

KIRKSVILLE CITY COUNCIL **NEWSLETTER . . .**

Mari E. Macomber, City Manager
May 18, 2012

SUBJECTS:

**DATES TO REMEMBER
AGENDA ADDITION
REGIONAL PLANNING COMMISSION
YARD SALES
EMERGENCY STORM SHELTERS FOR MOBILE HOME PARKS
MIRMA DENIED APPEAL
LEISURE WORLD NEW MANAGEMENT
HARDEES COMING TO TOWN
BOARD OF ADJUSTMENT
PREFERRED FAMILY HOUSING
SALES TAX BILL
ATSU BUILDING QUESTION
MAP COMPANY
EMERGENCY MANAGEMENT DRILLS**

DATES TO REMEMBER

5/19 – KBSA Opening Ceremonies – 10:30 am North Park
5/21 – City Council Study Session – 4:30 pm
5/21 – City Council Meeting – 6 pm
5/22 – Council on the Radio – 9 am
5/24 – NEMO Heart Health AED Celebration – 2 pm Alumni Room TSU Campus
5/28 – Memorial Day – City Offices Closed
5/29 – City/County Work Session – 3:30 pm at Courthouse
5/30 – Fiber Park Ribbon Cutting – 1:30 pm at Industrial Park
5/30 – Tour of Cenveo – 2 pm
5/30 – Dinner with AT&T Missouri President – 6 pm 1000 Hills State Park

AGENDA ADDITION

May 20 – 26 is National Public Works week. We would like to ask the Mayor to approve the attached proclamation. Since 1960, APWA has sponsored National Public Works Week. Across the nation, our more than 28,000 members use this week to energize and educate the public on the importance of the contribution of public works to their daily lives: planning, building, managing and operating the heart of our local communities and building the quality of life. APWA has selected “Public Works: Creating a Lasting Impression” as its theme for 2012’s National Public Works Week. The theme speaks to the never-ending effort of public works professionals to use sustainable solutions to bring their communities the highest possible quality of life within a framework of environmental, social, and economic responsibility.

REGIONAL PLANNING COMMISSION

On Monday evening, staff from our Regional Planning Commission will be in attendance at the Council meeting to give the Council and city staff an update on various projects that the RPC has been tasked with completing. Several of these projects are important to the City of Kirksville. Included with this Newsletter are a few documents from the RPC.

YARD SALES

A citizen recently made contact with Mayor Detweiler concerning the ongoing yard sales occurring at the corner of Baltimore and Illinois. I am aware of the location, and can attest that there are frequent sales. The citizen noted that:

"yard sale" occurs on Saturdays and Sundays throughout the year (and on weekdays in the summer) at the southwest corner of Normal and Baltimore Streets. This "yard sale" raises three issues:

1. It is not a yard sale; it is a business.
2. It is aesthetically unpleasing.
3. It creates dangerous situations. Yesterday, May 5, people attending the yard sale parked facing east in the bike lane, causing motorists traveling west to move into the west-bound lane or to stop in order to allow oncoming traffic to pass. In addition, some motorists who are gawking at yard sale items slow down and make a busy intersection hazardous.
4. There surely must be a way for the City Council to solve this problem. I am unaware of other similar yard sales' problems in Kirksville; however, if yard sales are a problem, perhaps the City Council could limit the number to three or four annually. Perhaps the City could require a permit. Or, perhaps the City could put an end to this particular yard sale at the corner of Normal and Baltimore."

The City Council did discuss the regulation of yard sales a few years ago and sought input from citizens through a survey. As a result of that discussion and the survey the Council chose not to make any changes. This particular property is owned by an individual who operates a second hand store in town. I will need to check with the City Attorney to determine if this action on the part of the property owner is really an extension of his business, as he is having the sales on a more frequent basis than when he first acquired the property. Does the Council wish to take further action or evaluate the current ordinance?

EMERGENCY STORM SHELTERS FOR MOBILE HOME PARKS

Councilmember Russell mentioned at the last Council meeting his interest in exploring the requirement of an emergency storm shelter at each of the existing mobile home or trailer parks in town. After some initial checking, I was told that one park does have an emergency shelter. This has not been verified but will be soon. Also, a local entity is working to establish its facility as an emergency shelter. City staff is working with this entity to develop the regulatory signage so that the shelter is easily identified and can be found by not only residents but visitors to the community. Would the Council like to discuss the requirement of a storm shelter or at a minimum the development of emergency response plans by the owners of these properties?

MIRMA DENIED APPEAL

On May 11, 2012 Risk Manager Jeanie Ewing and I attended the Mirma board meeting to appeal their denial of our claim for damages to the Standard Register building from the June 2011 wind storm. As you know, Mirma's denial was based on their commercial property exclusion D, item 22. This exclusion states that no coverage is provided to "any building owned by you or any building in which you have an equity interest which is used by any other entity, for manufacturing, assembly, fabrication or finishing of products." We presented our appeal based on the following:

1. That the damage was caused by a wind storm and not the entity that is currently leasing the facility.
2. That the exclusion was in place to protect Mirma members from third party negligence resulting in the destruction or damage to members buildings, not to deny property coverage due to acts of god.
3. That the City in good faith had acquired appropriate insurance coverage from our tenant in order to cover damages caused by the tenant.

