

CITY COUNCIL STUDY SESSION

TO: Mayor and City Council
FROM: Mari E. Macomber, City Manager ^{MSM}
SESSION DATE: July 6, 2009
TIME: 5:00 p.m.
PLACE: Second Floor Conference Room

We will be in the Second Floor Conference Room on Monday for the Study Session and will need to adjourn by 5:50 p.m.

AGENDA:

- **Airport Update**
- **Public Emergency Notification System**
- **Newsletter Review – July 3, 2009**

AIRPORT UPDATE

Transportation plays a key role in the development of communities. The quality and availability are two important variables affecting community growth and economic vitality. Aviation is an important element in this overall transportation network.

The Kirksville Regional Airport is located seven miles southeast of the city limits. It was constructed in the 1930's as a military auxiliary field. In the 1940s, the facility was used for military pilot training and had 70 based aircraft and instructors. In the late 1950s, the runway was extended to 3,870 feet to accommodate Ozark Airline services. The terminal building was dedicated in 1971 and presently services the area's air passengers and houses the ticket counter for Air Choice one and the Transportation Security Administration flight screening personnel. The airport has fourteen t-hangars and airplane tie downs on the apron.

Over the years improvements have been made to this airport, making it one of the finer general aviation facilities in the state. The primary runway is 100 feet wide by 6,000 feet long. The City's airport was designated an entitlement airport allowing MoDOT to provide funding of up \$150,000 each year since 2001 toward significant capital projects with priority toward safety and federally mandated requirements for Part 139 Airports. Part 139 airports are those able to provide commercial air service. The requirements for Part 139 airports are greater than those for general aviation. The City has partnered with both MoDOT and the Federal Aviation Administration to meet these requirements. Recent improvements have included improvements to the taxiway, apron, airport lighting, signage, wind cone and the construction of an 80 x 80 hangar building and a Fixed Base Operation (FBO) building. The most significant recent improvements made

to the airport include the installation of the Instrument Landing System which was made possible through support of Senator Bond. The ILS is a ground-based instrument approach system that provides precision guidance to an aircraft approaching and landing on a runway, using a combination of radio signals and high-intensity lighting arrays to enable a safe landing during weather conditions such as low ceilings or reduced visibility due to fog, rain, or blowing snow. The other improvements were the addition of the new FBO building and the 80 x 80 T- hangar building recently sold to K-REDI. Aside from this hangar building, there are a few other private hangar buildings located on airport property.

The airport generates operating funds through the sale of aircraft fuel, hangar rentals, airplane tie down fees, private hangar ground leases, and rents paid for the commercial air carrier and the TSA. Funds are also received from the City's General Fund, Capital Improvement Sales Tax and Transportation Sales Tax totaling \$159,970. The largest source of income for the airport is generated through fuel sales – 100 Octane and Jet-A. Fuel sales total approximately \$400,000 each year.

In the last few months we have had some issues arise with our fuel farm. The first being compliance issues required by the Missouri Department of Natural Resources, the second issue is the card reader used by pilots 24/7 has quit and can not be repaired. Estimates to replace exceed \$17,000, and other issues are a result of the age of the system and new regulations that have come into play. There are no funds in the airport budget to address all of these issues. After a recent inspection, a deficiency was identified and corrected, at the return inspection, the DNR inspector informed us that other work needed to be completed and that it was missed during the last inspection. One of the problems we have is that the vendors who do this work are not local, so there are transportation costs we incur each time the vendor is dispatched to our facility.

Recommended Action:

We will work to address as many of the fuel farm issues as we can within our existing budget, but would like the City Council to authorize the expenditure of additional Capital Improvement Sales Tax Funds when and if needed.

PUBLIC EMERGENCY NOTIFICATION SYSTEM

The City of Kirksville is dedicated to protecting the citizens and visitors before, during and after a disaster. This dedication was tested during the May tornado, and I believe the City put its best foot forward to aide those in need. Disasters can come in many different forms and can include: earthquakes, chemical spills, fires, floods, tornados, winter storms, heat waves and even terrorist situations. Since 2001, we have been working to maintain a level of preparedness to address disasters as they occur, and since that time we have had winter storms, flooding and the recent tornado. There has been much concern and discussion over the City's outdoor warning system.

The outdoor warning system is just one of several ways to communicate a disaster or emergency to the community. The City utilizes an array of tools to alert the community

to emergency conditions of all types. All of the tools listed below comprise the City's Early Warning System. Regardless of the various methods of notification, it is still the responsibility of everyone to prepare for disasters and respond accordingly.

Outdoor Warning System

Kirksville's Warning System is a 30 year old system designed to notify residents and visitors of potential hazards, weather and other emergencies. The system is operated by the E911 Center and currently uses 4 sirens to sound alerts. There was a fifth siren located in Rotary Park, which was removed several years ago.

Emergency Alert System

The Cable Interrupt System pre-empts local programming for cable subscribers in Kirksville. Regardless of which cable channel is being watched, the screen will fade to black. After a short tone, a voice will explain why the sirens are sounding and give instructions about what actions to take.

ATNS

The Automated Telephone Notification System (ATNS) was purchased by the City in 2006. This is a notification system that allows the City to communicate critical emergency information to residents. The system can quickly deliver a voice message to telephones throughout the City and County. The system is intended to be used to make calls to affected community during emergencies in which there is a threat to life or property. Examples of such emergencies include critical missing person reports, natural disasters, hazardous materials or wildfire evacuation orders, and alerts of other eminent dangers.

