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THE KANSAS CITY STAR

AP Associated Press

Foreign students at Missouri colleges top 16,000

JEFFERSON CITY -- The number of foreign students enrolled at Missouri colleges and universities has topped 16,000.

An annual report by the Institution of International Education says Missouri's public and private higher education facilities had 16,061 international students during the 2011-2012 academic year. That was up 6.3 percent from the previous year.

The state Department of Higher Education says most foreign students pay full tuition at Missouri institutions. The report estimates that international students spent about \$418 million in Missouri.

The University of Missouri-Columbia had the most international students, with about 2,200. Washington University in St. Louis was second, with about 2,000.

China provided the largest number of international students in Missouri, accounting for about 29 percent of the total.

Read more here: <http://www.kansascity.com/2012/11/14/3916475/foreign-students-at-missouri-colleges.html#storylink=cpy>

ST. LOUIS POST-DISPATCH

Donor pledges match up to \$10K for MU Press

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20 hours ago

An anonymous donor will match contributions up to \$10,000 this week to the resurrected University of Missouri Press, press officials said.

The donation pledge is in honor of University Press Week, a national campaign hosted by the Association of American University Presses, said Jane Lago, a consulting director of the press.

"We have so many people so supportive of the press," Lago told The Columbia Daily Tribune (<http://bit.ly/T1Gtd>). "It gives people a way to show their support and know their donations are being doubled for the week."

University Press Week commemorates the 75th anniversary of the AAUP and was developed long before University of Missouri System President Tim Wolfe announced in May that the university would be phasing out Missouri's press operations. That decision, which has since been reversed, sparked broad criticism in the publishing community and among authors.

Press employees are still trying to undo the damage from the decision to shutter the press, Lago said. Although Clair Willcox has been rehired as editor-in-chief and managing editor Sara Davis has returned, the press is short one acquisitions editor and the editorial team is trying to acquire manuscripts for a fall 2013 catalog.

"We have a lot of work to do to get back up to where we were before the closure was announced," Lago said. "We're working hard to rebuild."

Brenna McLaughlin, marketing director of AAUP, said other university presses have faced similar threats.

"As universities have experienced budget crunches, the importance of what a press does for its university and community is not as well-known as it should be," she said. "Although the Missouri situation illustrated that in a really dramatic and unfortunate way, it's something we've been aware of."

AP Associated Press

The Washington Post

The★Star. ST. LOUIS POST-DISPATCH
THE KANSAS CITY STAR

For small airports, revenue guarantees no certainty for expanded service

By Associated Press, Published: November 13

COLUMBIA, Mo. — Road-weary travelers forced to drive two hours to St. Louis or Kansas City to catch big-city flights were ecstatic when Delta Airlines announced plans to expand service at a regional airport in central Missouri.

University of Missouri officials in Columbia, where the airport is located in the heart of the state, eagerly awaited the new Columbia-Atlanta route. Their excitement was short-lived.

Weeks after city leaders boasted in mid-October about luring American Airlines to Columbia with a two-year, \$3 million revenue guarantee, Delta quickly decided to pull out of the market, saying it could no longer operate in Columbia at a competitive disadvantage. The Atlanta-based airliner held firm after Columbia floated a deal similar to its pact with American, partly because the city had first committed its available incentives to American.

From northern California to the Florida Keys, the airline courtship and subsequent break-up is both familiar and cautionary to local elected officials and business brokers who say that airlines are increasingly insisting on local government subsidies before they will expand service to smaller cities and rural areas.

“We wanted a level playing field,” Delta spokesman Anthony Black said of the Columbia deal, which would have required the airliner to provide larger jets and wouldn’t have started until 2014.

In Texas, Fort Worth-based American Airlines recently agreed to revive commercial service at the Jack Brooks Regional Airport in Nederland, which had been dormant since United Airlines closed its regional jet service, Colgan Airlines, over the summer. The return required a \$1.5

million guarantee from local governments in Port Arthur, Beaumont and other coastal Gulf of Mexico communities in a region where two larger airports sit just 90 miles away in Houston.

“I don’t think it would have happened without” the guarantee, said Mark Rantala, executive director of the Nederland Economic Development Corp., which helped broker a deal that assures the airline at least receives minimum profits if it doesn’t fill enough seats. “There are enough places where they can build traffic where they don’t have to take the risk.”

