

TENTATIVE AGENDA

REGULAR CITY COUNCIL MEETING  
CITY HALL  
COUNCIL CHAMBERS  
105 E. CENTER ST., SIKESTON

Monday, August 30, 2021  
5:00 P.M.

- I. CALL TO ORDER
- II. RECORD OF ATTENDANCE
- III. OPENING PRAYER
- IV. PLEDGE OF ALLEGIANCE
- V. PUBLIC HEARING – FY 22 MUNICIPAL TAX LEVY
- VI. ITEMS OF BUSINESS
  - A. 1<sup>st</sup> & 2<sup>nd</sup> Reading and Consideration, Emergency Bill #6238, Establishing the 2022 Tax Levy
  - B. Approve Consultant Selection for CDBG Street Project
  - C. Approve Bid #22-10, Installation of Electric Service & Heater for Airport Multi Hangar
  - D. Authorize Lease Purchase of Dump Truck
  - E. 1<sup>st</sup> Reading, Bill #6239, Stop Sign at Taylor & College
  - F. 1<sup>st</sup> Reading, Bill #6240, Establish School Zone at 115 S. West (DAEOC Headstart)
  - G. 1<sup>st</sup> Reading, Bill #6241, Amending Chapter 300, Section 300.010 - Definitions
  - H. 1<sup>st</sup> Draft of Plans for American Recovery Plan Act Funds
  - I. Other Items as May Be Determined During the Course of the Meeting
- VII. ADJOURNMENT

Dated this 25<sup>th</sup> day of August 2021

Rhonda Council

Rhonda Council, City Clerk

The City of Sikeston complies with ADA guidelines. Notify Rhonda Council at 471-2512 (TDD Available) to notify the City of any reasonable accommodation needed to participate in the City Council's Meeting.

## NOTICE OF PUBLIC HEARING

A hearing will be held at 5 p.m., August 30, 2021 at City Hall, 105 East Center, Sikeston, Missouri, at which time citizens may be heard on the property tax rates proposed to be set by the City of Sikeston. The tax rates shall be set to produce the revenues for the fiscal year beginning July 1, 2021 subject to Article X, Section 22 of the Missouri Constitution. The value of the new construction and improvements is \$1,100,360.

<b>Type of Property</b>	<b>2020 Assessed Valuation</b>	<b>2021 Assessed Valuation*</b>
Real Estate-General	155,253,996	160,301,668
Real Estate-Park	155,253,996	160,301,668
Real Estate-Library	108,883,995	111,868,204
Personal Property-Gen	81,482,093	88,107,997
Personal Property-Park	81,482,093	88,107,997
Personal Property-Library	37,404,691	40,204,023

<b>2020-2021 Property Tax Revenue</b>	<b>2020-2021 Property Tax Rate</b>	<b>2021-2022 Permitted Property Tax Revenue</b>	<b>2021-2022 Property Tax Rate</b>
\$1,679,034	.7989	\$1,734,334	.7967

General Fund - \$0.4160; Park fund \$0.1813; Library Fund \$0.1994  
(Expressed in cents per \$100 valuation.)

Karen S. Bailey, City Treasurer

\*Subject to certification by the State Auditor's Office.

To be published August 8, 2021.

## Council Letter

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Date of Meeting: August 30, 2021

Originating Department: Finance

To the Mayor and City Council:

Subject: 1<sup>st</sup> and 2<sup>nd</sup> Reading, Bill # 6238, Approval of 2021 Tax Rate

Attachments:

1. Bill Number 6238
2. Assessed Valuation Summary and Tax Rate Comparison for 2020 and 2021
3. Tax Rate Calculations

Action Options:

1. Approve Bill Number 6238
2. Other action Council may deem appropriate

Background:

In accordance with RSMO 67.110, all political subdivisions must establish their 2021 property tax rates by September 1, following a public hearing. After receiving assessed valuation data from both Scott and New Madrid Counties, the State Auditor's Office calculates rates permitted to comply with laws pertaining to revenue restrictions established by the Hancock Amendment and those subdivisions with voluntary reduction restrictions.

Information regarding the tax rates from the State Auditor's Office was received July 29, 2021. The City is required to publish a public notice at least seven (7) days prior to the hearing which prohibited discussion at our August 2, 2021, meeting. Once the rates are approved, they must be submitted to the County Clerks of Scott and New Madrid counties by September 1, 2021.

The value of real estate and personal property in Sikeston increased more than the Consumer Price Index of 1.4% established by the State Tax Commission. Tax rates will decrease slightly but combined revenue will increase.

To meet the requirements of the State of Missouri, this is presented as an emergency bill which upon approval, shall be forwarded to both county clerks and the State Auditor's Office for final approval.

The Tax Rates for 2021 will be: General \$0.4160, Park \$0.1813 and Library \$0.1994.

AN EMERGENCY BILL, WHICH UPON ADOPTION AND PASSAGE, SHALL BECOME ORDINANCE NUMBER 6238, AN ORDINANCE FIXING THE RATE OF TAXATION ON ALL TAXABLE PROPERTY IN THE CITY OF SIKESTON, MISSOURI, FOR THE FISCAL YEAR 2021-2022.

WHEREAS, the Sikeston City Council held a public hearing in accordance with Section 67.110 RSMO prior to the adoption of the City's 2021-2022 Tax Rate.

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Sikeston, Missouri, as follows:

Section I. This ordinance will not be codified in the Municipal Code Book of the City of Sikeston.

Section II. That for the purpose of maintaining a general fund, there is hereby levied a tax rate of four thousand one hundred sixty hundredths of a cent (\$.4160) per one hundred dollars (\$100.00) of assessed valuation on all taxable property in the City of Sikeston, Missouri, for the year 2021-2022.

Section III. That for the purpose of maintaining a public library fund, there is hereby levied a tax rate of one thousand nine hundred ninety-four one hundredths of a cent (\$.1994) per one hundred dollars (\$100.00) of assessed valuation on all taxable property in the City of Sikeston, Missouri, for the year 2021-2022.

Section IV. That for the purpose of maintaining public parks, there is hereby levied a tax rate of one thousand eight hundred thirteen one hundredths of a cent (\$.1813) per one hundred dollars (\$100.00) of assessed valuation on all taxable property in the City of Sikeston, Missouri, for the year 2021-2022.

Section V. General Repealer: Any other ordinance or parts thereof inconsistent herewith, are hereby repealed.

Section VI. Severability: Should any part or parts of this Ordinance be found or held to be invalid by any court of competent jurisdiction, the remaining part or parts shall be severable and shall continue in full force and effect.

Section VII. Emergency Clause: Due to requirements of the State of Missouri, this ordinance will become effective upon its passage.

Section VIII. Record of Passage:

- A. Bill Number 6238 was introduced to Council and read the first time this 30<sup>th</sup> day of August 2021.
- B. Bill Number 6238 was read the second time this 30<sup>th</sup> day of August 2021, discussed and voted as follows:
 

Baker \_\_\_\_\_, Merideth \_\_\_\_\_, Self \_\_\_\_\_,  
 Sparks \_\_\_\_\_, Teachout \_\_\_\_\_, Williams \_\_\_\_\_,  
 and Turnbow \_\_\_\_\_, thereby being \_\_\_\_\_.
- C. Ordinance 6238 shall be in full force and effect from and after Monday, August 30, 2021.

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Greg Turnbow, Mayor

\_\_\_\_\_  
Approved as to Form  
Tabatha Thurman, City Counselor

Seal/Attest:

\_\_\_\_\_  
Rhonda Council, City Clerk

**CITY OF SIKESTON**  
**2020 & 2021 ASSESSED VALUATION AND TAX RATE COMPARISON**

		2021			
Current Year		Assessed		New	
		Valuation	Tax Rate	Construction	Tax Revenue
Real Property					
	General Revenue	160,301,668	0.4160	1,100,360	662,277
	Park	160,301,668	0.1813	1,100,360	288,632
	Library	111,868,204	0.1994	525,580	222,017
Personal Property					
	General	88,107,997	0.4160		366,529
	Park	88,107,997	0.1813		159,740
	Library	40,204,023	0.1994		80,167
			0.7967		1,779,362
		2020			
Prior Year		Assessed		New	
		Valuation	Tax Rate	Construction	Tax Revenue
Real Property					
	General Revenue	155,253,996	0.4171	2,196,720	638,402
	Park	155,253,996	0.1818	2,196,720	278,258
	Library	108,883,995	0.2000	1,260,840	215,246
Personal Property					
	General	81,482,093	0.4171		339,862
	Park	81,482,093	0.1818		148,134
	Library	31,794,820	0.2000		63,590
			0.7989		1,683,492
Increase of Revenue from Prior Year					
	General				50,543
	Park				21,979
	Library				23,348
					95,870



NICOLE GALLOWAY, CPA  
Missouri State Auditor

MEMORANDUM

July 22, 2021

TO: 09-100-0016 City of Sikeston

RE: Setting of 2021 Property Tax Rates

The following are the tax rate computational forms that have been reviewed. Please follow the steps below to complete the process of setting your 2021 Property Tax Rate(s).

1. **Lines G - BB on the Summary Page should be completed** to show the actual tax rate(s) to levy.
2. Please **sign and date the Summary Page.**
3. Please **submit the finalized tax rate forms ready for certification to the County Clerk of each county** that your political subdivision resides in. The County Clerk must also sign the Summary Page and indicate the proposed tax rate to be entered on the tax books before submitting rate(s) to the State Auditor's Office for final review and certification.

If the attached calculation differs from the questionnaire submitted for review, please review the following line items for the reason(s) for the difference.

- **Form A, Line 2b - New Construction & Improvements - Personal Property**

Section 137.073.4, RSMo, states that the aggregate increase in valuation of personal property for the current year over that of the previous year is the equivalent of the new construction and improvements factor for personal property.

- **Form A, Line 5 - Prior Year Assessed Valuation**

If the 2021 questionnaire has a different amount on Form A, Line 5 than was previously submitted, we had to revise the 2020 calculation for this change. The revised 2020 tax rate ceiling is listed on the 2021 Summary Page, Line A. Your primary County Clerk should forward a copy of the revised 2020 calculation; please keep this form for your files.

- **(SCHOOL DISTRICTS ONLY) Form A, Line 14**

We revised the information the school district submitted on Line 14 to the amount computed by the Department of Elementary and Secondary Education (DESE).

If you have any questions about the enclosed forms, please contact the local government section at (573-751-4213.)



# PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

7/22/2021

## Informational Data

(2021)

### For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Sikeston

09-100-0016

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

This page shows the information that would have been on the line items for the Summary Page, Form A, and/or Form B had no voluntary reduction(s) been taken in prior even numbered year(s). The information on this page should not be used in the current year unless the taxing authority wishes to reverse any voluntary reduction(s) taken in prior even numbered year(s) and follows the following steps in an even numbered year.

Step 1 The governing body should hold a public hearing and adopt a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate.

Step 2 Submit a copy of the resolution, policy statement, or ordinance to the State Auditor's Office for review.

Based on Prior  
Year Tax Rate  
Ceiling as if No  
Voluntary  
Reductions  
were Taken

### Informational Summary Page

A. Prior year tax rate ceiling (Prior year Informational Summary Page, Line F)	0.6251
B. Current year rate computed (Informational Form A, Line 18 below)	0.6235
C. Amount of increase authorized by voters for current year (Informational Form B, Line 7 below)	
D. Rate to compare to maximum authorized levy (Line B if no election, otherwise Line C)	0.6235
E. Maximum authorized levy most recent voter approved rate	1.0000
F. Tax rate ceiling if no voluntary reductions were taken in a prior even numbered year (Lower of Line D or E)	0.6235

### Informational Form A

9. Percentage increase in adjusted valuation (Form A, Line 4 - Line 8 / Line 8 x 100)	1.6674%
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission	1.4000%
11. Adjusted prior year assessed valuation (Form A, Line 8)	236,736,089
12. (2020) Tax rate ceiling from prior year (Informational Summary Page, Line A from above)	0.6251
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)	1,479,837
14. Permitted reassessment revenue growth The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10), or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0, nor more than 5%.	1.4000%
15. Additional reassessment revenue permitted (Line 13 x Line 14)	20,718
16. Total revenue permitted in current year from property that existed in both years (Line 13 + Line 15)	1,500,555
17. Adjusted current year assessed valuation (Form A, Line 4)	240,683,401
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo, if no voluntary reduction was taken (Line 16 / Line 17 x 100)	0.6235

### Informational Form B

6. Prior year tax rate ceiling to apply voter approved increase to (Informational Summary Page, Line A if increase to an existing rate, otherwise 0)	
7. Voter approved increased tax rate to adjust (If an "increase off/by" ballot, Form B, Line 5a + Line 6, if an "increase to" ballot, Form B, Line 5b)	



# PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

7/22/2021

## Summary Page

(2021)

### For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Sikeston

09-100-0016

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

The information to complete the Summary Page is available from prior year forms, computed on the attached forms, or computed on this page. Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political  
Subdivision Use  
in Calculating  
its Tax Rate

- A. **Prior year tax rate ceiling** as defined in Chapter 137, RSMo, revised if the prior year data changed or a voluntary reduction was taken in a non-reassessment year (Prior year Summary Page, Line F minus Line H in odd numbered year or prior year Summary Page, Line F in even numbered year) 0.4171
- B. **Current year rate computed** pursuant to Article X, Section 22, of the Missouri Constitution and Section 137.073, RSMo, if no voter approved increase (Form A, Line 18) 0.4160
- C. **Amount of rate increase authorized by voters for current year** if same purpose. (Form B, Line 7)
- D. **Rate to compare to maximum authorized levy to determine tax rate ceiling** (Line B if no election, otherwise Line C)
- E. **Maximum authorized levy** the most recent voter approved rate 0.4160
- F. **Current year tax rate ceiling** maximum legal rate to comply with Missouri laws 1.0000  
Political subdivisions tax rate (Lower of Line D or E)
- G1. **Less required sales tax reduction** taken from tax rate ceiling (Line F), if applicable 0.4160
- G2. **Less 20% required reduction 1st class charter county political subdivision NOT submitting an estimated non-binding tax rate to the county(ies)** taken from tax rate ceiling (Line F)
- H. **Less voluntary reduction by political subdivision** taken from the tax rate ceiling (Line F)   
WARNING: A voluntary reduction taken in an even numbered year will lower the tax rate ceiling for the following year.
- I. **Plus allowable recoupment rate** added to tax rate ceiling (Line F) If applicable, attach Form G or H.
- J. **Tax rate to be levied** (Line F - Line G1 - Line G2 - Line H + Line I) 0.4160
- AA. **Rate to be levied for debt service**, if applicable (Form C, Line 10)
- BB. **Additional special purpose rate authorized by voters** after the prior year tax rates were set. (Form B, Line 7 if a different purpose)

### Certification

I, the undersigned, City Treasurer (Office) of City of Sikeston, Missouri (Political Subdivision) levying a rate in Scott & New Madrid (County(ies)) do hereby certify that the data set forth above and on the accompanying forms is true and accurate to the best of my knowledge and belief.

Please complete Line G through BB, sign this form, and return to the county clerk(s) for final certification.

		City Treasurer	573-475-3712
(Date)	(Signature)	(Print Name)	(Telephone)

**Proposed rate to be entered on tax books by county clerk**

**based on certification from the political subdivision: Lines**

**J**            **AA**            **BB**           

Section 137.073.7 RSMo, states that no tax rate shall be extended on the tax rolls by the county clerk unless the political subdivision has complied with the foregoing provisions of this section.

(Date)	(County Clerk's Signature)	(County)	(Telephone)



# PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

7/22/2021

## Form A

(2021)

### For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Sikeston	09-100-0016	General Revenue
Name of Political Subdivision	Political Subdivision Code	Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

#### 1. (2021) Current year assessed valuation

Include the current state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

(a) <u>160,301,668</u>	+	(b) <u>88,107,997</u>	=	<u>248,409,665</u>
(Real Estate)		(Personal Property)		(Total)

#### 2. Assessed valuation of new construction & improvements

2(a) - Obtained from the county clerk or county assessor

2(b) - increase in personal property, use the formula listed under Line 2(b)

(a) <u>1,100,360</u>	+	(b) <u>6,625,904</u>	=	<u>7,726,264</u>
(Real Estate)		Line 1(b) - 3(b) - 5(b) + 6(b) + 7(b)		(Total)
		If Line 2b is negative, enter zero		

#### 3. Assessed value of newly added territory

obtained from the county clerk or county assessor

(a) <u>0</u>	+	(b) <u>0</u>	=	<u>0</u>
(Real Estate)		(Personal Property)		(Total)

#### 4. Adjusted current year assessed valuation

(Line 1 total - Line 2 total - Line 3 total)

240,683,401

#### 5. (2020) Prior year assessed valuation

Include prior year state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

NOTE: If this is different than the amount on the prior year Form A, Line 1, then revise the prior year tax rate form to recalculate the prior year tax rate ceiling. Enter the revised prior year tax rate ceiling on this year's Summary Page, Line A.

