

CITY COUNCIL STUDY SESSION

TO: Mayor and City Council
FROM: Mari E. Macomber, City Manager ^{MEM}

SESSION DATE: July 28, 2008
TIME: 5:30 p.m.
PLACE: Second Floor Conference Room

AGENDA:

- **Kirk Tran Update**
- **Community Pride**
- **Annexation Policies**
- **NIMS Training**
- **Newsletter Review – July 25, 2008**

KIRK TRAN

The concept of Kirk Tran began in 1998 and continued for ten years, which is a major accomplishment for a program such as this. The program started as a partnership between the City of Kirksville, Kirksville Regional Center and Region II Council for Developmental Disabilities. Two grants were received by the group and were used to jump start the program. The original services included transportation to and from Kirksville from the surrounding counties. However, low ridership and operating costs required the elimination of this service. The actual transportation services are provided by the Older Adult Transportation Service (OATS). Their support and assistance has been a key to the sustainability of the program.

Kirk Tran started as an on demand service operating seven days a week. Kirk Tran provides transportation services for a variety of reasons – employment, medical, shopping. It has also provided transportation services to those individuals who would not have the ability to drive or afford to drive. We have gradually reduced the on demand service to a mix of on demand and a fixed route. Fees for the service are paid for by contributions from the riders, grants received by OATS and local funding from the City, Kirksville Regional Center, Region II Council, and most recently Senate Bill 40. The organization is always looking for revenue sources and found success in obtaining one time support from the Surbeck Trust.

The Kirk Tran Organization is unique since it is not a formal organization of individuals, but rather a volunteer group that works closely with the program to make sure that it is meeting the needs of the community, while covering its costs. Information on the evolution of Kirk Tran and the current route are included, along with an informational brochure and financial information.

In 2004, the City Council asked the voters to consider the renewal of the ½ Cent Transportation Sales Tax adding language that stated that “no more than five percent (5%) of the annual revenues received can be used for airport improvement/or public transportation purposes as allowed by law. The voters approved the renewal and the City began to provide a small portion of the sales tax revenues to both the airport operations and Kirk Tran. Initially the distribution was \$30,000 to the airport and \$10,000 to Kirk Tran. In 2006, we increased the allocation to \$39,500 to the airport and \$15,000 to Kirk Tran. Using the 2008 estimated revenue projections, this amount totals around 4% of the revenues. The original allocation was 75% airport and 25% Kirk Tran. Today’s allocation is 72.5% airport and 27.5% Kirk Tran.

If we were to use the estimated revenue projects, 5% of the revenues would be \$63,811. Kirk Tran is hoping to request an increase in support from the City of an additional \$10,000. If the Council were to increase the allocation to the 5%, as allowed by voter approval and allocate the additional revenues to Kirk Tran it would be an increase of \$9,311.

Increasing the contribution to Kirk Tran will reduce the funds used for other transportation projects by that same amount.

Recommended Action:

Kirk Tran has been a volunteer organization that has worked very diligently to insure fiscal responsibility without compromising the vital transportation services needed by our citizens. The Council could choose to modify the distribution of the 5% funds 60% airport and 40% Kirk Tran. Using the current revenue stream this would mean an allocation of \$38,287 to the airport and \$25,524 to Kirk Tran. This would also establish a policy that staff could follow.

COMMUNITY PRIDE

A couple of years ago, an Image Campaign Committee were formed through the efforts of KREDI to help improve the perception that Kirksville was a good place to live. The Director of Job Creation, Phil Tate, being new to the community, had seen Kirksville as a gem and thought that maybe the citizens who had lived here were not seeing it the same way. This Committee established the “Kirksville – Where People Make a Difference” slogan. This slogan has been used throughout the community. Unfortunately, the Image Campaign Committee has not met in a while and appears to have disbanded.

The elected officials of the City and the City staff are not the only ones who live, work and play in Kirksville. There are at times, close to 30,000 people in our community on a daily basis, if not more. We are all part of the community. The Council has talked briefly about the amount of negative comments that are out in our community at any given time. As one of the goals for this fiscal year, the Council wanted to discuss a possible community pride program or campaign.

There are community pride campaigns that have been developed elsewhere and focus largely on beautification efforts which may include incentives for home improvements, awards for landscaping, etc. A few campaigns focus on establishing a common slogan for

the community, such as our “Kirksville – Where People Make the Difference.” Other community pride campaigns focus on volunteer efforts.

Our issue may be more about people agreeing with the goals of the City and feeling a part of the community. It is always easier to point a finger at someone or something and say what is wrong with it, but it is a whole lot harder to identify something that is wrong and work to fix it. Maybe if we could turn the opinions of people into ideas?