Using a database that contains all of the telephone numbers in Kirksville and an integrated mapping program, the ATNS is able to isolate any specific geographic area and display the exact list of residential and business telephone numbers within it. For example, authorized personnel could identify all numbers within a specific area of the community. The City's Police, Fire, Public Works, Adair County Sheriff, Adair County Ambulance District and rural fire district personnel are then able to create and send information or instructive messages to those telephones through the E911 Center.

NOAA All Hazard Weather Radio

NOAA All Hazard Weather Radios serve as a personal warning siren for the individual residence. Working with the Federal Communication Commission's (FCC) Emergency Alert System, National Weather Radio (NWR) is an "All Hazards" radio network, making it the single source for comprehensive weather and emergency information. In conjunction with Federal, State, and Local Emergency Managers and other public officials, NWR also broadcasts warning and post-event information for all types of hazards including natural environmental (such as chemical releases or oil spills), and public safety (such as AMBER alerts or 911 Telephone outages).

Non-Emergency Systems

The City has also implemented several non-emergency communication tools. The City's website is available for citizens 24 hours a day. To enhance our emergency notification system, the website could be expanded to include the information contained in this report along with information on frequently asked questions like "When will the outdoor warning system be activated?" or "How am I supposed to be warned of potential threats if I am inside?" or "What radio stations participate in the emergency alert system?"

The recent addition of TextCaster for use of the Parks and Recreation Department has given instant information to residents on the go. TextCaster is a permission-based wireless text message and email service developed, owned and provided by Mobile Media Technologies, and is available for the purpose of enhancing communication with patrons who choose to opt-in and participate in the text message and email service. It allows the Department to send an unlimited number of text messages and emails to patrons who sign-up for the service.

Monday's Discussion

Included with this cover Memorandum is a report from Randy Behrens, Fire Chief and Emergency Management Director. The report focuses on two components – 1) Outdoor Warning Sirens; and 2) Emergency Shelters. The report includes the current coverage area of the existing siren system. These sirens were located to cover public outdoor spaces. We want to spend some time explaining the current outdoor warning system and then ideas for improvement.

Recommended Action:

Discuss the merits of enhancing the emergency warning system.

NEWSLETTER REVIEW – June 12, 2009

Attachments

Airport Staff Report from David Hall
Emergency Notification System Staff Report from Randy Behrens
Presidential Disaster Declarations since 1967

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Airport Update

STUDY SESSION MEETING DATE: June 15, 2009

CITY DEPARTMENT: Airport

PREPARED BY: David A. Hall, Airport Director

The Kirksville Regional Airport is one of eight commercial service airports in the state of Missouri and the only commercial service airport north of the I70 corridor. It is part of the National Plan of Integrated Airports System (NPIAS) and serves the aviation needs for many both public and private. Funding for the airport is primarily from the Federal Aviation Administration's Airport Improvement Plan (AIP) and is administered by MoDOT Aviation as Missouri is a block grant state. This along with state and local funds in addition revenues from fuel sales provide for operating capital for Kirksville Regional Airport. To receive state or federal funding, all proposed airport improvement projects must be shown on an approved Airport Layout Plan (ALP). This document will be presented to the Council on Monday evening. Below is a list of eligible AIP projects.

Examples of Eligible Versus Ineligible AIP Projects

Eligible Projects

Runway construction/rehabilitation
Taxiway construction/rehabilitation
Apron construction/rehabilitation
Airfield lighting
Airfield signage
Airfield drainage
Land acquisition
Weather observation stations (AWOS)
NAVAIDs such as REILs and PAPIs
Planning studies
Environmental studies
Safety area improvements
Airport layout plans (ALPs)
Access roads only located on airport property
Removing, lowering, moving, marking, and lighting hazards
Glycol Recovery Trucks/Glycol Vacuum Trucks

Ineligible Projects

Maintenance equipment and vehicles
Office and office equipment
Fuel farms
Landscaping
Artworks
Aircraft hangars
Industrial park development
Marketing plans
Training
Improvements for commercial enterprises
General aviation terminal buildings
Automobile parking lots
Maintenance or repairs of buildings

The Kirksville Regional Airport has undergone many changes the last several years for compliance with Federal Aviation Regulation (FAR) Part 139. Most of those changes are via AIP funded projects and were safety related. A new Fixed Base Operations

(FBO) building was constructed in 2005 and houses the ARFF equipment and provides for general aviation needs. A county road relocation for runway safety area expansion, runway rehabilitation, runway marking installation, rotating beacon replacement, and supplemental wind cone installation, are a few of the projects that have been completed. A complete new wildlife perimeter fence installation will begin sometime next month and should complete the known safety related components for compliance with FAR Part 139.

In July, 2007 the FAA funded the installation of a new CAT 1, Instrument Landing System (ILS) to runway 36 increasing our ultimate landing minimums to 200 ft & ½ mile. This along with a new Medium Intensity Approach Lighting System (MALSR) makes IRK a very attractive all weather airport destination.

