearly 500 customers received full counseling and the county successfully prevented foreclosure for 57 percent of those families that completed work-out mortgage modifications.¹⁶

St. Johns County, Fla.

By contracting with local stakeholder organizations, the county has implemented comprehensive programs for all citizens facing financial crisis. This includes the Foreclosure Prevention Program through which the St. Johns County Housing & Community Services Division joined forces with the University of Florida Extension Office, local lenders and non-profit organizations to develop resources to assist local homeowners who are experiencing difficulty making their monthly mortgage payments.¹⁷

Case Study

In Boulder County, Colo. Housing Authority's Volunteer Foreclosure Housing Prevention Counseling Program offers classes and one-on-one counseling by trained volunteers to help guide home owners through the legalese of loan terms, retool their budgets and mediate with lenders to make loan terms more manageable.

Due to changes in adjustable mortgage rates or employment status, homeowners often find themselves unable to afford their homes. Therefore, it is important that the homeowners consult with the county before a problem takes place to talk about options to stay in their homes.¹⁸

Rehabilitation for Communities

As counties across the country are experiencing, communities hardest hit by foreclosures suffer long after homeowners leave their residences. Neighborhoods are blighted by neglect. As discussed earlier, increased crime plagues these communities: vacant properties are a magnet for theft and other illicit activities. Property values deteriorate in tandem with these blighted neighborhoods, leading to a significant, negative financial impact on the community at large.

Neighborhood stabilization programs help mitigate home foreclosures' pervasive community impacts, restoring these neighborhoods to a healthy condition. Many of the most harmful impacts on neighborhoods blighted by foreclosures are a direct result of vacancies. Therefore, many neighborhood stabilization programs focus on minimizing vacancies and their effects. Making these neighborhoods once again desirable prospects for homebuyers and renters will encourage the successful recovery and rehabilitation of the communities hardest hit by home foreclosures.

The first step counties and their partners need to take is to secure the property and make it available for sale as fast as feasibly possible. It's important that access into the house is restricted except for those directly involved in the resale of the property. Make sure locks are sufficient to keep unwanted people out and that the windows and other vulnerable areas are secured. Many communities are also using creative board-up techniques, such as painting windows and doors, to give the appearance from the street that the properties are occupied.

In addition, periodic monitoring of the property is a good idea. The county should make sure that the property is adequately maintained; this could require constant pressure on the current owners of the property which may be a challenge especially if the owner is either a bank or an absentee owner.

The implementation of an improvement campaign that recruits citizens or civic organizations to volunteer in the fix-up of the property is an important step forward in improving the marketability of the property. Neighbors can also be encouraged to assist by mowing the lawns or parking in the driveway of vacant properties

The next step is to expedite the sale of the property. This may involve streamlining the process of sale including authorizing the appropriate number of permits and conducting adequate inspection of the property. The county should investigate opportunities to provide technical and financial assistance, working in partnership with nonprofit groups, to support rehabilitation of the property to a condition that improves the chance for resale.

Neighborhood Stabilization Program

A key federal program that provides support to communities for the redevelopment and sale of abandoned and/or foreclosed properties is the Neighborhood Stabilization Program (NSP) being offered through HUD. NSP provides the opportunities for grantees (such as counties) to develop their own programs and set their own priorities within established program requirements.

NSP, approved in three different rounds under three different stimulus bills, is a component of the Community Development Block Grant (CDBG). One strong advantage is that the grantees develop their own programs and funding priorities. However, NSP grantees must use at least 25 percent of the funds appropriated for the purchase and redevelopment of abandoned or foreclosed homes or residential properties that will be used to house individu-

Case Study

Fauquier County, Va. used NSP funds to acquire, rehab and sell foreclosed homes in target neighborhoods. The county established a promotional brochure sent to potential home buyers which informed them that Fauquier County has received an NSP grant from the Virginia Department of Housing and Community Development (DHCD) and the purpose of the grant is to stabilize neighborhoods with the highest foreclosure rates in Fauquier County, through the acquisition, rehabilitation, and resale of approximately 9 residential homes in key areas. The brochure includes the following information along with a Sample Loan Application Form which will provide necessary information to the homeowner's lender:

- Program Brochure:
- Steps to Home Purchase
- NSP Homeownership Application
- How to Check your Credit Rating
- NSP Income and Subsidy Guidelines
- What are NSP and VHDA?
- The Buyers' Bill of Rights
- Vacating a Rental Unit
- VHDA-approved local lenders
- Other Resources ²²

- **NSP1 established in July 2008 by Housing and Economic Recovery Act (HERA)**
 - \$3.92 billion with 307 formula grantees
- **NSP2 funded by American Recovery and Reinvestment Act of 2009**
 - \$2 billion with 56 competitive awards
- **NSP3 funded by Dodd-Frank Act in July 2010**
 - \$1 billion with up to 283 formula grantees

als or families whose incomes do not exceed 50 percent of the area median income.

In addition, all activities funded by NSP must benefit low- and moderate-income persons whose income does not exceed 120 percent of area median income. Activities may not qualify under NSP using the “prevent or eliminate slums and blight” or “address urgent community development needs” objectives of CDBG.