Recommended Action:

The City Council will need to discuss this issue and determine if there is a consensus on a program concept or idea that could be implemented.

ANNEXATION POLICY

Annexation is the process by which a city extends its municipal services, regulations, voting privileges and taxing authority to new territory. Cities annex territory to provide urbanizing areas with municipal services and to exercise regulatory authority necessary to protect public health, safety and welfare. Annexation is also a means of ensuring that residents and businesses outside a city's corporate limits who benefit from access to the city's facilities and services share the tax burden associated with constructing and maintaining those facilities and services. Annexation may also be used as a technique to manage growth.

A city can only annex land as allowed by State law. Copies of these regulations are included in this packet.

Annexation is critical to the long-term well being of Kirksville and needs to be carried out in accordance with established policies and not on an ad hoc basis. Because of the fiscal implications of annexation, the costs of providing municipal services must be estimated and weighed against the anticipated revenues of areas proposed for annexation. Performing a fiscal impact analysis does not mean that only areas with positive cash flow should be annexed. There will be instances when health, safety, environmental or other factors will override fiscal considerations and an area may need to be annexed despite its fiscal impact. Other areas may have short-term financial impacts, but may be in the long-range best financial interest of the city.

Following are a list of goals that the City Council may want to consider before an annexation policy is developed and a subsequent plan adopted.

The primary goal of an annexation policy should be to ensure efficient delivery of adequate public services to new development as it occurs in a manner that is most beneficial to the citizens of the community. This goal would be further accomplished by following the Kirksville Comprehensive Plan and approved long range plans for water, sewer, streets and storm drainage. The following goals would those suggested for consideration when the City reviews any proposed annexation.

- Encourage the highest intensity of growth to locate within the City's corporate limits.

- Encourage urban growth within the city limits with gradual phasing outward from the urban core.
- Ensure that adequate public services, facilities and publicly-owned utilities are available to proposed and existing development.
- Encourage land use patterns that will increase the availability of affordable housing for all economic segments of the Tumwater population.
- Supply sufficient, safe, suitable housing sites and housing supply to meet projected future housing needs for Tumwater over the next twenty years.
- Ensure that development patterns that will encourage efficient multi-modal transportation systems are coordinated with regional, City and County transportation plans.
- Reduce impacts from flooding; encourage efficient storm water management; and ensure that the groundwater of Tumwater is protected and preserved.
- Consider cost/benefit issues, when appropriate, for proposed annexations to determine annexation boundaries and timing.
- Inform the public of all annexation proceedings, in full accordance with state law.
- Consider citizens' concerns during the annexation process.

Recommended Action:

If the Council is in agreement with the goals of annexation a policy and subsequent plan and policy can be developed.

NIMS TRAINING

The City participates with both state and federal emergency management agencies in an effort to serve Kirksville, surrounding communities and our region when emergency situations arise. While most emergency situations are handled locally, when there's a major incident help may be needed from other jurisdictions, the state and the federal government. The National Incident Management System (NIMS) was developed so responders from different jurisdictions and disciplines can work together better to respond to natural disasters and emergencies, including acts of terrorism. NIMS benefits include a unified approach to incident management; standard command and management structures; and emphasis on preparedness, mutual aid and resource management.

The National Integration Center (NIC) Incident Management Systems Integration Division was established by the Secretary of Homeland Security to provide "strategic direction for and oversight of the National Incident Management System (NIMS)... supporting both routine maintenance and the continuous refinement of the system and its components over

the long term." The Center oversees all aspects of NIMS including the development of compliance criteria and implementation activities at federal, state and local levels. It provides guidance and support to jurisdictions and incident management and responder organizations as they adopt the system.

The Center is a multidisciplinary entity made up of federal stakeholders and over time, it will include representatives of state, local and tribal incident management and responder organizations. It is situated within the Department of Homeland Security's Federal Emergency Management Agency

One of the requirements of the NIMS program is the participation and completion of a series of training programs. There are training programs for emergency responders, first line supervisors, mid-level supervisors, senior-level supervisors and elected and appointed officials. As City Council members you are expected and required to participate in the FEMA IS 700 training program.

Fire Chief Randy Behrens will be at the Study Session on Monday to talk more about this program and how we propose to complete the training requirement.

Recommended Action:

Participate in the NIMS training program

NEWSLETTER REVIEW – July 25, 2008 (sent under separate cover)

Recommended Action: Identify items of interest that you wish to discuss at the meeting or brought forward to the Council for additional review and discussion.

