



BOARD OF MAYOR AND ALDERMEN BUSINESS MEETING AGENDA

Tuesday, October 07, 2025 at 7:00 PM

City Hall, 415 Broad Street, Montgomery-Watterson Boardroom

Board of Mayor and Aldermen

Mayor Paul W. Montgomery, Presiding
Vice Mayor Darrell Duncan
Alderman Morris Baker
Alderman Betsy Cooper

Alderman Colette George
Alderman Gary Mayes
Alderman James Phillips

Leadership Team

Chris McCartt, City Manager
Michael Borders, Assistant City Manager
Bart Rowlett, City Attorney
Travis Bishop, City Recorder
John Morris, Budget Director
Jerry DeBerry, Fire Chief

Ryan McReynolds, Deputy City Manager
Jessica Harmon, Assistant City Manager
Tyra Copas, Human Resources Director
Jason Bellamy, Police Chief
Adrienne Batara, Public Relations Director
Floyd Bailey, Chief Information Officer

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE TO THE FLAG

III. INVOCATION

1. Asst. Fire Marshall Barry Carr, KFD

IV. ROLL CALL

V. RECOGNITIONS AND PRESENTATIONS

1. Proclamation: Domestic Violence Awareness Month - Kristen Hall, Community Response Coordinator (Alderman Cooper)

VI. COMMENT

Citizens may speak on agenda items and issue-oriented items. When you come to the podium, please state your name and address, and sign the register that is provided. You are encouraged to

keep your comments non-personal in nature, and they should be limited to five minutes. A total of thirty minutes is allocated for public comment.

VII. APPOINTMENTS

VIII. APPROVAL OF MINUTES

1. September 15, 2025 - Work Session
2. September 16, 2025 - Business Meeting

IX. BUSINESS MATTERS REQUIRING FIRST READING AND/ OR PUBLIC HEARINGS

For items requiring a public hearing: When you come to the podium, please state your name and address, and sign the register that is provided. Comments of speaker must pertain to the item which is the subject of the public hearing. You are encouraged to keep your comments non-personal in nature, and they should be limited to five minutes.

- Withdrawn 10/6/25
1. ~~Conduct a Public Hearing and Consideration of an Ordinance to Amend Zoning of Tax Map 045E, Parcels 01.00, 00.26 and 00.27 Located along Fairview Avenue from the R-1C, Residential District to B-3, Highway-Oriented Business District (AF-271-2025) (Jessica McMurray)~~
2. Consideration of an Ordinance to Establish a Local Jurisdiction Property Tax Relief Program and to Set the Amount of Property Tax Relief for Tax Roll Year 2025 (AF-257-2025) (Chris McCartt)
3. Consideration of a Budget Adjustment Ordinance for Various Funds in FY26 (AF-260-2025) (Chris McCartt)

X. BUSINESS MATTERS REQUIRING FINAL ADOPTION

1. Consideration of an Ordinance to Amend the FY 2026 School General Purpose Fund Budget (AF-265-2025) (David Frye)
2. Consideration of a Budget Adjustment Ordinance for Various Funds in FY2026 (AF-261-2025) (John Morris)
3. Consideration of a Zoning Ordinance for the Bancroft Chapel Annexation (AF-262-2025) (Ken Weems, Ryan McReynolds)

XI. OTHER BUSINESS

1. Consideration of a Resolution to Enter Into an Agreement with CainRashWest Architects for Architectural & Engineering Services for the Nature Center Renovation Phase 2, Entry Walk, and Event Terrace (AF-278-2025) (Michael T. Borders)
2. Consideration of a Resolution Authorizing the City Manager to Execute Purchase Orders for Mowing of Various Locations (AF-246-2025) (Ryan McReynolds)
3. Consideration of a Resolution to Purchase Equipment to Replace Lift Station 301 – Airport Parkway from Southern Sales and Authorize the Mayor to Sign All Applicable Documents (AF-133-2025) (Ryan McReynolds)
4. Consideration of a Resolution Renewing the Agreement for the Rental of a Caterpillar PM312 Cold Planer Roadway Milling Machine and Laymor Sweeper Closed Cab SM450 from Stowers Machinery and Authorizing the City Manager to Execute the Purchase Orders for the Same (AF-274-2025) (Ryan McReynolds)
5. Consideration of a Resolution to Enter into an Agreement with AECOM for Development of the Kingsport Area Long Range Transportation Plan (AF-241-2025) (Ryan McReynolds)
6. Consideration of a Resolution to Adopt the Sullivan County, Tennessee Multi-Hazard Mitigation Plan (AF-272-2025) (Jerry DeBerry)
7. Consideration of a Resolution Authorizing the Industrial Development Board of the City of Kingsport, Tennessee to Execute a Payment in Lieu of Tax (PILOT) Agreement with Maple Oak Apartments LP (AF-270-2025) (Jessica Harmon)
8. Consideration of a Resolution to Donate Funds to the K-Play Sports Council Inc. for a Waterline Relocation at Riverwalk Park (AF-267-2025) (Michael T. Borders)
9. Consideration of a Resolution to Purchase One (1) 2025 Pierce Enforcer Pumper Truck Utilizing Sourcewell Cooperative Purchasing Agreement (AF-264-2025) (Ryan McReynolds)

XII. CONSENT AGENDA

All matters listed under the Consent Agenda are considered in the ordinary course of business by the Board of Mayor and Aldermen and will be enacted on by one motion by a roll call vote. However, if discussion of an item is desired by any member of the board, the item will be removed from the Consent Agenda and considered separately.

1. Consideration of a Resolution to Accept a Donation from the Friends of the Kingsport Archives for Restoration of J. Fred Johnson's Desk (AF-277-2025) (Michael T. Borders)

- [2.](#) Consideration of a Resolution to Approve Right-of-Way Easements with Kingsport Power Company (AF-273-2025) (Michael Borders)
- [3.](#) Consideration of a Resolution Approving an Application by the Kingsport Police Department for Membership in the Tennessee Law Enforcement Accreditation Program. (AF-276-2025) (Chief Jason Bellamy)

XIII. COMMUNICATIONS

1. City Manager
2. Mayor and Board Members

XIV. ADJOURN

City of Kingsport Proclamation

Whereas, domestic violence transcends racial, ethnic, religious, and socioeconomic borders, and its perpetrators harm their victims, endanger children, traumatize families and threaten our communities; and,

Whereas, 1 in 4 women and 1 in 7 men have experienced some form of physical violence by an intimate partner in their lifetime, highlighting the urgent need for awareness, intervention, and prevention; and,

Whereas, 60,479 victims of domestic violence were reported in Tennessee with 6,928 juveniles accounting for 11% of the victims (2023); and,

Whereas, children who witness domestic violence are at greater risk of developing behavioral, emotional, and social problems, perpetuating a cycle of violence that can continue for generations; and,

Whereas, on a typical day, there are more than 20,000 phone calls placed to domestic violence hotlines nationwide; and,

Whereas, victims of violence should have access to medical and legal services, counseling, transitional housing, and other supportive services so that they can escape the cycle of abuse; and,

Whereas, advocates, law enforcement, and local organizations work tirelessly to provide safety, support, and resources to victims and survivors, offering them a path to healing and independence; and,

Whereas, local programs, state coalitions, national organizations, and other agencies nationwide are committed to increasing public awareness of domestic violence and its prevalence, and to eliminating it through prevention and education; and,

Whereas, the City of Kingsport is committed to creating a community where every individual is safe and free from the threat of violence and abuse; and,

Whereas, Domestic Violence Awareness Month serves as a critical opportunity to educate the public, honor the memory of those who have lost their lives, and stand in solidarity with survivors.

Now, Therefore, I, Paul W. Montgomery, Mayor of the City of Kingsport, and on behalf of the Board of Mayor and Aldermen of the City of Kingsport, do hereby proclaim October 2025 as

Domestic Violence Awareness Month

in the City of Kingsport in recognition of the important work done by survivors, domestic violence programs and victim service providers.

In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Kingsport, Tennessee, to be affixed this the 7th day of October, in the year of our Lord two thousand and twenty-five.

Paul W. Montgomery, Mayor



BOARD OF MAYOR AND ALDERMEN WORK SESSION MINUTES

Monday, September 15, 2025 at 4:30 PM

City Hall, 415 Broad Street, Montgomery - Watterson Boardroom

Board of Mayor and Aldermen

Mayor Paul W. Montgomery, Presiding

Vice Mayor Darrell Duncan

Alderman Morris Baker

Alderman Betsy Cooper

Alderman Colette George

Alderman Gary Mayes

Alderman James Phillips

I. CALL TO ORDER 4:30 pm by Mayor Montgomery.

II. ROLL CALL by City Recorder Travis Bishop.

III. DISCUSSION ITEMS

1. KEDB / Networks Update - Craig Denison, Clay Walker

Mr. Denison highlighted project updates since his presentation in June, noting the biggest update since June is the land acquisition of Project Rocks. He also mentioned the groundbreaking for the IMAX had occurred. The Master Plan to finish the dental school is also being worked on.

Mr. Walker talked about the progress of other economic development projects, including airport parkway and aerospace park. He also provided details on the upcoming red-carpet tour and regional collaboration. There was some discussion as he answered questions from the board.

2. FY25 Financial Update - Travis Bishop

The City Manager explained this presentation is a snapshot of what we see as it exists today. City Recorder Travis Bishop provided details on the initial look at the general fund, debt service fund, state street fund, health insurance fund and the retiree health insurance fund. Considerable discussion ensued throughout the presentation as he answered questions from the board. Human Resource Director Tyra Copas provided further details regarding the health insurance funds.

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The City Recorder then provided information on the Tennessee Property Tax Relief program, noting it began in 1973. He discussed the eligibility criteria and how it is calculated and walked through examples. He discussed funding concerns from the State, noting they have exceeded appropriations and pending updated legislation. Mr. Bishop pointed out match practices by Sullivan County and Bristol. Kingsport does not provide a match; tax relief recipients receive a refuse discount equaling \$96 a year and potentially offering a match of \$40 would equal the state aid at a cost of \$42,000. The board asked staff to provide more details on housing/census data and trends over the past five years. The city manager suggested adding this discussion to the October work session.

IV. REVIEW OF BUSINESS MEETING AGENDA

City staff gave a summary for each item on the September 16, 2025 proposed agenda. The following items were discussed at greater length or received specific questions or concerns.

IX.1 Conduct Public Hearings and Consideration of a Resolution to Annex and Adopt a Plan of Services for the Bancroft Chapel Annexation; Consideration of an Ordinance to Amend Zoning (AF-262-2025) Ken Weems presented this item noting this is an owner requested annexation for a ten acre parcel and a portion of the roadway. He stated there is \$375,000 sewer extension cost but noted the Developer's agreement is to build 40 homes in five years and will provide surety.

V. ITEMS OF INTEREST

1. Projects Status Report

VI. ADJOURN

Seeing no other business for consideration, Mayor Montgomery adjourned the meeting at 6:15 p.m.

ANGELA MARSHALL
Deputy City Recorder

PAUL W. MONTGOMERY
Mayor



BOARD OF MAYOR AND ALDERMEN BUSINESS MEETING MINUTES

Tuesday, September 16, 2025 at 7:00 PM

City Hall, 415 Broad Street, Montgomery-Watterson Boardroom

Board of Mayor and Aldermen

Mayor Paul W. Montgomery, Presiding
Vice Mayor Darrell Duncan
Alderman Morris Baker
Alderman Betsy Cooper

Alderman Colette George
Alderman Gary Mayes
Alderman James Phillips

City Administration

Chris McCartt, City Manager
Bart Rowlett, City Attorney

Travis Bishop, City Recorder
Angie Marshall, City Clerk/Deputy City Recorder

I. CALL TO ORDER 7:00 pm by Mayor Montgomery.

II. PLEDGE OF ALLEGIANCE TO THE FLAG led by New Vision Youth.

III. INVOCATION led by Corporal Brandon Arnold.

IV. RECOGNITIONS AND PRESENTATIONS

1. **Miss Kingsport Abby Utterback and Miss Sullivan County Eliza Faith Sanders** (Vice Mayor Duncan)
2. **Ken Maness** (Mayor Montgomery)
3. **Keep Kingsport Beautiful Beautification Awards** (Sharon Hayes)
4. **Swiftwater Rescue Higgins and Langley Award** (Mayor Montgomery)

V. ROLL CALL by City Recorder Travis Bishop.

VI. COMMENT

Mayor Montgomery invited citizens in attendance to speak. The following individuals came forward and then the mayor closed the public comment section.

Tim Sanders commented on AEP.

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VII. APPOINTMENTS

1. Consideration of Appointment to the Beverage Board (AF-244-2025) (Mayor Montgomery)

Motion made by Alderman Phillips, Seconded by Alderman George.

APPOINT SHELTON CLARK TO FULFILL THE UNEXPIRED TERM OF STEVE LAHAIR EFFECTIVE IMMEDIATELY AND EXPIRING OCTOBER 31, 2025 FOLLOWED BY A FULL THREE YEAR TERM EXPIRING ON OCTOBER 31, 2028

Passed: All present voting "aye."

VIII. APPROVAL OF MINUTES *(These items are considered under one motion.)*

Motion made by Vice Mayor Duncan, Seconded by Alderman Cooper.

Passed: All present voting "aye."

- 1. August 18, 2025 - Work Session**
- 2. August 19, 2025 - Business Meeting**

IX. BUSINESS MATTERS REQUIRING FIRST READING AND/ OR PUBLIC HEARINGS

1. Conduct Public Hearings and Consideration of a Resolution to Annex and Adopt a Plan of Services for the Bancroft Chapel Annexation; Consideration of an Ordinance to Amend Zoning (AF-262-2025) (Ken Weems)

PUBLIC HEARING: None

Motion made by Vice Mayor Duncan, Seconded by Alderman George.

RESOLUTION NO. 2026-071 A RESOLUTION TO ANNEX CERTAIN TERRITORY UPON WRITTEN CONSENT OF THE OWNERS, ADJOINING THE PRESENT CORPORATE BOUNDARIES OF THE CITY OF KINGSPORT, EMBRACING THAT CERTAIN PART OF THE 10th CIVIL DISTRICT OF SULLIVAN COUNTY, TENNESSEE, AND KNOWN AS THE BANCROFT CHAPEL ANNEXATION, AS HEREINAFTER DESCRIBED; TO INCORPORATE THE SAME WITHIN THE CORPORATE BOUNDARIES OF THE CITY OF KINGSPORT, TENNESSEE; AND TO FIX THE EFFECTIVE DATE OF THIS RESOLUTION

Passed: All present voting "aye."

Motion made by Alderman Phillips, Seconded by Vice Mayor Duncan.

RESOLUTION NO. 2026-072 A RESOLUTION ADOPTING A PLAN OF SERVICES FOR THE BANCROFT CHAPEL ANNEXATION OF THE CITY OF KINGSPORT, TENNESSEE

Passed: All present voting "aye."

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Motion made by Alderman Georges, Seconded by Alderman Phillips.

RESOLUTION NO. 2026-048 A RESOLUTION APPROVING A DEVELOPER AGREEMENT WITH MICHAEL BARE FOR THE INSTALLATION OF SEWER INFRASTRUCTURE FOR THE BANCROFT CHAPEL ROAD DEVELOPMENT AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed: All present voting "aye."

Motion made by Vice Mayor Duncan, Seconded by Alderman George.

AN ORDINANCE TO FURTHER AMEND THE ZONING CODE, TEXT AND MAP, TO REZONE PROPERTY LOCATED BANCROFT CHAPEL ROAD FROM COUNTY R-1, LOW DENSITY/SINGLE-FAMILY RESIDENTIAL DISTRICT, TO R-1C, RESIDENTIAL DISTRICT IN THE 10TH CIVIL DISTRICT OF SULLIVAN COUNTY; TO FIX A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed: All present voting "aye."

2. Consideration of an Ordinance to Amend the FY 2026 School General Purpose Fund Budget (AF-265-2025) (David Frye)

Motion made by Alderman Phillips, Seconded by Vice Mayor Duncan.

AN ORDINANCE TO AMEND THE GENERAL PURPOSE SCHOOL FUND BUDGET FOR THE FISCAL YEAR ENDING JUNE 30, 2026; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed: All present voting "aye."

3. Consideration of a Budget Adjustment Ordinance for Various Funds in FY26 (AF-261-2025) (John Morris)

Motion made by Alderman George, Seconded by Alderman Cooper.

AN ORDINANCE TO AMEND THE VARIOUS FUND BUDGETS FOR THE YEAR ENDING JUNE 30, 2026; AND, TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed: All present voting "aye."

X. BUSINESS MATTERS REQUIRING FINAL ADOPTION

1. Consideration of an Ordinance to Amend Zoning of Tax Map 105, Parcel 02.04 and Parcel 02.20 Located along Blakley Drive from the R-1B, Residential District to A-1, Agricultural District (AF-227-2025) (Jessica McMurray)

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Motion made by Vice Mayor Duncan, Seconded by Alderman Phillips.

ORDINANCE NO. 7222 AN ORDINANCE TO FURTHER AMEND THE ZONING CODE, TEXT AND MAP, TO REZONE PROPERTY LOCATED ALONG BLAKLEY DRIVE FROM THE R-1B, RESIDENTIAL DISTRICT TO A-1, AGRICULTURAL DISTRICT IN THE 13TH CIVIL DISTRICT OF SULLIVAN COUNTY; TO FIX A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on second reading with a roll call vote: Alderman Cooper, Vice Mayor Duncan, Alderman George, Alderman Phillips, Mayor Montgomery

2. Consideration of an Ordinance to Amend Zoning Chapter 114 by Adding Religious Assembly as a Principal Use in the M-1, M-1R, and MX Zoning Districts (AF-231-2025) (Ken Weems)

Motion made by Alderman George, Seconded by Vice Mayor Duncan.

ORDINANCE NO. 7223 AN ORDINANCE AMENDING SECTION 114-197(b)3, SECTION 114-197(c), and SECTION 114-353(4) OF CHAPTER 114 OF THE CODE OF ORDINANCES, CITY OF KINGSFORT, TENNESSEE, PERTAINING TO RELIGIOUS ASSEMBLY; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on second reading with a roll call vote: Alderman Cooper, Vice Mayor Duncan, Alderman George, Alderman Phillips, Mayor Montgomery

3. Consideration of a Budget Adjustment Ordinance for Various Funds in FY2025 (AF-232-2025) (John Morris)

Motion made by Vice Mayor Duncan, Seconded by Alderman Cooper.

ORDINANCE NO. 7224 AN ORDINANCE TO AMEND VARIOUS FUND BUDGETS FOR THE YEAR ENDING JUNE 30, 2025; AND, TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on second reading with a roll call vote: Alderman Cooper, Vice Mayor Duncan, Alderman George, Alderman Phillips, Mayor Montgomery

4. Consideration of a Budget Adjustment Ordinance for the General Projects Special Revenue Fund in FY2026 (AF-233-2025) (John Morris)

Motion made by Alderman Phillips, Seconded by Alderman George.

ORDINANCE NO. 7225 AN ORDINANCE TO AMEND THE GENERAL PROJECTS SPECIAL REVENUE FUND BUDGET FOR THE YEAR ENDING JUNE 30, 2026; AND, TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on second reading with a roll call vote: Alderman Cooper, Vice Mayor Duncan, Alderman George, Alderman Phillips, Mayor Montgomery

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5. Consideration of an Ordinance to Amend the FY 2026 School Special Projects Fund Budget to Receive Donation (AF-230-2025) (David Frye)

Motion made by Alderman Phillips, Seconded by Vice Mayor Duncan.

ORDINANCE NO. 7226 AN ORDINANCE TO AMEND THE FY 2026 SCHOOL SPECIAL PROJECTS FUND BUDGET; AND, TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on second reading with a roll call vote: Alderman Cooper, Vice Mayor Duncan, Alderman George, Alderman Phillips, Mayor Montgomery

6. Consideration of an Ordinance to Amend the FY 2026 School General Purpose Fund and General Projects Funds Budgets to Fund the Washington Elementary School HVAC Replacement (AF-229-2025) (David Frye)

Motion made by Alderman Phillips, Seconded by Vice Mayor Duncan.

ORDINANCE NO. 7227 AN ORDINANCE TO AMEND THE GENERAL PURPOSE SCHOOL FUND BUDGET AND THE GENERAL PROJECTS FUND BUDGET FOR THE FISCAL YEAR ENDING JUNE 30, 2026; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on second reading with a roll call vote: Alderman Cooper, Vice Mayor Duncan, Alderman George, Alderman Phillips, Mayor Montgomery

XI. OTHER BUSINESS

1. Consideration of a Resolution to Enter into an Agreement with TDOT for a Direct Appropriation of Funds for the Pedestrian Bridge Project (AF-221-2025) (Ryan McReynolds)

Motion made by Alderman George, Seconded by Alderman Cooper.

RESOLUTION NO. 2026-050 A RESOLUTION APPROVING AN AGREEMENT WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION FOR A DIRECT APPROPRIATION TOWARDS CONSTRUCTION OF A DOWNTOWN PEDESTRIAN BRIDGE AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed: All present voting "aye."

2. Consideration of a Purchase with Cline Holder Electrical Supply for High Mast Lighting Fixtures at the Interchange of I26 and West Stone Drive (AF-248-2025) (Ryan McReynolds)

Motion made by Vice Mayor Duncan, Seconded by Alderman Cooper.

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RESOLUTION NO. 2026-051 A RESOLUTION AWARDING THE BID FOR HIGH MAST LIGHTING FIXTURES TO CLINE HOLDER ELECTRICAL SUPPLY AND AUTHORIZING THE CITY MANAGER TO EXECUTE PURCHASE ORDERS FOR SAME

Passed: All present voting "aye."

- 3. Consideration of a Resolution Amending the Contract with the Tennessee Department of Transportation (TDOT) for Maintenance Activities Performed on Designated State Highways (AF-258-2025) (Ryan McReynolds)**

Motion made by Alderman George, Seconded by Alderman Cooper.

RESOLUTION NO. 2026-052 A RESOLUTION APPROVING AN AMENDMENT TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION FOR MAINTENANCE ACTIVITIES ON DESIGNATED STATE HIGHWAYS; AUTHORIZING THE MAYOR TO EXECUTE THE AMENDMENT; AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AMENDMENT

Passed: All present voting "aye."

- 4. Consideration of a Resolution to Authorize the Mayor to Apply for a Clean Water State Revolving Loan from the State of Tennessee for the Pendragon Sewer Lift Station Replacement (AF-243-2025) (Ryan McReynolds)**

Motion made by Alderman George, Seconded by Vice Mayor Duncan.

RESOLUTION NO. 2026-053 A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE LETTER OF CONSENT AND ALL DOCUMENTS NECESSARY AND PROPER TO APPLY FOR A CLEAN WATER REVOLVING LOAN FROM THE STATE OF TENNESSEE FOR THE PENDRAGON SEWER LIFT STATION REPLACEMENT

Passed: All present voting "aye."

- 5. Consideration of a Resolution to Enter into an Agreement with Coca-Cola Bottling Company for Pouring Rights at Brickyard Park and Domtar Park (AF-206-2025) (Michael Borders)**

Motion made by Vice Mayor Duncan, Seconded by Alderman George.

RESOLUTION NO. 2026-054 A RESOLUTION APPROVING AN AGREEMENT WITH COCACOLA BOTTLING COMPANY FOR POURING RIGHTS AT BRICKYARD PARK AND DOMTAR PARK AND AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT FOR THE SAME AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed: All present voting "aye."

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- 6. Consideration of a Resolution to Authorize the Reimbursement of Materials Agreement Funds to Integrity Building Group, LLC, Related to the Fieldcrest Phase 1 Development (AF-251-2025) (Ryan McReynolds)**

Motion made by Alderman Phillips, Seconded by Vice Mayor Duncan.

RESOLUTION NO. 2026-055 A RESOLUTION AUTHORIZING REIMBURSEMENT OF MATERIALS AGREEMENT FUNDS TO INTEGRITY BUILDING GROUP, LLC RELATED TO THE FIELDCREST PHASE 1 DEVELOPMENT

Passed: All present voting "aye."

- 7. Consideration of a Resolution to Authorize the Mayor to Sign All Documents Necessary to Enter into a Materials Agreement with Integrity Building Group, LLC Related to the Fieldcrest Phase 2 Development (AF-254-2025) (Ryan McReynolds)**

Motion made by Alderman George, Seconded by Alderman Phillips.

RESOLUTION NO. 2026-056 A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO A MATERIALS AGREEMENT WITH INTEGRITY BUILDING GROUP, LLC RELATED TO THE FIELDCREST PHASE 2 DEVELOPMENT AND AUTHORIZING THE MAYOR TO SIGN ALL DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed: All present voting "aye."

- 8. Consideration of a Resolution to Award the Bid to S.B. White Company, Inc., for the Washington Elementary HVAC Replacement Project and Authorizing the Mayor to Sign all Applicable Documents (AF-252-2025) (David Frye)**

Motion made by Vice Mayor Duncan, Seconded by Alderman George.

RESOLUTION NO. 2026-057 A RESOLUTION AWARDING THE BID FOR THE WASHINGTON ELEMENTARY SCHOOL HVAC REPLACEMENT TO S.B. WHITE COMPANY, INC., AND AUTHORIZING THE MAYOR TO SIGN AN AGREEMENT FOR THE SAME AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed: All present voting "aye."

- 9. Consideration of a Resolution Authorizing the Renewal of Aspen Software from Follett Software for Kingsport City Schools Utilizing State Contract NC61797 and Authorizing the Mayor to Sign All Documents (AF-259-2025) (David Frye)**

Motion made by Alderman Phillips, Seconded by Alderman Cooper.

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RESOLUTION NO. 2026-058 A RESOLUTION AUTHORIZING THE RENEWAL OF THE ASPEN STUDENT INFORMATION SYSTEM FROM FOLLETT SOFTWARE, LLC, UTILIZING THE STATE OF TN CONTRACT # NC 61797 AND AUTHORIZING THE MAYOR TO SIGN THE TASK ORDER AND ALL DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THIS RESOLUTION AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER FOR THE SAME

Passed: All present voting "aye."

10. Consideration of a Resolution to Utilize City of Oak Ridge Contract FY2025-003 for Emergency Fire Vehicle Inspection, Repair, and Maintenance (AF-255-2025) (Ryan McReynolds)

Motion made by Vice Mayor Duncan, Seconded by Alderman Cooper.

RESOLUTION NO. 2026-059 A RESOLUTION AUTHORIZING THE PURCHASE OF EMERGENCY FIRE VEHICLE INSPECTION, REPAIR AND MAINTENANCE TO SIDDONS MARTIN EMERGENCY GROUP, LLC UTILIZING THE CITY OF OAK RIDGE CONTRACT FY2025- 003; AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER FOR THE SAME

Passed: All present voting "aye."

11. Consideration of a Resolution to Utilize Omnia Partners Contract #16154 for Maintenance, Repair and Operation Supplies (AF-256-2025) (Ryan McReynolds)

Motion made by Alderman George, Seconded by Alderman Cooper.

RESOLUTION NO. 2026-060 A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE PURCHASE ORDERS WITH HD SUPPLY FACILITIES MAINTENANCE, LTD (d/b/a USABUEBOOK) FOR VARIOUS MAINTENANCE, REPAIR AND OPERATION SUPPLIES AND EQUIPMENT UTILIZING OMNIA PARTNERS CONTRACT #16154

Passed: All present voting "aye."

12. Consideration of a Resolution to Accept Federal Fiscal Year 2023 Department of Homeland Security State and Local Cybersecurity Grant Program (SLCGP) Funds (AF-266-2025) (Cody Musser)

Motion made by Alderman Phillips, Seconded by Vice Mayor Duncan.

RESOLUTION NO. 2026-061 A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE ALL DOCUMENTS NECESSARY AND PROPER TO APPLY FOR AND RECEIVE A DEPARTMENT OF HOMELAND SECURITY STATE AND LOCAL CYBERSECURITY GRANT

Passed: All present voting "aye."

BOARD OF MAYOR AND ALDERMEN BUSINESS MEETING MINUTES

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13. Consideration of a Purchase with Workspace Interiors for Furnishings as Part of the Justice Center Addition and Renovation Project (AF-220-2025) (Ryan McReynolds)

Motion made by Alderman George, Seconded by Vice Mayor Duncan.

RESOLUTION NO. 2026-062 A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO WORKSPACE INTERIORS UTILIZING SOURCEWELL COOPERATIVE PURCHASING AGREEMENT NO. 091423 FOR FURNISHINGS AS PART OF THE JUSTICE CENTER RENOVATION PROJECT

Passed: All present voting "aye."

14. Consideration of a Purchase with Patterson Pope, Inc. for Storage Systems as Part of the Justice Center Addition and Renovation Project (AF-234-2025) (Ryan McReynolds)

Motion made by Vice Mayor Duncan, Seconded by Alderman George.

RESOLUTION NO. 2026-063 A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO PATTERSON POPE, INC. UTILIZING SOURCEWELL COOPERATIVE PURCHASING AGREEMENT NO. 110923-SPC FOR STORAGE SYSTEMS AS PART OF THE JUSTICE CENTER RENOVATION PROJECT

Passed: All present voting "aye."

XII. CONSENT AGENDA *(These items are considered under one motion.)*

Motion made by Vice Mayor Duncan, Seconded by Alderman Cooper.

Passed as presented with a roll call vote: Alderman Cooper, Vice Mayor Duncan, Alderman George, Alderman Phillips, Mayor Montgomery

1. Consideration of a Resolution Authorizing Official Signatures for the City of Kingsport Police Department Special Investigation Account (AF-239-2025) (Travis Bishop)

RESOLUTION NO. 2026-064 A RESOLUTION AUTHORIZING OFFICIAL SIGNATURES FOR THE CITY OF KINGSPORT POLICE DEPARTMENT SPECIAL INVESTIGATION ACCOUNT ON DEPOSIT WITH FIRST HORIZON BANK NATIONAL ASSOCIATION

2. Consideration of a Resolution to Authorize the Mayor to Execute and Sign All Necessary Documents to Enter into An Agreement with the 2nd Judicial District Drug Task Force (AF-253-2025) (Chief Bellamy)

RESOLUTION NO. 2026-065 A RESOLUTION APPROVING AN INTERLOCAL COOPERATION AGREEMENT AUTHORIZING THE KINGSPORT POLICE DEPARTMENT TO BE A MEMBER OF THE SECOND JUDICIAL DISTRICT DRUG TASK FORCE, AND

BOARD OF MAYOR AND ALDERMEN BUSINESS MEETING MINUTES

Tuesday, September 16, 2025 at 7:00 PM

Kingsport City Hall, 415 Broad Street, Boardroom

AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

- 3. Consideration of Resolution Amending the Contract with the Tennessee Department of Transportation (TDOT) for the Main Street Redevelopment Project (AF-263-2025) (Ryan McReynolds)**

RESOLUTION NO. 2026-066 A RESOLUTION APPROVING AMENDMENT NUMBER 3 TO AGREEMENT NUMBER 160028 WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION FOR THE MAIN STREET REDEVELOPMENT PROJECT; AUTHORIZING THE MAYOR TO EXECUTE ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AMENDMENT OR THIS RESOLUTION

- 4. Consideration of a Resolution to Enter into an Agreement with Ballad Health for a Reset Room at Andrew Jackson Elementary School (AF-224-2025) (David Frye)**

RESOLUTION NO. 2026-067 A RESOLUTION TO ENTER INTO A DONATION AGREEMENT WITH BALLAD HEALTH FOR A RESET ROOM AT ANDREW JACKSON ELEMENTARY SCHOOL

- 5. Consideration of a Resolution to Extend Current Temporary Employment Services Agreement with AccuForce (AF-242-2025) (Tyra Copas)**

RESOLUTION NO. 2026-068 A RESOLUTION RENEWING THE AGREEMENT FOR TEMPORARY EMPLOYMENT SERVICES WITH ACCUFORCE AND AUTHORIZING THE MAYOR TO SIGN AN AGREEMENT FOR THE SAME AND ALL DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

- 6. Consideration of a Resolution to Extend Current Temporary Employment Services Agreement with Luttrell (AF-249-2025) (Tyra Copas)**

RESOLUTION NO. 2026-069 A RESOLUTION RENEWING THE AGREEMENT FOR TEMPORARY EMPLOYMENT SERVICES WITH LUTTRELL AND AUTHORIZING THE MAYOR TO SIGN AN AGREEMENT FOR THE SAME AND ALL DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

- 7. Consideration of a Resolution Approving the Niswonger Foundation Project On-Track MOU and Authorizing the Mayor to Sign All Documents (AF-250-2025) (David Frye)**

BOARD OF MAYOR AND ALDERMEN BUSINESS MEETING MINUTES

Tuesday, September 16, 2025 at 7:00 PM

Kingsport City Hall, 415 Broad Street, Boardroom

RESOLUTION NO. 2026-070 A RESOLUTION APPROVING THE NISWONGER FOUNDATION PROJECT ON-TRACK MOU AND AUTHORIZING THE MAYOR TO SIGN THE MOU AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE MOU

XIII. COMMUNICATIONS

1. City Manager

- a. Auditor Communication with Those Charged with Governance During Planning
- b. Certificate of Compliance for a Retail Food Store Zoomerz #980 to Sell Wine

The City Manager presented these two items to be spread across the minutes. He also pointed out the efficiencies provided by the employees on the day-to-day operations of the city. Mr. McCartt commented on the wayfinding signs and the steps that have been taken by public works to upkeep, update or add to them as necessary.

2. Mayor and Board Members

Alderman Cooper commented on the upcoming football game at Dobyys Bennett on Friday. She also stated there are 18 trees left to decorate for Christmas in Kingsport. Alderman George stated there has been a lot of work done at Bays Mountain and talked about a possible new program for the gray and red wolves. Alderman Phillips mentioned there have been several new businesses that have opened since the last meeting. Vice Mayor Duncan commented on the conservation camp by Keep Kingsport Beautiful next week pointing out 750 kids have signed up. He also congratulated Visit Kingsport on a conference at Meadowview. Mayor Montgomery thanked the Board.

XIV. ADJOURN

Seeing no other business for consideration, Mayor Montgomery adjourned the meeting at 8:17 p.m.

ANGELA MARSHALL
Deputy City Recorder

PAUL W. MONTGOMERY
Mayor



AGENDA ACTION FORM

Consideration of an Ordinance to Establish a Local Jurisdiction Property Tax Relief Program and to Set the Amount of Property Tax Relief for Tax Roll Year 2025

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-257-2025

Work Session: October 6, 2025

First Reading: October 7, 2025

Final Adoption: October 21, 2025

Staff Work By: Travis Bishop

Presentation By: Chris McCartt

Strategic Focus Area: 1. Efficient & Responsive Government

Recommendation:

Approve the Ordinance

Executive Summary:

As property values and living costs continue to rise across Tennessee, many of our most vulnerable residents—particularly elderly, disabled, and veteran homeowners are feeling increased financial pressure. While the State of Tennessee offers property tax relief to qualifying individuals, the assistance amount often falls short of fully offsetting their tax burden. By creating a local match, the City of Kingsport can help close that gap, ensuring these residents receive meaningful relief. This local support is not just a financial measure, it's a statement of our values, reinforcing our commitment to housing stability, fairness, and the wellbeing of those who have helped build and sustain our community.

This ordinance establishes a local property tax relief program beginning with tax roll year 2025 and sets the City's local match at \$40 for eligible homeowners as described in T.C.A. §67-5-702 through §67-5-704. There are currently 1,108 homeowners who are expected to qualify for this program, with an estimated cost of \$44,320. Funding has been identified with increased interest earnings.

While the City does not currently have a local property tax relief program, the City provides a discounted sanitation fee to those who qualify for property tax relief. This discounted fee results in roughly \$96 per year in savings to the homeowner. With the approval of the proposed local property tax relief program and the discounted sanitation fee, a qualifying homeowner would receive \$136 annually in assistance.

Attachments:

1. Ordinance
2. Supplemental Information

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

ORDINANCE NO.

AN ORDINANCE TO ESTABLISH A LOCAL JURISDICTION PROPERTY TAX RELIEF PROGRAM TO BENEFIT THE ELDERLY LOW INCOME TAXPAYERS, TOTALLY AND PERMANENTLY DISABLED TAXPAYERS, DISABLED VETERAN TAXPAYERS AND WIDOWERS OF DISABLED VETERAN TAXPAYERS AND TO SET A FIXED AMOUNT FOR TAX ROLL YEAR 2025.

WHEREAS, the State of Tennessee has a Tax Relief Program which is codified in Tennessee Code Annotated 67-5-701 through 67-5-705; and

WHEREAS, Tennessee Code Annotated 67-5-701 (j)(1) and (2) provide:

“(j) (1) The legislative bodies of counties, municipalities and metropolitan forms of government may, by act of the local legislative body, provide for the appropriation of funds for the tax relief for elderly low-income homeowners as described in § 67-5-702, for disabled homeowners as described in § 67-5-703, and for disabled veterans as described in § 67-5-704; provided , that in no event shall the total relief allowed by the state and counties, municipalities or metropolitan forms of government exceed the total taxes actually paid.

(2) The ordinance authorized by subdivision (j) (1) shall include provisions that only those taxpayers who qualify under §§ 67-5-702 – 67-5-704 are eligible for such additional tax relief, and that the eligible taxpayers shall have previously applied for and obtained the relief authorized by § 67-5-702, §67-5-703 or § 57-5-704”; and

WHEREAS, the City desires to provide for the appropriation of City funds to supplement the amount of tax relief that these eligible persons would receive from the State of Tennessee.

BE IT ORDAINED BY THE CITY OF KINGSFORT, TENNESSEE, AS FOLLOWS:

SECTION I. That the City of Kingsport Municipal Code is hereby amended by adding the following new section:

Local Jurisdiction Property Tax Relief Program

- 1) A property tax relief program for elderly low income taxpayers, totally and permanently disabled taxpayers, disabled veteran taxpayers and widowers of disabled veterans is hereby established.
- 2) The taxpayers to receive this relief shall be determined in accordance with the property tax relief listing as specified by Tennessee Code Annotated, §67-5-701 through 67-5-705, as amended, issued by the State of Tennessee.
- 3) The amount of local jurisdiction property tax relief granted by the city shall be an amount set forth by the Board of Mayor and Alderman each year. The local property tax relief along with the State of Tennessee property tax relief cannot exceed the total property taxes actually paid.

- 4) The city recorder, or his designee, is hereby authorized to develop the necessary procedures to execute said program.
- 5) Pursuant to the authority granted by T.C.A. 67-5-701 (j) (1), the City of Kingsport hereby appropriates \$40 for tax roll year 2025 to each eligible homeowner as described in T.C.A. § 67-5-702 through § 67-5-704.

Section 2. This Ordinance shall take effect from and after the date of its passage as the law directs, the public welfare requiring it.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL
Deputy City Recorder

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, City Attorney

PASSED ON 1ST READING _____

PASSED ON 2ND READING: _____

Property Tax Relief
Local Jurisdictional Match
Tax Year 2025

City / County	Match Description	Max Local Jurisdiction Elderly & Disabled	
Sullivan County	Discretionary based on allocated funding	\$	85
Washington County	100% match for elderly and disabled.	\$	140
Greene County	100% match up for only elderly	\$	104
Carter County	Flat amount. Commission approves annually	\$	40
Hamblen County	Does not have a local match.	\$	-
Hawkins County	Does not have a local match.	\$	-
Johnson County	Does not have a local match.	\$	-
Bristol	25% of State Mactch. State max of \$153	\$	38
Kingsport	Does not have a local match.	\$	-
Bluff City	Does not have a local match.	\$	-
Johnson City	Does not have a local match.	\$	-
Jonesborough	Up to 100% match	\$	101
Greeneville	100% match up to match for elderly and disabled.	\$	136
Elizabethton	Does not have a local match.	\$	-
Unicoi County	Does not have a local match.	\$	-
Erwin	Does not have a local match.	\$	-
Mountain City	Does not have a local match.	\$	-
Morristown	Does not have a local match.	\$	-
Surgoinsville	Does not have a local match.	\$	-
Rogersville	Does not have a local match.	\$	-
Mount Carmel	Does not have a local match.	\$	-
Church Hill	Does not have a local match.	\$	-

Max Local Jurisdiction Disabled Veteran	
\$	85
\$	748
\$	104
\$	40
\$	-
\$	-
\$	-
\$	38
\$	-
\$	-
\$	-
\$	543
\$	136
\$	-
\$	-
\$	-
\$	-
\$	-
\$	-
\$	-
\$	-
\$	-



AGENDA ACTION FORM

Consideration of a Budget Adjustment Ordinance for Various Funds in FY2026

To: Board of Mayor and Aldermen
From: Chris McCartt, City Manager *CM*

Action Form No.: AF-260-2025 \Final Adoption: October 21, 2025
Work Session: October 6, 2025 Staff Work By: Morris
First Reading: October 7, 2025 Presentation By: Morris

Strategic Focus Area: 1. Efficient & Responsive Government

Recommendation:

Approve the Budget Ordinance

Executive Summary:

If approved, the General Fund will be increased by pulling \$762,691 from General Fund Fund Balance to be appropriated to the General Project Fund to create the State Industrial Access project (GP2601) and by increasing the Earnings on Investments revenue line by \$45,000 to be allocated for Tax Relief for Citizens of the City of Kingsport who qualify for the State of Tennessee Property Tax Relief Program.

The General Projects-Special Revenue Fund will be increase by accepting three grants; one from the Department of Homeland Security State and Local Cybersecurity Grant Program in the amount of \$69,000 to the IT Cybersecurity project (NC2208), and two from the Tennessee Highway Safety Office in the amount of \$49,920 to the THSO Safety Grant project (NC2604) for general highway safety and the other to the THSO Coordinator Grant project (NC2605) in the amount of \$25,000 for the Coordinator Grant program

The Steadman Cemetery Trust Fund is being amended by reducing all revenue and expenditure lines to zero and closing the fund. The Grounds Maintenance Division in the General Fund will pick up the cost of grounds maintenance of the cemetery, which is roughly \$2,600/yr.

Attachments:

1. Budget Ordinance
2. Ordinance Summary

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

ORDINANCE NO.

AN ORDINANCE TO AMEND THE VARIOUS FUND BUDGETS
FOR THE YEAR ENDING JUNE 30, 2026; AND, TO FIX THE
EFFECTIVE DATE OF THIS ORDINANCE

BE IT ORDAINED BY THE CITY OF KINGSPORT, as follows:

SECTION I. That the General Fund be increased by appropriating \$762,691 from the From Fund Balance Appropriations line (110-0000-392.01-00) and allocating the \$762,691 to the To General Project Fund line (110-4804-481.70-36) for transfer to the General Project Fund to create the State Industrial Access project (GP2601) and by increasing the Earnings on Investments line (110-0000-361.10-00) by \$45,000 and appropriating the \$45,000 to the Tax Reduction line (110-1001-590.59-50).

SECTION II. That the General Projects-Special Revenue Fund be amended by accepting a grant from the Department of Homeland Security State and Local Cybersecurity Grant Program in the amount of \$69,000 to the IT Cybersecurity project (NC2208), by accepting a grant from the Tennessee Highway Safety Office in the amount of \$49,920 to the THSO Safety Grant (NC2604) to assist with the enforcement of Tennessee driving under the influence laws and other traffic-related offenses, and by accepting a grant from the Tennessee Highway Safety Office in the amount of \$25,000 to the THSO Coordinator Grant (NC2605) to be used to pay for Corporal matt McGuire's travel/training to various traffic-related workshops and conferences.

SECTION III. That the General Project Fund be amended by appropriating \$762,691 from the General Fund to the State Industrial Access project (GP2601).

SECTION IV. That the Steadman Cemetery Trust Fund be reduced by \$2,600 and the fund closed due to the exhaustion of all funds within the trust at the end of FY 2025. The fund was used for landscaping services at the Cemetery and future charges will be picked up by the General Fund Landscaping Division.

General Fund: 110

Account Number/Description:

Revenues:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
110-0000-361.10-00 Earnings on Investments	1,000,000	45,000	1,045,000
110-0000-392.01-00 Fund Bal Appropriations	466,562	762,691	1,229,253
Total:	1,466,562	807,691	2,274,253

Expenditures:

	\$	\$	\$
110-1001-590.59-50 Tax Reduction	0	45,000	45,000
110-4804-481.70-36 To General Project Fund	58,237	762,691	820,928
Total:	58,237	807,691	865,928

General Projects-Special Revenue Fund: 111**IT Cybersecurity (NC2208)****Account Number/Description:****Revenues:**

	Budget	Incr/(Decr)	New Budget
	\$	\$	\$
111-0000-331.95-00 American Rescue Plan Act	138,916	0	138,916
111-0000-337.60-10 Safety/Homeland Security	0	69,000	69,000
111-0000-391.01-00 From General Fund	1,084	0	1,084
Total:	140,000	69,000	209,000

Expenditures:

	\$	\$	\$
111-0000-601.20-57 Computer Repairs/Maint	140,000	69,000	209,000
Total:	140,000	69,000	209,000

THSO Safety Grant (NC2604)**Account Number/Description:****Revenues:**

	Budget	Incr/(Decr)	New Budget
	\$	\$	\$
111-0000-337.60-10 Safety/Homeland Security	0	49,920	49,920
Total:	0	49,920	49,920

Expenditures:

	\$	\$	\$
111-0000-601.10-11 Overtime	0	37,000	37,000
111-0000-601.10-20 Social Security	0	3,300	3,300
111-0000-601.10-30 Health Insurance	0	530	530
111-0000-601.10-41 TCRS Retirement	0	6,340	6,340
111-0000-601.10-43 ICMA/Retirement	0	2,140	2,140
111-0000-601.10-50 Life Insurance	0	130	130
111-0000-601.10-52 Long Term Disability	0	80	80
111-0000-601.10-60 Workmen's Comp	0	270	270
111-0000-601.10-61 Unemployment Ins.	0	130	130
Total:	0	49,920	49,920

THSO Coordinator Grant (NC2605)**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-337.60-10 Safety/Homeland Security	0	25,000	25,000
Total:	0	25,000	25,000

Expenditures:

	\$	\$	\$
111-0000-601.10-11 Overtime	0	450	450
111-0000-601.10-20 Social Security	0	40	40
111-0000-601.10-30 Health Insurance	0	50	50
111-0000-601.10-41 TCRS Retirement	0	120	120
111-0000-601.10-50 Life Insurance	0	30	30
111-0000-601.10-52 Long Term Disability	0	20	20
111-0000-601.10-60 Workmen's Comp	0	50	50
111-0000-601.10-61 Unemployment Ins.	0	40	40
111-0000-601.20-40 Travel Expense	0	4,000	4,000
111-0000-601.20-41 Registration Fees/Tuition	0	4,000	4,000
111-0000-601.30-20 Operating Supplies & Tool	0	16,200	16,200
Total:	0	25,000	25,000

General Project Fund: 311**State Industrial Access (GP2601)****Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
311-0000-391.01-00 From General Fund	0	762,691	762,691
Total:	0	762,691	762,691

Expenditures:

	\$	\$	\$
311-0000-601.90-03 Improvements	0	762,691	762,691
Total:	0	762,691	762,691

Steadman Cemetery Trust Fund: 621**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
621-0000-361.22-00 Int LGIP	100	(100)	0
621-0000-392.01-00 Fund Bal Appropriations	2,500	(2,500)	0
Total:	2,600	(2,600)	0

Expenditures:

	\$	\$	\$
621-4032-463.20-99 Miscellaneous	2,600	(2,600)	0
Total:	2,600	(2,600)	0

SECTION V. That this Ordinance shall take effect from and after its date of passage, as the law directs, the welfare of the City of Kingsport, Tennessee requiring it.

PAUL W. MONTGOMERY, Mayor

ATTEST:

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

RODNEY B. ROWLETT III, City Attorney

PASSED ON 1ST READING:

PASSED ON 2ND READING:

CITY OF KINGSPORT
FISCAL YEAR 2025-2026
BUDGET AMENDMENT NUMBER 4

ITEM ONE: Allocates \$762,691 from General Fund Fund Balance to create the State Industrial Access project to be replaced by bonds in upcoming bond sale.

For the State to begin work on the State Industrial Access Road a deposit for the relocation of utility lines along the project site must be allocated. This ordinance temporarily allocates \$762,691 from the General Fund Fund Balance to create a project to meet the city's portion of funding. These funds will be replaced with bond funding after the FY2026 Bond Sale.

ITEM TWO: Sets up \$45,000 for Tax Relief

This item increases the Earnings on Investment line in the General Fund by \$45,000 to capture an increase in anticipated interest received in the General Fund. These funds are being allocated for further tax relief for citizens of the City of Kingsport who qualify for the State of Tennessee Property Tax Relief Program.

ITEM THREE: Allocated \$69,000 in grant funds from the Department of Homeland Security State and Local Cybersecurity Grant Program (SLCGP)

The city has been notified of its eligibility to receive \$69,000 in SLCGP funding. The project being set up will be utilized to replace outdated servers and renew and enhance CrowdStrike 24/7 monitoring services by accepting 600 free CrowdStrike Endpoint Detection and Response licenses.

ITEM FOUR: Accepts Two Tennessee Highway Safety Office (THSO) grants

The city has received two grants from the Tennessee Highway Safety Office. One in the amount of amount of \$49,920 to assist with the enforcement of Tennessee driving under the influence laws and other traffic-related offenses, and one in the amount of \$25,000 to be used to pay for Corporal matt McGuire's travel/training to various traffic-related workshops and conferences.

ITEM FIVE: Closes the Steadman Cemetery Trust Fund

The Steadman Cemetery Trust Fund exhausted all funding at the end of FY2025. The fund is being reduced and closed. The Fund has an annual budget of \$2,600. All future contracted mowing at this location will be funded by the Ground Maintenance division in the General Fund.



AGENDA ACTION FORM

Consideration of an Ordinance to Amend the FY 2026 School General Purpose Fund Budget

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-265-2025

Work Session: September 15, 2025

First Reading: September 16, 2025

Final Adoption: October 7, 2025

Staff Work By: David Frye

Presentation By: David Frye

Strategic Focus Area: World-Class Education

Recommendation:

Approve the Ordinance.

Executive Summary:

If approved, \$369,884 will be appropriated from funds received from Ballad Health (\$4,500), the Niswonger Foundation (\$115,384), and Medicaid reimbursements (\$150,000).

The donation from Ballad Health, of \$4,500, will be used to create a reset room at Jackson Elementary School. The reset room will aid in positive mental health and stress reduction for staff and students. Similar reset rooms have been created at Seiver and Robinson Middle Schools.

The funding of \$115,384 from the Niswonger Foundation is for the Project On Track tutoring program. This is a high-dosage/low ratio tutoring program for students who are struggling in the mastery of grade level academic skills and standards.

Kingsport City Schools is contracting with Steller Therapy Services to assist with participation in a Medicaid reimbursement program. This program allows Kingsport City Schools to receive Medicaid reimbursements for medical services provided to students that qualify for TN Care. For the 2024-25 school year there was \$72,524 received of which Steller Therapy Services receives 30% for their fee, which results in a net amount to Kingsport City Schools of \$52,167. It is anticipated that a similar amount will be generated during the 2025-26 school year. The majority of these funds will be allocated to the KCS health services program.

The Board of Education approved this budget amendment at their meeting on September 12, 2025.

Attachments:

1. Ordinance
2. BOE Budget Amendment Number Two – General Purpose School Funds FY26

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE GENERAL PURPOSE
SCHOOL FUND BUDGET FOR THE FISCAL YEAR ENDING
JUNE 30, 2026; AND TO FIX THE EFFECTIVE DATE OF THIS
ORDINANCE

BE IT ORDAINED BY THE CITY OF KINGSPORT, as follows:

SECTION I. The General Purpose School Fund will be amended by increasing the estimated revenue for Other Local Revenue by \$269,884. The expenditure budget will be amended by increasing the appropriations for Jackson Capital Outlay by \$4,500; by increasing the appropriations for Johnson, Kennedy, and Roosevelt Teacher Salaries and Benefits and Instructional Supplies and Materials account by \$115,384; and by increasing the appropriations for Health Services Contracted Services, Supplies and Materials, and Equipment by \$150,000.

Fund 141: General Purpose School Fund

Revenues:

	\$	\$	\$
141-0000-369-4990 Other Local Revenue	100,000	269,884	369,884
<i>Totals</i>	<u>100,000</u>	<u>269,884</u>	<u>369,884</u>

Expenditures:

	\$	\$	\$
141-7615-871-0790 Jackson-Non-Inst Equip	13,686	4,500	18,186
141-7125-711-0116 Johnson-Teacher Salaries	1,942,700	26,300	1,969,000
141-7125-711-0201 Johnson-Social Security	131,000	1,631	132,631
141-7125-711-0204 Johnson-St Retirement	145,700	2,367	148,067
141-7125-711-0212 Johnson-Medicare	30,700	382	31,082
141-7125-711-0429 Johnson-Inst Supplies	27,873	300	28,173
141-7116-711-0116 Roosevelt-Teacher Salaries	1,284,200	43,200	1,327,400
141-7116-711-0201 Roosevelt-Social Security	82,900	2,679	85,579
141-7116-711-0204 Roosevelt-St Retirement	97,300	3,888	101,188
141-7116-711-0212 Roosevelt-Medicare	19,400	627	20,027
141-7116-711-0429 Roosevelt-Inst Supplies	12,276	300	12,576
141-7130-711-0116 Kennedy-Teacher Salaries	1,311,500	28,640	1,340,140
141-7130-711-0201 Kennedy-Social Security	84,900	1,776	86,676
141-7130-711-0204 Kennedy-St Retirement	100,800	2,578	103,378
141-7130-711-0212 Kennedy-Medicare	19,800	416	20,216
141-7130-711-0429 Kennedy-Inst Supplies	13,353	300	13,653
141-7250-772-0399 Health Ser-Contracted Ser	18,000	45,000	63,000
141-7250-772-0499 Health Ser-Other Supplies	2,000	50,000	52,000
141-7250-772-0735 Health Ser-Equipment	5,000	55,000	60,000
<i>Totals</i>	<u>5,343,088</u>	<u>269,884</u>	<u>5,612,972</u>

SECTION II. That this Ordinance shall take effect from and after its date of passage, as the law direct, the welfare of the City of Kingsport, Tennessee requiring it.

ATTEST:

PAUL W. MONTGOMERY, Mayor

ANGELA MARSHAL, Deputy City Recorder

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, City Attorney

PASSED ON 1ST READING: _____

PASSED ON 2ND READING: _____

September 9, 2025

KINGSPORT CITY SCHOOLS
FISCAL YEAR 2025-2026
BUDGET AMENDMENT NUMBER TWO

GENERAL PURPOSE SCHOOL FUNDS

ITEM ONE: BALLAD HEALTH DONATION

Ballad Health is donating \$4,500 to Kingsport City Schools to create a “Reset Room” at Jackson Elementary School. This project is to aid in positive mental health and stress reduction for students and teachers.

It is recommended that the estimated revenue for Other Local Revenue and the appropriations for Jackson Capital Outlay be increased by \$4,500.

ITEM TWO: NISWONGER FOUNDATION - PROJECT ON TRACK GRANT

Kingsport City Schools has received a Project on Track grant from the Niswonger Foundation for \$115,384. These funds are to be used to provide a high dosage/low ratio literacy tutoring program for identified students at Johnson, Kennedy, and Roosevelt Elementary Schools.

It is recommended that the estimated revenue for Other Local Revenue and the appropriations for teacher salaries and benefits and Instructional Supplies and Materials be increased by \$115,384.

ITEM THREE: MEDICAID REIMBURSEMENT

In FY 2025 we began a program to receive Medicaid reimbursements for medical services provided to students that qualify for TN Care. We are contracting with Steller Therapy Services to assist with these reimbursements. For the school year 2024-25 we have received \$72,524 for these services. The contract with Steller Therapy Services requires a 30% fee for their services. The net amount available to Kingsport City Schools for the 2024-25 school year is \$52,167. It is estimated that a similar amount will be generated during the 2025-26 school year. While the specific details of how these funds will be spent has not been determined, it is anticipated that the majority will be programmed towards the health services program. In addition, there won't be any funds spent until the amount to be received is known and the funds are received.

It is recommended that the estimated revenue for Other Local Revenue and the appropriations for Health Services Contracted Services, Supplies and Equipment be increased by \$150,000.



AGENDA ACTION FORM

Consideration of a Budget Adjustment Ordinance for Various Funds in FY2026

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-261-2025

Work Session: September 15, 2025

First Reading: September 16, 2025

Final Adoption: October 7, 2025

Staff Work By: Morris

Presentation By: Morris

Strategic Focus Area: 1. Efficient & Responsive Government

Recommendation:

Approve the Budget Ordinance

Executive Summary:

If approved, the City of Kingsport will accept a reimbursement in the amount of \$10,260 from Progressive for damages to the wayfinding sign at Wilcox/Lincoln to the General Fund and transfer it to the State Street Aid Fund for sign repairs. in the amount of \$10,260 and by transferring \$58,237 from the To Gen Proj-Special Revenue line (110-4804-481.70-35) to the To General Project Fund line (110-4804-481.70-36).

The General Projects-Special Revenue Fund is being amended by accepting a donation from Frederick Stewart Baggett in the amount of \$4,000 to the K-9 Donation project (NC1808) to assist with the cost of maintaining the K-9 Unit of the Kingsport Police Department, by consolidating the Renaissance Center Improvements project and the Senior Center Improvement project and adding \$116,061 from the Senior Center Advisory Board into the Senior Center Improvement project, and closing the Renaissance Center Improvements project. It also transfers \$50,000 from the Building Demolition project to a new project for Tree Stump Grinding. It returns \$58,237 to the General Fund from the Paramedic Training to be transferred to the General Projects Fund for use in the Fire Facilities/Capital project, which allows the Paramedic Training project to be closed, and the ordinance accepts an Arts Education-Community Learning grant from the Tennessee Arts Commission in the amount of \$7,710 and creates the TAC Arts Ed project.

This ordinance also accepts a grant from the Tennessee Department of Transportation in the amount of \$500,000 to the Pedestrian Bridge project in the General Projects Fund and accepts an Asset Management grant from the Tennessee Department of Environment and Conservation in the amount of \$375,000 to the Hydrant Maintenance project, and accepts a \$1,369 donation from the Bays Mountain Park Association into the Bays Mountain Park Commission Fund and transfers \$1,300 to the Observation Tower project to replace decking at the tower.

Attachments:

1. Budget Ordinance
2. Ordinance Summary

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

ORDINANCE NO.

AN ORDINANCE TO AMEND THE VARIOUS FUND BUDGETS
FOR THE YEAR ENDING JUNE 30, 2026; AND, TO FIX THE
EFFECTIVE DATE OF THIS ORDINANCE

BE IT ORDAINED BY THE CITY OF KINGSPORT, as follows:

SECTION I. That the General Fund be amended by accepting a reimbursement in the amount of \$10,260 from Progressive for damages to the wayfinding sign at Wilcox/Lincoln to the Miscellaneous line (110-0000-368.99-00) and allocated to the To State Street Aid Fund line (110-4804-481.70-23) in the amount of \$10,260 and by transferring \$58,237 from the To Gen Proj-Special Revenue line (110-4804-481.70-35) to the To General Project Fund line (110-4804-481.70-36).

SECTION II. That the State Street Aid Fund be amended by increasing the From General Fund line (121-0000-391-01-00) by \$10,260 and allocated to the Sign Parts & Supplies line (121-4024-461.30-26) in the amount of \$10,260.

SECTION III. That the General Projects-Special Revenue Fund be amended by accepting a donation from Frederick Stewart Baggett in the amount of \$4,000 to the K-9 Donation project (NC1808) to assist with the cost of maintaining the K-9 Unit of the Kingsport Police Department, by transferring \$140,490 from the Renaissance Ctr Imp project (NC2244) to the Senior Center Improvement project (NC2218), by appropriating \$116,061 from the Senior Center Advisory Board fund to the Senior Center Improvement project (NC2218), by transferring \$50,000 from the Building Demolition project (NC2313) to the Tree Stump Grinding project (NC2602), by returning \$58,237 to the General Fund from the Paramedic Training project (NC2321) for use in the Fire Facilities/Capital project (GP2208), by appropriating \$1,300 from the Bays Mountain Park Commission Fund to the Observation Tower project (NC2415) and by accepting an Arts Education-Community Learning grant from the Tennessee Arts Commission in the amount of \$7,710 to the TAC Arts Ed project (NC2603). Close NC2244 & NC2321.

SECTION IV. That the General Project Fund be amended by accepting a grant from the Tennessee Department of Transportation in the amount of \$500,000 to the Pedestrian Bridge project (GP2108) and by appropriating \$58,237 from the General Fund to the Fire Facilities/Capital project (GP2208).

SECTION V. That the Water Project Fund be amended by accepting an Asset Management grant from the Tennessee Department of Environment and Conservation in the amount of \$375,000 to the Hydrant Maint project (WA2504).

SECTION VI. That the Bays Mountain Park Commission Fund be amended by accepting a donation from the Bays Mountain Park Association in the amount of \$1,369 to the From Non-Profit Groups line (612-0000-364.30-00) and appropriating \$69 to the Operating Supplies & Tool line (612-4530-473.30-20) and \$1,300 to the To Gen Proj-Special Revenue line (612-4804-481.70-35).

SECTION VII. That the Senior Center Advisory Board Fund be amended by appropriating \$116,061 from fund balance to the To General Projects-Special Revenue Fund line (616-4804-481.70-35).

General Fund: 110**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
110-0000-368.99-00 Miscellaneous	200,000	10,260	210,260
Total:	200,000	10,260	210,260

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
110-4804-481.70-23 To State Street Aid Fund	1,295,700	10,260	1,305,960
110-4804-481.70-35 To Gen Proj-Spec Rev Fund	6,100,000	(58,237)	6,041,763
110-4804-481.70-36 To General Project Fund	0	58,237	58,237
Total:	7,395,700	10,260	7,405,960

State Street Aid Fund: 121**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
121-0000-391.01-00 From General Fund	1,295,700	10,260	1,305,960
Total:	1,295,700	10,260	1,305,960

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
121-4024-461.30-26 Sign Parts & Supplies	60,000	10,260	70,260
Total:	60,000	10,260	70,260

General Projects-Special Revenue Fund: 111**K-9 Donation (NC1808)****Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-364.10-00 From Individuals	36,800	4,000	40,800
Total:	36,800	4,000	40,800

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-601.30-12 Food	2,000	0	2,000
111-0000-601.30-20 Operating Supplies & Tools	34,800	4,000	38,800
Total:	36,800	4,000	40,800

Renaissance Ctr Imp (NC2244)**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-332.69-00 Miscellaneous Other State	100,000	(100,000)	0
111-0000-391.01-00 From General Fund	60,000	(40,490)	19,510
Total:	160,000	(140,490)	19,510

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-601.90-03 Improvements	160,000	(140,490)	19,510
Total:	160,000	(140,490)	19,510

Senior Center Improvements (NC2218)**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-331.95-00 American Rescue Plan Act	189,398	0	189,398
111-0000-332.69-00 Miscellaneous Other State	0	100,000	100,000
111-0000-391.01-00 From General Fund	35,602	40,490	76,092
111-0000-391.65-00 From Sr Cit Ad Brd Fund	0	116,061	116,061
Total:	225,000	256,551	481,551

Expenditures:

	\$	\$	\$
111-0000-601.20-22 Construction Contracts	200,000	212,718	412,718
111-0000-601.20-23 Arch/Eng/Landscaping Serv	0	8,591	8,591
111-0000-601.90-04 Equipment	25,000	35,242	60,242
Total:	225,000	256,551	481,551

Building Demolition (NC2313)**Account Number/Description:****Revenues:**

	\$	\$	\$
111-0000-391.01-00 From General Fund	1,759,643	(50,000)	1,709,643
Total:	1,759,643	(50,000)	1,709,643

Expenditures:

	\$	\$	\$
111-0000-601.20-22 Construction Contracts	1,759,643	(61,790)	1,697,853
111-0000-601.20-23 Arch/Eng/Landscaping Serv	0	11,790	11,790
Total:	1,759,643	(50,000)	1,709,643

Tree Stump Grinding (NC2602)**Account Number/Description:****Revenues:**

	\$	\$	\$
111-0000-391.01-00 From General Fund	0	50,000	50,000
Total:	0	50,000	50,000

Expenditures:

	\$	\$	\$
111-0000-601.20-23 Arch/Eng/Landscaping Serv	0	50,000	50,000
Total:	0	50,000	50,000

Paramedic Training (NC2321)**Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-391.01-00 From General Fund	140,219	(58,237)	81,982
Total:	140,219	(58,237)	81,982

Expenditures:

	\$	\$	\$
111-0000-601.10-10 Salaries & Wages	47,000	(22,790)	24,210
111-0000-601.10-11 Overtime	25,000	2,358	27,358
111-0000-601.10-20 Social Security	5,000	(1,213)	3,787
111-0000-601.10-30 Group Health Insurance	16,000	(7,724)	8,276
111-0000-601.10-42 TCRS Hybrid Retirement	6,000	(4,520)	1,480
111-0000-601.10-43 ICMA Retirement	0	2,977	2,977
111-0000-601.10-44 TCRS Stabilization %	0	504	504
111-0000-601.10-50 Life Insurance	0	65	65
111-0000-601.10-52 Long Term Disability Ins	0	70	70
111-0000-601.10-60 Workmen's Compensation	1,000	(433)	567
111-0000-601.10-61 Unemployment Insurance	0	6	6
111-0000-601.20-45 Training	40,219	(27,537)	12,682
Total:	140,219	(58,237)	81,982

Observation Tower (NC2415)**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-332.69-00 Miscellaneous Other State	100,000	0	100,000
111-0000-364.30-00 From Non-Profit Groups	61,725	0	61,725
111-0000-391.62-00 Bays Mtn Park Comm Fund	60,000	1,300	61,300
Total:	221,725	1,300	223,025

Expenditures:

	\$	\$	\$
111-0000-601.90-03 Improvements	221,725	1,300	223,025
Total:	221,725	1,300	223,025

TAC Arts Ed (NC2603)**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
111-0000-332.32-00 TN Arts Commission	0	7,710	7,710
Total:	0	7,710	7,710

Expenditures:

	\$	\$	\$
111-0000-601.30-20 Operating Supplies & Tool	0	7,710	7,710
Total:	0	7,710	7,710

General Project Fund: 311**Pedestrian Bridge (GP2108)****Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
311-0000-332.95-00 TN Dept of Transportation	0	500,000	500,000
311-0000-368.10-55 Series 2017 A GO Bonds	16,308	0	16,308
311-0000-368.10-66 Series 2019 GO Improvment	64,145	0	64,145
311-0000-368.10-72 GO Bonds Series 2023	689,329	0	689,329
311-0000-368.21-01 Premium From Bond Sale	28,769	0	28,769
311-0000-391.01-00 From General Fund	7,000	0	7,000
Total:	805,551	500,000	1,305,551

Expenditures:

	\$	\$	\$
311-0000-601.20-22 Construction Contracts	716,308	500,000	1,216,308
311-0000-601.40-41 Bond Sale Expense	7,243	0	7,243
311-0000-601.90-03 Improvements	82,000	0	82,000
Total:	805,551	500,000	1,305,551

Fire Facilities/Capital (GP2208)**Account Number/Description:****Revenues:**

	\$	\$	\$
311-0000-331.95-00 American Rescue Plan Act	4,955	0	4,955
311-0000-368.10-69 GO Bonds Series 2021	276,150	0	276,150
311-0000-368.21-01 Premium From Bond Sale	27,121	0	27,121
311-0000-391-01.00 From General Fund	40,924	58,237	99,161
Total:	349,150	58,237	407,387

Expenditures:

	\$	\$	\$
311-0000-601.40-41 Bond Sale Expense	3,271	0	3,271
311-0000-601.90-03 Improvements	345,879	8,237	354,116
311-0000-601.90-04 Equipment	0	50,000	50,000
Total:	349,150	58,237	407,387

Water Project Fund: 451**Hydrant Maintenance (WA2504)****Account Number/Description:****Revenues:**

	\$	\$	\$
451-0000-337.16-26 TDEC Asset Grant	0	375,000	375,000
451-0000-391.05-56 Series 2019 GO Improve	94,000	0	94,000
Total:	94,000	375,000	469,000

Expenditures:

	\$	\$	\$
451-0000-605.90-03 Improvements	94,000	375,000	469,000
Total:	94,000	375,000	469,000

Bays Mtn Pk Comm Fund: 612**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
612-0000-364.30-00 From Non-Profit Groups	\$ 0	\$ 1,369	\$ 1,369
Total:	0	1,369	1,369

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
612-4530-473.30-20 Operating Supplies & Tool	\$ 40,000	\$ 69	\$ 40,069
612-4804-481.70-35 To Gen Proj-Special Rev	0	1,300	1,300
Total:	40,000	1,369	41,369

Senior Citizens Advisory Board Fund: 616**Account Number/Description:****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
616-0000-392.01-00 Fund Balance Appropriations	\$ 1,400	\$ 116,061	\$ 117,461
Total:	1,400	116,061	117,461

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
616-4804-481.70-35 To Gen Proj-Spec Rev Fund	\$ 0	\$ 116,061	\$ 116,061
Total:	0	116,061	116,061

SECTION VIII. That this Ordinance shall take effect from and after its date of passage, as the law directs, the welfare of the City of Kingsport, Tennessee requiring it.

