

KIRKSVILLE CITY COUNCIL NEWSLETTER . . .

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Copies to: City Attorney
Media

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SUBJECTS:

**DATES TO REMEMBER
E911 BOARD VOTE
CABLE CHANNEL
KIRKSVILLE RANKING
KREDI ANNUAL MEETING
REGIONAL AVIATION PARTNERS
HEARTLAND TASK FORCE
DREAM INITIATIVE
MEMORANDUMS OF AGREEMENT**

ATTACHMENTS

DATES TO REMEMBER – for December

**18th – City Manager will be in training in Columbia all day
18th – Watershed Management Commission Mtg @ 5:30 p.m.
19th – State of the City Address at County Annex 7:30 a.m. refreshments
21st – Chamber Annual Banquet @ 6:30 p.m.**

E911 BOARD VOTE – On Thursday of last week, the E911 Board heard a presentation from a R. D. Porter, State 911 Coordinator, who provided answered questions for the board on a possible sales tax to fund E911 services. After meeting with Mr. Porter, the Board voted to explore the possibility of pursuing a county-wide tax at an election in November of this year. All three members of the County Commission were in attendance expressing support for this effort. The Board will have determine if there will be an election in November and develop a detailed plan for the sales tax. The Board discussed requesting a 3/8 cent for E911 Services.

CABLE CHANNEL 3 - The City was approached by representatives from Truman State University about broadcasting their student news program, Tru News, on Channel 3. Since the University no longer has a cable channel, they have no way for the community and the off-campus students to see the work they are doing. So, we agreed to start broadcasting their 30 minute program on Wednesday evenings at 7pm and on Thursday afternoons at 3pm. We think that airing this program may draw additional viewers for Channel 3.

KIRKSVILLE RANKING – The City of Kirksville was one of 577 micropolitan areas ranked in a recent survey by BizJournals. Kirksville ranked 41st out of the 577. See attached article.

KREDI ANNUAL MEETING - The K-REDI Annual Meeting is scheduled for the Thursday, February 22, 2007 with a breakfast starting at 7:00 A.M. - 8:30 A.M. at the Shrine Club, catered by Ponderosa. The breakfast will be sponsored by the local banks. There will be a summary of the 2006 activities and a feedback/brainstorming opportunity for members. Please mark your calendars to attend.

REGIONAL AVIATION PARTNERS – The City has been asked to become members of the Regional Aviation Partners (RAP) organization. This is the only national organization dedicated exclusively to protecting and improving those federal programs which assist small, rural communities in providing commercial air service to their residents. They have worked with us in our efforts in Washington D.C. and have included us most recently in a panel discussion given to Senators and Representatives in Washing D.C. This is not something that was budgeted for. I received the information last week. The membership fee is \$1,000 annually. It will be charged to the same account that provides membership fees for other City organizations.

HEARTLAND TASK FORCE – Last Spring the Heartland Task Force launched a community-wide initiative called asset building with a workshop explaining how building assets in our youth works and why. From this initial meeting, the Task Force conducted a survey of the Kirksville High School students to determine which of the 40 developmental assts they possessed. Several members of the City’s staff will be participating in an upcoming meeting on February 15 from 7- 9 p.m. The Mayor has also been invited to attend. In this meeting, we will learn the results of the survey and begin discussing our communities approach to asset building in 2007. The idea is that the more developmental assets present in our youth, the more successful they will be in areas of leadership, school success, health, etc. Some of these assets include family support, positive family communication, caring neighborhood, caring school climate, adult role models, positive peer influences. Once I receive the information, I will bring it back for City Council review.

DREAM INITIATIVE – The Governor, as promised, through the Missouri Department of Economic Development is offering training for communities to develop a DREAM Initiative. The training opportunities include how to build upon the unique features of your community, financing your downtown projects, and the content of a solid redevelopment plan. The City will send at least one staff member to attend. We will also extend invitations to the KDIC group. If any member of the City Council is interested in attending one of these trainings let me know.

MEMORANDUMS OF AGREEMENT – The City has received a cache of portable radios and an incident command vehicle, both from Homeland Security funds. The intended use of both the radios and the incident command vehicle was to have them available for not only the use of emergency service providers of the City, but also of the County. Memorandums of Agreement have been developed for both that would require the various agencies, like the Ambulance District, the Adair County Sheriffs Department, etc. to commit to certain responsibilities. The Memorandums of Agreement also require

insurance coverage to insure protection for the City of Kirksville. The first agency to complete the Memorandums of Agreement is the Adair County Health Department. We anticipate several other agencies executing these agreements with the City to allow for the use of the equipment in the event of an emergency. Absent the Agreement, should the equipment be needed, the agency would have to reimburse the City for our staff time. I have attached a blank copy of the Command Vehicle Agreement for your information. Unless there are no objections, I will execute these documents as they are returned to the City.