ATTACHMENTS

- Staff Report on Kirk Tran
- Kirk Tran Evolution
- Kirk Tran History
- Kirk Tran Route
- Kirk Tran Financials
- Kirk Tran Brochure
- Kirk Tran Roster
- Annexation Laws of Missouri
- NIMS Information

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Kirk -Tran Presentation

STUDY SESSION MEETING DATE: July 28, 2008

CITY DEPARTMENT: Economic and Community Development

PREPARED BY: Cherie Bryant, Assistant to the City Manager

Kirk Tran Presentation

Kirk-Tran has been in operation since 1998. It was developed through partnerships between the City of Kirksville, Kirksville Regional Center and Region II Council for Developmental Disabilities. The goals of Kirk-Tran have always been to provide a fully accessible, integrated, and affordable transportation system.

The Kirk-Tran Fixed Route System began in August 2006. It is funded in part by Adair County SB 40/Developmental Disabilities Board. The Fixed Route System includes 19 local area stops. Schedules are posted at all designated stops and the cost is \$2.00 to board. Operation hours are 7:00 a.m. to 6:00 p.m., Monday through Friday.

Currently, Kirk-Tran offers an On-Demand Response system through the dispatch office, curbside service or door-to-door if necessary, and \$2.00 per one way trip inside Kirksville City limits, \$3.00 each way outside city limits within a 15 mile radius of Kirksville. Operation hours are 6:00 a.m. to 6:00 p.m., Monday through Friday. Kirk-Tran provides approximately 1,000 trips per month.

Kirk-Tran hopes to maintain existing demand, as well as continue partnerships and relationships with supporting entities. Due to rising fuel costs, the transportation system has been strained. Kirk-Tran hopes the City of Kirksville will continue and possibly increase funding.

Kirk-Tran Evolution

- 1998-June 2008; approximately 10 years of operation
- Original partnership between City of Kirksville, Kirksville Regional Center and Region II Council For Developmental Disabilities
- Program based on 2 Grants for development of system, Missouri Planning Council & Federal Transportation Grant
- Major goals
 - Provide a fully accessible, integrated, and affordable transportation system
- Original Service included service to a nine county area; Adair, Putnam, Schuyler, Scotland, Sullivan, Knox, Linn, and Macon
 - Focused around Kirksville being the hub of a rural region
 - Contract with OATS for bus/dispatch service
- Outlying counties were not successful because sustainability could not be found due to underutilization of system
- Significant changes to system had to be completed in 2004 to reach sustainability
 - Had to get back to the basics
 - Had to eliminate services outside of Adair County
 - Had to eliminate weekend hours
 - Had to slightly reduce hours during the week
 - Had to eliminate taxi voucher system
- Current System
 - On-Demand Response system through dispatch office 665-8404
 - Curbside service or door to door if necessary
 - \$2.00 per one way trip inside Kirksville City limits, \$3.00 each way outside of city limits within 15 mile radius of Kirksville
 - Operation: 6:00 AM to 6:00 PM, Monday through Friday
 - Providing approximately 1,000 trips per month, over 600 different people
 - Top reasons for people riding on Kirk-Tran
 - Employment
 - Medical
 - Business
 - Shopping
 - Education
- Fixed Route System
 - Began in August 2006 as a pilot project, funded in part by Adair County SB 40/Developmental Disabilities Board

- 19 local area stops around Kirksville from North end of town to South
- Every hour on the hour/ schedules posted at designated stops
- \$2.00 to board
- Operation: 7:00 AM to 6:00 PM, Monday through Friday
- Local businesses purchase advertisement space on the bus
- Top reasons for people riding the Fixed Route
 - ✓ Eliminate busy signal with dispatch office
 - ✓ Employment
 - ✓ Medical
 - ✓ Business
 - ✓ Shopping
 - ✓ Education

- Annual Budget For Entire System
 - ✓ \$205,399.00
 - ✓ 51.68%, 5311, 3037 Funds
 - ✓ 13.42% local match, City of Kirksville-7.30% Cash, 6.12% In-Kind Services
 - ✓ 9.74%-local match, Adair County SB 40-Cash
 - ✓ 4.87% local match, Kirksville Regional Office-Cash
 - ✓ 11.48% Fares
 - ✓ 6.25% Carryover funds from 2007
 - ✓ 2.56% Advertising Sales on Busses

- Future
 - Maintaining existing demand/response system, partnerships and relationships
 - Continue to monitor fixed route for efficiency and revise as needed
 - ✓ Constant monitoring of utilization

In 2006, Kirk-Tran began its relationship with the Adair County SB 40/Developmental Disability Board which provided funding to help establish a fixed route bus system in Kirksville. Today, as we look ahead into 2008, we once again ask for your support by assisting with the funding of this integral transportation system.

Kirk-Tran has been in operation since 2002 and was developed in partnership with the existing OATS service as a fully accessible public transportation system. Kirk-Tran continues to provide over 1,000 one-way trips per month, in Kirksville and Adair County. Of those 1,000 trips, approximately 30% or 300 trips are for individuals with developmental disabilities.