Rantala and his Missouri counterparts emphasized that their contracts differ from the taxpayer-backed federal guarantees under the national Essential Air Service program, which since 1978 has subsidized flights to more than 100 communities from Muscle Shoals, Ala., to Laramie, Wyo., along with dozens of remote Alaskan towns. Republicans in Congress last year targeted the program for elimination, but it survived budget negotiations.

Still, local boosters acknowledge the risk. Three hundred miles from Columbia, the University of Illinois quickly lost both money and air service after a 2011 deal with Vision Air for twice-weekly flights from Champaign-Urbana to Punta Gorda, Fla., collapsed at the university-operated regional airport. The flights were available for just three weeks.

Columbia Mayor Bob McDavid said the city was told by its airport consultant that a “\$1 million guarantee gets you on a list, \$2 million might get you a phone call and a \$3 million guarantee could get you a deal.”

McDavid said the city has lost innumerable corporate investments due to its inadequate air service. Until 2010, when Delta added limited jet service through Memphis, Tenn., it had been a decade since Columbia passengers could travel on bigger planes on now-defunct Ozark Airlines, which offered flights to Chicago and Dallas.

The city is ponying up \$1.2 million toward the revenue shortfall fund, with the local Chamber of Commerce providing \$600,000 and county government another \$500,000. The University of Missouri is also shelling out \$500,000, with neighboring Cole County and Jefferson City, the state capital, each pledging \$100,000.

In return, American is bringing two daily nonstop flights to and from Dallas/Fort Worth, and one daily nonstop route to Chicago O’Hare International Airport on 50-seat regional passenger jets, starting in mid-February. The city will also waive two years of landing fees and facility rents, valued at \$250,000, and chip in \$400,000 of free advertising through a deal with a local broadcaster.

American spokesman Matt Miller declined comment, citing a company policy of not discussing its revenue guarantees.

Columbia’s air-service links to the southeastern United States aren’t completely severed. In November, Frontier Airlines will begin offering twice-weekly flights to Orlando, Fla., on 138-seat jets.

Mike Boyd, a Colorado-based aviation consultant who previously worked with Columbia but wasn't a part of the Delta and American negotiations, said the city still came out ahead despite Delta's departure.

"It's the only airport I know where airlines are falling over themselves to get there," said Boyd, adding that United Airlines was also interested in a Chicago connection. "I think other cities would kill to get into this situation.

"If American comes to you and says, 'I want to fly to your community,' the city can't say, 'We don't want you,'" he continued. "You have to take what you get, and accept the consequences."



Maya Angelou visits for One Mizzou Week

Poet Maya Angelou yesterday put a famous face on the University of Missouri's first One Mizzou Week.

"Maya Angelou is the best fit," said Xavier Billingsley, president of the Missouri Students Association. "She's the story of One Mizzou in her own way. She took something from her rough childhood and in the end created something in her life so beautiful, being an author and dancer and well-renowned lecturer."

Angelou didn't disappoint. Last night at the Missouri Theatre Center for the Arts, the 84-year-old Medal of Freedom recipient talked about the diverse influences in her life.

"Maybe they don't look like me," she said. "Maybe our complexions don't look the same. Maybe they call God something other than I call God. Maybe they have a sexual preference that I don't have. But they have influenced me, and I am grateful."

That's the sentiment behind One Mizzou, a student-led effort that aims to help students realize they're all in their college journey together, regardless of ethnicity, gender or sexual orientation.

The initiative started in the spring 2011 semester after a freshman painted a racist slur outside of Hatch Hall during Black History Month. The previous February, two students lined cotton balls outside of the Gaines/Oldham Black Culture Center on campus.

"I'm so proud to be able to get this off the ground and make this happen," Billingsley said. "It comes from students having a vision after something so ugly like the cotton ball and Hatch Hall incidents."

Angelou's presentation was not unlike her last talk on campus in April 2011. She recounted her story of being raped by her mother's boyfriend at age 7. Even though he told her not to tell anyone, Angelou told her older brother. The man spent a night in jail before being found dead a few days later.