We explained to the board that we were proud to be a member of Mirma since 1987 and that we appreciated their services. As a member of Mirma, we acknowledged that each City enjoys the benefit of being a part of the pool in which we share each other's losses. And that we understand why an exclusion to deny coverage is appropriate if a third party causes the loss. But in this situation, the damage was caused by natural acts. And as a landlord we are responsible to our tenant to repair damages that are not caused by their actions. We also pointed out that we acted swiftly to cover and protect our damaged building to eliminate further damage. The board asked about our tenant's coverage and we explained that they had a large deductible so there was no claim filed against their coverage. We also explained that we negotiated partial payment from the tenant in an effort to reduce the City's and Mirma's exposure. Unfortunately, we were notified by email on Thursday that the board decided to deny our appeal.

LEISURE WORLD NEW MANAGEMENT

First Frame Bowling Group is a Management Company of bowling alleys and have recently signed on to manage the Leisure World Complex. As part of that management, they are working on ways to promote bowling and introduce people to this sport. They are participating in the nationwide Kids Bowl Free Program. This is a summer program designed to promote bowling and introduce kids to the sport. It was noted that the interest in bowling is growing nationwide with high school and college programs. As part of their participation in this nationwide program, they will have a special shoe pass that can be purchased for only \$10.00 per participating child. That would mean that for the entire summer participating students will get 2 games of bowling per child and shoes everyday through September 3 for only \$10.00. Other passes are available.

HARDEES COMING TO TOWN

The former Hardees building located between Dairy Queen and Subway has sat vacant for a number of years. Citizens driving south on Baltimore will see a new sign out front saying that Hardees will be coming soon to Kirksville. City representatives met with the soon to be Kirksville store owners providing information about the community,

applicable business license rules and building code requirements. This should be exciting news for our residents, since Kirksville used to boast 3 Hardees at one time.

BOARD OF ADJUSTMENT

As previously mentioned to the Council, Adam Dorrell will be stepping down from the Board of Adjustment as of June 8. That is when he is moving to a new house just east out of the City Limits. Doyle Dover, who is currently an alternate, has agreed to move up to be a member of the board, if appointed by the Mayor. There are 3 individuals who have consented to replace Doyle as the alternate: David H. Norman, Greg Howard and Adam Davis. Let me know if the Council would like to consider one these individuals to serve as an alternate to the Board of Adjustment.

PREFERRED FAMILY HOUSING

None of the applications that were submitted to the Missouri Housing Development Commission for Kirksville were selected. This included two housing rehab projects and one new construction submitted by Preferred Family. I have communicated to Preferred Family Health that if they are desirous of resubmitting an application that the City would continue to work with them to support the project.

SALES TAX BILL

On May 16, the Legislature passed House Bill 1329. The bill was amended in the Senate to include language to reinstate the local sales tax for cars, boats, trailers, etc. purchased out of state. A recent Supreme Court decision had invalidated the sales tax and only allowed collection of a local use tax, which most municipalities and counties do not levy. The City has sent a letter to Governor Jay Nixon asking for his support of this legislation.

ATSU BUILDING QUESTION

At the last Council meeting, I was asked about the contractors hired to complete the work on the ATSU dental school. I inquired with Michael McManis, Vice President for Planning, Assessment and Institutional Effectiveness. He provided the attached letter explaining the selection of their contractor and sub-contractors. This is being provided in the event you receive any questions.

MAP COMPANY

A company called Hometown Productions has been producing maps of Kirksville and Adair County for several years, selling advertising to local businesses to pay for the cost of printing and as part of their business model. Prior to the printing of the map, the company has asked for the City to sign a document in support of the project. We had done this for a few years, but learned that there was an effort developing locally for the Chamber of Commerce to take on a project like this, so the last request for support was not signed. The maps came out and clearly show that the City endorsed the product and that any errors in the map were not the responsibility of this company. The map is incorrect as it does not have the new Highway 63 shown. The enclosed letter, along with letters to each of the local advertisers was sent out today.

EMERGENCY MANAGEMENT DRILLS

Drills within the City of Kirksville are conducted not only to practice training, services, resources, and equipment, but for various other reasons as well. *Tabletop drills* are those of their namesake in which scenarios are practiced and played out around a table involving various entities. *Full scale drills* are those which involve operating the Emergency Operations Center (EOC) and playing out the exercise in the field which is much more involved than a tabletop. The City of Kirksville Emergency Manager (Fire Chief) participates in the Emergency Management Performance Grant (EMPG). The EMPG funds ½ of 50% of the wages that the Fire Chief logs for emergency management. All EMPG Program funded personnel at the local level must participate in no less than three (3) exercises in a 12-month period with one (1) of those as the full scale exercise. The second full scale drill required is to meet requirements for the Local Emergency Planning Committee (LEPC-which the Emergency Management Director also participates) in conjunction with the Kirksville Fire Departments Hazardous Materials Team to allow the LEPC to receive funding for hazardous materials response equipment and resources through the Missouri Emergency Response Commission (MERC) which all entities benefit from. Other entities require drills as well to meet their own specific requirements. Some of those we participate with include NRMCM, ATSU, and Adair Foods. This could bring the total of full scale drills to 5-6 per year which does not sound like a lot of drills, but sometimes we were duplicating the same drill with different groups. Regarding the negative aspect of this is the overtime costs for the City and some of the other agencies as well as the paper work the federal government requires now which went from 6-7 pages to **28-30 pages or more per drill** (tabletop or functional) and the Federal government will no longer accept real life emergencies/events to fulfill any of these drill requirements. As a result, last year the State Emergency Management Agency (SEMA) Training Officer realized that the Region B counties was struggling individually to meet the new requirements for EMPG funding and other drilling requirements, and contacted the Region B Emergency Managers to see how to assist the locals. Out of these meetings (and due to the State notifying agencies late of the drastic changes to training and drilling requirements) it was decided to conduct a *Regional Drill* instead of individual ones (requiring each entity to complete a 30+ page report) so we can all meet the EMPG exercise requirements (starting January, 2012). As a group, scenarios are built for all of Region B which addresses the exercise requirements. As an example, the next tabletop for all of Region B will be in August. Scenarios are adjusted from what is learned from that table top exercise for the full scale drill held later. Last year the drill was a blizzard with Region B setting up an emergency shelter in Macon. The City of Kirksville will also be participating in a Region B Full Scale Exercise November 3rd, 2012, which is based on an earthquake. The Kirksville Hazardous Material Team will be working with the Adair Foods Hazardous Material Team in this exercise drill. Earlier this year ATSU conducted a drill using student doctors, fire/police/sheriff department members, ambulance crew and NRMCM Staff. This satisfied drill requirements and exercises for ATSU and NRMCM and was good practice for our local emergency services as well. In summary, for those entities that need to do full scale exercises, it was decided to combine all drills together. Several agencies were in attendance yesterday at a meeting and have decided to