If you review the projected budget for 2008, you will note that the anticipated total cost for the Kirk-Tran system will be over \$200,000. Kirk-Tran is asking the Adair County SB/40 **Developmental Disability Board to contribute \$20,004 in funding for 2008 which represents less than 10% of the total revenue of the system.**

Kirk-Tran utilizes local match funds and in-kind services to leverage federal transportation dollars through the Missouri Department of Transportation. As you can see from the projected budget, over 51% of the funding for Kirk-Tran is Federal. The remaining funds necessary to operate, must be derived from the system itself and local matching dollars and in-kind services.

Here is a look at the current Kirk-Tran transportation system!

Currently, Kirk-Tran operates two services; a Demand-Response service and a Fixed Route service available to anyone who needs a ride in Kirksville or Adair County.

The Demand-Response service was established with the inception of Kirk-Tran. The service currently operates Monday-Friday, 6:00 AM-6:00 PM. Patrons call the Kirk-Tran dispatch office in Kirksville (665-8404) and schedule a ride for wherever they wish to go in Adair County. The Demand-Response system also provides door to door service if someone needs assistance getting to the bus. The cost for this service, to our patrons, is \$3.00 per one way trip within the city limits or \$4.00 per one way trip outside of the city limits but within Adair County.

The Fixed Route system was developed in 2006 and began its operation in August of that year with the financial assistance of Adair County SB40/Developmental Disability Board. The fixed route system operates from 6:00 AM to 6:00 PM, Monday-Friday and travels along a set route in Kirksville. This service is curbside, making stops at 19 specific locations, every hour, from 6:00 AM to 6:00 PM, Monday-Friday in Kirksville. The cost for this service, to our patrons, is \$2.00 per one way trip.

Additionally, the Kirk-Tran system has been upgraded with a new dispatch phone system to better serve our customers. The new system, added a phone line as well as a message system so that individuals no longer receive a busy signal if they need a ride. If they do not reach a dispatcher, they simply leave a message and the dispatcher calls them back. Although this may seem nominal, this improvement has drastically improved the satisfaction rate of our patrons.

Furthermore, in June of 2007, Kirk-Tran was recognized for its service by being asked to present the details of the transportation system at a state-wide conference sponsored by the Missouri

Department of Transportation. Currently, Kirk-Tran is recognized as one of the most successful rural transportation systems in Missouri.

Finally, Kirk-Tran provides an integrated transportation system that allows its patrons the freedom of independence. The lack of public transportation or affordable public transportation is a huge barrier to people but certainly even more so to individuals with developmental disabilities. Thanks for your consideration of this request.



KIRK-TRAN FIXED ROUTE



1.00 EACH ONE-WAY TRIP OR PURCHASE A BOOKLET OF 10 TICKETS FOR \$15.00 –BOOKLETS CAN BE PURCHASED

TIMES MAY VARY BY 10 MINUTES BEFORE OR AFTER

CHILDREN 9 & UNDER MUST BE ACCOMPANIED BY AN ADULT
CHILDREN 5 & UNDER RIDE FREE

OPERATING WITHIN THE CITY LIMITS OF KIRKSVILLE AT THESE DESIGNATED STOPS
MONDAY THROUGH FRIDAY 7 AM TO 6 PM

BUS WILL NOT RUN ON THE FOLLOWING HOLIDAYS:

JANUARY 1ST -New Years Day ■ 3RD MONDAY IN FEBRUARY- President's Day ■ LAST MONDAY IN MAY- Memorial Day ■ JULY 4TH-Independence Day ■ 1ST MONDAY IN SEPTEMBER- Labor Day ■ NOVEMBER 11TH – Veterans Day ■ LAST THURSDAY IN NOVEMBER – Thanksgiving Day ■ DECEMBER 25TH- Christmas Day

Stop #	Stop Name	MONDAY THROUGH FRIDAY SCHEDULE
1	Kirksville Gardens Apartments	7:00 AM
2	Adair County Health Dept.	7:02 AM
3	Sheraton Square Apartments	7:05 AM
4	Hy-Vee Food & Drug	7:08 AM
5	Village 76	7:11 AM
6	Fjeld Arms Apartments	7:17 AM
7	Wal-Mart	7:21 AM
8	Aldi's	7:24 AM
9	Family Services/Voc Rehab Offices 1612 N Osteopathy	7:27 AM
10	Missouri & Main Street Parking Lot	7:31 AM
11	Gutensohn Clinic	7:33 AM
12	St. Andrew's Apartments	7:35 AM
13	Michigan Street/ Sheltered Workshop	7:37 AM
14	Truman State University/ Franklin & Randolph	7:39 AM
15	Preferred Family Healthcare (LaHarpe Campus)	7:42 AM
16	Kirksville Heights Apartments	7:44 AM
17	Northeast Regional Health & Fitness Center	7:46 AM
18	High Hope 906 East Shepherd	7:48 AM
19	Ponderosa Restaurant	7:50 AM