"I thought my voice killed the man," she said, adding that she stopped talking for years.

Angelou encouraged students to put "rainbows in somebody's clouds." She used her uncle Willie as an example. When Angelou returned to Stamps, Ark., for his funeral, the mayor of Little Rock told her that Willie, who was paralyzed on one side of his body, had had a significant influence on him at a young age. Years later, Angelou met the mayor's grandson, a congressman who told her that his grandfather had an influence on his life.

"I look back at Willie, crippled, poor black male during the lynching season," she said. "I have no idea the impact of his rainbow."

Angelou also warned students to not view college as simply a gateway to a job, house and family.

"That is not why you're here," she said. "You're here to help this country. Our world depends on you. ... Not enough adults tell you that. We need you desperately, and you're precious."

One Mizzou Week continues today with panel discussions, documentaries and educational programs.

"Our campus is not perfect when it comes to diversity issues, but we're getting there," Billingsley said. "We're trying. We want to create something beautiful."

COLUMBIA MISSOURIAN

Students, faculty come together for discussion about diversity at MU

By Christine Cauthen

November 13, 2012 | 4:33 p.m. CST

COLUMBIA — If you left college as the same person that you were when you arrived, you didn't do it right.

That was the consensus from attendees at the diversiME discussion Tuesday at the MU Women's Center. The event was part of One Mizzou Week, a week of diversity programming at MU.

About two dozen students gathered for the informal catered luncheon to discuss their experiences at MU. Many students said they have changed during their time on campus.

Questions were prompted by Greer Relphorde, president of the Legion of Black Collegians; Danny Poon, executive vice president for the Asian American Association and Alex Sanchez, treasurer of the Hispanic American Leadership Organization. Some of MU's faculty participated in the discussion, but the students led the conversation.

Topics discussed included:

- defining inclusion and how to practice it
- adapting to living at MU
- the benefits of adding a diversity course requirement to MU's curriculum
- thoughts on the One Mizzou initiative as a whole
- where on campus diversity is lacking
- and the value of education

Students expressed their satisfaction because an event like this was happening, but also addressed the fact that all attendees were minorities. They talked about getting the majority to become educated on the issues that One Mizzou addresses.

One Mizzou aims to have a more purposefully inclusive campus environment. It is a student-led organization that embraces diversity and tries to make every student comfortable on

campus. One Mizzou Week includes presentations, including the one by Maya Angelou on Monday night.

"It's always nice to have a conversation," Jeff Perkins, activities chairman for the Legion of Black Collegians said. "But you have to put it in motion."

Students warmed up to each other by talking about their experiences in acclimating to MU. Some were shocked by how diverse the campus was in comparison to their hometowns, while others had the opposite reaction.

Everyone seemed to agree that their involvement in various organizations helped them to feel more included at MU.

Ahad Hosseini, a member of the task force for One Mizzou, said initiatives that bring students together get the attention of the campus administration.

Hosseini was happy with the outcome of diversiME, even if attendees were minorities. He said this is "natural in the beginning" of a diversity movement. One Mizzou started in February 2011.

"I'm waiting for the day when we have 15 white males, 15 African Americans and 15 Muslims wearing hijabs in a room together to have a discussion," he said.

Upcoming events include a panel of LGBTQ students and allies who will share their personal coming out stories. The event is scheduled at noon Wednesday in the lower level of the MU Student Center. At 8 p.m. Wednesday, there will be a free screening of the movie "Crash" in Jesse Wrench Auditorium in Memorial Union South. A full [calendar of events is here](#).

Supervising editor is [Elizabeth Brixey](#).

COLUMBIA MISSOURIAN

MU, other police agencies exchange Crown Victoria sedans for SUVs

By Becky Neems

November 14, 2012 | 6:00 a.m. CST

Crash-tested: Interceptors can withstand rear bumper impacts at speeds up to 75 miles per hour.



MSRP:
\$25,525
(utility)

\$26,384
(twin turbo
sedan)

\$23,639
(V-6
sedan)

Bulletproof: Side and passenger door panels were manufactured to withstand special threat bullets. (optional package)

Traction control: Computer-controlled all-wheel drive is paired with stability control to handle extreme conditions and braking.