NSP funds may be used for activities which include, but are not limited to:

- Establish financing mechanisms for purchase and redevelopment of foreclosed homes and residential properties;
- Purchase and rehabilitate homes and residential properties abandoned or foreclosed;
- Establish land banks for foreclosed homes;
- Demolish blighted structures;
- Redevelop demolished or vacant properties²⁰

The flexibility behind the program has been a strong advantage to counties over the past few years. In Palm Beach County Fla., foreclosures in the county rose 113 percent from 2007 to 2008. The county used part of the NSP funds to provide first-mortgage loans to homebuyers of foreclosed properties. With additional funds, the county intends to provide second-mortgage subsidy assistance and also awards some of the money to nonprofits to purchase foreclosed residential properties to rent to clients who meet HUD guidelines.

During that same time, Maricopa County, Ariz. received NSP monies and used a portion of that amount to acquire and rehabilitate foreclosed properties for resale. With excess of good housing, they don’t plan to do a lot of demolition but renovate existing housing units, many being quite new. The county took the opportunity to use the NSP funds to do as much renewable energy-type improvements as possible. The intention was to improve the energy efficiency of the houses through installing low-flow faucets and toilets, extra insulation and double-paned windows.²¹

Conclusion/What the Future Holds

With all that has happened over the past several years, what is to be expected over the next several years. Have we learned anything from the increase of foreclosures over that period?

Case Study

Pinellas receives \$17.8 Million for Neighborhood Stabilization

Pinellas County will receive \$17.8 million from the U.S. Department of Housing and Urban Development for the Neighborhood Stabilization Program. The funding is part of a \$50 million award to Florida Suncoast Partners, a consortium consisting of Neighborhood Lending Partners, Pasco County, and Pinellas County. The cities of Clearwater and Largo also partnered with the consortium to prepare the grant. Pinellas County’s share will be used in eligible neighborhoods throughout unincorporated Pinellas, Largo, Clearwater, Safety Harbor, Dunedin, Tarpon Springs and Oldsmar that represent a high number of foreclosures.

The money will be used to help halt the decline of property values in neighborhoods that have been heavily impacted by the foreclosure crisis. Single-family and multi-family properties in physical decline will be purchased and renovated. Once properties have been refurbished they will be sold or rented to income qualified households. We are very excited about this new opportunity,” said Cheryl Collier Reed, assistant director for the Pinellas County Community Development Department. “This program will greatly assist in our efforts to stabilize neighborhoods that have been adversely affected by significant foreclosure activity and assist in the creation and preservation of affordable housing.” Help with down payment and closing costs will also be available under the new program.²³

Newton County, Ga.

County used a portion of NSP funds to buy an undeveloped phase of a subdivision and convert it into a passive public park. Instead of approximately an additional 100 lots within the subdivision, the public has a park with a playground, benches, a pavilion and a walking trail. Construction of the park is anticipated to begin in September or October of 2010.²⁴

Housing experts from RealtyTrac project the following scenario:

- Foreclosures will continue at historically high levels until at least 2014, and longer in some states
- It is estimated that another 2 million homeowners will lose their homes to foreclosure between now and 2014 (in addition to the 3.5 million who have already lost their homes to foreclosure since the beginning of 2007).
- Nationwide there were 873,000 bank-owned properties as of the end of April. At the current sales pace it will take 24 months to clear the inventory of those bank-owned properties alone, not including the properties in foreclosure (1 million in the RealtyTrac database as of the end of April, 2011) and the approximately 4 million delinquent home loans that have not even entered the foreclosure process yet.

Many believe that there are important lessons learned for all parties involved including lenders, homeowners, and county governments. There is evidence that all of those parties are changing their behavior to actually budget within their means, use reasonable loan products and save money so that when the bad times hit there is a reserve to fall back on. One silver lining here is that individuals who were previously priced out of the market may now be able to capitalize on the new market. This may be due to some of the county-level programs that are currently providing assistance to foreclosure buyers.

Since there is a certain portion of homeowners who cannot or will not qualify for foreclosure prevention programs, these program may be becoming less relevant. What is needed now is a quicker disposition of foreclosed properties, so that fewer of these abandoned (in disrepair) properties bring down neighborhoods. The initiatives currently enacted by counties through the Neighborhood Stabilization Program, and other programs, are helping in this effort of reducing the number of vacant properties in these communities.

At the federal level, HUD is beginning to promote targeted approaches for neighborhood stabilization efforts. The community development approach is becoming more focused on comprehensive, placed-based approaches to revitalizing communities that have been impacted by foreclosures and the resulting economic crisis.

According to Sarah Greenberg of NeighborWorks America, “HUD has been more deliberate about reviewing requests to amend NSP grants as well, and taken a less favorable stance toward adding census tracts for NSP2 grantees to avoid diminishing the original targeting in the application. I think it shows how they’ve learned from NSP, and we will see the results of that development in future funding opportunities.” In addition, it is important to note the technical assistance that is available through the NSP program which will assist grantees with the program requirements and implementation. Federal agencies are also exploring how they can better support these efforts through the White House Neighborhood Revitalization Initiative.

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