combine the full scale drill; we plan to accomplish this in 2013. By combining all of the agencies exercise drills together should provide a large savings in cost and manpower.

Attachments

Public Works Week Proclamation

RPC Documents

MIRMA Denial Letter

Kids Bowl Free

Letter to Governor Nixon

Letter to Hometown Productions

Letter from ATSU

Letter from David Hall

Summary of Kirksville Air Service

Veolia Holiday Schedule

NRMC Announces new Cardiologist

Missouri Traffic and Safety Conference Trip Report – John Buckwalter

Official Proclamation
Kirksville, Missouri

Declaring the week of May 20 through May 26, 2012 as National Public Works Week

WHEREAS, Public Works services provided in our community are an integral part of our citizens' everyday lives; and

WHEREAS, The support of an understanding and informed citizenry is vital to the efficient operation of public works systems and programs such as water, sewers, streets, public buildings, and parks; and

WHEREAS, the health, safety, and comfort of this community greatly depends on these facilities and services; and

WHEREAS, the quality and effectiveness of these facilities, as well as their planning, design, and construction, is vitally dependent upon the efforts and skill of public works officials; and

WHEREAS, the efficiency of the qualified and dedicated personnel who staff public works departments is materially influenced by the people's attitude and understanding of the importance of the work they perform,

Now, THEREFORE, I RICHARD DETWEILER, MAYOR OF THE CITY OF KIRKSVILLE, MISSOURI, do hereby proclaim the week of May 20 through May 26, 2012 as

"National Public Works Week"

In the City of Kirksville, and I call upon all citizens and civic organizations to acquaint themselves with the issues involved in providing our public works and to recognize the contribution which public works officials make every day to our health, safety, comfort, and quality of life.

Given under my hand and Seal of the City of Kirksville, Missouri this 21st day of May, 2012.

Attest:

City Clerk

Mayor

REGIONAL PLANNING COMMISSION DOCUMENTS PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLANS

The Northeast Missouri Region Planning Commission Public Transit - Human Services Transportation Plan Update is prepared to address SAFETEA-LU federal transportation reauthorization law, Executive Order 13330, funding of projects in FTA Section 5310 - Senior and Persons with Disabilities Transportation, FTA Section 5316 - Job Access and Reverse Commute and FTA Section 5317 - New Freedom Program. The coverage area encompasses the area within the Counties of Adair, Clark, Knox, Lewis, Schuyler and Scotland.

Coordination of planning includes transportation partners, passengers/advocates and human service partners. Community planning sessions, self-assessment tools, surveys, public meetings, public outreach and public participation will be utilized to the greatest practical extent. Outreach strategies include or will include newspaper/radio announcements, e-mail lists and invitation letters to other government agencies, transportation providers, human services providers and advocacy groups.

The Public Transit - Human Services Transportation Plan Update will identify transportation needs of individuals with disabilities, older adults and peoples with low income between the time period June 2012 and October 2012. The developed strategies for meeting local needs and prioritization of transportation services for funding/implementation maximize the programs' collective coverage by minimizing duplication of services.

The plan will begin to be developed in coordination with public, private and non-profit representatives of transportation and human services transportation providers in June at the NEMO RPC/RDC office in Memphis, Missouri. In-person testimony, mail and e-mail public participation ensued thru the planning project period will include representatives of individuals with disabilities, older adults and people with low incomes targeted populations. Activities offered under other Federal, State and Local agencies will also be considered.

Planning participants have an active role in development, adoption and implementation of the plan. The transportation partners include local governments, public transportation provider administering projects funded under FTA non-urban programs, non-profit transportation providers, past or current organizations funded under FTA Section 5310 - Senior and Persons with Disabilities Transportation, FTA Section 5316 - Job Access and Reverse Commute and FTA Section 5317 - New Freedom Program as well as human service agencies with transportation services that operate or provide access to transportation services. Passengers and advocates of existing and potential riders from the general population and targeted population include individuals with disabilities, older adults and people with low incomes.

The Northeast Missouri Regional Planning Commission Executive Board will approve the draft plan at their October 2012 board meeting. Public notices requesting comments on the draft plan will be published prior to plan adoption in the local papers within the six county planning area and submitted to planning participants.

Multi-Jurisdictional Hazard Mitigation Plan for Adair County, Missouri

INTRODUCTION

Following the severe weather, tornado, and flood disaster that was declared in the spring of 2002 (DR01412), Missouri's State Emergency Management Agency (SEMA) received flood buyout project proposals from 23 communities across the state. Fortunately, they were able to help some of these communities with federal mitigation grant funding provided through the Federal Emergency Management Agency (FEMA).

