

# COUNTY COMMISSION RECORD, CAMDEN COUNTY, MISSOURI

Thursday 04/11/2024

The Camden County Commission met with Presiding Commissioner Ike Skelton, First District Commissioner James Gohagan, and Second District Commissioner Don Williams was absent.

## Meeting Agenda

Commissioner Gohagan made a motion to amend today's agenda to strike item five. Commissioner Skelton seconded the motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye). Session opened at 10:00 A.M.

## Prior Minutes

Commissioner Skelton made a motion to approve the April 4, 2024 meeting minutes as written. Commissioner Gohagan seconded the motion. The motion passed by vote: Commissioner Skelton (aye) and Commissioner Gohagan (aye).

## New Business

**Discuss Speed Limit Change for Southern Cherokee Drive- Requested by Resident-** Resident Danny Massey addressed the commission regarding issues he's seen and personally dealt with due to other residents of Southern Cherokee Drive driving too fast and recklessly in his opinion. There were residents from another area within the county that expressed the same concerns for their road. There were no motions made on this agenda item.

**Remainder of Road and Bridge Spring Bids-** There were four items that were tabled at the original bid opening for spring bids. The Road and Bridge Administrator sent over his recommendations via email for accepting the remainder of the bids.

Metal Culvert Pipes: Commissioner Gohagan made a motion to accept the bids from Metal Culverts and Viebrock Sales upon the recommendation of the Road and Bridge Administrator. Commissioner Skelton seconded that motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye).

Oil and Fluids: Commissioner Gohagan made a motion to accept both bids for oil and fluids upon the recommendation of the Road and Bridge Administrator. Commissioner Skelton seconded that motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye).

Snow Plow and Grader Blades: Commissioner Gohagan made a motion to accept the bid from Valk Manufacturing for snow plow blades, Welborn Sales for steel grader blades, and Foley Equipment and Welborn Sales for rotating carbide tip blades upon the recommendation of the Road and Bridge Administrator. Commissioner Skelton seconded that motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye).

Engineering Services: Commissioner Gohagan made a motion to accept the RFQ response for engineering services from Howe Engineering upon the recommendation from the Road and Bridge Administrator. Commissioner Skelton seconded the motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye).

**Library Board Appointment- Nancy Pope-** One member of the Camden County Library Board moved out of the county which made him uneligible to serve on the Camden County Library board. Commissioner Gohagan made a motion to appoint Nancy Pope to the Camden County Library Board to fulfill the remainder of Bill Mundhausen's term. Commissioner Skelton seconded the motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye).

**Discuss/Approve Purchase of John Deere Equipment for Maintenance-** John Deere is on state-bid. The funds for this purchase will come from the maintenance budget. Commissioner Gohagan made a motion to approve the purchase for the John Deere Gator for just under \$28,000.00. Commissioner Skelton seconded the motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye).

**Discuss the County's Contribution to National Center for Public Land Counties-**  
Commissioner Gohagan made a motion to table this item on the agenda for further review and research. Commissioner Skelton seconded the motion. The motion passed by vote: Commissioner Gohagan (aye) and Commissioner Skelton (aye).

Read this letter on the next page →

### Other Business

Commissioner Skelton read a letter he received regarding an initiative California is taking on locomotives. Their goal is to, by 2025, require that all trains/locomotives that run through the state of California be zero-emissions. The concern for most is how this requirement will effect the interstate commerce, raise costs and inflation, and put a strain on supply chains. Also, there is currently zero technology to even obtain this goal at this time. There were no motions made on this agenda item, but Commissioner Skelton wanted to share this information with everyone and state the county's intent to support the coaliton to encourage the EPA to deny California's initiative.

Read this letter attached →

**Adjourn:** With no further official business on the agenda, Commissioner Gohagan made a motion to adjourn to any unofficial business that may develop during the day. Commissioner Skelton seconded the motion. The motion passed by vote: Commissioner Gohagan (Yes) and Commissioner Skelton (Yes). Session closed at 10:43 A.M.

Ordered that the Commission adjourn until further notice.

---

*Ike Skelton, Presiding Commissioner*

---

*Jordan Stanton, Admin. Assistant*



# Missouri Association of Counties

- Advocating for county governments in Missouri since 1972 -

Pete Frazier, Cape Girardeau County  
President

Steve Hobbs  
Executive Director

1648 East Elm St.  
P.O. Box 234  
Jefferson City, MO 65102  
phone: 573-634-2120  
fax: 573-634-3549  
mocounties.com

April 2, 2024

Jimmy Laughlin  
Camden County  
1 Court Circle Nw Ste. 7  
Camdenton, MO 65020

Honorable Jimmy Laughlin:

It is my pleasure to inform you that the National Center for Public Lands Counties will be created following the influx of funding support from public land counties which received Local Assistance and Tribal Consistency Funds in 2022 and 2023.