(a) <u>155,253,996</u>	+	(b) <u>81,482,093</u>	=	<u>236,736,089</u>
(Real Estate)		(Personal Property)		(Total)

#### 6. Assessed value of newly separated territory

obtained from the county clerk or county assessor

(a) <u>0</u>	+	(b) <u>0</u>	=	<u>0</u>
(Real Estate)		(Personal Property)		(Total)

#### 7. Assessed value of property locally assessed in prior year, but state assessed in current year

obtained from the county clerk or county assessor

(a) <u>0</u>	+	(b) <u>0</u>	=	<u>0</u>
(Real Estate)		(Personal Property)		(Total)

#### 8. Adjusted prior year assessed valuation

(Line 5 total - Line 6 total - Line 7 total)

236,736,089



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

7/22/2021

Form A

(2021)

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Sikeston

09-100-0016

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political  
Subdivision Use in  
Calculating its Tax  
Rate

9. Percentage increase in adjusted valuation of existing property in the current year over the prior year's assessed valuation (Line 4 - Line 8 / Line 8 x 100)	1.6674%
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission	1.4000%
11. Adjusted prior year assessed valuation (Line 8)	236,736,089
12. (2020) Tax rate ceiling from prior year (Summary Page, Line A)	0.4171
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)	987,426
14. Permitted reassessment revenue growth The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10) or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0 or more than 5%.	1.4000%
15. Additional revenue permitted (Line 13 x Line 14)	13,824
16. Total revenue permitted in current year * from property that existed in both years ( Line 13 + Line 15)	1,001,250
17. Adjusted current year assessed valuation (Line 4)	240,683,401
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo (Line 16 / Line 17 x 100) Round a fraction to the nearest one/one hundredth of a cent. Enter this rate on the Summary Page, Line B	0.4160

\* To compute the total property tax revenues billed for the current year (including revenues from all new construction and improvements and annexed property), multiply Line 1 by the rate on Line 18 and divide by 100. The property tax revenues billed would be used in estimating budgeted revenues.

## INFORMAL TAX RATE CALCULATOR FILE

## Form B

Printed on:

7/27/2021

(2021)

## For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Sikeston

09-100-0016

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

## Calculation of New Voter Approved Tax Rate or Tax Rate Increase

Since the prior year tax rate computation, some political subdivisions may have held elections where the voters approved an increase to an existing tax or approved a new tax. Form B is designed to document the election.

## 1. Date of election

## 2. Ballot language

Attach a sample ballot or state the proposition posed to the voters exactly as it appeared on the ballot.

## 3. Election results

(Yes)

(No)

## 4. Expiration date

Enter the last year the levy will be in effect, if applicable.

## 5. Amount of increase approved by voters

(An "increase/decrease of/by") OR

a. \_\_\_\_\_

Stated rate approved by voters

(An "increase/decrease to")

b. \_\_\_\_\_

For Political  
Subdivision Use  
in Calculating its  
Tax Rate

## 6. Prior year tax rate ceiling or voluntarily reduced rate to apply voter approved increase to

(Summary Page, Line A if increase to an existing rate, otherwise 0)

## 7. Voter approved increased tax rate to adjust

(If an "increase of/by" ballot, Line 5a + Line 6, if an "increase to" ballot, Line 5b)

**PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED**

7/22/2021

**Form A**

(2021)

**For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property**

City of Sikeston

09-100-0016

Parks &amp; Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

**The final version of this form MUST be sent to the county clerk.**

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

**For Political  
Subdivision Use in  
Calculating its Tax  
Rate**

9. <b>Percentage increase in adjusted valuation</b> of existing property in the current year over the prior year's assessed valuation (Line 4 - Line 8 / Line 8 x 100)	1.6674%
10. <b>Increase in Consumer Price Index (CPI)</b> certified by the State Tax Commission	1.4000%
11. <b>Adjusted prior year assessed valuation</b> (Line 8)	236,736,089
12. <b>(2020) Tax rate ceiling from prior year</b> (Summary Page, Line A)	0.1818
13. <b>Maximum prior year adjusted revenue</b> from property that existed in both years (Line 11 x Line 12 / 100)	430,386
14. <b>Permitted reassessment revenue growth</b> The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10) or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0 or more than 5%.	1.4000%
15. <b>Additional revenue permitted</b> (Line 13 x Line 14)	6,025
16. <b>Total revenue permitted in current year *</b> from property that existed in both years ( Line 13 + Line 15)	436,411
17. <b>Adjusted current year assessed valuation</b> (Line 4)	240,683,401
18. <b>Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo</b> (Line 16 / Line 17 x 100) Round a fraction to the nearest one/one hundredth of a cent. <b>Enter this rate on the Summary Page, Line B</b>	0.1813

\* To compute the total property tax revenues billed for the current year (including revenues from all new construction and improvements and annexed property), multiply Line 1 by the rate on Line 18 and divide by 100. The property tax revenues billed would be used in estimating budgeted revenues.

**PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED**

7/22/2021

**Summary Page**

(2021)

**For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property**

City of Sikeston

09-100-0016

Parks &amp; Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

**The final version of this form MUST be sent to the county clerk.**

The information to complete the Summary Page is available from prior year forms, computed on the attached forms, or computed on this page. Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

**For Political  
Subdivision Use  
in Calculating  
its Tax Rate**

- A. **Prior year tax rate ceiling** as defined in Chapter 137, RSMo, revised if the prior year data changed or a voluntary reduction was taken in a non-reassessment year (Prior year Summary Page, Line F minus Line H in odd numbered year or prior year Summary Page, Line F in even numbered year) 0.1818
- B. **Current year rate computed** pursuant to Article X, Section 22, of the Missouri Constitution and Section 137.073, RSMo, if no voter approved increase (Form A, Line 18) 0.1813
- C. **Amount of rate increase authorized by voters for current year** if same purpose. (Form B, Line 7) \_\_\_\_\_
- D. **Rate to compare to maximum authorized levy to determine tax rate ceiling** (Line B if no election, otherwise Line C) \_\_\_\_\_
- E. **Maximum authorized levy** the most recent voter approved rate 0.1813
- F. **Current year tax rate ceiling** maximum legal rate to comply with Missouri laws 0.2000  
Political subdivisions tax rate (Lower of Line D or E)
- G1. **Less required sales tax reduction** taken from tax rate ceiling (Line F), if applicable 0.1813
- G2. **Less 20% required reduction 1st class charter county political subdivision NOT submitting an estimated non-binding tax rate to the county(ies)** taken from tax rate ceiling (Line F) \_\_\_\_\_
- H. **Less voluntary reduction by political subdivision** taken from the tax rate ceiling (Line F) \_\_\_\_\_  
WARNING: A voluntary reduction taken in an even numbered year will lower the tax rate ceiling for the following year.
- I. **Plus allowable recoupment rate** added to tax rate ceiling (Line F) If applicable, attach Form G or H. \_\_\_\_\_
- J. **Tax rate to be levied** (Line F - Line G1 - Line G2 - Line H + Line I) 0.1813
- AA. **Rate to be levied for debt service**, if applicable (Form C, Line 10) \_\_\_\_\_
- BB. **Additional special purpose rate authorized by voters** after the prior year tax rates were set. (Form B, Line 7 if a different purpose) \_\_\_\_\_

**Certification**

I, the undersigned, City Treasurer (Office) of City of Sikeston (Political Subdivision) levying a rate in Scott & New Madrid (County(ies)) do hereby certify that the data set forth above and on the accompanying forms is true and accurate to the best of my knowledge and belief.

**Please complete Line G through BB, sign this form, and return to the county clerk(s) for final certification.**

		Karen Bailey	573-475-3712
(Date)	(Signature)	(Print Name)	(Telephone)

**Proposed rate to be entered on tax books by county clerk****based on certification from the political subdivision: Lines****J** \_\_\_\_\_ **AA** \_\_\_\_\_ **BB** \_\_\_\_\_

Section 137.073.7 RSMo, states that no tax rate shall be extended on the tax rolls by the county clerk unless the political subdivision has complied with the foregoing provisions of this section.

(Date)	(County Clerk's Signature)	(County)	(Telephone)

**PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED**

7/22/2021

**Form A**

(2021)

**For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property**

City of Sikeston

09-100-0016

Parks &amp; Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

**The final version of this form MUST be sent to the county clerk.**

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

**1. (2021) Current year assessed valuation**

Include the current state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

(a)	<u>160,301,668</u>	+	(b)	<u>88,107,997</u>	=	<u>248,409,665</u>
	(Real Estate)			(Personal Property)		(Total)

**2. Assessed valuation of new construction & improvements**

2(a) - Obtained from the county clerk or county assessor

2(b) - increase in personal property, use the formula listed under Line 2(b)

(a)	<u>1,100,360</u>	+	(b)	<u>6,625,904</u>	=	<u>7,726,264</u>
	(Real Estate)			Line 1(b) - 3(b) - 5(b) + 6(b) + 7(b)		(Total)
				If Line 2b is negative, enter zero		

**3. Assessed value of newly added territory**

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

**4. Adjusted current year assessed valuation**

(Line 1 total - Line 2 total - Line 3 total)

240,683,401**5. (2020) Prior year assessed valuation**

Include prior year state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

NOTE: If this is different than the amount on the prior year Form A, Line 1, then revise the prior year tax rate form to recalculate the prior year tax rate ceiling. Enter the revised prior year tax rate ceiling on this year's Summary Page, Line A.

(a)	<u>155,253,996</u>	+	(b)	<u>81,482,093</u>	=	<u>236,736,089</u>
	(Real Estate)			(Personal Property)		(Total)

**6. Assessed value of newly separated territory**

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

**7. Assessed value of property locally assessed in prior year, but state assessed in current year**

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

**8. Adjusted prior year assessed valuation**

(Line 5 total - Line 6 total - Line 7 total)

236,736,089

**PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED**

7/22/2021

**Form A**

(2021)

**For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property**

City of Sikeston

09-100-0016

Parks &amp; Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

**The final version of this form MUST be sent to the county clerk.**

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political  
Subdivision Use in  
Calculating its Tax  
Rate

9. <b>Percentage increase in adjusted valuation</b> of existing property in the current year over the prior year's assessed valuation (Line 4 - Line 8 / Line 8 x 100)	1.6674%
10. <b>Increase in Consumer Price Index (CPI)</b> certified by the State Tax Commission	1.4000%
11. <b>Adjusted prior year assessed valuation</b> (Line 8)	236,736,089
12. <b>(2020) Tax rate ceiling from prior year</b> (Summary Page, Line A)	0.1818
13. <b>Maximum prior year adjusted revenue</b> from property that existed in both years (Line 11 x Line 12 / 100)	430,386
14. <b>Permitted reassessment revenue growth</b> The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10) or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0 or more than 5%.	1.4000%
15. <b>Additional revenue permitted</b> (Line 13 x Line 14)	6,025
16. <b>Total revenue permitted in current year *</b> from property that existed in both years ( Line 13 + Line 15)	436,411
17. <b>Adjusted current year assessed valuation</b> (Line 4)	240,683,401
18. <b>Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo</b> (Line 16 / Line 17 x 100) Round a fraction to the nearest one/one hundredth of a cent. <b>Enter this rate on the Summary Page, Line B</b>	0.1813

\* To compute the total property tax revenues billed for the current year (including revenues from all new construction and improvements and annexed property), multiply Line 1 by the rate on Line 18 and divide by 100. The property tax revenues billed would be used in estimating budgeted revenues.

## INFORMAL TAX RATE CALCULATOR FILE

Printed on:

7/27/2021

## Form B

(2021)

## For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Sikeston

09-100-0016

Parks &amp; Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

## Calculation of New Voter Approved Tax Rate or Tax Rate Increase

Since the prior year tax rate computation, some political subdivisions may have held elections where the voters approved an increase to an existing tax or approved a new tax. Form B is designed to document the election.

## 1. Date of election

\_\_\_\_\_

## 2. Ballot language

Attach a sample ballot or state the proposition posed to the voters exactly as it appeared on the ballot.

## 3. Election results

(Yes)

(No)

## 4. Expiration date

Enter the last year the levy will be in effect, if applicable.

## 5. Amount of increase approved by voters

(An "increase/decrease of/by")

OR

a. \_\_\_\_\_

Stated rate approved by voters

(An "increase/decrease to")

b. \_\_\_\_\_

For Political  
Subdivision Use  
in Calculating its  
Tax Rate

## 6. Prior year tax rate ceiling or voluntarily reduced rate to apply voter approved increase to

(Summary Page, Line A if increase to an existing rate, otherwise 0)

## 7. Voter approved increased tax rate to adjust

(If an "increase of/by" ballot, Line 5a + Line 6, if an "increase to" ballot, Line 5b)

# INFORMAL TAX RATE CALCULATOR FILE

Informational Data

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

Printed on: 7/29/2021  
(2021)

City of Sikeston

09-100-0016

Name of Political Subdivision

Political Subdivision Code

Library

Purpose of Levy

This page shows the information that would have been on the line items for the Summary Page, Form A, and/or Form B had no voluntary reduction(s) been taken in prior even numbered year(s). The information on this page should not be used in the current year unless the taxing authority wishes to reverse any voluntary reduction(s) taken in prior even numbered year(s) and follows the following steps in an even numbered year.

Step 1 The governing body should hold a public hearing and adopt a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate.

Step 2 Submit a copy of the resolution, policy statement, or ordinance to the State Auditor's Office for review.

Based on Prior Year  
Tax Rate Ceiling as if  
No Voluntary Reductions  
were Taken in a Prior  
Even Numbered Year

## Informational Summary Page

- A. Prior year tax rate ceiling (Prior Year Informational Summary Page, Line F)
- B. Current year rate computed (Informational Form A, Line 18 below)
- C. Amount of increase authorized by voters for current year (Informational Form B, Line 7 below)
- D. Rate to compare to maximum authorized levy (Line B if no election, otherwise Line C)
- E. Maximum authorized levy most recent voter approved rate
- F. Tax rate ceiling if no voluntary reductions were taken in a prior even numbered year (Lower of Line D or E)

0.2000

0.1994

0.1994

0.2000

0.1994

## Informational Form A

9. Percentage increase in adjusted valuation (Form A, Line 4 - Line 8 / Line 8 x 100)
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission
11. Adjusted prior year assessed valuation (Form A, Line 8)
12. (2020) Tax rate ceiling from prior year (Informational Summary Page, Line A from above)
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)
14. Permitted reassessment revenue growth
- The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10), or 5%.  
A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0, nor more than 5%.
15. Additional reassessment revenue permitted (Line 13 x Line 14)
16. Total revenue permitted in current year from property that existed in both years (Line 13 + Line 15)
17. Adjusted current year assessed valuation (Form A, Line 4)
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo, if no voluntary reduction was taken (Line 16 / Line 17 x 100)

1.6807%

1.4000%

146,288,686

0.2000

292,577

1.4000%

4,096

296,673

148,747,315

0.1994

## Informational Form B

6. Prior year tax rate ceiling to apply voter approved increase to  
(Informational Summary Page, Line A if increase to an existing rate, otherwise 0)
7. Voter approved increased tax rate to adjust  
(If an "increase off/by" ballot, Form B, Line 5a + Line 6, if an "increase to" ballot, Form B, Line 5b)



# PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

7/22/2021

## Summary Page

(2021)

### For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Sikeston

09-100-0016

Library

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

The information to complete the Summary Page is available from prior year forms, computed on the attached forms, or computed on this page. Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political  
Subdivision Use  
in Calculating  
its Tax Rate

- A. **Prior year tax rate ceiling** as defined in Chapter 137, RSMo, revised if the prior year data changed or a voluntary reduction was taken in a non-reassessment year (Prior year Summary Page, Line F minus Line H in odd numbered year or prior year Summary Page, Line F in even numbered year) 0.2000
- B. **Current year rate computed** pursuant to Article X, Section 22, of the Missouri Constitution and Section 137.073, RSMo, if no voter approved increase (Form A, Line 18) 0.1994
- C. **Amount of rate increase authorized by voters for current year** if same purpose. (Form B, Line 7) 0.1994
- D. **Rate to compare to maximum authorized levy to determine tax rate ceiling** (Line B if no election, otherwise Line C) 0.2000
- E. **Maximum authorized levy** the most recent voter approved rate 0.1994
- F. **Current year tax rate ceiling** maximum legal rate to comply with Missouri laws Political subdivisions tax rate (Lower of Line D or E) 0.1994
- G1. **Less required sales tax reduction** taken from tax rate ceiling (Line F), if applicable
- G2. **Less 20% required reduction 1st class charter county political subdivision NOT submitting an estimated non-binding tax rate to the county(ies)** taken from tax rate ceiling (Line F)
- H. **Less voluntary reduction by political subdivision** taken from the tax rate ceiling (Line F)  
WARNING: A voluntary reduction taken in an even numbered year will lower the tax rate ceiling for the following year.
- I. **Plus allowable recoupment rate** added to tax rate ceiling (Line F) If applicable, attach Form G or H.
- J. **Tax rate to be levied** (Line F - Line G1 - Line G2 - Line H + Line I) 0.1994
- AA. **Rate to be levied for debt service**, if applicable (Form C, Line 10)
- BB. **Additional special purpose rate authorized by voters** after the prior year tax rates were set. (Form B, Line 7 if a different purpose)

## Certification

I, the undersigned, City Treasurer (Office) of City of Sikeston, Missouri (Political Subdivision) levying a rate in Scott & New Madrid (County(ies)) do hereby certify that the data set forth above and on the accompanying forms is true and accurate to the best of my knowledge and belief.