After November 1, 2004, communities like these were still eligible for federal disaster public assistance and individual assistance, but will not be eligible for mitigation assistance unless they have an approved hazard mitigation plan on file. For the nearly 1,000 cities and 114 counties in Missouri, mitigation plans will be required for all federally declared disasters such as flood, earthquake, ice storm, tornado, drought, and fire. Under the rules for the federal mitigation funding, local governments will be required to have FEMA – approved hazard mitigation plans in place as a condition to receiving federal mitigation grant funding as of the 2004 deadline.

Under the initiative set forth by SEMA, the Missouri Association of Councils of Government (MACOG) agreed to meet the challenge of developing county and municipal plans throughout the state. The 19 regional planning commissions of MACOG provide an effective way for local governments to work together to share technical staff and address common problems in need of an area – wide approach. They also can effectively deliver programs that might be beyond the resources of an individual county or municipal government. The intent of the regional planning commissions in Missouri is to be of service to their member counties and municipalities and to bring an organized approach to addressing a broad cross – section of area – wide issues. They also are available to assist their member entities in coordinating the needs of the area with state and federal agencies or with private companies or other public bodies. SEMA's initiative further states that , due to time and funding limitations, the plans developed by Missouri's regional planning commissions should cover natural hazards only. Manmade and/or technological hazards are not addressed in this plan, except in the context of cascading damages.

Citizens, cities and public organizations will have participated in the process. This effort will be sustainable over the long term because it enjoys grassroots support that stems from a sense of local and individual ownership. Through SEMA's Scope of Work, Adair County has contracted with the Northeast Missouri Regional Planning Commission and will participate fully in the preparation of the plan. Once this plan is approved, Adair County and the cities within the county will be eligible for future mitigation assistance from FEMA and will be able to more effectively carry out mitigation activities to lessen the adverse impact of future disasters within the county. Most of the rural regional planning commissions in Missouri were formed under Chapter 251 of the Revised Statutes of the State of Missouri. All regional councils in Missouri operate as "quasi – governmental" entities. In Missouri, regional planning commissions are advisory in nature, and county and municipal governments hold membership on a voluntary basis. The role of a regional planning commission varies across the state, depending upon the desires of the member counties and municipalities and their representatives. Nonetheless, the primary role of the regional planning commission is to provide a technical staff capable of providing sound advice to its membership and working for coordination of various planning and infrastructure needs among the various counties and municipalities, as appropriate.

The Adair County Multi – Jurisdictional Hazard Mitigation Plan will be prepared by the staff of the Northeast Missouri Regional Planning Commission. Governor Warren E. Hearnes created Northeast Missouri Regional Planning Commission, a member of MACOG, in 1967. The Northeast Missouri Regional Planning Commission serves the counties of Adair, Clark, Knox, Lewis, Schuyler, and Scotland Counties in Northeast Missouri as well as the incorporated municipalities within those counties.

ASSURANCE STATEMENTS OF COMPLIANCE WITH FEMA

This Multi – Jurisdictional Mitigation Plan will comply with SEMA's and FEMA's planning guidance; FEMA regulations, rules, guidelines, and checklist; Code of Federal Regulations; and existing Federal and State laws; and such other reasonable criterion as the President/Governor, Federal/State congresses and SEMA/FEMA may establish in consultation with City/County governments while the plan is being developed. This plan will also meet the minimum planning requirements for all FEMA mitigation programs, such as the Flood Mitigation Assistance (FMA) Program, the Pre – Disaster Mitigation (PDM) Program, and the Hazard Mitigation Grant Program (HMGP), and where appropriate, other FEMA mitigation

related programs such as the National Earthquake Hazards Reduction Program (NEHRP), the National Flood Insurance Program (NFIP) and the Community Rating System (CRS).

BASIS FOR PLANNING AUTHORITY

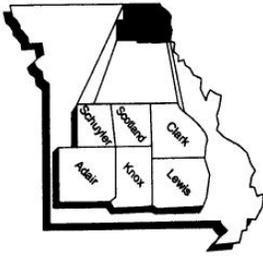
The basis for authority to create a natural hazard mitigation plan lies in Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), 42 U.S.C. 5165. This act was enacted under Section 104 of the Disaster Mitigation Act of 2000 (DMA 2000), P.L. 106-390. Section 104 is the legal basis for FEMA's Interim Final Rule for 44 CFR Parts 201 and 206, published in the Federal Register on February 26, 2002.

ADOPTION BY LOCAL GOVERNING BODIES

Participation of all local governing bodies as stakeholders is critical to successful mitigation implementation. As SEMA Deputy Director Beaufort C. "Buck" Katt wrote,

"One thing we have learned over the years is that mitigation programs crumble unless locals, both private and public, have a stake in the process; they simply must feel a sense of ownership for the program to be successful. We strongly believe that this effort will be successful and sustainable over the long term only if it enjoys grassroots support that stems from a sense of local and individual ownership. For this reason, SEMA Headquarters staff and Area Coordinators will support this initiative by providing training and technical assistance to the RPC's, but the grant funding will go to the participating counties/cities. The participating counties/cities will use SEMA's Scope of Work to contract with the RPC's and must participate fully in the preparation of the Mitigation Plan. Once the Mitigation Plans are completed and approved, these counties/cities will be eligible for future Mitigation Assistance and will be able to more effectively carry out mitigation activities to lessen the adverse impact of future disasters in those communities."

Therefore, Northeast Missouri Regional Planning Commission will have collaborated with each local government to assure participation and sense of ownership among local government officials. The plan will be adopted by the participating jurisdictions within ninety (90) days of "approved pending adoption" status by FEMA.