PAUL W. MONTGOMERY, Mayor

ATTEST:

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

RODNEY B. ROWLETT III, City Attorney

PASSED ON 1ST READING:

PASSED ON 2ND READING:

CITY OF KINGSPORT
FISCAL YEAR 2025-2026
BUDGET AMENDMENT NUMBER 3

ITEM ONE: Accepts a Reimbursement from Progressive Insurance Company for Damages

Accepts a reimbursement from Progressive Insurance Company for damages to the wayfinding sign at Wilcox/Lincoln to the General Fund and transfers it to the Signage Repairs line in the State Street Aid Fund.

ITEM TWO: Consolidates Fire Projects/Closes Fire Paramedic Training Project

In FY2021-2022, the City received ARPA funding from the Federal Government and ARPA Funds were put towards Paramedic Training. Paramedic Training is an annual operational expenditure and is typically funded by the General Fund and expensed in the Fire & Emergency Services Department. The Ordinance closes the Paramedic Training project and transfers the remaining funds to the Fire Facilities/Capital project in the General Project Fund.

ITEM THREE: Consolidates Renaissance/Senior Center Improvement projects/Closes Renaissance Improvement Project/Adds \$116,061 from Senior Center Advisory Board

Future renovations at the Renaissance Center will be focused on the Senior Center portion of the building and consolidating the funds from the two projects will allow us to close the Renaissance Center Improvements project. An additional \$116,061 is being added to the Senior Center Improvements project bring the total to \$270,500 to be used for alterations at the Senior Center.

ITEM FOUR: Creates a project for Stump Grinding

Transfers \$50,000 from the Building Demolition project to create a new project for Stump Grinding.

ITEM FIVE: Accepts a Grant from the Tennessee Arts Commission for Arts Education

Accepts the Arts Education-Community Learning Grant from the Tennessee Arts Commission in the amount of \$7,710 into a project.

ITEM SIX: Accepts a Grant from the Tennessee Department of Transportation for the Pedestrian Bridge

Accepts a grant from the Tennessee Department of Transportation in the amount of \$500,000 to the Pedestrian Bridge Project.

ITEM SEVEN: Accepts and Asset Management grant from the Tennessee Department of Environment and Conservation

Accepts and Asset Management grant from the Tennessee Department of Environment and Conservation in the amount of \$375,000 to the Hydrant Maintenance project.

ITEM EIGHT: Accepts \$1,369 from the Bays Mountain Park Association

Accepts \$1,369 from the Bays Mountain Park Association to the Bays Mountain Park Commission Fund. \$69 will be used to create a new informational sign at the park and \$1,300 will be transferred to the Observation Tower project to replace decking at the tower.



AGENDA ACTION FORM

Consideration of a Zoning Ordinance for the Bancroft Chapel Annexation

To: Board of Mayor and Aldermen
From: Chris McCartt, City Manager *CM*

Action Form No.: AF-262-2025
Work Session: September 15, 2025
First Reading: September 16, 2025

Final Adoption: October 7, 2025
Staff Work By: K. Weems & C. Austin
Presentation By: K. Weems & R. McReynolds

Strategic Focus Area: 6. Strong & Vibrant Neighborhoods

Recommendation:

Approve the Zoning Ordinance

Executive Summary:

If approved, this owner-requested annexation will bring 10 acres located along Bancroft Chapel Road into the City limits. The proposed zone for the annexation site is R-1C, Residential District.

The purpose of the annexation is to accommodate construction of 45 single family homes at the annexation site. The sole identified cost of the annexation is a \$375,000 sanitary sewer extension of approximately 1,300 feet from its current location along E. Stone Drive to the annexation site. City Water Services worked in conjunction with the City Legal and Planning Departments to create a developer's agreement that will ensure the Sanitary Sewer Enterprise Fund remains whole as the extension is constructed. The agreement requires the developer to build 40 homes within the next 5 years and for the developer to provide a surety for the entire cost of sewer construction. Supplemental information that further examines the developer's agreement is attached.

No public comment has been received for this annexation. During their July regular meeting, the Kingsport Regional Planning Commission voted unanimously to send a favorable recommendation to the Board of Mayor and Aldermen to approve the annexation, zoning, and plan of services for this annexation. The public hearing notice was published on August 25, 2025.

Attachments:

1. Zoning Ordinance

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

ORDINANCE NO. _____

AN ORDINANCE TO FURTHER AMEND THE ZONING CODE, TEXT AND MAP, TO REZONE PROPERTY LOCATED BANCROFT CHAPEL ROAD FROM COUNTY R-1, LOW DENSITY/SINGLE-FAMILY RESIDENTIAL DISTRICT, TO R-1C, RESIDENTIAL DISTRICT IN THE 10TH CIVIL DISTRICT OF SULLIVAN COUNTY; TO FIX A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

BE IT ORDAINED BY THE CITY OF KINGSPORT, AS FOLLOWS:

SECTION I. That the zoning code, text, and map, be and the same is hereby further amended to rezone property located along Bancroft Chapel Road from County R-1, Low Density/Single-Family Residential District to R-1C, Residential District in the 10th Civil District of Sullivan County; said area to be rezoned being further and more particularly described as follows:

BEGINNING at a point, said point being the northern corner of Tax Map 032J, Parcel 149; thence in a southwesterly direction, approximately 1,550 feet to a point, said point being the western most corner of parcel 149 in common with the eastern right-of-way of Bancroft Chapel Road; thence in a southwesterly direction, crossing the right-of-way of Bancroft Chapel Road, approximately 30 feet to a point, said point lying on the western right-of-way boundary of Bancroft Chapel Road in common with the eastern boundary of parcel 15.20; thence in a southeasterly direction, following the western right-of-way of Bancroft Chapel Road, approximately 300 feet to a point, said point lying along the western right-of-way of Bancroft Chapel Road in common with the eastern boundary of parcel 15.20; thence in a northeasterly direction, crossing the right-of-way of Bancroft Chapel Road, approximately 30 feet to a point, said point lying on the boundary of Bancroft Chapel Road in common with the southern corner of parcel 149; thence in a northeasterly direction, approximately 1,410 feet to a point, said point being the northern corner of parcel 148; thence in northwesterly direction, approximately 300 feet to the point of BEGINNING, and being all of Tax Maps 032J and 032I, parcel 149, as well as approximately 300 feet of Bancroft Chapel Road as shown on the November 2020 Sullivan County Tax Maps.

SECTION II. Any person violating any provisions of this ordinance shall be guilty of an offense and upon conviction shall pay a penalty of FIFTY DOLLARS (\$50.00) for each offense. Each occurrence shall constitute a separate offense.

SECTION III. That this ordinance shall take effect from and after the date of its passage and publication, as the law directs, the public welfare of the City of Kingsport, Tennessee requiring it.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY



AGENDA ACTION FORM

Consideration of a Resolution to Enter into an Agreement with CainRashWest Architects for Architectural & Engineering Services for the Nature Center Renovation Phase 2, Entry Walk, and Event Terrace

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-278-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: Committee

Presentation By: Michael T. Borders

Strategic Focus Area: 3. Exceptional Cultural & Recreational Opportunities

Recommendation:

Approve the Resolution

Executive Summary:

If approved the City will enter into an Agreement with CainRashWest Architects for professional Architectural and Engineering design, documentation, and construction administration for the Entry Walk, ground floor renovations, and Event Terrace at Bays Mountain Park in the amount of \$176,500.

The impetus for these projects is the Bays Mountain Park (BMP) Improvement Plan (PIP) which began in May of 2023. The PIP serves as a long-term plan and vision for improving the animal habitats and developed area at Bays Mountain Park. The PIP incorporates the latest standards for animal care and expands on opportunities for visitor engagement. The PIP was completed and adopted by the Bays Mountain Park Commission in February 2024 and the Board of Mayor and Aldermen in March of 2024.

Nature Center Renovations along with the PIP served as the backbone of fundraising efforts for BMP which were ultimately leveraged to obtain a \$2.9m Local Parks and Recreation Fund (LPRF) grant through the Tennessee Department of Environment and Conservation (TDEC) which was awarded in August of 2024 with contracts being executed in May of 2025. The grant includes the 3rd phase of the Scott Adams Skatepark Development, the lower level of the Nature Center, Otter Habitat, Event Terrace, and Entry Walk the later three of which are PIP projects.

The Otter Habitat is currently soliciting bids and the 3rd phase of the Scott Adams Skatepark Development will be under a different design agreement.

We anticipate the duration of design and documentation development to be approximately eight months; bidding early summer 2026 with construction starting in fall of 2026. Construction completion time will be determined during the bidding process. TDEC has reviewed and approved the proposal. Board approval is required per Section 2-606(a)(3) of the Kingsport Municipal Code as the services are in excess of \$125,000.

Funding is available in NC2331.

Attachments:

1. Resolution
2. Proposal

Item XI1.

RESOLUTION NO. _____

A RESOLUTION APPROVING AN AGREEMENT WITH CAINRASHWEST ARCHITECTS FOR ARCHITECTURAL AND ENGINEERING SERVICES FOR THE NATURE CENTER RENOVATION PHASE 2, AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

WHEREAS, the Bays Mountain Park Improvement Plan began in May, 2023 and was approved by the board in March 2024 (Res. No. 2024-206) and serves as a long-term plan and vision for improving the animal habitats and developed area at Bays Mountain Park; and

WHEREAS, in furtherance of the improvement plan it is recommended to enter into an agreement with CainRashWest Architects for professional Architectural and Engineering design, documentation, and construction administration for the entry walk, ground floor renovations, and event terrace at Bays Mountain Park in the amount of \$176,500.00; and

WHEREAS, funding is available in NC2331.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That an agreement with CainRashWest Architects for professional services relative to Phase 2 of the Nature Center renovation including design, document preparation, and construction administration for the entry walk, ground floor renovations, and event terrace at Bays Mountain Park in the amount of \$176,500.00, is approved.

SECTION II. That the mayor, or in his absence, incapacity, or failure to act, the vice-mayor, is authorized and directed to execute, in a form approved by the city attorney and subject to the requirements of Article X, Section 10 of the Charter of the City of Kingsport, the Agreement with CainRashWest Architects for professional services relative to Phase 2 of the Nature Center renovation at Bays Mountain Park in the amount of \$176,500.00, to deliver the agreement and take any and all action as may be required on the part of the city to carry out, give effect to, and consummate the transactions contemplated by the agreement and this resolution.

SECTION III. That the mayor is further authorized to make such changes approved by the mayor and the city attorney to the agreement that do not substantially alter the material provisions of the agreement, and the execution thereof by the mayor and the city attorney is conclusive evidence of the approval of such changes.

SECTION IV. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the citizens of the city.

SECTION V. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY

August 26, 2025

Mr. Michael T. Borders
Assistant City Manager
City of Kingsport, TN
415 Broad Street
Kingsport, TN 37660

Reference: **Bays Mountain Park & Planetarium – Nature Center Renovation: Phase 2**

Dear Mr. Borders,

Thank you for the opportunity to provide a fee proposal for the City of Kingsport. Based on the anticipated scope of design and construction administration services, CainRashWest Architects propose the following:

Project Understanding:

CainRashWest Architects (CRW), together with our trusted team of consultants and design collaborators, is pleased to submit this proposal for professional services for Phase 2 renovations at the Bays Mountain Nature Center.

This phase builds upon the legacy of Bays Mountain as an educational and cultural resource for the region. The improvements are intended to enhance accessibility, visitor experience, and outdoor gathering opportunities while respecting the natural setting and character of the Park.

Scope of Services:

Our professional services will include full Architectural and Engineering design, documentation, and construction administration for the following identified project elements:

1. **New Front Entrance**
 - Accessible (ADA-compliant) walkway.
 - New entrance canopy for weather protection and architectural identity.
2. **Ground Floor Renovations** (*excluding public restrooms*)
 - Reconfiguration and upgrades to enhance visitor flow and programming.
 - Interior finish and systems improvements.
3. **New Exterior “LULA” Chair Lift**
 - Providing accessibility to the balcony and upper floor.
 - Coordination with structure, electrical, and code compliance requirements.
4. **New Rear Terrace**
 - Outdoor terrace space to expand programming and visitor engagement.
 - Integration with existing landscape and topography.

Project Team:

The project will be designed and delivered by a collaborative team of professionals:

- CainRashWest Architects (CRW) – Prime Architect, Civil Engineering, Project Management, and Lead Designer (\$88,250.00)
- Coyle & Caron Landscape Architecture – Site design and integration with natural surroundings (\$73,400.00)
- Vreeland Engineers – Electrical Engineering (\$3,600.00)
- Kelso Regen Engineers – Mechanical, and Plumbing Engineering (\$4,750.00)
- Spoden & Wilson Consulting Engineers – Structural Engineering (\$6,500.00)

Services to be Provided:

CRW and our consultants will provide a full range of A/E professional services including:

- Programming & Design Development
- Schematic Design & Owner Presentations
- Construction Documents (Architectural, Structural, Civil, MEP, and Landscape)
- Permitting Support
- Bidding & Negotiation Assistance
- Construction Administration (submittals, RFIs, site visits, punch list, closeout)

Deliverables:

- Design drawings and specifications suitable for public bidding.
- Regular progress review meetings with the Owner and project team.
- Cost estimating coordination at each design phase.
- Final record documents at project completion.

Project Schedule:

We anticipate a design and documentation duration of approximately Eight Months, followed by bidding and award, with construction aligned to the Owner's schedule and funding. A detailed schedule will be developed in collaboration with the City and Bays Mountain Park leadership.

Compensation:

Total Architectural & Engineering Fee based on Lump Sum = \$176,500.00

Design Development Phase (35% of fee)	\$61,775.00
Construction Document Phase (45% of fee)	\$79,425.00
Bidding Phase (5% of fee)	\$ 8,825.00
Construction Administration Phase (15% of fee)	\$ 26,475.00
Total Architectural & Engineering Fee based on Lump Sum	= \$176,500.00

Exclusions include: Any Architectural or Engineering for work outside of Phase 2 scope, Hazardous Materials Surveying, or Abatement Services.

Reimbursable allowance: All travel included in fee, no additional charge. No reimbursable included, none anticipated. All deliverables will be in PDF format.

No additional services are expected, however if additional hourly work is required, please see attached hourly rate schedule. Please do not hesitate to contact me with any questions at 423.349.7760.

This project represents a significant opportunity to enhance the accessibility, function, and beauty of the Bays Mountain Nature Center. CRW and our consultant team are committed to delivering thoughtful, durable, and inspiring design solutions that will serve the community for decades to come.

We appreciate the opportunity to continue our long-standing partnership with the City of Kingsport and Bays Mountain Park, and we look forward to working together on this exciting project.

Best regards,

A handwritten signature in black ink, appearing to read 'CDR' with a stylized flourish.

Clinton D. Roberts, AIA, NCARB
Vice President
CainRashWest Architects, Inc.

Accepted by:



CainRashWest Architects

Typical Hourly Rates – January 2025

Principal Architect	\$175
Staff Architect/Senior Project Mgr.	\$135
Intern Architect	\$100
CAD Designer	\$90
Project Manager	\$130
Estimator	\$135
Secretarial	\$70
Principal Engineer	\$175
Engineer	\$160
Engineering Drafter	\$90

Engineering rates vary depending on discipline and firm. The rates noted above are an average. Actual rates are billed as a direct reimbursable expense after Owner approval of the engineering rate scale.

Travel: Direct Reimbursable - (Mileage \$0.67 per mile)

Reprographics: Direct Reimbursable

12x24 Blacklines	\$2.50 ea.
15x21 Blacklines	\$3.20 ea.
24x36 Blacklines	\$3.60 ea.
30x42 Blacklines	\$4.60 ea.
CD AutoCAD Files	\$32.00 ea.
8.5x11 Color Plots	\$4.60 ea.
11x17 Color Plots	\$7.60 ea.
18x24 Color Plots	\$10.60 ea.
18x24 Glossy Color Plots	\$11.60 ea.
24x36 Glossy Color Plots	\$14.50 ea.
24x36 Color Plots	\$14.00 ea.
24x36 Bond on Foam Board	\$33.00 ea.
24x36 Glossy on Foam Board	\$32.00 ea.
Laminated Color Plots	\$32.00 ea.
Text 8.5x11	\$0.35 ea.
Text 8.5x11color	\$0.45 ea.
Text 11x17	\$0.45 ea.



AGENDA ACTION FORM

Consideration of a Resolution Authorizing the City Manager to Execute Purchase Orders for Mowing of Various Locations

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-246-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: Committee

Presentation By: Ryan McReynolds

Strategic Focus Area: 2. Sustainable Infrastructure

Recommendation:

Approve the Resolution

Executive Summary:

If approved the City will issue purchase orders for contracted mowing at various locations throughout the City to Thomas Quality Lawn Care for \$131,000 and to Clines Lawn Care, LLC for \$40,000.

Request for Proposals with pricing were received on January 10, 2023 for Mowing and Trimming Services at various locations throughout the City. The Board approved this pricing at the February 7, 2023 meeting.

Included in the Request for Proposals was language that allowed for renewal if both parties are in agreement. City staff has been satisfied with the quality of work both Thomas Quality Lawn Care and Clines Lawn Care, LLC provided in 2023, 2024, and 2025. Both vendors have agreed to hold the pricing for mowing and trimming services in 2026. With their continued efforts of performing satisfactory work, staff recommends renewal of the mowing contracts for calendar year 2026.

Thomas Quality Lawn Care will be responsible for the grounds maintenance locations included in the list as items 1-24. Mowing season will start on or about March 16, 2026 and run through approximately November 20, 2026 with a not to exceed amount of \$131,000.

Clines Lawn Care, LLC will be responsible for the grounds maintenance location item 25. This mowing will also start on or about March 16, 2026 and run through approximately November 20, 2026 with a not to exceed amount of \$40,000.

Funding has been identified in 110-4032-463.20-20.

Attachments:

1. Resolution
2. List of Locations

RESOLUTION NO. _____

A RESOLUTION RENEWING THE AWARD OF THE PROPOSAL
FOR MOWING AND TRIMMING SERVICES AT VARIOUS
LOCATIONS TO THOMAS QUALITY LAWN CARE AND CLINES
LAWN CARE LLC, AND AUTHORIZING THE CITY MANAGER TO
EXECUTE PURCHASE ORDERS FOR THE SAME

WHEREAS, proposals were opened January 10, 2023, for mowing and trimming services located at various locations throughout the city and the board approved Resolution No. 2023-161 awarding the proposal of Thomas Quality Lawn Care for mowing and trimming services for 24 locations in an amount not to exceed \$131,000.00 and to Clines Lawncare, LLC for mowing and trimming services for the grounds maintenance location of Stone Drive and the I-26 Interchange in an amount not to exceed \$40,000.00; and

WHEREAS, the award allowed for language that allowed for renewal if both parties are in agreement, and city staff has been satisfied with the quality of work both Thomas Quality Lawn Care and Clines Lawn Care, LLC provided in 2023, 2024 and 2025 and recommends renewal; and

WHEREAS, both vendors have agreed to hold the pricing for mowing and trimming services in 2026; and

WHEREAS, funding has been identified in Account Nos.: 62140324632099, and 11040324632020.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That the renewal of the award of proposal approved by the Board in Resolution No. 2023-161 to Thomas Quality Lawn Care for the mowing and trimming services at 24 locations as identified, in an amount not to exceed \$131,000.00, and the city manager is authorized to execute purchase orders for same.

SECTION II. That renewal of the award of proposal approved by the Board in Resolution No. 2023-161 to Clines Lawncare, LLC for the mowing and trimming services for the grounds maintenance location of Stone Drive and the I-26 Interchange in an amount not to exceed \$40,000.00, and the city manager is authorized to execute purchase orders for same.

SECTION III. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the public.

SECTION IV. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY

Grounds Maintenance Locations

<u>Item #</u>	<u>Locations</u>
1	Mount Claire Cemetery
2	911 Center (Unicoi Street)
3	Cypress Street Lot (Corner off of Fort Henry Drive)
4	Cleek Road (from Orebank Road to Stone Drive)
5	New Fordtown Road (Tri Cities X-ing to base of I-26 Bridge)
6	Rock Springs Walkway (Rocksprings Valley to Cox Hollow)
7	Lynn Garden Drive Clover Leaf at Stone Drive
8	Wilcox Drive from Sullivan Street to East Center Street
9	Netherland Inn Road Roundabout
10	Lincoln Street/East Sullivan Court Intersection
11	Main Street Train Station
12	South Wilcox Drive
13	Sullivan Gardens Parkway
14	Wilcox Extension
15	Meadowview Parkway
16	Jennings Drive
17	Boatyard Cemetery
18	Spring Meadow Ct. and Park Meadow Pl.
19	Salt Shed located at 1895 Moreland Dr.
20	Netherland Inn Rd lot
21	Airport Pkwy.
22	Exit 66
23	Fort Henry Median
24	Front of J. Fred Johnson Stadium
25	Bi-weekly Bush Hogging/Finish Mow Stone Dr./ I-26 interchange



AGENDA ACTION FORM

Consideration of a Resolution to Purchase Equipment to Replace Lift Station 301 – Airport Parkway from Southern Sales and Authorize the Mayor to Sign All Applicable Documents

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-133-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: W. Stallard

Presentation By: R. McReynolds

Strategic Focus Area: Sustainable Infrastructure

Recommendation:

Approve the Resolution

Executive Summary:

Approval of the resolution allows the Mayor to sign the contract for the purchase of equipment to replace Lift Station 301 to Southern Sales in the amount of \$396,900.00.

In July 2024, the Utilities Department contracted LDA Engineering to develop Specifications and Bid Documents for the in-house replacement of 3 aging lift stations: LS301, LS302, and LS303. These stations were installed in 1998 and have reached the end of their service.

On August 14, 2025, bids were opened for the first of the stations, LS 301. One bid was received and meets the Engineer's specifications and was within the project budget.

City Staff has reviewed the bid and recommends awarding the equipment purchase to Southern Sales in the amount of \$396,900. Project funding resides in SW2204.

Attachments:

1. Resolution
2. Bid Opening Minutes
3. Location Map

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION AWARDING THE BID FOR THE LIFT STATION 301-AIRPORT PARKWAY REPLACEMENT PROJECT TO SOUTHERN SALES AND AUTHORIZING THE MAYOR TO SIGN AN AGREEMENT FOR THE SAME AND ALL DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

WHEREAS, bids were opened August 14, 2025, for the Lift Station 301-Airport Parkway Replacement Project; and

WHEREAS, upon review of the bids, the board finds Southern Sales is the lowest responsible compliant bidder meeting specifications for the particular grade or class of material, work or service desired and is in the best interest and advantage to the city, and the City of Kingsport desires to enter into a contract for the replacement of Lift Station 301 from Southern Sales at an estimated construction cost of \$396,900.00; and

WHEREAS, funding is identified in project numbers SW2204.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That the bid for the Lift Station 301-Airport Parkway Replacement Project, consisting of equipment purchases at an estimated cost of \$396,900.00 is awarded to Southern Sales, and the mayor is authorized to execute an agreement for same and all documents necessary and proper to effectuate the purpose of the agreement.

SECTION II. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the public.

SECTION III. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY

BID OPENING
MINUTES
August 14, 2025
4:00 P.M.

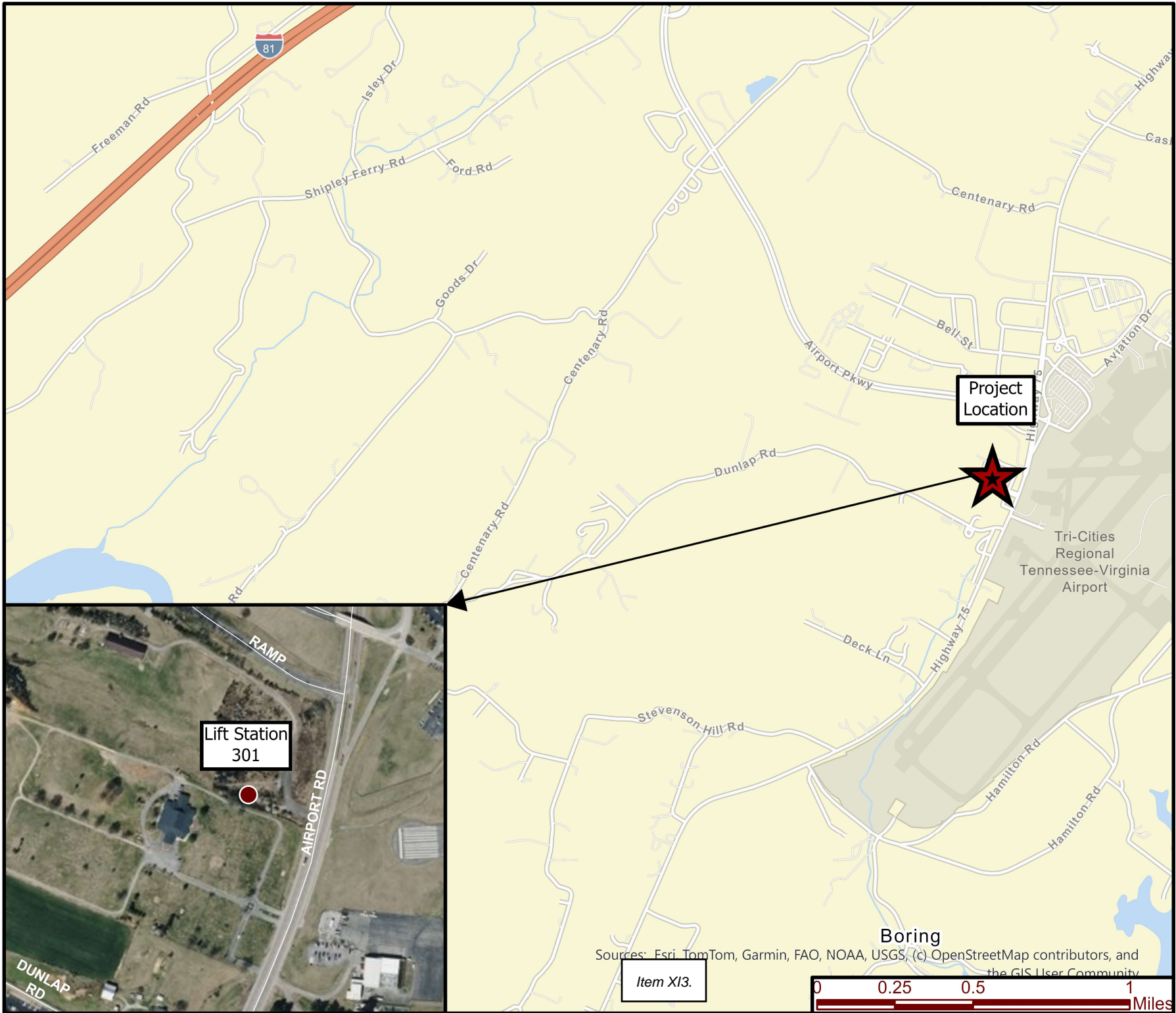
Present: Brent Morelock, Procurement Manager; Nikisha Eichmann, Asst. Procurement Manager;
Will Stallard, Civil Engineer Utility; Niki Ensor, Utility Director; Reuben Robertson, LDA Engineering

The Bid Opening was held in the Conference Room 436, 4th Floor, City Hall.

The Procurement Manager opened with the following bids:

Station 301 Equipment Procurement		
Vendor:	Lump Sum:	Completion/Delivery Time:
Southern Sales	\$396,900.00	150 days

The submitted bids will be evaluated and a recommendation made at a later date.



Project Location Map
Lift Station 301 Equipment Procurement
2602 Airport Road



AGENDA ACTION FORM

Consideration of a Resolution Renewing the Agreement for the Rental of a Caterpillar PM312 Cold Planer Roadway Milling Machine and Laymor Sweeper Closed Cab SM450 from Stowers Machinery and Authorizing the City Manager to Execute the Purchase Orders for the Same

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-274-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: Committee

Presentation By: Ryan McReynolds

Strategic Focus Area: 2. Sustainable Infrastructure

Recommendation:

Approve the Resolution

Executive Summary:

If approved the City will issue a purchase order to Stowers Machinery for the rental of a Caterpillar PM312 Cold Planer Milling Machine and Laymor Sweeper Closed Cab SM450 to assist City paving efforts in the amount of \$197,100.00.

Request for Proposals were received on December 21, 2023 for rental of equipment that will be used to assist City crews as they pave select roadways. The equipment consist of a large milling machine that removes the existing asphalt wearing surface before placing the new surface, and a closed cab sweeper to assist with cleaning up milling debris. The RFP contained language that allows the City to renew the rental agreement on an annual basis providing all terms, conditions and costs are acceptable to both parties.

Rental of this equipment is necessary as the city doesn't currently own either machine. Additionally, based on the city's paving schedule coordinating with a contractor for the use of this equipment would be inefficient and the condition of streets to be paved in calendar year 2026 isn't conducive to simply overlaying the existing roadways. These machines are essential in keeping the normal day-to-day operations going while City crews pave.

It is more cost effective and efficient for city personnel to perform certain paving tasks with leased equipment, therefore it is recommended to renew the equipment rental with Stowers Machinery for nine months in the amount of \$197,100.00 for in-house City paving efforts. This also includes fees associated with delivery and pickup of the equipment.

Funding is available and identified in NC2600.

Attachments:

1. Resolution
2. Pictures
3. Agreements

Item XI4.

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION APPROVING THE RENEWAL OF AN AGREEMENT FOR THE RENTAL OF A CATERPILLAR PM312 COLD PLANER ROADWAY MILLING MACHINE AND A LAYMOR SWEEPER CLOSED CAB SM450 TO STOWERS MACHINERY CORPORATION AND AUTHORIZING THE MAYOR TO EXECUTE THE SAME

WHEREAS, the board approved an award of bid (Res. No. 2024-167) on January 16, 2024, for rental of equipment that would be used to assist city crews as they pave select roadways during calendar year 2024; and

WHEREAS, the equipment, a Caterpillar PM312 Cold Planer which is a large milling machine, removes the existing asphalt wearing surface before placing the new asphalt surface, and a Laymor Sweeper Enclosed Cab SM450 which will assist with cleaning up milling debris; and

WHEREAS, rental of this equipment is necessary as the city does not own either machine, and based on the city's paving schedule coordinating with a contractor for the use of this equipment would be inefficient and the condition of streets to be paved in calendar year 2026 isn't conducive to simply overlaying the existing roadways, and these machines are essential in keeping the normal day-to-day operations going while City crews pave; and

WHEREAS, pursuant to the terms of the original solicitation and award, staff recommends renewing the award of bid for a Caterpillar PM312 Cold Planer and a Laymor Sweeper Enclosed Cab SM450 to Stowers Machinery Corporation for an amount not to exceed \$197,100.00 for nine (9) months; and

WHEREAS, funding is available and identified in NC2600.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That the renewal of an agreement for the rental of one (1) Caterpillar PM312 Cold Planer and one (1) Laymor Sweeper Enclosed Cab SM450 from Stowers Machinery Corporation, for a nine month rental in an amount not to exceed \$197,100.00 is approved, and the mayor is authorized to execute THE same.

SECTION II. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the citizens of the city.

SECTION III. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

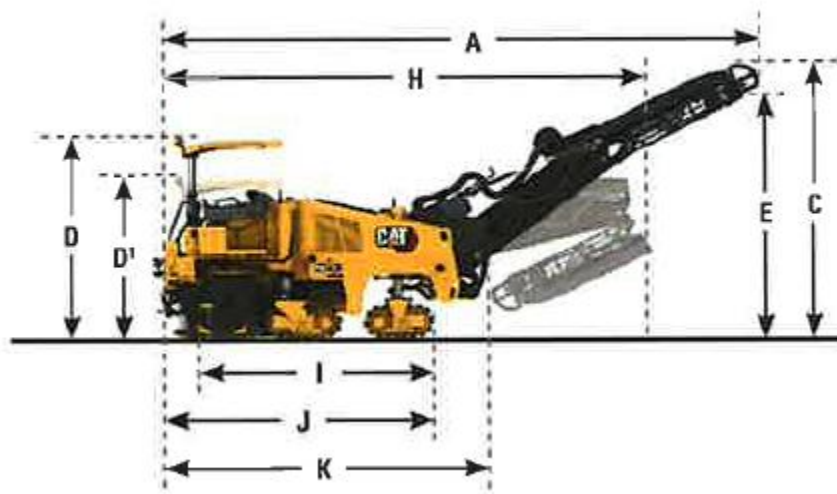
APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY



Cat® PM312

Cold Planer



SWEEPMASTER 450-ST



STOWERS MACHINERY CORPORATION
www.stowerscat.com

East Knoxville
865-546-1414
West Knoxville
865-218-8800
Chattanooga
423-698-6943
Kingsport
423-323-0400
Crossville
931-484-4040
Sevierville
865-595-3750

RENTAL AGREEMENT

CUSTOMER

CITY OF KINGSFORT
415 BROAD ST
KINGSFORT TN 37660

SHIPPED TO

609 W INDUSTRY DRIVE
KINGSFORT TN 37660

AGR INFO

Agreement #: T99184
Agreement Date: 12/01/2026
Customer #: 427645
Customer PO #: Z01306 / AB0558

DESCRIPTION OF ITEM(S) RENTED

CUSTOMER CONTACT: CHRIS MANIS

PHONE: 423.534.5615

ITEM	QTY	RENTAL RATE	PERIOD
IDNO: NJX00265 MODEL: PM312	1.0	18,500.00	4 WEEK
SERIAL NUMBER: ONJX00265		.00	WEEK
PIN: *CATOOPM3ANJX00265*		.00	DAY
DESC: COLD PLANER			
TIME OUT: 10:52 DATE OUT: 3/01/26 EXPECTED RETURN DATE: 12/01/26			
METER OUT: 223.4			

MISCELLANEOUS CHARGES	
CUSTOMER PICKUP AND RETURN	1 .00
EQUIPMENT DELIVERY BY STOWERS	1 750.00
EQUIPMENT PICKUP BY STOWERS	1 750.00

IMPORTANT AGREEMENT NOTICES

Customer must call the office to obtain a call-off confirmation number to terminate the rental.

Customer is responsible for all rented items until they are returned to Stowers.

A clean-up fee of \$100/hour will be charged for returned equipment that requires clean-up.

Customer is responsible for ensuring that all persons who will operate rented equipment have had proper operator and safety training, and are familiar with applicable regeneration systems.

FTV WAIVER

Customer DECLINES Stowers Machinery's Fire, Theft, and Vandalism Waiver upon furnishing proof of insurance pursuant to the Master Account Agreement. Otherwise, the FTV Waiver is accepted.

INITIALS

ACCEPTANCE

CITY OF KINGSFORT

AUTHORIZED SIGNATURE

PRINTED NAME

DATE

AGREEMENT TERMS AND CONDITIONS

This agreement and the rental hereunder are subject to the terms and conditions of the Stowers Machinery Corporation Master Account Agreement, which Customer acknowledges has been received, read, and understood, or which is available for inspection, review, and copying at any Stowers Machinery Corporation office or online at www.stowerscat.com. Such terms and conditions are incorporated herein by reference. Customer agrees that the items listed herein shall only be used at the Job Site described above. Customer accepts the Equipment in its current condition without any warranties, and Customer accepts all risk of loss or damage during the rental period, regardless of cause. Customer shall return the Equipment in its current condition. Terms are Net 30 days for all rental, parts, and service items, and all other items are due upon receipt of the invoice. Customer shall pay service charges on any delinquent account at the rate of 1.5% per month, together with all costs of collection, including attorneys' fees. Jurisdiction and venue of any legal action hereunder may be in Knox County, Tennessee.



STOWERS RENTS

A division of Stowers Machinery Corporation
www.stowersrents.com

West Knoxville
865-218-8800
Chattanooga
423-622-9933
Kingsport
423-323-4445
Crossville
931-484-4040
Sevierville
865-595-3750

RENTAL AGREEMENT

CUSTOMER

CITY OF KINGSFORT
415 BROAD ST
KINGSFORT TN 37660

SHIPPED TO

609 W INDUSTRY DRIVE
KINGSFORT, TN 37660

AGR INFO

Agreement #: W85716
Agreement Date: 05/05/2025
Customer #: 427645
Customer PO #: AB0558

DESCRIPTION OF ITEM(S) RENTED

CUSTOMER CONTACT: CHRIS MANIS

PHONE: 423.534.5615
CURRENCY: USD

ITEM	QTY	RENTAL RATE	PERIOD
IDNO: 43014 MODEL: SM450	1.0	3,200.00	4 WEEK
SERIAL NUMBER: 43014		1,200.00	WEEK
		400.00	DAY

DESC: LAYMOR SWEEPER - ENCLOSED CAB
TIME OUT: 12:00 DATE OUT: 3/01/26 EXPECTED RETURN DATE: 12/01/26
METER OUT: 301.0

MISCELLANEOUS CHARGES		
EQUIPMENT DELIVERY BY STOWERS	1	150.00
EQUIPMENT PICKUP BY STOWERS	1	150.00

IMPORTANT AGREEMENT NOTICES

Customer must call the office to obtain a call-off confirmation number to terminate the rental.

Customer is responsible for all rented items until they are returned to Stowers.

A clean-up fee of \$100/hour will be charged for returned equipment that requires clean-up.

Customer is responsible for ensuring that all persons who will operate rented equipment have had proper operator and safety training, and are familiar with applicable regeneration systems.

FTV WAIVER

Customer **DECLINES** Stowers Rents' Fire, Theft, and Vandalism Waiver upon furnishing proof of insurance pursuant to the Master Account Agreement. Otherwise, the FTV Waiver is accepted.

INITIALS

AGREEMENT TERMS AND CONDITIONS

This agreement and the rental hereunder are subject to the terms and conditions of the Stowers Machinery Corporation Master Account Agreement, which Customer acknowledges has been received, read, and understood, or which is available for inspection, review, and copying at any Stowers Machinery Corporation office or online at www.stowerscat.com. Such terms and conditions are incorporated herein by reference. Customer agrees that the items listed herein shall only be used at the Job Site described above. Customer accepts the Equipment in its current condition without any warranties, and Customer accepts all risk of loss or damage during the rental period, regardless of cause. Customer shall return the Equipment in its current condition. Terms are Net 30 days for all rental, parts, and service items, and all other items are due upon receipt of the invoice. Customer shall pay service charges on any delinquent account at the rate of 1.5% per month, together with all costs of collection, including attorneys' fees. Jurisdiction and venue of any legal action hereunder may be in Knox County, Tennessee.

ACCEPTANCE

CITY OF KINGSFORT

AUTHORIZED SIGNATURE

PRINTED NAME

DATE



AGENDA ACTION FORM

Consideration of a Resolution to Enter into an Agreement with AECOM for Development of the Kingsport Area Long Range Transportation Plan

To: Board of Mayor and Aldermen
From: Chris McCartt, City Manager *CM*

Action Form No.: AF-241-2025
Work Session: October 6, 2025
First Reading: N/A

Final Adoption: October 7, 2025
Staff Work By: L. Christian / M. Thompson
Presentation By: Ryan McReynolds

Strategic Focus Area: 2. Sustainable Infrastructure

Recommendation:

Approve the Resolution

Executive Summary:

If approved, this Resolution authorizes an agreement with AECOM for development of the Kingsport Area Long Range Transportation Plan in the amount of \$247,702.12 (80% Federal = \$198,161.70, 5% State = \$12,385.10, 15% Local = \$37,155.32).

The Kingsport Metropolitan Transportation Planning Organization (MTPO) is housed and managed by the City of Kingsport and is responsible for transportation planning in Kingsport, Mount Carmel, Church Hill, Gate City, Weber City, and portions of Hawkins, Sullivan, Washington, and Scott Counties.

Every 5 years, the MTPO is federally required to develop a Long Range Transportation Plan (LRTP), with a minimum 20-year outlook. Development of the LRTP is guided and reviewed by local, state, and federal agencies, including TDOT, VDOT, the Federal Highway Administration, and the Federal Transit Administration. Without an up-to-date LRTP in place, projects funded with federal and state dollars cannot be implemented. The LRTP is due no later than May 12, 2027.

The MTPO received seven responses to the Request for Qualifications. The proposals were evaluated by the selection committee. The committee recommends AECOM to develop the plan update for the Kingsport area.

Development of the LRTP will occur during FY26 and FY27; therefore, funding is available in MPO026 and will be budgeted in MPO027.

Attachments:

1. Resolution
2. Scope of Work

	<u>Y</u>	<u>N</u>	<u>O</u>
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION APPROVING AN AGREEMENT WITH AECOM
TECHNICAL SERVICES, INC. AND AUTHORIZING THE MAYOR
TO EXECUTE THE AGREEMENT AND ALL OTHER
DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE
THE PURPOSE OF THE AGREEMENT

WHEREAS, staff recommends entering into an agreement with AECOM Technical Services Inc. for development of the Kingsport Area Long Range Transportation Plan; and

WHEREAS, every 5 years, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is federally required to develop a Long Range Transportation Plan (LRTP), with a minimum 20-year outlook, and the development of the LRTP is guided and reviewed by local, state, and federal agencies, including TDOT, VDOT, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, without an up-to-date LRTP in place, projects funded with federal and state dollars cannot be implemented; and

WHEREAS, the cost of the Kingsport Area Long Range Transportation Plan is in the amount of \$247,702.12 (80% Federal = \$198,161.70, 5% State = \$12,385.10, 15% Local = \$37,155.32), and since the development of the LRTP will occur during FY26 and FY27; therefore, funding is available in MPO026 and will be budgeted in MPO027.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That the agreement with AECOM Technical Services Inc. for development of the Kingsport Area Long Range Transportation Plan, is approved.

SECTION II. That the mayor, or in his absence, incapacity, or failure to act, the vice-mayor, is authorized and directed to execute, in a form approved by the city attorney and subject to the requirements of Article X, Section 10 of the Charter of the City of Kingsport, the Agreement with AECOM Technical Services Inc. for development of the Kingsport Area Long Range Transportation Plan, to deliver the agreement and take any and all action as may be required on the part of the city to carry out, give effect to, and consummate the transactions contemplated by the agreement and this resolution.

SECTION III. That the mayor is further authorized to make such changes approved by the mayor and the city attorney to the agreement by the mayor and the city attorney is conclusive evidence of the approval of such changes.

SECTION IV. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the citizens of the city.

SECTION V. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY

Scope of Work – Kingsport MTPO 2050 Long Range Transportation Plan

Project Summary

The Kingsport Metropolitan Transportation Planning Organization (MTPO) is updating the Long-Range Transportation Plan (LRTP) to the horizon year 2050. AECOM will build on the 2045 LRTP by developing a comprehensive, performance based 2050 plan that meets federal and state requirements and reflects the region's vision.

AECOM will coordinate closely with the Kingsport MTPO, Tennessee Department of Transportation (TDOT), Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), stakeholders and the public on all aspects of plan development. This includes coordination on data collection and analysis, public and stakeholder engagement, travel demand model update, project identification, fiscal constraint analysis, draft and final plan review, and overall compliance with federal and state planning requirements.

The plan will be available for adoption by the MTPO Executive Board no later than May 12, 2027, with a Notice to Proceed anticipated in late October 2025, or early November 2025. The tasks summarized below constitute the scope of work (SOW). All deliverables will be submitted in print ready and digital formats.

Task 1 – Project Management

Upon Notice to Proceed, AECOM will work with MTPO staff to schedule a project kick-off meeting. This meeting will include a review of the SOW, schedule, and initial data requests. The meeting will establish study team points of contact, key project team members, plan deliverable milestones, and invoice/progress report requirements. AECOM will also work with MTPO staff to determine the appropriate frequency of the progress/coordination meetings.

Key Activities / Deliverables

- Develop a Project Management Plan (PMP) describing roles, responsibilities, communication protocols, master schedule and quality review procedures.
- Establish and maintain a shared project folder (e.g., SharePoint or Teams) for data transfer and collaborative document development. Appropriate permissions will be coordinated with MTPO staff.
- Conduct a project kickoff meeting with MTPO staff and hold regular progress/coordination meetings throughout the project. Additional meetings will be scheduled to address specific tasks. Key activities and action steps will be summarized in meeting notes.
- Maintain a project schedule aligned with the MTPO adoption timeline. The schedule will include task milestones and sufficient time for MTPO, TDOT/VDOT, and FHWA/FTA review. Schedule updates will be made, as needed, in coordination with MTPO staff.
- Submit monthly invoices and progress reports. Progress reports will briefly summarize completed work, anticipated upcoming activities and overall budget status.

Task 2 – Public & Stakeholder Engagement

AECOM will develop a Public Engagement Plan (PEP) that will summarize the planned public involvement activities for the 2050 LRTP update. These activities will be consistent with the Kingsport MTPO's Public Participation Plan (PPP). The team will utilize TDOT's Social Pinpoint (SPP) subscription to develop a 2050 LRTP project webpage (the SPP platform includes built-in survey and mapping tools that will be utilized during the project). As such, there is no direct expense cost anticipated with the development of the project webpage. AECOM will develop a draft project webpage for MTPO staff review and approval.

To reach a broad audience, AECOM will utilize the MTPO's email distribution list of interested parties to distribute notices of upcoming opportunities for public involvement. Additionally, AECOM will support the MTPO in developing messaging that can be used to distribute meeting and survey notices via existing social media channels run by various MTPO members and other regional and local planning partners.

AECOM will engage local and regional agencies at key points throughout the project. It is envisioned that these meetings/workshops would be conducted virtually using either Microsoft Teams or Zoom virtual meeting platforms; however, some of these meetings could be potentially in-person if coordinated with other public engagement activities.

AECOM will coordinate with the MTPO staff to engage the Kingsport MTPO Executive Board and Technical Coordinating Committee (TCC) throughout the plan development process. This will be done primarily through presentations during regularly scheduled MPO meetings. It is anticipated that this will consist of a mix of in-person and virtual presentations, which will be determined in coordination with MTPO staff.

Key Activities / Deliverables

- **Public Engagement Plan (PEP):** Within two weeks of Notice to Proceed, AECOM will develop a PEP linking engagement activities to technical milestones. The team will coordinate with MTPO staff on lessons learned from the 2045 LRTP and refine strategies to maximize participation for the 2050 LRTP update. A draft and final version of the PEP will be submitted to the MTPO in electronic format.
- **Project website:** AECOM will develop and maintain a project webpage using Social Pinpoint. The use of SPP will be made available through the TDOT SPP subscription at no additional cost to the project team. The webpage will contain an overview of the study, host public surveys, host project materials and presentations, and provide information regarding public meetings and participation opportunities. AECOM will conduct on-going updates at key project milestones to update the project webpage throughout the duration of the study.
- **Surveys:** AECOM will develop two online surveys. The first survey will gather input on multimodal issues/needs; a second survey will inform project identification and evaluation. The surveys will be built using the SPP tools. AECOM will develop survey summary documents in a brief PowerPoint presentation slide deck. The survey datasets and opened end responses will be provided to the MTPO in Excel. All survey related documents will be in electronic format.

- Stakeholder outreach: AECOM will conduct up to eight (8) virtual focus groups with local and regional planning partners. This could include local governments, transit providers, freight operators, social service agencies, law enforcement and emergency responders, etc. AECOM will work with MTPO staff to identify and arrange these meetings. Additionally, we will discuss the timing of these interviews as they could be spread out to cover both existing conditions and future year conditions, or plan recommendations.
- Public meetings: AECOM will work with MTPO staff to hold three open houses – one to support the identification of vision and existing conditions, one to review project needs/preliminary projects, and one to present the recommended plan, including the proposed fiscally constrained projects. It is envisioned the last public meeting will be held during the 30-day public review period of the draft plan. It is anticipated that the first two public meetings will be virtual open houses, while the third meeting for the plan approval, will be in-person.
- Media and communications: AECOM will coordinate with MTPO to provide content for social media, local media releases and meeting notifications. There are no direct expenses included for media/advertising purchases, it is anticipated that communications will be distributed through existing accounts, such as the MTPO and local/regional planning partners.
- MTPO Executive Board and Technical Coordinating Committee: AECOM will coordinate with MTPO to develop presentations that will provide updates on the 2050 LRTP update. Additionally, we will leverage feedback from the Board and TCC to guide the plan development process.
- Documentation: AECOM will prepare a summary of engagement activities highlighting key themes, feedback received, and how input influenced the development of the 2050 LRTP.

Task 3 – Vision, Goals & Performance Measures

AECOM will facilitate a collaborative process to review the current LRTP vision, goals, and objectives. This will include a review of the goals from the 2045 LRTP and identifying areas for refinement based on federal guidance, stakeholder input, and regional needs and priorities. A visioning workshop with the MTPO Board and TCC, or discussion during a regular MTPO meeting, will be held to confirm the regional vision and key themes.

Key Activities / Deliverables

- AECOM will facilitate a workshop (or Executive Board approval process) to confirm the regional vision and key themes. The appropriate action (workshop/regular meeting/etc.) will be discussed with MTPO staff.
- Align the updated 2050 MTPO goals and objectives with the most current federal law, regulations, and planning factors, which is currently the Infrastructure Investment and Jobs Act (IIJA). Additionally, the goals and objectives should align with the TDOT/VDOT statewide plans.

- Review performance measures for each goal area to support project evaluation and performance-based planning. This will be aligned with the project evaluation task that will occur later in the process.
- AECOM will develop draft and final vision, goals and objectives document, which will be presented in table format. This will be submitted in electronic format.
- AECOM will develop a draft and final Systems Performance Report, like the report prepared for the 2045 LRTP. This will be submitted in electronic format.

Task 4 – Socioeconomic Data & Land Use Analysis

AECOM will coordinate with local jurisdictions, TDOT, and VDOT to review the base and future year socioeconomic (SE) data and land use assumptions. This process will begin with a review of existing demographic data sources, including the U.S. Census, American Community Survey (ACS), and regional economic forecasts. If readily available, we may incorporate local development data, such as building permits, zoning changes, and comprehensive plans, to reflect current trends and planned growth. Only data available at the time of the analysis will be incorporated into the SE data update.

Key Activities / Deliverables

- Coordinate with local jurisdictions, TDOT and VDOT to update base and future year socioeconomic data and verify data availability. Ideally, this will be done in a manner that is consistent with the on-going development of the Tri-Cities Regional Travel Demand Model.
- If necessary, work with MTPO staff and local planning departments to validate and refine Traffic Analysis Zone (TAZ) boundaries and allocate projected growth based on land use capacity, infrastructure and development policies. The 2045 SE data projections would be used as a baseline for this update.
- Modify the 2045 SE growth scenario to develop a 2050 growth scenario for use in travel demand modeling and scenario analysis. Ideally, this will be done in a manner that is consistent with the on-going development of the Tri-Cities Regional Travel Demand Model.
- Develop a draft and final Socioeconomic and Land Use Technical Memorandum. The memo will document sources, assumptions and methodologies and will be submitted in electronic format. Relevant data will be provided in Excel and any associated GIS layers will be provided to the MTPO.

Task 5 – Travel Demand Model Update & Application

AECOM will work closely with MTPO and TDOT to determine the appropriate level of model calibration and validation that will be needed for the 2050 LRTP update. As much as possible, we will be consistent with the on-going development of the Tri-Cities Regional Travel Demand Model as to avoid any duplication of work, or to conduct unnecessary work. It is anticipated that the 2023 baseline SE model data, and corresponding TAZ boundaries, from the Tri-Cities model development will be provided to AECOM in Excel and GIS format. The SE data and TAZs will be compared to the current Kingsport model to determine the appropriate next steps to complete the modeling task.

This SOW assumes a limited number of hours to update and validate the current Travel Demand Model. As such, we see the limited model update consisting of a review of AADT's, network connections, and link capacity (have there been any roadway widening projects, or new roadways that need to be added to the model).

The validated model (assumed to a 2023 base year), as approved by the MTPO and TDOT, will be used to evaluate up to three (3) future year scenarios and project alternatives. The future year model runs will consist of a 2035EC (existing + committed), 2050EC, and 2050 fiscally constrained scenarios. Model outputs will consist of volume-to-capacity ratios, travel times, and system-level performance metrics. These outputs will inform the needs assessment and project evaluation tasks. As the new Tri-City Model is under development, this SOW does not include any model training.

Key Activities / Deliverables

- Coordinate with the Tri-Cities Regional Model development consultant to obtain the 2023 baseline SE data and updated TAZ boundaries for the Kingsport MPA.
- Review the existing TransCAD model roadway network and calibration using recent traffic counts and travel time data. AECOM will coordinate with TDOT's modeling division to review and approve the model updates.
- If necessary, update the roadway network by incorporating new links, updated speed limits, lane configurations, special generators (schools, hospitals, freight terminals) and ITS improvements. If available at the time of the update, the team might use third-party travel data (Replica or StreetLight) to support the validation process; however, no data will be purchased as part of this agreement. Again, the appropriate level of model update/validation will be coordinated with the on-going Tri-Cities model development process as this SOW assumes a limited model update
- AECOM will run the updated model and produce results that will be used to inform the 2050 LRTP technical analysis. The model runs will include a base year (2023), a 2035EC, a 2050EC, and a 2050 fiscally constrained scenario.
- AECOM will develop a draft and final Model Update Technical Memorandum. The memo will document sources, assumptions and methodologies and will be submitted in electronic format. We will also provide updated TransCAD model files and associated GIS SE data.

Task 6 – Multimodal Needs Assessment

AECOM will conduct a comprehensive needs assessment of the existing transportation system, including roadways, transit, freight, bicycle, pedestrian, rail, aviation, and ITS infrastructure. This multimodal assessment will focus on identifying system deficiencies, safety concerns, capacity constraints, and opportunities for improvement. The analysis will be supported by a range of available data sources, including traffic volumes, crash data, pavement conditions, ridership trends, and GIS-based spatial analysis. The results of the needs assessment will be summarized in a technical memorandum that includes maps, charts, and key findings. Similar to the 2045 LRTP,

we will present the findings in a graphical format to clearly communicate priority needs across the Kingsport planning area.

Key Activities / Deliverables

Evaluate existing and future (2050) transportation system performance across roadways, transit, freight, bicycle, pedestrian, rail, aviation and intelligent transportation systems to identify priority needs.

- Compile readily available data including, but not limited to: traffic volumes, crash history, pavement conditions, ridership trends and other multimodal indicators.
- Review TDOT/VDOT statewide plans and other regional initiatives to promote alignment with the 2050 MTPO LRTP.
- Assess system deficiencies, safety issues, capacity constraints and opportunities for improvement across all modes.
- Summarize findings in a graphical technical memorandum with maps and charts to clearly communicate priority needs.
- AECOM will develop a draft and final Multimodal Needs Assessment technical memorandum summarizing existing and future year conditions, with particular emphasis on multimodal needs and opportunities. The memo will document sources, assumptions and methodologies and will be submitted in electronic format.

Task 7 – Project Evaluation & Fiscal Constraint

AECOM will work with MTPO staff and stakeholders to identify candidate projects across all modes. We will compile a list of projects from previous plans, local capital improvement programs, stakeholder input, and public feedback. Projects will be categorized by mode, timeframe, and implementation status. We will apply a transparent, data-driven evaluation framework to assess project benefits, costs, and alignment with LRTP goals. The evaluation criteria will use the framework AECOM developed for the 2045 LRTP and will incorporate one round of changes to the performance metrics. Each project will be scored and ranked based on its performance across the evaluation criteria. The results will be used to develop a prioritized project list and to support the development of the fiscally constrained plan.

AECOM will develop a financial plan that includes revenue projections, cost estimates, and a fiscally constrained project list, as required by federal law. We will review historical revenue and expenditure data from TDOT, VDOT, and local agencies. This information will be used to develop revenue forecasts for the planning horizon 2050, including federal, state, and local sources. We will estimate planning-level costs for candidate projects using high-level unit cost assumptions and input from local agencies. Projects will be grouped into short-, mid-, and long-term timeframes based on readiness, priority, and funding availability. We use costs prepared for the 2045 LRTP and will update accordingly. Coordination with TDOT and VDOT will be critical to align project assumptions with their respective funding programs and selection processes. We will build in sufficient time for review and feedback from both agencies to support a smooth plan adoption process. Projects will be categorized into fiscally constrained and illustrative tiers.

Key Activities / Deliverables

- Compile candidate projects from previous plans, capital improvement programs, stakeholder input and public feedback.
- Develop an evaluation framework incorporating criteria such as safety, mobility, environmental impact and cost-effectiveness. Apply the framework to score and rank projects and produce a prioritized list. It is anticipated that the team will build off the evaluation methodology used for the 2045 LRTP.
- Coordinate with TDOT and VDOT to align assumptions with their funding programs and anticipated timeframe(s).
- AECOM will develop a draft and final Project Evaluation Technical Memorandum. This will include documenting the evaluation process and results.
- AECOM will develop a draft and final Financial Analysis and Fiscal Constraint Technical Memorandum. The financial plan will include revenue projections (federal, state, local), planning level cost estimates, and a fiscally constrained project list. A prioritized project list and fiscally constrained plan summary will be reviewed and approved by the MTPO.

Task 8 – Draft & Final Plan Development and Review

AECOM will prepare a draft LRTP for public and agency review. The draft LRTP will address federally required elements, including a multimodal needs assessment, performance measures, financial plan, and fiscally constrained project list. Following the public comment period, we will incorporate feedback and prepare the final plan for adoption by the MTPO Executive Board.

We will also prepare presentation materials and assist with the final open house/public meeting. Final deliverables will be provided in print-ready and digital formats, including Word, PDF, and GIS files. No hard copies of LRTP, including the draft and final plan, are included. AECOM will also provide a plan compliance checklist to support TDOT and FHWA review. All deliverables will be submitted in accordance with the agreed-upon schedule and format. Final deliverables will be provided in print-ready and digital formats, including Word, PDF, and GIS files. No hard copies of LRTP, including the draft and final plan, are included.

Key Activities / Deliverables

- AECOM will prepare a draft LRTP document incorporating all federally required elements: multimodal needs assessment, performance measures, evaluation framework, financial plan and fiscally constrained project list. We will submit draft chapters for MTPO staff review, followed by 20-business-day reviews by TDOT/VDOT and FHWA/FTA. AECOM will revise documents accordingly based on feedback received from the MTPO, TDOT/VDOT, and FHWA/FTA.
- AECOM will prepare a final draft for a 30-day public comment period. The team will compile public comments and report findings back to the MTPO. If appropriate, the team will incorporate feedback and prepare the final LRTP for adoption by the MTPO Executive Board.

- AECOM will develop presentation materials to support the final open house and board meeting. The final plan will be presented for MTPO adoption no later than May 12, 2027.
- Final deliverables will be provided in print-ready and digital formats, including Word, PDF, and GIS files. No hard copies of the LRTP, including the draft and final plan, are included.

Project Schedule Overview

The project schedule anticipates Notice to Proceed around November 2025 and final adoption by May 12, 2027. AECOM will develop, and maintain, an overall project schedule. This schedule will be discussed during the project kickoff and will be refined as needed. The current timeline assumes the same review timeframe as the 2045 LRTP, which included 20-business days for TDOT/VDOT and 20-business days for FHWA/FTA. Major milestones include the following:

Milestone	Tentative Timing
Kickoff and PMP development	Nov – Dec 2025
Public Engagement Plan & initial survey	Dec 2025 – Feb 2026
Vision/goals/performance measures	Early 2026; finalized after stakeholder input
Socioeconomic & land use data update	Winter – Spring 2026
Model update and calibration	Spring – Summer 2026
Multimodal needs assessment	Summer – Fall 2026
Project identification & evaluation	Fall 2026 – Winter 2027
Draft LRTP development	Fall 2026 – Winter 2027
Reviews by MTPO, TDOT/VDOT, FHWA/FTA	Fall 2026 – Winter 2027 (20-business-day cycles)
30-day public comment period	Spring 2027
Final plan adoption	By May 12, 2027

Project Budget

Based on the SOW, the cost of the services is \$247,702.12. The cost breakdown by task and other direct costs is listed below. The project will be invoiced as a lump sum project.

	Hours	Total Cost	FBLR
Task 1 - Project Management	113	\$ 25,457.60	\$ 225.29
Task 2 - Public and Stakeholder Engagement	360	\$ 53,036.87	\$ 147.32
Task 3 - Vision, Goals, and Performance Measures	52	\$ 7,657.12	\$ 147.25
Task 4 - Socioeconomic Data and Land Use	104	\$ 13,866.38	\$ 133.33
Task 5 - Multimodal Needs Assessment	311	\$ 37,109.71	\$ 119.32
Task 6 - Travel Demand Model Update/Application	112	\$ 29,822.71	\$ 266.27
Task 7 - Project Evaluation / Fiscal Constraint	208	\$ 37,326.50	\$ 179.45
Task 8 - Plan Development/Review Process	271	\$ 35,925.24	\$ 132.57
Total Labor	1,531	\$ 240,202.12	\$ 156.89
Other Direct Costs			
Travel		\$ 5,000.00	
Public Engagement Materials		\$ 2,500.00	
Total Project Cost		\$ 247,702.12	



AGENDA ACTION FORM

Consideration of a Resolution to Adopt the Sullivan County, Tennessee Multi-Hazard Mitigation Plan

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-272-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: Deputy Chief Terry Arnold

Presentation By: Fire Chief Jerry DeBerry

Strategic Focus Area: Safe and Welcoming Community

Recommendation:

Approve the Resolution

Executive Summary:

Approval of the accompanying resolution adopts the Sullivan County, Tennessee Multi-Hazard Mitigation Plan which is required pursuant to the Disaster Mitigation Act of 2000 to receive state and federal assistance in the event of an emergency.

The plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 and to achieve eligibility for the Federal Emergency Management Agency (FEMA) Hazard Mitigation Assistance (HMA) programs. This plan is not an emergency response plan; its purpose is to identify and mitigate the hazards that contribute to or create emergency situations.

Sullivan County and the City of Kingsport have been working cooperatively on hazard mitigation planning since 1966. This is a joint planning document with input and approvals from:

- Sullivan County
- City of Kingsport
- City of Bristol
- Town of Bluff City

The Sullivan County Hazard Mitigation committee held a public hearing on June 11, 2025, to review the initial draft of the plan. Subsequent to the public hearing, the plan was revised and forwarded to the Tennessee Emergency Management Agency (TEMA) and Federal Emergency Management Agency (FEMA) for approval. The plan has been approved by both agencies and now requires adoption by Kingsport Board of Mayor and Alderman.

The Sullivan County Commission adopted the plan on June 18, 2025.

Attachments:

1. Resolution
2. Sullivan County Multi-Hazard Mitigation Plan Executive Summary

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION TO ADOPT THE SULLIVAN COUNTY, TENNESSEE MULTI-HAZARD MITIGATION PLAN AND AUTHORIZING THE MAYOR TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY AND PROPER TO EFFECUTATE THE ADOPTION OF THE PLAN OR THE PURPOSE OF THIS RESOLUTION

WHEREAS, pursuant to the requirements of the disaster Mitigation Act of 2000 the Sullivan County, Tennessee Multi-Hazard Mitigation Plan (the Plan) is presented for adoption in order for City to maintain eligibility for the Federal Emergency Management Agency (FEMA) Hazard Mitigation Assistance (HMA) programs; and

WHEREAS, the Plan was created through a collaborative effort between Sullivan County, the City of Bristol, the Town of Bluff City and the City of Kingsport; and

WHEREAS, the Plan's purpose is to identify and mitigate the hazards that contribute to or create emergency situations, and

WHEREAS, adoption of the Plan it is necessary to be eligible for state and federal assistance should an emergency occur; and

WHEREAS, following a public hearing on June 11, 2025 conducted by the Sullivan County Hazard Mitigation committee, the Plan was submitted to and approved by the Tennessee Emergency Management Agency as well as FEMA and is now ready for adoption by the local jurisdictions.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. The Board of Mayor and Aldermen hereby accepts and adopts the Sullivan County, Tennessee Multi-Hazard Mitigation Plan for the City of Kingsport.