July 2008 saw the change in air carriers at IRK from Mesa Airlines (Air Midwest) service to Kansas City to Air Choice One service to St. Louis. With many unhappy travelers that were left reeling from cancellations, delays, and all things bad, we have been very pleased with the reliability of Air Choice One. While we have some obstacles to overcome in the schedule, ticketing structure, and flight origination, we are able to advertise good quality service to St. Louis Lambert.

We are currently participating in a statewide commercial air service survey. This effort is being orchestrated by MoDOT Aviation in cooperation with the other rural commercial airports in the state. MoDOT Aviation, Columbia, Joplin, Waynesville, Cape Girardeau, and Kirksville have pooled their efforts to hire the Boyd Consulting Group, from Denver Colorado to analyze the air service needs for each community. Results of the survey should be available sometime later this year.

While we are in good shape as far as airfield safety improvements go, we are starting to see some shortcomings in FBO operation areas. The underground storage tanks and pumping equipment are starting to show their age (circa 1975). Between equipment failures and regulation changes, we are faced with substantial costs to upgrade our fueling equipment. The 100LL self-service credit card system has failed and is not cost effective to repair. The leak detection system is in need of upgrades, and we are having problems with the Jet A fuel pumping system on the underground storage unit. We have been informed that both of the underground storage tanks will need to be inspected and re-certified very soon. These fuel systems are the lifeblood of the airport. This is where we make the majority of our revenue. This service is crucial to our operation, and where we make the most profit.

Another concern is the deterioration of the airport entrance road. Last overlaid sometime around 1990, the surface is cracking, shoulders sagging, and many sink holes are starting to come to surface. Left uncorrected the sub-base will need attention.

The 2009 Kirksville Regional Air Festival is well on its way and plans are for a bigger and better show this year. The headliner is the US Army Golden Knight Parachute team. Dave Dacy Airshows will once again be the core of the performance with Jim

Maroney, Tony Kazian, and a DC-3 for aircraft rides and Ryan Cryder giving helicopter rides. If weather holds we will have a B52 flyover.

With the new fence installation the old "airport farmhouse" and a small acreage will effectively be insulated from the rest of the airport. This house is rented but is very, very poor condition and will eventually need to be razed.

Respectfully submitted,

David A. Hall

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Emergency Warning Sirens/Community Shelters

STUDY SESSION MEETING DATE: July 6, 2009

CITY DEPARTMENT: Kirksville Fire Department

PREPARED BY: Randy Behrens, Fire Chief

I. EMERGENCY WARNING SIRENS

In the past, the City Council discussed whether it should replace its aging emergency warning sirens or pursue an alternate way of notifying citizens in the event of a community emergency. Staff had estimated the cost of replacing its five pole-mounted outdoor warning sirens at \$110,000 (in 2000). No decisions were reached when last discussed in 2000. However, in 2007, the 911 Board, with support from the County Commission, proposed placing a County-wide 911 tax on the ballot. The items to be funded included a County-wide siren system. Based on the continuation of the Highway 63 funding measure, Council did not support this effort. The 911 tax initiative was not placed on the ballot.

The city's outdoor warning sirens were installed in the 1960s and were primarily intended to alert citizens in the event of an attack from a foreign country. They are more often used to warn residents of serious weather conditions which constitute a threat to life and/or property. All of the sirens have long ago exceeded their expected life. The one located at Swimming Pool Park was removed in 1998 to permit construction of the new Aquatic Center and was not reset. The attached maps show the original locations of the five sirens, the effective radius of each, and location and radius of the four sirens which still function. Even when fully functional, current placement does not cover the entire city.

This past spring has been a trying time for the Cities outdoor warning sirens. We have had ongoing problems with the sirens because of age and the company that we have maintaining them. It is difficult to find parts and someone with expertise in this outdated technology. This has been especially bad when we are trying to let the public know that the only times they should hear the out door warning sirens is during the monthly test or when there is a tornado approaching. In May we had the siren at Patryla Park sounding days before and the morning before the tornado hit. This confused the citizens and may have given some of them the impression that it was just another false alarm.

During this severe storm season we have had to call for siren repairs approximately 12 times. During the tornado we had to send out staff in the middle of the event to manually activate Patryla Park (which included handling hot electrical lines in the lightning/rain). During our most recent monthly test we had a 75% failure rate. What

was really scary about these failures is that the repair person appears to have just forgotten to plug components back in after servicing.

Citizens of Kirksville still need to be notified of rapidly approaching dangerous weather conditions, but the effectiveness of the outdoor warning sirens is questionable, particularly in light of new technologies. The general public still relies on hearing the outdoor warning sirens when severe weather is approaching and they expect to hear them in their homes even though they were never designed to notify those indoors.

The E-911 dispatch center has the ability to override the cable system to give the citizens a warning of severe weather. The dispatch center can also use the Automated Telephone Notification System (ATNS) to warn citizens (although this type of notification is limited in its practical use in rapidly developing weather events and has not been promoted as such). They also still set the warning sirens off to warn citizens of severe weather. All of these systems can warn citizens of severe weather but all three of these notifications systems have the following draw backs; citizens do not have cable, many no longer have land line telephones and have not requested that their cell phones be added to the ATNS data base, each requires that the limited 911 staff take complicated action at a time when they are incredibly busy, current sirens do not cover the entire city, and they can not hear the outdoor warning sirens in their homes.