NORTHEAST MISSOURI REGIONAL PLANNING COMMISSION & RURAL DEVELOPMENT CORPORATION & ECONOMIC DEVELOPMENT DISTRICT

326 EAST JEFFERSON

P.O. BOX 248

MEMPHIS, MISSOURI 63555

TELEPHONE 660 465-7281

FAX 660 465-7163

TDD 660 465-2442

Jim Werner

Chairman

Charles E. Harris

Vice-Chairman

David W. Stricker, Jr.

Secretary

Wayne Blum

Treasurer

David Davison

Executive Director

Sidewalk Assessment Questionnaire:

Thank you for taking time to fill out this short survey. Among towns and cities in Northeast Missouri, sidewalks are consistently identified as a need for the region. This is part one of a two – part data collection, with the second part to take place in the next coming months. We appreciate your willingness to share information regarding the current status of sidewalks in your town.

City/Village Name: _____

- 1) Does your jurisdiction currently have existing sidewalks? Y N
 - a) If sidewalks do not exist in your jurisdiction, please skip question 2-7.
- 2) If sidewalks exist, does your jurisdiction have sidewalk codes or regulations? Y N
- 3) If sidewalk codes and/or regulations exist, which of the following do they address?
 - a) Maintenance
 - b) Construction as part of new development
 - c) Snow Removal
 - d) All of the above
- 4) Please rate the overall condition of your sidewalks.
 - a) Excellent
 - b) Good
 - c) Sufficient
 - d) Fair
 - e) Poor
- 5) Please rate the adequacy of your sidewalks. (Is the number of existing sidewalks sufficient for current usage?)
 - a) Excellent
 - b) Good
 - c) Sufficient



- d) Fair
 - e) Poor
- 6) Please rate the width of existing sidewalks.
- a) Excellent
 - b) Good
 - c) Sufficient
 - d) Fair
 - e) Poor
- 7) Do the majority of your existing sidewalks have curbs or ramps where they join the street?
- a) Curbs
 - b) Ramps
 - c) Equal Number
- 8) On a scale of 1 to 10, 1 being unimportant and 10 being very important, how important are sidewalks to your citizens?
- 1 2 3 4 5 6 7 8 9 10
- 9) Does your jurisdiction have school within its city limits? Y N
- 10) Is your jurisdiction actively seeking to expand existing sidewalks?
- a) At this time
 - b) In the future
 - c) We will not seek to expand
- 11) If expansion is being considered, has your jurisdiction created a comprehensive sidewalk plan?
- a) Yes, the plan has been completed
 - b) Yes, the plan is currently in development
 - c) No, but we are considering it
- 12) If expansion is being considered, what areas of your jurisdiction are being targeted for sidewalk expansion/improvements?
- 13) If expansion is being considered, which of the following reasons best describes the city/village/town's motive?
- a) Health/wellness
 - b) Beautification
 - c) Accessibility
 - d) Reducing environmental impact
 - e) Other: _____



MIRMA

Missouri Intergovernmental Risk Management Association

3002 Falling Leaf Court • Columbia, Missouri 65201

May 16, 2012

Jeanie Ewing
Risk Coordinator
City of Kirksville
201 South Franklin
Kirksville, MO 63501

RE: City of Kirksville Standard Register building #13 appeal

Dear Jeanie:

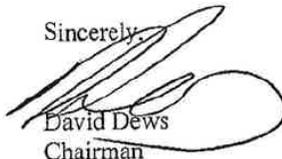
I would like to take this opportunity to thank you for presenting Kirksville's position regarding MIRMA's application of the property coverage denial to the storm damage at the City's leased manufacturing building. As you know a matter such as this can be quite complicated and we must make every effort to assure that all available facts are considered prior to reaching a conclusion. After giving careful consideration to the issues raised regarding your interpretation of MIRMA's coverage, and the review conducted by the independent legal counsel MIRMA retains for coverage matters, it was the finding of MIRMA's Board of Directors that the coverage denial was correct.

The Board has great sympathy for the City's position, but from the standpoint of coverage, the Board feels that MIRMA's coverage is clear; all property coverage is excluded for leased manufacturing buildings. MIRMA's coverage does not address specific causes of loss or types of damage, and does not agree to provide coverage for some causes of loss and exclude others. Instead, there is a complete and total property coverage exclusion to certain leased buildings based on the type of tenant (manufactures and restaurants). MIRMA does not attempt to exclude coverage for only those losses that are caused by manufacturing operations and does not provide coverage for other causes of loss at these locations.

The Board will revisit this issue at strategic planning in January, to determine if there is a way for MIRMA to be able to provide coverage for these types of leased buildings in the event the member takes the necessary steps to obtain other property coverage, either through a lease agreement or the member's purchase of a separate property policy, and that outside insurance coverage fails to respond following a loss.

Thank you for taking the time to appeal before MIRMA's Board.

Sincerely,



David Dews
Chairman

cc Mari Macomber

May 18, 2012

LEISURE WORLD BOWLING CENTER & The Kids Bowl Free Summer Bowling Program Giving Away Millions Of Dollars In Free Bowling Games Again This Summer!

