"There she stands, proud in all her glory."

County Record Summer 2011



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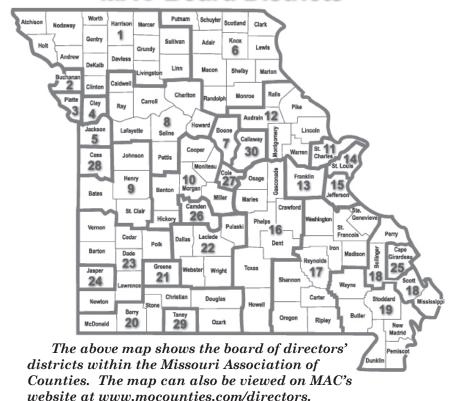
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(By District)

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MAC Board Districts



Addendum To "Different Roles, Common Goals"

In the spring edition of the *Missouri County Record*, we published an article titled "Different Roles, Common Goals." Accompanying the article, we listed former legislators who now serve as county officials, as well as former county officials who now serve as legislators. To the list of former legislators who are now county officials, we would like to add Clint Tracy, who serves as Cape Girardeau presiding commissioner.

We apologize for this unintentional omission, and again we thank all those who have and continue to serve our counties at both the state and local levels.



Of Counties

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The Missouri Association of Counties, founded in 1972, is a nonprofit corporation and lobbying alliance of county elected and administrative officials who work to improve services for Missouri taxpayers. The board of directors meets on the third Wednesday of designated months in Jefferson City to promote passage of priority bills and monitor other legislation before the state General Assembly and the United States Congress. The Missouri County Record is produced four times annually by the association staff. Subscription rates for non-association members are \$15 per year prepaid. Rates for association members are included in membership service fees. All articles, photographs and graphics contained herein are the property of the association and may not be reproduced or published without permission. Advertising rates are available upon request.

Missouri House Panel To Examine 911 Systems

By Erin Hevern, Southeast Missourian

If he weren't a public official it's likely Scott County Presiding Commissioner Jamie Burger wouldn't have a land-line telephone at his home.

Like a growing number of Missouri residents, he doesn't see the need. His cellphone is what he uses to make calls the majority of the time.

The problem, though, is many of the 911 call centers in Missouri are funded by a tax on land lines. As more Missourians drop their service and opt for a smartphone or other wireless connection, the state's 911 call centers are struggling to operate.

According to the National Emergency Number Association, of the more than 240 million calls made to 911 in 2006, nearly half were made by cellphone users. That's a dramatic increase the association says, up from nearly 4 million wireless 911 calls in 1996.

"It's a dangerous situation and something that deserves our immediate attention," said Rep. Chuck Gatschenberger, a Lake St. Louis Republican who will head a new committee set to study the aging emergency system. "We take for granted that dialing 911 will bring us immediate help, but that simply isn't the case in all parts of the state."

In a mid-June news release, Missouri House Speaker Steven Tilley, R-Perryville, announced the interim committee's formation. In their most recent legislative session, House members reviewed a bill that would have established a tax on cell services, but it failed to go to a vote. A companion bill was not filed in the Missouri Senate. Voters have also rejected ballot measures to raise taxes for 911 service.

In the release, Tilley said he created the Interim Committee on 911 Access to find ways to bring uniformity to the 911 system.

Burger said Tilley is taking the right approach to the initiative -- whether or not it's through a statewide fee or tax on cellphones, the issue should be addressed throughout the state, not county by county.

"He's in the position to get the bill introduced, and he's in the position to help us get it passed," Burger said. "There's not a state representative or a state senator that doesn't realize what we need."

Burger said the Scott County 911 system has been maintained well and is reasonably up-to-date -- it's about seven years old -- but revenue for the service is still declining. Revenue has dropped more than \$100,000 in 10 years, he said, and some counties are in a worse position than Scott County.

More than 30 counties, according to Gatschenberger, don't have the technology necessary to locate a person calling 911 from a cellphone.

Cape Girardeau County, which has generally seen

declining revenue from land-line taxes, doesn't have that technology, either.

Emergency manager Richard Knaup said in March, when the House was reviewing the bill for a tax on cell services, the technology to track 911 calls from cell-phones is expensive.

"We can't afford to bankrupt the entire 911 system to carry the wireless," he said.

Seventeen Missouri counties, including Bollinger County, don't have technology to find an individual calling on a land line.

"We're in pretty bad shape. We've got no enhanced 911 and no mapping capabilities," said Jim Bollinger, Bollinger County emergency manager. "Our county has not put forth the money to do it, and it's primarily because we don't have it to spend."

Operating an enhanced 911 system requires two dispatchers and the county can't take on the additional expense, he added.

While the committee is likely to discuss bringing uniformity to the state's 911 systems, Bollinger suggested they also address the situation in the state's most rural counties -- that they're without necessary technology due to declining revenue.

He said he hopes lawmakers can move past the idea that a fee on cellphone users' monthly bills would be a tax.

"Cellphones are our primary communication tool now," he said. "They need to get around this issue of raising taxes."

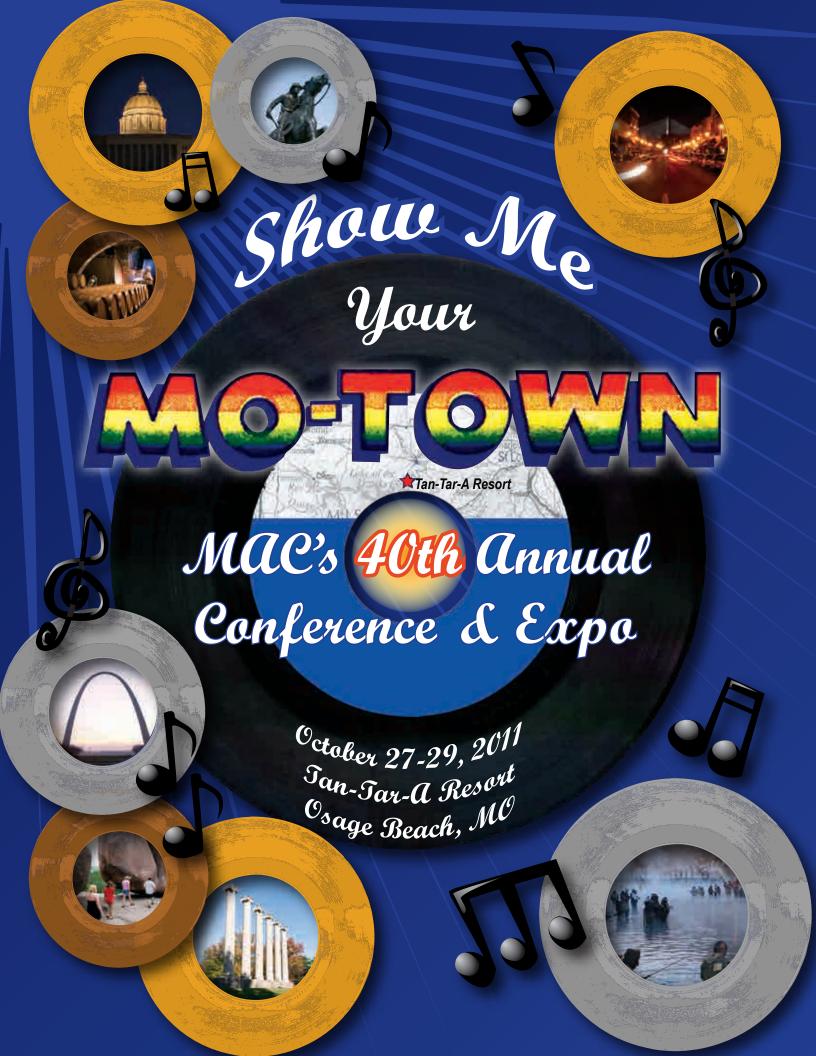
The committee will be meet four times in the upcoming weeks, according to Gatschenberger, and will submit a recommendation to Tilley by the end of the year

Tilley did not return phone calls to discuss the committee and what would take place following hearing their suggestions.