Please complete Line G through BB, sign this form, and return to the county clerk(s) for final certification.

(Date)	(Signature)	Karen Bailey	573-475-3712
		(Print Name)	(Telephone)

Proposed rate to be entered on tax books by county clerk

based on certification from the political subdivision: Lines

J

AA

BB

Section 137.073.7 RSMo, states that no tax rate shall be extended on the tax rolls by the county clerk unless the political subdivision has complied with the foregoing provisions of this section.

(Date)	(County Clerk's Signature)	(County)	(Telephone)
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**INFORMAL TAX RATE CALCULATOR FILE**

**Form A**

Printed on: 7/29/2021  
(2021)

**For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property**

City of Sikeston	09-100-0016	Library
Name of Political Subdivision	Political Subdivision Code	Purpose of Levy

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

1. **(2021) Current year assessed valuation** Include the current state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

(a) <u>111,868,204</u>	+ (b) <u>40,204,023</u>	= <u>152,072,227</u>
(Real Estate)	(Personal Property)	(Total)
2. **Assessed valuation of new construction & improvements**

2(a) - Obtained from the county clerk or county assessor (a) <u>525,580</u>	2(b) - increase in personal property, use the formula listed under Line 2(b) (b) <u>2,799,332</u>	= <u>3,324,912</u>
(Real Estate)	Line 1(b) - 3(b) - 5(b) + 6(b) + 7(b)	(Total)

**If Line 2b is negative, enter zero**
3. **Assessed value of newly added territory** obtained from the county clerk or county assessor

(a) <u>0</u>	+ (b) <u>0</u>	= <u>0</u>
(Real Estate)	(Personal Property)	(Total)
4. **Adjusted current year assessed valuation** (Line 1 total - Line 2 total - Line 3 total)

		= <u>148,747,315</u>
--	--	----------------------
5. **(2020) Prior year assessed valuation** Include prior year state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization. NOTE: If this is different than the amount on the prior year Form A, Line 1, then revise the prior year tax rate ceiling. Enter the revised prior year tax rate ceiling on this year's Summary Page, Line A.

(a) <u>108,883,995</u>	+ (b) <u>37,404,691</u>	= <u>146,288,686</u>
(Real Estate)	(Personal Property)	(Total)
6. **Assessed value of newly separated territory** obtained from the county clerk or county assessor

(a) <u>0</u>	+ (b) <u>0</u>	= <u>0</u>
(Real Estate)	(Personal Property)	(Total)
7. **Assessed value of property locally assessed in prior year, but state assessed in current year** obtained from the county clerk or county assessor

(a) <u>0</u>	+ (b) <u>0</u>	= <u>0</u>
(Real Estate)	(Personal Property)	(Total)
8. **Adjusted prior year assessed valuation** (Line 5 total - Line 6 total - Line 7 total)

		= <u>146,288,686</u>
--	--	----------------------

Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

- |  |                    |
|--|--------------------|
| 9. <b>Percentage increase in adjusted valuation</b> of existing property in the current year over the prior year's assessed valuation<br>(Line 4 - Line 8/Line 8 x 100)  | <u>1.6807%</u>     |
| 10. <b>Increase in Consumer Price Index (CPI)</b> certified by the State Tax Commission  | <u>1.4000%</u>     |
| 11. <b>Adjusted prior year assessed valuation</b> (Line 8)   | <u>146,288,686</u> |
| 12. <b>(2020) Tax rate ceiling from prior year</b> (Summary Page, Line A)  | <u>0.2000</u>      |
| 13. <b>Maximum prior year adjusted revenue</b> from property that existed in both years (Line 11 x Line 12/100)  | <u>292,577</u>     |
| 14. <b>Permitted reassessment revenue growth</b><br>The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10) or 5%.<br>A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0 or more than 5%. | <u>1.4000%</u>     |
| 15. <b>Additional revenue permitted</b> (Line 13 x Line 14)  | <u>4,096</u>       |
| 16. <b>Total revenue permitted in current year*</b> from property that existed in both years (Line 13 + Line 15)   | <u>296,673</u>     |
| 17. <b>Adjusted current year assessed valuation</b> (Line 4)   | <u>148,747,315</u> |
| 18. <b>Maximum tax rate permitted by Article X, Section 22, and Section 137.073 RSMo</b><br>(Line 16 / Line 17 x 100)<br>Round a fraction to the nearest one/one hundredth of a cent.<br><b>Enter this rate on the Summary Page, Line B</b>  | <u>0.1994</u>      |

\* To compute the total property tax revenues billed for the current year (including revenues from all new construction and improvements and annexed property), multiply Line 1 by the rate on Line 18 and divide by 100. The property tax revenues billed would be used in estimating budgeted revenues.

**INFORMAL TAX RATE CALCULATOR FILE**

**Form B**

Printed on:

7/29/2021

(2021)

**For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property**

City of Sikeston

09-100-0016

Library

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

**Calculation of New Voter Approved Tax Rate or Tax Rate Increase**

Since the prior year tax rate computation, some political subdivisions may have held elections where the voters approved an increase to an existing tax or approved a new tax. Form B is designed to document the election.

1. Date of election

2. Ballot language

Attach a sample ballot or state the proposition posed to the voters exactly as it appeared on the ballot.

3. Election results

4. Expiration date

Enter the last year the levy will be in effect, if applicable.

5. Amount of increase approved by voters

(An "increase/decrease of/by") OR

Stated rate approved by voters

(An "increase/decrease to")

(Yes)

(No)

a.

b.

For Political  
Subdivision Use  
in Calculating its  
Tax Rate

6. Prior year tax rate ceiling or voluntarily reduced rate to apply voter approved increase to  
(Summary Page, Line A if increase to an existing rate, otherwise 0)

7. Voter approved increased tax rate to adjust

(If an "increase of/by" ballot, Line 5a + Line 6, if an "increase to" ballot, Line 5b)

# INFORMAL TAX RATE CALCULATOR FILE

Form C

Printed on:

7/29/2021

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

(2021)

City of Sikeston

Name of Political Subdivision

09-100-0016

Political Subdivision Code

Debt Service

Purpose of Levy

## Debt Service Calculation for General Obligation Bonds Paid for with Property Taxes

The tax rate for debt service will be considered valid if, after making the payment(s) for which the tax was levied, the bonds remain outstanding, and the debt fund reserves do not exceed the following year's payments.

Since the property taxes are levied and collected on a calendar year basis (January - December), it is recommended that this levy be computed using calendar year data.

1. **Total current year assessed valuation** obtained from the county clerk or county assessor\ (Form A, Line 1 total) \_\_\_\_\_
2. **Amount required to pay debt service requirements during the next calendar year** \_\_\_\_\_  
(i.e. Assuming the current year is Year 1, use January - December year 2 payments to complete the year 1 Form C) Include the principal and interest payments due on outstanding general obligation bond issues plus anticipated fees of any transfer agent or paying agent due during the next calendar year.
3. **Estimated costs of collection and anticipated delinquencies (i.e. collector fees & commissions & assessment fund withholdings)** \_\_\_\_\_  
Experience in prior years is the best guide for estimating uncollectible taxes.  
It is usually 2% to 10% of Line 2 above.
4. **Reasonable reserve up to one year's payment** \_\_\_\_\_  
(i.e. Assuming the current year is year 1, use January - December year 3 payments to complete the year 1 Form C) It is important that the debt service fund have sufficient reserves to prevent any default on the bonds.  
Include payments for the year following the next calendar year, accounted for on Line 2.
5. **Total required for debt service (Line 2 + Line 3 + Line 4)** \_\_\_\_\_
6. **Anticipated balance at end of current calendar year** \_\_\_\_\_  
Show the anticipated bank or fund balance at December 31st of this year (this will equal the current balance minus the amount of any principal or interest due before December 31st plus any estimated investment earning due before December 31st). Do not add the anticipated collections of this tax into this amount.
7. **Property tax revenue required for debt service (Line 5 - Line 6)** \_\_\_\_\_  
Line 6 is subtracted from Line 5 because the debt service fund is only allowed to have the payments required for the next calendar year (Line 2) and the reasonable reserve of the following year's payment (Line 4). Any current balance in the fund is already available to meet these requirements so it is deducted from the total revenues required for debt service purposes.
8. **Computation of debt service tax rate (Line 7/Line 1 x 100)** \_\_\_\_\_  
Round a fraction to the nearest one/one hundredth of a cent.
9. **Less voluntary reduction by political subdivision** \_\_\_\_\_
10. **Actual rate to be levied for debt service purposes \* (Line 8 - Line 9)** \_\_\_\_\_  
Enter this rate on Line AA of the Summary Page.

\* The tax rate levied may be lower than the rate computed as long as adequate funds are available to service the debt requirements.

## Council Letter

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**Date of Meeting:** 21-08-30

**Originating Department:** Public Works Department / Street Division

**To the Mayor and City Council:**

**Subject:** Approve Consultant Selection for CDBG Street Project

**Attachment(s):**

1. Professional Consultant Committee Selection Results

**Action Options:**

1. Approve Professional Consultant Selection
2. Other action Council may deem appropriate

**Background:**

Bootheel Regional Planning Commission sought RFQs for an engineering consultant on the City's behalf for a Community Development Block Grant (CDBG) to pay for supplemental street projects within the City of Sikeston. The grant could be up to \$500,000, and we are still working to determine the projects it would serve. There are several hoops we have to jump prior to approval. One of which is to prepare a Preliminary Engineering Report and select a consultant following all of the CDBG guidelines.

Three engineers responded to the RFQ: Smith & Company, Waters Engineering and Lambert Engineering. The City's Professional Consultant Committee reviewed the qualifications and unanimously selected Lambert Engineering for this project.

Staff asks that Council approve the Professional Consultant's selection of Lambert Engineering and authorize staff to negotiate a contract pending CDBG approval.

## Qualification Evaluation: Sikeston Street Project - CDBG (Aug 2021)

Mandatory Criteria:	Possible Score	Waters Engineering	Smith & Co Engineers	Lambert Engineering
Demonstrates experience providing requested services for similar projects of scope and scale by providing references and examples of recently completed projects on budget and on time.	Yes/No	Yes	Yes	Yes
Demonstrates industry experience and familiarity with street projects.	Yes/No	Yes	Yes	Yes
Rated Criteria:	Possible Score			
The specialized experience and technical competence of the firm with respect to road upgrades and development, utility installation and drainage improvements.	25	23	22	23
The capacity and capability of the firm to perform the work in questions, including specialized service, within a period of twelve months.	25	21	22	23
The past record of performance of the firm with respect to such factors as control of cost, quality of work, and ability to meet schedules.	25	24	23	24
References from all previous clients involved with the firm within the past five years and the ability to begin work immediately	10	9	9	9
References and experience of previous work on federal and state grant projects.	10	5	5	5
Documentation of compliance with E-Verify requirements	5	5	5	5
<b>Total</b>	100 Maximum Points	87	86	89

REVIEWER:

Jay Lancaster  
Director of Public Works  
City of Sikeston

## Council Letter

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Date of Meeting: 21-08-30

Originating Department: Public Works Department / Airport

To the Mayor and City Council:

Subject: Approval of Electric Service & Heater Installation for Multi Hangar (Bid #22-10)

Attachment(s): None

Action Options:

1. Award Bid to Hart Electric Inc.
2. Other Action Council May Deem Necessary

Background:

Over the last couple of years, we have made many improvements to the Multi Hangar at the airport. We have finished out the interior walls and ceiling with insulation and metal, we have added several new LED lights, we have boarded up broken windows, and we have made several small electrical upgrades. We are now in the process of updating the electrical service in the multi hangar to accommodate heaters. Six commercial heaters were purchased as a part of last year's budget. Electrical service additions and upgrades are needed for us to accommodate heat in the multi hangar.

On July 22<sup>nd</sup>, 2021, we solicited bids for the installation of a new 600amp electrical service to be installed and the hanging of the 6 commercial heaters. We only received one bid packet and it was from Hart Electric Inc. for \$37,135. We reached out to John Chittenden from Waters Engineering for his review and recommendations, and based on his experience with airports, he felt it was a fair price. Staff is recommending and seeking official authorization from Council for the approval to proceed with the project. This project is a budgeted item.

# **Council Letter**

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Date of Meeting: 21-08-30

Originating Department: Public Works Department

To the Mayor and City Council:

Subject: Authorize the lease purchase of one (1) dump truck

Attachment(s):

1. Bid Documents

Action Options:

1. Authorize staff to purchase dump truck
2. Other action the City Council deems appropriate

Background:

Staff has worked with the most current state contract low bidder for dump trucks (TAG Trucking Enterprises) to prepare quotes for a single tandem axle truck. Staff is recommending the lease purchase of a new dump truck. The bid for the tandem axle is \$186,670.00.

Trucks will have automatic transmissions and be outfitted and ready to plow snow and pretreat with salt brine.

Staff is requesting Council to authorize staff the lease purchase of a dump truck in the amount of \$186,670.00. This is for a 4-year term.

**Prepared for:**  
BRIAN DIAL  
SIKESTON CITY OF  
105 EAST CENTER STREET  
SIKESTON, MO 63801  
Phone: 573-475-3731

**Prepared by:**  
Dean Spurlock  
TAG TRUCK ENTERPRISES OF  
MISSOURI, LLC  
307 LYNUAL STREET  
SIKESTON, MO 63801  
Phone: 573-471-7100

*A proposal for*  
**SIKESTON CITY OF**

*Prepared by*  
**TAG TRUCK ENTERPRISES OF MISSOURI, LLC**  
*Dean Spurlock*

*Aug 16, 2021*

**Freightliner 114SD**



Components shown may not reflect all spec'd options and are not to scale

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## S P E C I F I C A T I O N   P R O P O S A L

Data Code	Description	Weight Front	Weight Rear
<b>Price Level</b>			
PRL-26D	SD PRL-26D (EFF:7/26/21)		
<b>Data Version</b>			
DRL-010	SPECPRO21 DATA RELEASE VER 010		
<b>Vehicle Configuration</b>			
001-177	114SD CONVENTIONAL CHASSIS	7,934	6,476
004-223	2023 MODEL YEAR SPECIFIED		
002-003	SET FORWARD AXLE - TRUCK		
019-001	TRAILER TOWING PROVISION AT END OF FRAME FOR TRUCK	10	10
003-001	LH PRIMARY STEERING LOCATION		
<b>General Service</b>			
AA1-003	TRUCK/TRAILER CONFIGURATION		
AA6-001	DOMICILED, USA 50 STATES (INCLUDING CALIFORNIA AND CARB OPT-IN STATES)		
A85-011	CONSTRUCTION SERVICE		
A84-1GM	GOVERNMENT BUSINESS SEGMENT		
AA4-010	DIRT/SAND/ROCK COMMODITY		
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS		
AB1-008	MAXIMUM 8% EXPECTED GRADE		
AB5-001	SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE		
995-1A0	FREIGHTLINER SD VOCATIONAL WARRANTY		
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 18000.0 lbs		
A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 40000.0 lbs		
A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 58000.0 lbs		
A70-99D	EXPECTED GROSS COMBINATION WEIGHT : 80000.0 lbs		



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Data Code	Description	Weight Front	Weight Rear
<b>Truck Service</b>			
AA3-018	FRONT PLOW/END DUMP BODY		
AF3-2B1	VIKING-CIVES MIDWEST		
<b>Tractor Service</b>			
AA2-005	FLATBED TRAILER		
AH6-001	SINGLE (1) TRAILER		
<b>Engine</b>			
101-3BT	CUM L9 350 HP @ 2200 RPM; 2200 GOV RPM, 1050 LB-FT @ 1200 RPM	-850	-70
<b>Electronic Parameters</b>			
	79A-070	70 MPH ROAD SPEED LIMIT	
	79B-000	CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT	
N	80G-002	PTO MINIMUM RPM - 700	
	80J-002	REGEN INHIBIT SPEED THRESHOLD - 5 MPH	
<b>Engine Equipment</b>			
	99C-021	2016 ONBOARD DIAGNOSTICS/2010 EPA/CARB/GHG21 CONFIGURATION	
	99D-011	2008 CARB EMISSION CERTIFICATION - CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD CORNER OF DRIVER DOOR)	
	13E-001	STANDARD OIL PAN	
	105-001	ENGINE MOUNTED OIL CHECK AND FILL	
	014-1B5	SIDE OF HOOD AIR INTAKE WITH DONALDSON HIGH CAPACITY AIR CLEANER WITH SAFETY ELEMENT, FIREWALL MOUNTED	
	124-1D9	DR 12V 180 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE	
	292-236	(3) DTNA GENUINE, FLOODED STARTING, MIN 3000CCA, 555RC, THREADED STUD BATTERIES	
	290-1CD	BATTERY BOX WITH ALUMINUM COVER MOUNTED SHORT SIDE TO RAIL	15
	281-001	STANDARD BATTERY JUMPERS	
	282-003	SINGLE BATTERY BOX FRAME MOUNTED LH SIDE BACK OF CAB	
	291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN	
	289-001	NON-POLISHED BATTERY BOX COVER	
	87P-001	CAB AUXILIARY POWER CABLE	5