WILL RETURN
TO EACH STOP
APPROXIMATELY
EVERY HOUR
MONDAY-FRIDAY
7 am to 6 pm

TO SCHEDULE A RIDE TO OR FROM A STOP NOT ON THE SCHEDULE PLEASE CALL (660) 665-8404
Comments or questions can be e-mailed to kirktran@kirksvillemcity.com or mailed to PO 74

Revised 3/17/08

Kirk-Tran
Monthly Financial Comparison
Calendar Year 2008

	Actual June	Budgeted June	Monthly Difference	Actual YTD	Budgeted YTD	YTD Difference	Notes:
Income							
MO-DOT/OATS	\$4,998	\$8,845	(\$3,847)	\$41,335	\$53,070	(\$11,735)	
Kirksville Regional Center	\$10,000	\$833	\$9,167	\$10,000	\$5,000	\$5,000	Annual Amount Received June 2008
City of Kirksville In-Kind	\$1,048	\$1,048	\$0	\$6,288	\$6,288	\$0	
City of Kirksville Cash	\$0	\$1,250	(\$1,250)	\$15,000	\$7,500	\$7,500	Annual Amount Receivable(December 08)
Advertising Sales	\$1,100	\$438	\$662	\$2,100	\$2,628	(\$528)	
Fares	\$366	\$1,163	(\$797)	\$5,199	\$6,978	(\$1,779)	Bus Trip Fares/Bus Tickets
High Hope Employment Fares	\$788	\$801	(\$14)	\$4,575	\$4,806	(\$231)	High Hope-Milan Route
Adair County SB 40	\$0	\$1,667	(\$1,667)	\$20,004	\$10,002	\$10,002	Amount Received (March)
Private Contributions/Donations	\$0	\$0	\$0	\$10	\$0	\$10	
Investment Earnings	\$26	\$0	\$26	\$105	\$0	\$105	
TOTAL REVENUE	\$18,325	\$16,045	\$2,280	\$104,616	\$96,272	\$8,344	
Expenses							
OATS Bus Service Contract	\$9,276	\$15,918	(\$6,642)	\$74,474	\$95,508	(\$21,034)	(note:MO-DOT/OATS funds & Bus Fares=\$51,109)
Administration (In-Kind)	\$1,048	\$1,048	\$0	\$6,288	\$6,288	\$0	
Advertising & Promotion	\$9	\$150	(\$141)	\$789	\$900	(\$111)	
TOTAL EXPENSES	\$10,333	\$17,116	(\$6,783)	\$81,551	\$102,696	(\$21,145)	Large variance due to annual funds already received from K.V. Regional Office and SB 40
Excess Revenues Over Expenditures	\$7,993	(\$1,071)	\$9,063	\$23,065	(\$6,424)	\$29,489	

Fuel Surcharge: May-\$353, June-357

**CITY OF KIRKSVILLE
KIRK-TRAN PROGRAM RECEIPTS AND DISBURSEMENTS
INCEPTION (JANUARY 2002) THROUGH JUNE 30, 2008**

State and Federal Grants		261,313.30
State Grant #1 (ended 9/02)	31,212.00	
State Grant #2 (grant award \$30,600 11/02 thru 9/03)	30,525.43	
State Grant #3 (grant award \$15,000 2/1/04 thru 1/31/05)	15,000.00	
Federal Grant #1 (grant award \$97,500 thru 9/03)	96,450.38	
Federal Grant #2 (grant award \$97,500 thru 9/04)	88,125.49	
Fares		50,985.00
Contributions		89,256.18
Adair County SB40-Integrated Transportation System		20,004.00
City Cash Match		72,500.00
Advertising		17,512.50
Investment Earnings		1,204.94
Miscellaneous		<u>171.89</u>
	Total Program Receipts	512,947.81

Disbursements

OATS Contractual Services		415,477.06
Postage		544.20
Public Information		5,303.27
Printing and Copying		3,335.91
Voucher Reimbursements		<u>50,147.00</u>
	Total Program Disbursements	<u>474,807.44</u>
	Excess of Revenues Over Expenditures	<u>38,140.37</u>

07/15/08

**CITY OF KIRKSVILLE
PUBLIC TRANSIT (KIRK-TRAN)
STATEMENT OF REVENUES AND EXPENDITURES (UNAUDITED)
FOR THE SIX MONTHS ENDED JUNE 30, 2008**