Attachments

Herald- Whig Article – pgs. 5-7

Memorandums of Agreement – pgs. 9 - 11

By Edward Husar

Herald-Whig Staff Writer

Quincy, Macomb, Kirksville, Mo., and Hannibal, Mo., all appear to have a higher-than-usual quality of life.

At least that's the conclusion from a study conducted last year by Bizjournals.

The magazine rated the quality of life in 577 of the nation's "micropolitan" areas — defined as regions that are economically dependent on central cities with populations between 10,000 and 50,000.

All four of the above-mentioned micropolitans in the Tri-State area placed in the top 25 percent of the Bizjournals' overall rankings, based on scores in 12 statistical categories.

Kirksville ranked highest at 41 out of 577. Macomb ranked 94, Quincy 128 and Hannibal 144.

Four other micropolitans in the Tri-State region also appeared in the rankings: Ottumwa, Iowa, which came in at 196; Burlington, Iowa, 223; Fort Madison-Keokuk, Iowa, 311; and Mexico, Mo., 342.

The study rated communities in several economic areas, such as per capita income and number of small businesses — and how those numbers have changed in recent years. It also looked at real estate taxes, housing values, availability of managerial and professional jobs, percentage of adults with bachelor's and master's degrees, commuting times and proximity to major metropolitan areas.

A story on the magazine's Web site — www.bizjournals.com — said the study was inspired by strong public interest in small-town life and business opportunities. More than 1.7 million people move from metropolitan areas

to small cities or rural counties each year, the story said.

The study sought to identify small communities that might be attractive to people considering such a move. The highest scores went to well-rounded places with strong economies, light traffic, moderate costs of living, first-class educational systems and good access to big-city attractions.

Seven of the top 10 micropolitans — what the magazine referred to as "dream towns" — were in Western states. Heading the list were Bozeman, Mont., Jackson, Wyo., and Durango, Colo.

The highest-ranked micropolitan in all of Illinois, Missouri and Iowa was Rolla, Mo., which placed 13th nationally. Next highest in the three states was Spirit Lake, Iowa, ranking 26. After that came Kirksville at 41.

Out of 20 micropolitans in Illinois, the top-ranked community was Carbondale, which placed 64th nationally. Macomb finished second statewide while Quincy was third.

Hannibal was the 10th-highest finisher among 18 Missouri micropolitans, but it still ranked in the top 25 percent of all 577 communities.

Jim Mentesti, president of the Quincy-based Great River Economic Development Foundation, said he was pleased — and not surprised — the see Quincy ranked so high.

"I think it's another indication that as a city and as a county and as a region, we're doing the right kinds of things to convince people to stay here and to convince people who are here to invest here," he said.

"And we're beginning to see — as last week proved — significant commercial, retail and industrial potential expansions."

Mentesti was referring to recent announcements that one group was considering building an ethanol plant two miles west of Paloma while another group was planning to build a biodiesel production facility in the South Quincy Bottoms and might also build an ethanol plant there.

Mentesti said selling prospective new businesses on the merits of locating in the Quincy area is much easier when national surveys show Quincy ranks high in quality of life — a big consideration for many would-be employers.

If a prospective business is trying to decide if a particular area is good place to locate, he said it's beneficial "if you can come in with these kind of numbers and statistics and demographics toward the closure of the decision making."

All four of the higher-ranking communities in this area had strong statistics in several of the categories that were reviewed.

For instance, all four ranked relatively high in the number of management and professional jobs. Kirksville and Macomb were particularly high in their share of adults with bachelor's and master's degrees.

Mentesti noted that Kirksville and Macomb each has a major state university. Quincy, which also scored high in the same areas, is home to Quincy University and John Wood Community College. In addition, Culver-Stockton College in Canton, Mo., is counted in Quincy's micropolitan area, which includes not only Adams County but also Lewis County, Mo.

Hannibal has Hannibal-LaGrange College in its micropolitan area.

"If you can sustain five significant educational units of higher learning within an area, that also says that there's reasons for people to either be here or to come here," Mentesti said.

In addition, all four of the communities benefit by having strong medical facilities.

"When you think about the growth in the medical services area in our region over the last decade, those are obviously going to call for highly skilled, highly educated folks as well," Mentesti said.

In all eight of the micropolitan areas listed in the Tri-State area, Quincy had the most small businesses with 2,096. Burlington was second with 1,301.