The National Center for Public Lands Counties, also known as "the Center," will help educate members of congress about the importance of Payment in-Lieu of Taxes (known as PILT), Secure Rural Schools and other federal revenue sharing programs that our counties across the country utilize.

Last year, we asked that your county set aside 1 percent of the Local Assistance and Tribal Consistency Funds your county received in 2022 and 2023 into your 2024 budget so the funds can be contributed to the Center. We are asking again that your county consider contributing to this worthy endeavor.

MAC will not retain any of the funds and this request is **optional**, meaning your county is not obligated to contribute any of the funds your county received toward the Center. However, this one-time contribution will pay dividends for counties that receive funding for their public lands for years to come.

Since Camden County received in \$100,000.00 Local Assistance and Tribal Consistency Funds, I am asking you to contribute 1 percent of your total allocation, which is \$1,000.00 to the Center.

Your county's check can be made out to the Missouri Association of Counties – The Center and the enclosed invoice can be retained for your records.

I thank you for your time and consideration on this important matter and look forward to seeing all of you again soon at our Annual Conference in November.

Sincerely,

Steve Hobbs, Executive Director  
Missouri Association of Counties

Locomotives / California

April 22, 2024

Hon. Michael S. Regan,  
Administrator U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, NW;  
1101-A Washington, D.C. 20460

Re: CARB's Clean Air Act Authorization Request [EPA-HQ-OAR-2023-0574]

Dear Administrator Regan:

The undersigned wish to express our concern and opposition to the pending California Air Resource Board (CARB) waiver request currently before the EPA. If granted, this waiver will adversely impact interstate commerce, raise costs and inflation, and strain supply chains for Missouri residents and businesses, as well as set precedent that could disrupt the integrity of our railroad network.

Taking effect on January 1 of this year, CARB's "In-Use Locomotive" regulation requires rail operators in California to phase out thousands of locomotives by 2030 to be replaced by "zero-emission configuration" locomotives, a technology that is not yet commercially viable. Approximately 65 percent of the fleet of 25,000 U.S. locomotives pass through California in a given year. To accommodate the CARB rule, these locomotives would have to be either jettisoned or refitted with technology that is not ready or does not exist.

Furthermore, the regulation mandates that railroads deposit significant amounts into "spending accounts" designed to eventually procure the zero-emission locomotives and infrastructure. California has admitted that high compliance costs would result in up to 20% of the state's short line railroads going out of business. California's two Class I railroads would be forced to deposit hundreds of millions into these accounts, monies that could be spent developing infrastructure, conducting R&D, or supporting jobs in California, Missouri, or elsewhere in the country.

This regulation is exceptionally burdensome on a major component of our national transportation network. Railroads play a key role in our multimodal system of air transportation, roadway traffic, and waterborne commerce. In a typical year, freight railroads haul around 1.6 billion tons of raw materials and finished goods. Trains move 40% of long-distance ton-miles — more than any other mode of transportation. It is crucial the rail system continues to play its role. The Federal Highway Administration forecasts that total U.S. freight movements will rise from around 19.3 billion tons in 2020 to 25.1 billion tons in 2040 — a 30% increase.

The impact to interstate commerce would be extremely disruptive to Missouri businesses and local economies. As a major east-west transshipment point, Missouri might be

separated by thousands of miles from California, but our states are intertwined when it comes to rail commerce. If the largest state in the country—one that is home to the nation's largest port system—imposes this unworkable regulation, the downstream disruption in Missouri will cost us jobs and economic development opportunity. Not to mention the additional congestion on Missouri roadways as freight transportation shifts away from rail transportation. Surely our neighbors in Kansas, for example, would take issue if Missouri regulators suddenly imposed a major obstacle to accessing Missouri River ports or rail yards in Kansas City.

Granting this waiver would also legally allow other states to adopt the CARB rule. The impacts to the supply chain, rail investment, and access to ports and transportation hubs would be even more distinct if additional states followed California's lead. Missourians should have confidence they will have equal, practical, access to transportation on the West Coast or East Coast just as other states expect practical access to Missouri.

For these reasons, we the undersigned, urge you not to grant the CARB waiver request.

Sincerely,

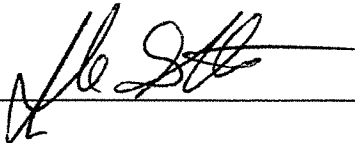
CC: Missouri Congressional Delegation

###

I authorize GoRail to include my name, title, and organization on this group letter, which will be delivered to the EPA while copying members of the United States Congress.

Name: IKE SKELTON Title: PRESIDENT COMMISSIONER

Organization: CAMDEN COUNTY, MISSOURI

Signature:  Date: 4-11-24