This article first appeared in the June 20 edition of the Southeast Missourian. Reprinted with permission.

Hearing Dates For The Missouri House Interim Committee On 911 Access

- Thursday, July 14th
- · Wednesday, August 17th
- Tuesday, September 13th
- Thursday, September 15th



MAC Oct. 27-29 Annual Conference & Expo Has Dual Theme

Show Me Your MO-TOWN

Detroit, Michigan, USA, in the 1960s and early '70s! Who doesn't remember, and to this day enjoy, the magnificent sound of soul music with a distinct pop influence!

Jackie Wilson & The Matadors ... Smokey Robinson & The Miracles ... The Marwelettes ... Diana Ross & The Supremes ... The Four Tops ... The Jackson 5 ... Stevie Wonder ... Marwin Gaye ... The Temptations ... Martha & The Vandellas ... Gladys Knight & The Pips ... and so spin the 45s!

Fast forward to the State of Missouri, USA, in the 21st century and find out *What's Going On* at Tan-Tar-A Resort Oct. 27-29. This will mark MAC's 40th Annual Conference & Expo – a meeting to be remembered!

Also as part of MAC's 2011 annual meeting, we're asking that you Show Us Your MO-TOWN – *The Way You Do The Things You Do!*

That's where you come in! **Get Ready!** Many of you (as county government elected officials) have local connections that could help us showcase your part of the state. **Ain't No Mountain High Enough!**

Whether it's from St. Joe to Kansas City, to Branson, Cape Girardeau, St. Louis, to Hannibal, to Columbia – MAC is hoping you'll donate something that represents your hometown area.

Don't be *Uptight* (Everything's Alright). We Heard It Through The Grapevine that you might consider donating weekend getaways/hotel stays, artistic works (prints or sketches by Missouri artists), food items (like smoked hams, cheese assortments, native wines), tickets to sporting events, tickets to dramatic productions, and sporting goods (rods and reels, golf bags). Ain't Nothing Like The Real Thing!

You're only limited by your imagination, and the more Missouri products and gifts you <u>bring to conference</u> *Signed*, *Sealed & Delivered* – all the better!

MAC has plans in the works for an evening of fun and games, *Sugar Pie*, *Honey Bunch*! To top it all off, you may be lucky enough to go home with some other county's donation. *How Sweet It Is!*

Read the insert below and start thinking about conference fun, start thinking about donations, and start thinking about the tremendous potential to draw attention to your hometown MO-TOWN! Reach Cut (I'll Be There)! Let us know if you will, too.

Show Me Your MO-TOWN

It's a brand new event scheduled for Friday, Oct. 28, after the Awards Banquet.

MAC is asking that you donate one thing (or several things) that represent your area of the state –
your hometown MO-TOWN!

Our county would like to donate the following:

Item:

Approximate Value:

County:

County:

Telephone:

E-Mail Address:

PReturn one form per each item.

Do not mail the item(s) to the MAC office.

► Attach an identifying marker (with the name of your county and a description of the item) on your donation when you bring it to conference.

Please cut off and mail to Show Me Your MO-TOWN, PO Box 234, Jefferson City, MO 65102-0234.

County Officials, Show Us Your MO-Town!

Register For MAC's 40th Annual Conference & Expo Today! Oct. 27-29, 2011, at Tan-Tar-A Resort, Osage Beach, MO

Mail this form (one per county official) with payment to MAC Conference, PO Box 234, Jefferson City, MO 65102-0234

Name		Title		
County/Business		Street Address		
			Telephone	
Cancel by Oct. 21 to	receive refund or	rstop billing. All	ll cancellations will be charged a \$25 processing fee.	
(X) County Officials' E	arly Registration k	oy Oct. 18 = \$120	20 (payment must accompany registration)	
(X) County Officials' L	ate or At-Site Reg	istration after Oc	oct. 18 = \$140	
(X) Spouse's Early Reg	jistration by Oct.		ent must accompany registration) lame (only if attending)	_
(X) Spouse's Late or A	t-Site Registration	n after Oct. 18 =	For Office Use Only: Total Registration Fee \$ Payment \$ Check No Date Received Balance Due \$	

Transportation Bill In The Works

Both Chair Barbara Boxer of the Senate Environment and Public Works Committee and Chair John Mica of the House Transportation and Infrastructure Committee provided updates on where they are heading on the reauthorization of the surface transportation program.

Boxer confirmed that she is working on a two-year reauthorization that would total about \$109 billion over two years for both highway and transit. Under this scenario, an additional \$12 billion in new revenue would have to be found to supplement what the Highway Trust Fund can support.

Also, Mica held a briefing announcing the outlines of his \$230 billion six-year reauthorization bill. In explaining the relatively modest size of his proposal, which would mean a 30 percent cut from current spending for highways and transit, Mica cited House rules limiting new Highway Trust Fund spending to

the projected amount of revenue coming into the Trust Fund. While no bill language was presented, he did explain the need to stabilize the Trust Fund, his desire to include provisions that would leverage federal spending (TIFIA and state infrastructure banks), his interest in streamlining project delivery and the permitting process, program consolidation, and a focus on the National Highway System and Highway Safety.

Currently, specifics regarding continuation of the Off-System Bridge Replacement and Rehabilitation (BRO) Program are pending. In a June 10 letter to Chairman Mica and ranking committee members, 18 House members signed on and urged the committee to include dedicated off-system bridge funding

(as was included in SAFETEA-LU's Highway Bridge Program) in the next surface transportation funding reauthorization bill. Representative Sam Graves (MO-6) has been instrumental in efforts to push for BRO reauthorization. Accompanying his signature on the letter were also the signatures of Representatives Jo Ann Emerson (MO-8), Blaine Luetkemeyer (MO-9), and Vicky Hartzler (MO-4).

We appreciate the efforts of MAC's membership in contacting their Congressional representation and urging them to sign on to this letter and continue to push for the BRO Program's inclusion in future surface transportation funding. Please keep in touch with your representatives and let them know how essential the BRO Program is to Missouri.

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Poepping, Stone, Bach & Associates - Hannibal, MO 573-406-0541
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Smith And Co. - Poplar Bluff, MO 573-785-9621
Sprenkle & Associates Inc. - Monett, MO 417-236-0112
Treanor Architects - St. Louis, MO 314-984-0021

Attorneys/Legal Services:

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Pioneer Trails Regional Planning Commission - Concordia, MO 660-463-7934 State Emergency Management Agency (SEMA) - Jefferson City, MO 573-526-9102

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Missouri Association of Counties Workers' Compensation Trust

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MAC Workers' Comp Trust Rewards Good Performers

In April at the association's Legislative Conference, 72 counties and other related entities received recognition for substantial performance-driven credits on their 2011 premiums that totaled nearly \$1 million.