SECTION II. That the mayor, or in his absence, incapacity, or failure to act, the vice-mayor, is authorized and directed to execute, in a form approved by the city attorney and subject to the requirements of Article X, Section 10 of the Charter of the City of Kingsport, all documents necessary and proper to effectuate the adoption of the plan, to deliver the documents and take any and all action as may be required on the part of the city to carry out, give effect to, and consummate the purpose of this resolution.

SECTION III. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the public.

SECTION IV. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, Mayor

ATTEST:

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, City Attorney

Executive Summary

Over the past two decades, hazard mitigation has gained increased national attention due to the large number of natural disasters that have occurred throughout the U.S. and the rapid rise in costs associated with those disaster recoveries. It has become apparent that money spent mitigating potential impacts of a disaster event can result in substantial savings of life and property. With these benefit-cost ratios extremely advantageous, the Disaster Mitigation Act of 2000 was developed as U.S. Federal legislation reinforcing the importance of pre-disaster mitigation planning by calling for local governments to develop mitigation plans (*44 CFR 201*).

A local hazard mitigation plan aims to identify the community's notable risks and specific vulnerabilities and then to create/implement corresponding mitigation projects to address those areas of concern. This methodology helps reduce human, environmental, and economic costs from natural and man-made hazards through the creation of long-term mitigation initiatives.

The advantages of developing a local hazard mitigation plan are numerous and include improved post-disaster decision-making, education on mitigation approaches, and an organizational method for prioritizing mitigation projects. Communities with a mitigation plan receive larger amounts of Federal and State funding opportunities to be used on mitigation projects and can receive these funds faster than communities without a plan. This 2025 update of the Sullivan County Hazard Mitigation Plan addresses Building Resilient Communities and Infrastructure (BRIC), Flood Mitigation Assistance (FMA), and Hazard Mitigation Grant Program (HMGP) requirements. Each jurisdiction within the county participated in the preparation of the update, including:

- Sullivan County
- City of Bristol
- City of Kingsport
- Town of Bluff City

In reference to federal code title *44 CFR 201*, the plan is required to be submitted to both TEMA (State) and FEMA (Federal) for review to be approved. When the plan is deemed "approval pending adoption" by FEMA (*44 CFR 201.6(c)5*), each of the participating jurisdictions will adopt the plan through a local resolution.

U.S. Department of Homeland Security
Region 4
3005 Chamblee Tucker Road
Atlanta, GA 30341



FEMA

August 26, 2025

Mr. Shannon Ball
State Hazard Mitigation Officer
Tennessee Emergency Management Agency
3041 Sidco Drive
Nashville, TN 37204

Reference: Sullivan County Hazard Mitigation Plan

Dear Mr. Ball:

The Federal review of the draft Sullivan County Hazard Mitigation Plan for compliance with the planning requirements contained in 44 CFR §201.6 is complete. The plan is compliant with Federal requirements, subject to formal community adoption. FEMA approval pending adoption does not include the review or approval of content that exceeds the applicable FEMA mitigation planning requirements.

For our office to issue formal approval of the plan, the jurisdiction(s) must submit adoption documentation. Upon receipt of the adoption resolution(s) to our office, we will issue formal approval of the Sullivan County Hazard Mitigation Plan. Once approved, please submit a final copy of the Plan, without draft notations and track changes.

If you or any plan participant need assistance, please do not hesitate to contact Kymberly Kudla, of my staff, at (202) 655-6712.

Sincerely,

A handwritten signature in black ink, reading "Kristen M. Martinenza". The signature is fluid and cursive, with the first name "Kristen" and last name "Martinenza" clearly visible.

Kristen M. Martinenza, P.E.
Risk Analysis Branch Chief

Sullivan County Hazard Mitigation Plan

2025 Update



Prepared By:

Sullivan County Hazard Mitigation Planning Committee
Sullivan County Emergency Management Agency/Office of Emergency Management

Assistance Provided By:

Tennessee Emergency Management Agency
as part of the Tennessee Mitigation Initiative

Executive Summary

Over the past two decades, hazard mitigation has gained increased national attention due to the large number of natural disasters that have occurred throughout the U.S. and the rapid rise in costs associated with those disaster recoveries. It has become apparent that money spent mitigating potential impacts of a disaster event can result in substantial savings of life and property. With these benefit-cost ratios extremely advantageous, the Disaster Mitigation Act of 2000 was developed as U.S. Federal legislation reinforcing the importance of pre-disaster mitigation planning by calling for local governments to develop mitigation plans (*44 CFR 201*).

A local hazard mitigation plan aims to identify the community's notable risks and specific vulnerabilities and then to create/implement corresponding mitigation projects to address those areas of concern. This methodology helps reduce human, environmental, and economic costs from natural and man-made hazards through the creation of long-term mitigation initiatives.

The advantages of developing a local hazard mitigation plan are numerous and include improved post-disaster decision-making, education on mitigation approaches, and an organizational method for prioritizing mitigation projects. Communities with a mitigation plan receive larger amounts of Federal and State funding opportunities to be used on mitigation projects and can receive these funds faster than communities without a plan. This 2025 update of the Sullivan County Hazard Mitigation Plan addresses Building Resilient Communities and Infrastructure (BRIC), Flood Mitigation Assistance (FMA), and Hazard Mitigation Grant Program (HMGP) requirements. Each jurisdiction within the county participated in the preparation of the update, including:

- Sullivan County
- City of Bristol
- City of Kingsport
- Town of Bluff City

In reference to federal code title *44 CFR 201*, the plan is required to be submitted to both TEMA (State) and FEMA (Federal) for review to be approved. When the plan is deemed "approval pending adoption" by FEMA (*44 CFR 201.6(c)5*), each of the participating jurisdictions will adopt the plan through a local resolution.

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Chapter 1. The Planning Process

1.1 Purpose and Need, Authority and Statement of Problem

1.1.1 Purpose and Need

FEMA defines “hazard mitigation” as any sustained action taken to reduce or eliminate the long-term risk to life and property from a hazard event. Hazard mitigation planning is the process through which hazards are identified, likely impacts determined, mitigation goals set, and appropriate mitigation strategies defined, prioritized, and implemented. The Hazard Mitigation Plan aims to identify, assess, and mitigate risk to better protect the people and property of Sullivan County from the effects of natural and man-made hazards. This Plan documents the hazard mitigation planning process and identifies relevant hazards, vulnerabilities, and strategies the County and incorporated jurisdictions will use to decrease vulnerability and increase resiliency and sustainability. This Plan demonstrates the participating communities’ commitment to reducing risks from identified hazards and serves as a tool to help decision-makers direct mitigation activities and resources.

1.1.2 Authority

This Hazard Mitigation Plan has been adopted by Sullivan County and all participating jurisdictions in accordance with the authority granted to local communities by the State of Tennessee. This Plan was updated per state and federal rules and regulations governing local hazard mitigation plans. The Plan shall be reviewed annually and go through a complete update process every five years to remain eligible for hazard mitigation grants. The following legislation was used for guidance:

- Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act or the Act), 42 U.S.C. 5165, enacted under Section 104 of the Disaster Mitigation Act of 2000 (DMA 2000) Public Law 106-390 of October 30, 2000, as implemented at 44 CFR 201.6 and 201.7 dated October 2011.
- Tennessee Code Annotated
 - **T.C.A. 58-2-106(b)(16)**
 - **T.C.A. 58-2-106(b)(1)**
 - **T.C.A. 58-2-103(a)(5)**

1.1.3 Statement of Problem

Each year in the United States, natural disasters take the lives of hundreds of people and injure thousands more. Taxpayers pay billions of dollars annually to help communities, organizations, businesses, and individuals recover from disasters. Unfortunately, this only partially reflects the cost of disasters because additional expenses incurred by insurance companies and non-governmental organizations are not reimbursed by tax dollars. Many natural disasters are predictable, and much of the damage caused by these events can be reduced or even eliminated.

The original Sullivan County Hazard Mitigation Plan was created and approved by FEMA in 2020. Per federal requirements stated in *44 CFR 201*, all local hazard mitigation plans are required to go through a FEMA approval process every five years to remain eligible for hazard mitigation grants. This plan will be re-evaluated and updated every five years to ensure local governments are continuing to assess the hazards and risks within their communities. This plan update has been prepared to meet requirements set forth by FEMA and the Tennessee Emergency Management Agency (TEMA) to ensure Sullivan County is eligible for funding and technical assistance from state and federal hazard mitigation programs. All communities are welcome to address man-made hazards and risks in their hazard mitigation plan. However, it's important to note that the State and Federal governments only evaluate and approve based on natural hazards only as per federal code title 44 CFR 201.

1.2 Methodology, Update Process, and Participation Summary

This Hazard Mitigation Plan was developed under the guidance of a Hazard Mitigation Planning Committee (HMPC). The Committee included representatives of Sullivan County, City of Bristol, City of Kingsport, and Bluff City.

Information in this plan will be used to help guide and coordinate mitigation activities and decisions for local land use policy in the future. Proactive mitigation planning will help reduce the cost of disaster response and recovery to communities and their residents by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruptions. This plan identifies activities that can be undertaken by both the public and the private sectors to reduce risk to safety, health, and property caused by natural and man-made hazards.

1.2.1 Local Government Participation

The planning regulations and guidance stress that each local government seeking FEMA approval of their mitigation plan must participate in the planning effort in the following ways:

- Participate in the process as part of the HMPC;
- Detail where within the planning area the risk differs from that facing the entire area;
- Identify potential mitigation actions; and
- Formally adopt the plan.

For the HMPC, “participation” meant the following:

- Providing facilities for meetings;
- Attending and participating in the HMPC meetings;
- Collecting and providing other requested data (as available);
- Identifying mitigation actions for the plan;
- Reviewing and providing comments on plan drafts;
- Informing the public, local officials, and other interested parties about the planning process and providing opportunity for them to comment on the plan;

- Coordinating, and participating in the public input process; and
- Coordinating the formal adoption of the plan by the appropriate governing body.

The HMPC met all the above-stated participation requirements. Sullivan County and all its incorporated jurisdictions (City of Kingsport,) participated in the 2025 Plan update, as well as reviewed and provided timely comments on all draft components of the Plan. A summary of past and current community participation is shown below in *Table 1*. All participants were invited to this committee via email by the County EMA Director. Those who did not originally respond were reached out to via phone or email by the County EMA Director.

Table 1 Multi-Jurisdictional HMPC Participation

Jurisdiction	2020 Participation	2025 Participation
Sullivan County	Y	Y
City of Bristol	Y	Y
City of Kingsport	Y	Y
Town of Bluff City	Y	Y

The HMPC for the 2025 plan update included key community representatives. *Table 2* details the HMPC members, meeting dates, associated FEMA Lifeline, and committee member attendance. FEMA Lifelines are fundamental way for a community to recover, however, all participants might not be associated with a FEMA Lifeline. If they are not associated with a FEMA Lifeline, then they will be indicated as not applicable (NA). The EMA director invited individuals who represented regional and local agencies that have authority in regulating county/city development, individuals that represent vulnerable populations, as well as those that are responsible for responding to the identified hazards of prime concern. These partners include jurisdictional police, fire, public works, and health departments, community representatives, nonprofit organizations, local floodplain administration, the county/city school board, elected officials, and electric utility companies. All committee members provided key information to recognize and mitigate hazards of prime community concern. A more detailed summary of HMPC meeting dates, members seeking approval and FEMA lifeline association follows in *Table 2*. Meeting sign-in sheets are included in Appendix A.

Table 2 HMPC Members

Name	Title	Associated FEMA Lifeline	Organization/ Jurisdiction	Meeting Dates	
				2/12/2025	6/11/2025
Jim Bean	Sullivan County EMA	Safety & Security	Sullivan County	X	X
Michelle Matson	District Coordinator	Safety & Security	TEMA	X	X
Michael Lamphere	East Region Planner	Safety & Security	TEMA	X	X

Sherri Devault	Grants Coordinator	Safety & Security	Sullivan County EM Agency	X	X
Terry Arnold	Assistant Fire Chief	Safety & Security	Kingsport FD	X	
Kelli Bourgois	City Manager	Safety & Security	Bristol	X	
Nikki Riffle	Sullivan County Emergency Management	Safety & Security	Sullivan County	X	
Amber Torbett	SC Planning	Safety & Security	Sullivan County	X	
John Luti	Operations Officer	Safety & Security	Sullivan County Emergency Management	X	X
Mason Bersther	Sullivan County Emergency Management	Safety & Security	Sullivan County	X	
Samuel Cooper	Kingsport Planner II	Safety & Security	Kingsport	X	X
Brian Ramsey	Bristol Public Works	Water Systems	Bristol	X	
Mike Carrier	Bristol Fire Dept	Safety & Security	Bristol FD	X	
Christopher Robinson	Vol FD	Safety & Security	421 Area Emergency Services		X
Alex Williams	Meteorologist	Communications	WJHL-TV		X
Lori Staton	Mayor	Safety & Security	Bluff City		X
Rebekah McNerney	Reporter	Communications	Times News (Kingsport)		X
Tommy Castle	Assistant Chief Ops	Safety & Security	Bristol FD		X
Chris Goodwin	Traffic Technician	Safety & Security, Transportation	Sullivan County Highway Dept		X
Jerry Malone	Alderman	Safety & Security	Bluff City		X

1.2.2 Hazard Mitigation Planning Process

The 2025 Sullivan County Hazard Mitigation Plan was updated following guidance put forth by FEMA in the *Local Mitigation Planning Policy Guide* which became effective on April 19, 2023. This guidance emphasized the need for a whole community planning approach to include representatives from all sectors of the community with an emphasis on the increased need for vulnerable and underserved population representation. The guidance also highlighted increased emphasis on risk, vulnerability, and resilience assessments, the inclusion of high hazard dams, and future weather trends/patterns.

FEMA guidance proposes a structured four-phase approach to completing a Hazard Mitigation Plan as follows:

- 1) Planning Process
- 2) Risk Assessment
- 3) Mitigation Strategy
- 4) Plan Maintenance

Phase I - Planning Process

Organize to Prepare the Plan

The planning process officially began with a meeting held on **2/12/2025** at the **Sullivan County EOC**. The meeting covered the scope of hazard mitigation, the purpose of planning, eligible grants, risk assessments and vulnerabilities impacting the community. During the planning process, the committee communicated through face-to-face meetings, email, and telephone conversations. The neighboring communities were given an opportunity to be involved in the planning process with email invitations by the County EMA Director for the planning committee meetings. Some members of the public attended including Channel 11 news. Some of those neighboring counties that were outreached to include: Johnson, Carter, Washington, and Hawkins Counties.

Involve the Public

Early discussions established the significance of involving the public. The HMPC agreed to an approach using established public information mechanisms and resources within the community. Public involvement activities for this plan update included public notices, stakeholder and public meetings, and the collection of public and stakeholder comments on the draft plan. In order to ensure socially vulnerable and underserved populations were included in organizing efforts the Sullivan County EMA director contacted organizations that had roots within the community such as the community center, and Channel 11 news. Due to the nature of the public meetings, neighboring communities, agencies, utilities, academia, civic organizations, and other interested parties were given the opportunity to participate.

A public notice was posted on **5/23/2025** on the County social media pages inviting members of the public to attend the **6/11/2025** Hazard Mitigation Planning Committee meeting. Documentation to support outreach efforts such as emails, community flyers, and social media postings can be found in Appendix A.

Sign-in sheets from all meetings are included in Appendix A. The meeting date and topics discussed are summarized below in *Table 3*. The meeting on **6/11/2025** was open to the public and announced social media and county courthouse posting.

Table 3 Summary of Hazard Mitigation Planning Meetings

Meeting Number	Meeting Topic	Meeting Date	Meeting Location
Meeting #2	Hazard Mitigation Plan, past and future Projects, Current hazards, past and present Hazard plan, Public and Stakeholder Q&A session, and media presentation.	6/11/2025	Sullivan County EOC
Meeting #1	Overview of hazard mitigation	2/12/2025	Sullivan County EOC
	Hazard Mitigation Planning Process		
	Purpose of the HMP		
	Area growth and changes		
	Identification of Hazards		
	Future weather predictions		
	Assessment of risk, vulnerabilities, resilience		
	Review of NFIP		
	Previous HMP goals/projects		
	New goals/projects		

Coordination

Early in the planning process, the committee determined that the risk assessment, mitigation strategy development, and plan approval would be greatly enhanced by inviting other local and state partners to participate in the process. The coordination involved contacting these agencies through email, flyers, in-person and phone conversations. All groups and agencies were advised on how to become involved in the plan development process and were solicited asking for their assistance and input. A summary of agencies and organizations actively involved in the HMPC is as follows:

- Tennessee Emergency Management Agency
- Sullivan County Emergency Management Agency / Office of Emergency Management
- City of Bristol
- City of Kingsport
- Town of Bluff City
- Sullivan County Fire/Police Departments
- Health Dept
- Sullivan County Schools

- Sullivan County LEPC Committee
- Sullivan County Government and all jurisdiction's Governments
- American Red Cross
- Municipal Technical Advisory Service (MTAS)
- GIS and Planning departments
- Highway Dept, Utilities, Public Works
- Tennessee Valley Authority
- Sheriff's Office
- 911 Director
- Channel 11 News
- Health & Human Services
- Bristol Motor Speedway
- East TN VOAD

Coordination with other community planning efforts was also paramount to the success of this plan. Mitigation planning involves identifying existing policies, tools, and actions that will reduce a community's risk and vulnerability to hazards. Sullivan County uses a variety of planning mechanisms, such as land development regulations and ordinances, to guide growth and development. Integrating existing planning efforts, mitigation policies, and action strategies into this plan establishes a credible and comprehensive plan that ties into and supports other community programs.

Table 4 identifies the existing planning mechanisms that were reviewed and how they were incorporated into the 2025 Hazard Mitigation Plan Update.

Table 4 Planning Mechanism Review

Existing Planning Mechanisms	Reviewed? (Yes/No)	Method of Use in Hazard Mitigation Plan
State Hazard Mitigation Plan	Yes	Identifying hazards, assessing vulnerabilities, and mitigation strategies
Local Emergency Operations Plan	Yes	Identify major capabilities
Community Data Profile	Yes	Development trends, capability assessment
Stormwater Ordinance	Yes	Capability assessment, mitigation strategies
Building and Zoning Codes and Ordinances	Yes	Different years of code regulations utilized in different jurisdictions
CDC Social Vulnerability Index	Yes	Analyze vulnerable populations in jurisdictions
FEMA's National Risk Index	Yes	Analyze natural hazard risk within each jurisdiction
Land Use Maps	Yes	Assessing vulnerabilities, development trends, and mitigation strategies
Critical2TN Infrastructure Database	Yes	Assessing vulnerabilities, mitigation strategies
NOAA Archives	Yes	Analyze weather data and trends
ETSU Geoinformatics & Disaster Science Lab	Yes	Analyze future weather trends and patterns
U.S Census Bureau	Yes	Analyze community demographic data and trends
Local County Hazard Mitigation Plan	Yes	Analyze previous plan for updates
Flood Insurance Rate Maps	Yes	Analyze flood-prone areas within the community

These and other documents were reviewed and considered, as appropriate, during the collection of hazard identification, vulnerability assessment, and capability assessment. Data from these plans and ordinances were incorporated into the plan's risk assessment and hazard vulnerability sections as appropriate. The data was also used to determine the community's capability to implement certain mitigation strategies. To further enhance integration, the local hazard mitigation plan will be strategically synchronized with existing county and jurisdictional policies, plans, and procedures, leveraging investments from their own budgets. This coordinated effort maximizes resources and promotes efficient allocation of funds towards mitigation projects, strengthening community resilience against a spectrum of hazards.

Table 5: Planning Mechanism Analysis

Existing Planning Mechanisms	Updated? (Yes/No)	How was it utilized?
Local Basic Emergency Operations Plan	Yes	Identify major capabilities
Stormwater Ordinance	Yes	Capability assessment, mitigation strategies
Building and Zoning Codes and Ordinances	Yes	Different years of code regulations utilized in different jurisdictions
Critical2TN Infrastructure Database	Yes	Assessing vulnerabilities, mitigation strategies
Budget Hearings	Yes	Financial Budgeting

Phase II – Risk Assessment

Identify the Hazard, Assess the Risk and Vulnerabilities

The committee completed a comprehensive effort to identify/update, document, and profile all hazards that have, or could have, an impact on the community. The committee also conducted a capability assessment to review and document the planning area's current capabilities and gaps. By collecting information about existing government programs, policies, regulations, ordinances, and emergency plans, the committee could assess the activities and measures already in place that contribute to mitigating some of the risks and vulnerabilities identified. A more detailed description of the risk assessment process and the results are included in Chapter 2 Risk and Vulnerability Assessment.

Phase III – Mitigation Strategy

Set Goals and Review Actions

This meeting facilitated brainstorming and discussion sessions that described the purpose and process of developing planning goals and objectives, a comprehensive range of mitigation alternatives, and a method of selecting and defending recommended mitigation actions using a series of selection criteria. This information is included in Chapter 3 Mitigation Strategy.

Draft an Action Plan

A complete first draft of the plan was prepared based on information and input collected during the HMPC meetings, and various agencies and individuals were invited to comment on this draft. Public and agency comments were integrated into the final draft for TEMA

and FEMA Region IV to review and approve, contingent upon final adoption by Sullivan County.

Phase IV – Plan Maintenance

Adopt the Plan

To secure buy-in and officially implement the plan, the plan was reviewed and adopted by the appropriate governing bodies.

Implement, Evaluate, and Revise the Plan

Implementation and maintenance of the plan is critical to the overall success of hazard mitigation planning and actions. Chapter 4 Plan Integration and Maintenance discusses incorporating the plan into existing planning mechanisms and how to address continued public involvement.

1.3 Plan Update

The 2025 Sullivan County Hazard Mitigation Plan contained a hazard identification and risk assessment for each jurisdiction and a corresponding action list aimed at mitigation risk. Since that time, progress has been made by both the County and incorporated jurisdictions on the implementation of the mitigation strategy with 0 completed actions and 0 in progress. The HMPC has met annually over the past five years to monitor, implement, and update the plan. This chapter includes an overview of the approach to updating the plan and identifies new analyses and information included in this plan update.

1.3.1 The New Plan

The updated plan involved a comprehensive review and revision of each section of the 2025 plan and included an assessment of the success of the County and the incorporated jurisdictions in evaluating, monitoring, and implementing the mitigation strategy outlined in the 2020 plan. Only the information and data still valid from the 2020 plan was carried forward as applicable in this update. The following requirements were addressed during this plan update process with consideration of the priorities and goals of the Sullivan County Hazard Mitigation Planning Committee:

- Consider changes in vulnerability due to action implementation;
- Document success stories where mitigation efforts have proven effective;
- Document areas where mitigation actions were not effective;
- Document any new hazards that may arise or were previously overlooked;
- Document NFIP as related to the county and jurisdictions;
- Incorporate new data or studies on hazards and risks;
- Incorporate new data related to future climate patterns and trend;
- Incorporate new capabilities or changes in capabilities;
- Incorporate social vulnerability data and vulnerable population information;
- Incorporate growth and development-related changes to inventories; and
- Incorporate new action recommendations or changes in action prioritization;
- Enhanced public outreach and multi-agency coordination efforts.

1.3.2 2025 HMP Strategy Review

During the 2025 update of the Sullivan County Hazard Mitigation Plan, the HMPC identified 32 actions as relevant to the county. Of these 32 actions, 0 have been completed, 0 are in progress, and none have been started. Actions that had not been pursued were discussed for relevance to the new plan and were either carried over to the 2025 plan or deleted from the strategy. All of the previous plan's 19 projects were determined to still be viable, except one that was deleted. The rest will be carried over or revised in this plan update. Details and the status of all previous actions are in Chapter 3.

1.4 Multi-Jurisdictional Special Considerations

Hazards Assessment

Most of the natural hazards identified within this plan have an impact on both Sullivan County and the incorporated jurisdictions. Some hazards have a larger impact on the County rather than the incorporated jurisdictions and vice versa. Impacts of identified hazards differ the most at the rural and urban interface where flooding can have different severity levels. Therefore, the flooding section emphasizes the depth, duration, and timing of severe flooding events. Below is a table that shows whether a hazard will have multi-jurisdictional impacts.

Hazards	Will the hazard have multi-jurisdictional differences?
Drought	No
Earthquake	Yes
Extreme Temperature	Yes
Wildfire	Yes
Flooding	Yes
Geologic	Yes
Severe Weather	No
Tornado	Yes
Communicable Disease	No
Dam/Levee Failure	Yes
Hazardous Materials Release	No
Terrorism	Yes
Infrastructure Incident	No

1.5 Public Participation

Public involvement included press releases, public meetings, and a public comment period on the draft plan. Organizations representing vulnerable and underserved populations were contacted in an effort to gain further input from populations most at risk during hazardous events. The formal public meetings for this plan are summarized in *Table 3* (Section 1.2.2) discussed early in this chapter. The **6/11/2025** HMPC meeting was open to the public; Channel 11 News covered the event. [Sullivan County revisits hazard mitigation plan | WJHL | Tri-Cities News & Weather](#)

A public notice was posted on May 23rd on the Sullivan County Emergency Management Agency website, the county courthouse, and the county social media site. Documentation to support the public outreach efforts can be found in Appendix A. Over the past five years,

the community was kept involved in the planning process through the implementation of projects in the plan.

1.6 County Data Profile

1.6.1 Resources and Assets

Bristol Regional Medical Center provides 24-hour emergency care to residents of the county and is home to 312 beds. The County in total has 5 hospitals with 1,175 beds (Holston Valley w/24/7 ER care (312 beds) and Indian Path Community Hospital (24/7 ER care (239 beds). The county also has: 10 volunteer fire stations and 2 Municipal stations (24 total stations), and over 200 full time Law Enforcement officers including the county sheriff with 7 police stations, and 1 Emergency Operations Center (EOC). Sullivan County School District facilities the learning of approximately 20,000 students via their system of 56 schools within the region. According to the RWJ Foundation County Health Rankings profile Sullivan County Schools are underfunded by \$1,727 per pupil as related to dollars to test score achievement.

Sullivan County has several local radio stations and tv networks that service the Tri-Cities area including WJHL (CBS), WCYB (NBC), WKPT, WAPK, WXBQ (96.9), WQUT (101.5), WPWT (96.3), and WOPI. The main phone companies in the area are Verizon, AT&T, T-Mobile, and Spectrum. Residents in the county can either obtain internet via Verizon, Spectrum, Starlink, and CenturyLink. Communication resources, a vital component of emergency response and preparedness, is notably lacking in the more rural portions of Sullivan County. Between 2019 and 2023 91.3% of households had a computer and 86.9% had broadband internet access according to the United States Census Bureau.

The main roadways that travel through the county are US Route 11W, US-19E, 11E, and 421. State Route 36 and 394. The nearest interstates are I-26 and I-81. The main waterways in the county are the Watauga River, Holston River, Beaver Creek, Horse Creek, and Reedy Creek. A further analysis of these water systems will be explored in the hazard flood section as related to their propensity for flood events.

The nearest international airport is Charlotte Douglas International (CLT), and the closest general aviation location is Tri-Cities Regional (TRI). Given the limited public transportation options and the rural environment of Sullivan County, 26% of working individuals endure a commute of more than 30 minutes, and 83% of all working individuals drive alone to work.

Sullivan County is governed by an elected County Mayor and Board of Commissioners. The jurisdictions within Sullivan County are governed by an elected Mayor and Council. There are multiple regulatory committees that are appointed by both the County Mayor and the Board of Commissioners.

1.6.2 Development and Growth

Like a majority of its counterparts, Sullivan County, has been experiencing rapid growth over the past few years. The population of the county increased between the 2010 and 2020 censuses from 156,823 to 162,135 as of 1 July 2024. 10% of the 162,135 Sullivan County households deal with at least 1 severe housing problem (overcrowding, high housing costs, lack of kitchen facilities, or lack of plumbing facilities). Most of Sullivan Counties' employed population work within the Healthcare industry, retail, and manufacturing industry. Sullivan County is a member of Joint Economic and Community Development Boards to ensure and promote economic growth within the county and for its constituents. As stated, Sullivan County has experienced much growth since the last planning period.

Kingsport:

- Residential growth has increased in Rock Springs, Indian Springs, and all around I-40 and I-81 areas near the interstates.
- Industrial growth has occurred in many areas in the County, in particular the areas near Sullivan Gardens, Domtar (downtown), Eastern Chemical Campus, Airport Parkway, and the Holston Army Ammunition Plant.
- Commercial growth has also increased near East Stone Commons area, John B Dennis/S Wilcox Corridor, East Stone Drive and Kingsport Pavilion vicinity, and near Fort Henry Dr and Fort Henry Mall.

Bristol:

- Bristol has seen significant residential growth especially near Hudson Terrace, Fox Meadows, Island Rd, Chadsworth, Monroe Rd, and Rock Rd.
- SR394 Corridor has seen industrial growth
- Commercial growth has occurred in Centre Point and the Pinnacle.

Bluff City:

- Residential growth has increased along Dry Branch Rd.
- Commercial growth has also increased near Boone Lake area, Bluff City Highway, and on Main St.

1.6.3 Demographics

Throughout the planning process, Sullivan County HMPC remained committed to recognizing socially vulnerable and underserved populations. In order to maintain this commitment, the HMPC reached out to key stakeholders as discussed previously and reviewed the CDC/ATSDR Social Vulnerability Index (SVI). SVI information is located in Appendix B.

Table 7 below illustrates the population data of the county according to the 2020 U.S Census. Other important demographics obtained via the U.S Census Bureau and County Health Rankings (RWJ Foundation) are presented in list form. Of the 162,135 residents living within Sullivan County:

- The median household income is \$56,802
- 13.5% live below the national poverty line

- 26.5% live in rural areas
- 14% are confronted with food insecurity
- 13.2% of the under 65 years of age population live with a disability
- 10.5% of the under-65 population do not have health insurance
- Population as of 2020 was 382.6 people per square mile

Table 7 Population Data

Demographic	Percentage
Identified gender	
Male	49%
Female	51%
Age Group	
Under 5	4.7%
Under 18	19%
Over 65	22.5%
Race/Ethnicity (one)	
White (not Hispanic/Latin)	94.3%
Asian	0.9%
Black or African American	2.5%
American Indian or Alaskan Native	0.4%
Hispanic/Latino	2.8%
Education	
High School Graduate or Higher	89.6%
Bachelor's Degree or Higher	26.6%

Data sources:

<https://www.census.gov/quickfacts/fact/table/US/PST045221>

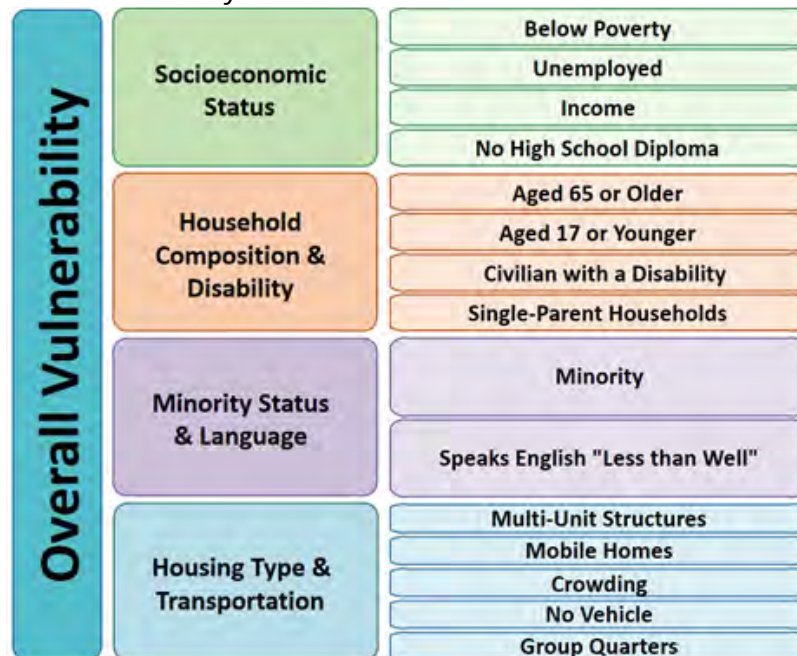
<https://www.countyhealthrankings.org/app/tennessee/2022/overview>

1.6.4 Social Vulnerability

Social vulnerability refers to a community's capacity to prepare for and respond to the stress of hazardous events ranging from natural disasters, such as tornadoes or disease outbreaks, to human-caused threats, such as toxic chemical spills. Social vulnerability considerations were included in this plan update to identify areas across the planning area that might be more vulnerable to hazard impacts based on several factors. The County BEOP will also incorporate this information to improve response efforts in socially vulnerable neighborhoods.

The Center for Disease Control and Prevention (CDC) has developed a social vulnerability index (SVI) to measure the resilience of communities when confronted by external stresses such as natural or human-caused disasters or disease outbreaks. The SVI is broken down to the census tract level and provides insight into vulnerable populations to assist emergency planners and public health officials in identifying communities more likely to require additional support before, during, and after a hazardous event. The SVI index

combines four main themes of vulnerability, which are, in turn, broken down into subcategories for 16 vulnerability factors. The themes are outlined in the below table.



The specific breakdown for Sullivan County and all participating jurisdictions are as follows

Sullivan County Social Vulnerability Factors	
Total Square Miles	413.44
Total Population (as of 2023)	162,135
Housing Units Estimated	76,693
Households	68,408
Persons below Poverty	39,874
Age 16+ unemployed	4,568
Per Capita Income	35,143
Age 25+ w/ no HS Diploma	12,392
Percentage of Persons below poverty	25.5%
Unemployment rate	6.2%
Percentage of persons w/ no HS diploma 25 yo+	10.7%
Aged 65+ & older	34,884
Age 17 & younger	30,301
Civilian noninstitutionalized population with a disability	29,452
Single Parent HH w/ children under 18	3,808
Percentage of person aged 65+	22%
Percentage of persons 17 or younger	19.1%
Percentage of civilian noninstitutionalized population with a disability	18.8%
Percentage of single parent households with children under 18	5.6%
Minority (all persons except white, non-Hispanic)	12,055

Persons (age 5+) who speak English "less than well"	596
Percentage minority (all persons except white, non-Hispanic)	7.6%
Percentage of persons (age 5+) who speak English "less than well"	0.2%
Housing in structures with 10 or more units	3,767
Mobile Homes	8,245
At Household level (occupied housing units) more people than rooms	782
Households w/ no vehicle	3,285
Persons in Group Quarters	2,583
Percentage of housing in structures with 10 or more units	4.9%
Percentage of mobile homes	10.9%
Percentage of occupied housing units with more people than rooms	1.2%
Percentage of households with no vehicle available	4.9%
Percentage of persons in group quarters	1.6%

1.6.5 Critical Infrastructure

Critical Infrastructure are assets in a community that are considered vital to the public's health and safety. Due to the sensitivity of these assets in Sullivan County and the incorporated jurisdictions, these assets are restricted for public viewing. However, the data is viewable to restricted personal on the State of Tennessee's Critical2TN Database. The county and incorporated jurisdictions currently have 80 assets identified.

<https://cikr-tnema.hub.arcgis.com/>

1.7 Resource Capabilities

The committee gathered the following resource capabilities to determine what existing staff and resources are being used to support mitigation programs.

Table 8 Jurisdictional Mitigation Capabilities

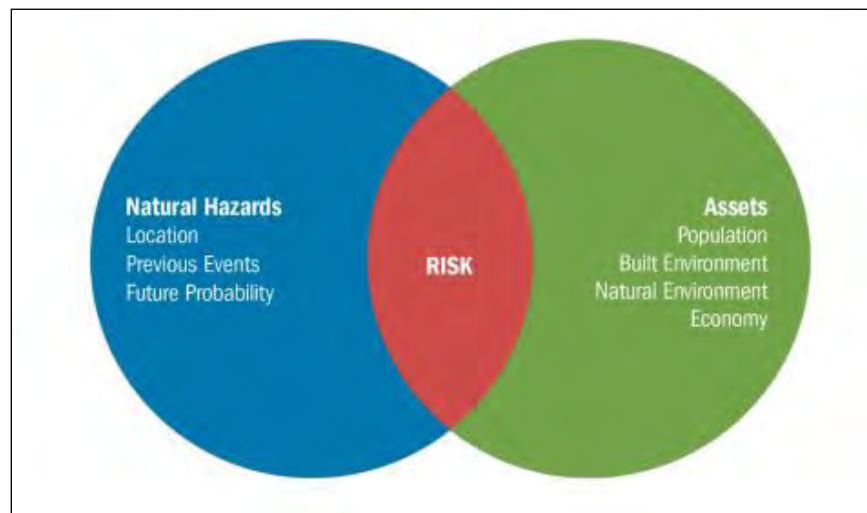
Mitigation Capabilities	Sullivan County	City of Bristol	City of Kingsport	Town of Bluff City
Building Codes	Y	Y	Y	Y
Zoning Codes	Y	Y	Y	Y
Subdivision Ordinance	Y	Y	Y	Y
Stormwater Ordinance	Y	Y	Y	Y
Floodplain Ordinance	Y	Y	Y	Y
Erosion, Sedimentation and Pollution Control Ordinance	Y	Y	Y	N
Stormwater Management Program	Y	Y	Y	Y
Site Plan Review Requirements	Y	Y	Y	Y
Capital Improvements Plan	Y	Y	Y	N
Economic Development Plan	Y	Y	Y	N
Local Emergency Operations Plan	Y	Y	Y	N
Flooding or Engineering Study	Y	Y	Y	N
Repetitive Loss Plan	N	N	Y	N
Elevation Certificates	Y	Y	Y	Y
Grant writer (part-time or full-time)	Y	Y	Y	Y
Public Information Officer	Y	Y	Y	N
Floodplain Manager	Y	Y	Y	Y
Volunteer Fire Service	Y	N	Y	Y
Full Time Fire Service	Y	Y	Y	N
School Resource Officers (SROs)	Y	Y	Y	Y
Law Enforcement	Y	Y	Y	Y
Emergency Manager	Y	Y	Y	N
GIS Personnel	Y	Y	Y	Y
Capital improvements project funding	Y	Y	Y	Y
Fees for utility services	Y	Y	Y	Y
Impact fees for new development	N	N	N	N
General obligation bonds	Y	Y	N	N
Withhold spending in hazard-prone areas	N	N	N	N

Chapter 2: Hazard and Risk Assessment

2.1 Risk Assessment Overview

Hazard Mitigation Planning is about developing a strategy to reduce risk in the long term. An essential part of the process is identifying hazards, risks, impacts and vulnerabilities. In mitigation planning, “risk” is the potential for damage or loss when a hazard interacts with an asset. Assets can be people, buildings, infrastructure, the economy, or natural and cultural resources.

The risk assessment helps communicate vulnerabilities, develop priorities, and inform decision making. It is the factual basis for the mitigation strategy. The hazards and associated impacts in the risk assessment should be the hazards and impacts the mitigation strategy seeks to address. If, for example, the risk assessment shows that the state will have hurricane damage in a specific area, the mitigation strategy should include actions to protect state assets and jurisdictions, especially underserved communities, and socially vulnerable populations, in those areas.



The Sullivan County HMPC conducted a hazard identification analysis to determine the natural and man-made hazards that threaten the County. Existing hazard data from TEMA, FEMA, the National Oceanic and Atmospheric Administration (NOAA), and other sources were examined to assess the significance of these hazards to the planning area. Hazard data from the ETSU Geoinformatics & Disaster Science Lab was also analyzed as related to the changing weather trends and their significance. Significance was measured in general terms and focused on key criteria such as frequency and resulting damage, which includes deaths and injuries, as well as property and economic damage. Any hazard that had two or more green lifeline categories is considered low risk for damages and therefore, will not be providing mitigation actions for those specific hazards.

To further focus on the list of identified hazards for this plan update, the HMPC researched past events that resulted in a federal and/or state emergency or disaster declaration in Sullivan County to identify known hazards. *Table 8* presents a list of all major disaster and emergency declarations that have occurred in Sullivan County since 1953, illustrating which hazards pose the greatest risk to the County.

Table 9 Presidential Disaster Declarations in Sullivan County (1953-2024)

Declaration #	Date	Event Details	Individual Assistance	Public Assistance
4832	10/2/2024	Tropical Storm Helene	Y	Y
4514	4/2/2020	Biological (Covid)	Y	Y
3473	3/13/2020	Biological (Covid)	N	N
1974	5/1/2011	Severe Storm	Y	Y
3217	9/5/2005	Hurricane Katrina	N	Y
1197	1/13/1998	Severe Storm	N	N
3095	3/14/1993	Snowstorm	N	N
424	4/4/1974	Tornado	N	N
366	3/21/1973	Flood	N	N

Table 9 documents the hazards of interest to Sullivan County and the decision to re-evaluate or delete them from this plan update. The hazards of concern were altered as necessary to ensure the Sullivan County Hazard Mitigation Plan is in accordance with the Tennessee Mitigation Strategy.

Table 10 Overview of Updates to Chapter 2: Risk and Vulnerability Assessment

Tennessee 2018 Mitigation Strategy	Sullivan County 2020 HMP	Status	Sullivan County 2025 HMP Update
Communicable Disease	N	Reviewed	N
Dam Failure	N	Reviewed	Y
Drought	Y	Reviewed	Y
Earthquakes	N	Reviewed	Y
Extreme Temperatures	Y	Reviewed	Y
Flooding	Y	Reviewed	Y
Geological Hazard	N	Reviewed	Y
Hazardous Materials Release	N	Reviewed	N
Infrastructure Incident	N	Reviewed	N
Terrorism	N	Reviewed	N
Tornadoes	Y	Reviewed	Y
Severe Weather (thunderstorms, lighting, hail)	Y	Reviewed	Y
Wildfire	Y	Reviewed	Y

Summary of changes in the 2025 plan update:

- The County has added Dam Failures, Earthquakes, and Geological Hazards to this plan update.

The complete list of hazards to be addressed in this 2025 Plan Update include:

- List all hazards to be addressed: Dam Failures, Drought, Flooding, Earthquakes, Extreme Temperatures, Geological, Severe Weather, Tornadoes, Wildfires.

2.2 Dams

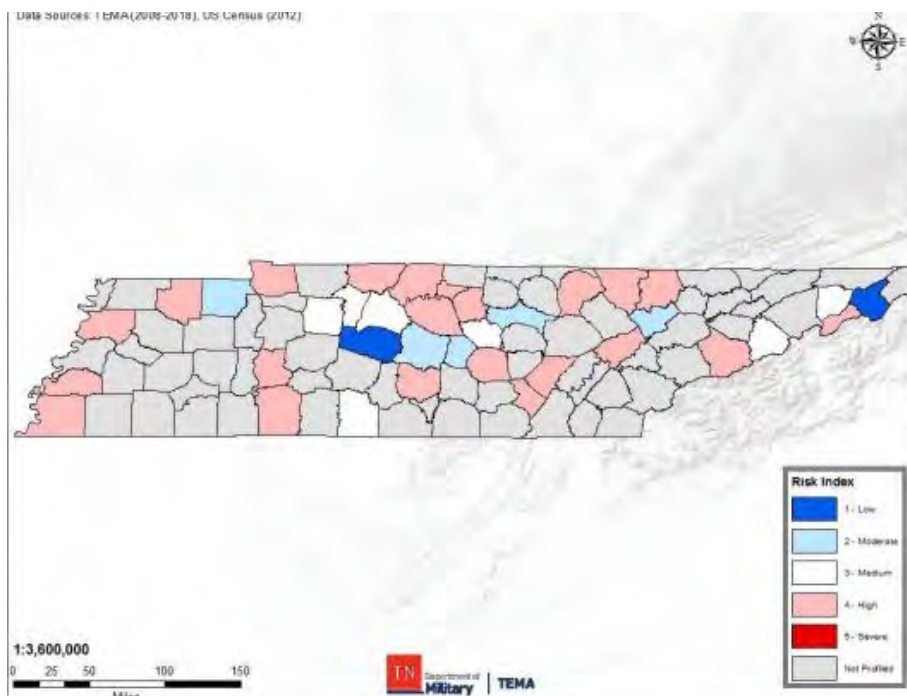
2.2.1 Hazard Overview

A dam is a barrier across flowing water that obstructs, directs, or slows the flow, often creating a reservoir, lake, or impoundment. Most dams have a section called a spillway or weir, over or through, in which water flows, either intermittently or continuously. According to Tennessee Safe Dams Program, a dam is a structure at least 20 feet high or can impound at least 30 acre-feet of water.

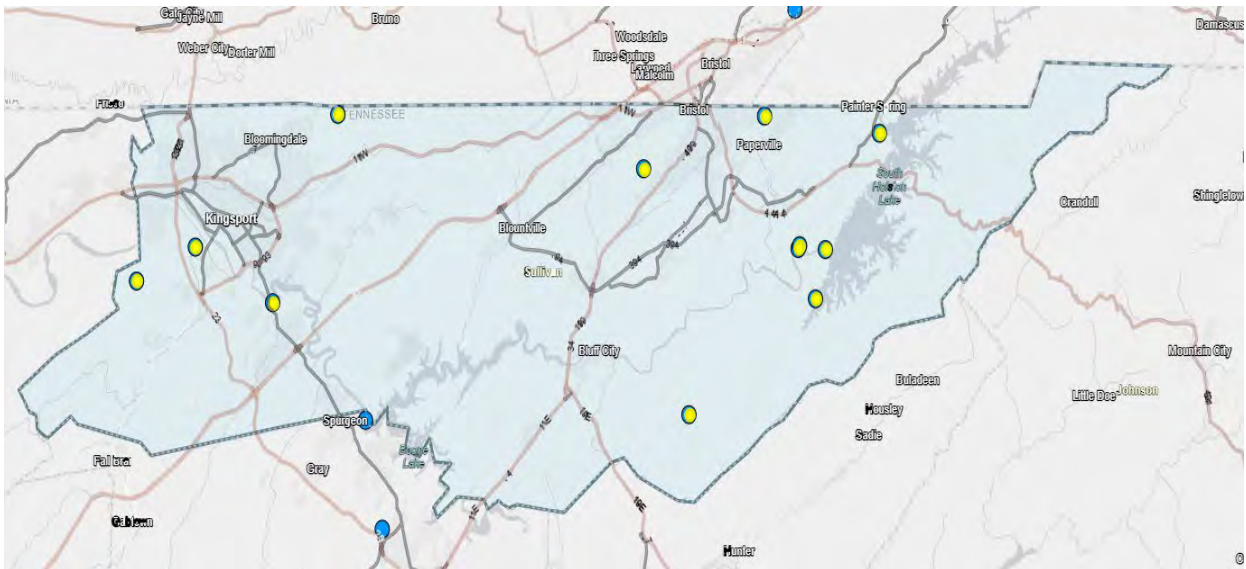
Dams fail in two ways, a controlled spillway release to prevent total failure or the partial or complete collapse of the dam itself. In each instance, an overwhelming amount of water and potential debris is released. Dam failures are rare, but when they occur can cause loss of life and immense damage to infrastructure and the environment.

Common reasons for dam failure are the following:

- Sub-standard construction materials/techniques;
- Spillway design error;
- Geological instability caused by changes to water levels during filling or poor surveying;
- Sliding of a mountain into the reservoir;
- Poor maintenance, especially of outlet pipes (Extreme inflow);
- Human, computer, or design error;
- Internal erosion, especially in earthen dams;
- Earthquakes.



Tennessee Dam Failure Hazard Risk



Sullivan County Dam Locations (Source: [USACE](#))

List of High Hazard Dams

South Holston Dam

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: TVA

Primary Purpose: Flood Risk Reduction

B Bend Hollow Dam

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: Eastman Chemical Company

Fort Patrick Henry Dam

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: TVA

Primary Purpose: Flood Risk Reduction

Steele Creek Dam

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: City Of Bristol

Bays Mountain Dam

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: City Of Kingsport

Jeansonne Dam

Hazard Potential Classification: High

Emergency Action Plan: Not Required

Owner Name: Jeansonne, Dr. Greg And Dr. Susan

Primary Purpose: Recreation

South Holston Left Channel Reregulation Weir

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: TVA

Primary Purpose: Other

Underwood Park Dam

Hazard Potential Classification: Significant

Emergency Action Plan: Not Required

Owner Name: Carrier, Clarence

Middlebrook Dam

Hazard Potential Classification: Significant

Emergency Action Plan: Not Required

Owner Name: Middlebrook H.o.a.

South Holston Dam - Saddle Dam No. 1

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: TVA

Primary Purpose: Flood Risk Reduction

South Holston Right Channel Reregulation Weir

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: TVA

Primary Purpose: Other

South Holston Dam - Bent Branch Auxiliary Spillway

Hazard Potential Classification: High

Emergency Action Plan: Yes

Owner Name: TVA

Primary Purpose: Flood Risk Reduction

2.2.2 County Profile

Dam failures can occur with little warning. Intense storms may produce a flood in a few hours or even minutes from upstream locations. A dam failure can occur within hours of the first signs of breaching. Although the floodwaters will drain, the area will be affected by flooding from the dam failure for days to weeks, and the destruction will affect the area for years. Tennessee has a total of 1238 dams and levees within its borders, with 660 being state regulated. Roughly 93% are earth dams less than 50 feet tall, 40 of these dams are made of concrete, and 37 of the state's dams are over 100 feet tall. 64% of the state's dams are privately owned, 15% locally, 12% by the state, 8% federally, and 1% by a public utility. Of those, 274 are considered a high-hazard potential, with 355 significant and 609 low hazards. The focus of mitigation efforts is on high-hazard dams owned by the state and local governments and privately owned dams. Tennessee does not consider Federally regulated dams for hazard mitigation due to the inability to conduct projects on those dams. Sullivan County works regularly with state, local, and federal dam owners to ensure safety and compliance with regulations. They also share and work with TVA and others in preparing for dam failures, sharing maps and data, and exercise dam failures.

Past Occurrences

The prime illustration of dam failure in the state is the 2008 Kingston Plant retention pond

dam failure. The 40-acre pond was used by the Tennessee Valley Authority to hold a slurry of ash generated by the coal-burning plant. The break caused a release of a frigid mix of water, ash, and mud that damaged 12 homes and put hundreds of acres of rural land under water. This incident caused significant interruptions to the surrounding infrastructure, agriculture, and major soil and water quality issues for miles downstream. The Kingston incident displays the second and third-order effects that can occur from a dam failure beyond just flooding and emphasizes the necessity of mitigating the potential of failure through maintenance and downstream projects.

According to the Association of State Dam Safety, there has been **no** recorded history of any dam incidents in Sullivan County. The database is not considered comprehensive of all dam safety incidents, both historical and current, and reflects only the data that ASDSO has been able to collect. Much of the identifying information on specific dams is obtained from the National Inventory of Dams. Although there have been no dam failures, significant water releases have resulted in areas in the county having substantial flooding.

Probability of Future Events – There is unlikely (less than 5%) to be a Dam Failure within the next 5 years.

Complete dam failure can be triggered by heavy rainfall, earthquakes, and flooding. With several areas in the county increasing in population and infrastructure (both public and private), this could damage a significant amount of infrastructure, property values, and commerce disruption.

2.2.3 Risk Assessment and Vulnerable Populations

Many buildings and the majority of infrastructure networks throughout the county can be vulnerable to dam failure. The risk of this is incredibly low, but the nature of the mechanics of a dam failure is complicated to predict. Therefore, the committee found it essential to include this natural hazard in their plan.

The [Social Vulnerability Index \(SVI\)](#) is a dataset that uses 16 census variables that help local officials identify communities that may need support before, during or after disasters. Unfortunately, the National Risk Index does not capture non-natural disaster impacts, therefore, using the SVI can help public health officials and local planners better prepare for and respond to emergency events such as dam failure.

Social Vulnerability Index Score for Sullivan County = No Rating

Although the Social Vulnerability Index is a well-valued resource it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Dam Failure Risk based on selected FEMA Lifelines

Dam Failure Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County								
City of Bristol								
City of Kingsport								
Town of Bluff City								
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above it becomes vital that all participating jurisdictions are able to prioritize the necessity of mitigation actions in the following lifeline categories so that they can become more resilient in the whole community that they serve.

2.2.4 Land Use & Development

Dams are assigned potential hazard categories that reflect the threat to life and property in the event of a failure. Safety inspections of dams are performed by Safe Dams staff for one, two, and three years, respectively, for these categories of dams. The responsibility of building and maintaining a dam rests solely with the owner. The dam owner is liable for the water stored behind the dam. A failure resulting in an uncontrolled reservoir release can have a devastating effect on people and property downstream. It can impair many other infrastructure systems, such as roads, bridges, and water systems. Additionally, a dam failure could mean the loss of a vital resource to the owner. Therefore, proper construction, operation, maintenance, repair, and rehabilitation of a dam are critical elements in preventing failure, limiting the owner's liability, and maintaining the water resource.

2.2.5 Multi-Jurisdictional Differences

Due to the locations of dams in Sullivan County, Sullivan is the area most at risk for dam failures. However, if there is a complete failure of any of the county dams, then all incorporated jurisdictions are susceptible. Dam inundation maps can be found in Appendix E to further illustrate the most at-risk areas within the county.

2.2.6 Summary

The risk and consequences of dam failure must be lowered to improve public safety and resilience. Progress requires better planning for mitigating the effects of failures, increased regulatory oversight of dam safety, improved coordination and communication across governing agencies, and the development of tools, training, and technology. Dam failures risk public safety and can cost our economy millions of dollars in damage.

2.3 Drought

2.3.1 Hazard Overview

Drought is a deficiency in precipitation over an extended period. It is a standard, recurrent feature of climate that occurs in virtually all climate zones. The duration of droughts varies widely. In some cases, drought develops relatively quickly and lasts a very short time, exacerbated by extreme heat and/or wind. There are other cases when drought spans multiple years or even decades. Studying the paleoclimate record is often helpful in identifying when long-lasting droughts have occurred. Common types of droughts are detailed below.

Drought Classifications

Type	Details
Meteorological Drought	Meteorological Drought is based on the degree of dryness (rainfall deficit) and the length of the dry period.
Agricultural Drought	Agricultural Drought is based on the impacts on agriculture by factors such as rainfall deficits, soil water deficits, reduced groundwater, or reservoir levels needed for irrigation.
Hydrological Drought	Hydrological Drought is based on the impact of rainfall deficits on the water supply, such as stream flow, reservoir and lake levels, and groundwater table decline.
Socioeconomic Drought	Socioeconomic drought is based on the impact of conditions (meteorological, agricultural, or hydrological drought) on the supply and demand of some economic goods. Socioeconomic deficiency occurs when the demand for an economic good exceeds the supply due to a weather-related deficit in the water supply.

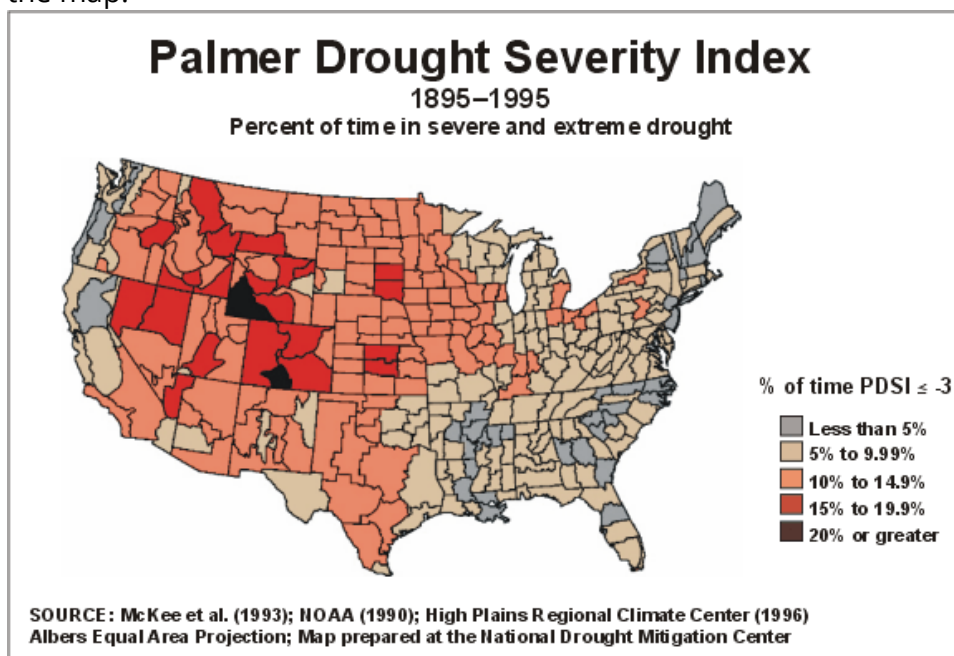
The wide variety of disciplines affected by drought, its diverse geographical and temporal distribution, and the many scales drought operates on make it difficult to develop a definition to describe drought and an index to measure it. Many quantitative measures of droughts have been developed in the United States, depending on the discipline affected, the region being considered, and the particular application. Several indices developed by Wayne Palmer and the Standardized Precipitation Index help describe the many scales of drought.

- The **U.S. Drought Monitor** summarizes drought conditions across the United States and Puerto Rico. Often described as a blend of art and science, the map is updated weekly by combining a variety of data-based drought indices and indicators and local expert input into a single composite drought indicator.
- The **Standardized Precipitation Index (SPI)** measures drought, which differs from the Palmer Drought Index (PDI). Like the PDI, this index is negative for lack and positive for wet conditions. But the SPI is a probability index that considers only precipitation, while Palmer's indices are water balance indices that consider water supply (rain), demand (evapotranspiration), and loss (runoff).
- The **Palmer Drought Severity Index (PDSI)**, devised in 1965, was the first drought indicator to assess moisture status comprehensively. It uses temperature and precipitation data to calculate water supply and demand, incorporates soil moisture, and is considered the most effective for unirrigated cropland. It primarily reflects

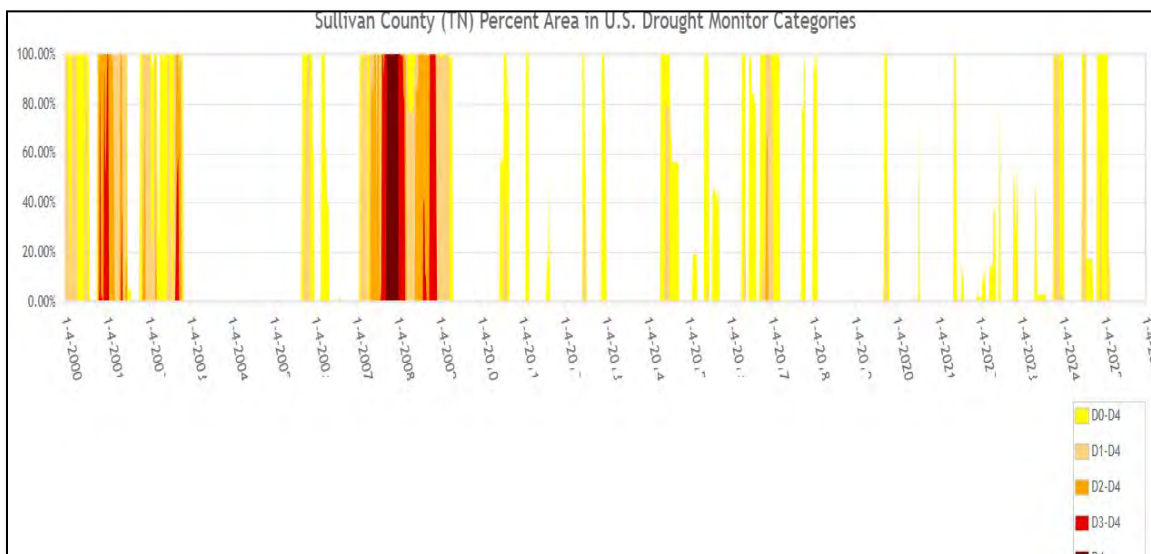
the Perry-term drought and has been used extensively to initiate drought relief. It is more complex than the SPI and the Drought Monitor.

2.3.2 County Profile

According to the PDSI map shown in *below*, East Tennessee has a relatively low risk of drought hazards. However, drought cannot be confined to geographic or political boundaries, and some areas may experience more severe drought events than what is shown on the map.



Palmer Drought Map



Drought Monitor Time Series (Source: National Drought Mitigation Center)

The figure above illustrates drought conditions within Sullivan County between 2000 and 2025. According to the National Drought Mitigation Center, the last Extreme Drought (D4) period occurred in 2007. D4 (extreme drought) is categorized by browning grass, low lake levels, municipality water restrictions, and increased water prices. D0 (abnormally dry) conditions consist of hard ground and declining agriculture ponds and creeks.

2007 – This drought event began in May 2007 and lasted until approximately October. This drought event affected much of Middle Tennessee, including surrounding counties: Humphreys, Hickman, Lewis, Wayne, and Benton. Many reports of poor/low-quality crops were made, dairy cows were producing 20% less milk, fish were dying by the thousands, and numerous ponds, creeks, streams, and some wells were drying up. Tennessee crop losses in 2007 approximated around \$750 million. Some counties/cities had to implement water restrictions throughout the drought.

Probability of Future Events – It is possible a drought could occur in the next 5 years, but very unlikely due to historical data.

The probability of Sullivan County and its municipalities experiencing a drought event can be challenging to quantify but based on the historical record of 2 droughts since 1998; it can reasonably be assumed that this type of event only occurs every few decades.

2.3.3 Risk Assessment and Vulnerable Populations

Sullivan County is vulnerable to drought; however, estimated potential losses are inherently difficult to calculate because drought tends to cause minor damage to the built environment. Therefore, it is assumed that all buildings and facilities in the planning area would technically be exposed to the drought hazard; there is no significant vulnerability to these buildings on a structural level.

Potential drought losses can be calculated in terms of the value of agriculture in the County, which is perhaps most vulnerable to drought. According to the USDA, the net income for agriculture is around \$2.6 million. Population growth could contribute directly to this hazard, as more users pull from the available water supply within the region. Drought can also increase the County's vulnerability to wildfires. Dry, hot, and windy weather combined with dry vegetation and a spark through human intent, accident, or lightning can start a wildfire.

The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability which is determined by the data pulled from the Census performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Drought = Relatively Low

Although the National Risk Index is a well-valued tool it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Drought Risk based on selected FEMA Lifelines								
Drought Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County	Green	Red	Yellow	Yellow	Green	Green	Green	Red
City of Bristol	Green	Red	Yellow	Yellow	Green	Green	Green	Red
City of Kingsport	Green	Green	Green	Green	Green	Green	Green	Green
Town of Bluff City	Yellow	Yellow	Yellow	Green	Green	Green	Green	Yellow
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above, it becomes vital that all participating jurisdictions are able to prioritize the mitigation actions in the following lifeline categories so that they can become more resilient to the whole community that they serve.

2.3.4 Land Use and Development

According to the National Drought Mitigation Center, how we use land affects our vulnerability to drought. In general, land use patterns that maintain the integrity of watersheds and that have a smaller paved footprint result in greater resilience in the face of drought. The projected increase in population will possibly result in an increase in buildings and infrastructure, leading to increased impervious areas. An increase in population may also put increasing pressure on water and other natural resources, particularly during periods of drought. Therefore, future development could impact drought vulnerability in Sullivan County.

2.3.5 Multi-Jurisdictional Differences

Due to the nature of drought, Sullivan County and the incorporated jurisdictions are equally susceptible to drought conditions.

2.3.6 Summary

Sullivan County and all incorporated jurisdictions are equally vulnerable to drought. With historical frequency considered there is a significant chance of this event occurring each year. Drought can affect people's health and safety. Examples of drought impacts on society include anxiety or depression about economic losses, conflicts when there is not enough water, reduced incomes, fewer recreational activities, higher incidents of heat stroke, and even loss of human life. Drought conditions can also provide a substantial increase in wildfire risk. As plants and trees wither and die from a lack of precipitation, increased insect infestations, and diseases—all associated with drought—they become fuel for wildfires. Sullivan County periods of drought can equate to more wildfires and more intense wildfires, which affect the economy, the environment, and society in many ways, such as by destroying neighborhoods, crops, and habitats.

2.4 Earthquakes

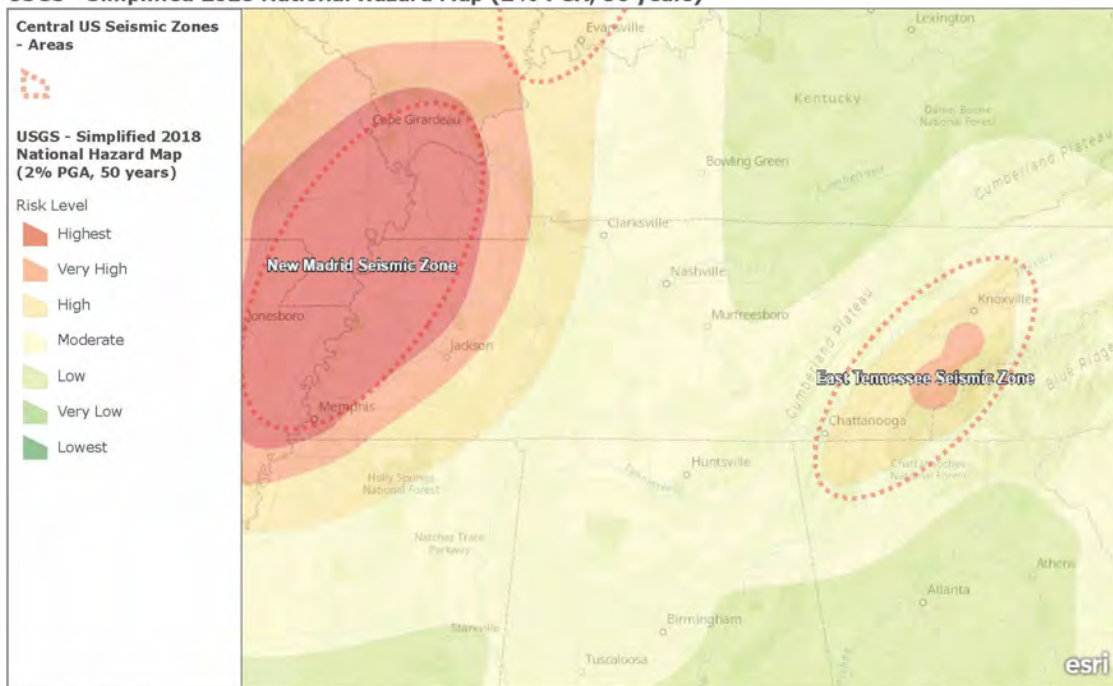
2.4.1 Hazard Overview

An earthquake results from a sudden release of energy in the Earth's crust that creates seismic waves. The energy originates from a subsurface fault. A fault is a fracture or discontinuity in a volume of rock along tectonic plates. In the most general sense, the word earthquake describes any event that generates seismic waves. Earthquakes are typically caused by the rupturing of geological faults. Occasionally, they are also caused by other events such as volcanic activity, landslides, mine blasts, and nuclear tests. An earthquake's point of initial rupture is called its focus or hypocenter. The epicenter is the point at ground level directly above the hypocenter.