For years the city has been proactive in attempting to educate its citizens regarding the limitations of the current warning systems (including sirens). It is just plain difficult to interest the public in any form of emergency preparedness/preparation (it will never happen to them). The emergency managers in the City of Kirksville have been promoting that citizens purchase weather radios. Weather radios which are activated by the National Weather Service in the event of a weather emergency are easy to purchase locally and at a reasonable cost of around \$30.00 each. All of the local TV and Radio Stations have emergency notification protocols to make additional public notifications. With a majority of homes having access to the internet and with the increased use of cell phones having internet there is a wide range of notification devices in Kirksville to warn citizens of severe weather.

Currently the outdoor sirens do not provide specific information about an emergency and their activation is often confused with periodic testing.

The question now is whether the city should phase out its old emergency sirens in favor of a system using sirens/voice alerts, this would allow a siren to sound and then give a voice command of what to do. We also could have the option of purchasing used sirens to add more sirens in Kirksville and having a different company service and maintain them. Blue Valley Public Safety is coming up to help evaluate our current sirens, and to put together a maintenance agreement for us. Blue Valley Public Safety has been installing sirens for several years and has been maintaining the same type of sirens that we have in other cities. Recently Novinger installed a new siren and Truman State University committed to adding voice capable sirens on campus.

II. COMMUNITY SHELTERS

One issue that was raised in the aftermath of the Kirksville tornado was the concept of community shelters.

Although some communities have such shelters, experience indicates that most do not.

The value to such shelters are 1) the potential to protect people during events requiring below ground protection and 2) to provide some piece of mind for those who may not have immediate access to such protections.

The disadvantages are many:

Does government get involved and potentially induce some type of legal reliance by building (or managing) such shelters.

Shelters are expensive.

How many do you need?

How many times each year would they be used?

What do you do with them when not in service?

If you try to secure them, between uses, how do you guarantee access at a moment's notice 24 x 7?

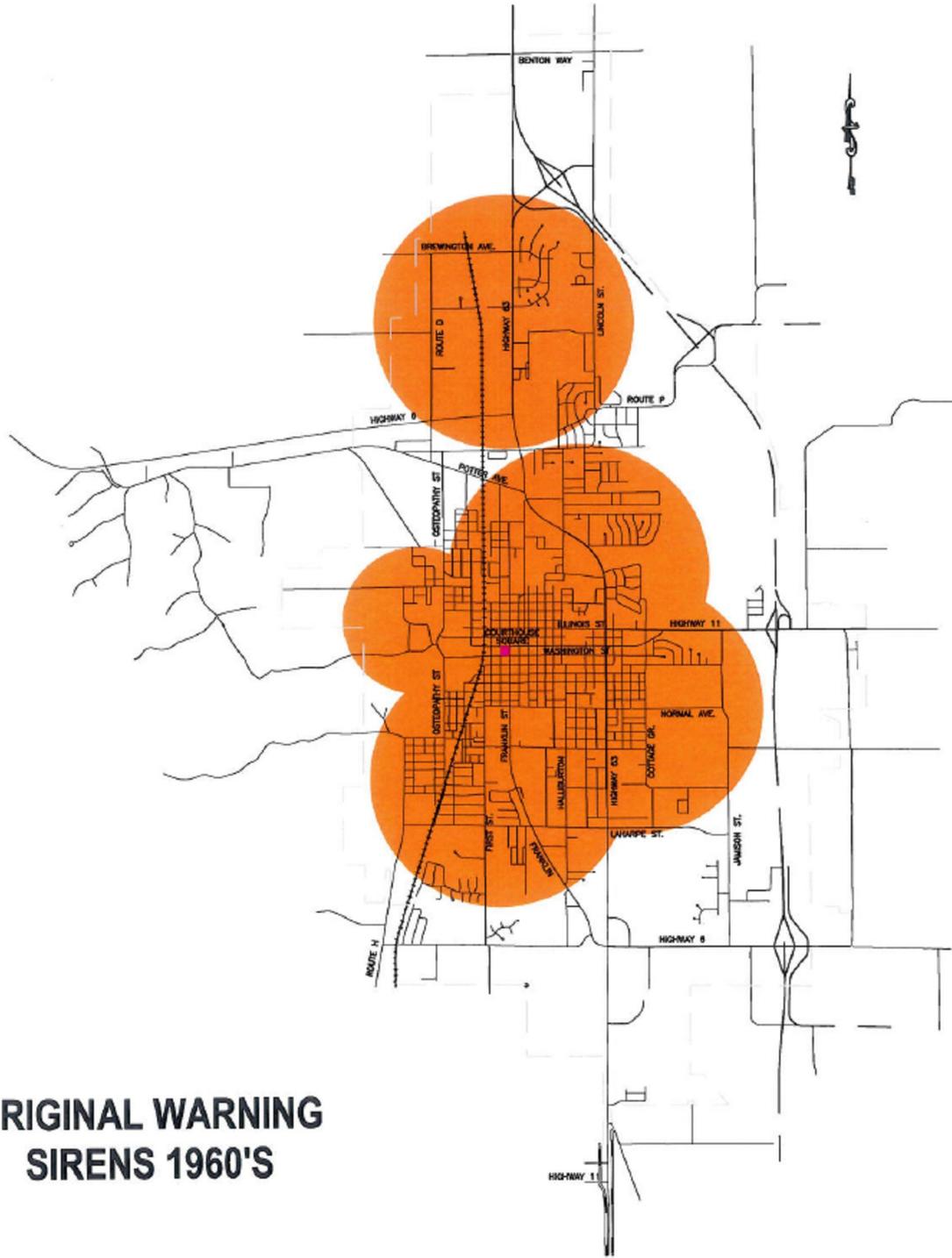
If you use shelters provided by non government resources how do you insure they are open when needed. You can not have people pounding on a door because the top three key holders are at a conference. You can not be changing them each year.