Performance-Driven Credits

"As I prepare for my visits to our members, I am amazed at the discounts received in the 2011 policy year. Premiums in many entities dropped considerably," said MAC's Loss Prevention Coordinator Bob Holthaus. "This is due to both improved loss performance and our revised pricing."

Holthaus explained that in past years, all Trust members received what, in essence, amounted to annual dividends that were applied toward the next year's premiums.

In 2009, however, he explained that the Trust's board of directors decided to reward good performance – performance that reflected low loss ratios. The number of claim dollars divided by the gross premium paid equals a county's loss ratio.

Don Troutman, Texas County clerk and the Trust's chairman, said the board's decision to revise pricing to reward good performers meant some counties realized between 20-25 percent discounts on their 2011 premiums. Franklin County, for instance, received a 2011 credit of \$81,074. St. Francois County received \$48,239. Phelps County was awarded \$26,737, and Crawford County got \$21,531.

Other board members who are very pleased with the switch to the incentive-based, performance-driven method of rewarding good performers and placing a surcharge on poor performers include Eva Danner Horton, Livingston County presiding commissioner and vice chair; Carol Green, Phelps County treasurer and 2nd vice chair; and Paul Koeper, Cape Girardeau County associate commissioner.

"I don't know of any other insurance product that is more incentive-based," explained Holthaus. "You can go accident-free for many years on homeowner's or auto insurance, and I'll almost guarantee you'll never see such significant discounts as these."

Also at MAC's Legislative Conference, a number of the Trust members received safety award and/or "noclaim" award checks resulting in an additional \$83,919 that was distributed.

Safety Awards

Forty-eight members took home safety award checks. For the first year, counties who are willing to maintain an effective loss prevention or safety program receive a 2 percent dividend on the next year's premium. Continuing a successful program for a second and third year means an additional 2 percent for each year – up to a total of 6 percent.

Some top receivers were Buchanan, Jasper and Macon Counties who took home checks of \$12,985, \$8,060 and \$2,631, respectively.

To qualify for the Certified Safety Program, members must undertake the following:

- Be a current member of the MAC Workers' Comp Trust with one full year of membership.
- Fully commit to changes in regard to safety.
- Implement and follow requirements of a safety program.
- Maintain a frequency rate (number of claims) that is 30 percent better than the pool at large.
- Maintain a severity rate (cost of claims) that is 50 percent less than the county's total yearly premium.

"No-Claims" Awards

Thirteen entities took home "no-claims" awards. Any Trust member that has successfully had three consecutive years of no claims is eligible for the "no-claims" award. Successful entities receive checks amounting to 10 percent of their annual premium. If they keep up the pattern and have no claims for the fourth year, it stays at 10 percent until the string is broken.

The top receivers in this case were Oregon County with \$3,150, Daviess County with \$1,653 and Linn County with \$1,504.

What Does The Trust Want In Return?

"We're asking for something that can cost very little. It may only take some time, organization, and leadership. We're asking you to pay more attention to your safety programs," Holthaus said. "The good news is that most accidents are up to 97-98 percent preventable, and you're in a position to 'make it happen!'"

The Recession Continues – An Economic Status Survey Of Counties Executive Summary

Even as the national economy begins to rebound, county governments across the nation are still feeling the results of the downturn in revenues. The downturn started nearly four years ago with a slowing housing market and an unprecedented number of foreclosures. As the downturn continues, counties are making the difficult decisions necessary to continue to provide essential services and programs to their residents.

In early February 2011, the National Association of Counties conducted a survey to which 500 counties of all population sizes responded. The survey was conducted as the sixth in a series to determine the continuing impact of the downturn on county budgets and to find out what actions they are taking to meet the challenge of lower revenues. The results of this survey show that counties are making tough choices to balance their budgets.

Larry E. Naake Executive Director National Association of Counties

The National Association of Counties conducted an economic status survey of counties of all population groups. The survey was conducted by National Research, LLC. Even as economists proclaimed that the



national recession was over, local governments continued to feel the effects of the economic slowdown. As a result, counties have been forced to make difficult decisions in order to adopt balanced budgets while maintaining essential services and programs. The survey report shows that many counties have been successful in scaling back or deferring certain activities to help them through the current fiscal year. The data also shows that many counties are providing their services with fewer employees.

The counties included in this survey were drawn from a sample group of more than 2,400 counties that have either elected or hired administrators. Five hundred counties from 44 states responded. Of the responding counties, six were large counties (population above 1 million), 181 were mid-size counties (100,000 to 1 million population) and 313 were smaller counties (below 100,000 population).

The following 19 Missouri counties participated in the survey: Adair, Boone, Butler, Cape Girardeau, Chariton, Clay, Dallas, DeKalb, Douglas, Gasconade, Greene, Johnson, Maries, Mercer, Morgan, New Madrid, Pulaski, Ralls, and Scotland.

The key findings from the survey follow:

County Budgets – Most counties report that they adopted balanced budgets based on their lower revenue anticipation at the beginning of their budget year and have not experienced additional shortfalls.

- Only 88 counties (17 pecent) experienced shortfalls after the adoption of their budgets
- 94 percent of counties with

- shortfalls were short less than \$10 million
- Only one county had shortfalls between \$25 million and \$50 million

Counties report that declining revenues from the state was the number one contributor to their lower revenues.

- 46 percent of counties cite decreases in state funding as a reason for decreased revenues
- 37 percent cite decreases in miscellaneous revenues (includes investment income) and property taxes

Counties are making administrative changes, delaying other activities, using rainy day funds and adjusting personnel to help keep their budgets balanced.

- 47 percent have delayed purchases and repairs
- 47 percent have delayed capital investments
- 31 percent have delayed construction
- 45 percent have instituted salary and/or pay freezes
- 41 percent have instituted hiring freezes
- 40 percent have used their rainy day funds
- 37 percent have instituted employee travel restrictions
- 24 percent have laid off county workers

More than half of the counties surveyed have fewer county staff than they did in 2010.

- 53 percent have fewer county workers than they did in FY 2010
- 71 percent of counties who have fewer workers report losing up to 5 percent of their workforce
- All of the counties above one million population lost employees

The majority of counties report that their bond ratings have not changed because of the adjustments that they have made to balance their budgets.

- 15 percent report that their bond ratings have changed
- 78 percent report no changes in their bond ratings
- 28 percent of the mid-size counties (100k to one million) say their bond ratings have been impacted



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Three County Commissioners Act As Guardians Transporting World War II Veterans to D.C.

Central Missouri Honor Flight

World War II, or the Second World War, was a global military conflict lasting from 1939 to 1945, which involved most of the world's nations, including all of the great powers. Marked by significant events involving the mass death of civilians, including the Holocaust and the only use of nuclear weapons in warfare, it was the deadliest conflict in human history. World War II fatality statistics vary greatly. Estimates of total dead range from 50 million to over 70 million.

... Wikipedia

Now that the war has been over for 66 years, Central Missouri Honor Flight (CMHF), a nonprofit organization created solely to honor America's veterans, transports our heroes to Washington, D.C., to visit and reflect at their memorials.