2.4.2 County Profile

Sullivan County is near the major intraplate (within a tectonic plate) seismic zone known as the New Madrid Seismic Zone. The New Madrid Seismic Zone (NMSZ) is an approximately 120-mile-long fault system that stretches across five states, including Western Tennessee. Sullivan County is near the East Tennessee Seismic Zone (ETSZ) which stretches across three states. The figure below illustrates the risk level of the NMSZ/ETSZ within the state.

USGS - Simplified 2018 National Hazard Map (2% PGA, 50 years)



Earthquake hazard map showing peak ground accelerations having a 2 percent probability of being exceeded in 50 years, for a firm rock site.

Esri, USGS | Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS

New Madrid Seismic Zone (Source: [CUSEC](#))

Sullivan County can experience earthquakes several times a year and often go unfelt by residents due to its proximity to the active ETSZ. There isn't very much data on # of quakes in the past 20 years, but TN as a whole reports over 400 a year throughout the state. The most recent that was felt throughout much of Eastern TN was on May 10th, 2025 when a 4.1

magnitude hit 30 miles S of Knoxville. There is very little news on damage reported. [4.1 magnitude earthquake in Tennessee rattles homes as far away as Atlanta | PBS News](#). The NMSZ is known for producing four of the largest North American earthquakes in recorded history, all of which would have been felt in Sullivan County. This includes the noted three-month period between December 1811 and February 1812 that had at least four earthquakes which are understood by scientists to be greater than a M7.0. During this period, there were dozens of strong earthquakes ranging between M6.0 and M7.5. Thousands of smaller shocks were documented. Similar to the 1811-12 New Madrid earthquake sequence which created Reelfoot Lake in Lake County, Tennessee, very large magnitude earthquake sequences are believed to have occurred in pre-historic times as well. Paleo-liquefaction and geologic evidence suggests large earthquake sequences occurred in the New Madrid Seismic Zone in 1450 AD and 900AD.

Based on geologic research on the paleo seismic record of past earthquakes, the USGS estimates that there is a 7 to 10 percent chance of a New Madrid earthquake the size of those in 1811-12 occurring in the next 50 years. However, the occurrence of even a moderate-sized earthquake located in close proximity to urban centers such as Memphis or St. Louis could be locally devastating. The last magnitude-6 earthquake struck near Charleston, Missouri, in 1895. The chance of such an earthquake occurring in the New Madrid region in the next 50 years is 25 to 40 percent.

These probabilities are derived from the USGS National Seismic Hazard Maps, which are developed from geologic information about faults, evidence of prehistoric earthquakes, instrumental and historical earthquake catalogs generated by seismic monitoring, and ground deformation measurements. The National Seismic Hazard Maps are used to estimate probabilities of large earthquakes and the ground shaking to be expected if those earthquakes occur.

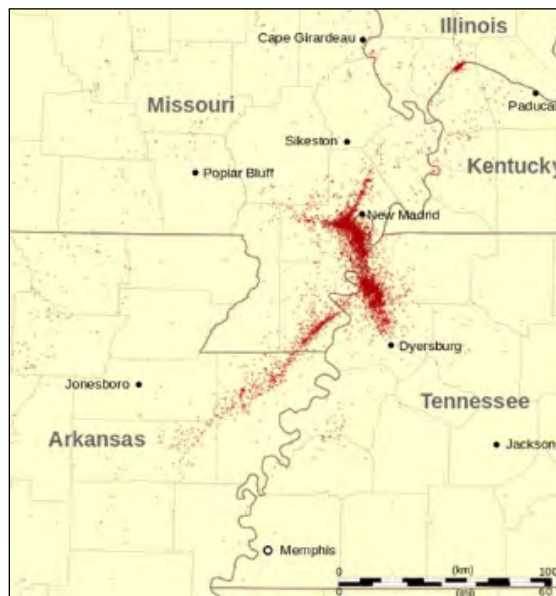
The Eastern Tennessee Seismic Zone (ETSZ), a zone of small earthquakes stretching from northeastern Alabama to southwestern Virginia. The ETSZ is the second-most active natural seismic zone in the central and eastern United States, behind the New Madrid Seismic Zone in the Mississippi River region that produced the 1811-1812 magnitude 7+ earthquakes. In historic times, the ETSZ has not produced earthquakes larger than magnitude 4.8, however scientists believe the ETSZ is capable of generating magnitude 6 or greater. The ETSZ region is home to several nuclear power plants and hydroelectric dams related to the Tennessee Valley Authority, along with major population centers such as Knoxville and Chattanooga.

Richter Scale Classification (Source: USGS)

Richter Scale for Earthquakes		
Magnitudes	Description	Typical Impacts
< 2.0	Micro	Not felt.
2.0-2.9	Slight	Generally, not felt but recorded.
3.0-3.9	Minor	Often felt, but rarely causes damage.

4.0-4.9	Light	Noticeable shaking of indoor items and rattling noises. Significant damage is likely.
5.0-5.9	Moderate	It can cause major damage to poorly constructed buildings in small regions. At most slight damage to well-designed buildings.
6.0-6.9	Strong	It can be destructive in areas up to about 100 miles across populated areas.
7.0-7.9	Major	It can cause serious damage over larger areas.
8.0-8.9	Great	It can cause severe damage in areas several hundred miles across.
9.0-9.9	Epic	They are devastating in areas several thousand miles across.

Since 1812, the most significant recorded earthquakes from the New Madrid Zone were in 1895 and 1968. Since seismic measurement instruments were installed in and around the zone in the 1970s, more than 4,000 small earthquakes have been recorded, with the vast majority being too small to be felt.



NMSZ Earthquakes Recorded Since 1974 (Source: USGS)

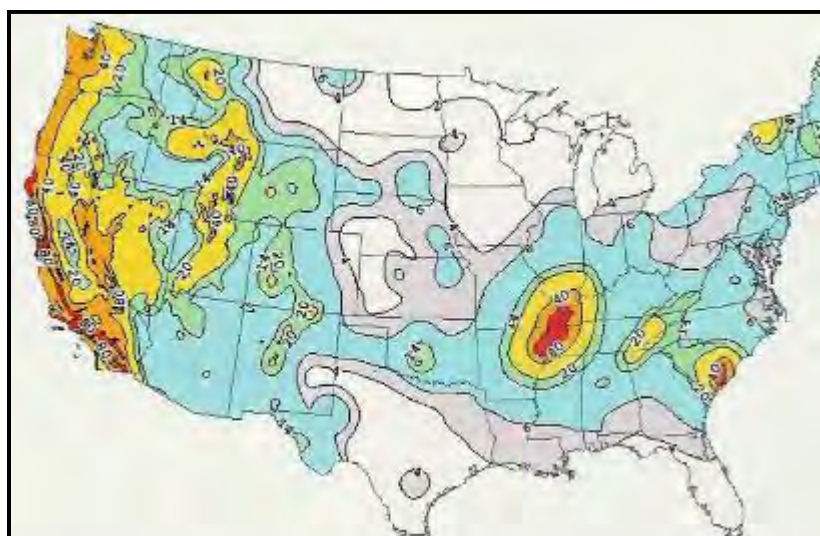
According to a 2008 FEMA report, a severe earthquake in the NMSZ could result in the highest economic loss due to a natural disaster in U.S. history. Based on this report, a 7.7 magnitude quake in the NMSZ would result in thousands of fatalities, hundreds of billions of dollars in damage to structures, and total disruption of vital infrastructure in Western Tennessee, including Sullivan County.

Probability of Future Events – It is possible Sullivan County could experience an EQ in the next 5 years due to its proximity to the ETSZ. In 2025, a magnitude 4.1 quake near Greenback, TN, was recorded. Such quakes of magnitude ≥ 4 occur in the ETSZ roughly once per year, while magnitude 5–6 events typically recur every 200–300 years.

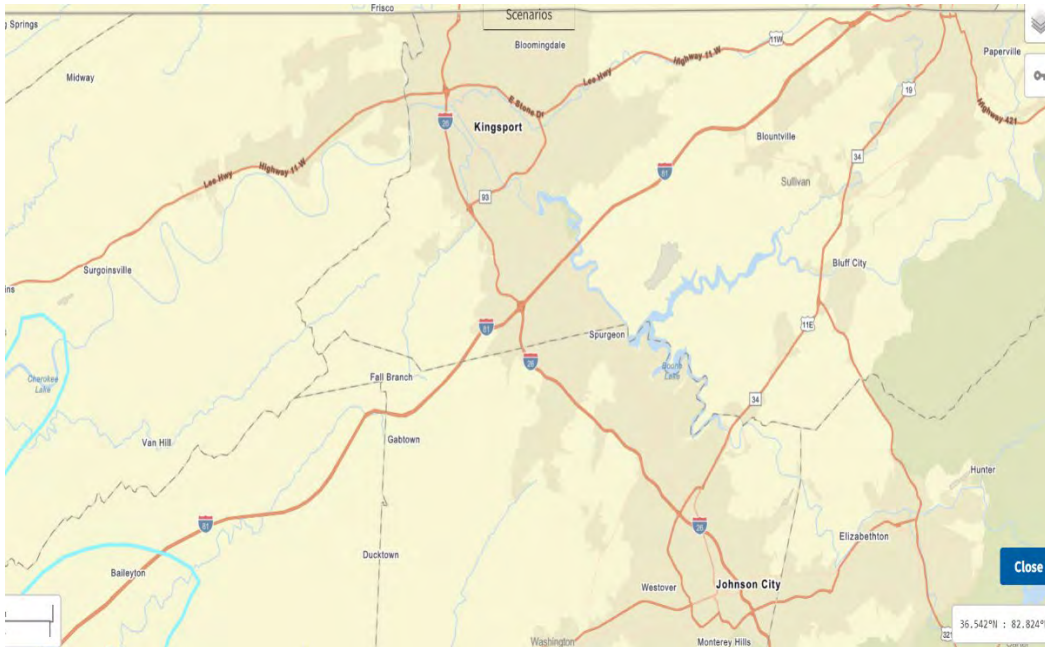
A catastrophic earthquake at the NMSZ would result in \$100-200 million in building damages. Furthermore, according to the HAZUS, Sullivan County will experience the following in a catastrophic earthquake scenario:

Impact Overview		Numerical Value	
Fatalities		Up to 12 depending on time of day and severity	
Injuries		Unknown	
Displaced Residents		3 Households	
Residents Requiring Shelter		2	
Debris (tons)		36k tons	
Residencies experiencing >moderate damage		765	
Day 1			
Households without power		0	
Households without potable water		0	
Resources Functioning on Day 1		Infrastructure Functioning after Day 1	
Resource	Percentage Functioning	Resource	Percentage Functioning
Hospitals	100%	Highway Segments	100%
Police Stations	100%	Railway Segments	100%
Fire Stations	100%	Airport Segments	100%
Schools	100%	Bus facilities	100%
Communications	100%	Ports	100%

Many buildings and the majority of infrastructure networks throughout the county could be vulnerable to earthquake impacts. Sullivan County's building stock can be broken down into the following percentage categories: 80.36% residential, 7.15% commercial, 1.42% industrial, 0.22% agricultural, 1.16% religious, 0.20% governmental, 9.34% other residential, and 0.14% educational. Throughout the county, all buildings and infrastructure are vulnerable to earthquake impacts.



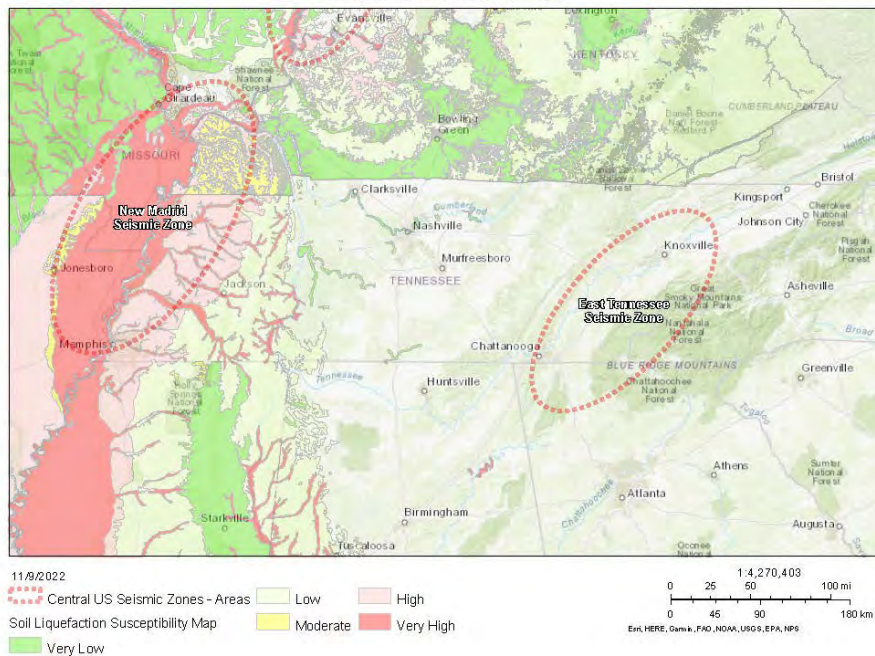
National Seismic Hazard Map (Source: USGS)
Ground Motions with a 2% Chance of Occurring in 50 Years



Mercalli Intensity Zones In Sullivan County (Source: [USGS](#))

As indicated in the above maps, all of Sullivan County's jurisdictions and districts sit within intensity zones I to II of the Modified Mercalli Intensity Scale due to its proximity to the NMSZ. According to the Central United States Earthquake Consortium (CUSEC), Sullivan County is at low level of risk for liquefaction following an earthquake.

Letter ANSI A Landscape



Earthquake Induced Liquefaction (Source: [CUSEC](#))**2.4.3 Risk Assessment and Vulnerable Populations**

The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability which is determined by the data pulled from the Census performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Earthquake = Relatively Low

Although the National Risk Index is a well-valued tool it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Earthquake Risk based on selected FEMA Lifelines								
Earthquake Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County								
City of Bristol								
City of Kingsport								
Town of Bluff City								
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above it becomes vital that all participating jurisdictions are able to prioritize the necessity of mitigation actions in the following lifeline categories so that they can become more resilient in the whole community that they serve.

2.4.4 Land Use and Development Trends

Heavily populated or industrialized centers are at a higher risk for catastrophic earthquake damage. Sullivan County, like much of Tennessee, is experiencing rapid growth increasing the likelihood of significant impacts to life and property from a significant earthquake.

2.4.5 Multi-Jurisdictional Differences

Counties predominantly in the West Portion of Tennessee will be more likely impacted by the New Madrid Zone. However, a significant magnitude earthquake can cause primary and secondary effects across the state.

2.4.6 Summary

Due to its proximity to the New Madrid Fault, the entirety of Sullivan County could be subject to an earthquake. This includes the entire County population and all infrastructure. A significant earthquake event would result in a substantial loss of life and billions of dollars in damages.

2.5 Extreme Temperatures

2.5.1 Hazard Overview

Heat Waves

Excessive Heat is when the heat index reaches at least 105°F for at least three hours on two consecutive days, and the nighttime air temperature does not drop below 75°F. The definition of Excessive Heat is a “rule of thumb” because the detrimental effects of high temperatures and humidity vary among segments of the population (old, young, etc.) and whether the population, in general, has built up a heat tolerance (residents in desert communities fair better than visitors). While some may be better able to cope with Excessive Heat as defined, others may still be adversely affected by a lower heat index. A “rule of thumb” works for mitigation planning because the benefits of specific mitigation actions start accruing before conditions reach Excessive Heat levels. Exposure to extreme heat can pose health risks, including sunburn, dehydration, heat cramps, and heat stroke. [The National Weather Service Heat Index](#) calculates how hot it feels when relative humidity is factored in with the actual air temperature using a 4-factor scale: caution, extreme caution, danger, extreme danger. The National Weather Service (NWS) also issues Heat Alerts.

- A Heat Advisory is issued 12-24 hours before the onset, at least 100°F but less than 105°F for at least 2 hours.
- An Excessive Heat Watch is issued when temperatures of 105°F or greater are forecasted for the next 24 to 72 hours.
- An Excessive Heat Warning is issued when temperatures of 105°F last for more than 3 hours per day for two consecutive days or temperatures exceed 115°F for any period.

Cold Wave

Extreme cold temperatures occur during the winter months and typically accompany winter storm events. Extended periods of extremely cold temperatures result from the movement of high-pressure systems into the United States. When Arctic air masses are present, extreme winter temperatures hover over Tennessee.

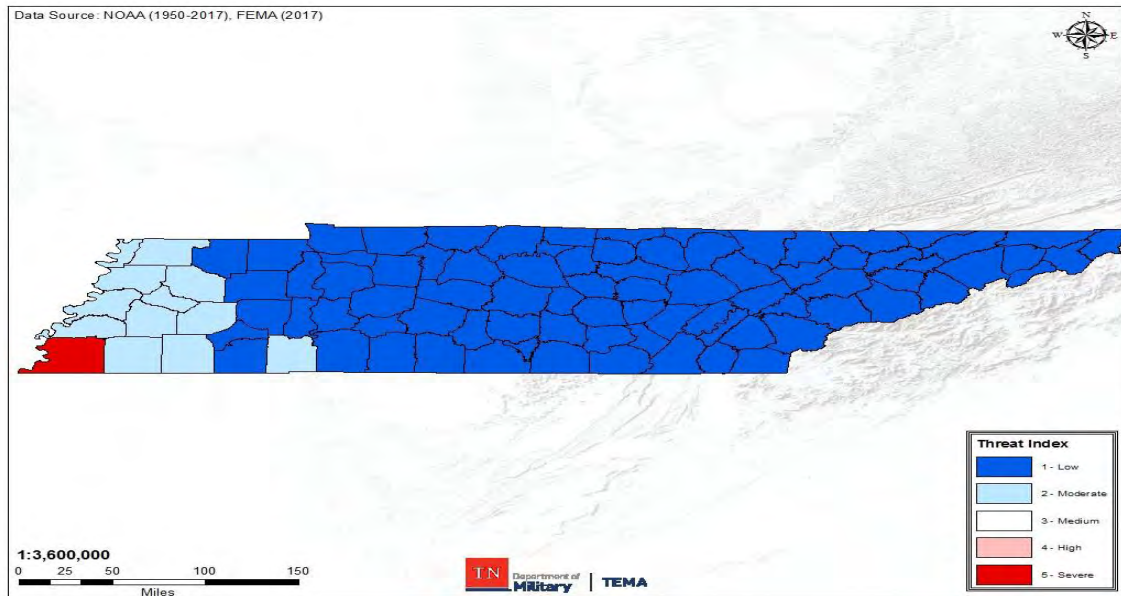
The National Weather Service (NWS) issues the nation's Wind Chill Warning, Watch, and Advisory:

- Wind Chill Warning: NWS issues a wind chill warning when dangerously cold wind chill values are expected or occurring.
- Wind Chill Watch: NWS issues a wind chill watch when dangerously cold wind chill values are possible.
- Wind Chill Advisory: NWS issues a wind chill advisory when seasonably cold wind chill values, but not extremely cold values, are expected or occurring.

[The National Weather Service Wind Chill Chart](#) calculates the danger from winter winds and freezing temperatures using a 3-factor time-based scale (30 min, 10 min, 5 min).

2.5.2 County Profile

The following figure provides extreme temperature event information for Sullivan County. The threat index for Sullivan County is low.



Extreme Temperatures Impact Density (Source: 2018 Tennessee Hazard Mitigation Plan)

The following narratives were obtained via the NOAA Storm Event Database for Cold/Wind Chill, Excessive Heat, and Extreme Cold/Wind Chill. A table containing all NOAA-recorded events between 1950-2024 for Sullivan County is listed below.

<u>Location</u>	<u>County/Zone</u>	<u>St.</u>	<u>Date</u>	<u>Time</u>	<u>T.Z.</u>	<u>Type</u>	<u>Mag</u>	<u>Dth</u>	<u>Ini</u>	<u>PrD</u>	<u>CrD</u>
Totals:								0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	08/06/2007	00:00	EST-5	Excessive Heat		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/23/2022	06:00	EST-5	Cold/wind Chill		0	0	0.00K	0.00K
Totals:								0	0	0.00K	0.00K

Probability of Future Events – It is possible the County could experience Extreme Temperatures in the next 5 years.

The probability of Sullivan County and its participating jurisdictions experiencing extreme temperature variations is difficult to predict but based on the historical record of events since 1950; it can reasonably be assumed that this type of event can occur infrequently; 2 events over a 74-year period have been recorded.

2.5.3 Risk Assessment and Vulnerable Populations

In the county, road traveling conditions, electrical lines, human health, and agricultural functions are some of the most vulnerable features. The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia; local, state, and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability which is determined by the data pulled from the Census

performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Cold Waves = Relatively Low

National Risk Index Score for Hot Waves = No Rating

Although the National Risk Index is a well-valued tool it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was mid-level impact of the identified hazard. The results are below:

Extreme Temperature Risk based on selected FEMA Lifelines								
Extreme Temperature Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County	Green	Red	Red	Red	Green	Green	Green	Green
City of Bristol	Green	Red	Red	Red	Green	Green	Green	Green
City of Kingsport	Green	Green	Green	Green	Green	Green	Green	Green
Town of Bluff City	Yellow	Yellow	Yellow	Green	Green	Green	Green	Yellow
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above it becomes vital that all participating jurisdictions are able to prioritize the necessity of mitigation actions in the following lifeline categories so that they can become more resilient in the whole community that they serve.

Future Heat Events and Social Vulnerability

The cross-examination of NOAA Future Heat Events and CDC Social Vulnerability Index (2018) indicates that in 2030, Sullivan County will have a projected maximum of 3 total days with temperatures over 95 degrees. Multiple determinates such as socioeconomic status, household composition, disability, minority status, language, housing, and transportation heavily indicate how an individual will be affected by extreme temperatures. Individuals within vulnerable or underserved populations are not only more likely to experience the effects of extreme temperatures but also likely to be impacted to a higher degree than their counterparts.

2.5.4 Land Use and Development

Extreme temperature events have significant or even catastrophic impacts on property and critical infrastructure. Sullivan County is interested in protecting facilities, property, and infrastructure owned and managed by the jurisdictions. Disasters can damage not only private property but government property as well, placing a financial and operational burden on the County. Losses can extend from structures and contents to the interruption of services and the general economy. Many of these structures could receive indirect impacts, such as downed electrical lines that cut off electricity to the facilities, frozen pipelines that crack, destroyed crops, and customers not being able to access travel to the structures due to ice-covered roads.

2.5.5 Multi-Jurisdictional Differences

Due to the nature of extreme temperatures, Sullivan County and the incorporated jurisdictions are equally susceptible. The entire State is vulnerable to extreme temperatures. Varying land elevations, the landscape's character, and proximity to large bodies of water play a significant role in the State's temperatures.

2.5.6 Summary

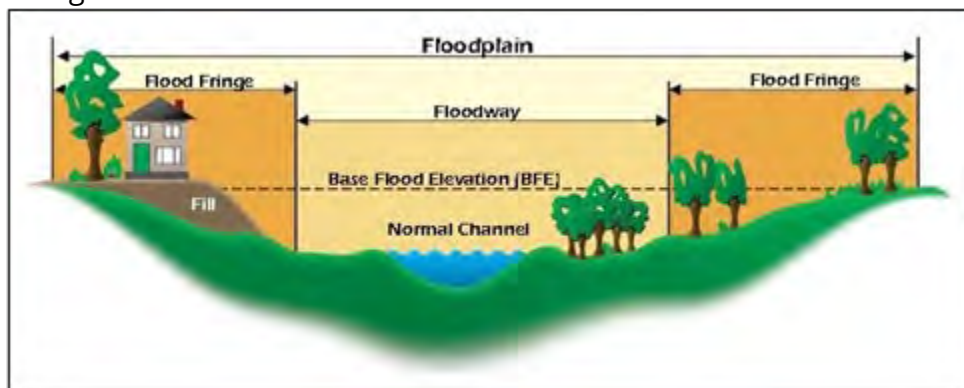
Sullivan County and the incorporated jurisdictions are equally vulnerable to extreme temperatures, affecting people's health and safety. Therefore, it is essential to have proper measurements in place to prevent critical structures from being vulnerable to utility failure during extreme temperatures.

2.6 Flood

2.6.1 Hazard Overview

Flooding events occur when excess water from rivers and other bodies of water overflow onto riverbanks and adjacent floodplains. In addition, lower-lying regions can collect water from rainfall, and poorly drained land can accumulate rain through ponding on the surface. Floods in Sullivan County are usually caused by rain and may also be caused by snowmelt and man-made incidents.

The area adjacent to a channel is the floodplain, as shown below. A floodplain is flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. It includes the floodway, which consists of the stream channel and adjacent areas that carry flood flows, and the flood fringe, which are areas covered by the flood but do not experience a strong current. Floodplains are made when floodwaters exceed the capacity of the main channel or escape the channel by eroding its banks. When this occurs, sediments (including rocks and debris) are deposited that gradually build up over time to create the floor of the floodplain. Floodplains generally contain unconsolidated sediments, often extending below the stream's bed.



Characteristics of a Floodplain (Source: FEMA)

Three general health hazards common to flood events:

1. Floodwaters carry anything on the ground that the upstream runoff picked up, including dirt, oil, bacteria, animal waste, lawn, farm, and industrial chemicals. Pastures and areas where farm animals are kept or their wastes are stored can contribute to polluted waters in the receiving streams. Floodwaters also saturate the ground, which leads to infiltration into sanitary sewer lines. When wastewater treatment plants are flooded, there is nowhere for the sewage to flow. Infiltration and lack of treatment can lead to overloaded sewer lines that can back up into low-lying areas and homes. Even when flood waters dilute it, raw sewage can be a breeding ground for bacteria such as *E. coli* and other disease-causing agents.
2. The second health problem arises after most water has gone. Stagnant pools can become breeding grounds for mosquitoes, and wet building areas that have not been adequately cleaned breed mold and mildew. A building that is not thoroughly cleaned becomes a health hazard, especially for small children and the elderly.

Another health hazard occurs when ducts in a forced air system are not adequately cleaned after inundation. When the furnace or air conditioner is turned on, the sediments left in the ducts are circulated throughout the building and breathed in by the occupants. If the county water system loses pressure, a boil order may be issued to protect people and animals from contaminated water.

3. The third problem is the long-term psychological impact of experiencing a flood and seeing one's home damaged and personal belongings destroyed. The cost and labor needed to repair a flood-damaged home severely strain people, especially the unprepared and uninsured. There is also a long-term problem for those who know their homes can be flooded again. The resulting stress on floodplain residents takes its toll in the form of aggravated physical and mental health problems.

2.6.2 County Profile

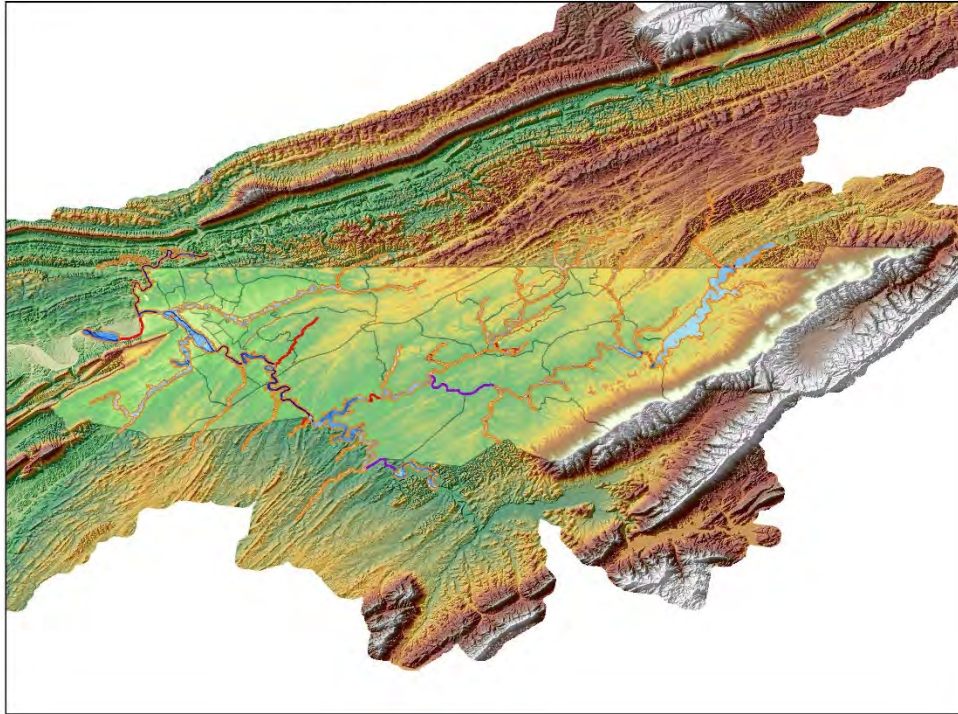
Riverine flooding occurs from inland water bodies such as streams and rivers. In Tennessee, flooding is highly dependent on precipitation amounts and is highly variable within the State.

HAZUS is a regional multi-hazard loss estimation model developed by FEMA and the National Institute of Building Sciences (NIBS). The primary purpose of HAZUS is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state, and regional officials to plan and stimulate efforts to reduce multi-hazard risks to prepare for emergency response and recovery.

Mapped Flood Insurance Zones

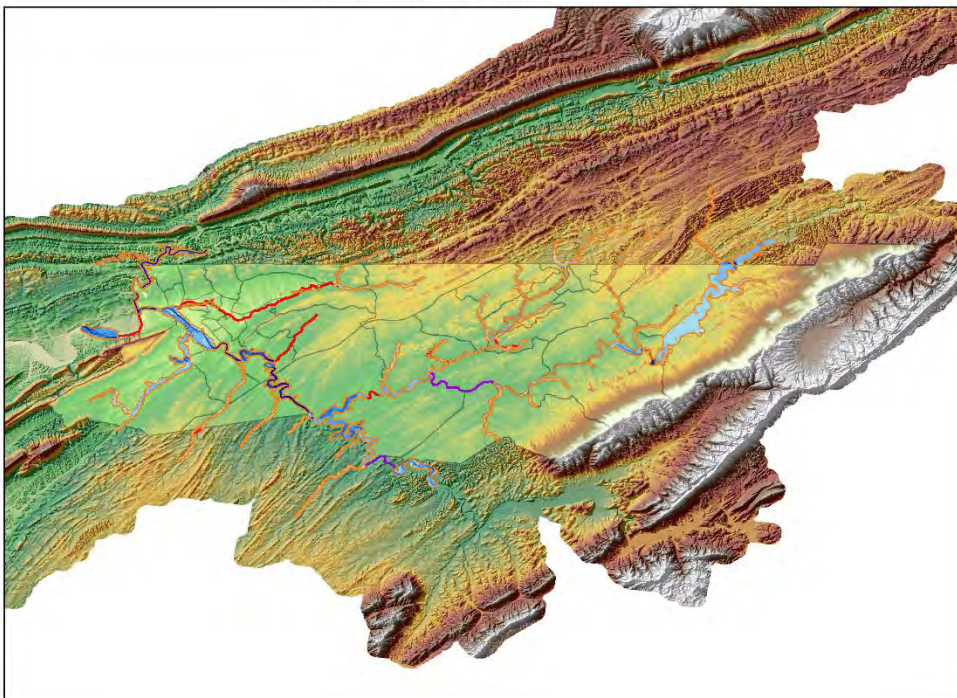
Flood Hazard Area	Description
HAZUS (100-yr)	Areas subject to inundation by the 1-percent-annual-chance flood event are generally determined using approximate methodologies. Mandatory flood insurance purchase requirements and floodplain management standards apply.
HAZUS (500-yr)	A 500-year flood zone is a moderate flood hazard area and is an area between the limits of the base flood and the 0.2- percent-annual-chance (or 500-year) flood. Mandatory flood insurance is not required.
Non-highlighted Areas	Minimal risk areas outside the 1-percent and .2 percent-annual-chance floodplains.

Sullivan County 100yr Flood



HAZUS 100-year Flood Map

Sullivan County 500yr Flood



HAZUS 500-year Flood Map

NFIP Policy Data

NFIP Policy Data for Sullivan County				
Jurisdiction	CID Number	Policies In-Force	Insurance In-Force Whole \$	Written Premium In-Force
Sullivan County	470181	119	26,876,000	95,454
Kingsport	470184	149	36,928,000	147,967
Bristol	470182	43	11,331,000	68,090
Bluff City	470296	1	43,000	974

Policies In-force: number of NFIP flood insurance policies

Insurance In-force whole \$: the value of building and contents insured by the NFIP

Written Premium In-force: total premiums paid for NFIP insurance policies

According to the National Flood Insurance Program, repetitive flood loss is a facility or structure that has experienced two or more insurance claims of at least \$1,000 in any given 10-year period since 1978. Severe repetitive loss is defined as a facility or structure that has experienced four or more insurance claims exceeding \$5,000 or two claims exceeding the value of the building. Within the NFIP, flood loss properties are usually considered the most vital structures to mitigate. The chart below provides a summary of repetitive and severe repetitive losses for Sullivan County.

NFIP Loss Data

NFIP Loss Data for Sullivan County					
Jurisdiction	Total Losses	Closed Loses	Open Loses	CWOP Loses	Total Payments
Sullivan County	RL: 0	17 (Residential)			
	SRL: 0				
Kingsport	RL: 0	15 (10 Residential / 5 Non- Residential)			
	SRL: 0				
Bluff City	RL: 0	2 (Residential)			
	SRL: 0				
Bristol	RL: 0	4 (Residential)			
	SRL: 0				

RL: Repetitive Loss

SRL: Severe Repetitive Loss

Total Losses: number of flood insurance claims filed by policyholders

Closed Losses: number of flood insurance claims paid to policyholders

Open Losses: claims that are still being processed

CWOP Losses: claims that were "closed without payment"

Total Payments: total dollars paid to policyholders

Over the past 74 years, there have been approximately 20 flooding events in Sullivan County. The following narratives were obtained via the NOAA Storm Event Database. Only

events resulting in injury, death, or extensive damage (greater than \$200.0K property/crop damage) were included as expanded narratives.

<u>Location</u>	<u>County/Zone</u>	<u>St.</u>	<u>Date</u>	<u>Time</u>	<u>T.Z.</u>	<u>Type</u>	<u>Mag</u>	<u>Dth</u>	<u>Inj</u>	<u>PrD</u>	<u>CrD</u>
Totals:								0	0	7.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/22/1997	18:15	EST	Flood		0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/22/1998	20:00	EST	Flood		0	0	0.00K	0.00K
SULLIVAN GARDENS	SULLIVAN CO.	TN	06/24/1998	16:45	EST	Flood		0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/24/1999	14:00	EST	Flood		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	03/17/2002	08:45	EST	Flood		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	02/14/2003	12:00	EST	Flood		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	02/21/2003	12:00	EST	Flood		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	04/10/2003	08:00	EST	Flood		0	0	0.00K	0.00K
HOWARD HILL	SULLIVAN CO.	TN	09/26/2009	13:20	EST-5	Flood		0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	12/09/2009	02:00	EST-5	Flood		0	0	0.00K	0.00K
SILVACOLA	SULLIVAN CO.	TN	07/10/2012	08:00	EST-5	Flood		0	0	1.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	01/15/2013	19:00	EST-5	Flood		0	0	1.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	04/23/2017	17:00	EST-5	Flood		0	0	2.00K	0.00K
THOMAS BRIDGE	SULLIVAN CO.	TN	04/15/2018	22:30	EST-5	Flood		0	0	1.00K	0.00K
SULLIVAN GARDENS	SULLIVAN CO.	TN	02/07/2019	09:00	EST-5	Flood		0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	02/06/2020	04:00	EST-5	Flood		0	0	2.00K	0.00K
HOLSTON VLY	SULLIVAN CO.	TN	02/06/2020	12:01	EST-5	Flood		0	0	0.00K	0.00K
THOMAS BRIDGE	SULLIVAN CO.	TN	03/28/2021	09:30	EST-5	Flood		0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	07/14/2023	18:25	EST-5	Flood		0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	09/26/2024	12:04	EST-5	Flood		0	0	0.00K	0.00K
Totals:								0	0	7.00K	0.00K

Probability of Future Events – There is a high likelihood the county experiences at least 1 flooding event per year.

The impact of extreme weather events may increase the frequency and intensity of flash flooding within Tennessee, particularly in highly urbanized regions such as Memphis, Nashville, Knoxville, and Chattanooga. Any area with extreme changes in deep terrain, predominately in East Tennessee, will experience significant flooding impacts.

Based on a historical record of 20 flood events over 75 years (1950 - 2025), there is a likelihood for a flood event to occur annually or semiannually. To reference the climate trend analyzed by East Tennessee State University, reference Appendix A.

2.6.3 Risk Assessment and Vulnerable Populations

The HMPC meeting cited flooding as a repetitive hazard in the county and jurisdictions. Discussion of commonly flood-prone areas took place, as did mention of projects that have been added to the HMP in Chapter 3 from public input. Future projects were also discussed at this time and can be found in the Mitigation Action Plan.

Flood Risk Assessment in Sullivan County: Sullivan County's flood risks are primarily associated with the South Fork Holston River and its tributaries. The Tennessee Valley Authority (TVA) has constructed dams, such as the South Holston Dam and Boone Dam, to manage flooding and generate hydroelectric power.

Geographic and Structural Vulnerabilities:

- **Mobile Home Residents:** Mobile homes are more susceptible to flood damage compared to other housing types. Their structural characteristics and the locations of many parks in flood-prone areas contribute to this increased risk. Studies have shown that residents of mobile home parks often face heightened disaster risks due to both physical vulnerabilities and socio-economic factors.

Socioeconomic Factors:

- **Low-Income Households:** Individuals and families with limited financial resources may struggle to implement flood mitigation measures, such as elevating homes or purchasing flood insurance. This financial constraint can lead to greater exposure to flood risks and challenges in recovering from flood-related damages.
- **Elderly and Disabled Populations:** Seniors and individuals with disabilities may face mobility challenges during evacuation and may require additional assistance before, during, and after flood events.
- **Non-English Speaking Communities:** Residents who are not fluent in English might encounter difficulties accessing emergency information and resources, potentially hindering their ability to respond effectively to flood warnings.

The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability which is determined by the data pulled from the Census performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Flooding = Relatively Low

Although the National Risk Index is a well-valued tool it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Flooding Risk based on selected FEMA Lifelines								
Flooding Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County								
City of Bristol								
City of Kingsport								
Town of Bluff City								
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above it becomes vital that all participating jurisdictions are able to prioritize the necessity of mitigation actions in the following lifeline categories so that they can become more resilient in the whole community that they serve.

HAZUS Data and Methodology

A Level I HAZUS analysis was completed using a probabilistic risk assessment for the 100-yr and 500-year return periods. The Level I vulnerability assessment is presented below by return period.

Building Inventory (General Building Stock)

HAZUS estimates that 68,340 buildings in the region have an aggregate total replacement value of \$24.808 million.

- **Essential Facility Inventory:** HAZUS indicates that there are 5 hospitals in the region with a total capacity of 1,175 beds. There are 56 schools, 26 fire stations, 7 police stations, and 1 emergency operation center.
- **General Building Stock Damage:** For the 100-year flood scenario, HAZUS estimates that about 419 buildings will be at least moderately damaged. This is over 68% of the total number of buildings in the scenario. There are estimated 65 buildings that will be destroyed completely.

Debris Generation

- **100-year Scenario:** The model estimates that a total of 14,784 tons of debris will be generated. Of the total amount, Finishes comprises 36% of the total, Structure comprises 35% of the total, and Foundation comprises 29%. If the debris tonnage is converted into an estimated number of truckloads, it will require 592 truckloads (@25 tons/truck) to remove the debris generated by the flood.

- **500-year Scenario:** The model estimates that a total of 23,516 tons of debris will be generated. Of the total amount, Finishes comprises 23% of the total, Structure comprises 42% of the total, and Foundation comprises 35%. If the debris tonnage is converted into an estimated number of truckloads, it will require 941 truckloads (@25 tons/truck) to remove the debris generated by the flood.

Shelter Requirements

HAZUS estimates the number of households expected to be displaced due to the flood and the associated potential evacuation. HAZUS also estimates those displaced people that will require accommodations in temporary public shelters.

- **100-year Scenario:** The model estimates 68k households (or 158,067 of people) will be displaced due to the flood. Displacement includes households evacuated from within or very near to the inundated area. Of these, 2,740 people (out of a total population of 158,067) will seek temporary shelter in public shelters.
- **500-year Scenario:** The model estimates 802 households (or 2,407 of people) will be displaced due to the flood. Displacement includes households evacuated from within or very near to the inundated area. Of these, 723 people (out of a total population of 158,067) will seek temporary shelter in public shelters.

2.6.4 Land Use and Development

All future development within the floodplain may be considered at risk. An increase in population will likely increase the number of buildings and infrastructure. New development in unincorporated areas could potentially occur in areas prone to flooding and increase vulnerabilities and potential losses; however, most land use regulations require the consideration of flooding during the development process.

2.6.5 Multi-Jurisdictional Differences

Flooding affects all jurisdictions differently; that is why it is essential to document the depth, duration, and time that flooding occurred. These differences are noted in past occurrences to demonstrate the toll that flooding can take on the county's rural and urban areas. Due to the topography of Sullivan County with its rolling hills and deep valleys, flood events are prone to occur near the streams within the county. FIRM Panels are located within Appendix D to help illustrate the areas at risk and depth of flooding within the county and its incorporated jurisdictions.

(FIRM Panels: <https://msc.fema.gov/portal/home>)

Intersections & Roads that consistently flood in Sullivan County:

- Cleek Rd .4 miles N of Orebank Rd; Generally, 24-36" of water in roadway depending on rainfall.
- W Sullivan St at Donelson Dr; 24-36" of water in roadway depending on rainfall.
- Ft. Robinson Dr and Industry Dr frequently flood anywhere from a few inches to over a foot depending on rainfall.
- Big El Rd .3 miles N of Netherland Inn Rd; up to 48" of water depending on rainfall and overflow from Holston River.

- McClelland St: Up to 8" and heavy flow
- Bluff City Highway between Fleming St and Lakeview Dr. Between 2-6" depending on rainfall.
- Lochwood road estimated 12 ft. maximum depth recorded in 10 events.
- Cassel Drive, up to 36" recorded
- West Carters Valley Rd./Gleason Rd: 36" – 48"; nearby creek susceptible to flash flooding causing the depth to fluctuate.

Waterways that are prone to flooding in Sullivan County:

- **South Holston River:** 1940 flood (post-dam) peaked at 68,800 cfs, rose 12 ft at 2 ft/hr; flooded 126 houses on Long Island; \$43,000 damage.
- **Back Creek:** The October 2, 1977, flood reached 1,442.2 ft NAVD at river mile 0.5 due to Beaver Creek backwater. No damage records exist, but water-surface elevations were profiled in the FEMA Flood Insurance Study.
- **Beaver Creek:** October 2, 1977: Crest of 1,671.8 ft NAVD; recurrence interval ~20 years; total estimated damage \$1 million for Bristol, TN.
- **Cedar Creek:** October 1977 flood reached elevation 1,656.6 ft NAVD at river mile 5.80; recurrence interval ~10 years.
- **Little Creek:** October 1977 flood reached 1,668.8 ft NAVD at State Street (river mile 0.2); ~35-year recurrence interval.
- **Sinking Creek:** April 1977: Middlebrook Dam breach at river mile 2.13; minor damage downstream; dam reconstructed in October 1990.
- **Whitetop Creek:** October 2, 1977, flood reached 1,449.5 ft NAVD at river mile 1.30; estimated 10-year recurrence interval.
- **Randy Creek:** Multiple minor flash floods reported, particularly during convective storms in summer months; floods close Stone Drive and adjacent streets.
- **Mad Branch:** February 1990 flood caused by rapid snowmelt and rain; local roads and structures flooded; incident reported in FEMA FIS.

2.6.6 Summary

Severe flooding has the potential to inflict significant damage in Sullivan County. The total economic loss estimated for the 100-year riverine flood is \$1,556.54 million. The total economic loss estimated for the 500-year riverine flood is \$1,555.70 million. Residential, commercial, and public buildings and critical infrastructures such as transportation, water, energy, and communication systems may be damaged or destroyed by flood waters. During a flood event, chemicals and other hazardous substances may contaminate local water bodies. Flooding kills animals and, in general, disrupts the ecosystem. Snakes and insects may also make their way to the flooded areas.

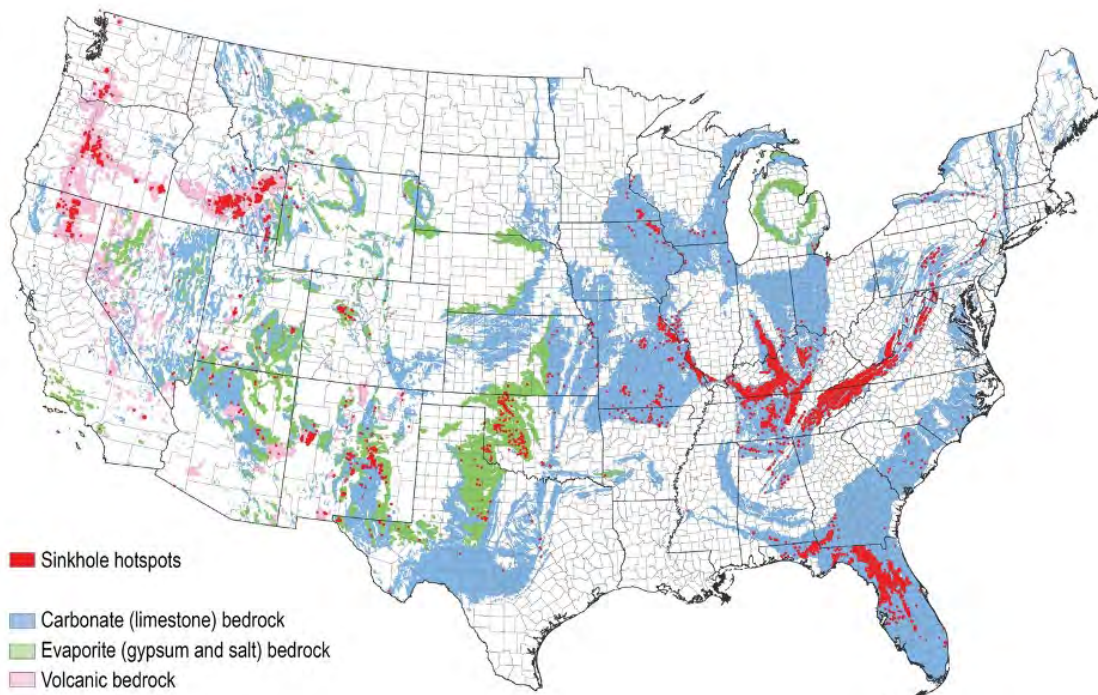
2.7 Geological

2.7.1 Hazard Overview

The speed of onset of a landslide or sinkhole event is very rapid and unpredictable. However, broad areas that are susceptible to this type of hazard may be identified by soil samples and/or surrounding geological/riverine features. This hazard is usually measured in terms of yards of soil displaced and financial damage caused. Land subsidence and sinkholes can develop from both natural processes or as a consequence of indirect or direct human intervention. Sinkholes formed as a consequence of human activity typically result from: the pumping of water, oil, and gas from underground reservoirs; alteration of surface runoff patterns; dissolution of limestone aquifers; the collapse of underground mines; drainage of organic soils; and initial wetting of dry soils (hydro compaction). Land subsidence could occur anywhere in Tennessee and is usually not easily observable because it occurs over a large area. Land subsidence and sinkholes can occur naturally in parts of the country with Karst landscapes. Karst landscapes typically feature caves, underground water sources, and sinkholes.

2.7.2 County Profile

It is difficult to predict where land subsidence and sinkholes will occur accurately. Still, the USGS has managed to identify Tennessee areas with higher risk potential. It is doubtful that a sinkhole will form in an area not considered a Karst formation. The karst landscapes figure below illustrates across the country, the bedrock in which they are found, and the sinkhole hotspots. As shown, eastern and middle Tennessee have a higher tendency for sinkhole hotspots.



Karst Map of the Conterminous United States (Source: United States Geological Service)

The following table contains the documented sinkholes for Sullivan County, which were obtained via the USGS Landform database.

Sinkholes in Sullivan County

County	Sinkholes	Caves	sinkholes 3m+	depth feet	area km ²	volume m ³
Rutherford	2,988	130	572	76.8	1.4227	343,784
Scott	6	10	2	12.1	0.0096	1,693
Sequatchie	36	24	14	43.3	0.0821	47,539
Sevier	586	64	236	79.1	0.6025	486,887
Shelby	0	0	0	0	0	0
Smith	150	105	31	45.9	0.0786	39,636
Stewart	145	14	29	53.5	0.2044	85,549
Sullivan	1,876	167	672	89.2	0.4402	309,614
Sumner	371	42	53	47.6	1.2270	758,651
Tipton	0	0	0	0	0	0
Trousdale	87	12	22	65.6	0.1368	49,576
Unicoi	3	9	1	23.0	0.0263	10,712
Union	706	58	289	82.3	0.2086	241,526
Van_Buren	653	836	228	141.4	2.2759	1,334,351
Warren	1,596	495	598	182.1	4.8722	3,164,142

county sinkholes of distinction

Sinkhole Database: <https://tnlandforms.us/landforms/sinks.php>

Probability of Future Events – There is a possibility of a sinkhole (less than 5%) or landslide (60%) occurring in the next 5 years.

Heavy rains and flooding can trigger sinkholes. An increase in the number and intensity of severe storms, and resulting heavy rains and flooding, may also result in sinkholes developing more frequently. With several areas within the state increasing in population and infrastructure (both public and private), this could damage infrastructure, property values, and commerce disruption. Historically, most sinkhole impacts have occurred along the border between Tennessee's central and east regions. This makes Sullivan County vulnerable to these constant changes. While specific recent incidents in Sullivan County are not detailed in the available sources, neighboring areas have experienced significant geologic events.

2.7.3 Risk Assessment and Vulnerable Populations

Sinkholes and surface depressions receive precipitation runoff which filters down through the soil and rock strata into the cavities in the rock and becomes part of the groundwater regime. This serves to replenish the groundwater supply. However, when trash and waste materials are dumped into the sinkholes and depressions, water that filters through the sinkholes then becomes contaminated, significantly affecting the groundwater supply.

Many buildings and the majority of infrastructure networks throughout the county can be vulnerable to sinkholes. This risk is minimal, but the nature of sinkholes is challenging to predict. Therefore, the committee found it essential to include this natural hazard in their plan.

The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia and local, state, and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability, which is determined by the data pulled from the Census performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Landslide = Relatively Moderate

Although the National Risk Index is a well-valued tool it fails to show the feedback from the participating jurisdictions properly. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Geological Risk based on selected FEMA Lifelines								
Geological Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County								
City of Bristol								
City of Kingsport								
Town of Bluff City								
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above it becomes vital that all participating jurisdictions are able to prioritize the necessity of mitigation actions in the following lifeline categories so that they can become more resilient in the whole community that they serve.

2.7.4 Land Use and Development Trends

In rural areas, sinkholes usually develop naturally from the normal weathering process. However, sometimes the grading for ponds or ground silos in the soil underlain by a cavernous rock can and often leads to the development of new sinkholes, as can the concentration of water flow in ditch lines or the re-routing of surface water.

2.7.5 Multi-Jurisdictional Differences

Due to the nature of Sinkholes, Sullivan County and all incorporated jurisdictions are equally susceptible to sinkholes. Given the geological risks, it's crucial for residents and authorities in Sullivan County to be proactive in monitoring and mitigating the impacts of sinkholes and landslides. Engaging with local building departments and geotechnical engineers can provide valuable insights into assessing and addressing these hazards. For instance, in Hawkins County, a mudslide occurred in 2019, sweeping a car 200 feet down an embankment. This event highlighted the potential dangers of landslides in the region.

2.7.6 Summary

The relief of the ridges and mountains can be very dramatic and scenic. However, these unusual and often dramatic scenes can be interrupted by the sudden collapse of a roadway or a house or even the flooding of a sinkhole basin crossed by a road or occupied by a residential, public, or commercial structure. The karst landscape can impact many areas of Tennessee, causing damage to all facilities and landscapes. In rare and dramatic cases, karst may cause bodily harm or injury. Sinkholes are not incredibly dangerous at this time in Sullivan County; however, due to their unreliable nature, the HMPC finds it essential to capture this natural occurrence in Tennessee.

2.8 Severe Weather

2.8.1 Hazard Overview

Thunderstorms

Thunderstorms result from the rapid upward movement of warm, moist air. They can occur inside warm, moist air masses and at fronts. As the warm, moist air moves upward, it cools, condenses, and forms cumulonimbus clouds that can reach heights greater than 35,000 ft. Thunderstorms are responsible for developing and forming many severe weather phenomena, posing significant hazards to the population and landscape. Damage from thunderstorms is mainly inflicted by downburst winds, large hailstones, and flash flooding caused by heavy precipitation. Stronger thunderstorms can produce tornadoes and waterspouts.

Wind

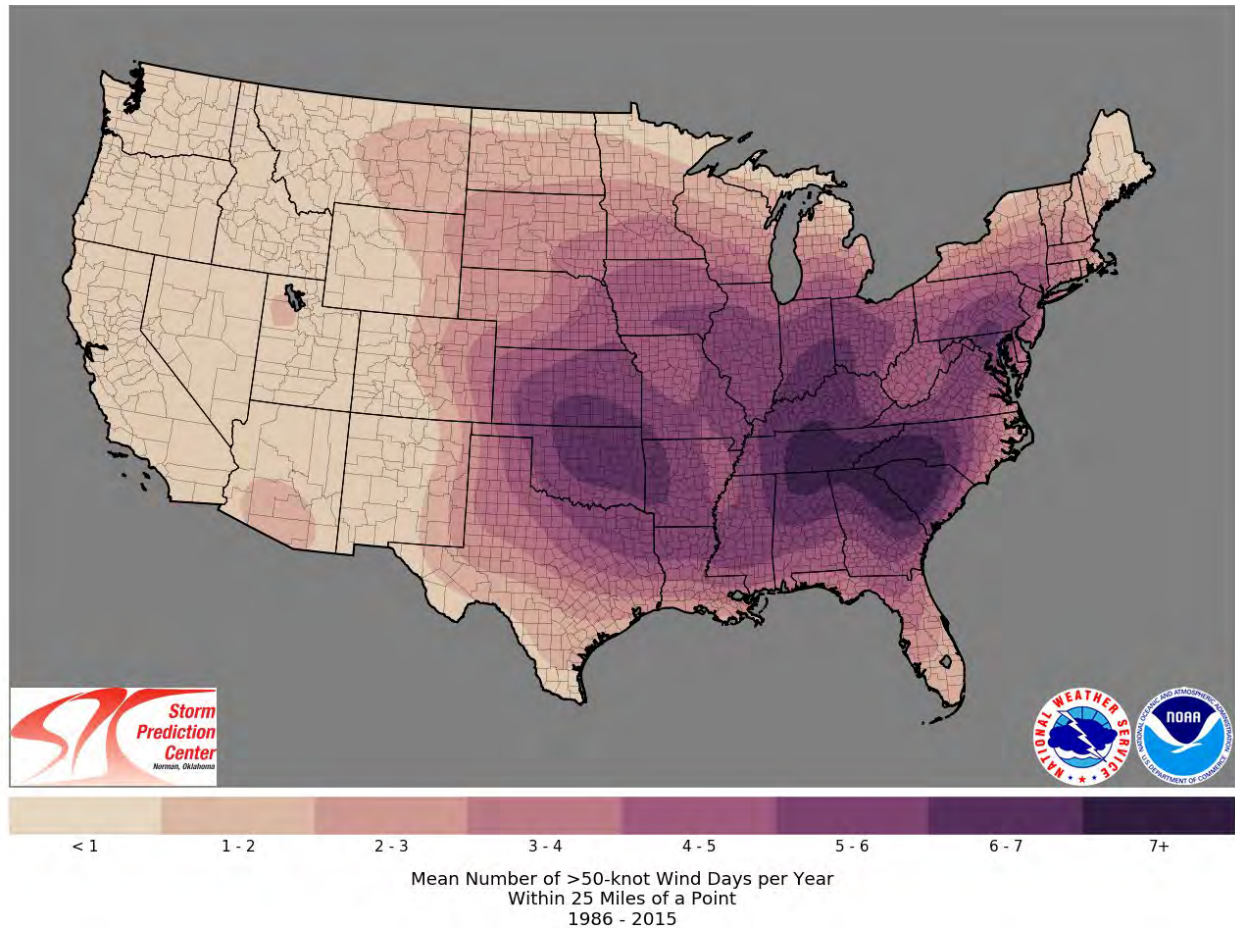
All jurisdictions are vulnerable to receiving damage from severe winds. The NOAA Storm Data Preparation document categorizes wind into three different types, as defined below.

- High Wind: Sustained non-convective winds of 40mph or greater lasting for one hour or longer or winds (sustained or gusts) of 58 mph for any duration on a widespread or localized basis.
- Strong Wind: Non-convective winds gusting less than 58 mph or sustained winds less than 40 mph, resulting in a fatality, injury, or damage.
- Thunderstorm Wind: Winds arising from convection (occurring within 30 minutes of lightning being observed or detected), with speeds of at least 58 mph, or winds of any speed (non-severe thunderstorm winds below 58 mph) producing a fatality, injury, or damage.

Historically, severe wind events occur multiple times yearly in Sullivan County. It is not unusual for Sullivan County to experience wind events causing structural damage, power outages, and downed trees. Wind speeds can range from an average of 5mph to 60mph wind gusts. In February 2025, Kingsport recorded a peak wind gust of 55.9mph from the West-Southwest. Based on NOAA historical data, there have been only 8 wind events over the last 74 years (1950- 2024).

<u>Location</u>	<u>County/Zone</u>	<u>St.</u>	<u>Date</u>	<u>Time</u>	<u>T.Z.</u>	<u>Type</u>	<u>Mag</u>	<u>Dth</u>	<u>Inj</u>	<u>PrD</u>	<u>CrD</u>
Totals:								0	2	116.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	02/03/2003	22:00	EST	Strong Wind	40 kts. EG	0	0	1.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/01/2006	12:00	EST-5	High Wind	60 kts. EG	0	0	30.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/09/2009	10:00	EST-5	High Wind	60 kts. EG	0	0	30.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/09/2009	10:00	EST-5	High Wind	60 kts. EG	0	0	20.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	04/16/2011	14:30	EST-5	Strong Wind	45 kts. EG	0	1	30.00K	0.00K

SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	02/26/2013	12:30	EST-5	High Wind	55 kts. EG	0	0	5.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	04/01/2023	11:24	EST-5	High Wind	52 kts. EG	0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	09/27/2024	06:35	EST-5	High Wind	70 kts. EG	0	1	0.00K	0.00K
Totals:								0	2	116.00K	0.00K



Mean Number of >50-knot Wind Days per Year (1986-2015) (source: NOAA)

Hail

Hail forms when updrafts carry raindrops into icy areas of the atmosphere, where they freeze into ice. Hailstorms occur throughout the spring, summer, and fall but are more frequent in late spring and early summer. Hailstones are usually less than two inches in diameter and can fall at speeds of 120 mph. Hail causes nearly \$1 billion in damage to crops and property yearly in the United States.

TORRO Hail Index (Source: The Tornado and Storm Research Organization)

Scale	Description	Max Diameter (mm)	Typical Damage
H0	Pea	5-9	No damage
H1	Mothball	10-15	Slight general damage to crops and plants

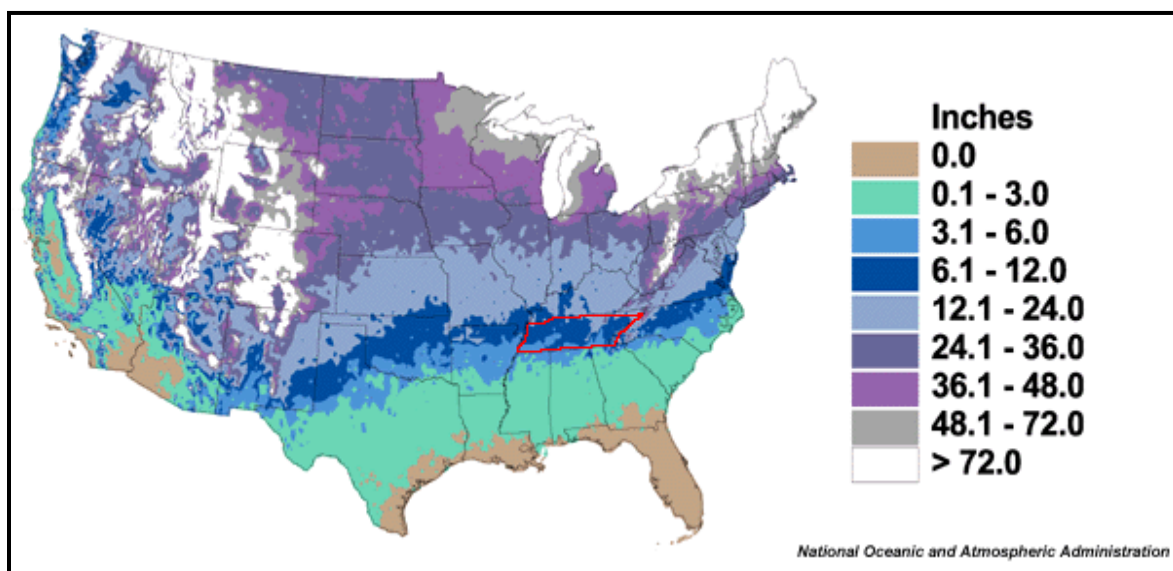
H2	Marble	16-20	Significant damage to crops and vegetation
H3	Walnut	21-30	Severe damage to fruits and crops, damage to glass and plastic structures, wood and paint scored
H4	Pigeons Egg	31-40	Widespread glass damage, auto-body damage
H5	Golf Ball	41-50	Destruction of glass, damage to tiled roofs, significant risk of injuries
H6	Hens Egg	51-60	Grounded aircrafts dented; brick walls pitted
H7	Tennis Ball	61-75	Severe roof damage and risk of serious injury
H8	Softball	76-90	Severe damage to aircrafts
H9	Grapefruit	91-100	Extensive structural damage, risk of severe or fatal injuries to people caught in storm
H10	Melon	>100	Extensive structural damage, risk of severe or fatal injuries to people caught in storm

Lightning

Lightning is an electrical discharge between positive and negative regions of a thunderstorm. Lightning is one of the more dangerous weather hazards in the United States. Annually, lightning is responsible for deaths, injuries, and millions of dollars in property damage, including damage to buildings, communications systems, power lines, and electrical systems. Lightning also causes forest and brush fires and deaths, and injuries to livestock and other animals. According to the National Lightning Safety Institute, lightning causes more than 26,000 fires in the United States annually. The institute estimates property damage, increased operating costs, production delays, and lost revenue from lightning and secondary effects to be more than \$6 billion annually. Impacts can be direct or indirect. People or objects can be struck or damaged when the current passes through or nearby.

Winter Weather

A freeze occurs when temperatures are below 32 degrees Fahrenheit for a period. These temperatures can damage crops, burst water pipes, and create layers of "black ice." Winter storms are events that can range from a few hours of moderate snow to blizzard-like circumstances that can affect driving conditions and impact communications, electricity, and other services. In Sullivan County, all jurisdictions are vulnerable to freezes and moderate winter storms, but not to the severity level seen in much of the northern U.S. Based on previous occurrences, Sullivan County can experience multiple winter weather events in one year affecting all jurisdictions equally. The severity of winter storms is commonly measured by inches of snowfall. It is possible for snowfall to accumulate up to 1 foot in Sullivan County and/or ice accumulations to cause hazardous conditions due to its proximity to and around the mountains. U.S. Mean snowfall per year is from 6-12" annually average mean snowfall per year is shown below.



Average Snowfall per Year (Source: NOAA)

2.8.2 County Profile

The entirety of Sullivan County is at risk of severe weather. Severe weather events are most likely in the spring and summer months and during the afternoon and evening hours, but they can occur year-round and at all hours. In terms of magnitude, the NWS defines thunderstorms in terms of severity. A severe thunderstorm produces winds greater than 57 miles per hour and/or hail greater than 1 inch in diameter, and/or a tornado. The NWS chose these severity measures as parameters more capable of producing considerable damage. Hail stones can vary in diameter, and in Tennessee, there have been records of hail up to 2.75 inches.

Event narratives were obtained via the NOAA Storm Event Database and are included below for each severe weather category. Tables containing all NOAA-recorded severe weather events between 1950- 2024 for Sullivan County are contained in Appendix B.

Thunderstorms

KINGSPORT	SULLIVAN CO.	TN	05/25/1998	22:05	EST	Thunderstorm Wind		0	0	1.500M	0.00K
PINEY FLATS	SULLIVAN CO.	TN	07/28/2000	16:55	EST	Thunderstorm Wind		0	0	20.00K	10.00K
KINGSPORT	SULLIVAN CO.	TN	05/26/2004	16:55	EST	Thunderstorm Wind	78 kts. EG	0	0	300.00K	0.00K

Hail

GALLOWAY MILL	SULLIVAN CO.	TN	05/26/2011	16:27	EST-5	Hail	1.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/27/2011	22:06	EST-5	Hail	2.75 in.	0	0	0.00K	0.00K

Lightning

BRISTOL	SULLIVAN CO.	TN	04/25/2006	18:25	EST	Lightning		0	0	25.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	02/14/2000	00:15	EST	Lightning		0	0	25.00K	0.00K

Winter Weather

SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/24/2020	17:00	EST-5	Heavy Snow		0	0	0.00K	0.00K
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SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/15/2024	00:00	EST-5	Heavy Snow	0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/18/2024	16:30	EST-5	Winter Weather	0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	11/21/2024	13:00	EST-5	Winter Weather	0	0	0.00K	0.00K

Probability of Future Events – There is a high likelihood (95%) of at least one severe weather event occurring in the next five years.

In order to determine the likelihood of future severe weather occurrences in Sullivan County historic data and weather patterns were analyzed.