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Data Code	Description	Weight Front	Weight Rear
107-032	CUMMINS TURBOCHARGED 18.7 CFM AIR COMPRESSOR WITH INTERNAL SAFETY VALVE		
152-041	ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM		
128-076	CUMMINS ENGINE INTEGRAL BRAKE WITH VARIABLE GEOMETRY TURBO ON/OFF	20	
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE	30	25
28F-002	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD REGENERATION AND DASH MOUNTED REGENERATION REQUEST SWITCH		
239-026	10 FOOT 06 INCH (126 INCH+0/-5.9 INCH) EXHAUST SYSTEM HEIGHT		
237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP		
23U-001	6 GALLON DIESEL EXHAUST FLUID TANK	-35	-10
30N-003	100 PERCENT DIESEL EXHAUST FLUID FILL		
23Y-001	STANDARD DIESEL EXHAUST FLUID PUMP MOUNTING		
43X-002	LH MEDIUM DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION		
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP		
242-001	STAINLESS STEEL AFTERTREATMENT DEVICE/MUFFLER/TAILOPIPE SHIELD		
273-018	HORTON DRIVEMASTER ADVANTAGE ON/OFF FAN DRIVE		
276-001	AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED		
110-003	CUMMINS SPIN ON FUEL FILTER		
118-008	COMBINATION FULL FLOW/BYPASS OIL FILTER		
266-017	1300 SQUARE INCH ALUMINUM RADIATOR	-20	
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT		
171-007	GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT		
172-001	CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES		
270-016	RADIATOR DRAIN VALVE		
360-013	1350 ADAPTER FLANGE FOR FRONT PTO PROVISION	20	

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Data Code	Description	Weight Front	Weight Rear
138-011	PHILLIPS-TEMRO 1000 WATT/115 VOLT BLOCK HEATER	4	
140-022	CHROME ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR		
132-004	ELECTRIC GRID AIR INTAKE WARMER		
155-058	DELCO 12V 38MT HD STARTER WITH INTEGRATED MAGNETIC SWITCH	-35	

### Transmission

342-582	ALLISON 3000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION
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### Transmission Equipment

343-339	ALLISON VOCATIONAL PACKAGE 223 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODELS RDS, HS, MH AND TRV
84B-002	ALLISON VOCATIONAL RATING FOR CONCRETE MIXER APPLICATIONS ONLY AVAILABLE WITH 3000 PRODUCT FAMILIES
84C-023	PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY
84D-023	SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY
84E-000	PRIMARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
84F-000	SECONDARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
84G-000	PRIMARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
84H-000	SECONDARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE
84N-200	FUEL SENSE 2.0 DISABLED - PERFORMANCE - TABLE BASED
84U-000	DRIVER SWITCH INPUT - DEFAULT - NO SWITCHES
84V-001	DIRECTION CHANGE ENABLED WITH MULTIPLEXED SERVICE BRAKES - ALLISON 5TH GEN TRANSMISSIONS
353-038	MARKER LAMP CONNECTION FOR BODY BUILDERS

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Data Code	Description	Weight Front	Weight Rear
34C-001	ELECTRONIC TRANSMISSION CUSTOMER ACCESS CONNECTOR FIREWALL MOUNTED		
362-158	CUSTOMER INSTALLED MUNCIE CS10 SERIES PTO		
363-001	PTO MOUNTING, LH SIDE OF MAIN TRANSMISSION		
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN		
345-003	PUSH BUTTON ELECTRONIC SHIFT CONTROL, DASH MOUNTED		
97G-004	TRANSMISSION PROGNOSTICS - ENABLED 2013		
370-015	WATER TO OIL TRANSMISSION COOLER, IN RADIATOR END TANK	-15	
346-003	TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK		
35T-001	SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)		

#### Front Axle and Equipment

400-1BA	DETROIT DA-F-18.0-5 18,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE	210	
402-013	MERITOR 16.5X6 Q+ CAST SPIDER HEAVY DUTY CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		
403-002	NON-ASBESTOS FRONT BRAKE LINING		
419-001	CAST IRON OUTBOARD FRONT BRAKE DRUMS		
409-006	FRONT OIL SEALS		
408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL		
416-022	STANDARD SPINDLE NUTS FOR ALL AXLES		
405-002	MERITOR AUTOMATIC FRONT SLACK ADJUSTERS		
406-001	STANDARD KING PIN BUSHINGS		
536-055	TRW THP-60 POWER STEERING WITH RCH45 AUXILIARY GEAR	130	
539-003	POWER STEERING PUMP		
534-003	4 QUART POWER STEERING RESERVOIR		
533-001	OIL/AIR POWER STEERING COOLER		
40T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE		

#### Front Suspension

620-013	18,000# TAPERLEAF FRONT SUSPENSION	200	
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Data Code	Description	Weight Front	Weight Rear
619-004	GRAPHITE BRONZE BUSHINGS WITH SEALS - FRONT SUSPENSION		
62G-998	NO FRONT SUSPENSION OPTIONS		
410-001	FRONT SHOCK ABSORBERS		
<b>Rear Axle and Equipment</b>			
420-1K3	MT-40-14X 40,000# R-SERIES TANDEM REAR AXLE		-40
421-529	5.29 REAR AXLE RATIO		
424-003	IRON REAR AXLE CARRIER WITH OPTIONAL HEAVY DUTY AXLE HOUSING		40
386-074	MXL 176T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES	25	25
388-073	MXL 17T MERITOR EXTENDED LUBE INTERAXLE DRIVELINE WITH HALF ROUND YOKES		
878-019	(1) INTERAXLE LOCK VALVE FOR TANDEM OR TRIDEM DRIVE AXLES		
87A-001	BLINKING LAMP WITH EACH INTERAXLE LOCK SWITCH, INTERAXLE UNLOCK DEFAULT WITH IGNITION OFF		
423-020	MERITOR 16.5X7 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		
433-002	NON-ASBESTOS REAR BRAKE LINING		
434-019	ASPHALT SPREADER CLEARANCE REAR BRAKE GEOMETRY		
451-001	CAST IRON OUTBOARD REAR BRAKE DRUMS		
440-006	REAR OIL SEALS		
426-101	WABCO TRISTOP D LONGSTROKE 2-DRIVE AXLE SPRING PARKING CHAMBERS		
428-003	HALDEX AUTOMATIC REAR SLACK ADJUSTERS		
41T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE		
42T-001	STANDARD REAR AXLE BREATHER(S)		
<b>Rear Suspension</b>			
622-297	TUFTRAC GEN2 40,000# REAR SPRING SUSPENSION		275
621-108	9.5 INCH NOMINAL RIDE HEIGHT (460MM GLOBAL REFERENCE HEIGHT)		
431-003	AXLE CLAMPING GROUP		
624-025	55 INCH AXLE SPACING		
623-006	FORE/AFT AND TRANSVERSE CONTROL RODS		

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Data Code	Description	Weight Front	Weight Rear
439-002	REAR SHOCK ABSORBERS - TWO AXLES (TANDEM)		40
<b>Brake System</b>			
490-100	WABCO 4S/4M ABS		
871-001	REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES		
904-001	FIBER BRAID PARKING BRAKE HOSE		
412-001	STANDARD BRAKE SYSTEM VALVES		
46D-002	STANDARD AIR SYSTEM PRESSURE PROTECTION SYSTEM		
413-002	STD U.S. FRONT BRAKE VALVE		
432-003	RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE		
480-070	DUAL BW AD-9 BRAKE LINE AIR DRYERS WITH HEATERS AND EVERFLOW AIR DRYER CONTROL MODULE	60	
479-003	AIR DRYER MOUNTED INBOARD ON LH RAIL		
460-093	STEEL AIR BRAKE RESERVOIRS; CUSTOMER ACCEPTS TANKS MOUNTED PERPENDICULAR TO RAIL	10	10
477-011	PETCOCK DRAIN VALVES ON ALL AIR TANK(S)		
<b>Trailer Connections</b>			
914-025	AIR CONNECTIONS TO END OF FRAME WITH GLAD HANDS FOR TRUCK AND DUST COVERS		
296-010	PRIMARY CONNECTOR/RECEPTACLE WIRED FOR SEPARATE STOP/TURN, ABS CENTER PIN POWERED THROUGH IGNITION		
297-001	SAE J560 7-WAY PRIMARY TRAILER CABLE RECEPTACLE MOUNTED END OF FRAME		
335-004	UPGRADED CHASSIS MULTIPLEXING UNIT		
<b>Wheelbase &amp; Frame</b>			
545-542	5425MM (214 INCH) WHEELBASE		
546-102	7/16X3-9/16X11-1/8 INCH STEEL FRAME (11.11MMX282.6MM/0.437X11.13 INCH) 120KSI	250	220
547-034	PARTIAL INNER FRAME REINFORCEMENT AT FRONT SUSPENSION	180	
548-803	BODY COMPANY INSTALLED ADDITIONAL FRONT FRAME REINFORCEMENT FOR SNOW FLOW		
552-035	1725MM (68 INCH) REAR FRAME OVERHANG		
55W-006	FRAME OVERHANG RANGE: 61 INCH TO 70 INCH		

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Data Code	Description	Weight Front	Weight Rear
549-002	24 INCH INTEGRAL FRONT FRAME EXTENSION	140	-20
AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 130.12 in		
AE8-99D	CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 127.12 in		
AE4-99D	CALC'D FRAME LENGTH - OVERALL : 333.18		
FSS-0LH	CALCULATED FRAME SPACE LH SIDE : 63.68 in		
FSS-0RH	CALCULATED FRAME SPACE RH SIDE : 175.98 in		
AM6-99D	CALC'D SPACE AVAILABLE FOR DECKPLATE : 124.54 in		
553-001	SQUARE END OF FRAME		
550-001	FRONT CLOSING CROSSMEMBER		
559-001	STANDARD WEIGHT ENGINE CROSSMEMBER		
562-001	STANDARD MIDSHIP #1 CROSSMEMBER(S)		
572-001	STANDARD REARMOST CROSSMEMBER		
565-002	HEAVY DUTY SUSPENSION CROSSMEMBER		30

#### Chassis Equipment

556-997	OMIT FRONT BUMPER, CUSTOMER INSTALLED SPECIAL BUMPER, DOES NOT COMPLY WITH FMCSR 393.203	-100	
558-001	FRONT TOW HOOKS - FRAME MOUNTED	15	
551-007	GRADE 8 THREADED HEX HEADED FRAME FASTENERS		

#### Fuel Tanks

204-152	70 GALLON/264 LITER ALUMINUM FUEL TANK - LH	5	
218-006	25 INCH DIAMETER FUEL TANK(S)		
215-005	PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS		
212-007	FUEL TANK(S) FORWARD		
664-001	PLAIN STEP FINISH		
205-001	FUEL TANK CAP(S)		
122-1J1	DETROIT FUEL/WATER SEPARATOR WITH WATER IN FUEL SENSOR, HAND PRIMER AND 12 VOLT PREHEATER"	10	
216-020	EQUIFLO INBOARD FUEL SYSTEM		
202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE		

#### Tires

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Data Code	Description	Weight Front	Weight Rear
093-1R8	GOODYEAR G289 WHA 315/80R22.5 20 PLY RADIAL FRONT TIRES	86	
094-0JY	GOODYEAR G182 RSD 11R22.5 16 PLY RADIAL REAR TIRES		176

#### Hubs

418-060	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS
450-060	CONMET PRESET PLUS PREMIUM IRON REAR HUBS

#### Wheels

502-433	ACCURIDE 29039 22.5X9.00 10-HUB PILOT 5.25 INSET 5-HAND STEEL DISC FRONT WHEELS	66	
505-428	ACCURIDE 28828 22.5X8.25 10-HUB PILOT 2-HAND HD STEEL DISC REAR WHEELS		104
496-011	FRONT WHEEL MOUNTING NUTS		
497-011	REAR WHEEL MOUNTING NUTS		
495-998	NO PUSHER/TAG WHEEL MOUNTING NUTS		
498-009	WHEEL STUDS FOR CUSTOMER INSTALLED HUB PILOTED DUALED ALUMINUM WHEELS, ALL		

#### Cab Exterior

829-1A2	114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB		
650-008	AIR CAB MOUNTING		
648-002	NONREMOVABLE BUGSCREEN MOUNTED BEHIND GRILLE		
667-001	FRONT FENDERS		
754-002	3-1/2 INCH FENDER EXTENSIONS	15	
678-018	LH AND RH EXTERIOR GRAB HANDLES WITH SINGLE RUBBER INSERT		
645-002	BRIGHT FINISH RADIATOR SHELL/HOOD BEZEL		
646-042	STATIONARY BLACK GRILLE WITH BRIGHT ACCENTS		
65X-003	CHROME HOOD MOUNTED AIR INTAKE GRILLE		
644-004	FIBERGLASS HOOD		
690-016	CAB FLOOR, TOE BOARD AND FIREWALL HEAT SHIELD	5	
727-066	DUAL 26 INCH RECTANGULAR POLISHED ALUMINUM AIR HORNS ROOF MOUNTED	4	
726-002	DUAL ELECTRIC HORNS		
728-002	DUAL HORN SHIELDS		

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Data Code	Description	Weight Front	Weight Rear
657-001	DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME		
78G-004	KEY QUANTITY OF 4		
575-001	REAR LICENSE PLATE MOUNT END OF FRAME		
312-067	HALOGEN COMPOSITE HEADLAMPS WITH BRIGHT BEZELS		
302-047	LED AERODYNAMIC MARKER LIGHTS		
294-001	INTEGRAL STOP/TAIL/BACKUP LIGHTS		
300-015	STANDARD FRONT TURN SIGNAL LAMPS		
744-1BC	DUAL WEST COAST BRIGHT FINISH HEATED MIRRORS WITH LH AND RH REMOTE		
797-001	DOOR MOUNTED MIRRORS		
796-001	102 INCH EQUIPMENT WIDTH		
743-204	LH AND RH 8 INCH BRIGHT FINISH CONVEX MIRRORS MOUNTED UNDER PRIMARY MIRRORS		
729-001	STANDARD SIDE/REAR REFLECTORS		
677-054	RH AFTERTREATMENT SYSTEM CAB ACCESS WITH PLAIN DIAMOND PLATE COVER		
768-043	63X14 INCH TINTED REAR WINDOW		
661-004	TINTED DOOR GLASS LH AND RH WITH TINTED OPERATING WING WINDOWS		
654-027	RH AND LH ELECTRIC POWERED WINDOWS, PASSENGER SWITCHES ON DOOR(S)	4	
769-002	LOWER RH DOOR WINDOW WITH FRESNEL LENS	7	
663-029	1-PIECE BONDED HEATED WIPER PARK SOLAR GREEN GLASS WINDSHIELD		
659-007	8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITHOUT FLUID LEVEL INDICATOR		

### Cab Interior

707-1AK	OPAL GRAY VINYL INTERIOR		
706-013	MOLDED PLASTIC DOOR PANEL		
708-013	MOLDED PLASTIC DOOR PANEL		
772-006	BLACK MATS WITH SINGLE INSULATION		
785-004	DASH MOUNTED ASH TRAY(S) WITHOUT LIGHTER		
691-998	NO FORWARD ROOF MOUNTED CONSOLE		
696-012	CENTER STORAGE CONSOLE MOUNTED ON BACKWALL	20	
742-007	(2) CUP HOLDERS LH AND RH DASH		

**Prepared for:**  
 BRIAN DIAL  
 SIKESTON CITY OF  
 105 EAST CENTER STREET  
 SIKESTON, MO 63801  
 Phone: 573-475-3731

**Prepared by:**  
 Dean Spurlock  
 TAG TRUCK ENTERPRISES OF  
 MISSOURI, LLC  
 307 LYNAL STREET  
 SIKESTON, MO 63801  
 Phone: 573-471-7100

Data Code	Description	Weight Front	Weight Rear
680-007	GRAY/CHARCOAL WING DASH		
860-004	SMART SWITCH EXPANSION MODULE		
720-002	2-1/2 LB. FIRE EXTINGUISHER	5	
700-002	HEATER, DEFROSTER AND AIR CONDITIONER		
701-013	STANDARD HVAC DUCTING WITH PRE-FILTER FOR OUTSIDE AIR INTAKE		
703-005	MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH		
170-015	STANDARD HEATER PLUMBING		
130-041	VALEO HEAVY DUTY A/C REFRIGERANT COMPRESSOR		
702-002	BINARY CONTROL, R-134A		
739-034	PREMIUM INSULATION		
285-013	SOLID-STATE CIRCUIT PROTECTION AND FUSES		
280-007	12V NEGATIVE GROUND ELECTRICAL SYSTEM		
324-011	DOMED DOOR ACTIVATED LH AND RH, DUAL READING LIGHTS, FORWARD CAB ROOF		
655-005	LH AND RH ELECTRIC DOOR LOCKS		
284-045	(2) 12 VOLT POWER RECEPTACLES MOUNTED IN DASH		
722-002	TRIANGULAR REFLECTORS WITHOUT FLARES	10	
756-338	BASIC ISRINGHAUSEN HIGH BACK AIR SUSPENSION DRIVERS SEAT WITH MECHANICAL LUMBAR AND INTEGRATED CUSHION EXTENSION	30	
760-337	BASIC ISRINGHAUSEN HIGH BACK NON SUSPENSION TOOL BOX PASSENGER SEAT		
759-007	DUAL DRIVER SEAT ARMRESTS, NO PASSENGER SEAT ARMRESTS	4	
711-004	LH AND RH INTEGRAL DOOR PANEL ARMRESTS		
758-119	GRAY LAREDO LEATHER DRIVER SEAT COVER		
761-119	GRAY LAREDO LEATHER PASSENGER SEAT COVER		
763-102	HIGH VISIBILITY ORANGE SEAT BELTS		
532-002	ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN	10	
540-016	18 INCH (450MM) LEATHER WRAPPED STEERING WHEEL		
765-002	DRIVER AND PASSENGER INTERIOR SUN VISORS		