By press time, it is estimated that

CMHF will have made 16 Honor Flights since it began operation in 2009. Due to winter weather conditions here and in Washington, they don't fly from December to March, nor do they fly in July and August due to the potential of extreme heat conditions.

Top priority for being selected for the Honor Flight is currently given to survivors of WWII, along with





(Top Center) Callaway
County Associate Commissioner Donald "Doc" Kritzer
looks on as Honor Flight
members visit the World
War II Memorial. (Left)
Moniteau County Presiding Commissioner Kenneth
Kunze arrives on the Honor
Flight. (Bottom Right)
Randolph County Associate
Commissioner Wayne Wilcox
is seated next to a veteran on
the 2010 Honor Flight, one of
four on which he has served.

veterans of other conflicts who may be terminally ill. In time, CMHF may be able to take veterans of the Korean and Vietnam Wars.

With more than 1,000 WWII veterans dying each day (20 each day in Missouri), time to express thanks to these brave men and women is running out.

"The physical and emotional demands of an honor flight are impossible to describe one must simply experience it to truly understand. Likewise, it is impossible to describe how much our efforts mean to these great Americans until you are actually with them, sharing in their experience," said Steve Paulsell, vice president of CMHF which is headquartered in Columbia, MO.

One such Honor Flight to Washington was made on April 5, 2011. Each of the 57 veterans was required to have a guardian to assist in any way possible.

"There are many more people who apply to serve as guardians than we can ever accommodate on our flights," Paulsell explained. "We select those we believe possess appropriate qualifications AND demonstrate the right spirit and passion for our mission."



County Commissioners Serve As Guardians

Three Missouri county commissioners have served as guardians, paying \$300 each time to participate and cover such expenses as bus rental and plane fare.

On April 5, Callaway County Associate Commissioner "Doc" Kritzer and Moniteau County Presiding Commissioner Kenneth Kunze made the trip.

"What a wonderful experience it was with those guys (the veterans)!" exclaimed Kritzer. "It was my second time to go as a guardian. It is a great way to honor my grandfather (a WWI veteran), my father

(both a WWII and Korean veteran), and my daughter Tammy, who is currently serving a second tour of duty in Afghanistan as a flight nurse with the U.S. Air Force."

Commissioner Kunze was also on the April 5 trip. "It was very hearttouching. I have volunteered to go every time if they need me. It was one of the most rewarding days of my life," he said. The commissioner has spent 42 years and 7 months in the National Guard, but he never went oversees during war time, so this is his way of paying tribute to those who did.

The name Honor Flight was appropriately chosen. It's not about the guardians. It's to honor those who put their lives on the line for their country. Kunze said he asked one of his vets what he did when he came back from WWII. "He told me, 'I went to work! There wasn't any fanfare like this!""

Although not on the April 5 flight, Associate Commissioner Wayne Wilcox from Randolph County has served as a guardian four different times - twice in 2009 and twice in 2010.

On one of the flights Wilcox was guardian for three men. "It made for a nice team. They fed off each other."

He also said that one time he and his veteran had a photo taken with then-Congressman Ike Skelton. The veteran was wounded and showed the congressman a small copy of the New Testament that he always

carried with him during the war. He pointed out where the bullet went right through his little book.

What Happens On An Honor Flight?

A typical Honor Flight spans a 24-hour period. Veterans and guardians meet for breakfast at 1:00

> a.m. at the Courtyard Marriott in Columbia. At 2:00 a.m. they board buses bound for the St. Louis Airport. There is a medical doctor on board each bus, as well as nurses who are family members and act as guardians, EMTs and paramedics.

> In St. Louis, they catch a 2-hour flight to Baltimore that arrives at 6:00 a.m. Upon arrival, they are greeted by an announcement on the airport's PA system and are honored by a crew of Navy servicemen.

Complete with wheelchairs for those who need them (which are donated by the Truman VA Medical Center in Columbia), the group boards chartered buses for the trip to D.C.

All on board are treated to box lunches, and the veterans all receive disposable cameras.

The entire focus of the trip is visiting the World War II Memorial that honors the 16 million who served in uniform – the "Greatest Generation" of Americans who emerged from the Depression to fight and win the most devastating war in world history. Its Freedom Wall's 4,000 gold stars commemorate the more than 400,000 Americans who gave their lives in the war.

Then, as time permits, the Honor Flight group visits The Washington Monument, Lincoln Memorial, as well as the Korean and Vietnam Memorials. After a drive by the Smithsonian, the Capitol, and the White House, veterans and guardians proceed to Arlington National Cemetery to visit the Tomb of the Unknown Soldier.

Honor Flight members then head back to the Baltimore Airport about 4:00 p.m., and the veterans are each given \$10 to purchase food and drink items.

A surprise is in store for them half way through their 6:00 p.m. flight back to St. Louis! It's "Mail Call." Letters written by family

members and school children are doled out to the



"We can't all be heroes. Some of us have to stand on the curb and clap as they go by."

- Will Rogers





veterans. On the April 5 flight, an amazing thing

happened. One veteran on board was an orphan and has never had a family. During WWII, when mail call was conducted, his name was never called as he never had mail. On April 5, 2011, somewhere over Ohio at 30,000 feet, for the first time in his life, his name was called during mail call and he had letters. Many had the privilege of witnessing his smile (and tears). Moniteau County Commissioner Kunze admitted he even had tears in his own eyes.

Then comes another surprise! On the return bus trip home from the St. Louis Airport around Kingdom City at mile marker 148, well over 100 motorcycle riders surround the buses, serving as a patriot guard for the rest of the trip to Columbia. The veterans returning to Columbia do not know that the Central Missouri Honor Flight Riders await them at Kingdom City and are often moved to tears when they see the motorcyclists passing by their buses raising their arms in salute. Approximately 15 Highway Patrolmen block I-70 on-ramps to make sure no one interrupts the motorcade.

The Honor Flight veterans and guardians arrive back at the Courtyard Marriott around midnight to yet another surprise! They are greeted by bagpipers, cheering college kids, and a Columbia fire truck with a huge U.S. flag hanging from its ladder.

The Overall Impact

"We estimate there are approximately 700 people

that, in some fashion, put their fingerprints on each flight," said Honor Flight Director Steve Paulsell.
"These include those you see on the flight and at the hotel helping us get in and out the door. They also include all of the well-wishers along the way, the volunteers at BWI, the letter writers, the Southwest employees, firefighters who collect and return our borrowed wheelchairs, those who wait tirelessly at the hotel, including sororities and fraternities that welcome the veterans home, and those who raise the funds to make this possible. Obviously, other groups that are critical to 'our finale' are the law enforcement officers, the firefighters, the bagpipers and the Honor Flight Riders.

"We have become a family of sorts, an eclectic and bizarre composition of police officers, bikers, bagpipers (men in skirts), college kids, active military and people from hundreds of other backgrounds — all bound together by a common desire to finally and properly say *thank you* and *you have not been forgotten* to these Great Americans."

During an early morning briefing prior to the April 5 flight, Paulsell shared a quote with the guardians: "They may not remember what you did, they may not remember what you said, but they will never forget the way you made them feel."