Revenues

Fares-High Hope	4,575.00	
Fares-Other	825.00	
Adair County SB40-Integrated Transportation System	20,004.00	
Contributions	10,010.00	
Transfer In-City of Kirksville	15,000.00	
Advertising	2,100.00	
Investment Earnings	<u>104.71</u>	
Total Revenues		52,618.71

Expenditures

Miscellaneous Contractual Services	28,764.11	
Public Information	570.00	
Printing and Copying	158.04	
Postage	<u>61.15</u>	
Total Expenditures		<u>29,553.30</u>

Excess of Revenues Over (Under) Expenditures 23,065.41

07/15/08

Fast facts

Who can ride

OATS buses with the Kirk-Tran name and logo are available to all residents within a 15-mile radius of downtown Kirksville, regardless of age or income.

- Handicapped accessible

Hours of operation

- Monday through Friday
- 6 a.m. to 6 p.m. (*Demand-Response*)
- 7 a.m. to 6 p.m. (*Fixed Route*)

Cost

- *Demand-Response*: \$2 for each time a passenger boards the vehicle anywhere inside the Kirksville city limits or \$3.00 outside of the city limits but within a 15 mile radius of downtown Kirksville
- *Fixed Route*: \$2 for each time a passenger boards the vehicle at one of the 19 local bus stops
- \$20 punch cards good on all routes are available at City Hall
- \$15 coupon books—good for 10 stops on the Fixed Route only—are available from the fixed route driver or at Kirksville City Hall.

Dispatch Hours/Information

Reserve your ride today by calling the Kirk-Tran *Demand-Response* dispatch office:

- 665-8404 or 1-877-666-KIRK
- Monday through Friday
- 8 a.m. to 12 noon & 1 p.m. to 3 p.m.

For general information

call 627-1224 or e-mail: kirktran@kirksvillecity.com

Fixed Route

Beginning July 31, 2006 Kirk Tran began offering a fixed route service. This route operates Monday–Friday, 7 a.m.–6 p.m. and includes the following stops. The route will repeat this schedule each hour. *Times may vary by 10 minutes before or after scheduled time.*

Kirksville Gardens Apartments	7:00 a.m.
Adair County Health Department	7:02 a.m.
Sheraton Square Apartments	7:05 a.m.
Hy-Vee Food & Drug	7:08 a.m.
Village 76/K.V. Housing Authority	7:11 a.m.
Fjord Arms Apartments	7:17 a.m.
Wal-Mart	7:21 a.m.
Aldi's	7:24 a.m.
Family Services/Voc. Rehab Offices, 1612 N. Osteopathy	7:27 a.m.
Missouri/Main St. Parking Lot	7:31 a.m.
Gutensohn Clinic	7:33 a.m.
St. Andrew's Apartments	7:35 a.m.
Michigan Street/Sheltered Workshop	7:37 a.m.
Truman State University/Franklin & Randolph	7:39 a.m.
Preferred Family Healthcare (LaHarpe Campus)	7:42 a.m.
Kirksville Heights Apartments	7:44 a.m.
Northeast Regional Fitness Ctr	7:46 a.m.
High Hope, 906 East Shepherd	7:48 a.m.
Ponderosa Restaurant	7:50 a.m.

Kirksville's public transportation system

KIRK-TRAN

Need A Ride? Dial 665-8404 or visit one of the 19 local Kirk-Tran Bus Stops.

the Kirk-Tran

Story



What is Kirk-Tran?

KIRK-TRAN is the only fully accessible public transit service in Kirksville and Adair County. Kirk-Tran is administered by the City of Kirksville in cooperation with a volunteer advisory committee made up of local citizens.

Kirk-Tran provides a **Demand-Response** system in addition to a **Fixed Route** bus system.

To utilize the **Demand-Response** system, patrons contact the dispatch office at 665-8404 to schedule a ride which may include door to door service for inside Kirksville or within a 15 mile radius of downtown. This system operates from 6:00 AM to 6:00 PM, Monday-Friday.

The **Fixed Route** system travels along a set route in Kirksville between the hours of 7:00 AM to 6:00 PM, Monday-Friday. Nineteen area stops are located throughout Kirksville. Each stop can be identified by a blue Kirk-Tran Bus Stop sign. A reservation is not required for this route.

Why Kirk-Tran?

KIRKSVILLE BELIEVES THAT accessible public transportation is a valuable asset to help meet the needs of all local citizens.

Need A Ride? Dial 665-8404 or visit one of the 19 local Kirk-Tran Bus Stops.