2.8.3 Risk Assessment and Vulnerable Populations

Severe weather is not as spatially defined in any location in Sullivan County; therefore, the entire County is equally at risk of severe weather. This includes the entire County population, all critical facilities, buildings (commercial and residential), and infrastructure. Sullivan County, Tennessee, is susceptible to severe weather events, including tornadoes, thunderstorms, hail, strong winds, lightning, and winter storms. Understanding the risk assessment and identifying vulnerable populations are essential for effective preparedness and mitigation strategies.

Severe Weather Risk Assessment:

Tennessee experiences a high frequency of severe weather events, with tornadoes being a significant concern. The National Weather Service's Severe Weather Climatology for the Morristown area indicates that between 1950 and 1996, there were 163 tornadoes, 75 of which were categorized as F2 or greater, resulting in 38 deaths and 782 injuries across East Tennessee, including Sullivan County.

Vulnerable Populations:

- **Elderly Individuals:** Older adults may have mobility challenges or health conditions that make evacuation and recovery more difficult.
- **Low-Income Families:** Limited financial resources can hinder access to necessary resources, such as storm shelters or emergency supplies.
- **Individuals with Disabilities:** Physical or cognitive impairments may require additional assistance during evacuations.
- **Children:** Young children are more vulnerable to injury and may require special care during emergencies.
- **Rural Residents:** Those living in remote areas may have limited access to emergency services and may face challenges during evacuations.

According to the U.S. Census Bureau, Sullivan County has a diverse population, with a significant proportion of residents aged 65 and older, which may increase the number of vulnerable individuals.

Mitigation and Preparedness:

To address these risks, Sullivan County has engaged in emergency management planning, including the development of hazard mitigation plans that encompass severe weather risks. The Sullivan County Emergency Management Agency coordinates efforts to prepare for and respond to natural disasters, ensuring that vulnerable populations receive the necessary support. Residents are encouraged to participate in local preparedness programs, stay informed about current weather conditions, and develop personal emergency plans to protect themselves and their families.

The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability which is determined by the data pulled from the Census performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Hail = Relatively Low

National Risk Index Score for Strong Wind = Relatively Moderate

National Risk Index Score for Ice Storm = Relatively Low

National Risk Index Score for Winter Weather = Relatively Low

Although the National Risk Index is a well-valued tool it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Severe Weather Risk based on selected FEMA Lifelines								
Severe Weather Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
City of Bristol	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
City of Kingsport	Yellow	Green	Yellow	Green	Yellow	Green	Green	Yellow

Town of Bluff City								
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above, it becomes vital that all participating jurisdictions are able to prioritize the mitigation actions in the following lifeline categories so that they can become more resilient to the whole community that they serve.

2.8.4 Land Use & Development

Increased development and population growth can reasonably translate to increased damages resulting from severe weather events. The population in Sullivan County is expected to rise similarly to its surrounding counties and Tennessee. An increase in population will lead to an increase in the number of residential and commercial structures as well as new and improved infrastructure, which in turn means an increase in the number and value of assets at risk of wind damage.

2.8.5 Multi-Jurisdictional Differences

The entirety of Sullivan County and the incorporated jurisdictions, including all assets, can be considered equally at risk of severe weather events. This includes the entire population, all critical facilities, buildings (commercial and residential), and infrastructure.

2.8.6 Summary

Sullivan County is subject to severe weather hazards, including thunderstorms, wind, lightning, and hail. Associated damages include impacts to utilities, residential and commercial buildings/property, and agricultural losses. High wind can cause trees to fall and potentially result in injuries or death; lightning can lead to house fires and serious injury. Hail can cause injury and severe property damage to homes and automobiles.

2.9 Tornadoes

2.9.1 Hazard Overview

Tornadoes have the potential to produce winds over 200 mph (EF5 on the Enhanced Fujita Scale) and can be very expansive. Before February 1, 2007, tornado intensity was measured by the Fujita (F) scale. This scale was revised and is now the Enhanced Fujita scale. Both scales are wind estimates (not measurements) based on damage. The new scale provides more damage indicators (28) and associated degrees of damage. *The table below* shows the wind speeds associated with the enhanced Fujita scale ratings and the damage that could result at different intensity levels.

Enhanced Fujita Scale		
EF Rating	3 Second Wind Gust (mph)	Estimated Damage
0	65-85	Light Damage. Slight damage to roofs, gutters, siding, tree branches broken, shallow-rooted trees overturned
1	86-110	Moderate Damage. Mobile homes damaged, exterior portions of homes damaged or lost (i.e., roofs, doors, windows)
2	111-135	Considerable Damage. Mobile homes destroyed, cars lifted, well-constructed home frames shifted, roofs torn off, light-object missiles generated, large trees uprooted or snapped.
3	136-165	Severe Damage. Severe damage to large buildings, entire home stories destroyed, trees debarked, trains overturned, heavy vehicles lifted and thrown, structures with weaker foundations thrown
4	166-200	Devastating Damage. Well-constructed houses and whole frame houses leveled, cars thrown, small missiles generated
5	200+	Incredible Damage. Substantial frame houses leveled off foundations and the automobile-sized missiles generated, and high rises experience considerable damage and deformation

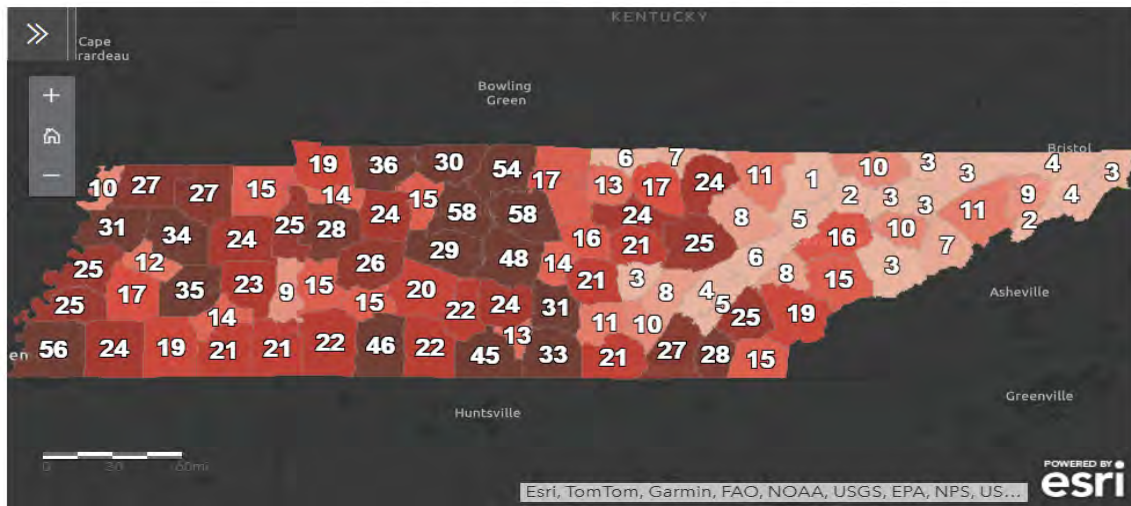
According to the Glossary of Meteorology (AMS 2000), a tornado is "a violently rotating column of air, pendant from a cumuliform cloud or underneath a cumuliform cloud, and often (but not always) visible as a funnel cloud." Most tornadoes move from southwest to northeast or west to east.

Although tornadoes can occur in any location, most of the tornado activity in the United States exists in the Mid-West and Southeast. An exact season does not exist for tornadoes; however, most occur between early spring and mid-summer (February – June). The onset of tornado events is rapid, giving those in danger minimal time to seek shelter. The current average lead time, according to NOAA, is 13 minutes. A tornado can reach wind speeds of 40 mph to 250 mph and higher. The following map illustrates the frequency of tornadoes in Tennessee.

2.9.2 County Profile

Interactive Tennessee Tornado Totals by County Map (1950-2025)

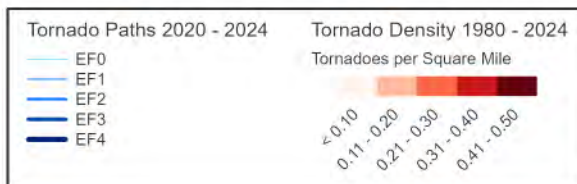
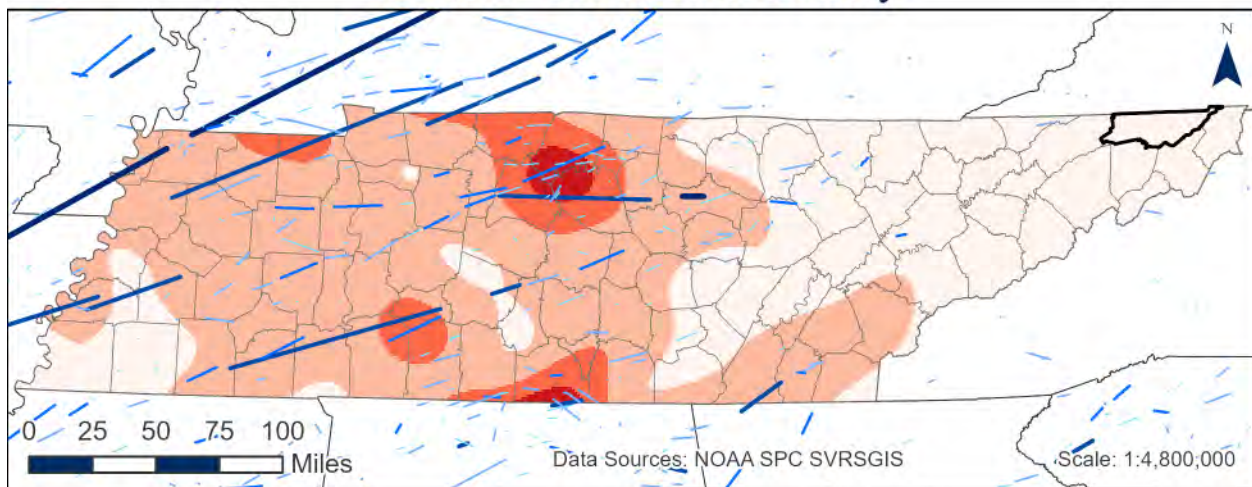
For more details, click on a county of interest.



Tornadoes by County (NWS/NOAA)

The figure below illustrates the track of tornadoes through Sullivan County as recorded by the National Weather Service Nashville and the National Climatic Data Center and compiled into a visual database by Mississippi State University.

Tornado Tracks and Density



The following narratives were obtained via the NOAA Storm Event Database. Only events resulting in injury, death, or extensive damage (greater than \$200K property/crop damage) were included as expanded narratives.

<u>Location</u>	<u>County/Zone</u>	<u>St.</u>	<u>Date</u>	<u>Time</u>	<u>T.Z.</u>	<u>Type</u>	<u>Mag</u>	<u>Dth</u>	<u>Inj</u>	<u>PrD</u>	<u>CrD</u>
Totals:								0	12	2.750M	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/04/1974	02:00	CST	Tornado	F0	0	2	250.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	10/01/1977	14:35	CST	Tornado	F1	0	10	2.500M	0.00K
ROCK SPGS	SULLIVAN CO.	TN	07/27/2014	16:45	EST-5	Tornado	EF1	0	0	0.00K	0.00K
Totals:								0	12	2.750M	0.00K

Probability of Future Events – It is very unlikely (less than 5%) Sullivan County could experience a Tornado in the next 5 years

Historical data and weather patterns were analyzed to determine the likelihood of future tornado occurrence in Sullivan County. Since 1950, only 3 tornadoes have occurred within the county.

2.9.3 Risk Assessment and Vulnerable Populations

The entirety of Sullivan County can be considered at risk for a tornado. This includes the entire County population, all critical facilities, buildings (commercial and residential), and infrastructure. Tornadoes tracked in Tennessee predominantly travel in a northeasterly direction in the state. While all assets are considered at risk from this hazard, a particular tornado would only cause damages along its specific track.

Tornado Risk Assessment:

Tennessee experiences a high frequency of tornadoes, ranking first nationally in the percentage of tornadoes that result in injuries. The Tennessee Hazard Mitigation Plan provides a comprehensive risk and vulnerability assessment for the state, including tornado risks. This plan utilizes advanced geographic information systems to evaluate areas most susceptible to tornado damage.

Vulnerable Populations:

- **Elderly Individuals:** Older adults may have mobility challenges or health conditions that make evacuation and recovery more difficult.
- **Low-Income Families:** Limited financial resources can hinder access to necessary resources, such as storm shelters or emergency supplies.
- **Individuals with Disabilities:** Physical or cognitive impairments may require additional assistance during evacuations.
- **Children:** Young children are more vulnerable to injury and may require special care during emergencies.
- **Rural Residents:** Those living in remote areas may have limited access to emergency services and may face challenges during evacuations.

According to the U.S. Census Bureau, Sullivan County has a diverse population, with a significant proportion of residents aged 65 and older, which may increase the number of vulnerable individuals.

Mitigation and Preparedness:

To address these risks, Sullivan County has engaged in emergency management planning, including the development of hazard mitigation plans that encompass tornado risks. The Sullivan County Emergency Management Agency coordinates efforts to prepare for and respond to natural disasters, ensuring that vulnerable populations receive the necessary support. Residents are encouraged to participate in local preparedness programs, stay informed about current weather conditions, and develop personal emergency plans to protect themselves and their families.

The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability which is determined by the data pulled from the Census performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Tornado = Relatively Low

Although the National Risk Index is a well-valued tool it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Tornado Risk based on selected FEMA Lifelines								
Tornado Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County	Red	Red	Red	Green	Yellow	Yellow	Yellow	Green
City of Bristol	Red	Red	Red	Green	Yellow	Yellow	Yellow	Green
City of Kingsport	Yellow	Yellow	Green	Yellow	Green	Yellow	Yellow	Green

Town of Bluff City								
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above it becomes vital that all participating jurisdictions are able to prioritize the necessity of mitigation actions in the following lifeline categories so that they can become more resilient in the whole community that they serve.

2.9.4 Land Use and Development Trends

Sullivan County adopted the 2018 international residential codes (IRC) and the international energy conservation codes (IECC) to comply with TN state regulations. While the adopted code provides adequate protection, older and mobile homes are highly susceptible to tornado events.

2.9.5 Multi-Jurisdictional Differences

The entirety of Sullivan County and its incorporated jurisdictions are at risk for a tornado event; however, historically, a large portion of tornado events have taken place in the Northeastern part of the county. It is also worth noting that given the county's sizeable rural component, some tornadic events may have gone unreported.

2.9.6 Summary

This includes the entire County population, all critical facilities, buildings (commercial and residential), and infrastructure. While all assets are considered at risk from this hazard, a tornado would only cause damages along its specific track. The weakest tornadoes, EF0, can cause minor roof damage, and stronger tornadoes can destroy frame buildings and badly damage steel reinforced concrete structures. Given the strength of the wind impact and construction techniques, buildings are vulnerable to direct impact, including potential destruction, from tornadoes and wind debris that tornadoes turn into missiles. Structures constructed of light materials such as mobile homes are most susceptible to damage.

2.10 Wildfire

2.10.1 Hazard Overview

According to the Tennessee Division of Forestry, debris burning, and arson are the two leading causes of wildfires. Generally, three significant factors sustain wildfires and allow predictions of a given area's potential to burn. These factors include, fuel, topography, and weather.

Fuel is the material that feeds the fire and is a critical factor in wildfire behavior. Fuel is generally classified by type and by volume. Fuel sources are diverse and include everything from dead tree needles, twigs, and branches to dead standing trees, live trees, brush, and cured grasses. Artificial structures and other associated combustibles are also considered a fuel source. The type of prevalent fuel directly influences the behavior of wildfire. Light fuels such as grasses burn quickly and catalyze spreading wildfires.

An area's **topography** (terrain and land slopes) affects its susceptibility to wildfire spread. Fire intensities and rates of spread increase as the slope increases due to the tendency of heat from a fire to rise via convection and radiation. The natural arrangement of vegetation throughout a hillside can also contribute to increased fire activity on slopes.

Weather components such as temperature, relative humidity, wind, and lightning also affect the potential for wildfire. High temperatures and low relative humidity dry out the fuels that feed the wildfire creating a situation where fuel will more readily ignite and burn more intensely. The wind is the most treacherous weather factor. The issue of drought conditions contributes to concerns about wildfire vulnerability.

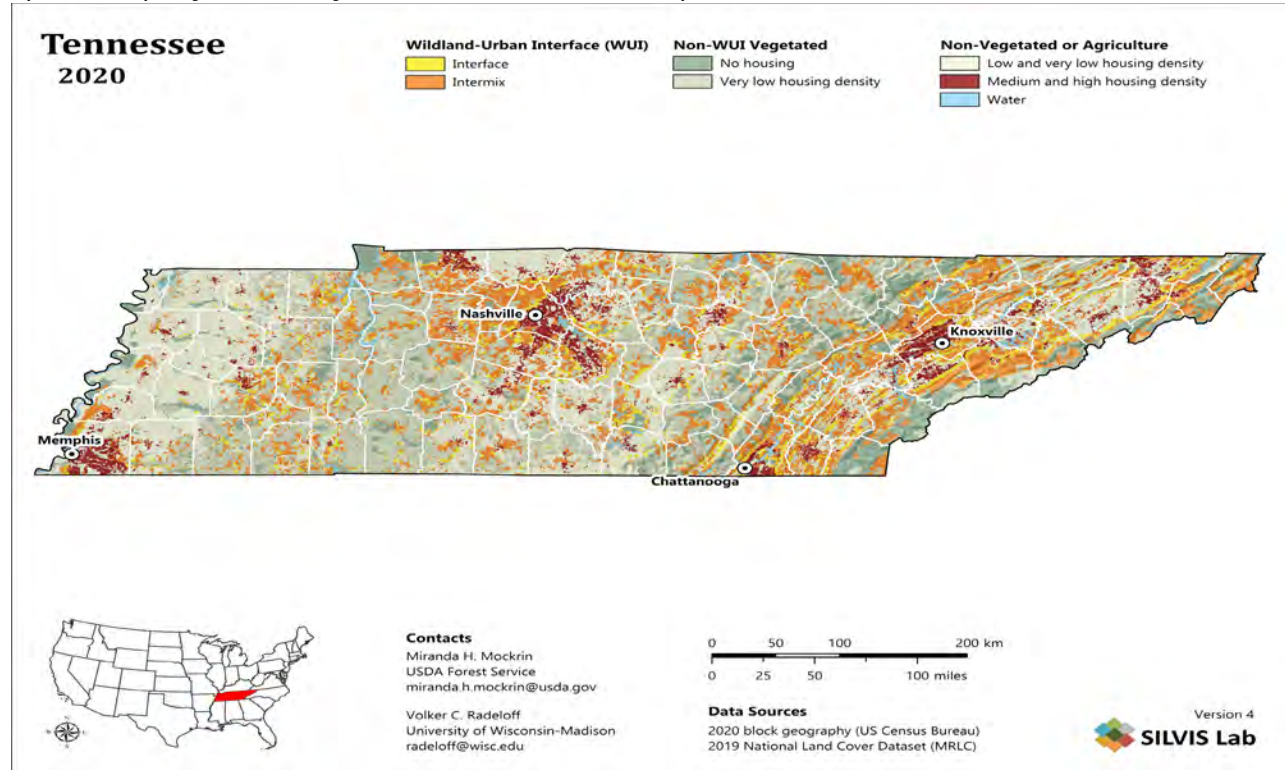
2.10.2 County Profile

Sullivan County is in the East District of the Tennessee Division of Forestry. The Tennessee Division of Forestry provides statistics for each region, summarizing wildfire events. Due to outside data sources, including federal and state land, causing confusion in wildfire data, the Tennessee Division of Forestry will always remain the only source of information for Counties within the State of Tennessee. It is not the responsibility of Sullivan County to mitigate federal or state land. Hopefully, in the future, a more defined dataset can be provided. At this time, this is the only information Sullivan County can obtain that is consistent and confirmed. Below are the statistics for Sullivan County from 2007 to 2016. These statistics also provide the extent of the Wildfire Hazard.

There are very few news reports of Wildfires occurring in Sullivan County. NOAA database and other sources indicate there is no significant history of wildfires in Sullivan County.

Due to the terrain and rural nature of the county, combined with limited resources and capabilities inside the county, wildfire poses a significant risk to the region's agricultural resources and residential structures. As seen by the Wildland Urban Interface map below, most of the county is either medium and high housing or low housing areas. The sparse

population and the availability of fuel create an environment where fires could develop and spread rapidly and delay the notice as well as response.



Probability of Future Events – There is a low possibility (less than 5%) Sullivan County could experience a Wildfire in the next 5 years.

It is hard to predict the likelihood of wildfires as many factors contribute to the ignition of a wildfire. Wildfires can be part of a natural and healthy forest disturbance process, but they have become increasingly frequent and severe in recent years. Higher spring and summer temperatures cause soils to be drier for longer, increasing the likelihood of drought and a more extended wildfire season. These hot, dry conditions also increase the chance that wildfires will be more intense and long-burning once they are started by lightning strikes or human error.

Due to changing precipitation patterns, future conditions make forests more susceptible to severe fires. Wildfires emit carbon dioxide, greenhouse gases, and air pollutants such as methane and nitrous oxide, up to 3% of annual U.S. greenhouse gas emissions. Wildfires release carbon that has been sequestered by the trees that are burned. However, these effects are not uniform across all forests.

One of the most severe future conditions concerns about wildfires is that it could lead to an increase in the conditions that lead to more enormous wildfires – which is essential as most of the area burned in the Eastern United States results from a limited number of

massive wildfires. After examining what conditions were associated with VLFs (very large fires), the researchers found that they are some of the same related to future conditions.

2.10.3 Risk Assessment and Vulnerable Populations

Wildfires have a higher likelihood of occurring during periods of drought due to dryer foliage being quicker to ignite and spread. Sullivan County, Tennessee, is susceptible to wildfires, particularly in its rural and forested regions. Assessing wildfire risk and identifying vulnerable populations are essential for effective mitigation and response strategies.

The Southern Wildfire Risk Assessment Portal provides detailed information on wildfire risks in the Southern United States, including Sullivan County. This platform offers interactive maps and data to help communities understand their specific wildfire risks. Additionally, the Tennessee Division of Forestry offers a "What's Your Risk" tool, allowing residents to enter their addresses to assess their individual wildfire risk. This resource is valuable for homeowners to understand their property's vulnerability.

Vulnerable Populations:

- **Elderly Individuals:** Older adults may have mobility challenges or health conditions that make evacuation and recovery more difficult.
- **Low-Income Families:** Limited financial resources can hinder access to necessary resources, such as fire-resistant materials or evacuation transportation.
- **Individuals with Disabilities:** Physical or cognitive impairments may require additional assistance during emergencies.
- **Children:** Young children are more vulnerable to smoke inhalation and may require special care during evacuations.
- **Rural Residents:** Those living in remote areas may have limited access to emergency services and may face challenges during evacuations.

According to the U.S. Census Bureau, Sullivan County has a diverse population, with a significant proportion of residents aged 65 and older, which may increase the number of vulnerable individuals.

Mitigation and Preparedness:

To address these risks, Sullivan County has engaged in wildfire mitigation efforts, including developing Community Wildfire Protection Plans (CWPPs). These plans are based on wildfire risk assessments and involve collaboration among local fire departments, residents, and other stakeholders to reduce wildfire hazards.

Residents are encouraged to participate in local preparedness programs, stay informed about current wildfire risks, and develop personal emergency plans to protect themselves and their families.

The [National Risk Index](#) is a dataset and online tool to help illustrate the United States communities most at risk for natural hazards. It was built and designed by FEMA in close collaboration with various stakeholders and partners in academia; local, state and federal government. The Risk Index leverages available source data for natural hazards and community risk factors to develop a baseline relative risk assessment for each county and census tract. Some of these community risk factors include social vulnerability which is determined by the data pulled from the Census performed every ten years. A higher social vulnerability score is proportional to a higher risk score.

National Risk Index Score for Wildfire = Very Low

Although the National Risk Index is a well-valued tool it fails to properly show the feedback from the participating jurisdictions. Therefore, all identified hazards were evaluated in regard to risk in FEMA lifelines per jurisdiction. The scenario that local jurisdictions would evaluate the conditions off of was a mid-level impact of the identified hazard. The results are below:

Wildfire Risk based on selected FEMA Lifelines								
Wildfire Risk	FEMA Lifelines							
Jurisdiction	Safety & Security	Food, Water & Shelter	Health & Medical	Energy	Communications	Transportation	Hazardous Materials	Water Systems
Sullivan County	Red	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Green
City of Bristol	Red	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Green
City of Kingsport	Yellow	Green	Yellow	Green	Yellow	Green	Green	Yellow
Town of Bluff City	Yellow	Yellow	Green	Green	Green	Green	Yellow	Yellow
Colors indicate lifeline or component conditions:								
Red	Significant Impact, Multiple Required Resources							
Yellow	Some Impact, Some Outside Resources Required							
Green	Little to No Impact, No Outside Resources Required							

Given the information above it becomes vital that all participating jurisdictions are able to prioritize the necessity of mitigation actions in the following lifeline categories so that they can become more resilient in the whole community that they serve.

2.10.4 Land Use and Development Trends

Many residential and commercial buildings and most infrastructure networks throughout the county may be vulnerable to wildfire impacts. Many of these structures are at risk for

direct impacts and indirect impacts; such as downed electrical lines, decreased water quality, decreased air quality, devastated agriculture crops, and restricted travel routes.

2.10.5 Multi-Jurisdictional Differences

Due to the nature of wildfires, Sullivan County and all incorporated jurisdictions are equally susceptible to them. In Sullivan County, Tennessee, wildfire prevention and response are managed by multiple fire departments, each with specific jurisdictions and responsibilities. Understanding these distinctions is crucial for residents to ensure compliance with local regulations and to access appropriate services.

Fire Department Jurisdictions:

Sullivan County encompasses several fire departments, each serving distinct areas:

- **Sullivan County Volunteer Fire Department:** Serves the unincorporated areas of Sullivan County.
- **Bristol Fire Department:** Covers the city of Bristol.
- **Kingsport Fire Department:** Serves the city of Kingsport.
- **Bluff City Volunteer Fire Department:** Covers the city of Bluff City.
- **Avoca Volunteer Fire Department:** Serves the Avoca community.
- **Hickory Tree Volunteer Fire Department:** Covers the Hickory Tree area.
- **Piney Flats Volunteer Fire Department:** Serves the Piney Flats community.
- **East Sullivan County Volunteer Fire Department:** Covers the eastern part of Sullivan County.
- **Sullivan West Volunteer Fire Department:** Serves the western part of Sullivan County.
- **421 Area Emergency Services Volunteer Fire Department:** Covers the 421 area.
- **Sullivan County EMS:** Provides emergency medical services countywide.

Sullivan County also borders next to the State of Virginia, which also poses multi-jurisdictional issues in the event of a wildfire near or in both states.



Wildfire Mitigation Efforts:

The Appalachian Resource Conservation and Development Council offers a Community Wildfire Protection Plan (CWPP) to help communities reduce wildfire hazards. Residents are encouraged to contact their local fire department to understand specific regulations and mitigation efforts in their area.

2.10.6 Summary

Sullivan County and the incorporated jurisdictions are equally vulnerable to wildfire. Fires, smoke, and air quality can affect people's health and safety. Therefore, it is essential to have proper measurements in place to prevent critical structures, homes, and businesses from being vulnerable to fire and smoke damage.

Chapter 3. Mitigation Strategy

3.1 Mitigation Goals

Goals are general guidelines that explain what is to be achieved. They are usually broad-based policy-type statements, long-term, and represent global visions. Goals help define the benefits that the plan is trying to achieve.

Goal Setting Exercise

In 2020, the HMPC agreed upon the goals for their hazard mitigation plan. It was decided that the goals from the 2020 plan should be carried over into the 2025 plan. They still reflect the current hazards and current conditions in the community.

Resulting 2025 Plan Update Goals

At the end of the meeting, the HMPC agreed upon three general goals for planning efforts. Those goals are as follows:

Goal 1: Protect the Lives and health of citizens from the effects of natural hazards.

Goal 2: Emphasize mitigation planning to decrease vulnerability to new and existing structures.

Goal 3: Encourage public support and commitment to hazard mitigation by communicating mitigation benefits.

Expanding & Improving Mitigation Programs

The participating jurisdictions determined which areas they could improve or expand based on the table above. Gaps and limitations for each jurisdiction may be addressed in the mitigation strategy.

Expansion Narrative	
Jurisdiction/Applicant	How are you able to expand?
Sullivan County	<p>Sullivan County has taken several steps in expand mitigation efforts since 2020.</p> <p>SR 126 Roundabout & Signal Upgrades (May 2025): TDOT's construction of a roundabout at SR 126 & Blountville Boulevard and signal upgrades in May 2025 aim to improve traffic safety and reduce crash risk.</p> <p>Hyper Reach Emergency Notification System (April 2022): This system sends geo-targeted alerts (severe weather, missing person, hazmat) via SMS and IPAWS, involving citizen opt-in for live alerts.</p> <p>911 Text-to-911 & Professionalized Dispatch: Since April 1, 2022, residents can text 911—critical for silent or disabled callers. Sullivan County 911 also earned APCO emergency communications certification in early 2022 and upgraded training across its dispatch team.</p> <p>Local Emergency Preparedness Council: The county's Local Emergency Preparedness Council (LEPC) meets monthly—excluding December—to coordinate mitigation, preparedness, and public safety efforts with agencies like fire, EMS, law enforcement, health, and industry.</p>
City of Bristol	<p>Completed mitigation project on Hampton St (culvert installation) to help alleviate flooding in 2022. Established a dedicated stormwater maintenance crew in 2023 to continually clean stormwater systems and bridges within the city. Applied for a generator grant at Fire Station #3.</p> <p>Stormwater Fee & Infrastructure Upgrades (2024)</p>

	<p>Implemented a dedicated stormwater utility fee in July 2024 to fund drainage maintenance and upgrades. MS4/NPDES Phase II Program As a permit holder since at least 2022, Bristol enforces stormwater quality through runoff regulations, public education, and detention/retention systems following EPA and TDEC standards. Floodplain Mapping & Public Engagement (July 2023) The city hosted an open-house to present updated flood maps, encouraging public feedback and awareness. Floodplain Ordinances & Retrofitting Resources Ongoing promotion of floodplain ordinances, floodplain district regulations, and homeowner resources (e.g. retrofitting guides, insurance advice) on the city's flood information portal. Disaster Relief Hub (Oct 2024) Bristol Motor Speedway served as a regional disaster relief center after Hurricane Helene, assisting with donations, logistics, and search-and-rescue coordination.</p>
City of Kingsport	<p>Bays Mountain Park Upgrades Significant improvements begun in 2024–2026 include playground upgrades, a nature center overhaul, new otter habitat, and observation tower restoration—boosting recreational resilience and tourism appeal. Brickyard Park / Cement Hill Redevelopment This transformative project built new parkland, Miracle Field with adaptive playground, trails, and initiated a mixed-use development with residential units linked to downtown via a pedestrian bridge—complemented by sustainable goat grazing for vegetation management. FEMA AFG Grant (Aug 2022) Kingsport received a \$321,175 Assistance to Firefighters Grant earmarked for fire operations, safety, and equipment upgrades. Justice Center Expansion The city expanded its Police and Court facilities—including two new courtrooms and consolidated offices—in March 2024, enhancing public safety resilience. Main Street Rebuild & Utility Enhancements</p>

	<p>As part of a comprehensive downtown revitalization, Kingsport upgraded Main Street and associated utility/stormwater systems in 2023–2024. Public Library Renovation In 2024, successful design plans doubled the children’s area and study spaces, adding new facilities to support community education and emergency informational support. MS4 Stormwater Management Program Running since obtaining the MS4 NPDES Phase II permit, the city enforces stormwater quality controls via detention, retention, and treatment measures, regularly reviewing and ensuring compliance. Since 2016, Kingsport has held Qualifying Local Program status, allowing them to streamline stormwater construction projects.</p> <p>Stormwater System Upgrades New stormwater infrastructure, such as improvements along Sullivan Street (Aug 2023), has enhanced flood handling and street drainage, reducing water damage and erosion during heavy rain events. Pave Kingsport Sustainable Resurfacing Program Since 2016, this data-driven initiative has assessed and prioritized streets for resurfacing every year. From 2020 to 2024, the city spent between \$3.8M and \$10.8M annually, resurfacing ~115 miles since 2017—with another \$5M planned in 2025—greatly reducing roadway deterioration and improving traffic safety.</p>
Town of Bluff City	<p>Work has been done in the past 5 years to address flooding and severe weather, specifically on McClellan St and Bluff City Highway, however flooding is still an issue, and new projects have been added to address this area. “Only Rain Down the Drain” Stormwater Program Bluff City enforces a local stormwater ordinance, educates residents on pollution prevention (e.g., proper disposal, rain gardens), and provides a hotline for reporting illegal dumping or erosion near creeks and Boone Lake. Updates to Stormwater Regulations The municipal code saw an</p>

	<p>amendment in 2024 specifically addressing stormwater management—indicating a modernization of policy and regulations.</p> <p>Sewer Overflow Corrections Following a 2016 settlement with TDEC over sewer overflows into Boone Lake, Bluff City has implemented multi-phase fixes (Phase I and II reported ongoing as of 2024), filed annual overflow and remediation reports, and submitted capacity/maintenance plans required by TDEC.</p> <p>Ongoing Municipal Updates Bluff City has passed ordinances across 2021–2024—including water/sewer rate adjustments, stormwater code amendments, and zoning/property maintenance rules—reflecting active management of utilities and land-use standards.</p>
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3.2 Compliance with NFIP

Sullivan County, City of Bristol, City of Kingsport, and Town of Bluff City participate in FEMA's National Flood Insurance Program (NFIP). Each participating community enforces a flood damage prevention ordinance that regulates development within the Special Flood Hazard Area (SFHA). Additionally, as members of FEMA's NFIP, each community requires Elevation Certificates on all new buildings and substantial improvements within the SFHA. Given the flood hazards in the planning area, an emphasis will be placed on continued compliance with the NFIP. Sullivan County adopted minimum Floodplain Management Criteria on 12/30/1977 (470181B).

Permit Applications Review for SD/SI Buildings Located in Special Flood Hazard Areas

The review of permit applications for structures designated as Substantially Damaged (SD) or Substantially Improved (SI) in special flood hazard areas resides with the Planning & Codes Department, which oversees building permits, including those for substantial improvements (SD) and substantial damage (SI) in Special Flood Hazard Areas (SFHAs). To ensure compliance with federal and state regulations, the department requires that all new construction and substantial improvements within SFHAs meet specific elevation standards. This typically involves elevating the lowest floor of the structure to or above the Base Flood Elevation (BFE) to minimize flood risk.

The county adheres to the National Flood Insurance Program (NFIP) guidelines, which mandate that communities enforce minimum floodplain management regulations to reduce flood risks. These regulations include requirements for elevation, floodproofing, and other measures to protect structures in flood-prone areas. Permit applications are evaluated based on their potential impact on flood risk reduction and community

resilience, with a focus on promoting sustainable development practices and safeguarding against future flood hazards.

Performing Damage Assessments and Substantial Damage Determinations

The Sullivan County Emergency Management Director, along with trained staff, makes damage assessments and determinations for all jurisdictions after a flooding event. If the scope of the event is beyond their ability or capability, they reach out to state and local partners to include other counties and TEMA District Coordinators.

Officials in NFIP-participating communities are responsible for regulating all development in SFHAs by issuing permits and enforcing local floodplain requirements, including SD, for the repairs of damaged buildings. After an event, they must:

- Determine where the damage occurred within the community and if the damaged structures are in an SFHA.
- Determine what to use for “market value” and cost to repair consistently; uniformly applying regulations will protect against liability and promote equitable administration.
- Determine if repairing plus improving the damaged structure equals or exceeds 50% of the structure’s pre-damage value.
- Require permits for floodplain development.

Following a disaster event, the floodplain manager should act quickly to move forward with the SI/SD process. If it is determined that the cost to repair is 50% or more of the market value, the structure is considered Substantially Damaged and must be brought into compliance with current local floodplain management standards. Rebuilding to current standards decreases peril to life and property and prevents future disaster suffering. If the proposed work to improve a structure will cost 50% or more of the value, the structure is considered to be Substantially Improved and must be brought into compliance with current local floodplain management standards.

Informing Property Owners for SD/SI Permits

Based on the jurisdiction questionnaire responses, we utilize a variety of communication channels to inform property owners about Substantially Damaged (SD) or Substantially Improved (SI) permits. This includes direct mail, sending informational packets or letters directly to affected property owners to notify them of SD/SI permit requirements.

Additionally, we regularly update the jurisdiction's website with relevant information, forms, and guidance on SD/SI permits. Information about SD/SI permits is on the county website where residents can review SD/SI permit requirements or in person by going to the county clerk’s office.

Ongoing Involvement and Engagement

Each jurisdiction participates in NFIP Webinars hosted by the State National Flood Insurance Program Office. Each participating community will take the following steps to meet or exceed the following minimum requirements as set by the NFIP:

- Issuing or denying floodplain development/building permits;
- Inspecting all development to ensure compliance with the local ordinance;
- Maintaining records of floodplain development;
- Assisting in the preparation and revision of floodplain maps; (See Appendix D)
- Helping residents obtain information on flood hazards, floodplain map data, flood insurance, and proper construction measures.

NFIP Designees and Webinar Attendance

Jurisdiction	Title of NFIP Designee
Sullivan County	Andrew Lutterloh (Permits)
City of Bristol	Cherith Young
City of Kingsport	Keith Bruner (Chief Building Official)
Town of Bluff City	Irene Wells (Mayor)

3.3 Prioritization Process

The prioritization process was necessary as most mitigation projects represent a significant investment of financial and personal resources. By evaluating each project's degree of feasibility and the level of costs versus benefits, Sullivan County could determine which projects should be included based on the available funding and time. The HMPC used the SAFE-T method to prioritize these projects. This approach was adopted from the successful methodology used by other counties in FEMA Region IV. This rating system uses five variables to evaluate each project's overall feasibility and appropriateness.

Project Prioritization Method: SAFE-T			
Variable		Value	Description
S	Societal: The public must support the overall implementation strategy and specified mitigation actions. The projects will be evaluated in terms of community acceptance, social vulnerability and societal benefits	1	Low community acceptance/priority
		2	Moderate community acceptance/priority
		3	High community acceptance/priority
A	Administrative: The projects will be evaluated for anticipated staffing and maintenance requirements to determine if the jurisdiction has the personnel and administrative capabilities necessary to implement the project or whether outside help will be needed.	1	High staffing, outside help needed
		2	Some staffing, no outside help needed
		3	Low staffing, no outside help needed
F	Financial: The projects will be evaluated on their general cost-effectiveness and whether additional outside funding will be required.	1	Somewhat cost-effective
		2	Moderately cost effective
		3	Very cost-effective
E	Environmental: The projects will be evaluated for any immediate or long-term environmental impacts caused by their construction or operation.	1	Many environmental impacts
		2	Some environmental impacts
		3	Few environmental impacts
T	Technical: the projects will be evaluated on their ability to reduce losses in the short term or long term.	1	Short-term fix
		2	Medium-term fix
		3	Long-term fix

SAFE-T Project Prioritization

The identification and analysis process of mitigation alternatives allowed the HMPC to come to a consensus and prioritize recommended mitigation actions. The HMPC discussed the contribution of the effort to save lives or property first and foremost, with additional consideration given to the benefit-cost aspect of a project; however, this was not a quantitative analysis. The team agreed that prioritizing the actions collectively enabled the actions to be ranked in order of relative importance and helped steer the development of additional actions that meet the more essential objectives while eliminating some of the actions which did not garner much support. The cost-effectiveness of any mitigation alternative will be considered in greater detail by performing benefit-cost project analyses when seeking FEMA mitigation grant funding for eligible actions associated with this plan.

3.4 Mitigation Action Plan

The Mitigation Action Plan was developed to present the recommendations developed by the HMPC for how the communities can reduce the risk and vulnerability of people, property, infrastructure, and natural and cultural resources to future disaster losses. Emphasis was placed on both future and existing development. The action plan summarizes who is responsible for implementing each of the prioritized actions and when and how the actions will be implemented. Due to funding availability and other criteria, it should be clarified that the actions included in this mitigation strategy are subject to further review and refinement, alternatives analyses, and reprioritization. In this plan the term “local funding” occurs when the local governments use revenue to fund mitigation projects. In the project list below, the column titled Jurisdiction indicates which local government is using its revenue received via taxes, charges, or fees to fund the mitigation project.

This document does not obligate Sullivan County and the incorporated jurisdictions to implement any or all of these projects. Rather, this mitigation strategy represents the community's desire to mitigate the risks and vulnerabilities of identified hazards.

Sullivan County Mitigation Actions and Projects
Mitigation Action Progress Summary (2025 Plan)

Time Frame	Action Description	Responsible Dept.	Location	Current Status			2025 Plan Update		Funding Source		Priority Score	Est. Cost	New or Existing Infrastructure
				Complete	In-Progress	Not yet Started	Delete Action	Carry Forward or Revise	HMGP	Local			
2020 Projects													
1-5yrs	Old Elizabethton Hwy & Weaver Branch/Tate Rd Flooding Project (Flooding)	SC Highway Dept.	Sullivan County			X		X	X	X	12	800k	Existing
1-5yrs	Tate Rd Flooding Project (Flooding)	SC Highway Dept.	Sullivan County			X		X	X	X	12	750k	Existing
1-5yrs	Ead Rd & Weaver Branch Flooding Project (Flooding)	SC Highway Dept.	Sullivan County			X		X	X	X	12	700k	Existing
1-5yrs	Flooding Mitigation Public Education	Sullivan County EMA	All Jurisdictions			X		X	X	X	13	150k	Existing
1-5yrs	Ready Creek near 11W Flooding Project (Flooding)	SC Highway Dept.	Sullivan County			X		X	X	X	12	750k	Existing
1-5yrs	County EMS Generators (All Hazards)	SC EMS	Sullivan County			X		X	X	X	12	400k	Existing
1-5yrs	Volunteer Fire Dept Generators (All Hazards)	Individual Fire Depts within County	All Jurisdictions			X		X	X	X	13	950k	Existing
1-5yrs	Sewer/Water Plant Generators (All Hazards)	SC Public Works	All Jurisdictions			X		X	X	X	12	500k	Existing
1-5yrs	All Hazards Public Education Workshop (All Hazards)	Sullivan County EMA	Sullivan County			X		X	X	X	13	300k	Existing
1-5yrs	Firewise Workshop (Wildfires)	SC EMA/SC Fire Dept	All Jurisdictions			X		X	X	X	10	250k	Existing
1-5yrs	Develop a Drought Mitigation Plan (Drought)	Sullivan County Public Works / EMA	All Jurisdictions			X		X	X	X	14	500k	Existing

CHAPTER 3: MITIGATION STRATEGY

1-5yrs	Buyout Repetitive Loss Properties (Flooding)	City of Bristol Commission	Bristol			X		X	X	X	9	2M	Existing
1-5yrs	Flooding Project Mitigation on Vance Dr (Flooding)	City of Bristol Commission	Bristol			X		X	X	X	11	650k	Existing
1-5yrs	Culvert Replacement at S. Hampton Dr. (Flooding) -Completed in 2022	City of Bristol Commission	Bristol	X		X	X		X	X	10	600k	Existing
1-5yrs	Water Booster Stations for Permanent Generators (Flooding)	Bristol Public Works	Bristol			X		X	X	X	10	600k	Existing
1-5yrs	Flooding Project for Downtown Stormwater Pond (Flooding)	Kingsport Public Works	Kingsport			X		X	X	X	12	850k	Existing
1-5yrs	Install Bridge over Ward Place (Flooding)	SC Highway Dept	Kingsport			X		X	X	X	9	2M	Existing
1-5yrs	Flooding Project to address flooding on Lockwood Rd (Flooding)	SC Highway Dept	Kingsport			X		X	X	X	10	750k	Existing
1-5yrs	Generator for Police Dept Bluff City (All Hazards)	Bluff City PD	Bluff City			X		X	X	X	12	500k	Existing
2025 Projects													
1-5yrs	Generator for Highway Department (All Hazards)	SC EMA, Eric Kerney	Sullivan County)			X			X	X	11	151k	New
1-5yrs	Become Firewise compliant city/county (Wildfires)	Kingsport FD/Sullivan EMA	Kingsport/Sullivan County			X			X	X	13	400k	New
1-5yrs	Sewer/Water Plant Generator (All Hazards)	Kingsport Utilities	Kingsport			X			X	X	12	500k	New
1-5yrs	Generators for new County Offices and EOC (All Hazards)	SC EMA	Sullivan County			X			X	X	13	700k	New
1-5yrs	Earthquake Preparedness Workshop (Earthquakes and Geological Hazards)	SC EMA, Fire Dept	All Jurisdictions			X			X	X	14	150k	New
1-5yrs	Sirens (All Hazards)	Bristol Police Chief	Bristol			X			X	X	14	100k	New
1-5yrs	Stormwater Project on Shelby St (Flooding)	Engineering/Public Works	Bristol			X			X	X	10	1M	New
1-5yrs	Emergency Shelters (All Hazards)	City Manager	Bristol			X			X	X	10	2M	New

CHAPTER 3: MITIGATION STRATEGY

1yr	Informational Class (Wildfires)	Public Works/Public Safety	Bluff City			X			X	X	8	50k	New
1yr	Informational Class (Extreme Temps)	Public Works/Public Safety	Bluff City			X			X	X	8	50k	New
1yr	Backup Generators for four (4) Pump Stations and Water Plant (All Hazards)	Public Works	Bluff City			X			X	X	15	700k	New
1yr	Stormwater drain assessment and repairs. McClelland St & Bluff City Hwy. Stormwater floods wastewater pumps causing SSOs. At "Critical Overflow" status as of 7/1/25. (Flooding)	Public Works	Bluff City			X			X	X	15	1.5M	New
1-3yrs	Sewer line assessment and repairs. Sewer lines are old and deteriorating (Flooding)	Public Works	Bluff City			X			X	X	15	1.5M	New

Chapter 4. Implementation, Integration, and Maintenance

This section provides an overview of the overall plan implementation, integration and maintenance strategy and outlines the method and schedule for monitoring, evaluating, and updating the plan. This section also discusses incorporating the plan into existing planning mechanisms and how to address continued public involvement.

4.1 Plan Adoption, Implementation, Monitoring, and Evaluation

4.1.1 Plan Adoption

The purpose of formally adopting this plan is to secure buy-in, raise awareness of the plan, and formalize the plan's implementation. This plan will be adopted by the appropriate governing body for each participating community. Copies of the executed resolutions are shown below.

Note to Reviewer: Executed resolutions will be inserted when they become available.

4.1.2 Implementation

Implementation and maintenance of the plan is critical to the overall success of hazard mitigation planning. This section provides an overview of the overall strategy for plan implementation and maintenance.

Mitigation is most successful when it is incorporated into the day-to-day functions and priorities of the government. Implementation will be accomplished by adhering to the schedules identified for each action and through constant, pervasive, and energetic efforts to network and highlight the multi-objective benefits to each program and the community. This effort is achieved through the routine actions of monitoring agendas, attending meetings, and promoting a safe, sustainable community. Additional mitigation strategies could include consistent and ongoing enforcement of existing policies and vigilant review of programs for coordination and multi-objective opportunities.

Simultaneous to these efforts, it is important to maintain constant monitoring of funding opportunities that can be leveraged to implement some of the more costly actions. This will include creating and maintaining a list of ideas on how to meet local match or participation requirements. When funding does become available, the communities will be able to capitalize on the opportunity due to the diligence of the HMPC. Funding opportunities to be monitored include special pre- and post-disaster funds, state and federal funds, benefit assessments, and other grant programs, including those that can serve or support multi-objective applications.

Elected officials, officials appointed to head community departments and community staff are charged with the implementation of various activities in the plan. Recommendations will be made to modify timeframes for the completion of activities, funding resources, and responsible entities. On an annual basis, the priority standing of various activities may also be changed. Some activities that are found unachievable may be removed from the plan

entirely, and activities addressing problems unforeseen during plan development may be added.

4.2 Integration into Local Planning Mechanism

A vital implementation mechanism that is highly effective and low-cost is the incorporation of the Hazard Mitigation Plan recommendations and their underlying principles into other plans and tools. All plan participants will use existing methods and programs to implement hazard mitigation actions where possible. As previously stated, mitigation is most successful when it is incorporated into government and public service's day-to-day functions and priorities. This plan builds upon the momentum developed through previous and related planning efforts and mitigation programs and recommends implementing actions, where possible, through these other program mechanisms. These existing mechanisms include:

- Regularity Capabilities
- Administrative Capabilities
- Fiscal Capabilities

For further information regarding the different capabilities refer to Chapter 3 – Mitigation Strategy.

Implementation and incorporation into existing planning mechanisms will be conducted by respective planning authorities and will be done through the routine actions of:

- Monitoring other planning/program agendas;
- Attending other planning/program meetings;
- Participating in other planning processes; and
- Monitoring community budget meetings for other community program opportunities.

The successful implementation of this mitigation strategy will require constant and vigilant review of existing plans and programs for coordination and multi-objective opportunities that promote a safe, sustainable community. Efforts should continuously be made to monitor the progress of mitigation actions implemented through other planning mechanisms. Where appropriate, priority actions should be incorporated into Hazard Mitigation Plan updates.

4.3 Monitoring, Evaluating, Updating

For the Hazard Mitigation Plan update review process, the Sullivan County Emergency Management Agency Director will be responsible for facilitating, coordinating, and scheduling reviews and maintenance of the plan. The review of the Hazard Mitigation Plan will be conducted as follows:

- The Sullivan County Emergency Management Agency will be responsible for leading the meeting to review the plan.
- Notices will be emailed to the members of the HMPC, federal, state, and local agencies, non-profit groups, local planning agencies, and representatives of

business interests, neighboring communities, and others advising them of the date, time, and place for the review.

- Local City officials will be notified by email or phone call.
- Before the review, department heads and others tasked with implementing various projects/actions will be queried concerning progress in their area of responsibility and asked to present a report at the review meeting.
- A copy of the current plan will be available for public comment.
- After the review meeting, a status report will be developed outlining the implementation of projects over the past year.

Criteria for Annual Reviews

The criteria recommended for annual reviews will include the following:

- Community growth or change in the past year to include residential, commercial, and industrial growth trends.
- The number of substantially damaged or improved structures by flood zone and review of jurisdictional NFIP membership.
- Renovations to public infrastructure, including water, sewer, drainage, roads, bridges, gas lines, and buildings.
- Natural hazard occurrences that required activation of the Emergency Operations Center (EOC) and whether the event resulted in a presidential disaster declaration.
- Natural hazard occurrences that were not of a magnitude to warrant activation of the EOC or a federal disaster declaration but were severe enough to cause damage in the community or closure of businesses, schools, or public services.
- The dates of hazardous events, narratives, and documented damages.
- Closures of places of employment or schools and the number of days closed.
- Road or bridge closures due to the hazard and the length of time closed.
- Assessment of the number of private and public buildings damaged and whether the damage was minor, substantial, major, or if buildings were destroyed. The assessment will include residences, mobile homes, commercial structures, industrial structures, and public buildings, such as schools and public safety buildings.
- Review of any changes in federal, state, and local policies to determine the impact of these policies on the community and how and if the policy changes can or should be incorporated into the Hazard Mitigation Plan.
- Review of the implementation status of projects/actions (mitigation strategies). The reason for delay will be discussed for any projects that are behind schedule or not yet started.

4.3.1 Continued Public Involvement

Continued public involvement is imperative to the overall success of the plan's implementation. The update process provides an opportunity to solicit participation from new and existing stakeholders, publicize mitigation success stories, and seek additional public comment. The plan maintenance and update process will include continued public

and stakeholder involvement and input through attendance at designated committee meetings, web postings, press releases to local media, and public hearings.

Public Involvement Process for Annual Reviews

The public will be notified via the Sullivan County website or any other form of a publicized social platform (i.e., local newspaper, Facebook, Twitter) well in advance of any public meetings or comment periods.

Public Involvement for Five-year Update

When the HMPC reconvenes for the five-year update, they will coordinate with all stakeholders participating in the planning process—including those that joined the committee since the planning process began—to update and revise the plan. In reconvening, the HMPC will develop a plan for public involvement and will be responsible for disseminating information through various media channels detailing the plan update process. As part of this effort, public meetings will be held, and public comments will be solicited on the plan update draft.



DATE: February 12, 2025

**Sullivan County Hazard Mitigation Plan Update
Meeting Sign in Sheet**

Name	Agency	Email
Mike Carner	BTED	mcarner@bristoltn.org
Brian Ramsey	Bristol, TN PW	bramsey@bristoltn.org
Samuel Cooper	Kingsport Planning Dept	samuelcooper@kingsporttn.gov
MASON BERTSLETZ	Jackson Co EMA	Mbertsletz91@gmail.com
John Luti	SC EMA	john.luti@sullivancountytn.gov
Ambre Tarhett	SC Planning Dept	planning@sullivancountytn.gov
Nicci Riffe	SC EMA	Nicci_Riffe@gmail.com
Kelli Bourgeois	Bristol	kbourgeois@bristoltn.org
Terry Arnott	Kingsport	terryarnott@kingsporttn.gov
Michelle Matson	TEMA	michelle.matson@tn.gov
Jim Bean	Sullivan EMA	jim.bean@sullivancountytn.gov
Sherri DeVault	Sullivan EMA	sherri.devault@sullivancountytn.gov
Michael Lamphere	TEMA	Michael.Lamphere@TN.GOV

3193 Highway 126, Suite 101
Blountville, TN 37617

Telephone: (423) 323-6912
Fax: (423) 279-2816

APPENDIX A: PLANNING DOCUMENTATION

Sullivan County Hazard Mitigation Meeting #2 6/11/2025

Name	Title	Agency Representing	Email Address	Phone Number
Mike Lamphere	EM PLANNER	TEMA	Michael.Lamphere@tn.gov	907-315-4291
Michelle Matson	DC	TEMA	Michelle.Matson@tn.gov	865-599-9845
Samuel Cooper	Planner II	City of Kingsport	SamuelCooper@kingsporttn.gov	423-393-9783
Jim Beau	Em Director	Sullivan County	Jim.Bea@sullivancountytn.gov	423-440-9626
John Lufi	Operations Officer	Sullivan County EMA	john.lufi@sullivancountytn.gov	423.217.8414
Christopher Robin		421 AES	C.Robinson@421aes.com	860.234.8687
Lori Staton	Mayor	Bluff City	Lstaton@bluffcitytn.gov	423.612.1273
Jerry Malone	Alderman	" "	Malone JW 918 & Mar 1	423-646-6161
Chris Goodwin	Traffic Technician	Sullivan County Hwy	Christopher.Goodwin@sullivancountytn.gov	423-418-2212
Tommy Castle	Asst. Chief ops	Bristol Tn. City	tcastle@bristoltn.gov	423-340-6510
Rebekah McCreary	reporter	Times News-Kingsport		423-213-3404
Sherril DeVault	grants coordinator	Sullivan County	sherril.devaault@sullivancountytn.gov	423-782-7775
Alex Williams	Meteorologist	WJHL-TV	awilliams2@wjhl.com	423-557-4361

Page 1 of 1



PUBLIC MEETING: HAZARD MITIGATION PLAN UPDATE

We're working with TEMA to update Sullivan County's 5-Year Hazard Mitigation Plan, and we need your input.


This is your opportunity to:


- ✓ Share your local knowledge about risks and vulnerabilities
- ✓ Learn how hazard mitigation helps reduce disaster impact
- ✓ Help shape the plan that guides future safety and resilience efforts


What's Hazard Mitigation?

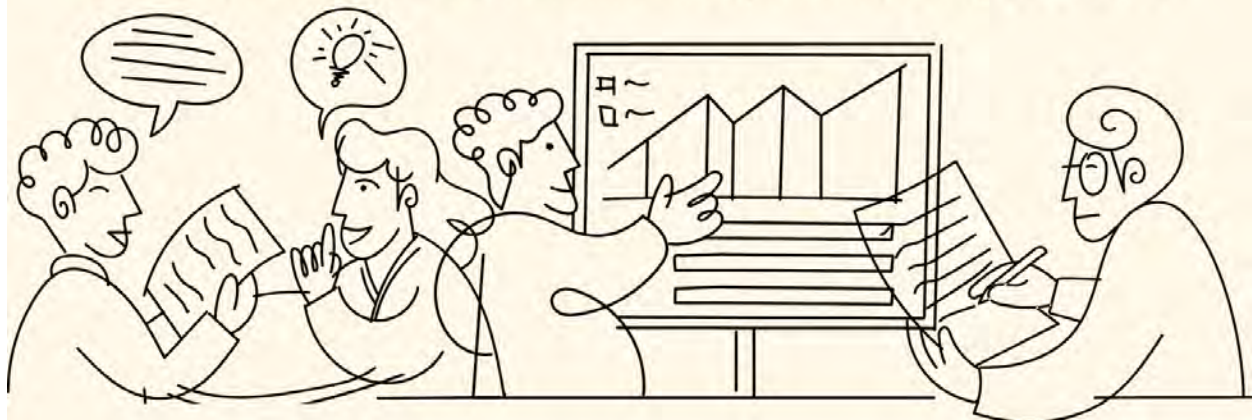
Hazard mitigation means taking action before disasters happen. It's about long-term solutions that reduce loss of life, property damage, and disaster recovery costs.


When?

 **Date:** June 11, 2025

 **Time:** 1:00 PM

 **Location:** 1651 Blountville Blvd, Blountville, TN 37617





Sullivan County Emergency Management Agency

our county respond to and recover from any natural & man-made disaster.

Page · Government organization

1651 Blountville Blvd, Blountville, TN, United States, Tennessee

(423) 323-6912

sullivancountyttn.gov/?page_id=203


Promote Website

Always open

64% recommend (8 Reviews)

Update!

We caught an issue with the original meeting date—thank you for your patience! Here's the updated and correct flyer for our upcoming Hazard Mitigation Meeting. We hope to see you there and hear your input as we plan for a safer Sullivan County!



PUBLIC MEETING: HAZARD MITIGATION PLAN UPDATE

We're working with TEMA to update Sullivan County's 5-Year Hazard Mitigation Plan, and we need your input.

This is your opportunity to:

- ✓ Share your local knowledge about risks and vulnerabilities
- ✓ Learn how hazard mitigation helps reduce disaster impact
- ✓ Help shape the plan that guides future safety and resilience efforts

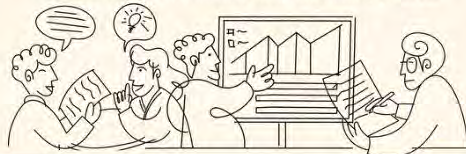
What's Hazard Mitigation?

Hazard mitigation means taking action before disasters happen. It's about long-term solutions that reduce loss of life, property damage, and disaster recovery costs.


When?

Date: June 11, 2025
Time: 1:00 PM

Location: 1651 Blountville Blvd, Blountville, TN 37617



Photos [See all photos](#)



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Community Report - Sullivan County, Tennessee | National Risk Index

National Risk Index

June 25, 2025

Sullivan County, Tennessee

Summary

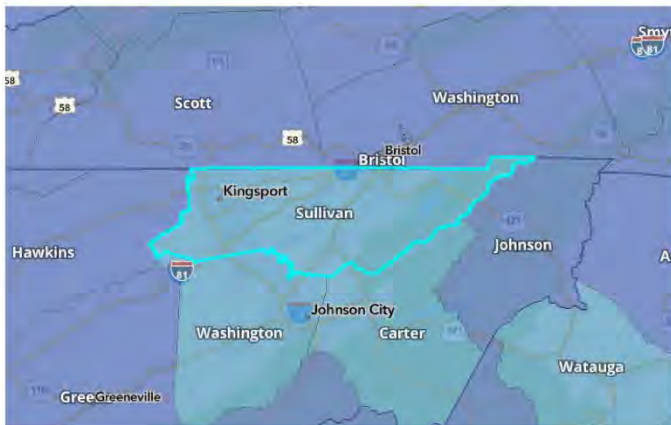
Risk Index is **Relatively Low**Score **50.1**Expected Annual Loss is **Very Low**Score **47.3**Social Vulnerability is **Relatively Moderate**Score **54.5**Community Resilience is **Relatively Low**Score **38.1**

While reviewing this report, keep in mind that low risk is driven by lower loss due to natural hazards, lower social vulnerability, and higher community resilience.

For more information about the National Risk Index, its data, and how to interpret the information it provides, please review the **About the National Risk Index** and **How to Take Action** sections at the end of this report. Or, visit the National Risk Index website at hazards.fema.gov/nri/learn-more to access supporting documentation and links.

Risk Index

The Risk Index rating is **Relatively Low** for **Sullivan County, TN** when compared to the rest of the U.S.

Score **50.08**

National Percentile

50.08

Percentile Within Tennessee

48.40

0 100

50% of U.S. counties have a lower Risk Index**48%** of counties in Tennessee have a lower Risk Index<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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Community Report - Sullivan County, Tennessee | National Risk Index

Risk Index Legend

■ Very High
 ■ Relatively High
 ■ Relatively Moderate
 ■ Relatively Low
 ■ Very Low
■ No Rating
■ Not Applicable
■ Insufficient Data

Hazard Type Risk Index

Hazard type Risk Index scores are calculated using data for only a single hazard type, and reflect a community's Expected Annual Loss value, community risk factors, and the adjustment factor used to calculate the risk value.

Hazard Type	Risk Index Rating	Risk Index Score	Normalized Percentage
Avalanche	Not Applicable	—	
Coastal Flooding	Not Applicable	—	
Cold Wave	Relatively Low	57.5	<div><div></div></div>
Drought	Relatively Low	52.8	<div><div></div></div>
Earthquake	Relatively Low	86.2	<div><div></div></div>
Hail	Relatively Low	56.2	<div><div></div></div>
Heat Wave	No Rating	0	<div><div></div></div>
Hurricane	Very Low	51.3	<div><div></div></div>
Ice Storm	Relatively Low	39.7	<div><div></div></div>
Landslide	Relatively Moderate	87	<div><div></div></div>
Lightning	Relatively High	93.6	<div><div></div></div>
Riverine Flooding	Relatively Low	57.3	<div><div></div></div>
Strong Wind	Relatively Moderate	77.7	<div><div></div></div>
Tornado	Relatively Low	48.8	<div><div></div></div>
Tsunami	Not Applicable	—	
Volcanic Activity	Not Applicable	—	
Wildfire	Very Low	35.6	<div><div></div></div>
Winter Weather	Relatively Low	50.5	<div><div></div></div>

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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Community Report - Sullivan County, Tennessee | National Risk Index

Risk Factor Breakdown

Hazard Type	EAL Value	Social Vulnerability	Community Resilience	CRF	Risk Value	Risk Index Score
Earthquake	\$1,449,792	Relatively Moderate	Relatively Low	1.25	\$1,891,299	86.2
Tornado	\$937,948	Relatively Moderate	Relatively Low	1.25	\$1,145,479	48.8
Strong Wind	\$750,117	Relatively Moderate	Relatively Low	1.25	\$917,462	77.7
Lightning	\$748,611	Relatively Moderate	Relatively Low	1.25	\$899,423	93.6
Riverine Flooding	\$511,009	Relatively Moderate	Relatively Low	1.25	\$660,802	57.3
Hurricane	\$187,173	Relatively Moderate	Relatively Low	1.25	\$230,682	51.3
Landslide	\$122,400	Relatively Moderate	Relatively Low	1.25	\$149,547	87
Hail	\$119,787	Relatively Moderate	Relatively Low	1.25	\$144,115	56.2
Cold Wave	\$89,756	Relatively Moderate	Relatively Low	1.25	\$107,731	57.5
Winter Weather	\$50,964	Relatively Moderate	Relatively Low	1.25	\$61,563	50.5
Ice Storm	\$32,513	Relatively Moderate	Relatively Low	1.25	\$38,545	39.7
Drought	\$28,622	Relatively Moderate	Relatively Low	1.25	\$33,774	52.8
Wildfire	\$14,558	Relatively Moderate	Relatively Low	1.25	\$17,305	35.6
Heat Wave	\$0	Relatively Moderate	Relatively Low	1.25	\$0	0
Avalanche	--	Relatively Moderate	Relatively Low	1.25	--	--
Coastal Flooding	--	Relatively Moderate	Relatively Low	1.25	--	--
Tsunami	--	Relatively Moderate	Relatively Low	1.25	--	--
Volcanic Activity	--	Relatively Moderate	Relatively Low	1.25	--	--

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Community Report - Sullivan County, Tennessee | National Risk Index

Expected Annual Loss

In **Sullivan County, TN**, expected loss each year due to natural hazards is **Very Low** when compared to the rest of the U.S.



Score **47.26**

National Percentile

47.26

Percentile Within Tennessee

47.40

0 100

47% of U.S. counties have a lower Expected Annual Loss

47% of counties in Tennessee have a lower Expected Annual Loss

Expected Annual Loss Legend

Very High Relatively High Relatively Moderate Relatively Low Very Low
No Expected Annual Losses Not Applicable Insufficient Data

Composite Expected Annual Loss **\$5,043,251.19**

Composite Expected Annual Loss Rate National Percentile **0.8**

Building EAL **\$2,482,231.67** Population EAL **0.21 fatalities**

Building EAL Rate **\$1 per \$10.00K of building value** Population EAL Rate **1 per 739.53K people**

Agriculture EAL **\$81,630.70** Population Equivalence EAL **\$2,479,388.81**

Agriculture EAL Rate **\$1 per \$309.25 of agriculture value**

Expected Annual Loss for Hazard Types

Expected Annual Loss scores for hazard types are calculated using data for only a single hazard type, and reflect a community's relative expected annual loss for only that hazard type.

14 of 18 hazard types contribute to the expected annual loss for **Sullivan County, TN**.