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Data Code	Description	Weight Front	Weight Rear
<b>Instruments &amp; Controls</b>			
732-004	GRAY DRIVER INSTRUMENT PANEL		
734-004	GRAY CENTER INSTRUMENT PANEL		
870-001	BLACK GAUGE BEZELS		
486-001	LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM		
840-002	2 INCH PRIMARY AND SECONDARY AIR PRESSURE GAUGES		
198-025	INTAKE MOUNTED AIR RESTRICTION INDICATOR WITHOUT GRADUATIONS		
721-025	97 DB BACKUP ALARM MOUNTED INBOARD OF RAIL		3
149-017	ELECTRONIC CRUISE CONTROL WITH SWITCHES ON AUXILIARY GAUGE PANEL (B DASH PANEL)		
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION: 4 POSITION OFF/RUN/START/ACCESSORY		
811-042	ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING LAMPS AND DATA LINKED		
160-038	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH		
844-001	2 INCH ELECTRIC FUEL GAUGE		
856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE		
864-001	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE		
830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY		
372-051	CUSTOMER FURNISHED AND INSTALLED PTO CONTROLS		
852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE		
679-001	OVERHEAD INSTRUMENT PANEL		
35M-001	SMARTPLEX HUB MODULE WITH OVERHEAD SWITCH MOUNTING, DRIVER SIDE ONLY (6 SWITCH SLOTS)	44	
746-137	AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH, USB AND AUXILIARY INPUTS, J1939	10	
747-001	DASH MOUNTED RADIO		
750-002	(2) RADIO SPEAKERS IN CAB		
753-001	AM/FM ANTENNA MOUNTED ON FORWARD LH ROOF		

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Data Code	Description	Weight Front	Weight Rear
810-027	ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER		
817-008	STANDARD VEHICLE SPEED SENSOR WITH ADDITIONAL SIGNAL FOR CUSTOMER USE LOCATED BETWEEN DRIVER AND PASSENGER SEATS		
812-001	ELECTRONIC 3000 RPM TACHOMETER		
813-998	NO VEHICLE PERFORMANCE MONITOR	-5	
162-002	IGNITION SWITCH CONTROLLED ENGINE STOP		
44R-003	3 ON/OFF LATCHING SMARTPLEX SWITCHES		
44U-001	1 ON/OFF/ON MOMENTARY SMARTPLEX SWITCH		
44V-003	BODY UP AND GATE OPEN SMARTPLEX INDICATOR LAMPS		
44W-100	1-RED, 0-AMBER, 0-GREEN SMARTPLEX INDICATOR LAMPS		
482-001	BW TRACTOR PROTECTION VALVE		
883-001	TRAILER HAND CONTROL BRAKE VALVE		
836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY		
660-001	SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY AND ARCTIC TYPE BLADES		
304-038	MARKER LIGHT SWITCH INTEGRAL WITH HEADLIGHT SWITCH AND SINGLE CONNECTOR AND SWITCH FOR CUSTOMER FURNISHED SNOW PLOW LIGHTS, LOW BEAMS OFF WITH HIGH BEAMS		
882-021	TWO VALVE PARKING BRAKE SYSTEM WITH DASH VALVE CONTROL AUTONEUTRAL AND WARNING INDICATOR		
299-013	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, WASHER/WIPER AND HAZARD IN HANDLE		
298-039	INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS		

## Design

065-000	PAINT: ONE SOLID COLOR
---------	------------------------

## Color

980-5F6	CAB COLOR A: L0006EY WHITE ELITE EY
986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT

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Data Code	Description	Weight Front	Weight Rear
962-972	POWDER WHITE (N0006EA) FRONT WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)		
966-972	POWDER WHITE (N0006EA) REAR WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)		
963-003	STANDARD E COAT/UNDERCOATING		

#### Certification / Compliance

996-001	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS
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#### Secondary Factory Options

*	923-001	STANDARD ROUTING AND CLIPPING
---	---------	-------------------------------

#### Raw Performance Data

AE8-99D	CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 127.12 in
AM6-99D	CALC'D SPACE AVAILABLE FOR DECKPLATE : 124.54 in

### TOTAL VEHICLE SUMMARY

#### Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight <sup>+</sup>	8533 lbs	7294 lbs	15827 lbs
Total Weight <sup>+</sup>	8533 lbs	7294 lbs	15827 lbs

(+) Weights shown are estimates only.

If weight is critical, contact Customer Application Engineering.

(\*\*\*) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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## Q U O T A T I O N

### 114SD CONVENTIONAL CHASSIS

SET FORWARD AXLE - TRUCK  
 CUM L9 350 HP @ 2200 RPM; 2200 GOV RPM, 1050 LB-  
 FT @ 1200 RPM  
 ALLISON 3000 RDS AUTOMATIC TRANSMISSION WITH  
 PTO PROVISION  
 MT-40-14X 40,000# R-SERIES TANDEM REAR AXLE  
 TUFTRAC GEN2 40,000# REAR SPRING SUSPENSION  
 DETROIT DA-F-18.0-5 18,000# FL1 71.0 KPI/3.74 DROP  
 SINGLE FRONT AXLE  
 18,000# TAPERLEAF FRONT SUSPENSION

114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL  
 CAB  
 5425MM (214 INCH) WHEELBASE  
 7/16X3-9/16X11-1/8 INCH STEEL FRAME  
 (11.11MMX282.6MM/0.437X11.13 INCH) 120KSI  
 1725MM (68 INCH) REAR FRAME OVERHANG  
 PARTIAL INNER FRAME REINFORCEMENT AT FRONT  
 SUSPENSION  
 BODY COMPANY INSTALLED ADDITIONAL FRONT  
 FRAME REINFORCEMENT FOR SNOW PLOW

			PER UNIT		TOTAL
VEHICLE PRICE	TOTAL # OF UNITS (1)	\$	96,820	\$	96,820
EXTENDED WARRANTY		\$	0	\$	0
VIKING-CIVES MIDWEST QUOTE 167561 INSTALLED DUMP BED AND OPTIONS		\$	89,850	\$	89,850
<b>CUSTOMER PRICE</b>		<b>\$</b>	<b>186,670</b>	<b>\$</b>	<b>186,670</b>
		\$	0	\$	0
		\$	0	\$	0

<b>BALANCE DUE</b>	<b>(LOCAL CURRENCY)</b>	<b>\$</b>	<b>186,670</b>	<b>\$</b>	<b>186,670</b>
--------------------	-------------------------	-----------	----------------	-----------	----------------

COMMENTS:

**MODOT STATE CONTRACT IFB605CO19001978**

APPROVAL:

Please indicate your acceptance of this quotation by signing below:

Customer: X \_\_\_\_\_ Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_.

**Prepared for:**  
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SIKESTON CITY OF  
105 EAST CENTER STREET  
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## Daimler Truck Financial

Financing that works for you.

See your local dealer for a competitive quote from Daimler Truck Financial, or contact us at [Information@dtfoffers.com](mailto:Information@dtfoffers.com).

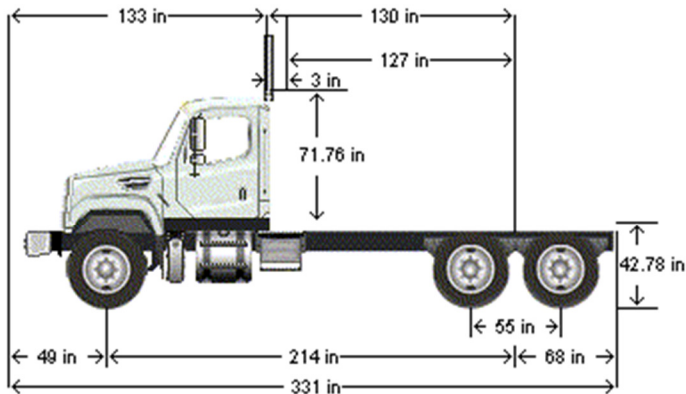
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## D I M E N S I O N S



### VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model .....	114SD
Wheelbase (545) .....	5425MM (214 INCH) WHEELBASE
Rear Frame Overhang (552) .....	1725MM (68 INCH) REAR FRAME OVERHANG
Fifth Wheel (578) .....	NO FIFTH WHEEL
Mounting Location (577) .....	NO FIFTH WHEEL LOCATION
Maximum Forward Position (in) .....	0
Maximum Rearward Position (in) .....	0
Amount of Slide Travel (in) .....	0
Slide Increment (in) .....	0
Desired Slide Position (in) .....	0.0
Cab Size (829) .....	114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
Sleeper (682) .....	NO SLEEPER BOX/SLEEPER CAB
Exhaust System (016) .....	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE

### TABLE SUMMARY - DIMENSIONS

**Prepared for:**  
 BRIAN DIAL  
 SIKESTON CITY OF  
 105 EAST CENTER STREET  
 SIKESTON, MO 63801  
 Phone: 573-475-3731

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Dimensions	Inches
Bumper to Back of Cab (BBC)	132.9
Bumper to Centerline of Front Axle (BA)	49.4
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	130.1
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	127.1
Back of Cab Protrusions (Exhaust/Intake) (CP)	2.0
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	3.0
Back of Cab to End of Frame	198.0
Cab Height (CH)	71.8
Wheelbase (WB)	213.6
Frame Overhang (OH)	67.9
Overall Frame Length	333.2
Overall Length (OAL)	330.9
Rear Axle Spacing	55.0
Unladen Frame Height at Centerline of Rear Axle	42.8

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.



22956 Hwy 61  
PO Box 295  
Morley, MO 63767  
Phone: 573-262-3545  
Fax: 573-262-3369

## Quote

Quote #	Date
167561	08/13/21

Customer			
CITY OF SIKESTON 105 E CENTER			
SIKESTON	MO	63801	

Ship To			
CITY OF SIKESTON 105 E. CENTER			
SIKESTON	MO	63801	

Customer PO	Terms	Sales Rep	Lead Time	Ship Via	FOB	VIN
	NET 30	DARYL	08/13/21			

Item	Description	Ordered	UOM	Price Per	Total Price
MSRPTADISCOUNT	Base tandem axle contract package includes a 15' stainless steel dump body and Certified Power hydraulics priced at \$61,525.  Through cooperative purchasing, the items below are specific to the needs of the City of Sikeston and includes a 25% discount per MoDOT contract IFB605CO19001978.	1.00	EA	0.00	0.00
S7321	Flink quick link swivel with hardware	1.00	EA	0.00	0.00
S7004	Universal lo profile hitch with Flink receiver, and fold down and extendable lift arm	1.00	EA	0.00	0.00
S7070	3" x 10" DA lift cylinder	1.00	EA	0.00	0.00
S7220	MW36R10 10' Moldboard assembly, corten steel	1.00	EA	0.00	0.00
S7200	MW power reverse push frame assembly with 2mkit-4	1.00	EA	0.00	0.00
S7205	MW compression arms - standard	1.00	EA	0.00	0.00
S7344	MW two chain lift	1.00	EA	0.00	0.00
S7350	12" Rubber deflector installed on a 10' plow	1.00	EA	0.00	0.00
S7355	36" plow markers, orange plastic	1.00	EA	0.00	0.00
S7026	Pair of 12" channel bumpers - bolt on	1.00	EA	0.00	0.00
S7272	5/8" x 8" x 120" 12 hole top punch C1085 steel cutting edge with hardware	1.00	EA	0.00	0.00
MSRP2190	15' Corten steel municipal dump body that includes doghouse and cab shield corners - less hoist, load cover, LED warning lights, tension hoop, auxiliary hydraulic connections and installation  - Western Style crossmemberless design - Corten material - 36" side height - 44" tailgate height	1.00	EA	0.00	0.00



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PO Box 295  
Morley, MO 63767  
Phone: 573-262-3545  
Fax: 573-262-3369

## Quote

Quote #	Date
167561	08/13/21

Customer			
CITY OF SIKESTON 105 E CENTER			
SIKESTON	MO	63801	

Ship To			
CITY OF SIKESTON 105 E. CENTER			
SIKESTON	MO	63801	

Customer PO	Terms	Sales Rep	Lead Time	Ship Via	FOB	VIN
	NET 30	DARYL	08/13/21			

Item	Description	Ordered	UOM	Price Per	Total Price
	<ul style="list-style-type: none"> <li>- 1/4" AR450 floor</li> <li>- Pullout ladder with grab handle</li> <li>- Fully welded and dirt-shedding</li> <li>- 1/4" Corten trapezoid style, fully enclosed long sills (no splices)</li> <li>- Horizontal bracing sloped and fully welded</li> <li>- Driver's side hydraulic lines to rear for spreader hookup</li> <li>- Flush-mount tailgate</li> </ul>				
MSRP2290	Mailhot CS 140 Series hoist package for Viking platform or tandem axle dump body for installation on clean frame	1.00	EA	0.00	0.00
MSRP2320	Aero 550 load cover with asphalt tarp for 15' body	1.00	EA	0.00	0.00
MSRP3010	Hydraulic system for the City of Sikeston, which includes: <ul style="list-style-type: none"> <li>- Certified Power hydraulic system</li> <li>- Three spool 30-gallon tank</li> <li>- Stainless steel valve enclosure</li> <li>- Pre-wet and pre-wet tank kit</li> </ul>	1.00	EA	0.00	0.00
MSRP3190	Snow and ice hydraulic install kit (includes hoses, fittings and hardware)	1.00	EA	0.00	0.00
SALES	Swenson 15' conveyor spreader with screens (no tanks, no sensed motor)	1.00	EA	0.00	0.00
MSRP4330	Spreader install kit	1.00	EA	0.00	0.00
MSRP4275	15' galvanized steel spreader stand	1.00	EA	0.00	0.00
MSRP4320	100 gallon pre-wet kit (includes two (2) tanks)	1.00	EA	0.00	0.00
MSRP5135	Whelen VCSYS1 municipal lighting package	1.00	EA	0.00	0.00
MSRP5193	LED heated plow light- Mirror Mounted Brkts	1.00	EA	0.00	0.00
MSRP6115	VCM supplied 7-wire pigtail - RV style	1.00	EA	0.00	0.00
MSRP6120	Electronic brake controller (includes wiring from	1.00	EA	0.00	0.00



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## Quote

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167561	08/13/21

Customer			
CITY OF SIKESTON 105 E CENTER			
SIKESTON	MO	63801	

Ship To			
CITY OF SIKESTON 105 E. CENTER			
SIKESTON	MO	63801	

Customer PO	Terms	Sales Rep	Lead Time	Ship Via	FOB	VIN
	NET 30	DARYL	08/13/21			

Item	Description	Ordered	UOM	Price Per	Total Price
	chassis dealer)				
MSRP6160	Premier 100NS 45-ton pintle hook with pintle plate, gussets, and d-rings	1.00	EA	0.00	0.00
MSRP6225	Pintle hitch install kit	1.00	EA	0.00	0.00
MSRP9110	Tandem axle install kit (includes miscellaneous electrical components, hardware and labor)	1.00	EA	0.00	0.00
MSRP9140	Mud flap kit (includes front anti-sails and rear removable pin brackets)	1.00	EA	0.00	0.00
MSRPDISCOUNT	Based on the needs of the City of Sikeston the following total list price has been accumulated. A 25% MSRP discount has been applied to the total, per the MoDOT contract structure.	1.00	EA	119,800.00	119,800.00
OPTIONS	Please select the desired option(s). Option prices are already discounted with 25% off MSRP.	1.00	EA	0.00	0.00
	- Wireless 7" LCD quad view backup camera system - TA Dash Mounted - 65 ft Cable (includes one (1) camera and one (1) enclosure) (Add: \$1,127)				

Prepared By: Chris  
Memo:

Sub-Total	119,800.00
Shipping	0.000
Discount	29,950.00
Taxes	0.00
Total	89,850.00

Customer must fill out the information below before the order can be processed.

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_ P.O.#: \_\_\_\_\_

\*Quoted price does not include any applicable taxes.

\*Terms are Due Upon Receipt unless prior credit

\*Terms for established accounts, NET 30 days

\*Please note if chassis is furnished, it is as a convenience and terms are Net Due on Receipt of Chassis



WORK SMART™

FREIGHTLINER 114SD

# VOCATIONAL SEVERE DUTY DUMP



# FREIGHTLINER 114SD SEVERE DUTY DUMP



## FREIGHTLINER'S 114SD: THE BEST SOLUTION TO YOUR TOUGHEST CHALLENGES.

When you're shouldering the load for any work site, you need a dump truck that's reliable, versatile and tough as nails. You need the 114SD Severe Duty Dump from Freightliner.