Commissioner Kritzer overheard one veteran say that it was the first time he felt at peace, the first time in 60 years that he could put it (the war) behind him.



Miller Receives Leadership Award

Boone County Associate Commissioner Karen Miller was awarded the ATHENA Leadership Award by the Women's Network Division of the Columbia Chamber of Commerce. The award was announced on Thursday, April 21, at the 17th Annual ATHENA International Awards Banquet.

ATHENA International Award recipients are chosen for displaying excellence, creativity and initiative in their businesses or professions, providing valuable service to improve the quality of life in their communities, and helping women reach their full leadership potential.

Miller is starting her 19th year as District I (Southern) Boone County Commissioner. She moved to Missouri from Indiana in 1969. She earned her bachelor's degree in Business Administration at Stephens College in 2006. She attended Harvard University's John F. Kennedy State and Local Senior Executive Program during the summer of 2003.

Since being elected, Miller has focused much of her effort on basic infrastructure – roads, sewers and stormwater, and the county's Information Technology Department. Most recently, she was responsible for the 2-floor addition to the Boone County Courthouse and the building of the Warehouse and Sheriff's Annex projects.

Miller served as 2003-2004 president of the National Association of Counties (NACo) and continues to serve on the board of directors. She also serves on the Missouri Association of Counties' and the County Commissioners Association's boards of directors.

In 2008, Miller was named one of the Top 25 Doers, Dreamers and Drivers of Government Technology by Government Technology Magazine.

She received the 2010 Debin Benish Outstanding Business Woman Award from the Columbia Chamber of Commerce.

Also in 2010, she was appointed to represent the state's 114 county government commissions on the Missouri Judicial Finance Commission.

Wood Appointed To Clean Water Commission

On June 30, Gov. Nixon appointed Stone County Presiding Commissioner Dennis Wood to the Missouri Clean Water Commission. The seven-member commission adopts regulations and policies to carry out planning, monitoring, permitting, enforcement, and grant assistance activities to carry out the objectives of the Clean Water Law; hears and resolves appeals of permits and staff decisions; and directs the use of state construction grant and loan funds.

Before becoming presiding commissioner, Wood was elected to four terms in the Missouri House of Representatives (representing District 62). He is also a licensed realtor.

Wood's appointed term on the Clean Water Commission expires on April 12, 2014.

County Redistricting - A Required Or Voluntary Process?

The decennial census often triggers redistricting because of population shifts that cause districts to be unequal in population. In order to keep in conformity with the *U.S. Constitution*, districts must be equal and compact as interpreted over the numerous years in federal court decisions. If the county's districts are still relatively equal, there is no law forcing redistricting.

However, if the population shifts make districts unequal, then redistricting needs to take place OR a citizen can force redistricting through federal or state court action using the *U.S. Constitution* as its legal basis.

MAC Legal Counsel Ivan Schraeder reports that the only state statute relating to county redistricting is Sec. 49.010, *RSMo*. It reads as follows:

49.010 County court to be known as county commission – membership of commission – two districts in each county.

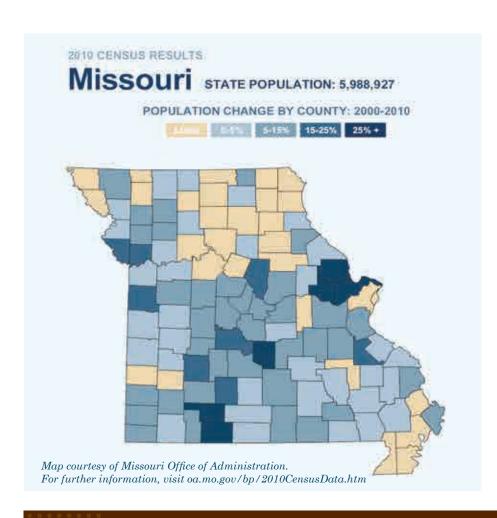
The county court shall be known as the "county commission" and shall be composed of three members, to be styled "commissioners" of the county, and each county shall be districted by the commissions thereof into two districts, of contiguous territory, as nearly equal in population as practicable, without dividing municipal townships.

Schraeder explains that "contiguous" means "near or

touching." In other words, the district boundaries must touch each other, with no small pocket of one district embedded in the middle of another commissioner's district. He notes also that the statute includes no specific timeframe for redistricting.

However, he suggests that redistricting be completed before the filing date for the next election cycle to avoid unwanted problems if the districts are out-of-balance by population.

The state statute has further been interpreted to remove the "no-split-of-townships" provision because that part violates the *U.S. Constitution*. See *Chapman v. Hoyt, 549 SW2d 869 (MO 1977)*. It was the court's decision that the issue of not splitting townships may be disregarded if not splitting them



interferes with equal representation in population. Based on previous court decisions, townships may be split if absolutely necessary.

Missouri's population is 5,988,927 as of April 1, 2010, and showed a growth of 393,716 persons, or 7 percent, during the first decade of the new millennium. However, the nation's population grew at a rate of 10 percent during the same period. Because of our state's slower growth rate in this and the previous census, Missouri's congressional delegation was reduced by one seat.

To the contrary, the population in some Missouri counties simply soared.

In comparing the 2000 population count against the recent 2010 count, Missouri's five fastest-growing counties by percentage change were the following: Christian (up 43 percent), Lincoln (up 35 percent), Warren (up 33 percent), Taney (up 30 percent), and both Pulaski and St. Charles (tied and up 27 percent).



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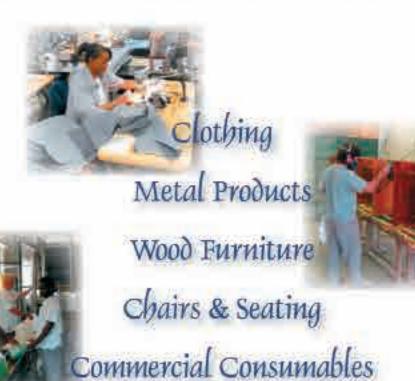






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Takio School District received a loan of \$118,800 for lighting upgrades.	4.1 years	Nearly \$29,000
Missouri University Science & Technology received a loan of \$552,182 for compressors and HVAC upgrades.	5.75 years	More than \$95,900
Silex R-1 School District received a loan of \$293,040 for HVAC upgrades and lighting upgrades.	5.1 years	More than \$50,000









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<u>Must Counties Use</u> The State Rate?

State Mileage Rate Remains At 37 Cents Per Mile

At press time, the state mileage allowance remains at 37 cents per mile for privately owned automobiles on state business. Chap. 33.095, *RSMo*, permits any county (with the exception of 1st-class charter who have their own authority) to pay a mileage allowance at the rate authorized by the state Commissioner of Administration.

Due to Missouri's severe budget problems, the state rate (one of the lowest in the nation) has remained at 37 cents since May of last year. For continued updated information, log on to oa.mo.gov/acct/mileage/.

Most counties do follow the state rate.

However, MAC Legal Counsel Ivan Schraeder believes that the county commission can set the rate at whatever level it chooses.

"I think that when Chap. 50.333.10 is read in light of the other statute [the one cited above], the county commission can set the rate at whatever level it chooses, especially in light of the introductory wording 'notwithstanding any other law,'" said Schraeder.