For general information call 627-1225 or e-mail: kirktran@kirksvillecity.com

Revised: 4/4/08

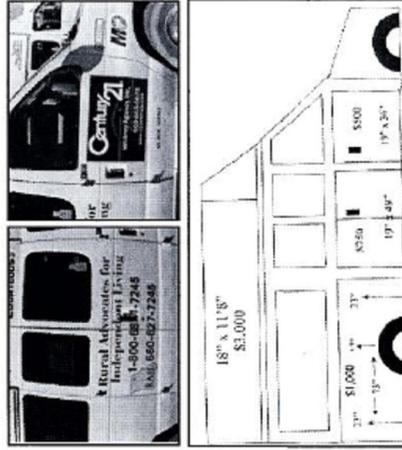
How is it funded?

KIRK-TRAN is currently funded through cooperative agreements between the City of Kirksville, the Kirksville Regional Office, OATS, MO-DOT, and Adair County SB 40.

Advertising Opportunity

As another source of revenue, Kirk-Tran has advertising spots for sale on its buses.

If you are interested in this advertising opportunity, call 660-627-1224 for more information.



Bus advertising packages (listed prices are on an annual basis)

Kirk-Tran

KIRK TRAN ROSTER

Donna Brown	Region II Council 1702 E. LaHarpe Kirksville, MO 63501
Cherie Bryant	City of Kirksville 201 South Franklin Kirksville, MO 63501
Ruth Carter	196 Valley Forge Drive Kirksville, MO 63501
Terry Combs	Chariton Valley Association 905 East George Kirksville, MO 63501
Sara Davis	Advocate
Ruby Doss	St. Andrews 500 South Osteopathy Kirksville, MO 63501
Jamie Graham	190 Valley Forge Drive Kirksville, MO 63501
Jack Kelly	Twin Pines Adult Care Center 316 North Osteopathy Kirksville, MO 63501
Mari Macomber	City of Kirksville 201 S. Franklin Kirksville, MO 63501
Theresa Myers	Rural Advocates for Independent Living 1100 South Jamison Kirksville, MO 63501
Bill Smith	High Hope P.O. Box 67 Milan, MO 63556
Kathy Stewart	Kirksville Regional Center 1702 East LaHarpe Kirksville, MO 63501

Sheree
Webb

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Missouri Revised Statutes
Chapter 71
Provisions Relative to All Cities and Towns
Section 71.012

August 28, 2007

**Annexation procedure, hearing, exceptions (Perry County, Randolph County)--
contiguous and compact defined--common interest community, cooperative and
planned community, defined--objection, procedure.**

71.012. 1. Notwithstanding the provisions of sections 71.015 and 71.860 to 71.920, the governing body of any city, town or village may annex unincorporated areas which are contiguous and compact to the existing corporate limits of the city, town or village pursuant to this section. The term "contiguous and compact" does not include a situation whereby the unincorporated area proposed to be annexed is contiguous to the annexing city, town or village only by a railroad line, trail, pipeline or other strip of real property less than one-quarter mile in width within the city, town or village so that the boundaries of the city, town or village after annexation would leave unincorporated areas between the annexed area and the prior boundaries of the city, town or village connected only by such railroad line, trail, pipeline or other such strip of real property. The term "contiguous and compact" does not prohibit voluntary annexations pursuant to this section merely because such voluntary annexation would create an island of unincorporated area within the city, town or village, so long as the owners of the unincorporated island were also given the opportunity to voluntarily annex into the city, town or village. Notwithstanding the provisions of this section, the governing body of any city, town or village in any county of the third classification which borders a county of the fourth classification, a county of the second classification and Mississippi River may annex areas along a road or highway up to two miles from existing boundaries of the city, town or village or the governing body in any city, town or village in any county of the third classification without a township form of government with a population of at least twenty-four thousand inhabitants but not more than thirty thousand inhabitants and such county contains a state correctional center may voluntarily annex such correctional center pursuant to the provisions of this section if the correctional center is along a road or highway within two miles from the existing boundaries of the city, town or village.

2. (1) When a verified petition, requesting annexation and signed by the owners of all fee interests of record in all tracts of real property located within the area proposed to be annexed, or a request for annexation signed under the authority of the governing body of any common interest community and approved by a majority vote of unit owners located within the area proposed to be annexed is presented to the governing body of the city, town or village, the governing body shall hold a public hearing concerning the matter not less than fourteen nor more than sixty days after the petition is received, and the hearing shall be held not less than seven days after notice of the hearing is published in a newspaper of general circulation qualified to publish legal matters and located within the boundary of the petitioned city, town or village. If no such newspaper exists within the boundary of such city, town or village, then the notice shall be published in the qualified newspaper nearest the petitioned city, town or village. For the purposes of this subdivision, the term "common-interest community" shall mean a condominium as said term is used in chapter 448, RSMo, or a common-interest community, a cooperative, or a planned community.