Built on our severe duty platform, the 114SD has a weight-optimized design to keep pace with your increasing demands. But don't let its agility fool you. This truck was built rugged to take on your toughest challenges. A range of options for all regional configurations, including engines, axles and frames, adapts easily to any job. And, with our clear back-of-cab chassis, the 114SD is an easy upfit for equipment manufacturers, allowing greater flexibility.

Legendary Freightliner quality, insightful, industry-specific innovations and a comprehensive warranty all make the 114SD the perfect vehicle to meet your most severe duty needs.

### STANDARD FEATURES

- 114" BBC steel reinforced aluminum day cab
- Set-forward front axle position @ 31"
- Strong, durable cab and hood
- Radiator-mounted mold-in color front grille with signature styling
- Front grille, headlight bezels, engine air intake grille, bumper and primary mirrors trimmed in black
- Halogen composite headlights
- Air rear cab mounts
- Ergonomic wing dash
- 63" x 14" rear window
- Up to 50-degree wheel cut depending on wheel equipment
- DD13® engine with 350 HP, 1350 lb-ft torque
- Eaton® Fuller® 10-speed manual transmission
- Front axle rated at 12,000 lbs
- Rear axle rated at 40,000 lbs
- 60-gallon cylindrical fuel tank

### OPTIONAL FEATURES

- Set back front axle position @ 48"
- Bright-accented front grille with chromed grille surround, headlight bezels and engine air intake grille
- Engine air intake pre-cleaner
- Large selection of wheelbases with frames and frame reinforcements to meet severe duty needs
- Transmission power take-offs
- Three batteries mounted under cab with clear back-of-cab packaging
- Range of cylindrical and rectangular aluminum fuel tanks
- Steer axles from 12,000 to 22,000 lbs
- Single drive axles from 21,000 to 38,000 lbs rating
- Tandem drive axles from 40,000 to 58,000 lbs rating
- Bridge formula bumpers for 29.5" front axle position
- Tridem drive axle set rated at 69,000 lbs
- Pusher and tag axles rated from 8,000 to 22,000 lbs, available in single or dual configurations
- A wide range of Eaton® manual and UltraShift PLUS vocational automated, and Allison® automatic transmissions
- Freightliner AirLiner® and TufTrac® rear suspensions
- Hendrickson® and Chalmers® rear suspensions
- Expanded dash instrumentation, switches and controls to meet almost any vocational application
- DD13 engine with up to 470 HP, 1650 lb-ft torque
- Cummins® ISL engine with up to 380 HP, 1250 lb-ft torque
- Removable front tow eyes

Visit your local Freightliner dealer for complete specifications and options.

**FIND A TRUCK FOR YOUR BUSINESS AT [FREIGHTLINERTRUCKS.COM/WORKSMART](http://FREIGHTLINERTRUCKS.COM/WORKSMART)**



Ergonomically designed driver's area features an automotive-style dash, easy-to-read LED-backlit gauges and controls within easy reach.



Full tilt hood for easy engine access.



Engine air intake with pre-cleaner for dusty environments.



Superior wheel cut for outstanding job site maneuverability.



Competitive financing available through Daimler Truck Financial. For the Freightliner Trucks Dealer nearest you, call 1-800-FTL-HELP. [www.freightlinertrucks.com](http://www.freightlinertrucks.com). 15M, 11/13. FTL/MC-B-1327. Specifications are subject to change without notice. Freightliner Trucks is registered to ISO 9001:2008 and ISO 14001:2004. Copyright © 2013. Daimler Trucks North America LLC. All rights reserved. Freightliner Trucks is a division of Daimler Trucks North America LLC, a Daimler company.

## THE FIVE CONTRIBUTING FACTORS THAT MAXIMIZE RCO.



Freightliner Trucks works closely with truck equipment manufacturers (TEMs) across a variety of segments to create vehicles with numerous segment-specific options and clear back-of-cab packaging that TEMs can efficiently upfit, reducing time and costs.



Our robust support footprint features a 24/7 toll-free hotline and hundreds of service locations with factory-certified technicians—including over 400 dealership locations and more than 260 Elite Support Certified dealers. With Detroit™ Connect Virtual Technician<sup>SM</sup> diagnostic services\*, you know within minutes when vehicles experience engine fault events, the severity, and when, where, and how to best fix the issue.

\*Only available on trucks equipped with Detroit™ engines.



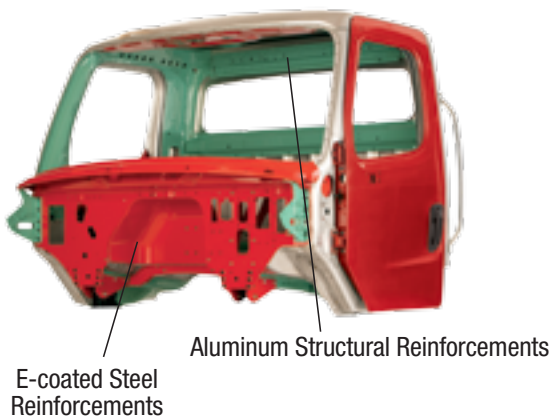
We understand the importance of operator visibility, entry and egress. Comfort in the truck during a long work day can help reduce fatigue and improve safety. Freightliner's vocational trucks offer numerous available safety features and ergonomically designed, well-insulated cabs to help keep drivers safe and productive.



Freightliner trucks are designed to maximize reliability and longevity. We rigorously test our products to ensure each model meets or exceeds customer business needs. Quality construction and durable materials help Freightliner trucks stay on the job and drive business results.



Productivity starts with efficiency and dependability that maximize uptime. A truck has to be in-service and getting the job done. We're focused on designing and testing medium and severe duty trucks for real-world conditions.



- Corrugated floor, roof, and back-of-cab panels for added strength
- Meets Swedish A-pillar test standards and SAE J2422 roof strength requirements
- Available in day cab, extended cab or 4-door crew cab configurations
- 2500 sq. in. one-piece windshield for outstanding job site visibility
- Wide door openings with low step-in height for safe entry and exit
- Steel firewall for solid mounting of dash panel and driver controls



Components, systems, and entire vehicles are subjected to an array of virtual and physical tests to ensure our trucks deliver the expected function, performance, and reliability.

### WHERE TOUGHNESS MEETS EFFICIENCY.

We've applied sophisticated engineering to the structural elements of our work trucks. First, our cabs are light-weight, yet extremely tough. Corrosion-resistant aluminum is reinforced with e-coated steel and assembled to precise manufacturing tolerances with Henrob rivets and welded construction. This process produces a durable and safe cab that meets stringent A-pillar impact, rollover, and back wall impact tests. Plus, the vocational chassis includes a robust backbone with a complete offering of single- and double-channel frame rails. The result is a tensile strength of up to 120,000 psi and an RBM ratio up to 4.4 million inch-pounds per rail. This means the 114SD can handle whatever job is thrown at it, day after day, year after year.

## SPECS AND OPTIONS

### STANDARD FEATURES

- 114" BBC steel-reinforced aluminum day cab
- Set-forward front axle position @ 31"
- Strong, durable cab and hood
- Radiator-mounted mold-in color front grille with signature styling
- Front grille, headlight bezels, engine air intake grille, bumper, and primary mirrors trimmed in black
- Halogen composite headlights
- Air rear cab mounts
- Ergonomic wing dash
- 63" x 14" rear window
- Up to 50-degree wheel cut, depending on wheel equipment
- Detroit™ DD13® engine with 350 hp, 1350 lb-ft torque
- Eaton® Fuller® 10-speed manual transmission
- Front axle rated at 12,000 lb.
- Rear axle rated at 40,000 lb.
- 60-gallon cylindrical fuel tank

### SPECIALIZED OPTIONS

- Allison 4700 RDS transmission
- Twin steer prep package
- Bridge formula bumpers for 29.5" front axle position
- Mixer body transition plates
- Set-back front axle position @ 48"
- Switch/harness pre-wire for lights (multiple configurations)
- Fresh air intake snow shield
- Snow plow cross member for wing plow support
- Extreme-climate thermal cab insulation
- Carbon fiber-reinforced aluminum type 3 compressed natural gas (CNG) fuel tanks with approximate range of 400 miles, depending on application
- 4.4 million RBM multichannel frame rails
- 60-gallon cylindrical fuel tank

### OPTIONAL FEATURES

- Bright-accented front grille with chromed grille surround, headlight bezels, and engine air intake grille
- Engine air intake pre-cleaner
- Integral front frame extensions in 12" and 24" lengths for front bumper stabilizer install
- Large selection of wheelbases with frames and frame reinforcements to meet severe duty needs
- Front engine, rear engine, and transmission power take-offs
- Three batteries mounted under cab with clear back-of-cab packaging
- Range of cylindrical and rectangular aluminum fuel tanks
- Steer axles from 12,000 to 22,000 lb.
- Single drive axles from 21,000 to 38,000 lb. rating
- Tandem drive axles from 40,000 to 58,000 lb. rating
- Tridem drive axle set rated at 69,000 lb.
- Multiple clear frame specifications for outrigger installation
- Pusher and tag axles rated from 8000 to 22,000 lb., available in single or dual configurations
- A wide range of Eaton and Allison transmissions including 4700 RDS
- Freightliner AirLiner® and TufTrac® rear suspensions
- Hendrickson® and Chalmers® rear suspensions
- Expanded dash instrumentation, switches, and controls to meet almost any vocational application
- Detroit™ DD13® engine with up to 505 hp and 1850 lb-ft torque
- Detroit™ DD8™ engine with up to 350 hp and 1050 lb-ft torque
- Cummins ISL engine with up to 380 hp, 1300 lb-ft torque
- Cummins Westport natural gas engines up to 400 hp and 1450 lb-ft torque
- Removable and frame-mounted front tow devices
- Grab handles with rubber inserts
- 3.2 million RBM single-channel frame rail
- Engine compartment lighting



#### AVAILABLE CAB CONFIGURATIONS



Day Cab



Extended Cab



Crew Cab  
(Set-Back Axle Only)



Set-Back Axle 48"



Set-Forward Axle 31"\*



AVAILABLE AXLE CONFIGURATIONS  
114" BBC Set-Forward Axle  
114" BBC Set-Back Axle

## WORKING HARDER JUST GOT A LOT SMARTER.

The Freightliner Trucks 114SD is built for severe duty: packed with power and ready for work. For starters, the Detroit™ DD13® engine comes standard with a base rating of 350 hp and 1350 lb-ft of torque. Detroit™ DD8™ Cummins L9, and ISL-G engines also are available as options. Detroit-powered 114SDs are available with the Detroit™ Connect suite of connected vehicle services to maximize uptime. The 114SD has optimized mid-chassis packaging and a strategically mounted aftertreatment system. The chassis layout simplifies upfitting for truck equipment manufacturers. And Freightliner's proprietary

SmartPlex® Electrical System provides unmatched flexibility when configuring a truck to suit specific body installations.

The 114SD also offers an incredible combination of durability and comfort. It's been through rigorous testing to ensure that it delivers performance and reliability in the most demanding situations. And the automotive-style interior is designed to keep operators safe and productive. Put simply, the 114SD sets the new standard for engineered performance and efficiency.

\*Check with your dealer for availability.

Competitive financing available through Daimler Truck Financial. For the Freightliner Trucks dealer nearest you, call 1-800-FTL-HELP. www.freightliner.com. 15k, 1117. FTL/MC-B-1513. Specifications are subject to change without notice. Freightliner Trucks is registered to ISO 9001:2008 and ISO 14001:2004. Copyright © 2017. Daimler Trucks North America LLC. All rights reserved.

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ENGINES

- Detroit™ DD13®  
350-505 hp / 1250-1850 lb-ft torque
- Detroit™ DD8™\*  
260-350 hp / 660-1050 lb-ft torque
- Cummins L9®  
260-350 hp / 720-1150 lb-ft torque
- Cummins Westport ISX12 G (natural gas)  
Up to 400 hp / 1450 lb-ft torque

TRANSMISSIONS

- Eaton Fuller Manual
- Eaton Fuller Automated w/ optional UltraShift® Plus and Cobra shifter
- Allison Automatic w/ optional output retarder

AXLES (UP TO)

- Steer 23k
- AWD Steer 23k
- Single Drive 38k
- Tandem 58k
- Tridrive 69k



Detroit™ DD13®

Detroit™ DD8™



Cummins® L9 Engine

\*Higher ratings are available for approved application.



- Tilt hood with radiator-mounted stationary grille for easy engine access
- Up to 50-degree wheel cut, depending on wheel equipment
- 12" or 24" front frame extensions are available
- Day cab, extended cab, or crew cab\* available (\*set-back axle only)
- Corrosion-resistant Severe Duty aluminum cab reinforced with e-coated steel
- 2500 sq. in. windshield for greater worksite visibility
- Strong fiberglass hood
- Multiple engine- and transmission-mounted PTO configurations
- Optional bright trim package
- Contoured hood for pre-cleaner and snow door
- Optional passive pre-cleaner for improved intake filtration
- 3.5" fender extensions
- Front axle and suspension up to 23k capacity
- AWD front axle available up to 23k lb.
- Radiator-mounted grille
- Halogen composite headlights
- LED turn signals
- Hood-mounted splashguard
- Fixed or removable front tow devices
- Optional bridge formula bumper
- A variety of Eaton or Allison transmission options
- Wide cab for easy installation of control tower



- Superior wheel cut for outstanding maneuverability
- Clear back-of-cab packaging
- 3 under-cab-mounted batteries available
- Custom frame pre-punching available for easy body and accessory upfit

- 65-degree door opening for easy entry and exit
- Mid-back driver and passenger seats available
- Breakaway mirrors
- Convenient grab handles for easy entry/exit

- Specialized SD options available including a twin steer prep package

- Ergonomically designed driver's area features an automotive-style dash, easy-to-read LED-backlit gauges, and controls within easy reach
- 114SD standard wing dash
- Air-suspended cab



- Multiple exhaust aftertreatment options and pipe routing
- 6-, 13- or 23-gallon DEF tanks
- Cylindrical or rectangular fuel tanks available



- Tridem rear axles
- A wide range of rear suspensions with optimized ratings
- Tandem drive axles available
- Cement mixer transition plates available
- Reinforced wing snow plow cross-member available

FRAME RAILS

- Standard Single-Channel Frame Rails 11/32" thick x 10-3/16" @ 1.81 million RBM
- Optional Single-Channel Frame Rails 1/2" thick x 11-7/8" @ 3.2 million RBM
- Double-channel rails available up to 4.4 million RBM

## Council Letter

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**Date of Meeting:** 21-08-30

**Originating Department:** Public Works Department / Street Division

**To the Mayor and City Council:**

**Subject:** 1<sup>st</sup> Reading, Bill #6239 Amending City Code Title III, Chapter 300, Schedule III, Table III-A Stop Locations, Authorizing the Installation of Stop Signs on Taylor Street at College Street

**Attachment(s):**

1. Bill #6239

**Action Options:**

1. 1<sup>st</sup> Reading of and briefing only. Council action will be requested on September 7, 2021
2. Other action Council may deem appropriate

**Background:**

The Traffic Committee met on August 10, 2021 and did favorably pass this agenda item to amend the uniform traffic code to add the following stop signs:

Stop Sign	Through Street	Sign Location	Controlled Traffic Movement
Taylor Street	College Street	SE Corner	North
Taylor Street	College Street	NW Corner	South

The request to add these stop signs was made by Kevin and Regina Ward.

**BILL Number 6239**

**ORDINANCE Number 6239**

THIS BILL AS APPROVED SHALL BECOME ORDINANCE NUMBER 6239 AND SHALL AMEND TITLE III, CHAPTER 300, SCHEDULE III, TABLE III-A OF THE UNIFORM TRAFFIC CODE ESTABLISHING ADDITIONAL TRAFFIC CONTROL MEASURES WITHIN THE CITY OF SIKESTON, MISSOURI.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIKESTON, MISSOURI AS FOLLOWS:

SECTION I: This Ordinance shall be codified in the City Municipal Code.

SECTION II: The Traffic Committee did meet on August 10, 2021 and did vote to amend the uniform traffic code by placing stop signs on Taylor Street at College Street.

SECTION III: Title III – Chapter 300 – Schedule III, Table III-A – Stop Locations; shall be amended by including the following:

<u>Stop Sign</u>	<u>Through Street</u>	<u>Sign Location</u>	<u>Controlled Traffic Movement</u>
Taylor Street	College Street	SE Corner	North
Taylor Street	College Street	NW Corner	South

SECTION IV: General Repealer Section: Any ordinance or parts thereof inconsistent herewith are hereby repealed.

SECTION V: Severability: Should any part or parts of this ordinance be found or held to be invalid by any court of competent jurisdiction, then the remaining part or parts shall be severable and shall continue in full force and effect.