Hazard Type	Expected Annual Loss Rate	Expected Annual Loss	Score
Earthquake	Relatively Low	\$1,449,792	82.9
Tornado	Relatively Low	\$937,948	49.4

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APPENDIX A: PLANNING DOCUMENTATION

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Community Report - Sullivan County, Tennessee | National Risk Index

Threat Type	Relative Risk	Expected Annual Loss	Relative Risk Index
Strong Wind	Relatively Moderate	\$750,117	77.0
Lightning	Relatively High	\$748,611	92.9
Riverine Flooding	Relatively Low	\$511,009	55.4
Hurricane	Very Low	\$187,173	49.3
Landslide	Relatively Moderate	\$122,400	84.3
Hail	Relatively Low	\$119,788	56.8
Cold Wave	Relatively Low	\$89,756	58.2
Winter Weather	Relatively Low	\$50,964	51.5
Ice Storm	Relatively Low	\$32,513	39.6
Drought	Relatively Low	\$28,622	53.3
Wildfire	Very Low	\$14,558	34.3
Heat Wave	No Expected Annual Losses	\$0	0.0
Avalanche	Not Applicable	—	—
Coastal Flooding	Not Applicable	—	—
Tsunami	Not Applicable	—	—
Volcanic Activity	Not Applicable	—	—

Expected Annual Loss Values

Threat Type	Expected Annual Loss	Relative Risk	Expected Annual Loss	Relative Risk	Expected Annual Loss
Avalanche	—	—	—	—	—
Coastal Flooding	—	—	—	—	—
Cold Wave	\$89,756	\$306	\$78,589	0.01	\$10,861
Drought	\$28,622	n/a	n/a	n/a	\$28,622
Earthquake	\$1,449,792	\$1,181,707	\$268,085	0.02	n/a
Hail	\$119,787	\$835	\$114,155	0.01	\$4,797
Heat Wave	\$0	\$0	\$0	0.00	\$0
Hurricane	\$187,173	\$180,171	\$3,446	0.00	\$3,556
Ice Storm	\$32,513	\$30,315	\$2,198	0.00	n/a
Landslide	\$122,400	\$105,000	\$17,400	0.00	n/a
Lightning	\$748,611	\$5,816	\$742,795	0.06	n/a
Riverine Flooding	\$511,009	\$5,144	\$493,928	0.04	\$11,938

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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APPENDIX A: PLANNING DOCUMENTATION

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Community Report - Sullivan County, Tennessee | National Risk Index

Threat Type	Exposure	Population	Property at Risk, \$	Frequency	Annualized Frequency
Strong Wind	\$750,117	\$425,701	\$302,696	0.03	\$21,721
Tornado	\$937,948	\$532,196	\$405,617	0.03	\$134
Tsunami	—	—	—	—	—
Volcanic Activity	—	—	—	—	—
Wildfire	\$14,558	\$10,345	\$4,212	0.00	\$0
Winter Weather	\$50,964	\$4,695	\$46,268	0.00	\$1

Exposure Values

Threat Type	Exposure	Population	Property at Risk, \$	Frequency	Annualized Frequency
Avalanche	—	—	—	—	—
Coastal Flooding	—	—	—	—	—
Cold Wave	\$1,858,414,937,517	\$24,812,493,285	\$1,833,577,200,000	158,067.00	\$25,244,232
Drought	\$3,586,669	n/a	n/a	n/a	\$3,586,669
Earthquake	\$1,859,502,822,000	\$24,812,022,000	\$1,834,690,800,000	158,163.00	n/a
Hail	\$1,858,414,937,517	\$24,812,493,285	\$1,833,577,200,000	158,067.00	\$25,244,232
Heat Wave	\$0	\$0	\$0	0.00	\$0
Hurricane	\$1,840,899,575,123	\$24,603,671,266	\$1,816,271,411,421	156,575.12	\$24,492,437
Ice Storm	\$1,858,389,693,285	\$24,812,493,285	\$1,833,577,200,000	158,067.00	n/a
Landslide	\$1,228,512,638,062	\$16,351,268,630	\$1,212,161,369,431	104,496.67	n/a
Lightning	\$1,858,389,693,285	\$24,812,493,285	\$1,833,577,200,000	158,067.00	n/a
Riverine Flooding	\$33,274,837,185	\$623,734,683	\$32,649,896,289	2,814.65	\$1,206,212
Strong Wind	\$1,858,414,937,517	\$24,812,493,285	\$1,833,577,200,000	158,067.00	\$25,244,232
Tornado	\$1,858,414,937,517	\$24,812,493,285	\$1,833,577,200,000	158,067.00	\$25,244,232
Tsunami	—	—	—	—	—
Volcanic Activity	—	—	—	—	—
Wildfire	\$38,298,306,157	\$420,423,791	\$37,877,742,703	3,265.32	\$139,662
Winter Weather	\$1,858,414,937,517	\$24,812,493,285	\$1,833,577,200,000	158,067.00	\$25,244,232

Annualized Frequency Values

Threat Type	Exposure	Population	Property at Risk, \$	Frequency	Annualized Frequency
Avalanche	—	—	—	—	—

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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Community Report - Sullivan County, Tennessee | National Risk Index

Threat Type	Frequency	Count	Period
Coastal Flooding:			
Cold Wave	0.1 events per year	1	2005-2021 (16 years)
Drought	15.7 events per year	406	2000-2021 (22 years)
Earthquake	0.074% chance per year	n/a	2021 dataset
Hail	3.3 events per year	112	1986-2021 (34 years)
Heat Wave	0 events per year	0	2005-2021 (16 years)
Hurricane	0 events per year	4	East 1851-2021 (171 years) / West 1949-2021 (73 years)
Ice Storm	0.1 events per year	5	1946-2014 (67 years)
Landslide	0 events per year	0	2010-2021 (12 years)
Lightning	57 events per year	1,255	1991-2012 (22 years)
Riverine Flooding	1.3 events per year	31	1996-2019 (24 years)
Strong Wind	3.3 events per year	113	1986-2021 (34 years)
Tornado	0.1 events per year	2	1950-2021 (72 years)
Tsunami	—	—	—
Volcanic Activity	—	—	—
Wildfire	0.007% chance per year	n/a	2021 dataset
Winter Weather	1.3 events per year	21	2005-2021 (16 years)

Historic Loss Ratios

Threat Type	Loss Ratio
Avalanche:	
Coastal Flooding:	
Cold Wave	Very Low
Drought	Relatively Moderate
Earthquake	Relatively Moderate
Hail	Very Low
Heat Wave	No Rating
Hurricane	Very Low
Ice Storm	Relatively Low
Landslide	Very Low
Lightning	Relatively Moderate

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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APPENDIX A: PLANNING DOCUMENTATION

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Community Report - Sullivan County, Tennessee | National Risk Index

Hazard Type	Overall Rating
Riverine Flooding	Very Low
Strong Wind	Very Low
Tornado	Relatively Low
Tsunami	--
Volcanic Activity	--
Wildfire	Relatively Low
Winter Weather	Very Low

Expected Annual Loss Rate

Hazard Type	Building EAL Rate (per building value)	Population EAL Rate (per population)	Agriculture EAL Rate (per agriculture value)
Avalanche	--	--	--
Coastal Flooding	--	--	--
Cold Wave	\$1 per \$81.08M	1 per 23.33M	\$1 per \$2.32K
Drought	--	--	\$1 per \$881.98
Earthquake	\$1 per \$21.00K	1 per 6.84M	--
Hail	\$1 per \$29.70M	1 per 16.06M	\$1 per \$5.26K
Heat Wave	--	--	--
Hurricane	\$1 per \$137.72K	1 per 532.07M	\$1 per \$7.10K
Ice Storm	\$1 per \$818.48K	1 per 834.27M	--
Landslide	\$1 per \$236.31K	1 per 105.38M	--
Lightning	\$1 per \$4.27M	1 per 2.47M	--
Riverine Flooding	\$1 per \$4.82M	1 per 3.71M	\$1 per \$2.11K
Strong Wind	\$1 per \$58.29K	1 per 6.06M	\$1 per \$1.16K
Tornado	\$1 per \$46.62K	1 per 4.52M	\$1 per \$187.84K
Tsunami	--	--	--
Volcanic Activity	--	--	--
Wildfire	\$1 per \$2.40M	1 per 435.27M	\$1 per \$110.20M
Winter Weather	\$1 per \$5.28M	1 per 39.63M	\$1 per \$36.93M

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

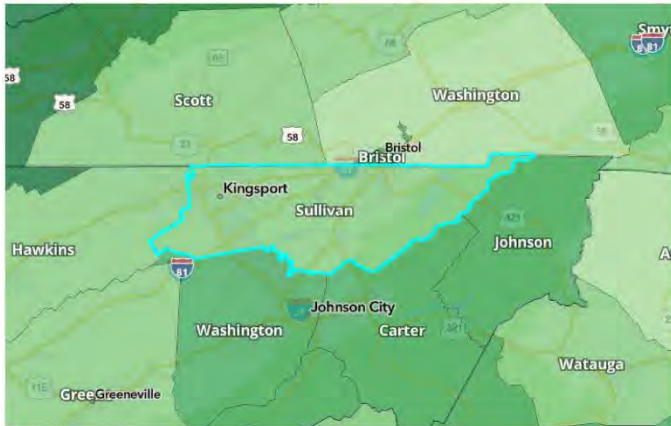
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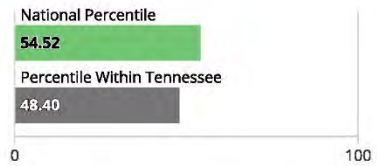
Community Report - Sullivan County, Tennessee | National Risk Index

Social Vulnerability

Social groups in **Sullivan County, TN** have a **Relatively Moderate** susceptibility to the adverse impacts of natural hazards when compared to the rest of the U.S.



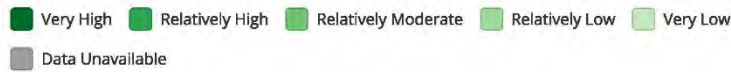
Score **54.52**



55% of U.S. counties have a lower Social Vulnerability

48% of counties in Tennessee have a lower Social Vulnerability

Social Vulnerability Legend

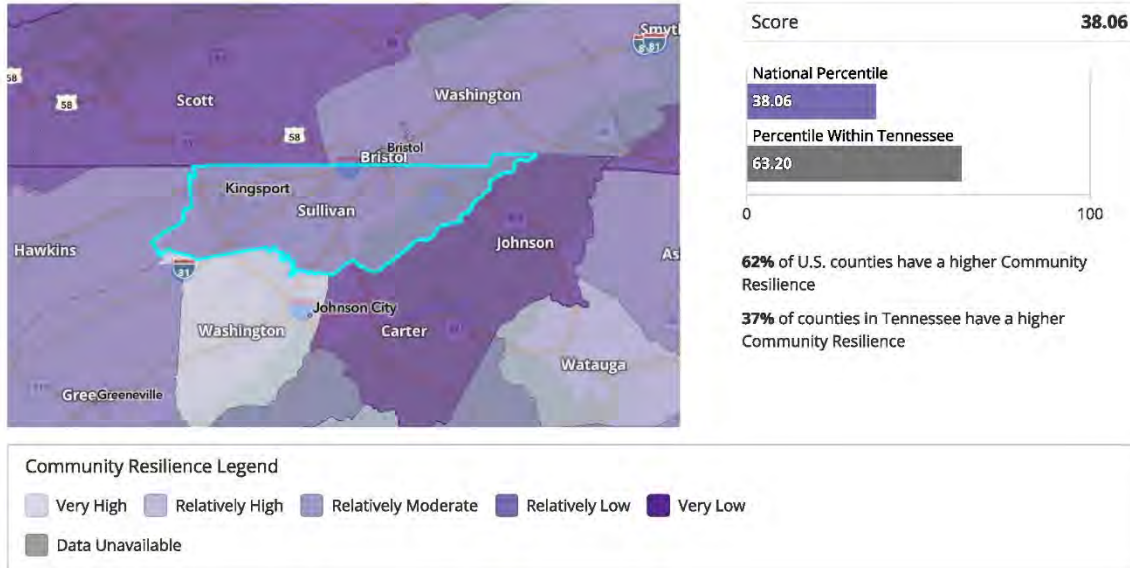


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Community Resilience

Communities in **Sullivan County, TN** have a **Relatively Low** ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S.



About the National Risk Index

The National Risk Index is a dataset and online tool to help illustrate the United States communities most at risk for 18 natural hazards: Avalanche, Coastal Flooding, Cold Wave, Drought, Earthquake, Hail, Heat Wave, Hurricane, Ice Storm, Landslide, Lightning, Riverine Flooding, Strong Wind, Tornado, Tsunami, Volcanic Activity, Wildfire, and Winter Weather.

The National Risk Index leverages available source data for Expected Annual Loss due to these 18 hazard types, Social Vulnerability, and Community Resilience to develop a baseline relative risk measurement for each United States county and Census tract. These measurements are calculated using average past conditions, but they cannot be used to predict future outcomes for a community. The National Risk Index is intended to fill gaps in available data and analyses to better inform federal, state, local, tribal, and territorial decision makers as they develop risk reduction strategies.

Explore the National Risk Index Map at hazards.fema.gov/nri/map.

Visit the National Risk Index website at hazards.fema.gov/nri/learn-more to access supporting documentation and links.

Calculating the Risk Index

Risk Index values are calculated using an equation* that combines values for Expected Annual Loss (EAL) due to natural hazards, with the Community Risk Factor (CRF), which is a function of Social Vulnerability and Community Resilience:

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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Risk Index = **Expected Annual Loss** × **Community Risk Factor**

where **Community Risk Factor** = $f\left(\frac{\text{Social Vulnerability}}{\text{Community Resilience}}\right)$

*County-level risk values are derived by summing the risk values of all Census tracts within that county.

Risk is presented as a composite value and score for all 18 hazard types, as well as individual values and scores for each hazard type.

For more information, visit hazards.fema.gov/nri/determining-risk.

Calculating Expected Annual Loss

Expected Annual Loss values are calculated using an equation* that combines values for exposure, annualized frequency, and historic loss ratios for 18 hazard types:

Expected Annual Loss = **Exposure** × **Annualized Frequency** × **Historic Loss Ratio**

*Excluding Avalanche, Drought, Earthquake, and Tornado, EAL values for each hazard are calculated at the Census block level and summed together to determine Census tract and county-level hazard type EAL values.

Expected Annual Loss is presented as a composite value and score for all 18 hazard types, as well as individual values and scores for each hazard type.

For more information, visit hazards.fema.gov/nri/expected-annual-loss.

Calculating Social Vulnerability

Social Vulnerability is measured using the Social Vulnerability Index (SVI) published by the Centers for Disease Control and Prevention (CDC).

For more information, visit hazards.fema.gov/nri/social-vulnerability.

Calculating Community Resilience

Community Resilience is measured at the County level using the Baseline Resilience Indicators for Communities (HVRI BRIC) published by the University of South Carolina's Hazards and Vulnerability Research Institute (HVRI).

For more information, visit hazards.fema.gov/nri/community-resilience.

Values, Scores, and Ratings

The National Risk Index provides three different types of results for Risk and each component used to derive Risk: EAL, Social Vulnerability, and Community Resilience:

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Values. Values for Risk and EAL are in units of dollars, representing the community's average economic loss from natural hazards each year. For Social Vulnerability and Community Resilience, values are the Index values for the community provided by the source data sets.

Scores. Scores represent the national percentile ranking of the community's component value compared to all other communities at the same level (county or Census tract).

Ratings. Ratings refer to the qualitative terms that describe the relative risk of an area within the same geographic level. These rating categories range from "Very Low" to "Very High". Ratings for Social Vulnerability and Community Resilience are based on quintiles of those components' scores, while Risk and EAL ratings are based on more advanced statistical calculations on values. As a result, there is no fixed range of scores or values that correspond to the rating categories.

How to Take Action

There are many ways to reduce natural hazard risk through mitigation. Communities with high National Risk Index scores can take action to reduce risk by decreasing Expected Annual Loss due to natural hazards, decreasing Social Vulnerability, and increasing Community Resilience.

For information about how to take action and reduce your risk, visit hazards.fema.gov/nri/take-action.

Disclaimer

The National Risk Index (the Risk Index or the Index) and its associated data are meant for planning purposes only. This tool was created for broad nationwide comparisons and is not a substitute for localized risk assessment analysis. Nationwide datasets used as inputs for the National Risk Index are, in many cases, not as accurate as available local data. Users with access to local data for each National Risk Index risk factor should consider substituting the Risk Index data with local data to recalculate a more accurate risk index. If you decide to download the National Risk Index data and substitute it with local data, you assume responsibility for the accuracy of the data and any resulting data index. Please visit the Contact Us page if you would like to discuss this process further.

The methodology used by the National Risk Index has been reviewed by subject matter experts in the fields of natural hazard risk research, risk analysis, mitigation planning, and emergency management. The processing methods used to create the National Risk Index have produced results similar to those from other natural hazard risk analyses conducted on a smaller scale. The breadth and combination of geographic information systems (GIS) and data processing techniques leveraged by the National Risk Index enable it to incorporate multiple hazard types and risk factors, manage its nationwide scope, and capture what might have been missed using other methods.

The National Risk Index does not consider the intricate economic and physical interdependencies that exist across geographic regions. Keep in mind that hazard impacts in surrounding counties or Census tracts can cause indirect losses in your community regardless of your community's risk profile.

Nationwide data available for some risk factors are rudimentary at this time. The risk profiles for the vast majority of hazard types are based on historical frequency and loss data. They represent risk and expected annual loss based on average past conditions, not future predictions. The National Risk Index will be continuously updated as new data become available and improved methodologies are identified.

For comprehensive details about how the Risk Index can help you and its limitations, see the [National Risk Index Technical Documentation](#)

Assumption of Risk

In view of the identified limitations of the National Risk Index associated data, by using the data, you acknowledge and agree that FEMA makes no representations or warranties about the accuracy, completeness, or fitness for any particular purpose of the data; that the data is provided "as is" without warranty of any kind; that you assume full responsibility for any consequences that may arise, including financial losses, legal disputes, or other adverse outcomes; and that you release FEMA and the federal government from any liability that may arise to the extent allowable by law.

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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Attribution, No Endorsement

Please attribute your use of the National Risk Index and its associated data to the Federal Emergency Management Agency.

However, you acknowledge and agree that nothing herein constitutes an endorsement of you or your work by FEMA or the federal government, and you shall not imply through use of the National Risk Index or its associated data or through providing attribution, that FEMA or the federal government endorses you.

Preferred citation for the National Risk Index:

Zuzak, C., E. Goodenough, C. Stanton, M. Mowrer, A. Sheehan, B. Roberts, P. McGuire, and J. Rozelle. 2023. National Risk Index Technical Documentation. Federal Emergency Management Agency, Washington, DC.

The National Risk Index Contact Us page is available at hazards.fema.gov/nri/contact-us.

<https://hazards.fema.gov/nri/report/viewer?dataLOD=Counties&dataIDs=C47163#SectionSummary>

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APPENDIX B

Historical Hazard Data

Location	County/Zone	St.	Date	Time	T.Z.	Type	Mag	Dth	Inj	PrD	CrD
Totals:								1	6	4.460M	420.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/16/1957	19:30	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/17/1957	18:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	09/14/1957	18:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	10/08/1960	16:00	CST	Hail	1.00 in.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/03/1962	17:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	08/03/1964	18:35	CST	Thunderstorm Wind	50 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/23/1967	21:50	CST	Hail	1.50 in.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/23/1967	22:25	CST	Hail	1.50 in.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	05/08/1967	13:00	CST	Thunderstorm Wind	52 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/23/1968	21:25	CST	Hail	1.00 in.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/23/1968	21:25	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	07/22/1968	18:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/24/1969	11:20	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/24/1969	11:20	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/28/1969	16:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	07/25/1969	15:35	CST	Hail	1.00 in.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	07/25/1969	15:35	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	05/16/1970	14:10	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/05/1970	13:30	CST	Thunderstorm Wind	70 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/26/1971	16:00	CST	Hail	0.75 in.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	09/16/1971	13:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	05/23/1973	18:13	CST	Thunderstorm Wind	52 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	01/28/1974	10:40	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/04/1974	02:30	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/04/1974	02:40	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/08/1974	13:30	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	05/05/1977	14:00	CST	Hail	2.75 in.	0	0	0.00K	0.00K

APPENDIX B: COUNTY DATA

SULLIVAN CO.	SULLIVAN CO.	TN	12/05/1977	10:40	CST	Thunderstorm Wind	60 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	07/20/1983	14:45	CST	Thunderstorm Wind	61 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	07/24/1983	11:35	CST	Thunderstorm Wind	76 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	08/11/1983	18:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	08/11/1983	18:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	09/03/1984	15:05	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	07/16/1988	17:10	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/27/1989	15:30	CST	Hail	1.00 in.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	05/06/1989	12:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/02/1989	12:25	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/12/1989	19:45	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	05/28/1990	15:15	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	06/22/1990	22:19	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/09/1991	16:17	CST	Thunderstorm Wind	55 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	04/29/1991	17:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	07/10/1991	14:00	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
SULLIVAN CO.	SULLIVAN CO.	TN	08/29/1991	19:30	CST	Thunderstorm Wind	0 kts.	0	0	0.00K	0.00K
Kingsport	SULLIVAN CO.	TN	08/20/1993	14:20	CST	Thunderstorm Wind	0 kts.	0	0	0.50K	0.00K
Kingsport	SULLIVAN CO.	TN	08/26/1993	17:00	CST	Thunderstorm Wind	45 kts.	0	0	5.00K	0.00K
Kingsport	SULLIVAN CO.	TN	06/11/1995	16:15	CST	Thunderstorm Wind	0 kts.	0	0	20.00K	0.00K
Southern Sullivan Co	SULLIVAN CO.	TN	06/11/1995	17:00	CST	Thunderstorm Wind	0 kts.	0	0	2.00K	0.00K
Bristol/Kingsport	SULLIVAN CO.	TN	06/26/1995	19:50	CST	Thunderstorm Wind	0 kts.	0	0	5.00K	0.00K
Bristol	SULLIVAN CO.	TN	07/10/1995	19:06	CST	Thunderstorm Wind	0 kts.	0	0	5.00K	0.00K
Kingsport	SULLIVAN CO.	TN	07/25/1995	16:30	CST	Thunderstorm Wind	0 kts.	0	0	10.00K	0.00K
Kingsport Bloomingdal	SULLIVAN CO.	TN	08/11/1995	17:25	EST	Thunderstorm Wind	0 kts.	0	0	10.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/06/1996	21:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/11/1996	19:00	EST	Winter Storm		0	0	0.00K	0.00K

APPENDIX B: COUNTY DATA

SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	02/02/1996	02:00	EST	Winter Storm		0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	04/13/1996	16:30	EST	Thunderstorm Wind	52 kts.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/21/1996	19:40	EST	Thunderstorm Wind		0	0	0.00K	5.00K
KINGSPORT	SULLIVAN CO.	TN	05/24/1996	20:40	EST	Hail	1.75 in.	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	05/24/1996	21:45	EST	Thunderstorm Wind		0	0	5.00K	5.00K
BLOOMINGDALE	SULLIVAN CO.	TN	05/25/1996	15:05	EST	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/25/1996	15:50	EST	Hail	1.25 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/29/1996	01:45	EST	Hail	0.75 in.	0	0	0.00K	0.00K
INDIAN SPGS	SULLIVAN CO.	TN	06/24/1996	12:10	EST	Thunderstorm Wind		0	0	4.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	07/02/1996	15:15	EST	Thunderstorm Wind		0	0	0.00K	2.00K
COUNTYWIDE	SULLIVAN CO.	TN	07/14/1996	17:15	EST	Thunderstorm Wind		0	0	15.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	08/07/1996	14:45	EST	Thunderstorm Wind		0	0	0.00K	5.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/18/1996	16:00	EST	Winter Storm		0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	01/05/1997	03:45	EST	Thunderstorm Wind		0	0	0.00K	10.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/10/1997	11:00	EST	Winter Storm		0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/13/1997	19:25	EST	Thunderstorm Wind	52 kts.	0	0	0.00K	0.00K
E HALF OF COUNTY	SULLIVAN CO.	TN	07/16/1997	14:00	EST	Thunderstorm Wind		0	0	0.00K	30.00K
KINGSPORT	SULLIVAN CO.	TN	08/04/1997	15:15	EST	Hail	1.25 in.	0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/30/1997	05:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/27/1998	19:30	EST	Winter Storm		0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	02/17/1998	11:30	EST	Thunderstorm Wind	55 kts.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	04/03/1998	18:40	EST	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	04/03/1998	18:50	EST	Hail	1.25 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	04/16/1998	16:30	EST	Thunderstorm Wind		0	0	0.00K	9.00K
COLONIAL HGTS	SULLIVAN CO.	TN	05/07/1998	18:50	EST	Hail	1.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	05/07/1998	20:35	EST	Hail	1.75 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/25/1998	22:05	EST	Thunderstorm Wind		0	0	1.500M	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/03/1998	19:09	EST	Hail	0.75 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/22/1998	18:28	EST	Hail	1.00 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/24/1998	13:40	EST	Hail	0.75 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/24/1998	14:00	EST	Hail	0.75 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/24/1998	16:50	EST	Thunderstorm Wind		0	0	0.00K	2.00K

APPENDIX B: COUNTY DATA

KINGSPORT	SULLIVAN CO.	TN	07/19/1998	16:05	EST	Thunderstorm Wind		0	0	15.00K	10.00K
BLUFF CITY	SULLIVAN CO.	TN	07/19/1998	16:25	EST	Thunderstorm Wind		0	0	0.00K	15.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/06/1999	08:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	03/13/1999	05:00	EST	Winter Storm		0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/02/1999	19:15	EST	Hail	1.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/02/1999	19:15	EST	Thunderstorm Wind		0	0	15.00K	0.00K
SOUTH HOLSTON LAKE	SULLIVAN CO.	TN	06/02/1999	20:11	EST	Thunderstorm Wind		0	0	11.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/24/1999	14:00	EST	Thunderstorm Wind		0	0	2.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/24/1999	14:05	EST	Thunderstorm Wind		0	0	10.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	08/01/1999	18:50	EST	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	08/01/1999	19:30	EST	Thunderstorm Wind		0	0	5.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/18/1999	23:05	EST	Thunderstorm Wind		0	0	1.00K	0.00K
(TRI)TRI CITY ARPT B	SULLIVAN CO.	TN	10/04/1999	17:00	EST	Hail	0.88 in.	0	0	0.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	10/04/1999	17:25	EST	Thunderstorm Wind		0	0	10.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/22/2000	10:00	EST	Winter Storm		0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	02/14/2000	00:00	EST	Thunderstorm Wind		0	0	20.00K	14.00K
BLUFF CITY	SULLIVAN CO.	TN	02/14/2000	00:15	EST	Lightning		0	0	25.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	04/17/2000	14:25	EST	Hail	1.00 in.	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	05/27/2000	20:20	EST	Thunderstorm Wind		0	0	0.00K	16.00K
BLOOMINGDALE	SULLIVAN CO.	TN	05/27/2000	20:45	EST	Thunderstorm Wind		0	0	0.00K	4.00K
KINGSPORT	SULLIVAN CO.	TN	05/28/2000	14:30	EST	Hail	0.75 in.	0	0	0.00K	0.00K
BLOOMINGDALE	SULLIVAN CO.	TN	05/28/2000	14:47	EST	Thunderstorm Wind		0	0	0.00K	5.00K
KINGSPORT	SULLIVAN CO.	TN	05/28/2000	17:45	EST	Hail	1.00 in.	0	0	0.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	06/15/2000	18:20	EST	Thunderstorm Wind		0	0	0.00K	6.00K
PINEY FLATS	SULLIVAN CO.	TN	06/15/2000	18:40	EST	Thunderstorm Wind		0	0	10.00K	8.00K
BLOOMINGDALE	SULLIVAN CO.	TN	07/11/2000	01:19	EST	Thunderstorm Wind		0	0	0.00K	1.00K
COLONIAL HGTS	SULLIVAN CO.	TN	07/28/2000	16:20	EST	Hail	1.75 in.	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	07/28/2000	16:55	EST	Thunderstorm Wind		0	0	20.00K	10.00K
KINGSPORT	SULLIVAN CO.	TN	08/03/2000	18:15	EST	Thunderstorm Wind		0	0	0.00K	21.00K
COUNTYWIDE	SULLIVAN CO.	TN	08/09/2000	23:35	EST	Thunderstorm Wind		0	0	0.00K	23.00K

APPENDIX B: COUNTY DATA

COUNTYWIDE	SULLIVAN CO.	TN	08/10/2000	00:05	EST	Thunderstorm Wind		0	0	0.00K	23.00K
COUNTYWIDE	SULLIVAN CO.	TN	11/09/2000	18:40	EST	Thunderstorm Wind		0	0	0.00K	30.00K
KINGSPORT	SULLIVAN CO.	TN	11/09/2000	19:15	EST	Thunderstorm Wind		0	0	0.00K	13.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/02/2000	19:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/18/2000	19:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/01/2001	03:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/20/2001	04:00	EST	Winter Storm		0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/21/2001	12:20	EST	Thunderstorm Wind		0	0	18.00K	12.00K
KINGSPORT	SULLIVAN CO.	TN	05/21/2001	12:20	EST	Hail	0.88 in.	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	05/21/2001	19:00	EST	Thunderstorm Wind		0	0	0.00K	8.00K
COLONIAL HGTS	SULLIVAN CO.	TN	05/21/2001	19:45	EST	Thunderstorm Wind		0	0	0.00K	8.00K
KINGSPORT	SULLIVAN CO.	TN	05/21/2001	20:20	EST	Thunderstorm Wind		0	0	0.00K	8.00K
COLONIAL HGTS	SULLIVAN CO.	TN	05/22/2001	12:20	EST	Hail	0.88 in.	0	0	0.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	05/22/2001	12:35	EST	Thunderstorm Wind		0	0	0.00K	20.00K
BLUFF CITY	SULLIVAN CO.	TN	06/25/2001	17:20	EST	Thunderstorm Wind		0	0	0.00K	2.00K
BLOOMINGDALE	SULLIVAN CO.	TN	06/29/2001	16:20	EST	Hail	0.88 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/29/2001	16:35	EST	Hail	0.75 in.	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	07/04/2001	16:00	EST	Thunderstorm Wind		0	0	0.00K	14.00K
KINGSPORT	SULLIVAN CO.	TN	07/08/2001	15:33	EST	Thunderstorm Wind		0	0	0.00K	21.00K
BRISTOL	SULLIVAN CO.	TN	08/23/2001	20:45	EST	Thunderstorm Wind		0	0	0.00K	16.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/23/2001	20:45	EST	Thunderstorm Wind		0	0	0.00K	5.00K
KINGSPORT	SULLIVAN CO.	TN	08/23/2001	22:30	EST	Thunderstorm Wind		0	0	0.00K	1.00K
BRISTOL	SULLIVAN CO.	TN	08/23/2001	22:30	EST	Thunderstorm Wind		0	0	0.00K	5.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/23/2001	22:40	EST	Thunderstorm Wind		0	0	0.00K	8.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/05/2002	23:00	EST	Winter Storm		0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/28/2002	15:15	EST	Hail	0.75 in.	0	0	5.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	05/01/2002	22:00	EST	Thunderstorm Wind		0	0	10.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	05/02/2002	18:45	EST	Thunderstorm Wind		0	0	10.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	05/02/2002	19:30	EST	Thunderstorm Wind		0	0	10.00K	0.00K

APPENDIX B: COUNTY DATA

BLOUNTVILLE	SULLIVAN CO.	TN	05/13/2002	08:50	EST	Thunderstorm Wind		0	0	10.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/02/2002	15:38	EST	Hail	0.75 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/02/2002	13:35	EST	Hail	0.75 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/02/2002	18:00	EST	Thunderstorm Wind		0	0	20.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	07/03/2002	14:50	EST	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/03/2002	15:40	EST	Thunderstorm Wind		0	0	15.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	07/04/2002	16:05	EST	Thunderstorm Wind		0	0	10.00K	0.00K
JACOB	SULLIVAN CO.	TN	07/23/2002	17:45	EST	Thunderstorm Wind		0	3	20.00K	20.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/30/2002	14:45	EST	Thunderstorm Wind		0	0	15.00K	5.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/01/2002	20:25	EST	Thunderstorm Wind		0	0	5.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	08/02/2002	16:25	EST	Hail	0.75 in.	0	0	0.00K	0.00K
PAPERVILLE	SULLIVAN CO.	TN	08/02/2002	16:40	EST	Thunderstorm Wind		0	0	5.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/24/2002	14:30	EST	Thunderstorm Wind		0	0	3.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	11/10/2002	23:00	EST	Thunderstorm Wind		0	0	25.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	12/04/2002	00:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/16/2003	13:00	EST	Winter Storm		0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/22/2003	19:00	EST	Winter Storm		0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	05/01/2003	15:00	EST	Lightning		0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	05/01/2003	15:00	EST	Lightning		0	0	0.00K	0.00K
BLOOMINGDALE	SULLIVAN CO.	TN	05/01/2003	15:54	EST	Hail	0.88 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/02/2003	14:15	EST	Thunderstorm Wind	60 kts. EG	0	0	12.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	05/09/2003	02:07	EST	Thunderstorm Wind	57 kts. MG	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/11/2003	17:00	EST	Thunderstorm Wind	55 kts. EG	0	0	15.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/11/2003	19:20	EST	Thunderstorm Wind	55 kts. EG	0	0	8.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/16/2003	15:10	EST	Hail	0.75 in.	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	07/09/2003	14:50	EST	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	07/10/2003	19:30	EST	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	07/16/2003	13:15	EST	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	08/04/2003	19:45	EST	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	08/16/2003	01:15	EST	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K

APPENDIX B: COUNTY DATA

BRISTOL	SULLIVAN CO.	TN	08/28/2003	01:45	EST	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	09/27/2003	14:45	EST	Hail	0.88 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	09/27/2003	15:15	EST	Thunderstorm Wind	55 kts. EG	0	0	6.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/09/2004	03:00	EST	Winter Storm		0	0	0.00K	0.00K
TRI CITY ARPT	SULLIVAN CO.	TN	04/13/2004	14:37	EST	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/26/2004	16:55	EST	Thunderstorm Wind	78 kts. EG	0	0	300.00K	0.00K
BLOOMINGDALE	SULLIVAN CO.	TN	05/26/2004	16:55	EST	Thunderstorm Wind	78 kts. EG	0	0	1.500M	0.00K
BLOOMINGDALE	SULLIVAN CO.	TN	05/26/2004	17:30	EST	Thunderstorm Wind	70 kts. MG	0	0	1.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	05/31/2004	03:05	EST	Thunderstorm Wind	60 kts. EG	0	0	25.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/14/2004	15:53	EST	Hail	0.88 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/14/2004	16:10	EST	Thunderstorm Wind	65 kts. EG	0	0	15.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/05/2004	19:45	EST	Thunderstorm Wind	60 kts. EG	0	0	15.00K	0.00K
HOLSTON VLY	SULLIVAN CO.	TN	07/10/2004	18:40	EST	Thunderstorm Wind	45 kts. EG	0	2	0.00K	0.00K
SULLIVAN GARDENS	SULLIVAN CO.	TN	04/22/2005	21:35	EST	Hail	0.88 in.	0	0	0.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	04/22/2005	21:55	EST	Thunderstorm Wind	50 kts. EG	0	0	2.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/13/2005	17:10	EST	Hail	0.75 in.	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	05/14/2005	18:05	EST	Thunderstorm Wind	60 kts. EG	0	0	15.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/01/2005	17:32	EST	Thunderstorm Wind	55 kts. EG	0	0	6.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/01/2005	17:35	EST	Thunderstorm Wind	55 kts. EG	0	0	6.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/02/2005	14:05	EST	Thunderstorm Wind	60 kts. EG	0	0	30.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	07/19/2005	16:45	EST	Thunderstorm Wind	45 kts. MG	0	0	15.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	08/03/2005	16:00	EST	Thunderstorm Wind	45 kts. EG	0	0	10.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	04/25/2006	18:05	EST	Thunderstorm Wind	65 kts. EG	0	0	12.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/25/2006	18:25	EST	Lightning		0	0	25.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/18/2006	19:10	EST	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/18/2006	19:10	EST	Hail	0.88 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	05/18/2006	19:35	EST	Hail	0.75 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/26/2006	14:56	EST	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	05/26/2006	14:58	EST	Hail	1.00 in.	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	06/11/2006	02:05	EST	Thunderstorm Wind	60 kts. EG	0	0	8.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/11/2006	02:10	EST	Hail	0.75 in.	0	0	0.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	06/11/2006	14:00	EST	Thunderstorm Wind	60 kts. EG	0	0	10.00K	0.00K

APPENDIX B: COUNTY DATA

COUNTYWIDE	SULLIVAN CO.	TN	06/11/2006	22:50	EST	Thunderstorm Wind	60 kts. EG	0	0	8.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/04/2006	22:00	EST	Thunderstorm Wind	60 kts. EG	0	0	12.00K	0.00K
BLOOMINGDALE	SULLIVAN CO.	TN	07/28/2006	17:15	EST	Thunderstorm Wind	60 kts. EG	0	0	15.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/06/2006	18:10	EST	Thunderstorm Wind	60 kts. EG	0	0	12.00K	0.00K
COUNTYWIDE	SULLIVAN CO.	TN	08/08/2006	12:40	EST	Thunderstorm Wind	55 kts. EG	0	0	5.00K	0.00K
SULLIVAN GARDENS	SULLIVAN CO.	TN	09/28/2006	13:51	EST	Hail	1.75 in.	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	04/03/2007	22:45	EST-5	Thunderstorm Wind	50 kts. EG	0	0	20.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/08/2007	18:30	EST-5	Thunderstorm Wind	60 kts. EG	0	0	15.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/14/2007	15:30	EST-5	Lightning		0	0	2.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	06/15/2007	17:18	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/16/2007	14:30	EST-5	Hail	0.88 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/01/2007	17:25	EST-5	Thunderstorm Wind	55 kts. EG	0	0	5.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/01/2007	17:30	EST-5	Lightning		0	0	10.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	08/29/2007	14:10	EST-5	Hail	0.75 in.	0	0	0.00K	0.00K
ALLISON MILL	SULLIVAN CO.	TN	03/04/2008	17:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	06/09/2008	17:10	EST-5	Thunderstorm Wind	52 kts. EG	0	0	5.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/09/2008	17:53	EST-5	Thunderstorm Wind	65 kts. EG	0	0	25.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	06/10/2008	18:28	EST-5	Thunderstorm Wind	55 kts. EG	0	0	3.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/11/2008	15:35	EST-5	Thunderstorm Wind	55 kts. EG	0	0	8.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/11/2008	15:35	EST-5	Hail	0.75 in.	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/04/2008	16:05	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/04/2008	16:09	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/04/2008	16:15	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
EAST KINGSPORT	SULLIVAN CO.	TN	07/04/2008	16:20	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/04/2008	16:40	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/22/2008	19:15	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/02/2008	15:35	EST-5	Thunderstorm Wind	50 kts. EG	0	0	1.00K	0.00K

APPENDIX B: COUNTY DATA

SPRINGDALE	SULLIVAN CO.	TN	04/10/2009	16:45	EST-5	Hail	0.88 in.	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	05/08/2009	20:10	EST-5	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	06/02/2009	16:48	EST-5	Thunderstorm Wind	50 kts. EG	0	0	2.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/11/2009	15:15	EST-5	Thunderstorm Wind	60 kts. EG	0	0	20.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/16/2009	18:40	EST-5	Thunderstorm Wind	60 kts. EG	0	0	20.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/18/2009	14:10	EST-5	Thunderstorm Wind	60 kts. EG	0	0	20.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/18/2009	14:10	EST-5	Thunderstorm Wind	60 kts. EG	0	0	20.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/09/2009	15:25	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
GREY MILL	SULLIVAN CO.	TN	09/09/2009	10:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	3.00K	0.00K
COLONIAL HGTS	SULLIVAN CO.	TN	09/09/2009	10:35	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
GUNNINGS	SULLIVAN CO.	TN	05/16/2010	16:45	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	06/15/2010	16:56	EST-5	Thunderstorm Wind	55 kts. EG	0	0	10.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/21/2010	17:26	EST-5	Thunderstorm Wind	55 kts. EG	0	0	5.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/21/2010	17:30	EST-5	Thunderstorm Wind	55 kts. EG	0	0	25.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	06/24/2010	16:20	EST-5	Thunderstorm Wind	50 kts. EG	0	0	2.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/04/2010	16:50	EST-5	Thunderstorm Wind	58 kts. EG	0	0	10.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	08/05/2010	12:45	EST-5	Thunderstorm Wind	58 kts. EG	0	0	15.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	08/05/2010	12:55	EST-5	Thunderstorm Wind	50 kts. EG	0	0	2.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	09/16/2010	21:40	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	10/25/2010	08:00	EST-5	Thunderstorm Wind	60 kts. EG	0	0	20.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	10/25/2010	08:00	EST-5	Thunderstorm Wind	60 kts. EG	0	0	30.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	03/24/2011	00:20	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	04/25/2011	15:45	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
SULLIVAN GARDENS	SULLIVAN CO.	TN	04/27/2011	20:25	EST-5	Thunderstorm Wind	60 kts. EG	0	0	25.00K	0.00K
SULLIVAN GARDENS	SULLIVAN CO.	TN	04/27/2011	20:25	EST-5	Hail	2.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/27/2011	21:06	EST-5	Hail	2.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/27/2011	21:13	EST-5	Hail	1.25 in.	0	0	0.00K	0.00K

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BLOUNTVILLE	SULLIVAN CO.	TN	04/27/2011	21:39	EST-5	Hail	1.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/27/2011	21:58	EST-5	Hail	2.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/27/2011	22:06	EST-5	Hail	2.75 in.	0	0	0.00K	0.00K
(TRI)TRI CITY ARPT B	SULLIVAN CO.	TN	05/13/2011	14:58	EST-5	Thunderstorm Wind	50 kts. MG	0	0	0.00K	0.00K
FORDTOWN	SULLIVAN CO.	TN	05/22/2011	18:25	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
BORING	SULLIVAN CO.	TN	05/22/2011	18:28	EST-5	Thunderstorm Wind	52 kts. MG	0	0	0.00K	0.00K
ROCK SPGS	SULLIVAN CO.	TN	05/22/2011	18:35	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	05/24/2011	10:17	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	05/24/2011	14:00	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	05/26/2011	15:58	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
COLONIAL HGTS	SULLIVAN CO.	TN	05/26/2011	16:00	EST-5	Hail	1.50 in.	0	0	0.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	05/26/2011	16:20	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	05/26/2011	16:24	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	05/26/2011	16:27	EST-5	Hail	1.75 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	05/26/2011	16:29	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	05/26/2011	16:46	EST-5	Hail	1.25 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/09/2011	15:45	EST-5	Thunderstorm Wind	55 kts. EG	0	0	20.00K	0.00K
COLONIAL HGTS	SULLIVAN CO.	TN	06/21/2011	20:12	EST-5	Thunderstorm Wind	55 kts. EG	0	0	10.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/21/2011	20:20	EST-5	Thunderstorm Wind	55 kts. EG	0	0	10.00K	0.00K
VANCE	SULLIVAN CO.	TN	07/22/2011	15:45	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/22/2011	18:12	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BLOOMINGDALE	SULLIVAN CO.	TN	08/08/2011	16:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	2.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	09/03/2011	15:05	EST-5	Thunderstorm Wind	65 kts. EG	0	0	50.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	09/03/2011	15:35	EST-5	Thunderstorm Wind	65 kts. EG	0	0	0.00K	0.00K
HARR	SULLIVAN CO.	TN	07/01/2012	23:14	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	07/05/2012	14:30	EST-5	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/05/2012	15:15	EST-5	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K

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BRISTOL	SULLIVAN CO.	TN	07/24/2012	15:14	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/24/2012	15:35	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	07/31/2012	18:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/03/2012	16:10	EST-5	Thunderstorm Wind	50 kts. EG	0	0	5.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	04/11/2013	23:20	EST-5	Thunderstorm Wind	52 kts. EG	0	0	5.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	05/21/2013	19:25	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	05/21/2013	19:40	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	05/21/2013	19:45	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
VANCE	SULLIVAN CO.	TN	05/22/2013	13:50	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	06/13/2013	12:46	EST-5	Thunderstorm Wind	53 kts. EG	0	0	15.00K	0.00K
WEAVER	SULLIVAN CO.	TN	07/17/2013	15:27	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/17/2013	16:00	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	07/18/2013	16:00	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	07/18/2013	16:05	EST-5	Thunderstorm Wind	65 kts. EG	0	1	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/18/2013	16:25	EST-5	Thunderstorm Wind	60 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	02/21/2014	03:45	EST-5	Thunderstorm Wind	50 kts. EG	0	0	8.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	04/28/2014	15:35	EST-5	Thunderstorm Wind	55 kts. EG	0	0	5.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	04/28/2014	15:44	EST-5	Thunderstorm Wind	55 kts. EG	0	0	5.00K	0.00K
HARR	SULLIVAN CO.	TN	05/13/2014	16:02	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	05/21/2014	22:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	05/27/2014	15:35	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	06/29/2014	18:10	EST-5	Thunderstorm Wind	50 kts. EG	0	0	8.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/08/2014	16:00	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
RIDGEFIELD	SULLIVAN CO.	TN	07/27/2014	16:38	EST-5	Hail	1.75 in.	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/27/2014	16:40	EST-5	Thunderstorm Wind	70 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/27/2014	16:42	EST-5	Hail	2.75 in.	0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	02/17/2015	01:00	EST-5	Winter Storm		0	0	0.00K	0.00K

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COLONIAL HGTS	SULLIVAN CO.	TN	06/08/2015	16:45	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	06/08/2015	16:53	EST-5	Thunderstorm Wind	51 kts. MG	0	0	0.00K	0.00K
THOMAS BRIDGE	SULLIVAN CO.	TN	06/08/2015	17:20	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	07/13/2015	17:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/13/2015	17:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	07/13/2015	17:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
COLONIAL HGTS	SULLIVAN CO.	TN	06/04/2016	15:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	06/23/2016	21:11	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/04/2016	19:28	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	07/04/2016	19:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
(TRI)TRI CITY ARPT B	SULLIVAN CO.	TN	07/08/2016	17:13	EST-5	Thunderstorm Wind	54 kts. MG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	08/16/2016	17:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	08/16/2016	17:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	11/30/2016	07:00	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	11/30/2016	10:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BEIDLEMAN MILL	SULLIVAN CO.	TN	05/12/2017	13:05	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
HARR	SULLIVAN CO.	TN	05/12/2017	13:30	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BORING	SULLIVAN CO.	TN	11/18/2017	22:10	EST-5	Thunderstorm Wind	52 kts. MG	0	0	0.00K	0.00K
ROCK SPGS	SULLIVAN CO.	TN	03/17/2018	19:24	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
PETTYJOHNS MILL	SULLIVAN CO.	TN	04/04/2018	01:39	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	07/20/2018	21:38	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
EAST KINGSPORT	SULLIVAN CO.	TN	09/09/2018	18:20	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SULLIVAN GARDENS	SULLIVAN CO.	TN	11/06/2018	06:24	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
AVOCA	SULLIVAN CO.	TN	04/14/2019	18:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SOUTH HOLSTON LAKE	SULLIVAN CO.	TN	06/22/2019	00:30	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	08/01/2019	18:35	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BLOOMINGDALE	SULLIVAN CO.	TN	08/01/2019	18:35	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K

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BRISTOL	SULLIVAN CO.	TN	08/01/2019	19:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
AVOCA	SULLIVAN CO.	TN	08/01/2019	20:03	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
VANCE	SULLIVAN CO.	TN	08/01/2019	20:15	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
GALLOWAY MILL	SULLIVAN CO.	TN	08/01/2019	20:40	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
(TRI)TRI CITY ARPT B	SULLIVAN CO.	TN	01/11/2020	18:59	EST-5	Thunderstorm Wind	53 kts. MG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	01/11/2020	19:05	EST-5	Thunderstorm Wind	55 kts. EG	0	0	0.00K	0.00K
HOWARD HILL	SULLIVAN CO.	TN	03/29/2020	06:00	EST-5	Thunderstorm Wind	56 kts. EG	0	0	0.00K	0.00K
CEDAR GROVE	SULLIVAN CO.	TN	03/29/2020	06:26	EST-5	Thunderstorm Wind	56 kts. EG	0	0	0.00K	0.00K
BLUFF CITY	SULLIVAN CO.	TN	06/14/2020	13:07	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
COLONIAL HGTS	SULLIVAN CO.	TN	07/05/2020	15:27	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
HORSE CREEK	SULLIVAN CO.	TN	07/05/2020	16:12	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
PINEY FLATS	SULLIVAN CO.	TN	07/23/2020	14:20	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
AVOCA	SULLIVAN CO.	TN	07/24/2020	18:11	EST-5	Thunderstorm Wind	50 kts. EG	0	0	0.00K	0.00K
BRIDWELL HGTS	SULLIVAN CO.	TN	03/27/2021	10:20	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
MILL PT	SULLIVAN CO.	TN	03/27/2021	10:30	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
BEIDLEMAN MILL	SULLIVAN CO.	TN	03/27/2021	12:10	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
BRIDWELL HGTS	SULLIVAN CO.	TN	05/06/2022	16:10	EST-5	Hail	1.25 in.	0	0	0.00K	0.00K
FRIENDSHIP	SULLIVAN CO.	TN	05/06/2022	18:00	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
LYNN GARDEN	SULLIVAN CO.	TN	05/19/2022	14:13	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
LYNN GARDEN	SULLIVAN CO.	TN	05/19/2022	18:05	EST-5	Hail	1.50 in.	0	0	0.00K	0.00K
HOWARD HILL	SULLIVAN CO.	TN	05/19/2022	18:09	EST-5	Hail	1.50 in.	0	0	0.00K	0.00K
LONG IS	SULLIVAN CO.	TN	05/19/2022	18:10	EST-5	Hail	1.50 in.	0	0	0.00K	0.00K
GROSS XRD	SULLIVAN CO.	TN	05/21/2022	15:53	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
AVOCA	SULLIVAN CO.	TN	06/17/2022	14:30	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
AVOCA	SULLIVAN CO.	TN	07/05/2022	16:07	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
BRISTOL	SULLIVAN CO.	TN	07/18/2022	17:05	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
HOLSTON VLY	SULLIVAN CO.	TN	08/14/2022	23:40	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K

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SPRINGDALE	SULLIVAN CO.	TN	09/25/2022	17:40	EST-5	Thunderstorm Wind	50 kts. EG	1	0	0.00K	0.00K
COLONIAL HGTS	SULLIVAN CO.	TN	01/03/2023	16:15	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
(TRI)TRI CITY ARPT B	SULLIVAN CO.	TN	01/12/2023	14:19	EST-5	Thunderstorm Wind	54 kts. MG	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	03/03/2023	17:00	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
KINGSPORT	SULLIVAN CO.	TN	07/29/2023	16:15	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
SPRINGDALE	SULLIVAN CO.	TN	08/14/2023	21:10	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
HARR	SULLIVAN CO.	TN	09/07/2023	15:57	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
HARR	SULLIVAN CO.	TN	09/07/2023	15:57	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	01/18/2024	16:30	EST-5	Winter Weather		0	0	0.00K	0.00K
(TRI)TRI CITY ARPT B	SULLIVAN CO.	TN	08/16/2024	17:09	EST-5	Thunderstorm Wind	51 kts. MG	0	0	0.00K	0.00K
AVOCA	SULLIVAN CO.	TN	08/16/2024	17:33	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
EAST KINGSPORT	SULLIVAN CO.	TN	09/24/2024	18:42	EST-5	Hail	1.00 in.	0	0	0.00K	0.00K
BLOUNTVILLE	SULLIVAN CO.	TN	09/24/2024	19:05	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
LEONARD	SULLIVAN CO.	TN	09/24/2024	19:12	EST-5	Thunderstorm Wind	52 kts. EG	0	0	0.00K	0.00K
SULLIVAN (ZONE)	SULLIVAN (ZONE)	TN	11/21/2024	13:00	EST-5	Winter Weather		0	0	0.00K	0.00K
Totals:								1	6	4.460M	420.00K

Sullivan County Climate Trends and Variations

Dam Failure

Climate trends and variations could impact the risk of dam failures in Sullivan County connected to changes in the hydrologic cycle. Observed increases in annual precipitation and projected increases in the number of extreme precipitation events could increase the pressure on existing dams in and upstream of Sullivan County. For a more detailed analysis of these trends see the Flooding section of this appendix.

Drought

The future risk of drought in Sullivan County is tied to changes in the precipitation and temperature patterns the county may experience due to climate trends and variations. The Fifth National Climate Assessment (2023, NCA5) states climate variability is expected to increase the average temperature and the number of high-heat days in the southeastern United States and intensify the hydrologic cycle, leading to an increase in both extreme precipitation events and periods of drought in the southeastern United States. The Climate Mapping Risk Assessment (CMRA) Report for Sullivan County shows that while overall annual precipitation may increase, the number of dry days is expected to increase through the 21st century. Also, high-heat days are expected to increase, which could favor short-term periods of drought.



Figure 1: Climate Mapping Risk Assessment Report for Drought in Sullivan County.
(Source: US Climate Resilience Toolkit)

The increasing trends in average temperature and total precipitation in Sullivan County are also supported by observed historical data available from the NOAA National Centers for Environmental Information Climate-at-a-Glance tool (refer to subsequent figures). The trends of increasing temperature and annual precipitation have been more pronounced over the past several decades compared to the longer-term (1895-2024) trend. The long-term trend in temperature showed a slight increase of $+0.1^{\circ}\text{F}$ per decade due to several warm decades in the early 20th century followed by a cool period from the 1950's to the early 1980's, and then years that were mostly warmer than the 20th century average after 1985. The medium-term (1965-2024) shows an increased warming trend of $+0.5^{\circ}\text{F}$ per decade and the short-term (1995-2024) shows an increase of $+0.8^{\circ}\text{F}$ per decade. Additionally, the county's climate stripes graphics from NOAA show that aside from a few warmer than normal years early in the period, most of the above average temperature years have occurred in the past two decades. This indicates that warming has substantially increased in Sullivan County and based on the NCA5, this trend is expected to continue in the future.

However, total precipitation has also been increasing in Sullivan County, with the long-term (1895-2024) trend in precipitation having a $+0.19''$ increase per decade, while the medium-term (1965-2024) shows a stronger trend of $+0.66''$ increase per decade and the short-term (1995-2024) shows an even stronger increasing trend of $+1.84''$ per decade. This indicates that precipitation has increased in Sullivan County; however, there is a large amount of inter-annual variability. Based on the NCA5, this trend is expected to continue in the future. Refer to Figures 19-21 in the Flooding section for additional information. An increasing trend in precipitation may infer a decrease in drought potential; however, the observed pattern has been highly variable year-to-year and on shorter time periods. As temperatures increase, there can be more rapid evapotranspiration, potentially leading to more rapid onset of drought occurrences (i.e., Flash Droughts).

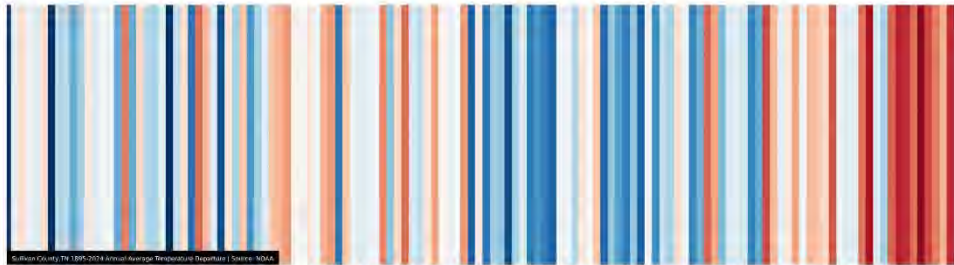


Figure 2: Observed (1895-2024) Annual Temperature for Sullivan County, Tennessee, Compared to the 20th Century Average with Darkening Shades of Blue for Below Average Temperature and Darkening Shades of Red for Above Average Temperature.

(Source: NOAA NCEI)



Figure 3: Observed (1895-2024) Annual Precipitation for Sullivan County, Tennessee, Compared to the 20th Century Average with Darkening Shades of Brown for Below Average Precipitation and Darkening Shades of Green for Above Average.
(Source: NOAA NCEI)

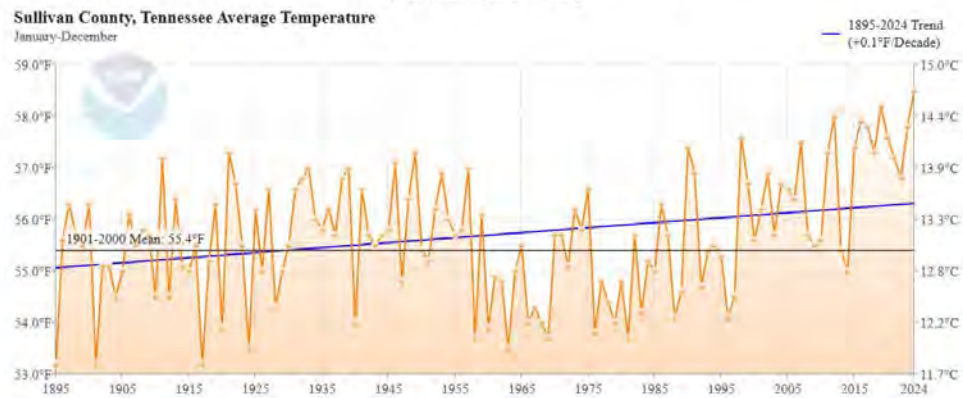


Figure 4: Annual Average Temperature for Sullivan County Tennessee, Showing a 0.1°F Increase per Decade Since 1895.
(Source: NOAA NCEI, Climate-at-a-Glance: County Time Series)

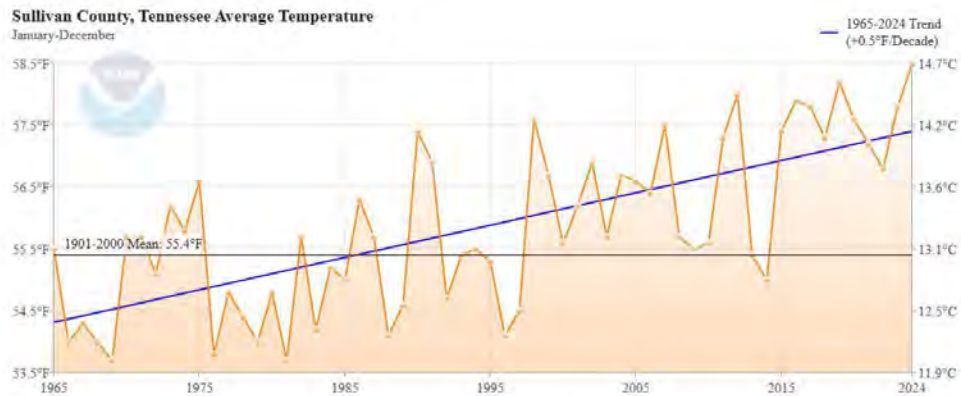


Figure 5: Annual Average Temperature for Sullivan County, Tennessee, Showing a +0.5°F Increase per Decade Since 1965.
(Source: NOAA NCEI, Climate-at-a-Glance: County Time Series)

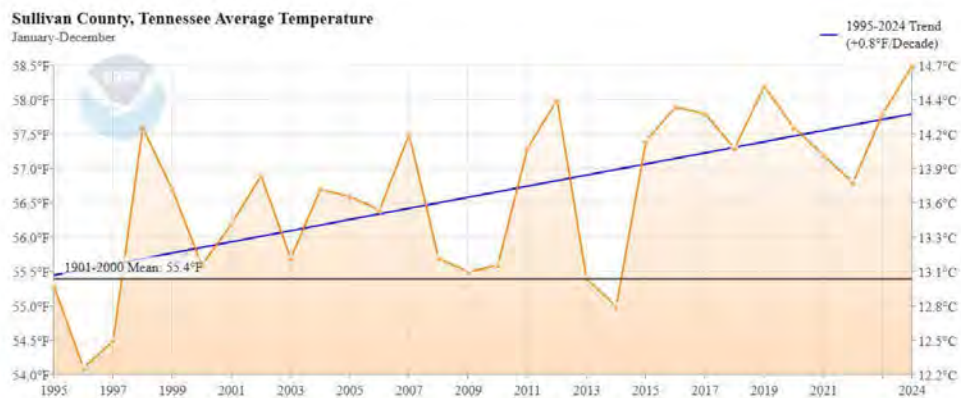


Figure 6: Annual Average Temperature for Sullivan County, Tennessee, Showing a +0.8°F Increase per Decade Since 1995.
(Source: NOAA NCEI, Climate-at-a-Glance: County Time Series)

The U.S. Drought Monitor (USDM) provides a weekly snapshot of drought conditions across the United States, starting in January of 2000 and continuing through the present. Using the timeline of drought conditions from the USDM, the cyclical nature of drought in Sullivan County is clear. Several periods of drought were recorded in this time, with the most intense drought seen in 2007-2008, but other short periods of severe drought were also observed, including those in 2000 and 2016. The Tennessee Climate Office (TCO) analyzed trends in the USDM throughout Tennessee from 2000 to 2024. County-level trends were developed based on the amount of each county that was covered in D1 (Moderate Drought) or worse, D2 (Severe Drought) or worse, D3 (Extreme Drought) or worse, and D4 (Exceptional Drought) each week. Trends were assessed using space-time cube analysis tools in ArcGIS Pro, with the results shown subsequently. There was no significant trend in the amount of time that Sullivan County spent in drought conditions (D1 or worse) over this period, but there was a decreasing trend in the amount of time the county spent in D2 or worse drought, significant to the 90% confidence level, and in D3 or worse drought, significant to the 99% confidence level. There was no significant trend in the amount of time that Sullivan County spent in D4 drought.

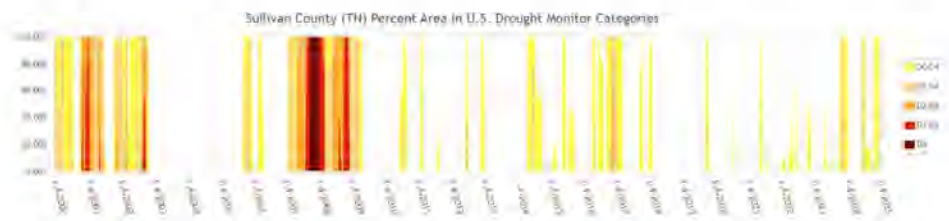


Figure 7: Timeline of drought conditions from the U.S. Drought Monitor from 2000 – 2024 for Sullivan County.

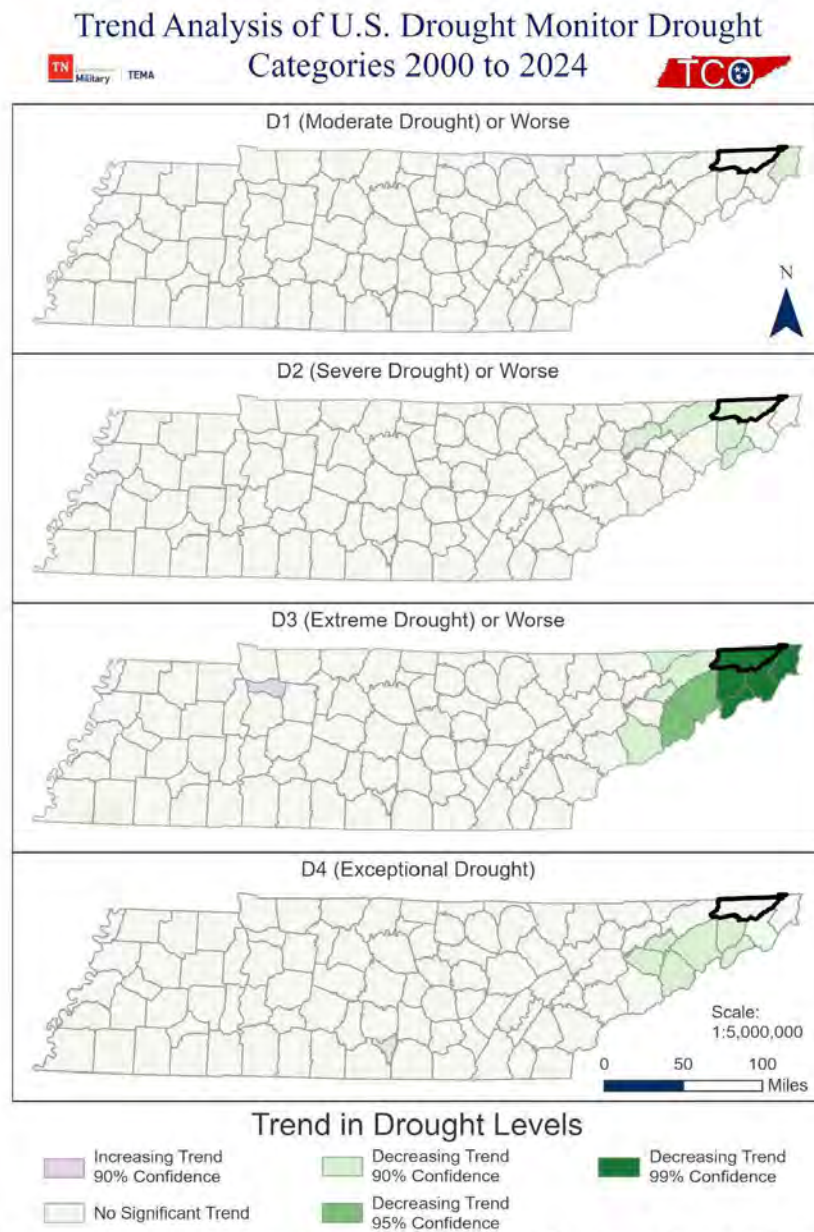


Figure 8: Trend Analysis of U.S. Drought Monitor from 2000 – 2024, Sullivan County Outlined in Bold.

Since the USDM only dates back to 2000, other metrics must be used to examine longer trends in drought occurrences. The Standardized Precipitation Index (SPI) is another metric that can quantify drought and periods of wetness by capturing how observed precipitation deviates from the climatological average. Drought.gov provides a timeline of the SPI derived from the Global Historical Climatology Network (GHCN), with data back to 1895 for the contiguous U.S. Red hues indicate drier conditions, while blue hues indicate wetter conditions. With this longer dataset the cyclical nature of dry and wet periods across Sullivan County is even more apparent. It also shows that the shorter and less intense dry periods observed from 2016 to 2024 represent one of the longer periods of time with minimal long-term drought impacts for the county.

A gridded SPI dataset is also available at a 5km resolution from NCEI. This gridded dataset with data from 1895 to 2024 was used to analyze the linear trend in 3-month SPI values (SPI value calculated from the dryness or wetness values of the previous 3 months), shown in figure 10. All areas of Tennessee had an increasing trend in SPI values over this time period, with a slight increase in values across Sullivan County, indicating an increasing trend in precipitation that is consistent with other observed records and climate models signifying that Tennessee is seeing a decrease in the risk for longer-term droughts. The overall trend in increasing wetness will not prevent future periods of drought, especially short-duration high-intensity Flash Droughts.

Table 1: SPI Category and Value Definitions.