Kids Bowl Free.com and over 1000 participating bowling centers from coast to coast and Canada have teamed up to provide kids with 2 FREE games of bowling every day all summer. **Leisure World Bowling Center** provides the Kids Bowl Free - 2 FREE game program as a way to give back to our community for all of their support throughout the school year and winter months. Over 1,000 bowling centers are partnering with schools, churches and businesses to distribute information now so that families can register online for the Kids Bowl Free program in their community. The Kids Bowl Free Program currently has over 1000 participating bowling centers in 48 states and Canada. Given the current state of the economy Kids Bowl Free is a fantastic way for families to have a great time together without breaking the bank. During the summer of 2011 over 800,000 families and 1,785,000 children participated in the Kids Bowl Free program. Families that register will receive coupons valid for Two Free Bowling Games each day sent to their email address every Sunday morning from the starting date at their center until the conclusion of the program in their community. Our Kids Bowl Free program will begin on **May 1, 2012** and end on **September 3rd, 2012**.



Administration 660.627.1225 • Human Resources 660.627.1458
Economic & Community Development 660.627.1224

The Honorable Jeremiah W. (Jay) Nixon
Governor of Missouri
P.O. Box 720
Jefferson City, MO 65102

Dear Governor Nixon:

We write this letter on behalf of our citizens and the community of Kirksville, Missouri. Our interest is to encourage your support for legislation (SB 591) that will serve to restore the revenues previously received by our city and every other city in the State of Missouri.

The decision of the Missouri Supreme Court in *Street vs. Missouri Department of Revenue* affects only local governments. The State revenue stream will not be affected. Our citizens have paid this tax and our communities have received this tax for many, many years and we contend it is not a new tax.

Kirksville serves as the economic center of our area of the state. We are within close proximity to not one but two states. Yes, we along with every other city in the state, were not aware we would need a Use Tax to retain the revenues we had been receiving, and with our location, the potential impact on our community is even greater.

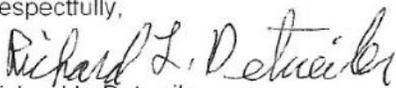
Please know that we are also very concerned for the welfare of our small business owners who sell these items. This change is more likely to have an adverse affect on our community and our local business owners than more centrally located communities within the state. We are proud that we have business owners who work hard to sell cars, trucks, boats, motors, trailers and all terrain vehicles. However, in one decision their future has become a little more uncertain and their ability to compete to make a living much harder.

Our Council will begin exploring the Use Tax option, which if voted in will fix the problem, but will also cost our citizens more than what we lost. The resolution that we have at this point is not comparable.

At a minimum, please consider signing SB 591, or an amended version to give us time to research the Use Tax, educate our citizens, and place it on the ballot of a future municipal election.

We respect the work that you do and the tough decisions that you have to make each and every day. Please work with us on this matter as we cannot afford to lose this revenue source.

Respectfully,


Richard L. Detweiler
Mayor

201 S. Franklin • Kirksville, Missouri 63501
Toll Free: 888.299.1223 • Fax: 660.665.0940 • www.kirksvillemo.org



May 18, 2012

Project Coordinator
Hometown Productions
2921 Avenue E East
Arlington, TX 76011

Dear Coordinator:

We are in receipt of a recent shipment of Kirksville maps. It is very disappointing to receive new maps that are not up to date. The Missouri Highway and Transportation Department completed the construction of a bypass for Highway 63 a few months ago. This information could have been obtained by contacting the City's Engineering Department.

It has been past practice of Hometown Productions to fax a letter of endorsement for my signature. A letter of endorsement was not signed by me to approve the processing of this latest issuance of maps for Kirksville. Therefore, business places who paid for ads on this map will be informed that the City of Kirksville does not approve of or support this incorrect map.

I strongly encourage you to improve any future map production for communities by contacting the city to obtain the most current maps before proceeding.

Sincerely,

Mari E. Macomber
City Manager

vlb

Dear Friend:

The purpose of this communication is to respond to several rumors circulating in town regarding local contractor participation in the Interprofessional Education/Dental School (IPEDS) building project on the Kirksville campus of A.T. Still University (ATSU). As the person who is coordinating the building project, I'm pleased to respond to these concerns which seem to be based on incomplete information.

From the beginning it has been ATSU's intent to encourage local contractor participation in this project while securing bids in an open, transparent process that would assure good value for every dollar spent. None of the local builders have the bonding capacity and financial resources to undertake a project of this size alone. However, when ATSU interviewed prospective Construction Managers, we emphasized the importance of providing local vendors a fair opportunity to participate in this project. One of the deciding factors in our selection of River City Construction as the Construction Manager was their knowledge of the Kirksville construction market as well as their successful experience working with Truman on \$50M to \$60M of projects in Kirksville over the past 6-7 years.

When we took the IPEDS building to market, we divided the project into more than 20 separate packages organized largely by trade (concrete, carpentry, etc.) so smaller local firms could bid competitively. In the end, not all Kirksville contractors decided to bid on this project, but 8 bid packages drew lead bids from Kirksville-related firms. Only one (W.L. Miller Asphalt) was successful, however. For the remaining 7 bid packages, the Kirksville firms overbid the actual low bidder from 4.3% to 56.7%. When the dollar value of these 7 local bids is compared with the actual low bid amounts, the total difference is \$927,379 – nearly a million dollars.

ATSU was hoping that local bidders would be more successful, but as a nonprofit university that derives most of its revenue from student tuition, we must be good stewards of our resources. We ensured that everyone had an equal chance going into the bidding process, that all bids were sealed and handled in a professional manner, and that the bids were awarded to known, reputable firms. However, the story does not end here.

ATSU has asked all of its subcontractors to buy locally whenever they can and still honor their bids. Subcontractors have already identified local firms that can be used, and we are confident that local tradesmen and laborers will also benefit. Our subs have estimated that they will spend at least \$800,000 locally for materials, supplies, food, etc. We believe the final total will be higher, and we intend to track these expenditures to the best of our ability.