SECTION VI: Record of Passage:

A. Bill Number 6239 was introduced and read the first time this 30<sup>th</sup> day of August, 2021.

B. Bill Number 6239 was read the second time and discussed this 7<sup>th</sup> day of September, 2021, and voted as follows:

Williams, \_\_\_\_\_, Baker, \_\_\_\_\_, Self, \_\_\_\_\_,  
Meredith, \_\_\_\_\_, Teachout, \_\_\_\_\_, Sparks, \_\_\_\_\_,  
Turnbow, \_\_\_\_\_, thereby being  
\_\_\_\_\_,  
becoming ordinance 6239.

C. Ordinance 6239 shall be in full force and effect from and after Thursday, October 7, 2021.

\_\_\_\_\_  
Greg Turnbow, Mayor

\_\_\_\_\_  
Approved as to form  
Tabatha Thurman, City Counselor

Seal / Attest:

\_\_\_\_\_  
Rhonda Council, City Clerk

## Council Letter

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**Date of Meeting:** 21-08-30

**Originating Department:** Public Works Department / Street Division

**To the Mayor and City Council:**

**Subject:** 1<sup>st</sup> Reading, Bill #6240, Amending City Code Title III, Chapter 320.050 SCHEDULE I-B by Adding Another Designated School Zone.

**Attachment(s):**

1. Bill #6240

**Action Options:**

1. 1<sup>st</sup> Reading of and briefing only. Council action will be requested on September 7, 2021
2. Other action Council may deem appropriate

**Background:**

The Traffic Committee met on August 10, 2021 and did favorably pass this agenda item to amend the uniform traffic code by adding another designated school zone at the following location:

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Speed Limit</b>
Southwest Street	W. Malone Ave	W. Gladys Street	20

**BILL Number 6240**

**ORDINANCE Number 6240**

THIS BILL AS APPROVED SHALL BECOME ORDINANCE NUMBER 6240 AND SHALL AMEND TITLE III, CHAPTER 320.050 SCHEDULE I-B BY ADDING ANOTHER DESIGNATED SCHOOL ZONE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIKESTON, MISSOURI AS FOLLOWS:

SECTION I: This Ordinance shall be codified in the City Municipal Code.

SECTION II: The Traffic Committee did meet on August 10, 2021 and voted favorably to designate Southwest Street from Malone Avenue to Wakefield Avenue as a school zone.

SECTION III: Title III, CHAPTER 320.050 SCHEDULE I-B IS AMENDED TO INCLUDE THE FOLLOWING:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Speed Limit</u>
Southwest Street	W. Malone Avenue	W. Gladys Street	20 mph

SECTION IV: General Repealer Section: Any ordinance or parts thereof inconsistent herewith are hereby repealed.

SECTION V: Severability: Should any part or parts of this ordinance be found or held to be invalid by any court of competent jurisdiction, then the remaining part or parts shall be severable and shall continue in full force and effect.

SECTION VI: Record of Passage:

A. Bill Number 6240 was introduced and read the first time this 30<sup>th</sup> day of August, 2021.

B. Bill Number 6240 was read the second time and discussed this 7<sup>th</sup> day of September, 2021, and voted as follows:

Williams, \_\_\_\_\_, Baker, \_\_\_\_\_, Self, \_\_\_\_\_,  
Meredith, \_\_\_\_\_, Teachout, \_\_\_\_\_, Sparks, \_\_\_\_\_,  
Turnbow, \_\_\_\_\_, thereby being  
\_\_\_\_\_,  
becoming ordinance 6240.

C. Ordinance 6240 shall be in full force and effect from and after Thursday, October 7, 2021.

\_\_\_\_\_  
Greg Turnbow, Mayor

\_\_\_\_\_  
Approved as to form  
Tabatha Thurman, City Counselor

Seal / Attest:

\_\_\_\_\_  
Rhonda Council, City Clerk

# **Council Letter**

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Date of Meeting: 21-08-30

Originating Department: Department of Public Safety

To the Mayor and City Council:

Subject: 1st Reading, Bill #6241, Amend Chapter 300, Section 300.010 - Definitions

Attachments:

1. Bill 6241

Action Options:

1. Conduct 1st Reading, Bill #6241

Background:

Bill #6241, if approved, shall amend Chapter 300-General Provisions, Section 300.010 – Definitions, of the Municipal Code. This would bring our code book up to date, adding the definitions of “Owner” and “Recreational Off-Highway Vehicle”, and updating the definitions of “All-Terrain Vehicle” and “Utility Vehicle” to match the descriptions according to State Statute RSMo. HB1963. All new wording is italicized; striking through those that are being deleted.

Staff will ask for Council's approval of this bill at the September 7<sup>th</sup> meeting.

THIS BILL AS APPROVED SHALL BECOME ORDINANCE NUMBER 6241 AND SHALL AMEND CHAPTER 300 "GENERAL PROVISIONS" OF THE SKESTON MUNICIPAL CODE OF THE CITY OF SKESTON, MISSOURI.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SKESTON, MISSOURI AS FOLLOWS:

SECTION I: This Ordinance shall be codified in the Municipal Code of the City of Skeston, Missouri.

SECTION II: Chapter 300, Section 300.010 – Definitions - is amended to read as follows:

"ALL-TERRAIN VEHICLE – Any motorized vehicle manufactured and used exclusively for off-highway use ~~which is fifty (50) inches or less in width, with an unladen dry weight of six hundred pounds or less one thousand five hundred pounds or less, traveling on three, four or more low pressure nonhighway tires, with a seat designed to be straddled by the operator and handlebars for steering control,~~ with either:

- (a) A seat designed to be straddled by the operator, and handlebars for steering control; or
- (b) A width of fifty inches or less, measured from outside of tire rim to outside of tire rim, regardless of seating or steering arrangement.

*OWNER – Any person, firm, corporation or association, who holds the legal title to a vehicle or who has executed a buyer's order or retail installment sales contract with a motor vehicle dealer licensed under sections 301.550 to 301.580 for the purchase of a vehicle with an immediate right of possession vested in the transferee, or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner.*

*RECREATIONAL OFF-HIGHWAY VEHICLE – Any motorized vehicle manufactured and used exclusively for off-highway use which is more than fifty inches but no more than eighty inches in width, measured from outside of tire rim to outside of tire rim, with an unladen dry weight of three thousand five hundred pounds or less, traveling on four or more nonhighway tires and which may have access to ATV trails.*

*UTILITY VEHICLE – Any motorized vehicle manufactured and used exclusively for off-highway use which is more than fifty inches but no more than ~~sixty seven (67)~~ eighty inches in width, measured from outside of tire rim to outside of tire rim, with an unladen dry weight of ~~two thousand~~ three thousand five hundred pounds or less, traveling on four (4) or six (6) wheels, to be used primarily for landscaping, lawn care, or maintenance purposes."*

SECTION III: General Repealer Section: Any other ordinance or parts thereof inconsistent herewith, are hereby repealed.

SECTION IV: Severability: Should any part or parts of this ordinance be found or held to be invalid by any court of competent jurisdiction, the remaining part or parts shall be severable and shall continue in full force and effect.

SECTION V: Record of Passage

- A. Bill Number 6241 was introduced and read the first time this 30<sup>th</sup> day of August 2021.
- B. Bill Number 6241 was read the second time and discussed on this 7<sup>th</sup> day of September 2021 and was voted as follows:

Self, \_\_\_\_\_, Baker, \_\_\_\_\_, Sparks, \_\_\_\_\_, Merideth, \_\_\_\_\_

Teachout, \_\_\_\_\_, Williams, \_\_\_\_\_, and Turnbow \_\_\_\_\_.

hereby being \_\_\_\_\_.

- C. Ordinance 6241 shall be in full force and effect from and after October 7, 2021.

\_\_\_\_\_  
Greg Turnbow, Mayor

\_\_\_\_\_  
Approved as to form  
Tabatha Thurman, City Counselor

Seal / Attest:

\_\_\_\_\_  
Rhonda Council, City Clerk

# **Council Letter**

---

Date of Meeting: August 30, 2021

Originating Department: City Manager

To the Mayor and City Council:

Subject: American Rescue Plan Act Options

Attachment(s):

1. Summary of Interim Final Rule
2. City of Sikeston ARPA Expenditure Plan

Action Options:

1. Approve ARPA Expenditure Plan
2. Other Action Council May Deem Necessary

Background:

The City of Sikeston will receive \$3,233,210.22 in American Rescue Plan Act (ARPA) funds. The first half of those funds was just received, and the second half will be received in twelve months. All of the funds must be obligated by the end of 2024 and spent by the end of 2026. The eligible uses of the funds are detailed in three documents:

- The full 242-page bill may be found at <https://www.congress.gov/117/bills/hr1319/BILLS-117hr1319enr.pdf>.
- The Treasury Department's "Interim Final Rule" governing the Local Fiscal Recovery Funds is 151 pages long and may be found at <https://home.treasury.gov/system/files/136/FRF-Interim-Final-Rule.pdf>.
- Answers to Frequently Asked Questions, last updated on 07/29/21, may be found at <https://home.treasury.gov/system/files/136/SLFRPFAQ.pdf>.

Additionally, my summary of the guidance provided by the Interim Final Rule may be found attached at the end of this Council letter.

The attached City of Sikeston ARPA Expenditure Plan is staff's proposal for spending the ARPA funds allocated to the City. The Council can approve this plan now, ask staff to bring back additional information, direct changes to this plan, or take any other action desired at this time. The

plan may also be amended in the future; in fact, the reason the funds are being released in two installments is so that communities may reassess their evolving needs and adjust as needed. The year by year breakdown of funding is largely incomplete because, depending on whether the overall plan is approved by the Council, the staff will then need to determine which projects make most sense to bid out together or complete in a specific order.

Generally, what is included in the attached plan are parks/outdoor recreation projects in Qualified Census Tracts, (<https://www.huduser.gov/portal/datasets/qct.html>), technology upgrades to allow more citizen self-service or remote access to information and services, personal protective equipment for city employees, and stormwater projects.

It was suggested by a member of the public at a previous meeting that we distribute the money directly to businesses or individuals. There are ways to do so, but that is not my recommendation. If the Council wishes to explore such programs, I would request that the Council direct staff to formulate such programs compliant with the statutes. The primary reasons I do not recommend such programs include the following:

- There are multiple other COVID relief programs available to individuals and businesses.
- The funds will either be distributed to all citizens/businesses, diluting their ability to make any lasting impact, or the city will be forced to make judgments regarding which citizens/businesses are worthy of the funds and which are not.
  - Based on 2020 Census numbers, we could distribute \$198 to every resident of Sikeston; or,
  - Based on current business licensing information, we could distribute \$2,913 to every business or contractor licensed to operate in Sikeston.
  - While these dollar amounts would certainly be appreciated by recipients, they are hardly enough to make a lasting impact on the community.
  - If the city is going to tailor a grant program to individuals or businesses affected by the pandemic, it raises difficult questions about what information people will have to report to the government, and how onerous reporting requirements might be. Those questions are discussed in more detail in later sections of this council letter.
- Finally, instead of distributing the money directly to businesses or individuals, my recommendation is to invest in public projects that will have a lasting impact for the whole community.

### **Why not distribute the money directly to individual residents of Sikeston?**

While this is possible under the ARPA regulations, I am not recommending it at this time. Other forms of COVID-related assistance to individuals include two rounds of direct stimulus payments to individuals, advance distribution of child tax credits, \$47 billion in ARPA funds for housing, food security, public health & social services, \$165.4 billion in ARPA funds to aid the education system, \$40 billion in ARPA funds for childcare, and other programs.

Based on 2020 Census numbers, we could distribute \$198 to every resident of Sikeston. But, ARPA requires a more targeted approach. We can distribute to individuals or households, “provided [the city] considers whether, and the extent to which, the household has experienced a

negative economic impact from the pandemic.” (US Treasury Department, Coronavirus State and Local Fiscal Recovery Funds – Frequently Asked Questions as of July 19, 2021, p. 6)

This raises thorny questions. How would we judge whether an individual or household has experienced a negative economic impact from the pandemic? Will we require applicants to submit employment information, income information, dependent information? How will we verify the accuracy of the submitted information? How will we even verify who are actual residents of Sikeston for the purposes of this program? If a person is living in a relative’s house in Sikeston at the time of the Census, they are considered residents of Sikeston, but no proof of residency is required by the Census. That person may have no utilities in their name, no paycheck indicating their address, and limited identifying documents. We also don’t have individuals’ banking information on hand like the IRS, so distributing funds for us would be a much more manual process involving paper checks. It has the potential to be a logistical nightmare, and we would likely have to hire someone just to administer the program.

### **What not distribute the money directly to Sikeston businesses?**

While this is possible under the ARPA regulations, I am not recommending it at this time. Other forms of COVID-related assistance to businesses include the Paycheck Protection Program, SBA Restaurant Revitalization Fund, SBA Shuttered Venue Operators Grant, \$52.1 billion in ARPA funds for new loans and grants to small businesses and more (see <https://www.covid-sb.org/?fbclid=IwAR0KLNvRhy0JuZA2oJZrZntoQnmxDzPy0LNyWxWKZKQA9GJqGvDWtpAEyq> ).

We currently have 646 licensed businesses in town, 439 contractors, and 25 itinerant vendors. Not all of them are based in Sikeston, some just have a license so they can operate here. If we do create a program or programs to distribute money to businesses, we would likely have to hire someone to administer it. Similar to the issues involved in distributing money directly to residents, distributing it directly to businesses raises thorny questions.

The Interim Final Rule would require that we design a program that would “address an economic harm resulting from or exacerbated by the public health emergency. In considering whether a program or service would be eligible under this category, the recipient [the city] should assess whether, and the extent to which, there has been an economic harm, such as loss of earnings or revenue, that resulted from the COVID-19 public health emergency and whether, and the extent to which, the use would respond or address this harm... While economic impacts may either be immediate or delayed, assistance or aid to individuals or businesses that did not experience a negative economic impact from the public health emergency would not be an eligible use under this category” (p.30).

Difficult questions the city would have to decide regarding a grant program for businesses include:

- What types of businesses are eligible?
- What size of business is eligible?
- Are we going to cap the amount a business may receive?
- How will the business prove they were harmed by the pandemic? Will the business have to submit employment information? Earnings information? Sales information?

- What will the business be allowed to use the money for and how will they be kept accountable to whatever requirements are imposed?

There are also reporting requirements that could prove intrusive and onerous to businesses participating in the program. Some of those reporting requirements are not even clear yet. According to the Interim Final Rule:

“To facilitate transparency and accountability, the Interim Final Rule requires that State, local, and Tribal governments publicly report assistance provided to private-sector businesses under this eligible use, including tourism, travel, hospitality, and other impacted industries, and its connection to negative economic impacts of the pandemic. Recipients also should maintain records to support their assessment of how businesses or business districts receiving assistance were affected by the negative economic impacts of the pandemic and how the aid provided responds to these impacts.” (p.37)

“To ensure any grants respond to the needs of essential workers and are made in a fair and transparent manner, the rule imposes some additional reporting requirements for grants to third party employers, including the public disclosure of grants provided.” (p.51) (Also see p.27 of FAQs).

“Treasury will provide additional guidance and instructions on the reporting requirements outlined above for the Fiscal Recovery Funds at a later date.” (p.112)

### **Why not distribute the money directly to essential workers?**

While this is possible under the ARPA regulations, I am not recommending it at this time. While providing premium pay to certain classes of “essential” workers (both public and private) is an eligible use of the funds, we know that virtually all employees in Sikeston worked through the pandemic providing services that our residents utilized and appreciated during that time. We do not feel it would be appropriate to reward some, but not all, workers who have contributed to our community’s resilience during the pandemic.

## **Summary of the Interim Final Rule**

Categories of eligible expenses include the following (p.7). Within these overall categories, recipients have broad flexibility to decide how best to use this funding to meet the needs of their communities.

1. To respond to the public health emergency or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;
2. To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers;
3. For the provision of government services to the extent of the reduction in revenue due to the COVID–19 public health emergency relative to revenues collected in the most recent full fiscal year prior to the emergency; and
4. To make necessary investments in water, sewer, or broadband infrastructure.