SPI Category	SPI Value	Description
D4	≤ -2	Exceptionally Dry
D3	-1.6 to -1.9	Extremely Dry
D2	-1.3 to -1.5	Severely Dry
D1	-0.8 to -1.2	Moderately Dry
D0	-0.5 to -0.7	Abnormally Dry
W0	+0.5 to +0.7	Abnormally Wet
W1	+0.8 to +1.2	Moderately Wet
W2	+1.3 to +1.5	Severely Wet
W3	+1.6 to +1.9	Extremely Wet
W4	≥ 2.0	Exceptionally Wet

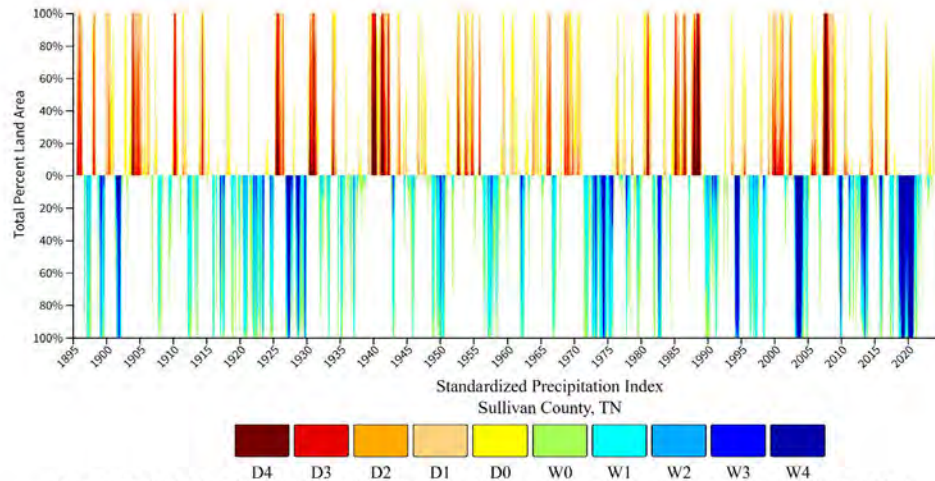


Figure 9: Periods of Drought and Wetness in Sullivan County, Tennessee from 1895 to 2025.
(Source: Drought.gov)

3-Month SPI Value Trend from 1895-2024

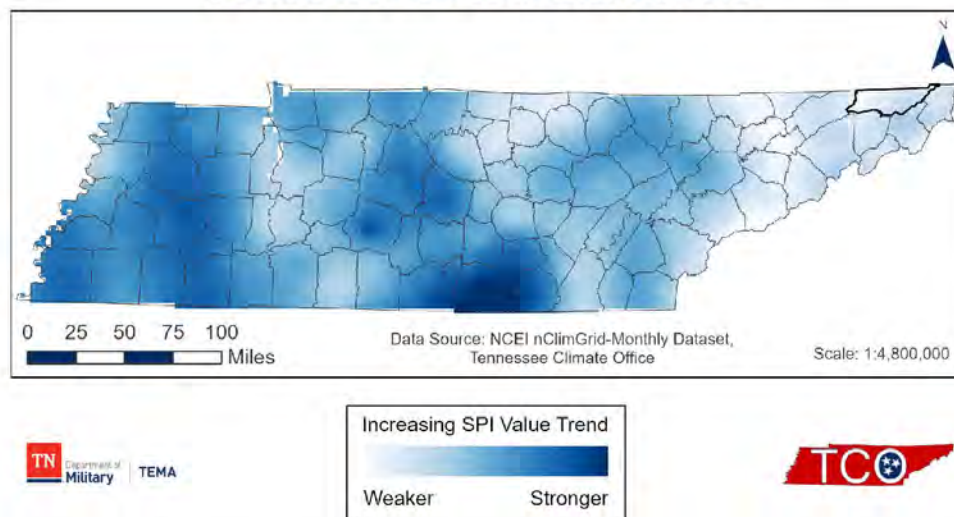


Figure 10: SPI Value Trend for 3-Months from 1895 to 2024, Sullivan County Outlined in Bold.

The previous trends are based on observed historical data, but the Climate Mapping for Resilience and Adaptation (CMRA) Assessment tool provides county-level output from future climate projections. Data from this tool indicates Sullivan County could expect an increase in the number of dry days per year due to climate variability. However, the tool provides a range of possible outcomes, with higher and lower greenhouse gas emission scenarios, for Early-Century (2015-2044), Mid-Century (2035-2064), and Late Century (2070-2099) time periods, and maximum, minimum, and mean projected values. The following table shows the projected change in the number of dry days per year for Sullivan County. The Early-, Mid-, and Late-Century values represent the increase (positive values) or decrease (negative values) in dry days per year compared to the number of dry days per year from modeled history. In the mean projection, Sullivan County could see an increase of 2.0 to 3.3 dry days per year by Mid-Century and an increase of 2.9 to 5.5 dry days per year by Late-Century.

Table 2: Possible Change in the Number of Dry Days per Year for Sullivan County, Tennessee.

High Emissions Scenario	Modeled History (1976-2005)	Early Century (2015-2044)	Mid Century (2035-2064)	Late Century (2070-2099)
Driest Projection	164.3	+15.8	+22.8	+33.6
Mean Projection	160.5	+2.1	+3.3	+5.5
Wettest Projection	154.0	-3.2	-10.0	-11.6
Low Emissions Scenario	Modeled History (1976-2005)	Early Century (2015-2044)	Mid Century (2035-2064)	Late Century (2070-2099)
Driest Projection	164.3	+13.8	+14.5	+15.0
Mean Projection	160.5	+2.3	+2.0	+2.9
Wettest Projection	154.0	-1.7	-5.5	-3.7

The projected increase in high-heat days and the intensification of the hydrologic cycle will likely lead to more Flash Droughts, defined by the rapid onset or intensification of drought conditions. Flash Droughts in the southeastern United States are often connected to short periods of time (a couple of weeks or months) with much higher-than-normal temperatures and much lower-than-normal precipitation leading to the rapid depletion of soil moisture and streamflow. September 2019 and October 2023 are prime examples of recent Flash Droughts in Tennessee, and more broadly across the Southeast. During the 2023 fall flash drought, Sullivan County went from 0% of the county in drought or abnormally dry conditions (D0-4) on the October 3rd release of the U.S. Drought Monitor to 100% of the county being in Moderate Drought (D1) conditions by the November 7th release of the US Drought Monitor. This flash drought continued until early December for Sullivan County, but areas farther west in the state saw Extreme (D3) or Exceptional (D4) drought levels from late October to January.

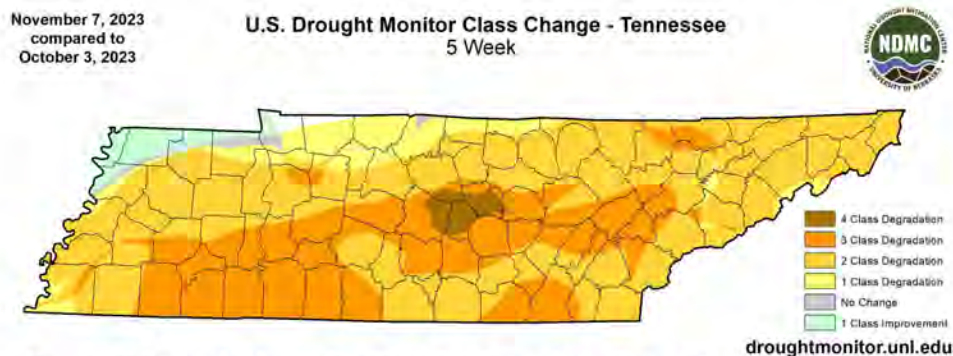


Figure 11: U.S. Drought Monitor Five Week Class Change in the State of Tennessee from October 3, 2023 to November 7, 2023.
(Source: National Drought Mitigation Center)

A study conducted by the U.S. Department of Agriculture (USDA) and U.S. Forest Service Office of Sustainability and Climate compared the length of a 10-year Drought, defined as a once in a decade drought as measured by the number of consecutive dry days (days with less than 0.1 inches of rain) during the summer season (May – September) between historical data and future climate models. For this study, the historical period was based on observed data from 1975 to 2005, and the future scenario was for the 2080's based on the RCP8.5 (higher emissions) ensemble mean of 20 global climate models from the CMIP5 experiment. The output of this study, shown in the following figure, indicates that most areas of Tennessee could expect a 10-year Drought (10% annual probability of occurrence) to maintain its current length or increase by as much as 6 days in the 2080's compared to a 10-year Drought from 1975-2005. In Sullivan County, a 10-year drought could decrease by up to 1 day or increase in length from 0.1 to 2 days compared to the modeled history. This demonstrates that although the average annual precipitation amount may increase in Tennessee and in Sullivan County, periods between precipitation events could get longer, leading to flash droughts or shorter-term drought periods.

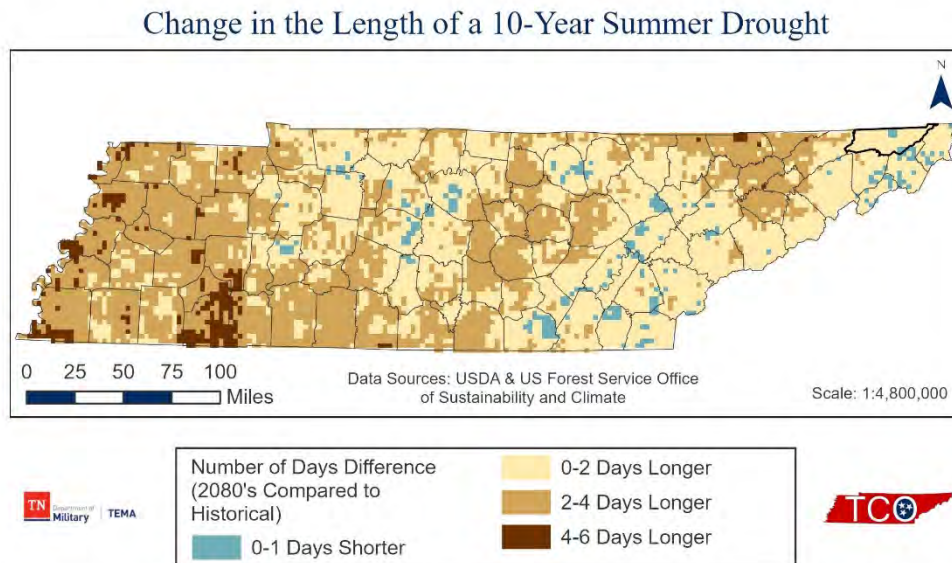


Figure 12: Change in the Length of a 10-Year (10% Annual Probability of Occurrence) Drought from Historical Data (1975-2005) to a 10-Year Drought in the 2080s (RCP8.5 Scenario), Sullivan County Outlined in Bold.

In addition to the variable climate, population growth and development in Tennessee means that the state will be at a higher risk for hydrological droughts and associated impacts in the future as water demand increases.

Earthquake

There is little to no direct impact of climate trends and variations on the earthquake risk in Sullivan County. However, there are some USGS and NASA scientists who believe melting glaciers in mountainous regions and at the poles could induce tectonic activity due to the tremendous amount of weight that is shifted on the earth's crust as water melts and runs off. This newly freed crust can experience post-glacial isostatic uplift, which could cause seismic plates to slip and stimulate seismic activity as it returns to its original, pre-glacial shape. These shifts in tectonic plates would not directly impact Tennessee, but changes to stress/strain in other parts of the North American tectonic plate could impact existing faults/seismic zones in Tennessee indirectly. Also, secondary impacts of earthquakes such as liquefaction or mass wasting may increase due to soils saturated from repetitive or extreme precipitation.

Extreme Temperature

The Fifth National Climate Assessment (2023, NCA5) states climate variability is expected to increase the average temperature and the number of high-heat days in the southeastern United States and intensify the hydrologic cycle, leading to an increase in both extreme temperature and precipitation events in the southeastern United States. The increasing trend in average temperature in Sullivan County is also supported by observed historical data available from the NOAA National Centers for Environmental Information Climate-at-a-Glance tool (refer to Figures 4-6 in the Drought section of this appendix), and based on the NCA5, this trend is expected to continue in the future.

Heat

The Climate Mapping Risk Assessment (CMRA) Report for Sullivan County shows the potential for an increase in high heat days, when examining temperature thresholds and annual temperatures. By mid-century, Sullivan County could experience between 45 and 56 days of maximum temperatures exceeding 90°F, compared to an historical (1976-2005) average of 9 days. There could be 2-4 days of maximum temperatures exceeding 100°F by mid-century, compared to a historical average of 0 days per year. Additionally, the annual single highest maximum temperature could be 99-100°F by mid-century, compared to an historical average of 94°F.

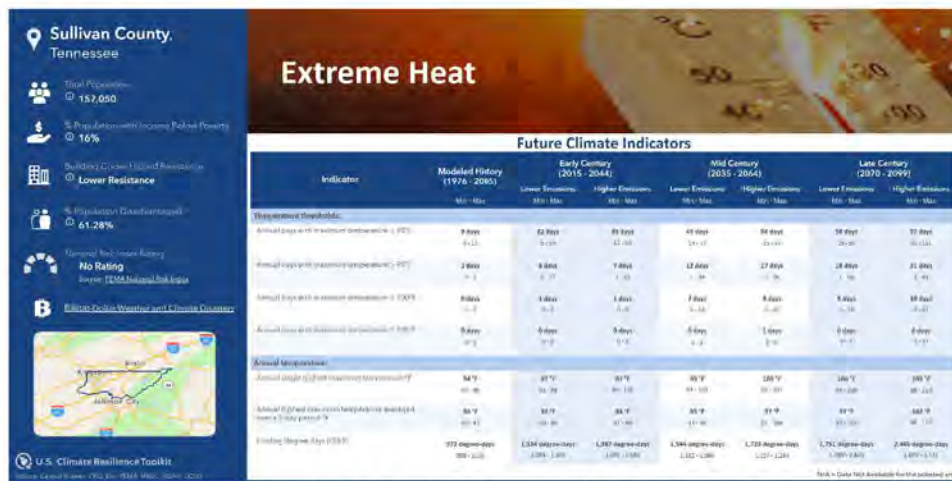


Figure 13: Climate Mapping Risk Assessment Report for Extreme Heat in Sullivan County.
(Source: US Climate Resilience Toolkit)

Trend analysis of heat advisories/excessive heat warnings showed no significant increasing or decreasing trend for Sullivan County, meaning that these types of advisories and warnings (issued by the National Weather Service) have not increased or decreased between 2005 and 2024. Sullivan County was identified as a sporadic cold spot for heat advisories/excessive heat warnings; meaning it was statistically less likely to have heat advisories or warnings than other parts of the state in 2024 and on-and-off through the period, but for less than 90% of the time intervals.

Trend in the Number of Heat Advisories/Excessive Heat Warnings Issued per Year (2005-2024)

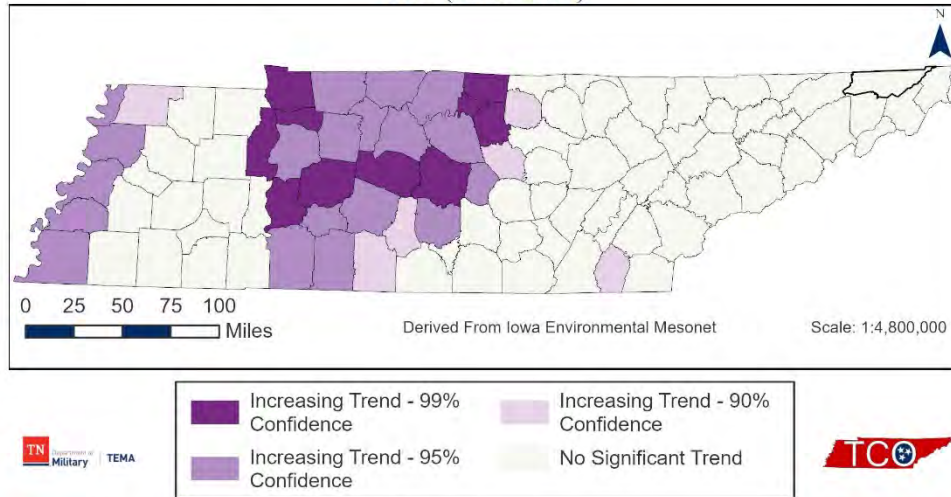


Figure 14: Trend in the Number of Heat Advisories/Excessive Heat Warnings Issued per Year, Sullivan County Outlined in Bold.

Emerging Hot Spot Analysis of Heat Advisories and Warnings (2005-2024)

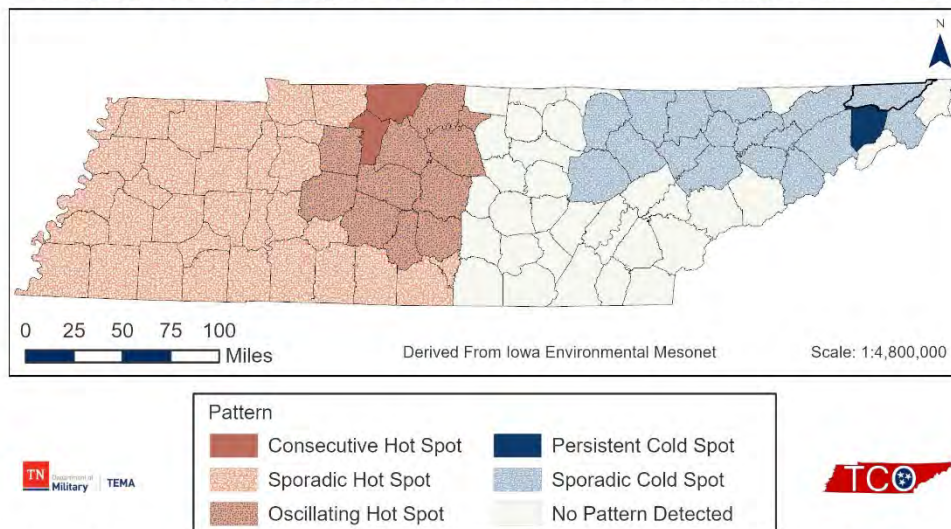


Figure 15: Emerging Hot Spot Analysis of Heat Advisories/Warnings Issued per Year, Sullivan County Outlined in Bold.

Cold

Trend analysis of cold/windchill advisories and extreme cold/extreme windchill warnings showed no significant increasing or decreasing trend for Sullivan County, meaning that these types of advisories and warnings (issued by the National Weather Service) have remained relatively stable from 2005 to 2024. Sullivan County was not identified as an emerging hot or cold spot for these types of warnings and advisories, meaning it was not statistically more or less likely to have these types of warnings and advisories compared to other parts of the state.

Trend in the Number of Cold/Windchill Advisories and Extreme Cold/Extreme Windchill Warnings Issued per Year (2005-2024)



Figure 16: Trend in the Number of Cold/Windchill Advisories and Extreme Cold/Extreme Windchill Warnings Issued per Year, Sullivan County Outlined in Bold.

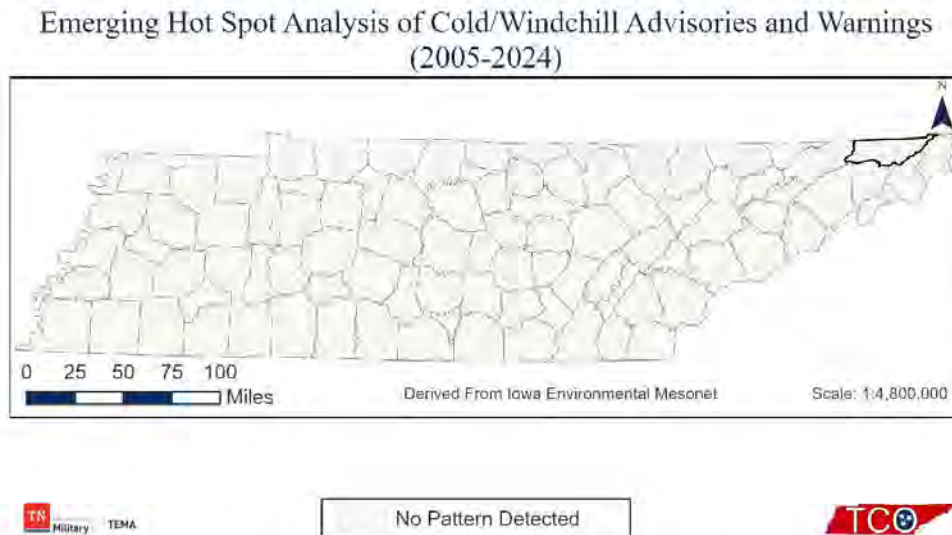


Figure 17: Emerging Hot Spot Analysis of Cold/Windchill Advisories/Warnings, Sullivan County Outlined in Bold.

Flooding

The future risk of flooding in Sullivan County is tied to predicted changes in the precipitation patterns. Tennessee and Sullivan County have increasing trends in observed precipitation, and the Fifth National Climate Assessment (2023) reports that the broader Southeast region has seen an increase in the frequency and intensity of extreme rainfall events. There is high confidence that this trend will continue in the future. According to the Climate Mapping Risk Assessment (CMRA) Report, Sullivan County is expected to experience a modest increase in various flood indicators by mid- and late-century. Both the increase in total precipitation and extreme rainfall events will increase the risk of flooding in Sullivan County. The long-term (1895-2024) trend in annual precipitation shows an increase of +0.19" per decade, the medium-term (1965-2024) trend in precipitation shows a stronger increasing trend of +0.66" per decade, and the short-term (1995-2024) trend shows an even stronger increase of +1.84" per decade. This indicates that precipitation has increased in Sullivan County over the past several decades, but with a large amount of inter-annual variation. Comparing annual rainfall totals in the 21st century to the 20th century mean for Sullivan County shows that the county has had 15 years with above average precipitation and 8 years with below average precipitation, and one year with average precipitation. Additionally, 2003, 2020, 2019, 2013, and 2018 were the 5 wettest years on record for Sullivan County (in that order), while 2007 was the driest year on record for the county.



Figure 18: Climate Mapping Risk Assessment Report for Flooding in Sullivan County.
(Source: US Climate Resilience Toolkit)

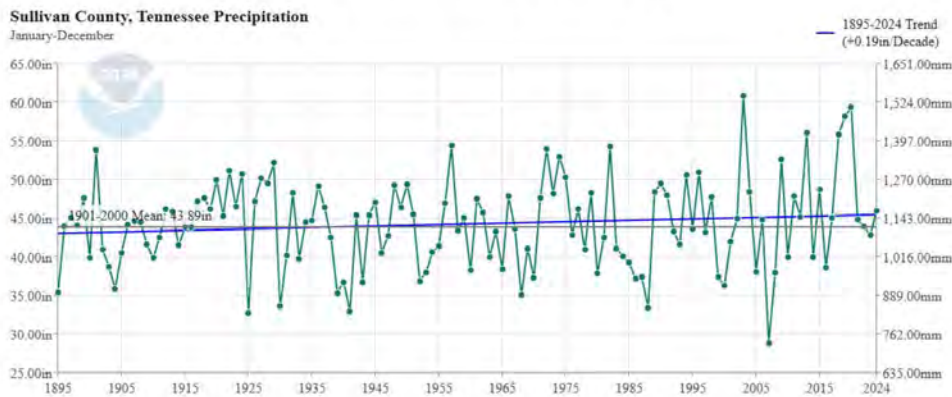


Figure 19: Total Annual Precipitation for Sullivan County, Tennessee, Showing a +0.19-inch Increase per Decade Since 1895.
(Source: NOAA NCEI, Climate at a Glance: County Time Series)

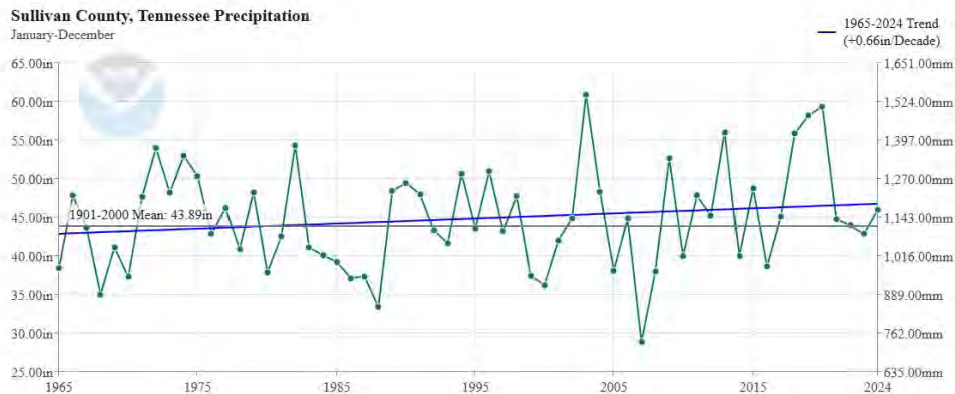


Figure 20: Total Annual Precipitation for Sullivan County, Tennessee, Showing a +0.66-inch Increase per Decade Since 1965.
(Source: NOAA NCEI, Climate at a Glance: County Time Series)



Figure 21: Total Annual Precipitation for Sullivan County, Tennessee, Showing a +1.84-inch Increase per Decade Since 1995.
(Source: NOAA NCEI, Climate at a Glance: County Time Series)

Using the NOAA Storm Events Database, flood events and flood damages (dollars) were examined for trends between 1996 and 2024. Sullivan County showed no significant increasing trend in the number of flood events, but did show an increasing trend for flood damages in the Storm Events Database in this time period, significant to the 90% confidence level. The trends in flood events and flood damages presented above are for riverine flooding, but as overall rainfall increases and trends towards higher intensity precipitation events continue flash flooding may become a higher concern for parts of Tennessee, including Sullivan County. The TCO analyzed trends in flash flood events and flash flood related

damages from the NOAA Storm Events Database from 1996 to 2024. Sullivan County showed no significant trend in the number of flash flood events or damages from flash floods in the NOAA Storm Events Database.

Trend Analysis of Flood Events and Flood Damages 1996 - 2024

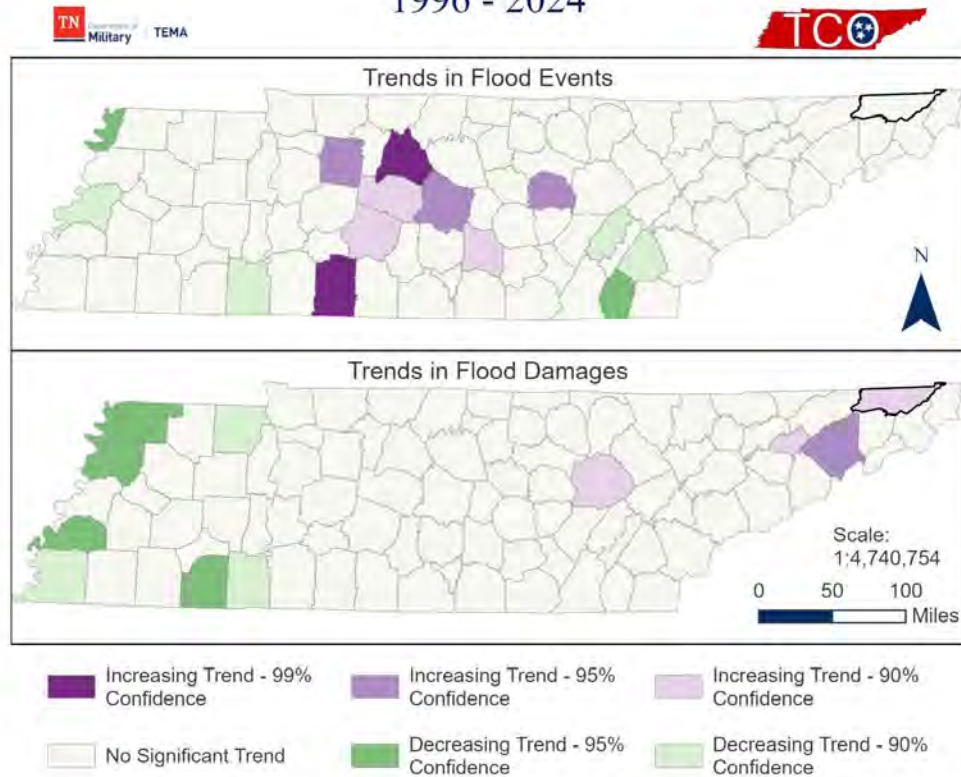


Figure 22: Trend in Flood Events and Flood Damages Reported in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

Trend Analysis of Flash Flood Events and Damages 1996 - 2024

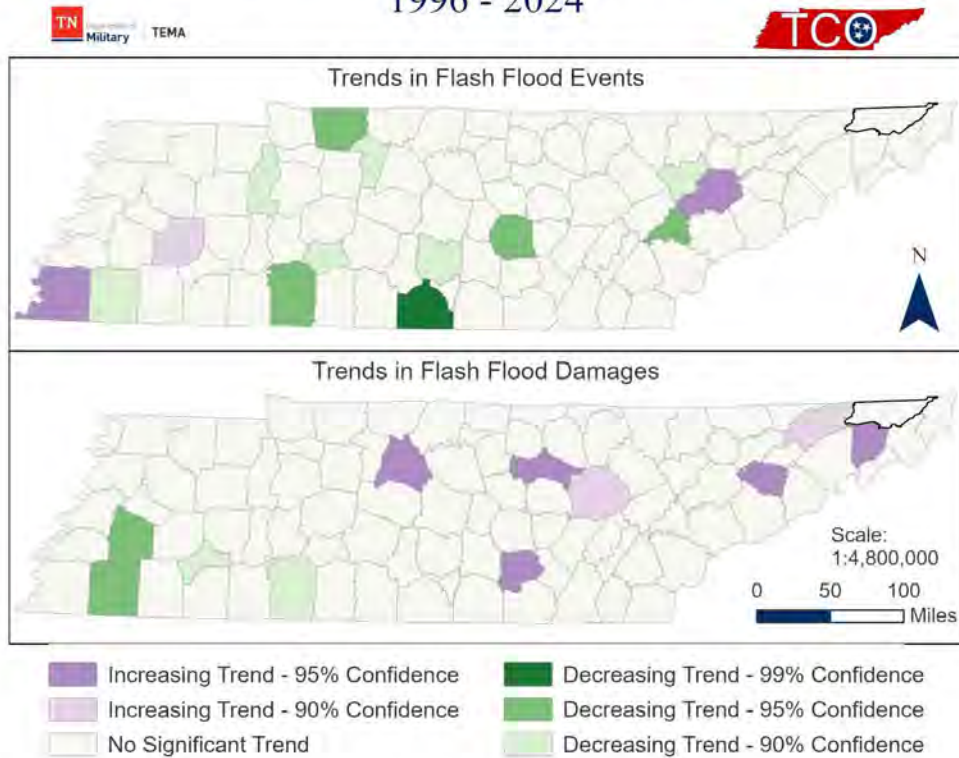


Figure 23: Trend in Flash Flood Events and Flash Flood Damages Reported in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

Extreme rainfall events are often categorized based on how much above or below their amounts were compared to the 100-year, or 1% annual probability, rainfall amounts. For Sullivan County, a 100-year 1-hour extreme rainfall total would be approximately 2.59-3.00 inches. For a 100-year 24-hour extreme rainfall event, Sullivan County would experience 4-6 inches of rain, with higher amounts in the high elevations at the eastern end of the county.

1-Hour Extreme Rainfall Amounts (100-year / 1% Annual Probability)

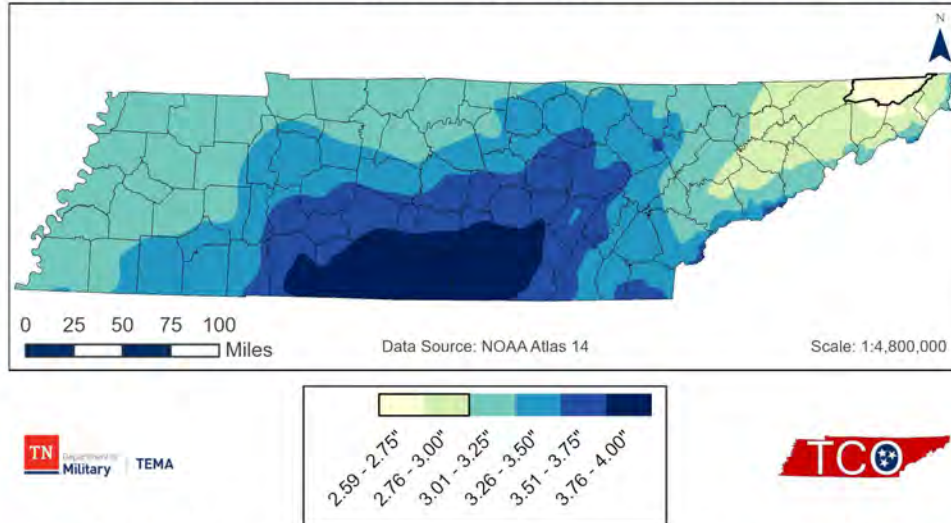


Figure 24: 1-hour Extreme Rainfall Estimates for 100-year Return Period (1% Annual Probability of Exceedance) using NOAA Atlas 14, Sullivan County, Outlined in Bold.

24-Hour Extreme Rainfall Amounts (100-year / 1% Annual Probability)

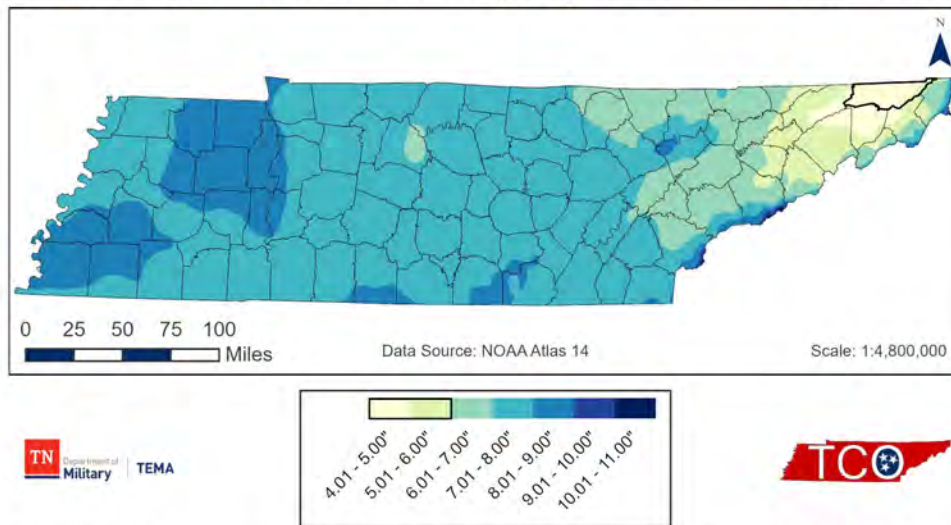


Figure 25: 24-hour Extreme Rainfall Estimates for 100-year Return Period (1% Annual Probability of Exceedance) using NOAA Atlas 14, Sullivan County, Outlined in Bold.

The TCO analyzed trends in heavy precipitation days per year in counties across Tennessee, these were the number of days that daily rainfall totals exceeded a 1-year (100% chance of annual probability), 2-year (50% chance of annual probability), or 5-year (20% chance of annual probability) event. Sullivan County showed no significant trend for 1-year or 2-year heavy precipitation events but did show an increasing trend for 5-year heavy precipitation events, significant to the 95% confidence level.

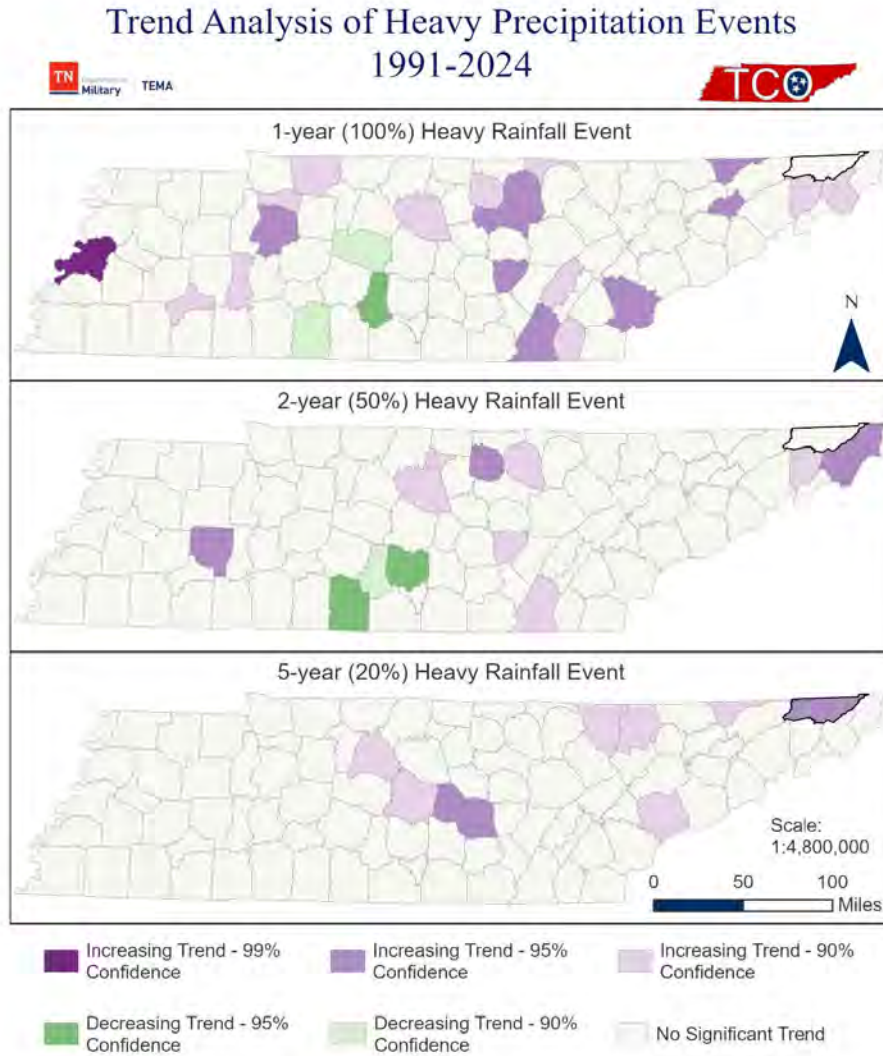


Figure 26: Trend in Heavy Precipitation Events (1-year, 2-year, and 5-year Return Period Exceedance Events), Sullivan County Outlined in Bold.

Additional data from the CMRA report for Sullivan County predicts an increase in the number of days per year with extreme precipitation throughout the 21st century. Based on analysis by the NCICS and NOAA, Blountville (the county seat of Sullivan County) currently has a 100-year 24-hour extreme rainfall amount of 4.28 inches and that amount is predicted to rise by as much as 0.75 inches (to 5.03") by 2055.

Table 3: Possible Change in the Number of Days per Year with Precipitation Exceeding 99th Percentile (Extreme Precipitation Days).

High Emissions Scenario	Modeled History (1976-2005)	Early Century (2015-2044)	Mid Century (2035-2064)	Late Century (2070-2099)
Driest Projection	4.1	+1.0	+1.5	+2.4
Mean Projection	4.6	+1.0	+1.5	+2.6
Wettest Projection	5.8	+1.1	+1.6	+2.8
Low Emissions Scenario	Modeled History (1976-2005)	Early Century (2015-2044)	Mid Century (2035-2064)	Late Century (2070-2099)
Driest Projection	4.1	+0.9	+1.1	+1.5
Mean Projection	4.6	+0.9	+1.2	+1.5
Wettest Projection	5.8	+1.0	+1.5	+1.5

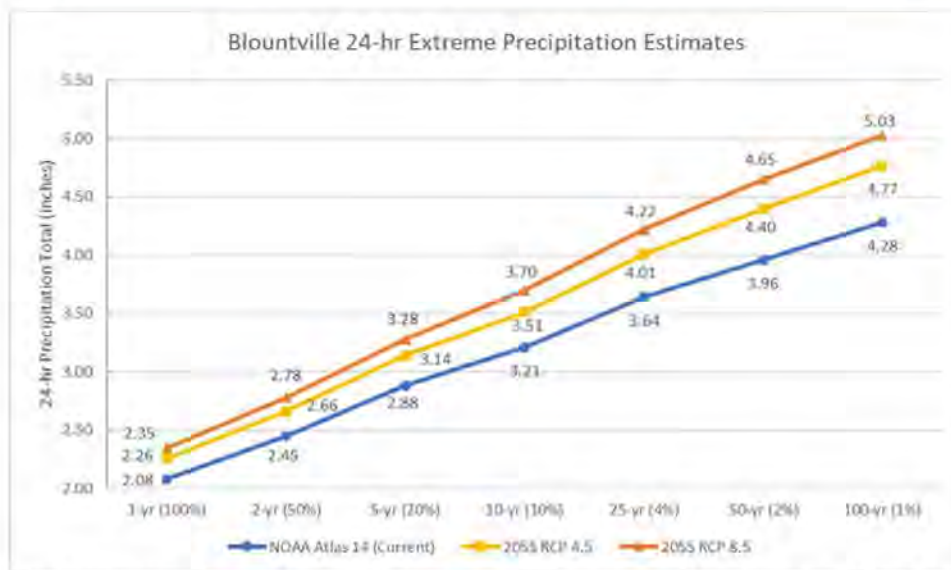


Figure 27: 24-hour Extreme Rainfall Estimates for 1-year, 2-year, 5-year, 10-year, 25-year, 50-year, and 100-year Return Periods using NOAA Atlas 14 (historical data) and Mid-Century Values for 2055 using RCP4.5 and RCP8.5 Emission Scenarios.

The US Department of Agriculture and US Forest Service created a report based on models and projection data from Multivariate Adaptive Constructed Analogs (MACA), and most of Tennessee is expected to see an increase in annual precipitation by the late 21st century. Sullivan County is projected to see an increase of 4-8% in annual precipitation by the late 21st century. However, potential changes in precipitation are not expected to be spread equally across all four seasons. Spring precipitation is expected to change the most, increasing by 6-10% compared to the historical average. Summer precipitation is expected to increase by 2-6%, fall precipitation is expected to increase by 4-8%, and winter precipitation is expected to increase by 4-8%.

Percent Change in Annual Precipitation by Late 21st Century

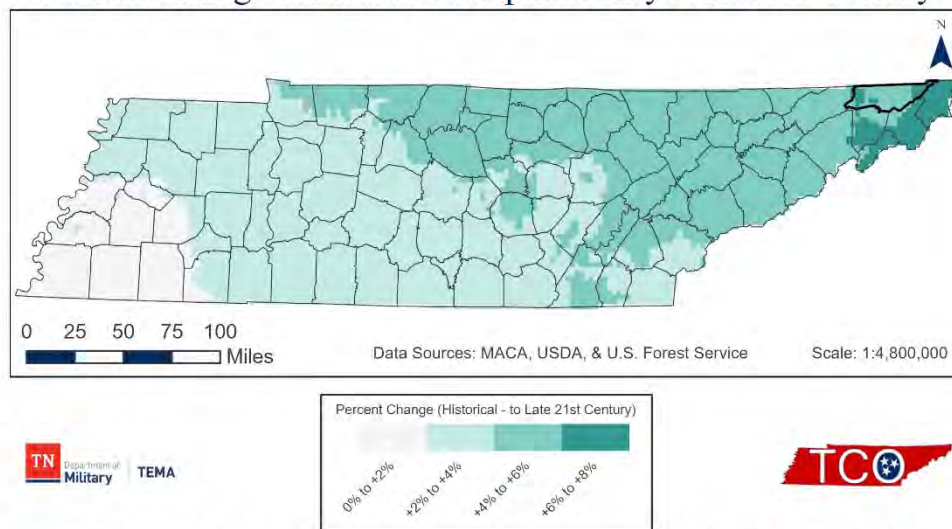


Figure 28: Projected Change in Annual Precipitation for Tennessee, Sullivan County Outlined in Bold.

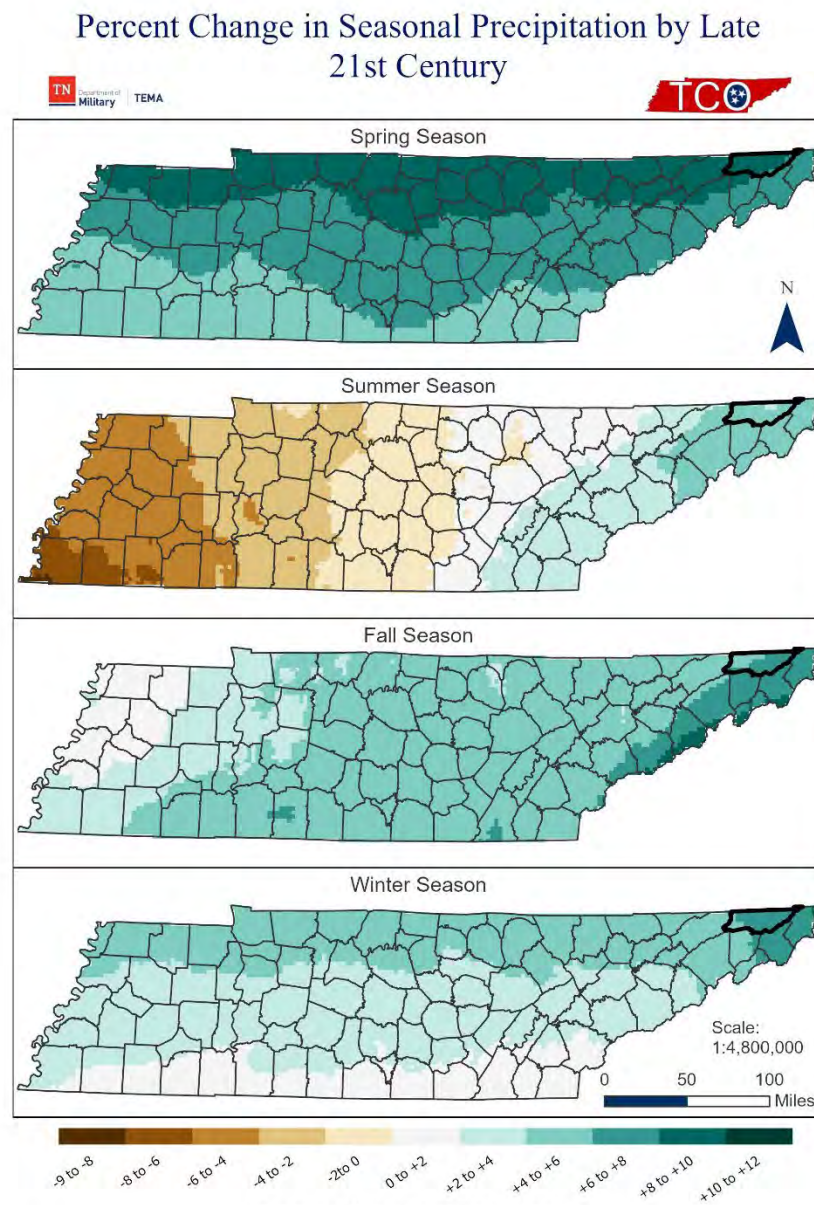


Figure 29: Projected Change in Seasonal Precipitation for Tennessee, Sullivan County Outlined in Bold.

Geologic Hazards

Specific impacts of climate on geologic hazards may vary depending on the local geological conditions of the area. Other factors, such as land use practices and human interventions, can interact with climate to influence the occurrence and severity of geologic hazards. Increased precipitation can result in greater soil moisture content, causing expansive soils to swell more and potentially lead to landslides and damage to infrastructure. Conversely, increased frequency and severity of drought can cause soils to shrink and crack, leading to subsidence and foundation problems in structures. The impacts of climate on landslides would be increased water from intense rainfalls that would weaken the soil's stability due to an increase in saturation which increases pore water pressure. Landslides and other types of mass wasting events can be triggered by weather events like extreme rainfall or repeated freeze-thaw cycles that destabilize slopes and cause fracturing in exposed rock surfaces. Climate variability is expected to increase the number and severity of extreme precipitation events in the Southeast U.S. (see the Flood section for more details about expected changes in extreme precipitation), which could increase the likelihood of landslides in parts of Sullivan County. Climate can also alter vegetation patterns which could drastically impact landslides since vegetation plays a crucial role in stabilizing slopes, and any changes can affect slope stability, potentially leading to increased landslide occurrences. Changes in precipitation patterns and groundwater recharge rates can alter water table levels. These fluctuations in the water table can lead to the dissolution of soluble rocks, potentially increasing the formation of sinkholes in areas of Sullivan County with underlying karst geology.

A study conducted by the USDA and U.S. Forest Service Office of Sustainability and Climate found that the frost-free season (the longest period of the year during which the temperature does not drop below freezing) could increase in length by 44 to 47 days in Sullivan County by the late 21st century. The lengthening of the frost-free season and overall decrease in number of days with temperatures below freezing would reduce the amount of time during the year rock surfaces and soils would be exposed to freeze-thaw cycles. This reduction could reduce the number of localized landslides and rockfalls in Sullivan County. See the Winter Weather sub-section of the Severe Weather section of this appendix for more information on observed and expected changes to winter temperatures in Sullivan County.

Severe Storms

Climate trends and variations may lead to an increase in frequency and intensity of certain types of severe storms. Warmer air temperatures can contribute to more moisture in the atmosphere, providing fuel for stronger rainfall events and potentially more intense thunderstorms. The increased energy in the atmosphere can also contribute to the development of more powerful storms. Climate trends can also result in altered precipitation patterns influencing the distribution, timing, and intensity of rainfall during storms. Climate trends can influence the paths and tracks of severe storms too. Changes in atmospheric circulation patterns may lead to shifts in the regions where storms typically form or move, potentially affecting the areas that are historically vulnerable to specific types of storms. This can result in new areas being exposed to severe storms while other areas experience a decrease. Research by Ashley et al. (2023) into supercell thunderstorm formation compared historical data (1990-2005) and future climate models for the late 21st century (2085 – 2100), which indicate that the mid-South region of the U.S. could see an increase in the number of supercell thunderstorms capable of producing severe thunderstorm hazards and tornadoes. These increases were mostly found in the late winter to early spring months of February, March, and April. Additionally, they found that an increasing number of supercell thunderstorms in this region could form in the late afternoon to overnight hours. Climate trends can contribute to compound events where multiple extreme weather events can occur simultaneously or in succession. These compound events can amplify the overall impacts on communities and ecosystems, making them more challenging to manage and recover from.

Severe Thunderstorms (Convective Wind, Hail, and Lightning)

Using data from the NOAA Storm Prediction Center severe storm reports archive from 1980-2024, Sullivan County has a low-to-moderate number of severe thunderstorm wind damage reports and severe hail reports compared to other parts of the state. Sullivan County has a moderately low number of lightning strikes per year (6-10 strikes per square mile) compared to other areas of the state. The Tennessee Climate Office (TCO) analyzed trends for thunderstorm winds (convective wind) and severe hail reports in counties across Tennessee using the NOAA Storm Events Database with data from 1996 to 2024, and lightning strikes per county from 1996 to 2024 from the NOAA Severe Weather Data Inventory (SWDI). The trend analysis for convective wind reports showed a decreasing trend for Sullivan County significant to the 90% confidence level. The trend analysis for severe hail and lightning both showed a decreasing trend for Sullivan County significant to the 99% confidence level.

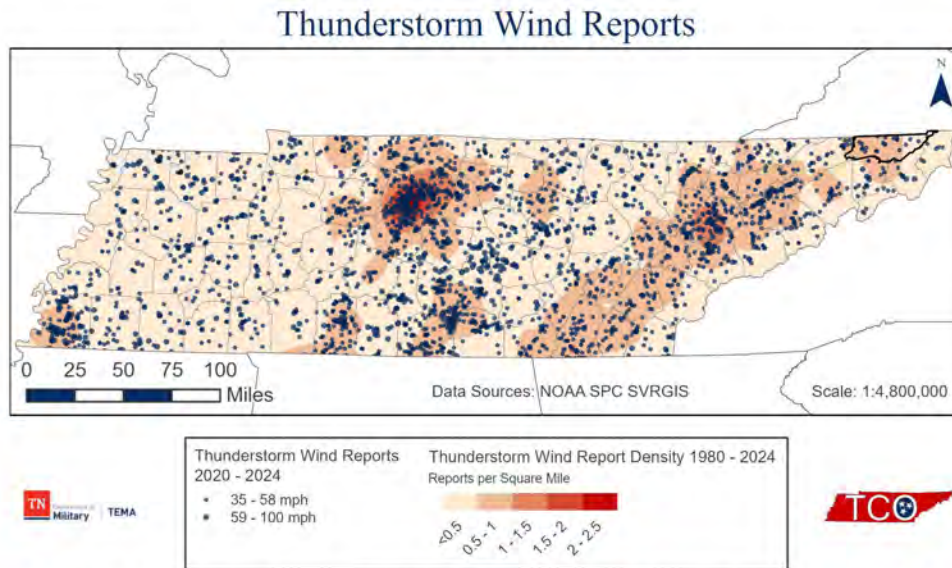


Figure 30: Severe Thunderstorm Wind Reports from 2020-2024 and Severe Thunderstorm Wind Report Density from 1980-2024, Sullivan County Outlined in Bold.

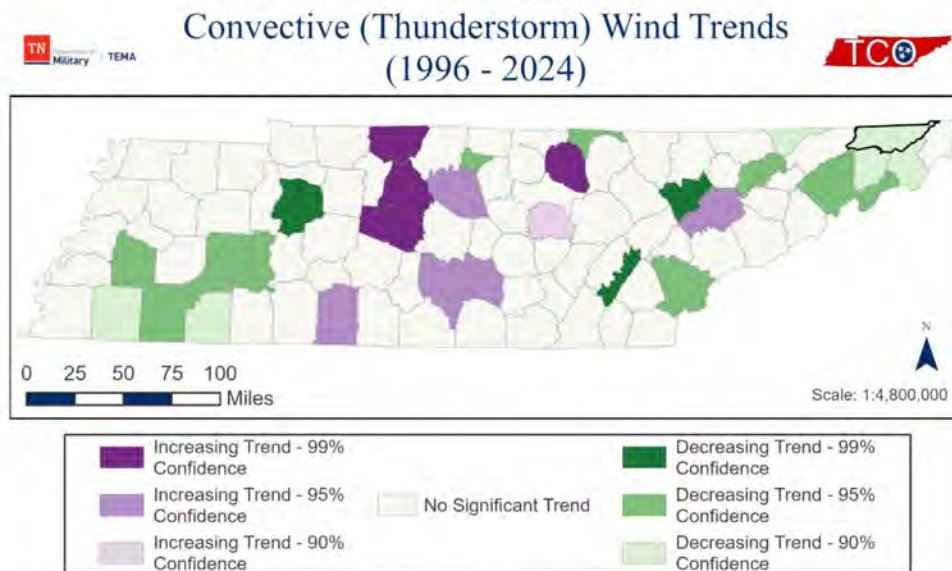


Figure 31: Trends in the Number of Thunderstorm Wind Events Recorded in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

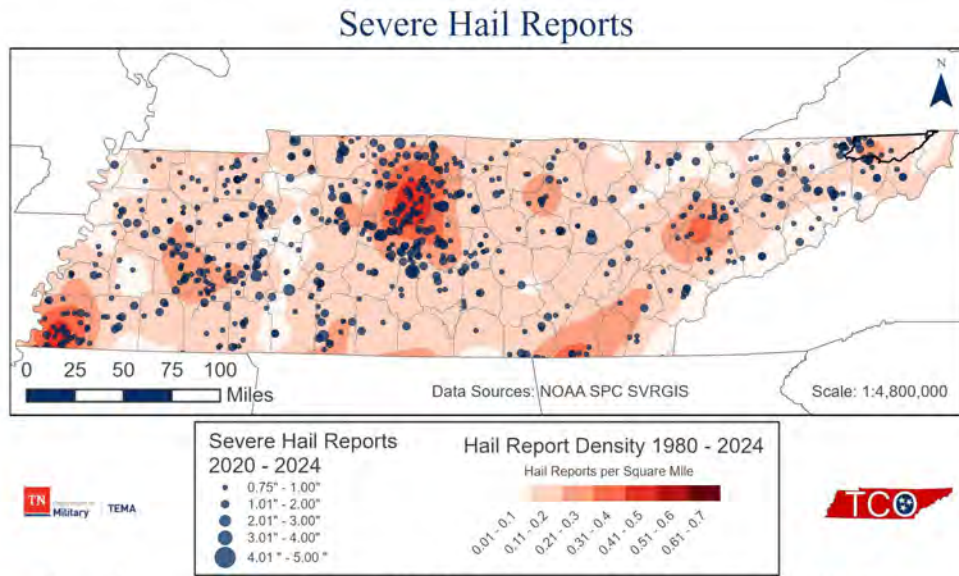


Figure 32: Severe Hail Reports from 2020-2024 and Severe Hail Density from 1980-2024, Sullivan County Outlined in Bold.

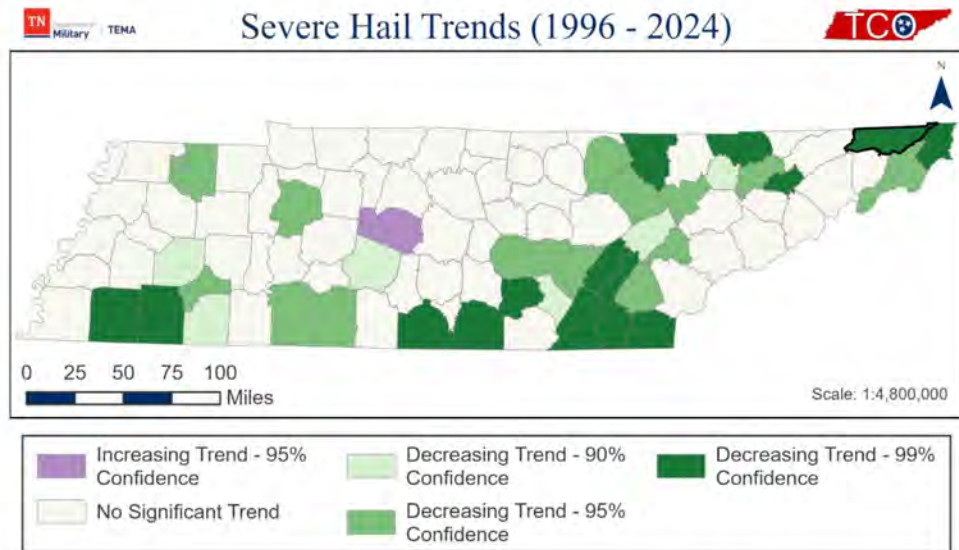


Figure 33: Trends in the Number of Severe Hail Events Recorded in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

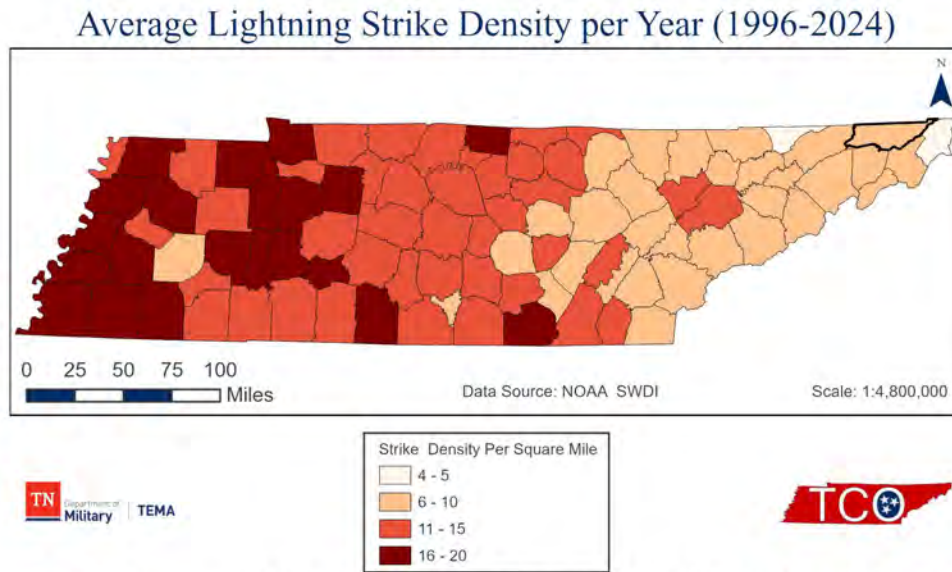


Figure 34: Average Annual Lightning Strike Density from 1996 to 2024, Sullivan County Outlined in Bold.

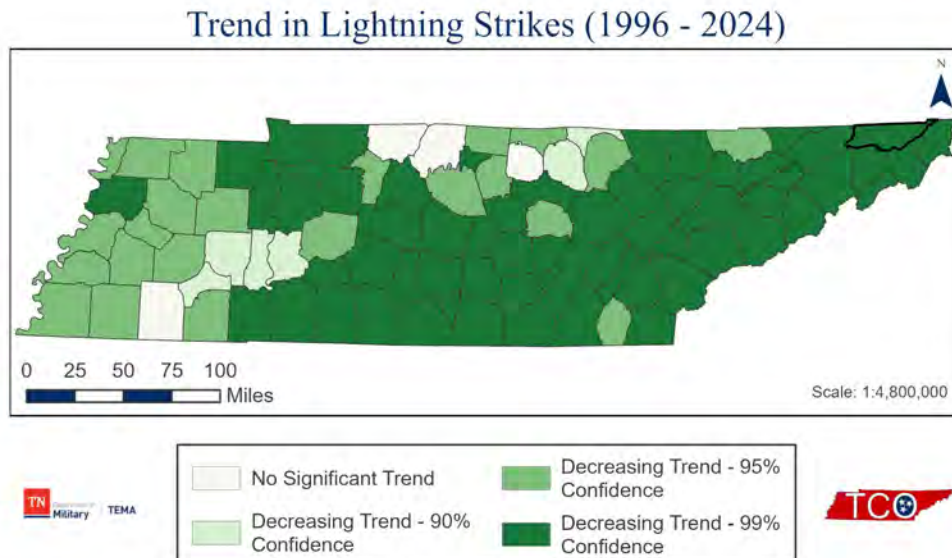


Figure 35: Trends in the Number of Lightning Strikes per County Recorded in the NOAA Severe Weather Data Inventory from 1996 to 2024, Sullivan County Outlined in Bold.

Non-Thunderstorm Winds

The Tennessee Climate Office (TCO) also analyzed trends for non-convective (non-thunderstorm) wind reports in counties across Tennessee using the NOAA Storm Events Database with data from 1996 to 2024, and Sullivan County showed no significant trend in non-convective wind events during this time.

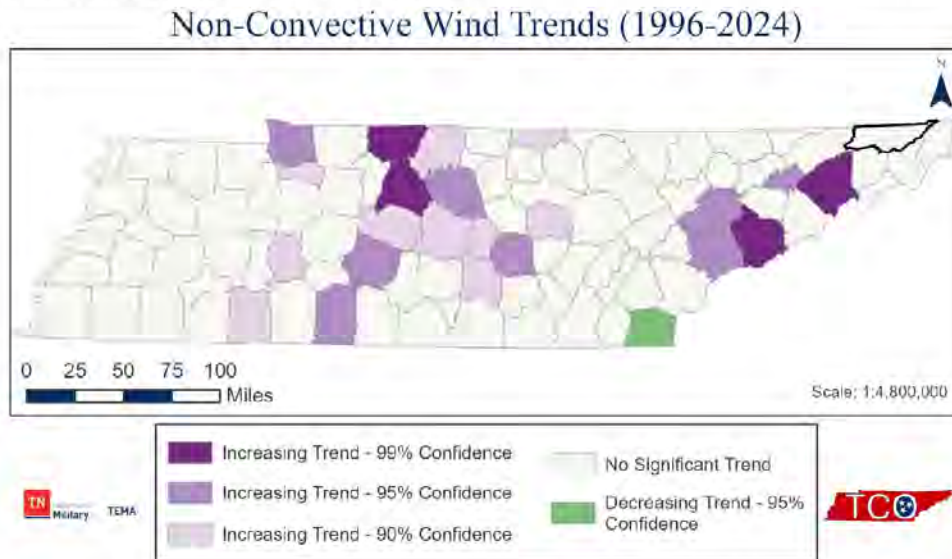


Figure 36: Trends in the Number of Non-Convective Wind Events Recorded in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

Winter Weather

Data from the National Weather Service NOHRSC National Gridded Snowfall Analysis webpage covering the winters of 2008-2009 to 2023-2024 (the last 16-years) indicates that the average annual snowfall for Sullivan County ranges from 8 to 36-inches per year, with higher totals in the higher elevation areas at the eastern end of the county. Using data from the NOAA Storm Events Database, trend analysis was performed on winter weather-related storms from 1996 to 2024 across the state of Tennessee. In this time period there was a decreasing trend in the number of winter storms impacting Sullivan County and all of East Tennessee due to a high number of winter weather events early in the time period. This decreasing trend was significant to the 99% confidence level.

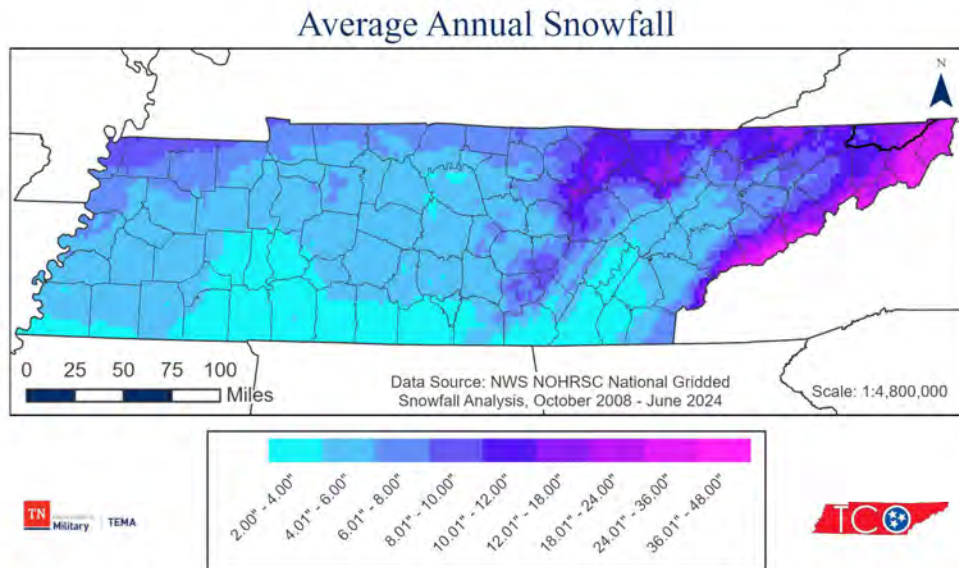


Figure 37: Average Annual Snowfall from the Winter of 2008/2009 to the Winter of 2023/2024, Sullivan County Outlined in Bold.