"Even though there is a potential conflict, usually courts read the laws in light of compatibility, rather than conflict. Also, Chap. 33 is primarily the administrative power of OA over state agencies and state budget administration, not regulation of other governmental entities. As such, the rate would be applicable to state moneys reimbursed to county governments under grants, etc., where vehicles are used for activity. I see no reason to change my opinion, even though it may be subject to more than one interpretation since neither statute has been interpreted by the courts."

Just as county governments may continue using the 37-cent per mile rate authorized by the state or establish their own rates, this same rate will apply when determining the rate for workers' comp cases (for an injured employee's reimbursement for travel expenses for medical treatment), as well as for witness reimbursement.

However, two new mandates have been passed subsequent to Chap. 33 095

According to Chap. 57.280.1, *RSMo*, sheriffs who use their own vehicles for work purposes shall receive the mileage rate allotted by the IRS. For calendar year 2011, that amount is 51 cents per mile.

In addition, Chap. 50.333.10, *RSMo*, states that officeholders and employees shall be paid at the highest rate allotted to any officer. Thus, in counties where sheriffs use their own vehicles for work purposes, county officials are entitled to the IRS rate of 51 cents.



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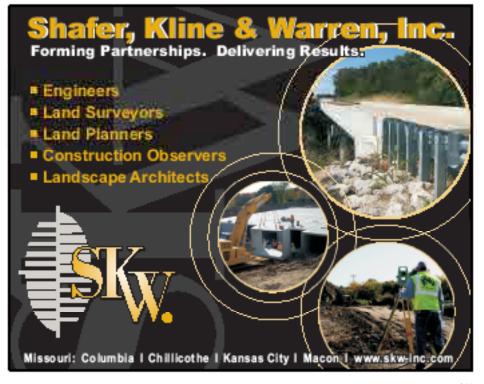
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Six Of The State's Juvenile Detention Centers To Be Eliminated

Last year, Gov. Jay Nixon recommended a \$5 million cut in judiciary spending for the state court system in FY '11.

Naturally this focused on a reduction of state-paid personnel.

What began as an examination of one part of the court system – juvenile detention centers – has become a reality that will directly affect 17 counties and have ancillary impact on our remaining 97 counties.

In August of last year, the Missouri Supreme Court subsequently tasked its Circuit Court Budget Committee (CCBC) to examine the operation of juvenile detention centers in the state of Missouri.

"Just as our chief justice has stressed that, for adult offenders, we must be smarter about the punishment alternatives we use to reduce the risk of those individuals re-offending, we also must be smarter about how we deal with children who commit offenses as well," stated CCBC Chairman Steven Ohmer, presiding judge of the St. Louis circuit court (22nd Judicial Circuit). "Not every child who commits an offense should be detained in a secure facility; those who commit non-violent offenses are better served by exploring other alternatives to ensure they are punished for their actions and helped to become productive, law-abiding members of society."

He added that effective alternatives might be home detention services, electronic monitoring, and alcohol monitoring devices.

Thus, the CCBC created an 8-member Juvenile Detention Facilities Workgroup, chaired by Patricia Joyce, presiding judge of the Cole County circuit court (19th Judicial Circuit).

The workgroup spent months studying and reviewing the physical operations, practices, and organizational structure of the state's secure juvenile detention centers.

Evaluations at each center focused on the facility's age and condition, the average daily population over a year's time, the percentage of occupied capacity over a year, and the proximity of the facility to other juvenile detention centers.

In April 2011, the workgroup released its findings. They recommended that six facilities in Bolivar (Polk County), Cape Girardeau (Cape Girardeau County), Poplar Bluff (Butler County), Sedalia (Pettis County), Union (Franklin County), and Warrensburg (Johnson County) should be closed.

The six affected facilities (all in multi-county judicial circuits) serve an average of four or fewer children each, or a cumulative average daily total of 18 children, and employ a total of 63.775 full-time equivalent positions (with combined state-paid salaries totaling \$1.758 million, as well as combined state-paid benefits totaling approximately \$1 million).

The plan will allow the state's remaining 18 juvenile detention facilities (each of which has room available) to operate more as regional centers.

Each facility that will be closed is near a facility that will remain open. This means that children who need secure detention will not be moved more than a county or two away from where they would have been served.

The closure of the six facilities and implementation of new juvenile detention strategies will not occur until Jan. 1, 2012.

"Through this evaluation the workgroup determined that state-paid staff could be reduced in several jurisdictions without jeopardizing the safety, health, and welfare of potential detention residents," said Judge Patricia Joyce.

The Background On State-Paid Juvenile Salaries

In 1998, legislation was passed stipulating that juvenile court personnel in the 35 multi-county circuits become "state" employees, receiving state-paid salaries, retirement, health insurance, etc.

However, counties in these 35 circuits were, and are still, required to maintain a level of funding (known as "maintenance-of-effort" or MOE) for juvenile services above and beyond the state-paid reimbursement for salaries and benefits of juvenile officers.

The "maintenance-of-effort" funds may be spent on administration of the court — contractual costs for detention service, guardians ad litem, transportation costs for those circuits without detention facilities, short-term residential services, indebtedness for juvenile facilities, expanding existing detention facilities or services, continuation of services funded by public grants or subsidy, and enhancing the court's ability to provide prevention, probation, counseling and treatment services.

The 1998 law was considered a victory for Missouri counties, in that it represented another step toward eventual incorporation of the juvenile courts into the state court system.

The law took effect on July 1, 1999.

Questions Abound

Cape Girardeau County is losing its juvenile detention facility. Associate Commissioner Paul Koeper wants to know how the "maintenance-of-effort" funding will be treated.

Perry and Bollinger Counties are in Cape's multicounty circuit. The calculation for the MOE funding was based on the employees' wages working in the detention center at the time (1999) and equaled

\$472,000. This dollar amount has continually been split three ways annually based on population – Cape Girardeau at 69 percent, Perry at 19 percent, and Bollinger at 12 percent.

Because Cape County has the current facility, they continue to pay the previously mentioned and required "maintenance-of-effort." At the end of the year, Perry and Bollinger Counties pay their percentages to Cape County.

Commissioner Koeper said this brings serious questions to mind:

- (1) When a juvenile is taken into custody, is he/she sent directly to another facility, or does Cape County have to provide a holding place? Who would man the holding facility and pay the costs?
- (2) Who is responsible for transporting to a nearby juvenile center the local police department or the county sheriff's department?
- (3) Whoever transports, do they expect to be reimbursed from the county?
- (4) The daily charge from another facility is this cost borne by the county as part of the "maintenance-of-effort"?
- (5) Is the MOE still in effect? What does it pay for? Detention time? Travel time? Labor to travel? Juvenile office facility?
- (6) Are Perry and Bollinger Counties completely responsible for their own juveniles if they have to send them to another facility?
- (7) What will be happen with our existing Detention Center?

County Concerns Increase

For multi-county judicial circuits, the concept of regional juvenile detention centers may make sense at a time when state coffers have bottomed out. However, this move could have a large fiscal impact on many counties. Cost increases could be expected in the daily contract detention cost per juvenile, with the transportation costs to and from court, for reimbursement costs to local school districts that provide education, and for added hours and transportation costs for local law enforcement agencies if they need to take a juvenile into custody.