What happens when new ownership/management takes over?

What happens if injuries result from some sub-standard construction or design flaw?

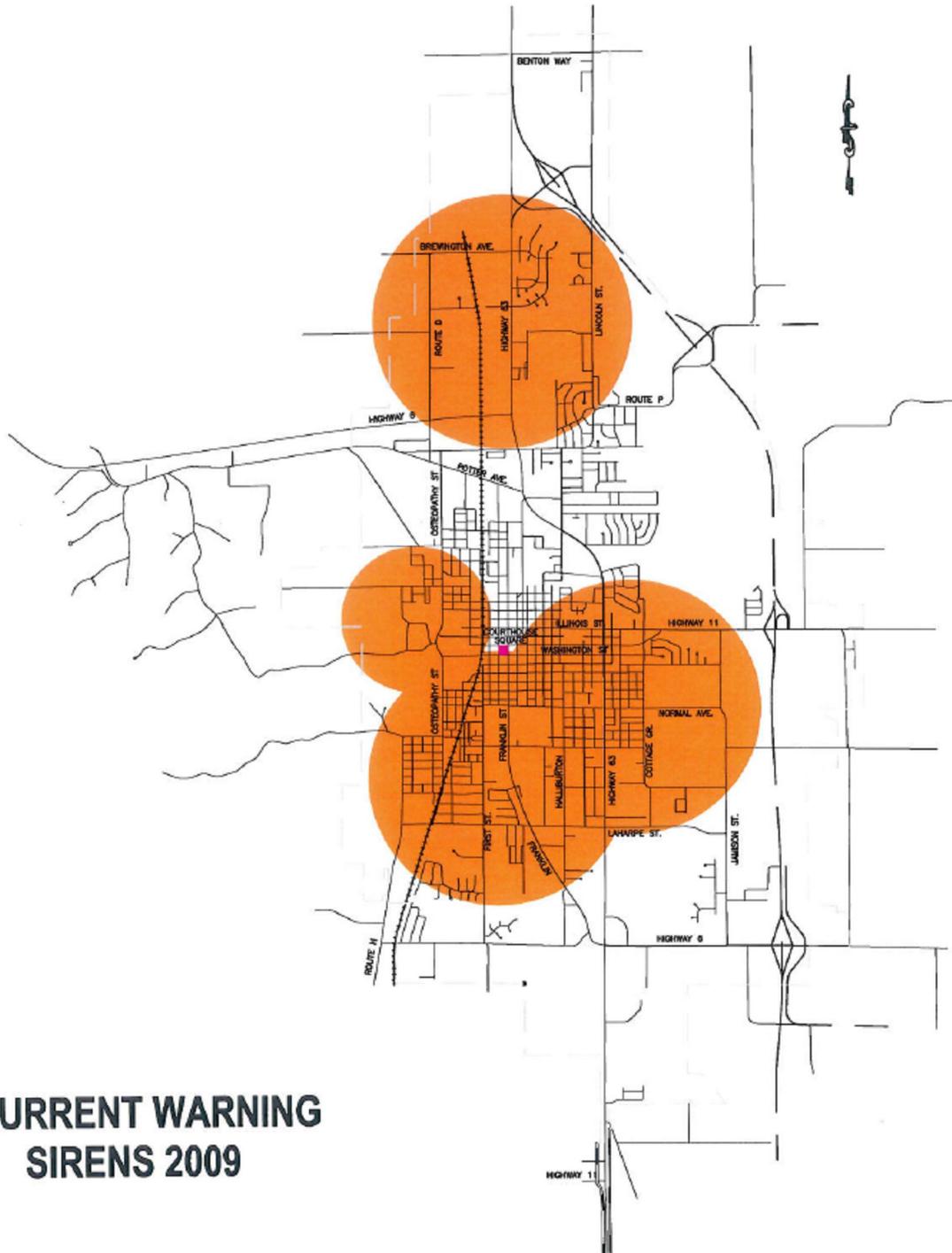
Can you require locations with high density mobile/manufactured homes (or other at risk structures), which fit some predetermined criteria, to build shelters? That is a question for the City Attorney. However, even if allowable, the expense involved would likely be prohibitive for most such locations. If residents can no longer live in such structures, where do they go?

At the conclusion of the tornado debriefing Major Bill Hogg, with the Salvation Army, was given the task to follow-up this idea with the Kirksville Interfaith Ministry.