The real economic benefit of the new dental school will be measured not just by its initial construction but more importantly by the annual expenditures of the students, faculty, and staff – and their families – who will come to Kirksville to study, teach, and learn. Our community will be greatly enriched by the people who will be drawn to our new school in the future. We will also have the joy of improving the lives of our fellow Missourians who will depend on the graduates of our new school for access to high quality oral health.

I trust this information is helpful. Please feel free to call me if you would like to discuss further.

Sincerely,

Michael A. McManis
Vice President for Planning, Assessment, and Institutional Effectiveness
660.626.2017

Kirksville Regional Airport DOT EAS

It is once again time for the US DOT (Department of Transportation) to solicit for a new air carrier contract for the air service at Kirksville Regional Airport. The DOT issued the RFP on May 9th, 2012 seeking proposals for air carriers to provide air service to several communities including Kirksville, MO. The EAS (Essential Air Service) was established after the 1978 deregulation of the airline industry and has grown into a vital, non-controversial program that connects Americans like us living in rural communities, such as Kirksville, Missouri, with the rest of the world. The EAS Program is an efficient and well run program that provides the funding necessary for communities like Kirksville to have commercial air service and connections to other Missouri International airports. It is our air connection to the rest of the world.

The incumbent air carrier Cape Air, has been the provider since Sept 2010 and has been a great asset to the airport and the community in providing three round trips daily with fares below \$50 each way. When Cape Air was awarded the current contract to provide service to Kirksville, MO it came with a warning from DOT that we would lose our EAS eligibility because of our low ridership and our exceeding the \$200 per passenger cap unless we were able to increase our ridership. With Cape Air service to St. Louis the ridership has increased from about 200 passengers monthly to about 1000 passengers monthly and we are no longer in danger of losing the EAS eligibility. Attached is a list of historical service providers and their ridership figures. Obviously Cape Air has exceeded any carrier in the history of air service at Kirksville Regional Airport.

Historically the contract periods with EAS providers have been two year contracts, however the DOT has recently been awarding some four year contracts where services have been good and the community is pleased with their air service provider such as is the case here in Kirksville with Cape Air. Assuming that Cape Air submits a proposal acceptable to both the DOT and the City of Kirksville, it is my recommendation that we should ask for a four year contract going forward.

Attached is the RFP from DOT. The deadline for submissions to DOT is June 7th, 2012. The DOT will provide a summary of the proposals to us and ask us to submit our final comments shortly after June 7, 2012, the due date for proposals. We will form a committee consisting of a representative of the City Council, a representative of ATC, the City Manager, Airport Manager and Tourism Director to review the proposals and will make recommendation to City Council so that we can respond to the DOT.

Respectfully submitted,

David A Hall
Airport Director

Historical Data of IRK EAS Air Service

Initial EAS Air Service

- **1979 Greenhills Aviation until 1985 (local ownership)**
 - Annual ridership 8600

- **1985 Green Hills Aviation until 1986 (new owners)**
 - Annual ridership 4000

- **1987 Mid-Continent (Braniff Express) until 1989**
 - Annual ridership 6300

- **1989 No Service until 1991**

- **1991 Redwing Airways until 2000**
 - Annual ridership 5300

- **2000 Corporate Airlines (Regions Air) until 2005**
 - Annual ridership 2500

- **2006 Air Midwest until 2008**
 - Annual ridership 3500

- **2008 Air Choice One**
 - Annual ridership* 2500 (*extrapolated)

- **2010 Cape Air**
 - Annual ridership 10800

Annual Holiday Schedule

- ◆ New Year's Day
- ◆ Memorial Day
- ◆ Fourth of July
- ◆ Labor Day
- ◆ Thanksgiving Day
- ◆ Christmas Day

If the holiday falls on the **weekend**

No change in collection

If the holiday falls **before** your collection day

One day behind schedule

If the holiday falls **on** your regular collection day

One day behind schedule

If the holiday falls **after** your regular collection day

No change in collection

Any holidays not listed above will run on your regularly scheduled day.



FOR IMMEDIATE RELEASE

Dianne Western, Marketing

(660) 785-1296

Dianne.Western@chs.net

**New Cardiologists Join the Medical Staff at Northeast Regional Medical Center and
Northeast Regional Heart Center**

(May 11, 2012 Kirksville, MO) Northeast Regional Medical Center is excited to announce the opening of the Northeast Regional Heart Center on July 1, 2012. The Heart Center will be located at the East entrance of the hospital in the area formerly known as the Missouri Heart Center at Kirksville. Over the past two years NRMC has invested just over \$3 million in the Heart Center, and is now very pleased to announce the upcoming expansion of its coverage and treatment capabilities. As of July 1, 2012 the Northeast Regional Heart Center will feature two full time Invasive Cardiologists who will live in Kirksville and serve the needs of patient's right here at home. The Heart Center is not only convenient and accessible for patients, but it is very close to the Critical Care Unit, Emergency Department, and Cath Lab, which makes it very efficient for the healthcare team to provide the highest level of quality care for cardiac patients. Dr. Dana Valencia and Dr. Eliot Nissenbaum are both very excited to call Kirksville home starting July 1. Both Cardiologists share a passion for teaching and enjoy the benefits of a strong medical staff and a rural community.

"The decision to transition Cardiology coverage at the Northeast Regional Heart Center was not one that was taken lightly. We went through several months of meetings and discussions with our Physician Leadership Group and our Board of Trustees. In the end, we all agreed that the transition will not only allow us to expand our service line, but it will help us keep local healthcare dollars local," said Eric Barber, CEO.