Juveniles would be placed further away from their parents and attorneys. Regional locations would need to be decided by overall population concentrations, rather than by current detention numbers. Doctors' appointments and prescriptions for medicine, alone, will make a difference to sheriffs who would need to run back and forth to the juvenile's home locale.

To compound the problem, there is also a move afoot to raise the age from 17 to 18 when a youth is no longer considered a juvenile.

OSCA Will Assist In The Process

Those in the Office of State Courts Administrator (OSCA) will be key to ironing out the problems that will arise. In a meeting with MAC Executive Director Dick Burke, lead personnel were very candid that they don't have a lot of answers and will do their best to work through all the issues with the counties until the end of the year when the closures take effect.

"... It should be stated clearly that this decision is not being made with the intent to push further costs onto counties, nor do we envision that this will occur as a result of this decision," concluded CCBC Chairman Judge Ohmer.

Please see the map on page 28 for more information. Courtesy of OSCA (published in their April 12 news release). Visit them at www.courts.mo.gov.

Training In Grant Writing

The St. Louis County & Municipal Police Academy and Grant Writing USA will present a 2-day grant management workshop Sept. 8-9, 2011, in St. Louis. The Academy is located at 1266 Sutter Ave., Wellston, MO 63133.

This training is for grant recipient organizations across all disciplines. Attend this class and you'll learn how to administer government grants and stay in compliance with applicable rules and regulations.

If your agency receives or plans to receive government grants, this class is for you. Beginning and experienced grant managers and administrators from city, county and state agencies, as well as non-profits, K-12, colleges and universities are encouraged to attend. You *do not* need to work in the same profession as the host agency.

Multi-enrollment discounts and discounts for Grant Writing USA returning alumni are available. Tuition payment is not required at the time of enrollment.

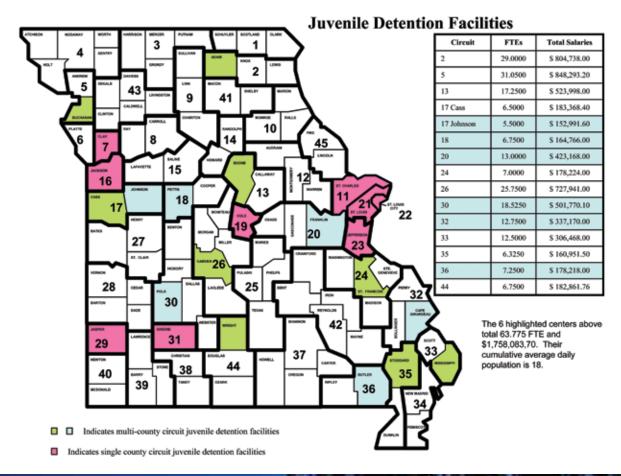
Tuition is \$595 and includes Grant Writing USA's 450-page grant management workbook and reference guide. Seating is limited and online reservations are necessary.

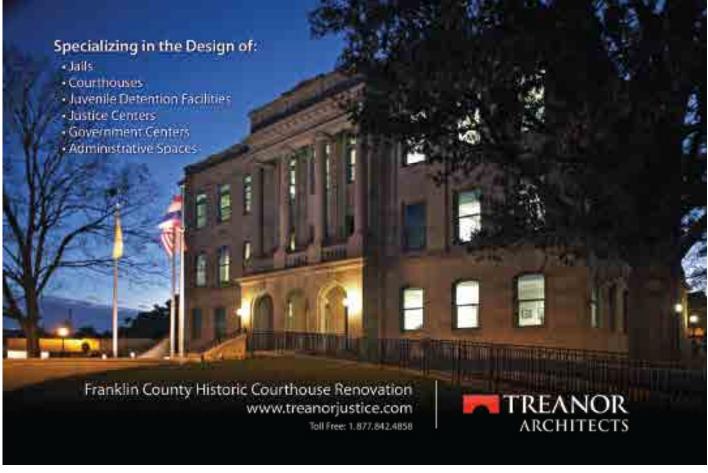
The course on both days runs from 9:00 a.m. to 4:00 p.m., with lunch at the student's expense.

Complete event details including learning objectives, class location, graduate testimonials and online registration are available at www. grantwritingusa.com.

To enroll and/or for instructions to register online, contact Becky Murphy at the Police Academy – (314) 889-8608 or bamurphy@stlouisco.com.

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Missouri Licensed Design Professionals Required In Commercial Building Projects

The Missouri Board for Architects, Professional Engineers, Professional Land Surveyors and Landscape Architects is a state agency responsible for regulating the practice of architecture, professional engineering, professional land surveying, and landscape architecture.

The board is taking a proactive approach to its mission to protect the inhabitants of the state of Missouri in the enjoyment of life, health, peace and safety, and to protect their property from damage or destruction through dangerous, dishonest, incompetent or unlawful architectural, professional engineering, land surveying or landscape architectural practice.

It is the board's quest to help educate as many persons as possible about the requirement of using Missouri-licensed design professionals in commercial building projects. This article is written with the hope of contacting a wide range of individuals/groups that are involved, though maybe not directly, with the construction,

repair, or remodel of any public or privately owned commercial building as required in Chap. 327 of the *Missouri Revised Statutes* (RSMo).

Past actions taken by the board to be proactive include the preparation of the *Reference* Manual for Building Code Officials and Fire Protection Districts (referred to as the "Red Book") and a building code pamphlet. Copies of the Red Book and pamphlet were mailed to all county commissioners, mayors, as well as building code and fire protection district officials. The manual can be viewed and downloaded from the board's website at www.pr.mo.gov/ apelsla.asp. In addition, the board has prepared articles for various professional associations in the past and board members have also met with professional associations, city councils, and planning and zoning officials when requested.

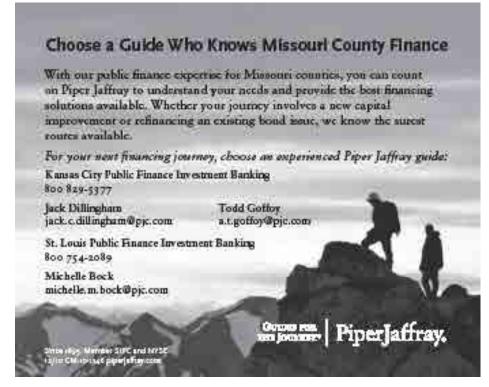
It is their hope that by making more people aware of their purpose and Missouri's laws and regulations that they will be able to reduce the number of future violations and, in turn, make the commercial buildings in the state of Missouri safer by stopping unqualified persons from designing potentially dangerous structures.

Those who are most involved with the construction, repair, or remodel of public or privately owned commercial buildings are the following:

- Insurance companies;
- Banks and financial institutions;
- Building departments, code enforcement officials, issuers of building permits;
- Fire departments and fire protection districts who inspect commercial building projects, remodels, or building repairs;
- School districts, administrators, and school board members;
- People involved in community planning; and
- Any persons who are directly involved with construction, such as general contractors or material suppliers.

The main questions for these groups to think about are "Am I building, repairing, or remodeling these structures from plans that are signed and sealed by a Missourilicensed architect and/or engineer? Am I informing my clients about the state law requiring the involvement of a Missouri-licensed architect and engineer with commercial projects?"