"Night" vision: Police headlamps include base projector beams, two multi-function bulbs and two white hemispheric LED side warning lights.

Source: FORD.COM

The MU Police Department is trading in aging Ford Crown Victorias for the 2013 Ford Police Interceptor.

The department is purchasing both sedan and utility (shown here) models that boast heavy-duty safety features.

Engine variations range from 285 to 365 horsepower. The features shown here address inclement weather and general police safety. | Philip Prouhet

COLUMBIA— The MU Police Department has debuted four new all-wheel drive vehicles as local police agencies transition away from Ford Crown Victorias.

Campus police are exchanging Crown Victorias, which are going out of production, for sedan and SUV models of the 2013 Ford Police Interceptors.

The Boone County Sheriff's Department is also testing the Police Interceptors along with models from other auto makers as it evaluates replacement options for its Crown Victoria. The Columbia Police Department is switching out its Crown Victoria fleet with Chevrolet Tahoes.

The features

The Police Interceptors hit the market in January. The SUV comes with a 3.7 liter V-6 engine similar to a Ford Explorer; the 3.5 liter V-6 sedan is similar to the Ford Taurus, said Kelly Sells, fleet manager at Joe Machens Ford Lincoln in Columbia. The Police Interceptor has 20 percent better fuel economy than the Crown Victoria and a five-year, 100,000-mile warranty on the power train, Sells said.

The SUV obtains about the same gas mileage as the sedan, Sells said.

The Police Interceptor offers two types of sedans, the V-6 and the V-6 ecoboost twin turbo. Sells said the twin turbo charger lets air get into an engine, spins the air and forces it into the engine.

"The engine burns cleaner, produces more horsepower," Sells said.

The twin turbo sedan tops out at 148 mph, and Sells said it's "the fastest police vehicle available."

The SUV and the V-6 sedan without twin turbo have the same top speed as the Crown Victoria at 131 mph, Sells said.

Deciding on the Interceptor: MU police

MU police has four of the Interceptors — two white SUVs and two white sedans — on the road and plans to use them to replace a few cars every few years, Capt. Brian Weimer said.

Weimer, who has been working for MU police for 20 years, said the fleet has always had a Ford.

MU police looked at other companies and decided the Police Interceptor was the best option, Weimer said.

MU police picked all-wheel drive for its twin turbo sedan and SUV because it is the best with all environments and will be better for driving in snow and off-road terrain, Weimer said.

"Five inches of snow makes most police vehicles obsolete," Sells said. He said other vehicles like the Dodge Charger, Chevy Caprice and Chevy Tahoe don't have all-wheel drive and don't work as well in tough weather conditions.

Sheriff's Department

Capt. Chad Martin of the Boone County Sheriff's Department said the department started testing out one sedan Police Interceptor in mid-October.

Martin said the department owns two SUVs and three sedans that are being outfitted with police equipment. The department is testing both the V-6 sedan and the twin turbo. The Sheriff's Department found out a few years ago that Ford was going to update its Crown Victoria, Martin said. He said deputies have also been testing Dodge Chargers, Chevy Tahoes and Chevy Caprices.

All the vehicles the Boone County Sheriff's Department are testing are better than the Crown Victoria in different ways, Martin said. The Crown Victoria is "not all-purpose built as these vehicles are," he said. He said this is the final year of evaluation of new vehicles and the department hasn't decided which brand or vehicle it will choose to begin replacing its fleet of 46 marked vehicles.

The vehicles are rotated so different drivers have different opportunities for evaluation, Martin said.

The Sheriff's Department had an all Ford fleet before and the department wants to replace a few a year starting in 2013 when it decides what vehicle is best for the fleet, he said.

Columbia Police Department

The Columbia Police Department is in the process of updating its 52-vehicle fleet from the Crown Victoria to the Chevy Tahoe.

The police department has purchased 19 Tahoes from Don Brown Chevrolet in St. Louis, two of which are in the DWI unit, and the rest of the 17 in the patrol unit, Rob Millard, fleet manager of Columbia Police Department, said. In 2010, the police department started this transition to the rear-wheel drive Tahoe. The city requires the police department to replace its vehicles after 10 years of use or when the vehicles accumulate 100,000 miles.

Supervising editor is John Schneller.