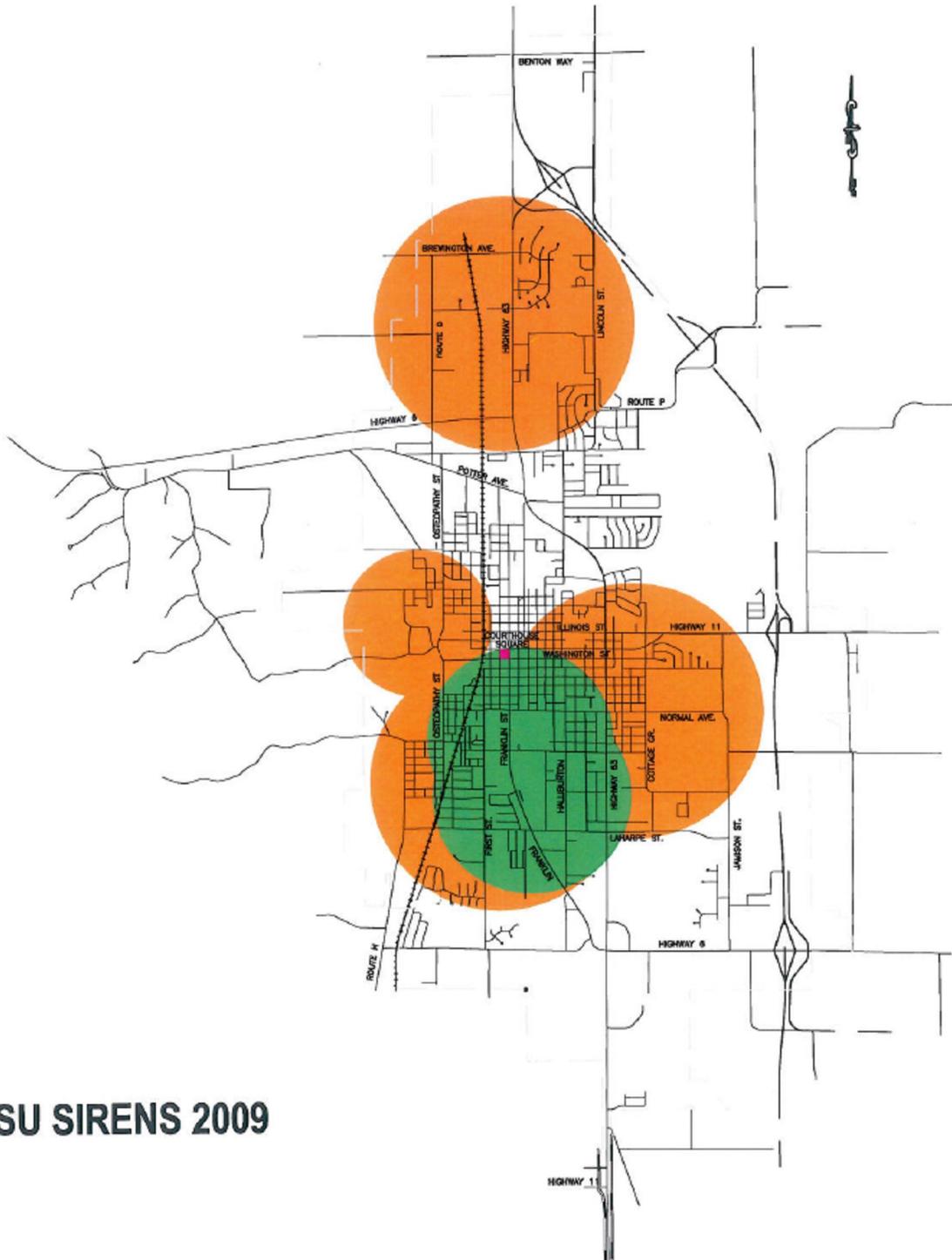


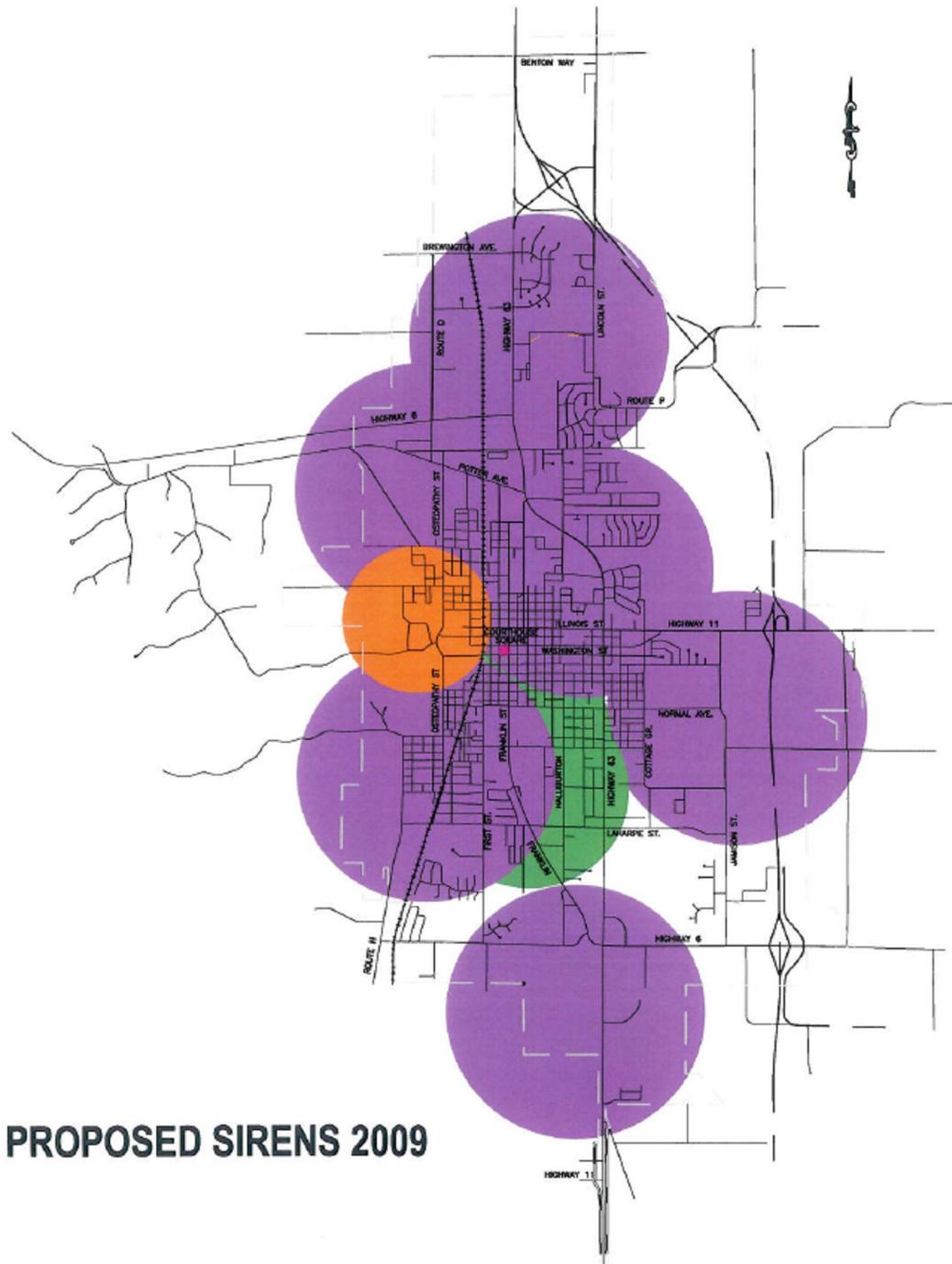
**ORIGINAL WARNING
SIRENS 1960'S**

CURRENT WARNING SIRENS 2009



TSU SIRENS 2009

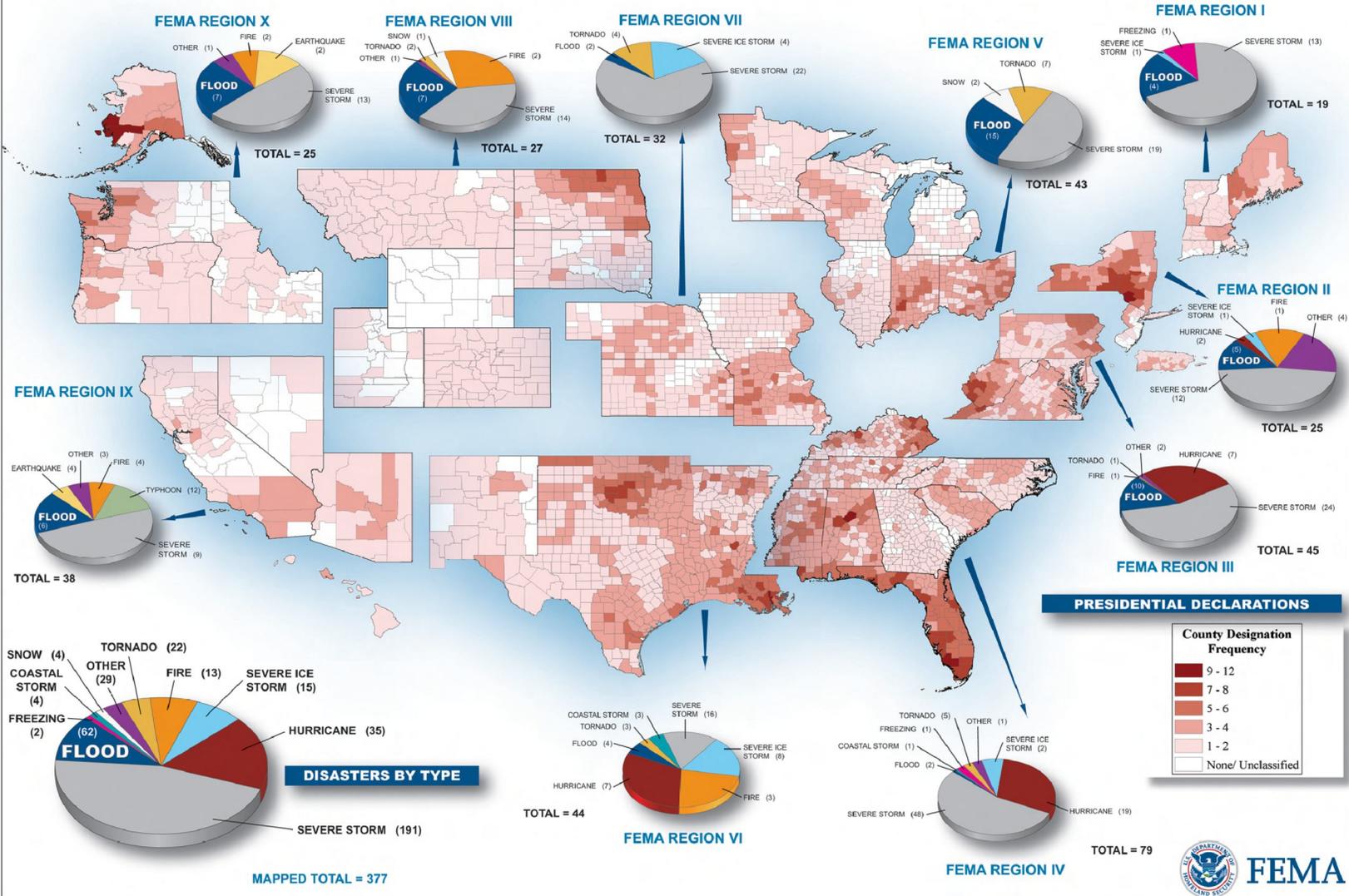