Macomb and Quincy were highest in real estate taxes per \$1,000 of income, with Macomb at \$31.92 and Quincy at \$29.62. All of the Missouri communities ranked low in this category because property in Missouri is assessed at a lower level. However, Missourians must pay personal property taxes, which wasn't reflected in the survey.

Mentesti said word of the Bizjournals rankings spread quickly among those in the economic development profession.

"About five of my peers e-mailed it to me and said, 'Congratulations,' " he said.

Mentesti said if so many people on the "selling end" of promoting communities are aware that Quincy and other area towns are highly regarded for their quality of life, "then there's going to be an awful lot of people seeing it on the buying end as well."

MEMORANDUM OF AGREEMENT INCIDENT COMMAND VEHICLE

This agreement between the City of Kirksville, hereinafter (City), and _____, hereinafter (Agency) outlines protocol for the utilization, maintenance, and repair of the City's Incident Command Vehicle, hereinafter (Vehicle) obtained through the 2003 Federal Homeland Security Grant.

While it is the intent that the Vehicle be utilized by various Agencies, the Vehicle is the property and responsibility of the City and it will be the sole responsibility of the City to determine its use.

Basic Requirements

Each Agency, before authorized independent use is granted of the Vehicle must have at least two or more representatives of Agency complete training on the operation of the Vehicle through the City. Additional training of Agency representatives may be required as equipment is updated or added.

Failure to provide a representative or complete the training would require the City to provide a trained operator for the Agency. It would then be the responsibility of the Agency to reimburse the City the actual cost for that operator while the Vehicle is in operation.

Each Agency must also provide the City with a copy of the Agency's comprehensive general liability policy and the business auto liability insurance policy both of which include the City as additional insured. A copy of these policies must be provided to the City annually and a copy of which must be submitted to the City's Risk Manager. A copy of the insurance requirements is attached to this document.

Non Emergency Use

The City will be responsible for determining the schedule for all non-emergency use of the Vehicle.

Requests for the use of the Vehicle must be made with the City's Emergency Management Director.

All requests for use must be made no later than two weeks before the intended use date.

Emergency Use

Emergency requests for the Vehicle will be made through the E-911 Center. The E-911 Center will take the information and will make the initial contact to the City's Emergency Management Director, or his designee. The Emergency Management Director or his designee will determine whether or note the vehicle will be sent to the scene.

The Vehicle may be requested by the incident commander of any Agency, who has complied with the Basic Requirements section of this policy. In the event the Vehicle is requested by a non-qualified Agency, it is the responsibility of the Emergency Management Director, or his designee, to determine whether or not the Vehicle should be deployed.

Transport

The City will employ trained operators who are authorized to transport and operate the Vehicle. These trained operators will be responsible for the transport and set-up of the vehicle to the agreed upon location requested by the Agency. The trained operator will also be responsible for the tear-down and return of the vehicle after use by Agency.

Response Time

The City will work to expedite the timely delivery of the Vehicle for all emergency use. Response times for delivery of the Vehicle will vary depending on time of day, day of week, incident location, weather conditions, etc. To assist in the timely location of the Vehicle, Agencies should include the consideration of the use of the Vehicle at the appropriate level in preplanned response procedures.

Deployments in Excess of 8 Hours

For those emergency uses that extend beyond eight hours of time, the City will work with the Agency to develop a shift schedule to insure at least one trained operator, whether from the Agency, City or other Agency is with the command vehicle to assist with the operation of all on-board equipment.

Refusal/Retrieval of Vehicle

The Emergency Management Director, or his designee, reserves the right to withhold the Vehicle's response or to recall the Vehicle prior to release by the Agency.

General Provisions

After each use the requesting Agency utilizing the vehicle will be responsible for a thorough cleaning of Vehicle

Agency is responsible for all expenses involved in the refueling of the Vehicle and the restocking of any and all supplies used during its operation.

Agency is responsible for repairing any and all damages resulting from its use under the Agency's control to insure Vehicle is returned back to the City in the same or similar condition the Vehicle was in when provided to the Agency.

The vehicle will be inspected by City personnel after each use to verify compliance, and will be not be considered to be returned until this requirement is adhered to and has been approved by the City.

Violations

There is absolutely no smoking or use of any tobacco products in the Vehicle.

The consumption of alcoholic beverages is strictly prohibited in the vehicle.

Any Agency violating either of these policies will be restricted from the independent use of the Vehicle and will be required to use City trained operators for any future activities requiring the Vehicle by said Agency.

Duration

This agreement shall stay in effect so long as the Agency maintains compliance as required by this Policy and the Vehicle remains a part of the City's fleet.

This agreement is effective this _____ day of _____, 2006.

REQUESTING AGENCY

CITY OF KIRKSVILLE