(a) A "common-interest community" shall be defined as real property with respect to which a person, by virtue of such person's ownership of a unit, is obliged to pay for real property taxes, insurance premiums, maintenance or improvement of other real property described in a declaration. "Ownership of a unit" does not include a leasehold interest of less than twenty years in a unit, including renewal options;

(b) A "cooperative" shall be defined as a common-interest community in which the real property is owned by an association, each of whose members is entitled by virtue of such member's ownership interest in the association to exclusive possession of a unit;

(c) A "planned community" shall be defined as a common-interest community that is not a condominium or a cooperative. A condominium or cooperative may be part of a planned community.

(2) At the public hearing any interested person, corporation or political subdivision may present evidence regarding the proposed annexation. If, after holding the hearing, the governing body of the city, town or village determines that the annexation is reasonable and necessary to the proper development of the city, town or village, and the city, town or village has the ability to furnish normal municipal services to the area to be annexed within a reasonable time, it may, subject to the provisions of subdivision (3) of this subsection, annex the territory by ordinance without further action.

(3) If a written objection to the proposed annexation is filed with the governing body of the city, town or village not later than fourteen days after the public hearing by at least five percent of the qualified voters of the city, town or village, or two qualified voters of the area sought to be annexed if the same contains two qualified voters, the provisions of sections 71.015 and 71.860 to 71.920, shall be followed.

3. If no objection is filed, the city, town or village shall extend its limits by ordinance to include such territory, specifying with accuracy the new boundary lines to which the city's, town's or village's limits are extended. Upon duly enacting such annexation ordinance, the city, town or village shall cause three certified copies of the same to be filed with the county assessor and the clerk of the county wherein the city, town or village is located, and one certified copy to be filed with the election authority, if different from the clerk of the county which has jurisdiction over the area being annexed, whereupon the annexation shall be complete and final and thereafter all courts of this state shall take judicial notice of the limits of that city, town or village as so extended.

(L. 1976 H.B. 1362, A.L. 1978 S.B. 738, A.L. 1980 H.B. 1110, A.L. 1986 H.B. 1135 merged with H.B. 1261, A.L. 1989 H.B. 487, A.L. 1990 H.B. 1536, A.L. 1993 S.B. 376, A.L. 1995 H.B. 414, A.L. 1996 H.B. 1237, A.L. 1998 H.B. 1352, A.L. 1999 S.B. 160 & 82, A.L. 2005 H.B. 58, A.L. 2007 H.B. 459 merged with S.B. 22 merged with S.B. 30)

Missouri Revised Statutes

Chapter 71
Provisions Relative to All Cities and Towns
Section 71.016

August 28, 2007

Annexation of noncontiguous territory, when allowed.

71.016. Whenever fifty percent or more of the area of a city, town, or village organized under the laws of this state is liable to be inundated as a result of the construction of a lake, reservoir or other body of water, and it is determined by the legislative body of the city, town, or village, that it is impracticable to annex adjacent or contiguous territory to afford the necessary additional area for the city, town, or village, the legislative body of the city, town, or village may extend its governmental authority over a new townsite in the manner provided in sections 71.016 to 71.019.

Elected Officials And NIMS Training

Q: Is NIMS training required of chief elected and/or appointed officials?

A: Yes. All elected and/or appointed officials directly involved in emergency operations should successfully complete IS-700 NIMS: An Introduction, ICS-100 and ICS-200. Otherwise, at the minimum, local chief elected and appointed officials should complete IS-700. These courses are available at training.fema.gov/emiweb/IS/crslist.asp.

Q: What do elected and appointed officials need to do promote NIMS implementation?

A: Elected and appointed officials play an important leadership role in the NIMS implementation process. The benefit of NIMS is most evident at the local level, when a community as a whole prepares for and provides an integrated response to an incident. Chief elected and appointed officials need to be involved in all aspects of NIMS implementation to include the following:

- Adopt NIMS at the community level for all government departments and agencies and encourage NIMS adoption and use by associations, utilities, non-government organizations and the private sector.
- All of the NIMS command and management systems (ICS, multi-agency coordination systems and public information systems) require the direct involvement of chief elected and appointed officials in a community during emergencies/disasters.

NIMS requires all Emergency Operating Procedures (EOPs), and standard operating procedures/ guidelines (SOPs/ SOGs) to incorporate NIMS components, principles and policies, to include emergency planning, training, response, exercises, equipment, evaluation, and corrective actions. Chief elected and appointed officials in a community need to be directly involved in these NIMS preparedness elements, especially the elements dealing with exercising community emergency management policies, plans, procedures and resources