PROPOSED SIRENS 2009

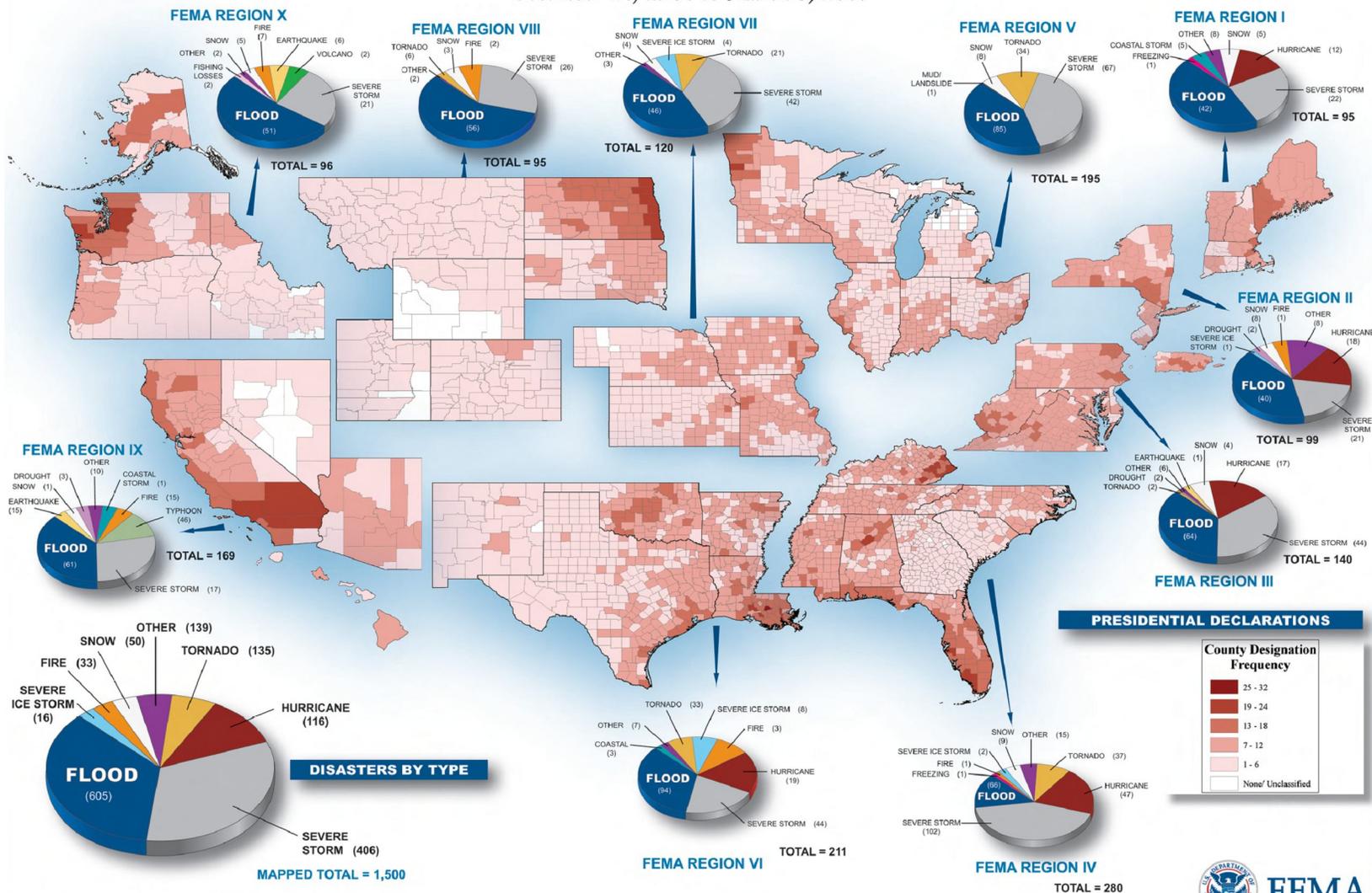
PRESIDENTIAL DISASTER DECLARATIONS

January 3, 2000 to March 3, 2007



PRESIDENTIAL DISASTER DECLARATIONS

December 24, 1964 to March 3, 2007



* Prior to December 24, 1964, 179 declarations did not have county designations. Therefore, of the total declared disaster (1,500), only 1,321 are included in the Mapped Total.