Although the state of Missouri does not have a statewide building code, Chap. 327, RSMo, does require that certain commercial buildings be designed by a Missourilicensed architect and/or engineer. Failure to comply with the statute could result in the design of unsafe structures and places liability directly on the owner/builder and possibly extends to those financing and/or insuring the property.



Sec. 327.101.5, *RSMo*, specifically lists the type of buildings and circumstances that are exempt from the use of a licensed architect during any new construction, remodel or repair:

- (a) A dwelling house;
- (b) A multiple-family dwelling house, flat or apartment containing not more than two families;
- (c) A commercial or industrial building or structure which provides for the employment, assembly, housing, sleeping or eating of not more than nine persons;
- (d) Any one structure containing less than 20,000 cubic feet, except as provided in (b) and (c) above, and which is not a part or a portion of a project which contains more than one structure; or
- (e) A building or structure used exclusively for farm purposes.

To clarify, or put into "plain English," the above-referenced statute (327.101.5, *RSMo*) basically means that most commercial construction, remodel, and repair projects need to be designed by a Missouri-licensed architect and engineer. VERY few projects would be exempt.

Attention should also be directed to Sec. 327.421, *RSMo*, which specifically relates to the use of licensed professionals in publicly owned facilities:

"This state and its political subdivisions including counties, cities and towns, or legally constituted boards, agencies, districts, commissions and authorities of this state shall not engage in the construction of public works involving the practice of architecture, engineering or land surveying, unless the architectural





and engineering drawings, specifications and estimates and the plats and surveys have been prepared by an architect, professional engineer or professional land surveyor whose license is current and in good standing, as the case may require."

Lastly, another great resource the board has to offer is its website – www.pr.mo.gov/apelsla.asp. On this site you will find links to the statues, board rules, licensing information, and a search tool to determine if an individual and/or a corporation is licensed to practice in the state of Missouri. The board hopes the information will also help you in your business practices as much as it will help the board in its goal of awareness. For further information, contact either Judy Kempker, executive director, or Shawn Hagerty, board investigator, at (573) 751-0047.







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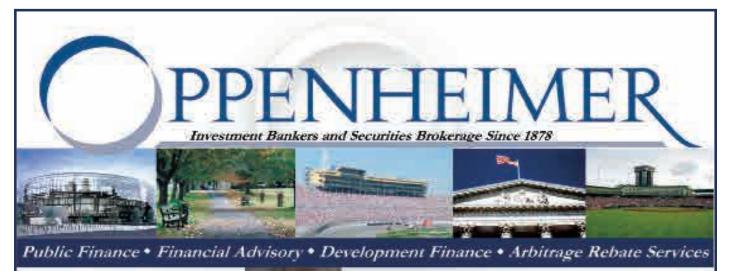


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People Skills For Public People

In today's environment of "doing more with less," employees in almost every business and organization are being asked to juggle multiple priorities and complete tasks while simultaneously providing increasingly higher levels of service. In the midst of increased workloads, interruptions, day-to-day stressors and the need to "just get the job done," maintaining optimum levels of courtesy and professionalism can be challenging at best.

Regardless of what else may be going on, many workplace professionals must communicate regularly with their co-workers, management and a variety of internal and external customers (or constituents) on any number of issues. Their results -- and the organization's success -- depend on their ability to communicate in a professional and persuasive manner while cultivating trust and confidence. The impressions they leave must accurately reflect the organization's commitment to quality and professionalism in the best possible light.

This full-day program will equip learners with the skills they need to handle the important job of customer service, and confidently represent the organization in their role as the "first line" of contact customers may interact with each day. Successful learners will be able to:

- Describe behaviors that make positive first impressions and build rapport,
- Give examples of the "Four Levels of Conversation,"
- Demonstrate effective body language and voice control when dealing with customers/constituents,
- Describe characteristics and behaviors which typify good/bad customer/constituent relationships,
- Identify situations in the workplace in which the "Customer C.A.R.E." model would be helpful and be able to apply C.A.R.E. in those instances, and
- Apply strategies and techniques to deal with three types of difficult customers/constituents in a positive manner.

When: August 24, 2011 Time: 8:30 am - 4:30 pm

<u>Location</u>: Truman State Office Building, Room 430, Jefferson City, MO

Investment: \$125.00

For more information, please visit www.training.oa.mo.gov or contact the center by phone at 573-751-4514.

DOT Announces Availability Of New Round Of TIGER Funding

U.S. Transportation Secretary Ray LaHood has announced that \$527 million will be available for a third round of the highly successful TIGER (Transportation Investment Generating Economic Recovery) competitive grant program, which funds innovative transportation projects that will create jobs and have a significant impact on the nation, a region or a metropolitan area.

States, counties, cities, and local governments interested in applying, must submit pre-applications by Oct. 3, 2011.

Projects will be chosen based on their ability to:

- Contribute to the long-term economic competitiveness of the nation.
- Upgrade the safety and quality of existing transportation infrastructure and facilities,
- Increase energy efficiency and reduce greenhouse gas emissions, and
- Improve the quality of life in communities through better transportation choices and connections.

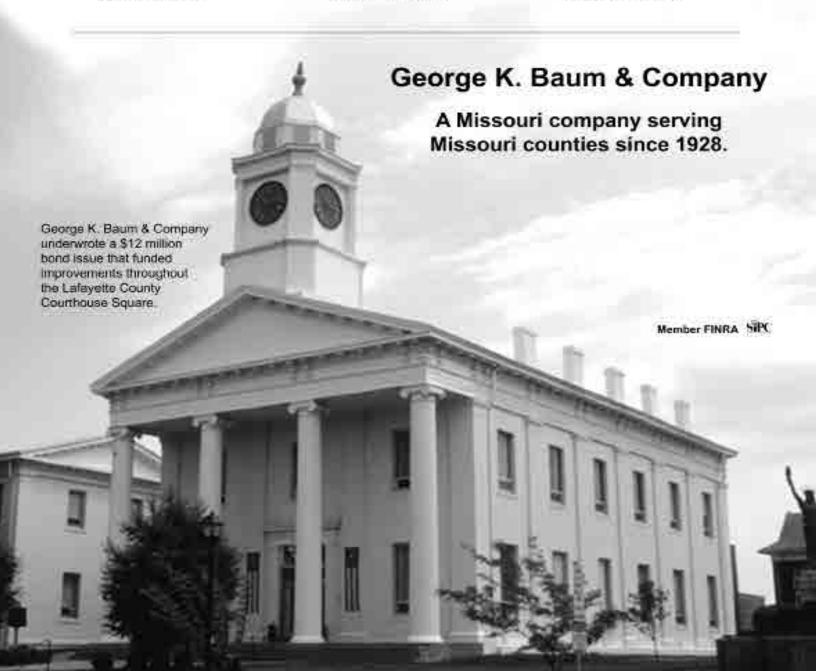
For resources and information. please visit the Dept. of Transportation online at www.dot.gov/tiger. Check out how the TIGER program is already funding high-impact road, bridge, rail, transit, streetcar, port, pedestrian, and bicycle projects in all 50 states and in Washington, DC. It's building a multi-modal transit center in Kent, Ohio. It's bringing streetcars to Salt Lake City, Utah. It's helping to complete a 128-mile regional network of pedestrian and bicycle facilities around Philadelphia and southern New Jersey. And that's just the beginning.



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