Dana Valencia, M.D., is a Board Certified Invasive Cardiologist with extensive training in peripheral interventional treatment. His expertise will allow NRMC to expand the services offered at Northeast Regional Heart Center. Dr. Valencia has spent the past ten years practicing in St Louis, with primary location at Missouri Baptist and Des Peres Hospital. Dr Valencia has trained medical students and residents in a D.O. program at Des Peres Hospital and is excited about continuing that teaching opportunity in Kirksville. He completed a cardiology fellowship at St. Louis University, St. Louis, MO. Dr. Valencia was formerly an Army Physician with the United States Army Reserves and the United States Army Medical Corp at Fort Lewis, Washington. Dr. Valencia enjoys spending time with his four children, running marathons and is a hockey and aquatic enthusiast.

Eliot Nissenbaum, D.O., is a Board Certified Invasive Cardiologist who has been practicing the past seven years in Branson, Missouri, at Skaggs Memorial Hospital. Dr. Nissenbaum cared for many of the celebrities and their families while practicing in Branson. He completed a cardiology fellowship at Catholic Medical Centers of Brooklyn and Queens of the Albert Einstein College of Medicine, New York City. Dr Nissenbaum was voted Top Cardiologist in

Branson, MO, by peer physicians in 2006 and 2010 and published in 417 Magazine. He will be an excellent resource for training students and residents at NRMC and ATSU. Dr. Nissenbaum is married and his hobbies include antique auto restoration and being a classical pianist.

“Having two full time Cardiologists means 24/7 ED Coverage for Cardiology. This means that a Cardiologist will always be available when our patients need them. Chest Pain is one of the more common chief complaints for patients in our Emergency Room and we will now have the ability to treat them immediately,” said Mr. Barber. “This level of call coverage is something that NRMC has never had in the past, and it represents a tremendous step in the right direction as we position ourselves for continued growth of our Cardiology Program.”

For more information about the Northeast Regional Heart Center or to contact a physician, please visit www.nermc.com or call (660) 785-1991.

####

MEMORANDUM

TO: Mari Macomber, City Manager

FROM: John R. Buckwalter, Public Works Director

DATE: May 19, 2012

SUBJECT: Trip Report Missouri Traffic and Safety Conference

I attended the 63rd annual Traffic and Safety Conference, hosted by the University of Missouri at the Hilton Garden Inn Conference Center, Columbia, on May 15th thru May 17th, 2012. Complete copies of all presentations will be available on the website www.modot.org/tsc within the next few weeks, so this report will only summarize key points. I participated in the pre-conference seminar "ADA for Today's Designers" on Tuesday afternoon. The conference started at 8:15 on Wednesday, and concluded at noon on Thursday. The conference organizers chose to have several speakers address a common theme. Typically three or four speakers addressed a theme in a two hour block. This kept any one presentation from getting overly tedious, but also seemed to make everything run a little long or behind schedule.

The seminar on ADA was the most valuable part of the trip. Presenters for the full four-hour session included Melissa Anderson from the Access Board, Washington DC, Ron Effland, from MoDOT, and Gina Hilberry, one of the leading architects in the St. Louis area working in the accessibility field. Melissa Anderson used to be one of MoDOT's lead people on accessibility. She now works for the US Access Board in DC. The Access Board is an independent federal agency responsible for developing design guidance for accessibility in the areas of the built environment, transportation vehicles, and telecommunications and information technology.

The enforceable standards are the 2010 ADA standards. However, these standards apply to buildings and facilities; they do include the public right of way. Right of way is addressed by guidelines. These are in the form of the PROWAG (Proposed Right of Way Accessibility Guidelines). MoDOT uses the 2005 revised draft PROWAG. The new revision and proposed rules are the PROWAG 2011 draft at <http://www.access-board.gov/prowac/nprm.pdf>. There are four requirements in the 2011 PROWAG with major impacts:

1. Detectable Warning
2. Accessible Pedestrian Signals
3. Tabling of Intersections (Cross Slopes)
4. Roundabouts (not of much concern to Kirksville until we have one)

Accessibility obligations are:

- New construction must meet current standards
- Alternations must be accessible to the maximum extent possible
- Existing facilities which have not been altered cannot deny access to persons

with disabilities.

The topics for the Conference itself were:

Strategic Highway Safety Goals/Plans. The third “Blueprint for Highway Safety” for Missouri is in final draft. Comments are due by June 1. I obtained a copy of the draft for review.

Weather Impacts on Transportation in 2011: Informative and entertaining, but no new information. Looked at the Blizzard of 11 and flooding, at the Joplin tornado, and at the recovery from the tornado at Lambert Field.

Innovations in Safety and Traffic Management: Most of these presentations focused on high volume roadways and urban traffic.

Safety and Enforcement: One presentation of interest was the DDACTS Model. This is a program where traffic and crime databases are shared, and areas termed “hot spots” are delineated for high visibility enforcement and patrol efforts.

The final session was *Traffic Flow, Rural and Urban.* There was a discussion of the success of the Route 5 project from the lake to Lebanon. MoDOT may be thinking of using this approach in other areas, 63 from Kirksville to Iowa might be a candidate. Bill Rawley, TAMU, discussed access management studies which show that the addition of access management is not the reason that businesses fail.

I did not budget enough in 2012 for this conference. It used to be free to public agencies, now there is a \$90 registration fee for the conference and workshop. It requires a two night stay for the full conference, or three round trips to Columbia, and I did not include that in the budget detail; it used to cover only two days/one overnight. It is a valuable conference, and should be retained in the training plan.