More detailed information regarding eligible expenditures in each major category follows (page numbers cited below refer to the Interim Final Rule):

- 1. To respond to the public health emergency or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;**
  - a. Public Health and Economic Impacts (p.10)
    - i. Responding to COVID-19 (p.12)
      1. Enforcement of public health orders (p.13)
      2. New public communication efforts (p.13)
      3. Enhancement to health care capacity (p.13)
      4. Enhancement of public health data systems (p.13)
      5. Capital investments in public facilities to meet pandemic operational needs (p.13)
      6. Vaccination programs (p.18)
      7. Medical care (p.18)
      8. Testing (p.18)
      9. Contact tracing (p.18)
      10. Support for isolation or quarantine (p.18)
      11. Support for vulnerable populations to access medical services (p.18)
      12. Purchases of PPE (p.18)
      13. Support for mitigation measures in schools and congregate living facilities (p.18)
      14. Ventilation improvements (p.18)
      15. Behavioral health needs exacerbated by the pandemic (p.19)

- 16. Payroll and benefits for public safety and health care workers to the extent that their services are dedicated to responding to COVID-19 (p.20)
- 17. Remediation of lead paint hazards (p.23)
- 18. Violence intervention efforts (p.23)
- ii. Responding to Negative Economic Impacts (p.23)
  - 1. Assistance to unemployed workers (p.32)
  - 2. Assistance to households, such as cash, assistance for burials, home repairs, weatherization, job training (p.33)
  - 3. Assistance to small businesses or non-profits (p.34)
    - a. Loans or grants to mitigate financial hardships such as declines in revenue or impacts of periods of business closure
    - b. Loans, grants, or in kind assistance to implement COVID-19 mitigation tactics (p.35)
    - c. Technical assistance, counseling or other services to assist with business planning needs (p.35)
  - 4. Rehiring local government staff (p.35)
  - 5. Aid to impacted industries such as tourism, travel and hospitality (p.36)
    - a. Aid to implement COVID-19 mitigation measures such as ventilation improvements, partitions, PPE.
  - 6. Certain services provided in Qualified Census Tracts, i.e. low-income tracts (p.39)
    - a. Services to address homelessness
    - b. Affordable housing development
    - c. Housing vouchers
    - d. Early learning services (p.40)
    - e. Aid to high poverty school districts
    - f. Tutoring, summer, or afterschool learning programs
    - g. New or expanded high quality child care (p.41)
    - h. Home visiting programs (education and social services)
    - i. Enhanced services for child welfare or foster involved families
- 2. To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers;**
  - a. Provide premium pay to eligible workers performing essential work during the COVID-19 public health emergency or to provide grants to third-party employers with eligible workers performing essential work (p.45)
  - b. Essential work defined as, “work involving regular in-person interactions or regular physical handling of items that were also handled by others. A worker would not be engaged in essential work and, accordingly may not receive premium pay, for telework performed from a residence. (p.47)
  - c. Premium pay may be up to \$13/hr in addition to regular wages in an aggregate amount not to exceed \$25,000 per eligible worker (p.48)
  - d. Essential workers include (p.46):
    - i. Staff at nursing homes, hospitals, and home care settings;
    - ii. Workers at farms, food production facilities, grocery stores, and restaurants;
    - iii. Janitors and sanitation workers;

- iv. Truck drivers, transit staff, and warehouse workers;
  - v. Public health and safety staff;
  - vi. Childcare workers, educators, and other school staff; and
  - vii. Social service and human services staff.
- 3. For the provision of government services to the extent of the reduction in revenue due to the COVID–19 public health emergency relative to revenues collected in the most recent full fiscal year prior to the emergency; (p.51)**
- a. Sections 602(c)(1)(C) and 603(c)(1)(C) of the Act allow recipients facing budget shortfalls to use payments from the Fiscal Recovery Funds to avoid cuts to government services and, thus, enable State, local, and Tribal governments to continue to provide valuable services and ensure that fiscal austerity measures do not hamper the broader economic recovery.” (p.53)
  - b. “In calculating revenue, recipients should sum across all revenue streams covered as general revenue. This approach minimizes the administrative burden for recipients, provides for greater consistency across recipients, and presents a more accurate representation of the overall impact of the COVID-19 public health emergency on a recipient’s revenue (p.54)
  - c. For purposes of measuring revenue growth in the counterfactual trend, recipients may use a growth adjustment of either 4.1 percent per year or the recipient’s average annual revenue growth over the three full fiscal years prior to the COVID-19 public health emergency, whichever is higher. The option of 4.1 percent represents the average annual growth across all State and local government “General Revenue from Own Sources” in the most recent three years of available data.” (p.57)
- 4. To make necessary investments in water, sewer, or broadband infrastructure.**
- a. A broad range of necessary investments in projects that (p.62)
    - i. Improve access to clean drinking water
    - ii. Improve wastewater and stormwater infrastructure systems (any type or category of project eligible for EPA’s Clean Water State Revolving Fund <https://www.epa.gov/cwsrf>)
    - iii. Provide access to high quality broadband service.
  - b. Improve resilience of infrastructure to severe weather events (p.64)
  - c. “A general infrastructure project, for example, typically would not be included unless the project responded to a specific pandemic public health need (e.g., investments in facilities for the delivery of vaccines) or a specific negative economic impact like those described above (e.g., affordable housing in a QCT). The ARPA explicitly includes infrastructure if it is “necessary” and in water, sewer, or broadband. See Section II.D of this Supplementary Information. State, local, and Tribal governments also may use the Fiscal Recovery Funds under sections 602(c)(1)(C) or 603(c)(1)(C) to provide “government services” broadly to the extent of their reduction in revenue.”

Principles to Guide Allocation Decisions:

- ***Timelines, Deadlines, and Reporting***
  - Funds shall be used to cover costs incurred between March 3, 2021 (p.99) and December 31, 2024 (p.97)
  - “Costs incurred” means that fund are “obligated” by that date. (p.98)
  - The “performance period” for completing projects expires December 31, 2026.

- The City will have to submit annual reports on use of funds by October 31 of each year through 2026.
- The two tranche disbursement schedule is designed to allow communities to make adjustments depending on how their recovery is going.
- ***Invest in Disadvantaged Populations.***
  - “Finally, although the pandemic’s impacts have been widespread, both the public health and economic impacts of the pandemic have fallen most severely on communities and populations disadvantaged before it began. Low-income communities, people of color, and Tribal communities have faced higher rates of infection, hospitalization, and death, as well as higher rates of unemployment and lack of basic necessities like food and housing.” (p.5)
  - “Finally, these resources lay the foundation for a strong, equitable economic recovery, not only by providing immediate economic stabilization for households and businesses, but also by addressing the systemic public health and economic challenges that may have contributed to more severe impacts of the pandemic among low-income communities and people of color.” (p.8)
  - “As discussed, the pandemic and the necessary actions taken to control the spread had a severe impact on households and small businesses, including in particular low-income workers and communities and people of color. While eligible uses under sections 602(c)(1)(A) and 603(c)(1)(A) provide flexibility to recipients to identify the most pressing local needs, Treasury encourages recipients to provide assistance to those households, businesses, and non-profits in communities most disproportionately impacted by the pandemic.” (p.11)
  - “While the pandemic affected communities across the country, it disproportionately impacted some demographic groups and exacerbated health inequities along racial, ethnic, and socioeconomic lines.<sup>31</sup> The CDC has found that racial and ethnic minorities are at increased risk for infection, hospitalization, and death from COVID-19, with Hispanic or Latino and Native American or Alaska Native patients at highest risk.” (p.15)
  - “In addition, individuals living in low-income communities may have had more limited ability to socially distance or to self-isolate when ill, resulting in faster spread of the virus, and were over-represented among essential workers, who faced greater risk of exposure.” (p.16)
- ***Transparency and Accountability are Important.***
  - “Implementation of the Fiscal Recovery Funds also reflect the importance of public input, transparency, and accountability... Treasury urges State, territorial, Tribal, and local governments to engage their constituents and communities in developing plans to use these payments, given the scale of funding and its potential to catalyze broader economic recovery and rebuilding.” (p.9)
- ***Identify How the Use of the Funds Addresses the Public Health Emergency***
  - “Assessing whether a program or service “responds to” the COVID-19 public health emergency requires the recipient to, first, identify a need or negative impact of the COVID-19 public health emergency and, second, identify how the program, service, or other intervention addresses the identified need or impact. While the COVID-19 public health emergency affected many aspects of American life, eligible uses under this category [Public Health and Economic Impacts, emphasis added] must be in

response to the disease itself or the harmful consequences of the economic disruptions resulting from or exacerbated by the COVID-19 public health emergency.” (p.10)

- “To assess whether additional uses would be eligible under this category [Public Health and Economic Impacts, emphasis added], recipients should identify an effect of COVID-19 on public health, including either or both of immediate effects or effects that may manifest over months or years, and assess how the use would respond to or address the identified need.” (p.17)
- “Eligible uses that respond to the negative economic impacts of the public health emergency must be designed to address an economic harm resulting from or exacerbated by the public health emergency. In considering whether a program or service would be eligible under this category, the recipient should assess whether, and the extent to which, there has been an economic harm, such as loss of earnings or revenue, that resulted from the COVID-19 public health emergency and whether, and the extent to which, the use would respond or address this harm. A recipient should first consider whether an economic harm exists and whether this harm was caused or made worse by the COVID-19 public health emergency. While economic impacts may either be immediate or delayed, assistance or aid to individuals or businesses that did not experience a negative economic impact from the public health emergency would not be an eligible use under this category” (p.30)
- “In addition, the eligible use must “respond to” the identified negative economic impact. Responses must be related and reasonably proportional to the extent and type of harm experienced; uses that bear no relation or are grossly disproportionate to the type or extent of harm experienced would not be eligible uses.” (p.31)

City of Sikeston  
American Rescue Plan Act Funds  
Expenditure Plan  
August 2021

		Fiscal Year Breakdown*				
ARPA Categories	Justification (Identify the need, or negative impact of COVID-19 public health emergency; identify how the program, service, or other intervention addresses the need or impact; and/or cite specific statutory authorization)	Total Proposed	July 2021- June 2022	July 2022- June 2023	July 2023- June 2024	July 2024- Dec 2024
To respond to the public health emergency or its negative economic impacts.						
	There are currently very few sidewalks along Malone Ave from Sunset Drive to Scott Street. At the same time, this is a major pedestrian route from disadvantaged neighborhoods to public services and shopping destinations downtown and along Malone Ave and Main St. This project would complete a pedestrian facility that connects the historic Sunset Neighborhood, and other neighborhoods, to the trail and sidewalk network that currently commences at Scott Street. As noted in the Interim Final Rule, the public health and economic impacts of the pandemic have fallen most severely on communities and populations disadvantaged before it began, including low income communities and people of color (p.5). The ability to travel to essential services and places of employment without the use of a motor vehicle was always important, and the need has been exacerbated by the economic impacts of the pandemic. Additionally, this project is located in a Qualified Census Tract and is responsive to the needs of disproportionately impacted communities by promoting healthier living environments and outdoor recreation and socialization to mitigate the spread of COVID-19 (FAQs, p.11).	\$600,000				<i>*The year by year breakdown of funding will be completed by staff depending on which projects are approved by the City Council, which projects make most sense to bid out together, and what project phasing is most feasible.</i>
	During the pandemic and similar events, communication with the public is of paramount importance. The city must communicate public meeting announcements, information on rules and regulations, mitigation measures, and other important information regarding public health issues and access to city services. The City website is the primary source for authoritative information regarding City services (including emergency services) and City regulations. Upgrading to the latest accessibility standards will allow all citizens regardless of disabilities to access this information. New public communication efforts are an allowable use per the Interim Rule (p.13).	\$20,000				
	A large number of essential City workers, especially law enforcement officers and fire fighters, have no choice but to be in close contact with citizens. Personal Protective Equipment (PPE) is vital to protect the health of these emergency workers and the citizens they come into contact with. PPE supplies were sometime in short supply during the pandemic. Purchase of PPE is allowable per the Interim Rule (p.18).	\$60,000	\$15,000	\$15,000	\$15,000	\$15,000

Broadcast Equipment for City Council Meetings	During the pandemic and similar events, communication with the public is of paramount importance. The city must communicate public meeting announcements, information on rules and regulations, mitigation measures, and other important information regarding public health issues and access to city services. The City website is the primary source for authoritative information regarding City services (including emergency services) and City regulations. The installation of broadcasting equipment including a camera, microphones, and computer/controls will allow the city to independently live stream meetings so that the public can observe safely from home if they so choose. New public communication efforts are an allowable use per the Interim Rule (p.13).	\$20,000						
Mental Health Transport Vehicle	The pandemic has exacerbated mental health and substance use disorder needs, and related mental health services are a critical component of a holistic public safety approach (see FAQs p.22). Sikeston DPS conducts many transports of mental health patients to facilities inside and outside of Sikeston, and the vehicle used for this purpose is badly in need of replacement.	\$70,000						
Park Equipment - Clayton Park	This project is located in a Qualified Census Tract and is responsive to the needs of disproportionately impacted communities by promoting healthier living environments and outdoor recreation and socialization to mitigate the spread of COVID-19 (FAQs, p.11).	\$50,000						
Park Equipment - Roberta Rowe Park	This project is located in a Qualified Census Tract and is responsive to the needs of disproportionately impacted communities by promoting healthier living environments and outdoor recreation and socialization to mitigate the spread of COVID-19 (FAQs, p.11).	\$50,000						
Park Equipment - Lincoln Park	This project is located in a Qualified Census Tract and is responsive to the needs of disproportionately impacted communities by promoting healthier living environments and outdoor recreation and socialization to mitigate the spread of COVID-19 (FAQs, p.11).	\$50,000						
Park Equipment - Malone Park	This project is located in a Qualified Census Tract and is responsive to the needs of disproportionately impacted communities by promoting healthier living environments and outdoor recreation and socialization to mitigate the spread of COVID-19 (FAQs, p.11).	\$50,000						
Park Equipment - Central Park	This project is located in a Qualified Census Tract and is responsive to the needs of disproportionately impacted communities by promoting healthier living environments and outdoor recreation and socialization to mitigate the spread of COVID-19 (FAQs, p.11).	\$50,000						
Park Equipment - Dudley Park	This project is located in a Qualified Census Tract and is responsive to the needs of disproportionately impacted communities by promoting healthier living environments and outdoor recreation and socialization to mitigate the spread of COVID-19 (FAQs, p.11).	\$50,000						
Tablet and hotspot for maintenance supervisor	The pandemic has necessitated more frequent remote work in order to minimize employees' exposure. A tablet and hotspot will allow the maintenance supervisor to work remotely responding to locate requests and other emergency responses.	\$3,800	\$2,000	\$600	\$600	\$600		

Scanning Projects	The pandemic has elevated the need for remote access to information, both by the public and by city employees. This project would scan several classes of records in order to make them available remotely, including ordinances, cemetery records, building plans, etc.	\$50,000
<b>To make necessary investments in water, sewer, or broadband infrastructure.</b>		
Water/sewer infrastructure for Ingram overpass outer road	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits due to use of a retention or detention pond to settle sediment particles before entering any waterways, and by incorporating modern storm drain inlet protection (see EPA's Overview of CWSRF Eligibilities, p.13).	\$250,000
Anderson Stormwater Project	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits due to piping of the ditch to reduce erosion and sediment loads in stormwater, and by incorporating modern storm drain inlet protection (see EPA's Overview of CWSRF Eligibilities, p.13).	\$600,000
Clean out Lateral C south of town	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits by removing debris including trash and other pollutants before they enter downstream waterways, and by preventing upstream flooding and introduction of pollutants into the waterways (see EPA's Overview of CWSRF Eligibilities, p.13).	\$80,000
Stormwater improvements on South West	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits due to use of a french drain system move water with reduced sediment loads, and by incorporating modern storm drain inlet protection (see EPA's Overview of CWSRF Eligibilities, p.13).	\$50,000
Stormwater improvements on Goldbriar	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits due to use of a french drain system move water with reduced sediment loads, and by incorporating modern storm drain inlet protection (see EPA's Overview of CWSRF Eligibilities, p.13).	\$50,000
John R. Boulevard Stormwater Project	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits due to piping of the ditch to reduce erosion and sediment loads in stormwater, and/or by incorporating modern storm drain inlet protection (see EPA's Overview of CWSRF Eligibilities, p.13).	\$50,000

Misc. Routine Ditch Cleanouts	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits by removing debris including trash and other pollutants before they enter downstream waterways, and by preventing upstream flooding and introduction of pollutants into the waterways (see EPA's Overview of CWSRF Eligibilities, p.13).	\$200,000	\$50,000	\$50,000	\$50,000	\$50,000
Clean out, and enlarge culverts under RR track, Greenbriar Ditch	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The project will have water quality benefits by removing debris including trash and other pollutants before they enter downstream waterways, and by preventing upstream flooding and introduction of pollutants into the waterways (see EPA's Overview of CWSRF Eligibilities, p.13).	\$200,000				
Sewer Vac Truck Replacement	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The sewer vac truck will have water quality benefits by removing debris including trash and other pollutants before they enter downstream waterways, and by preventing upstream flooding and introduction of pollutants into the waterways (see EPA's Overview of CWSRF Eligibilities, p.13).	\$300,000	\$300,000			
Additional Street Sweeper/Leaf Machine	"The Interim Final Rule provides [local] governments with wide latitude to identify investment in water and sewer infrastructure that are of the highest priority for their own communities." (p.63) The street sweeper or leaf machine will have water quality benefits by removing debris including trash and other pollutants before they enter the stormwater system and downstream waterways, and by preventing upstream flooding and introduction of pollutants into the waterways (see EPA's Overview of CWSRF Eligibilities, p.13).	\$300,000				
<b>TOTALS</b>		<b>\$3,203,800</b>	<b>\$367,000</b>	<b>\$65,600</b>	<b>\$65,600</b>	<b>\$65,600</b>
ARPA Funds to be Received		3,233,210.22				

**Guiding Documents:**

Full Bill: <https://www.congress.gov/117/bills/hr1319/BILLS-117hr1319enr.pdf>.

Treasury Department's "Interim Final Rule": <https://home.treasury.gov/system/files/136/FRF-Interim-Final-Rule.pdf>.

Frequently Asked Questions: <https://home.treasury.gov/system/files/136/SLFRPFAQ.pdf>.