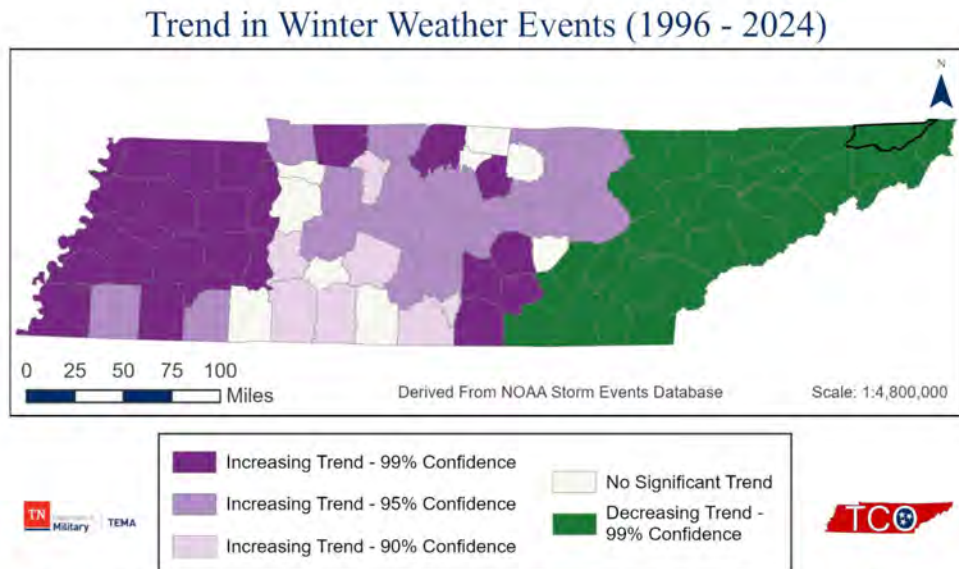


Figure 38: Trends in the Number of Winter Weather-Related Events Recorded in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

Climate trends and variability will impact the future likelihood of winter weather events or severe winter storms in Tennessee, likely decreasing but not eliminating the overall risk. Average annual temperatures are expected to increase across the Southeast US, including temperatures during the winter season. Sullivan County has an observed warming trend of $+0.2^{\circ}\text{F}$ per decade from 1896 to 2024 throughout the meteorological/climatological winter season (December – February). In the medium-term (1965 - 2024) the winter temperature trend shows greater warming at $+0.8^{\circ}\text{F}$ per decade, and the short-term (1995 - 2024) trend shows an even stronger warming trend of $+1.1^{\circ}\text{F}$ per decade during the winter season.

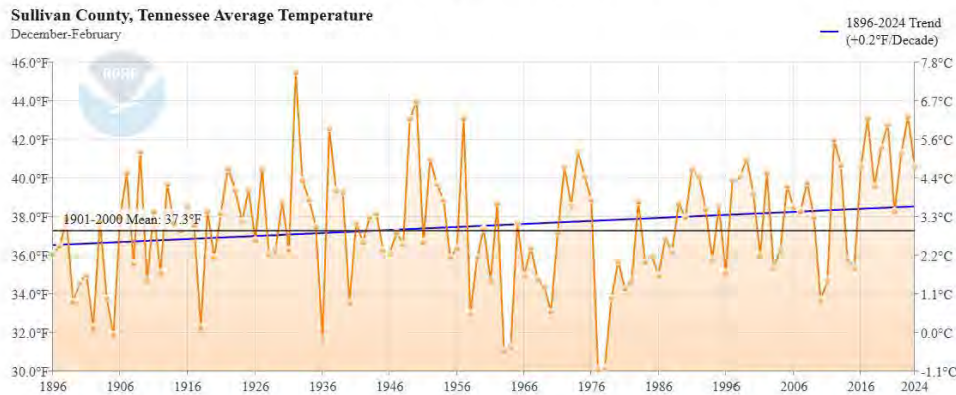


Figure 39: Winter (December to February) Mean Temperature for Sullivan County, Tennessee, Showing a $+0.2^{\circ}\text{F}$ Increase per Decade Since 1895.
(Source: NOAA NCEI, Climate-at-a-Glance: County Time Series)

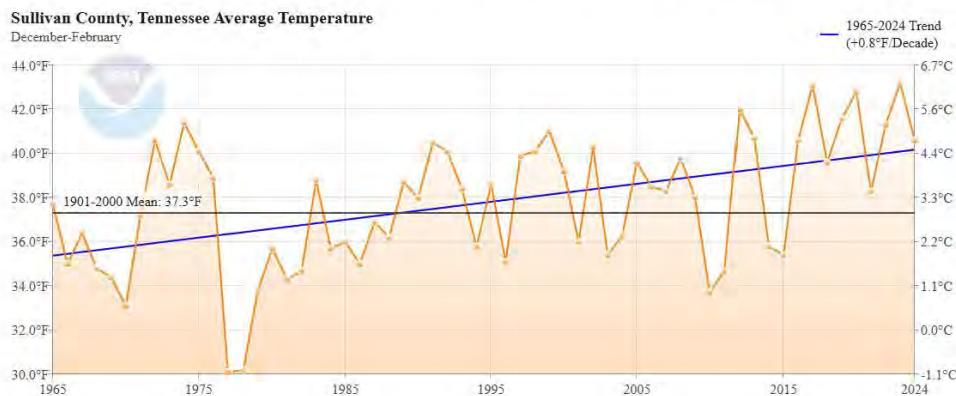


Figure 40: Winter (December to February) Mean Temperature for Sullivan County, Tennessee, Showing a $+0.8^{\circ}\text{F}$ Increase per Decade Since 1965.
(Source: NOAA NCEI, Climate-at-a-Glance: County Time Series)

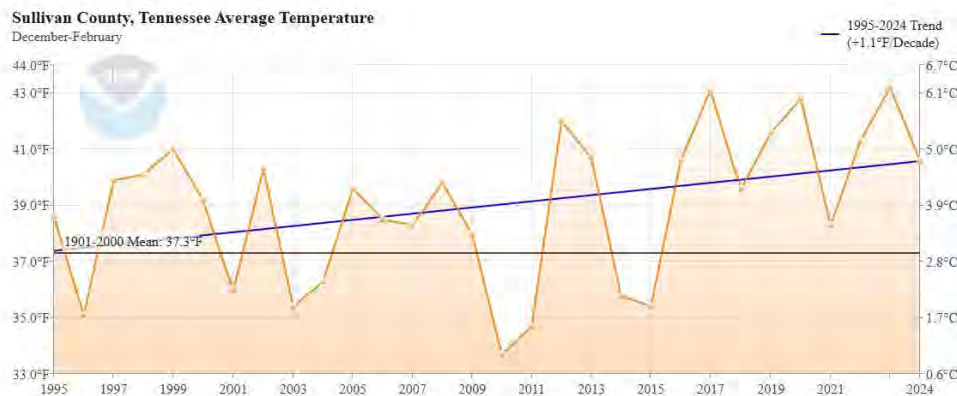


Figure 41: Winter (December to February) Mean Temperature for Sullivan County, Tennessee, Showing a +1.1°F Increase per Decade Since 1995.
(Source: NOAA NCEI, Climate-at-a-Glance: County Time Series)

In addition to the increasing average annual and winter temperatures, the USDA and U.S. Forest Service Office of Sustainability and Climate projects that the length of the frost-free season will increase by 44-47 days across Sullivan County by the late 21st century. This means that the amount of time during the year where winter weather is possible will decrease. Currently, the average frost season in the lower elevations of Sullivan County lasts for about five and a half months (late October to early April) and about seven months (mid-October to late April) for the higher elevations in the county, but by the late 21st century that is projected to decrease to just under five months of the year for the lower elevations and just under six months for the higher elevations. In the following two figures the historical and projected number of Frost Days (days with a minimum temperature below freezing) and Icing Days (days with a maximum temperature below freezing) are shown for Sullivan County from the U.S. Climate Resilience Toolkit Climate Explorer. The mean projection for the low emissions scenario indicates that Sullivan County could have 27 fewer Frost Days per year by the end of the century, while the mean projection for the high emissions scenario indicates there could be 47 fewer Frost Days per year than the 1961-1990 observed average number of frost days. The mean projection for the low emissions scenario shows that Sullivan County could observe approximately seven fewer Icing Days per year, while the high emissions scenario shows that there could be approximately eight fewer Icing Days per year by the end of the century compared to the 1961-1990 observed average.

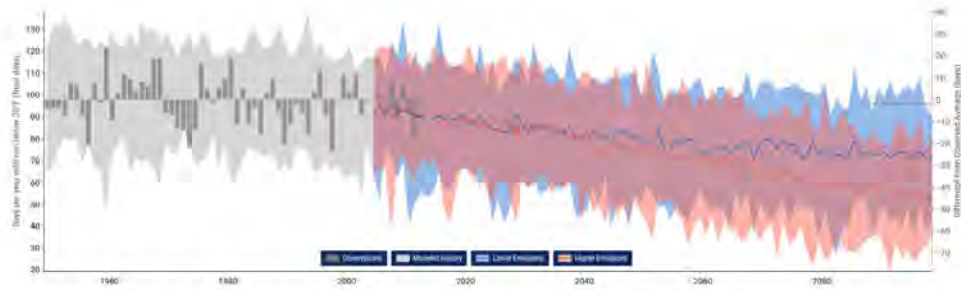


Figure 42: Days Per Year with Minimum Temperature Below 32°F (Frost Days) with Historical Observations from 1950 to 2013 and High (red) and Low (blue) Emission Scenarios Going to 2100 for Sullivan County, Tennessee.
(Source: U.S. Climate Resilience Toolkit Climate Explorer)

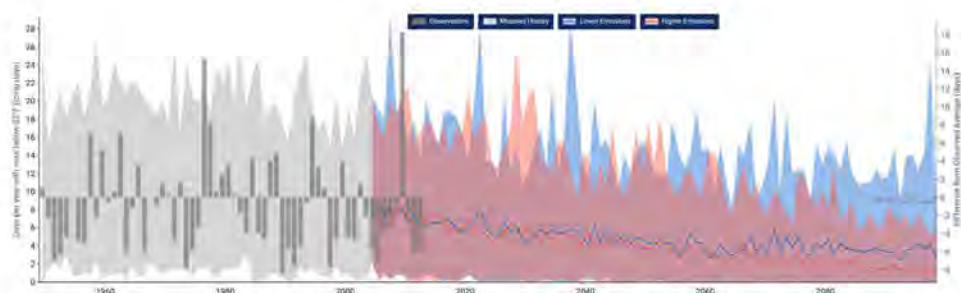


Figure 43: Days per Year with a Maximum Temperature Below 32°F (Icing Days) With Historical Observations from 1950 to 2013 and High (red) and Low (blue) Emission Scenarios Going to 2100 for Sullivan County, Tennessee.
(Source: U.S. Climate Resilience Toolkit Climate Explorer)

Additionally, the USDA forecasted changes in Plant Hardiness Zones for the Southeast U.S. The following figure, from the Fifth National Climate Assessment (2023) indicates that Sullivan County may transition from Plant Hardiness Zones 7b/7a in the lower elevation areas and 6b in the highest elevation areas (historical data, 1991-2020) to Plant Hardiness Zones 8b/8a by 2070-2099, based on climate models using the SSP5-8.5 (higher emissions) greenhouse gas emissions scenario. That would correlate to a warming of approximately 10-15 degrees in the average coldest temperature expected in parts of the county, from historical values of 0°F to 10°F to future values of 15°F to 20°F.

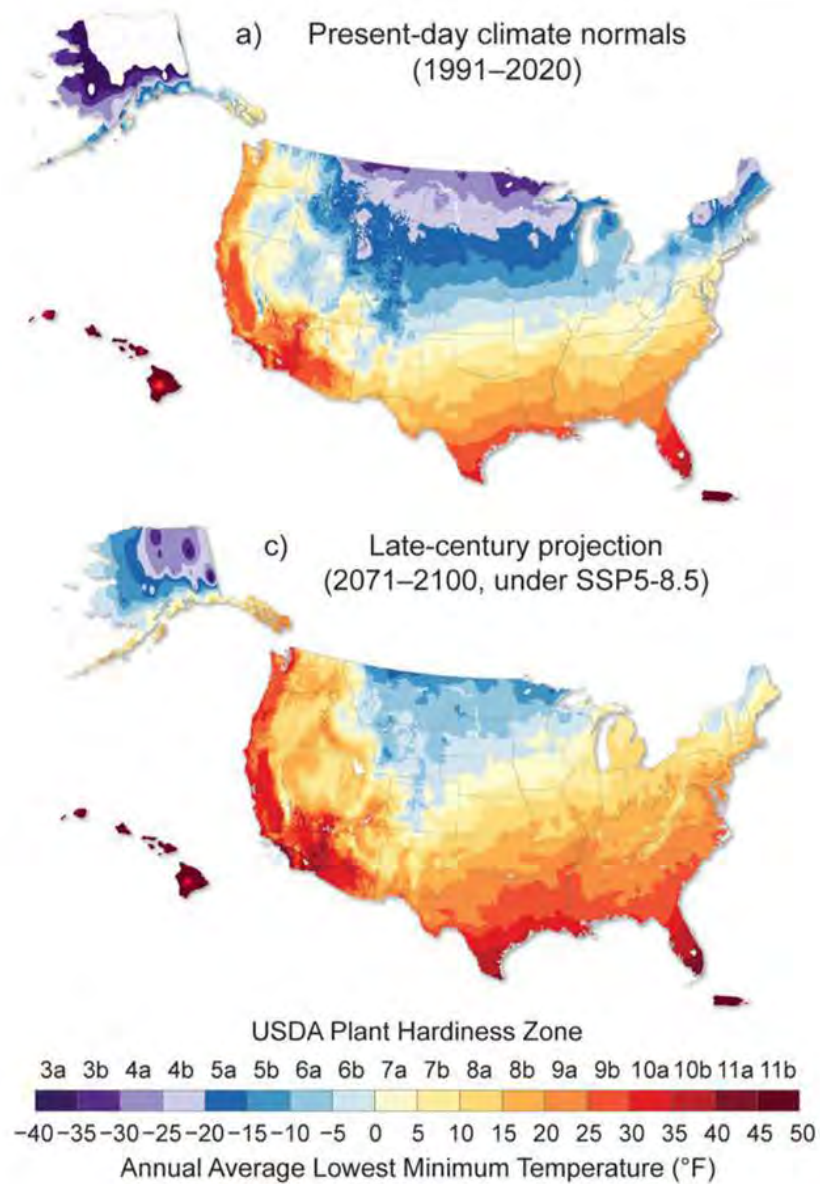


Figure 44: Comparison of Plant Hardiness Zones Across the Southeast U.S. from Current Averages and Projected Values for Late Century using SSP5-8.5 (high emissions) Scenario Models.
[Source: Fifth National Climate Assessment (Chapter 11)]

Tornado

It is uncertain how climate trends will impact the overall frequency of tornadoes, with convective storms (from which tornadoes form) being the least well understood extreme events when it comes to attributing future changes to climate trends and variations. However, some studies suggest that the number of days conducive to severe thunderstorms, which can spawn tornadoes, may increase in certain regions. Additionally, warmer temperatures can provide more energy to storms, potentially leading to more intense tornadoes. Tornado formation depends on the interaction of multiple atmospheric factors, including temperature, humidity, wind shear, and instability. While climate trends may alter some of these factors, the precise impact on tornado formation remains uncertain. Warmer temperatures and increased moisture content in the atmosphere can contribute to more favorable conditions for tornado formation, but other factors like wind shear patterns may also change and reduce the chances for tornado formation.

Using historical data from 1980 to 2024, Sullivan County has a low density for tornadoes in Tennessee, with an average of less than 0.10 tornado tracks per square mile. Using data from the NOAA Storm Events Database, trend analysis and emerging hotspot analysis were performed on the number of tornadoes reported in each county of Tennessee from 1996 to 2024. There was no significant increasing or decreasing trend in the number of tornadoes observed in Sullivan County and it was not identified as an emerging hot spot. These results indicate that while tornadoes can occur in Sullivan County, there is not a significant increasing or decreasing trend in the number of tornadoes observed per year over the past 29 years.

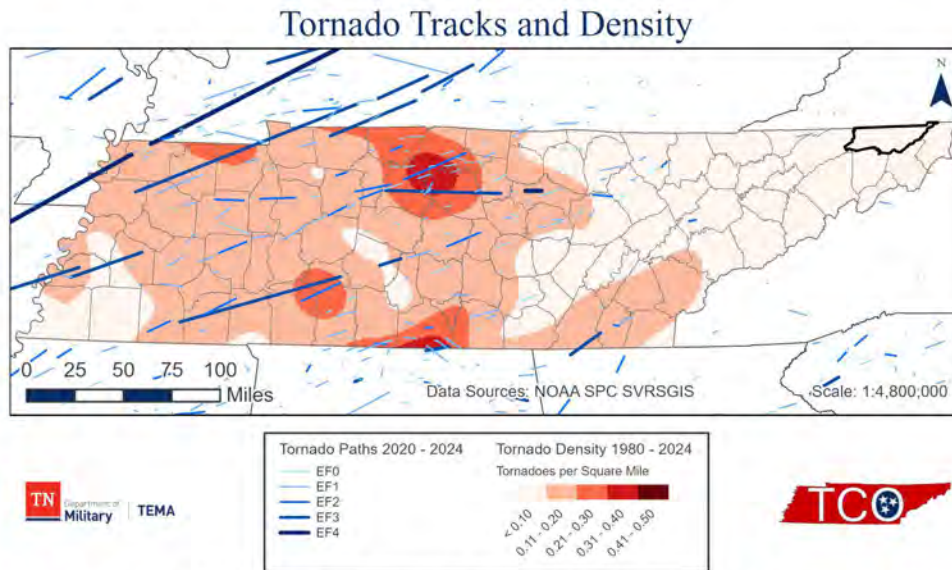


Figure 45: Tornado Tracks from 2020-2024 and the Density of Tornado Tracks across Tennessee from 1980 to 2024, Sullivan County Outlined in Bold.

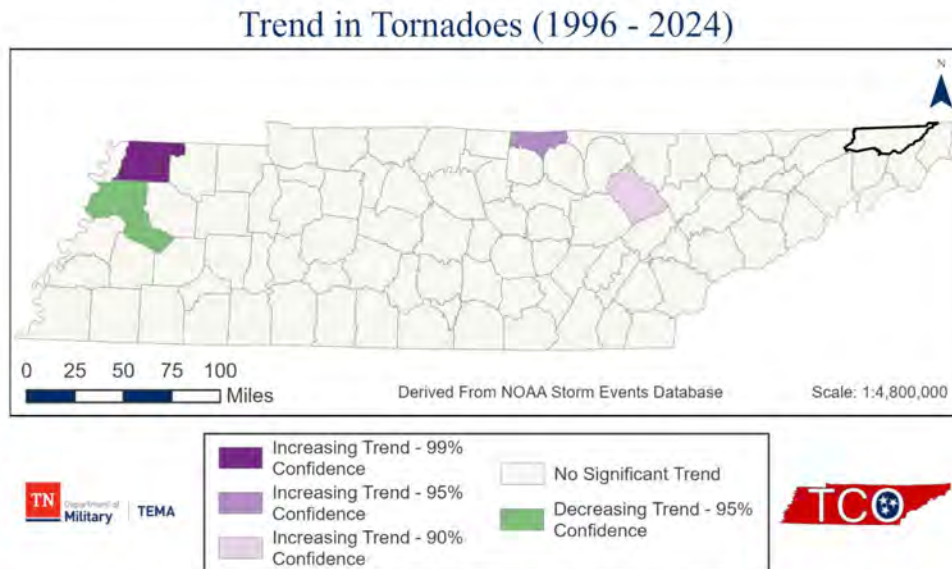


Figure 46: Trends in the Number of Tornadoes Recorded in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

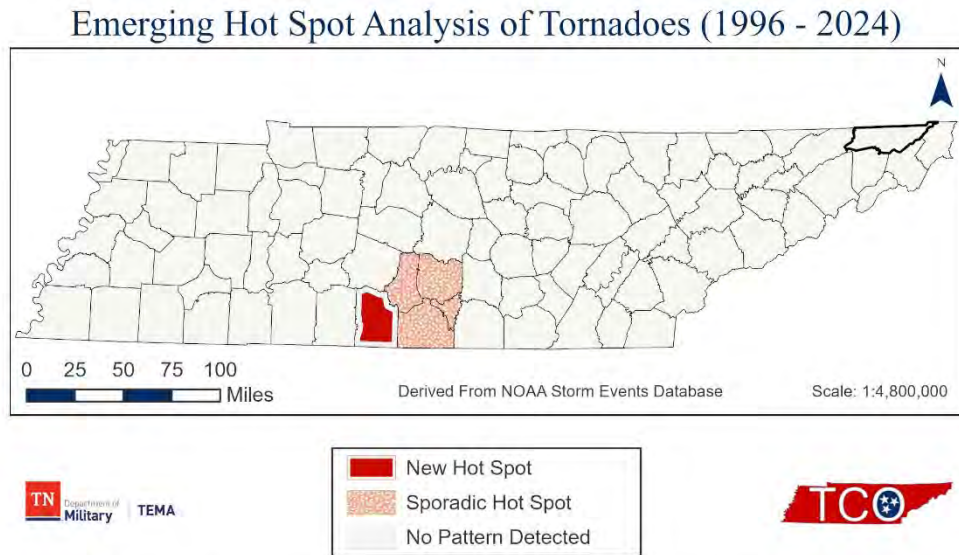


Figure 47: Emerging Hot Spot Analysis based on the Number of Tornadoes per Year Recorded in the NCEI Storm Events Database from 1996 to 2024, Sullivan County Outlined in Bold.

Wildfire

Climate trends and variations are expected to increase the intensity of the hydrological cycle (more precipitation coming in extreme rainfall events with longer dry stretches between precipitation events) which could lead to an increased risk of wildfires for Sullivan County. According to the Climate Mapping Risk Assessment (CMRA) Report, Sullivan County is expected to experience a modest increase in wildfire risk indicators like the number of dry days per year and high heat days per year, by mid- and late-century.



Figure 48: Climate Mapping Risk Assessment Report for Wildfire in Sullivan County.
(Source: US Climate Resilience Toolkit)

The Fifth National Climate Assessment (2023) states that wildfires occur with greater frequency in the Southeast U.S. than in any other region of the country. However, mitigation measures, particularly prescribed fire can significantly reduce wildfire risk and have been widely adopted across rural communities in the Southeast. They found that a doubling of prescribed fire at the landscape scale reduced wildfire ignitions by a factor of four, and that prescribed fires reduce the potential for crown fires.

While climate variability will impact the future risk of wildfires in Sullivan County, a stronger impact will likely come from development within the county. Of particular concern is development in the wildland urban interface (WUI) where structures are at an enhanced risk of burning during a wildfire.



Hazus: Earthquake Global Risk Report

Region Name: Sullivan_EQ

Earthquake Scenario: Madisonville_6.1_East_SE

Print Date: June 11, 2025

Disclaimer:

Totals only reflect data for those census tracts/blocks included in the user's study region.

The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake. These results can be improved by using enhanced inventory, geotechnical, and observed ground motion data.



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General Description of the Region

Hazus-MH is a regional earthquake loss estimation model that was developed by the Federal Emergency Management Agency (FEMA) and the National Institute of Building Sciences. The primary purpose of Hazus is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The earthquake loss estimates provided in this report was based on a region that includes 1 county(ies) from the following state(s):

Tennessee

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is 431.13 square miles and contains 40 census tracts. There are over 67 thousand households in the region which has a total population of 158,163 people. The distribution of population by Total Region and County is provided in Appendix B.

There are an estimated 68 thousand buildings in the region with a total building replacement value (excluding contents) of 24,812 (millions of dollars). Approximately 90.00 % of the buildings (and 55.00% of the building value) are associated with residential housing.

The replacement value of the transportation and utility lifeline systems is estimated to be 3,995 and 2,818 (millions of dollars), respectively.



Building and Lifeline Inventory

Building Inventory

Hazus estimates that there are 68 thousand buildings in the region which have an aggregate total replacement value of 24,812 (millions of dollars). Appendix B provides a general distribution of the building value by Total Region and County.

In terms of building construction types found in the region, wood frame construction makes up 53% of the building inventory. The remaining percentage is distributed between the other general building types.

Critical Facility Inventory

Hazus breaks critical facilities into two (2) groups: essential facilities and high potential loss facilities (HPL). Essential facilities include hospitals, medical clinics, schools, fire stations, police stations and emergency operations facilities. High potential loss facilities include dams, levees, military installations, nuclear power plants and hazardous material sites.

For essential facilities, there are 5 hospitals in the region with a total bed capacity of 1,175 beds. There are 56 schools, 26 fire stations, 7 police stations and 1 emergency operation facilities. With respect to high potential loss facilities (HPL), there are no dams identified within the inventory. The inventory also includes no hazardous material sites, no military installations and no nuclear power plants.

Transportation and Utility Lifeline Inventory

Within Hazus, the lifeline inventory is divided between transportation and utility lifeline systems. There are seven (7) transportation systems that include highways, railways, light rail, bus, ports, ferry and airports. There are six (6) utility systems that include potable water, wastewater, natural gas, crude & refined oil, electric power and communications. The lifeline inventory data are provided in Tables 1 and 2.

The total value of the lifeline inventory is over 6,813.00 (millions of dollars). This inventory includes over 147.89 miles of highways, 348 bridges, 3,457.31 miles of pipes.

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Table 1: Transportation System Lifeline Inventory

System	Component	# Locations/ # Segments	Replacement value (millions of dollars)
Highway	Bridges	348	753.7006
	Segments	97	1481.9587
	Tunnels	0	0.0000
	Subtotal		2235.6593
Railways	Bridges	28	118.8600
	Facilities	2	5.3260
	Segments	31	1597.2112
	Tunnels	0	0.0000
	Subtotal		1721.3972
Light Rail	Bridges	0	0.0000
	Facilities	0	0.0000
	Segments	0	0.0000
	Tunnels	0	0.0000
	Subtotal		0.0000
Bus	Facilities	2	3.2332
	Subtotal		3.2332
Ferry	Facilities	0	0.0000
	Subtotal		0.0000
Port	Facilities	0	0.0000
	Subtotal		0.0000
Airport	Facilities	1	13.8937
	Runways	2	21.1360
	Subtotal		35.0297
	Total		3,995.30

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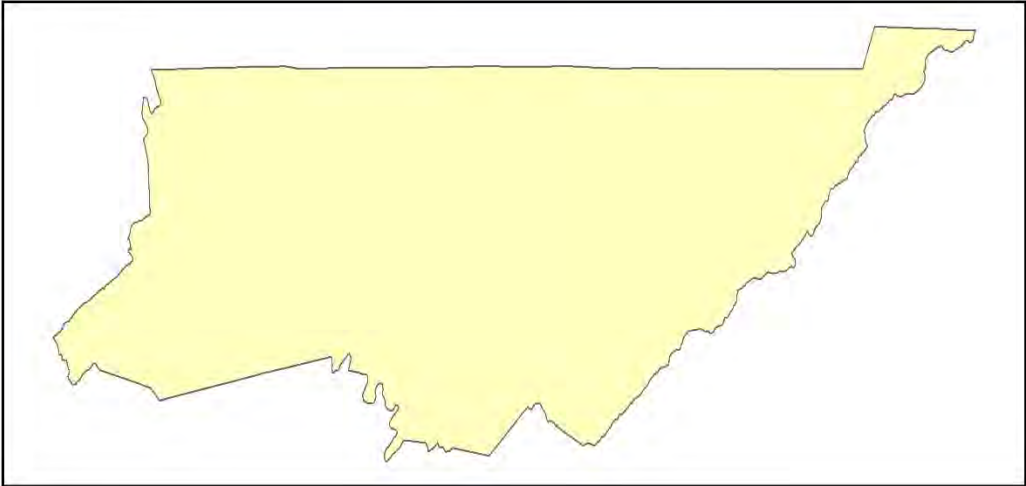
Table 2: Utility System Lifeline Inventory

System	Component	# Locations / Segments	Replacement value (millions of dollars)
Potable Water	Distribution Lines	NA	68.8253
	Facilities	6	175.8240
	Pipelines	0	0.0000
	Subtotal		244.6493
Waste Water	Distribution Lines	NA	41.2952
	Facilities	8	1026.2712
	Pipelines	0	0.0000
	Subtotal		1067.5664
Natural Gas	Distribution Lines	NA	27.5301
	Facilities	2	9.6968
	Pipelines	6	174.8673
	Subtotal		212.0942
Oil Systems	Facilities	0	0.0000
	Pipelines	0	0.0000
	Subtotal		0.0000
Electrical Power	Facilities	4	1293.5665
	Subtotal		1293.5665
Communication	Facilities	12	1.0560
	Subtotal		1.0560
		Total	2,818.90



Earthquake Scenario

Hazus uses the following set of information to define the earthquake parameters used for the earthquake loss estimate provided in this report.



Scenario Name	Madisonville_6.1_East_SE
Type of Earthquake	Arbitrary
Fault Name	NA
Historical Epicenter ID #	NA
Probabilistic Return Period	NA
Longitude of Epicenter	-84.34
Latitude of Epicenter	35.51
Earthquake Magnitude	6.10
Depth (km)	15.00
Rupture Length (Km)	NA
Rupture Orientation (degrees)	NA
Attenuation Function	Central & East US (CEUS 2008)



Direct Earthquake Damage

Building Damage

Hazus estimates that about 765 buildings will be at least moderately damaged. This is over 1.00 % of the buildings in the region. There are an estimated 6 buildings that will be damaged beyond repair. The definition of the 'damage states' is provided in Volume 1: Chapter 5 of the Hazus technical manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 below summarizes the expected damage by general building type.

Damage Categories by General Occupancy Type

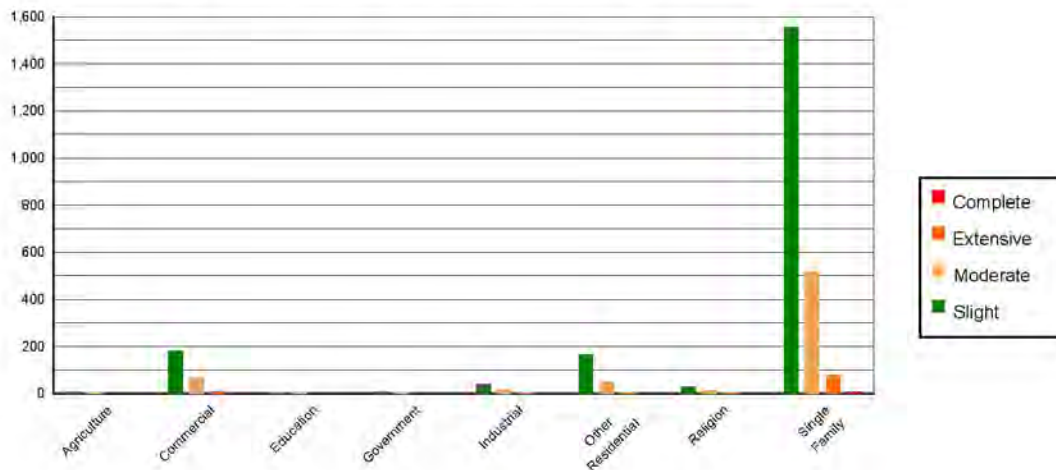


Table 3: Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	146.27	0.22	4.09	0.21	1.46	0.22	0.17	0.19	0.01	0.08
Commercial	4690.94	7.15	181.25	9.14	67.96	10.16	9.37	10.33	0.48	7.61
Education	89.84	0.14	3.65	0.18	1.31	0.20	0.18	0.20	0.01	0.21
Government	133.99	0.20	4.96	0.25	1.79	0.27	0.25	0.27	0.02	0.27
Industrial	933.87	1.42	40.52	2.04	16.42	2.46	2.27	2.50	0.12	1.91
Other Residential	6124.99	9.34	164.46	8.29	51.12	7.65	1.42	1.57	0.01	0.08
Religion	763.77	1.16	29.17	1.47	10.50	1.57	1.48	1.63	0.09	1.37
Single Family	52707.96	80.36	1554.85	78.41	518.00	77.48	75.58	83.31	5.61	88.47
Total	65,591		1,983		669		91		6	



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Table 4: Expected Building Damage by Building Type (All Design Levels)

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	35931.45	54.78	389.28	19.63	30.62	4.58	0.00	0.00	0.00	0.00
Steel	2988.67	4.56	81.47	4.11	29.64	4.43	2.68	2.96	0.00	0.00
Concrete	281.60	0.43	7.23	0.36	1.67	0.25	0.07	0.07	0.00	0.00
Precast	223.89	0.34	7.35	0.37	4.50	0.67	0.78	0.84	0.00	0.00
RM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
URM	23055.89	35.15	1375.76	69.38	558.21	83.49	85.92	94.71	6.34	100.00
MH	3109.92	4.74	121.87	6.15	43.92	6.57	1.29	1.42	0.00	0.00
Total	65,591		1,983		669		91		6	

*Note:

RM Reinforced Masonry
 URM Unreinforced Masonry
 MH Manufactured Housing

**Essential Facility Damage**

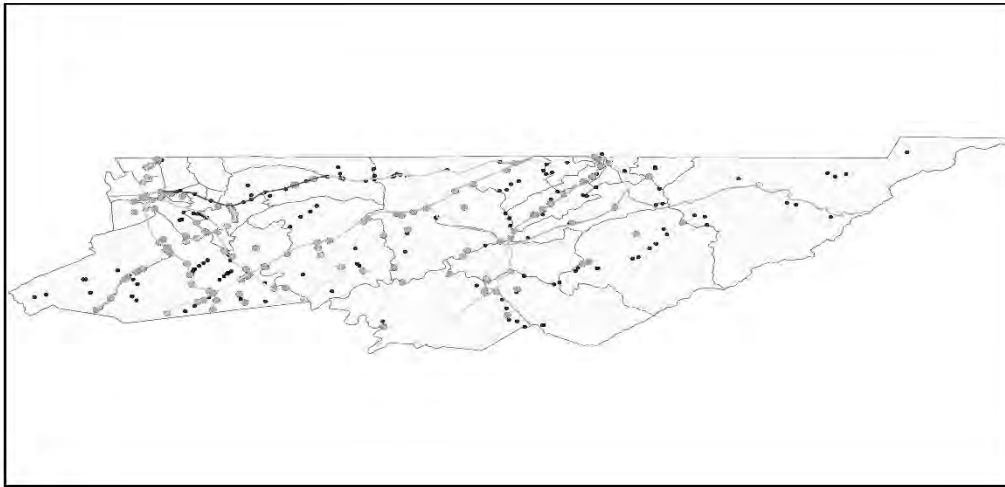
Before the earthquake, the region had 1,175 hospital beds available for use. On the day of the earthquake, the model estimates that only 1,108 hospital beds (94.00%) are available for use by patients already in the hospital and those injured by the earthquake. After one week, 98.00% of the beds will be back in service. By 30 days, 100.00% will be operational.

Table 5: Expected Damage to Essential Facilities

Classification	Total	# Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on day 1
Hospitals	5	0	0	5
Schools	56	0	0	56
EOCs	1	0	0	1
PoliceStations	7	0	0	7
FireStations	26	0	0	26



Transportation Lifeline Damage





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Table 6: Expected Damage to the Transportation Systems

System	Component	Number of Locations				
		Locations/ Segments	With at Least Mod. Damage	With Complete Damage	With Functionality > 50 %	
					After Day 1	After Day 7
Highway	Segments	97	0	0	97	97
	Bridges	348	0	0	348	348
	Tunnels	0	0	0	0	0
Railways	Segments	31	0	0	31	31
	Bridges	28	0	0	28	28
	Tunnels	0	0	0	0	0
	Facilities	2	0	0	2	2
Light Rail	Segments	0	0	0	0	0
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Bus	Facilities	2	0	0	2	2
Ferry	Facilities	0	0	0	0	0
Port	Facilities	0	0	0	0	0
Airport	Facilities	1	0	0	1	1
	Runways	2	0	0	2	2

Table 6 provides damage estimates for the transportation system.

Note: Roadway segments, railroad tracks and light rail tracks are assumed to be damaged by ground failure only. If ground failure maps are not provided, damage estimates to these components will not be computed.

Tables 7-9 provide information on the damage to the utility lifeline systems. Table 7 provides damage to the utility system facilities. Table 8 provides estimates on the number of leaks and breaks by the pipelines of the utility systems. For electric power and potable water, Hazus performs a simplified system performance analysis. Table 9 provides a summary of the system performance information.

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Table 7 : Expected Utility System Facility Damage

System	# of Locations				
	Total #	With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	6	0	0	6	6
Waste Water	8	0	0	0	0
Natural Gas	2	0	0	0	0
Oil Systems	0	0	0	0	0
Electrical Power	4	0	0	0	0
Communication	12	0	0	0	0

Table 8 : Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	2,138	0	0
Waste Water	1,283	0	0
Natural Gas	36	0	0
Oil	0	0	0

Table 9: Expected Potable Water and Electric Power System Performance

	Total # of Households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water						
Electric Power						



Induced Earthquake Damage

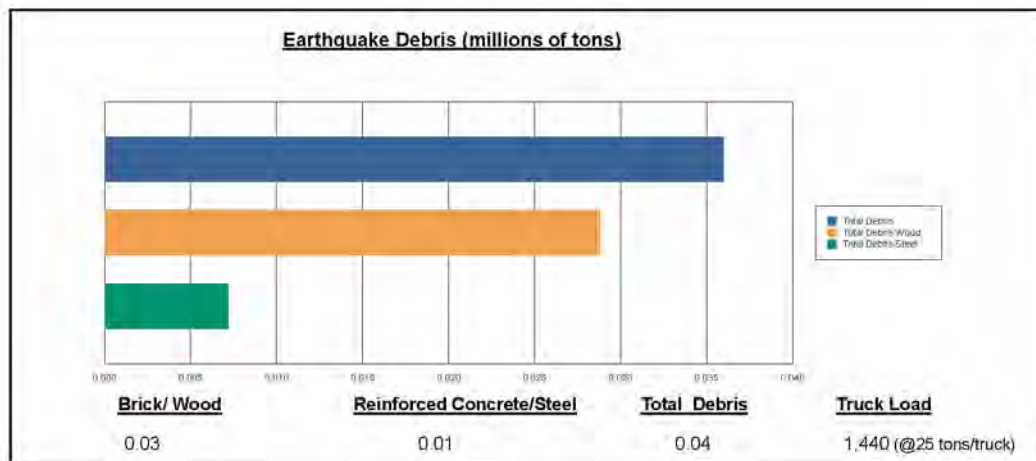
Fire Following Earthquake

Fires often occur after an earthquake. Because of the number of fires and the lack of water to fight the fires, they can often burn out of control. Hazus uses a Monte Carlo simulation model to estimate the number of ignitions and the amount of burnt area. For this scenario, the model estimates that there will be 0 ignitions that will burn about 0.00 sq. mi (0.00 % of the region's total area.) The model also estimates that the fires will displace about 0 people and burn about 0 (millions of dollars) of building value.

Debris Generation

Hazus estimates the amount of debris that will be generated by the earthquake. The model breaks the debris into two general categories: a) Brick/Wood and b) Reinforced Concrete/Steel. This distinction is made because of the different types of material handling equipment required to handle the debris.

The model estimates that a total of 36,000 tons of debris will be generated. Of the total amount, Brick/Wood comprises 80.00% of the total, with the remainder being Reinforced Concrete/Steel. If the debris tonnage is converted to an estimated number of truckloads, it will require 1,440 truckloads (@25 tons/truck) to remove the debris generated by the earthquake.

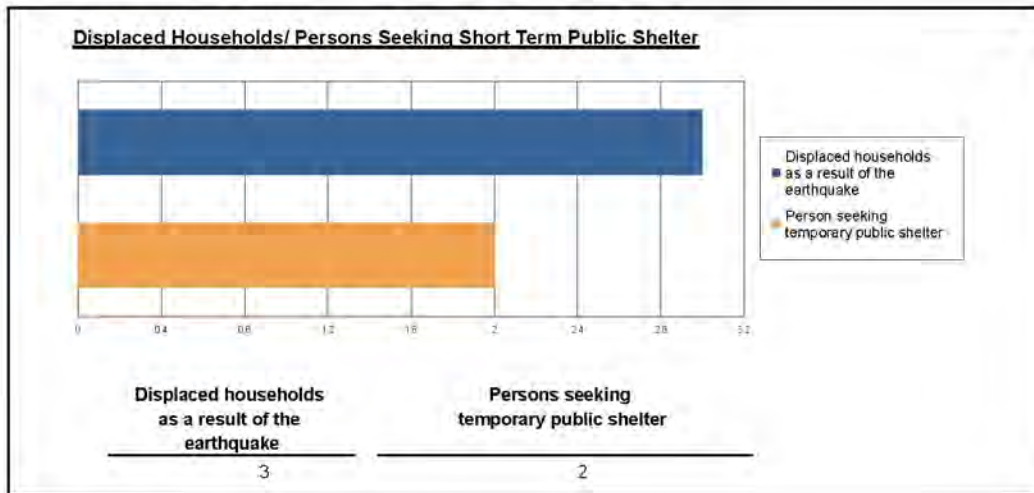




Social Impact

Shelter Requirement

Hazus estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 3 households to be displaced due to the earthquake. Of these, 2 people (out of a total population of 158,163) will seek temporary shelter in public shelters.



Casualties

Hazus estimates the number of people that will be injured and killed by the earthquake. The casualties are broken down into four (4) severity levels that describe the extent of the injuries. The levels are described as follows:

- Severity Level 1: Injuries will require medical attention but hospitalization is not needed.
- Severity Level 2: Injuries will require hospitalization but are not considered life-threatening
- Severity Level 3: Injuries will require hospitalization and can become life threatening if not promptly treated.
- Severity Level 4: Victims are killed by the earthquake.

The casualty estimates are provided for three (3) times of day: 2:00 AM, 2:00 PM and 5:00 PM. These times represent the periods of the day that different sectors of the community are at their peak occupancy loads. The 2:00 AM estimate considers that the residential occupancy load is maximum, the 2:00 PM estimate considers that the educational, commercial and industrial sector loads are maximum and 5:00 PM represents peak commute time.

Table 10 provides a summary of the casualties estimated for this earthquake.



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Table 10: Casualty Estimates

		Level 1	Level 2	Level 3	Level 4
2 AM	Commercial	0.15	0.02	0.00	0.00
	Commuting	0.00	0.00	0.00	0.00
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.20	0.02	0.00	0.00
	Other-Residential	0.65	0.05	0.00	0.00
	Single Family	10.56	1.31	0.10	0.19
	Total	12	1	0	0
2 PM	Commercial	9.45	1.17	0.09	0.16
	Commuting	0.00	0.00	0.00	0.00
	Educational	2.82	0.35	0.03	0.05
	Hotels	0.00	0.00	0.00	0.00
	Industrial	1.49	0.19	0.01	0.02
	Other-Residential	0.20	0.01	0.00	0.00
	Single Family	3.60	0.46	0.04	0.07
	Total	18	2	0	0
5 PM	Commercial	6.00	0.74	0.05	0.10
	Commuting	0.01	0.01	0.03	0.01
	Educational	0.33	0.04	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.93	0.12	0.01	0.02
	Other-Residential	0.24	0.02	0.00	0.00
	Single Family	4.22	0.54	0.04	0.08
	Total	12	1	0	0



Economic Loss

The total economic loss estimated for the earthquake is 59.71 (millions of dollars), which includes building and lifeline related losses based on the region's available inventory. The following three sections provide more detailed information about these losses.

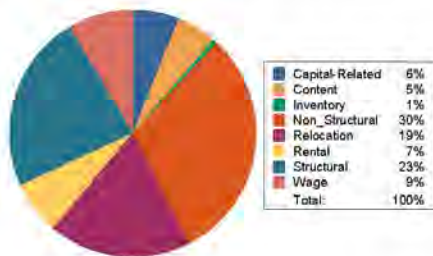


Building-Related Losses

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The total building-related losses were 59.04 (millions of dollars); 41 % of the estimated losses were related to the business interruption of the region. By far, the largest loss was sustained by the residential occupancies which made up over 40 % of the total loss. Table 11 below provides a summary of the losses associated with the building damage.

Earthquake Losses by Loss Type (\$ millions)



Earthquake Losses by Occupancy Type (\$ millions)

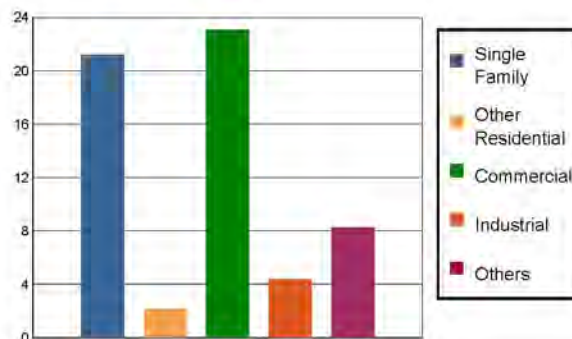


Table 11: Building-Related Economic Loss Estimates
(Millions of dollars)

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
Income Losses							
	Wage	0.0000	0.1156	4.2102	0.1649	0.6580	5.1487
	Capital-Related	0.0000	0.0491	3.2786	0.1035	0.2001	3.6313
	Rental	1.2618	0.2096	2.2768	0.1265	0.2468	4.1215
	Relocation	4.5927	0.1649	3.2807	0.7327	2.2605	11.0315
	Subtotal	5.8545	0.5392	13.0463	1.1276	3.3654	23.9330
Capital Stock Losses							
	Structural	6.2880	0.3217	4.0936	1.4591	1.5266	13.6890
	Non_Structural	8.2912	1.1663	4.5596	1.1440	2.7618	17.9229
	Content	0.7684	0.1519	1.0771	0.5189	0.5861	3.1024
	Inventory	0.0000	0.0000	0.2837	0.1008	0.0096	0.3941
	Subtotal	15.3476	1.6399	10.0140	3.2228	4.8841	35.1084
	Total	21.20	2.18	23.06	4.35	8.25	59.04



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Transportation and Utility Lifeline Losses

For the transportation and utility lifeline systems, Hazus computes the direct repair cost for each component only. There are no losses computed by Hazus for business interruption due to lifeline outages. Tables 12 & 13 provide a detailed breakdown in the expected lifeline losses.

Table 12: Transportation System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Segments	1481.9587	0.0000	0.00
	Bridges	753.7006	0.5741	0.08
	Tunnels	0.0000	0.0000	0.00
	Subtotal	2235.6593	0.5741	
Railways	Segments	1597.2112	0.0000	0.00
	Bridges	118.8600	0.0002	0.00
	Tunnels	0.0000	0.0000	0.00
	Facilities	5.3260	0.0210	0.39
	Subtotal	1721.3972	0.0212	
Light Rail	Segments	0.0000	0.0000	0.00
	Bridges	0.0000	0.0000	0.00
	Tunnels	0.0000	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Subtotal	0.0000	0.0000	
Bus	Facilities	3.2332	0.0091	0.28
	Subtotal	3.2332	0.0091	
Ferry	Facilities	0.0000	0.0000	0.00
	Subtotal	0.0000	0.0000	
Port	Facilities	0.0000	0.0000	0.00
	Subtotal	0.0000	0.0000	
Airport	Facilities	13.8937	0.0460	0.33
	Runways	21.1360	0.0000	0.00
	Subtotal	35.0297	0.0460	
	Total	3,995.32	0.65	



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Table 13: Utility System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Potable Water	Pipelines	0.0000	0.0000	0.00
	Facilities	175.8240	0.0142	0.01
	Distribution Lines	68.8253	0.0000	0.00
	Subtotal	244.6493	0.0142	
Waste Water	Pipelines	0.0000	0.0000	0.00
	Facilities	1026.2712	0.0000	0.00
	Distribution Lines	41.2952	0.0000	0.00
	Subtotal	1067.5664	0.0000	
Natural Gas	Pipelines	174.8673	0.0000	0.00
	Facilities	9.6968	0.0000	0.00
	Distribution Lines	27.5301	0.0000	0.00
	Subtotal	212.0942	0.0000	
Oil Systems	Pipelines	0.0000	0.0000	0.00
	Facilities	0.0000	0.0000	0.00
	Subtotal	0.0000	0.0000	
Electrical Power	Facilities	1293.5665	0.0000	0.00
	Subtotal	1293.5665	0.0000	
Communication	Facilities	1.0560	0.0000	0.00
	Subtotal	1.0560	0.0000	
	Total	2,818.93	0.01	



Appendix A: County Listing for the Region

Sullivan, TN



Appendix B: Regional Population and Building Value Data

State	County Name	Population	Building Value (millions of dollars)		
			Residential	Non-Residential	Total
Tennessee	Sullivan	158,163	13,637	11,174	24,812
Total Region		158,163	13,637	11,174	24,812



Hazus: Flood Global Risk Report

Region Name:	Sullivan_100yr
Flood Scenario:	Sullivan_100yr
Print Date:	Tuesday, June 10, 2025

Disclaimer:

Totals only reflect data for those census tracts/blocks included in the user's study region.

The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific Flood. These results can be improved by using enhanced inventory data and flood hazard information.



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General Description of the Region

Hazus is a regional multi-hazard loss estimation model that was developed by the Federal Emergency Management Agency (FEMA) and the National Institute of Building Sciences (NIBS). The primary purpose of Hazus is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The flood loss estimates provided in this report were based on a region that included 1 county(ies) from the following state(s):

- Tennessee

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is approximately 60 square miles and contains 3,550 census blocks. The region contains over 68 thousand households and has a total population of 158,067 people. The distribution of population by State and County for the study region is provided in Appendix B.

There are an estimated 68,340 buildings in the region with a total building replacement value (excluding contents) of 24,808 million dollars. Approximately 89.56% of the buildings (and 54.96% of the building value) are associated with residential housing.



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Building Inventory

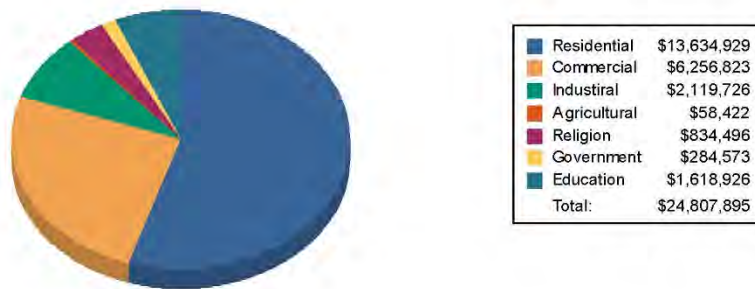
General Building Stock

Hazus estimates that there are 68,340 buildings in the region which have an aggregate total replacement value of 24,808 million dollars. Table 1 and Table 2 present the relative distribution of the value with respect to the general occupancies by Study Region and Scenario respectively. Appendix B provides a general distribution of the building value by State and County.

Table 1
Building Exposure by Occupancy Type for the Study Region

Occupancy	Exposure (\$1000)	Percent of Total
Residential	13,634,929	55.0%
Commercial	6,256,823	25.2%
Industrial	2,119,726	8.5%
Agricultural	58,422	0.2%
Religion	834,496	3.4%
Government	284,573	1.1%
Education	1,618,926	6.5%
Total	24,807,895	100%

Building Exposure by Occupancy Type for the Study Region
(\$1000's)



Flood Global Risk Report

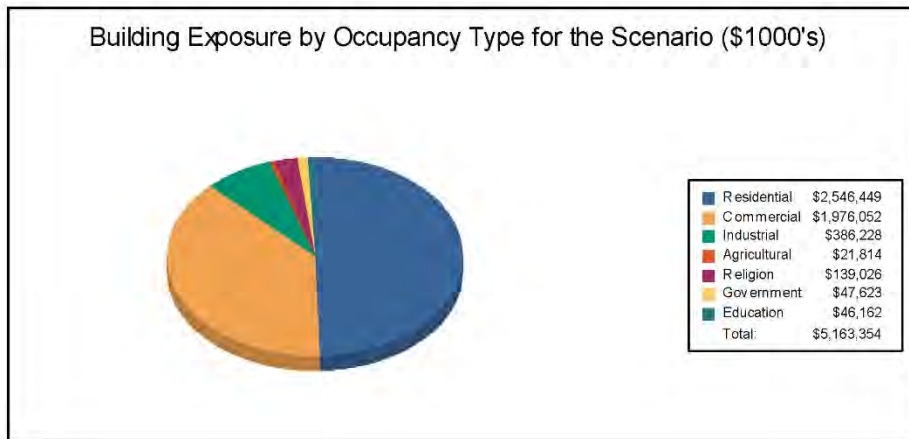


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Table 2
Building Exposure by Occupancy Type for the Scenario

Occupancy	Exposure (\$1000)	Percent of Total
Residential	2,546,449	49.3%
Commercial	1,976,052	38.3%
Industrial	386,228	7.5%
Agricultural	21,814	0.4%
Religion	139,026	2.7%
Government	47,623	0.9%
Education	46,162	0.9%
Total	5,163,354	100%



Essential Facility Inventory

For essential facilities, there are 5 hospitals in the region with a total bed capacity of 1,175 beds. There are 56 schools, 26 fire stations, 7 police stations and 1 emergency operation center.





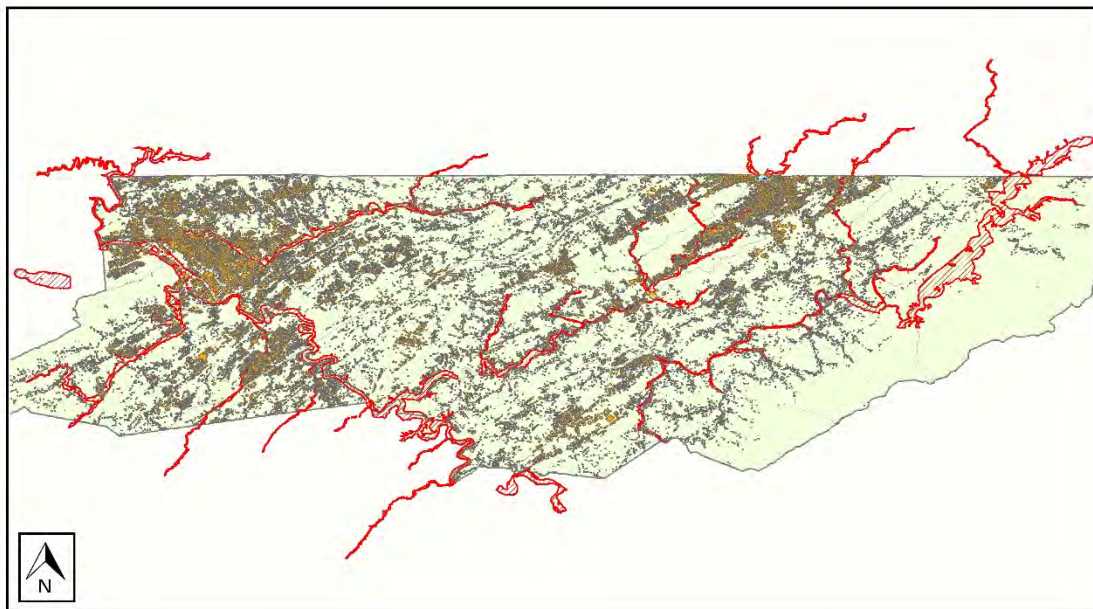
Flood Scenario Parameters

Hazus used the following set of information to define the flood parameters for the flood loss estimate provided in this report.

Study Region Name:	Sullivan_100yr
Scenario Name:	Sullivan_100yr
Return Period Analyzed:	100
Analysis Options Analyzed:	No What-Ifs

Study Region Overview Map

Illustrating scenario flood extent, as well as exposed essential facilities and total exposure



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Building Damage

General Building Stock Damage

Hazus estimates that about 419 buildings will be at least moderately damaged. This is over 68% of the total number of buildings in the scenario. There are an estimated 65 buildings that will be completely destroyed. The definition of the 'damage states' is provided in the Hazus Flood Technical Manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 summarizes the expected damage by general building type.

Total Economic Loss (1 dot = \$300K) Overview Map



Flood Global Risk Report



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Table 3: Expected Building Damage by Occupancy

Occupancy	1-10		11-20		21-30		31-40		41-50		>50	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	0	0	0	0	0	0	0	0	0	0	0	0
Commercial	16	11	89	60	31	21	7	5	5	3	1	1
Education	0	0	0	0	0	0	0	0	0	0	0	0
Government	2	67	1	33	0	0	0	0	0	0	0	0
Industrial	1	5	7	37	3	16	8	42	0	0	0	0
Religion	0	0	2	100	0	0	0	0	0	0	0	0
Residential	48	15	96	31	58	19	29	9	18	6	64	20
Total	67		195		92		44		23		65	

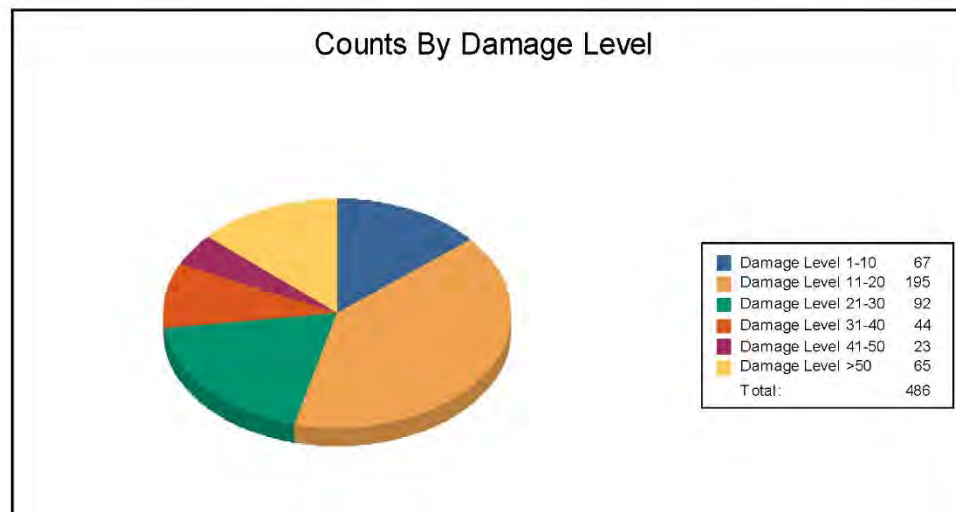




Table 4: Expected Building Damage by Building Type

Building Type	1-10		11-20		21-30		31-40		41-50		>50	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Concrete	0	0	1	100	0	0	0	0	0	0	0	0
ManufHousing	0	0	0	0	0	0	0	0	0	0	9	100
Masonry	29	18	69	43	28	17	16	10	7	4	12	7
Steel	7	10	34	49	20	29	7	10	2	3	0	0
Wood	27	12	80	36	39	17	20	9	14	6	43	19



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Essential Facility Damage

Before the flood analyzed in this scenario, the region had 1,175 hospital beds available for use. On the day of the scenario flood event, the model estimates that 1,175 hospital beds are available in the region.

Table 5: Expected Damage to Essential Facilities

Classification	Total	# Facilities		
		At Least Moderate	At Least Substantial	Loss of Use
Emergency Operation Centers	1	0	0	0
Fire Stations	26	0	0	0
Hospitals	5	0	0	0
Police Stations	7	1	0	1
Schools	56	0	0	0

If this report displays all zeros or is blank, two possibilities can explain this.

- (1) None of your facilities were flooded. This can be checked by mapping the inventory data on the depth grid.
- (2) The analysis was not run. This can be tested by checking the run box on the Analysis Menu and seeing if a message box asks you to replace the existing results.

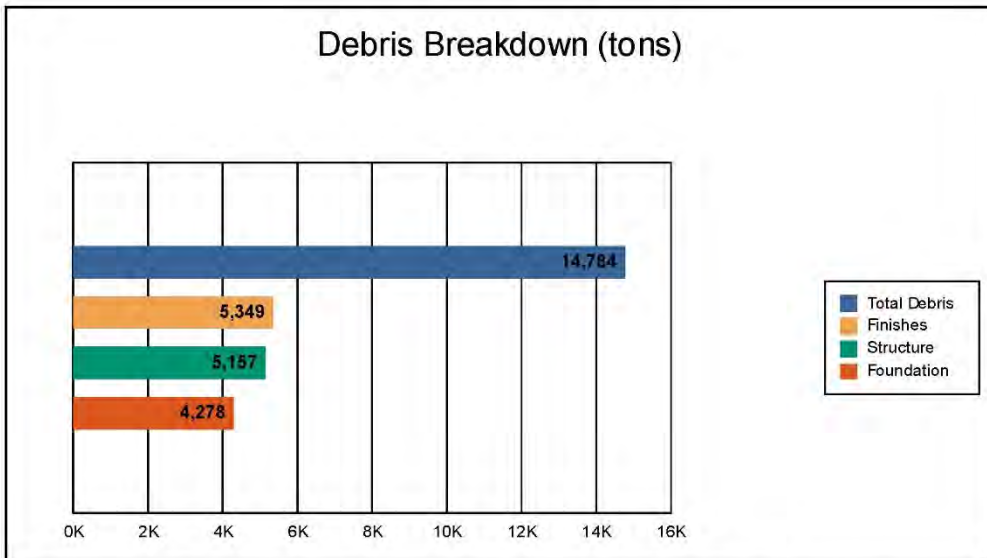




Induced Flood Damage

Debris Generation

Hazus estimates the amount of debris that will be generated by the flood. The model breaks debris into three general categories: 1) Finishes (dry wall, insulation, etc.), 2) Structural (wood, brick, etc.) and 3) Foundations (concrete slab, concrete block, rebar, etc.). This distinction is made because of the different types of material handling equipment required to handle the debris.



The model estimates that a total of 14,784 tons of debris will be generated. Of the total amount, Finishes comprises 36% of the total, Structure comprises 35% of the total, and Foundation comprises 29%. If the debris tonnage is converted into an estimated number of truckloads, it will require 592 truckloads (@25 tons/truck) to remove the debris generated by the flood.



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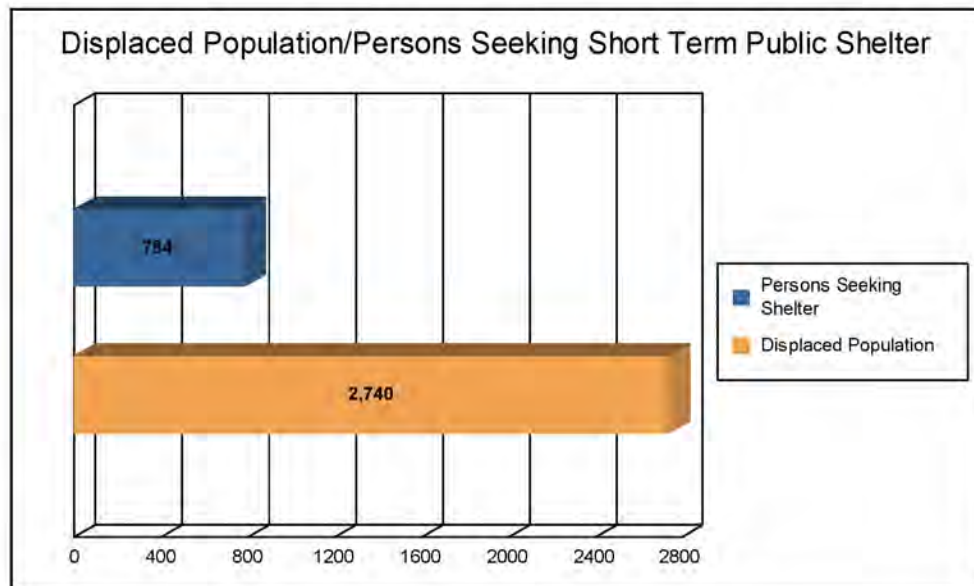
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Social Impact

Shelter Requirements

Hazus estimates the number of households that are expected to be displaced from their homes due to the flood and the associated potential evacuation. Hazus also estimates those displaced people that will require accommodations in temporary public shelters. The model estimates 913 households (or 2,740 of people) will be displaced due to the flood. Displacement includes households evacuated from within or very near to the inundated area. Of these, 784 people (out of a total population of 158,067) will seek temporary shelter in public shelters.



Flood Global Risk Report



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Economic Loss

The total economic loss estimated for the flood is 1,556.54 million dollars, which represents 30.15 % of the total replacement value of the scenario buildings.

Building-Related Losses

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the flood. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the flood.

The total building-related losses were 806.47 million dollars. 48% of the estimated losses were related to the business interruption of the region. The residential occupancies made up 9.28% of the total loss. Table 6 below provides a summary of the losses associated with the building damage.



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Table 6: Building-Related Economic Loss Estimates
(Millions of dollars)

Category	Area	Residential	Commercial	Industrial	Others	Total
Building Loss						
	Building	73.23	111.92	47.92	4.34	237.41
	Content	37.56	337.81	101.64	22.35	499.36
	Inventory	0.00	51.18	17.07	1.45	69.70
	Subtotal	110.79	500.91	166.62	28.14	806.47
Business Interruption						
	Income	1.22	229.35	2.11	6.16	238.84
	Relocation	19.92	69.10	3.22	3.95	96.19
	Rental Income	9.64	48.99	0.50	0.89	60.02
	Wage	2.88	298.96	3.66	49.53	355.02
	Subtotal	33.65	646.40	9.49	60.53	750.07
ALL	Total	144.44	1,147.31	176.11	88.68	1,556.54





Appendix A: County Listing for the Region

- Tennessee
 - Sullivan



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Appendix B: Regional Population and Building Value Data

	Population	Building Value (thousands of dollars)		
		Residential	Non-Residential	Total
Tennessee				
Sullivan	158,067	13,634,929	11,172,966	24,807,895
Total	158,067	13,634,929	11,172,966	24,807,895
Total Study Region	158,067	13,634,929	11,172,966	24,807,895


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Hazus: Flood Global Risk Report

Region Name:	Sullivan500yr
Flood Scenario:	Sullivan_500yr
Print Date:	Wednesday, June 11, 2025

Disclaimer:

Totals only reflect data for those census tracts/blocks included in the user's study region.

The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific Flood. These results can be improved by using enhanced inventory data and flood hazard information.



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General Description of the Region

Hazus is a regional multi-hazard loss estimation model that was developed by the Federal Emergency Management Agency (FEMA) and the National Institute of Building Sciences (NIBS). The primary purpose of Hazus is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The flood loss estimates provided in this report were based on a region that included 1 county(ies) from the following state(s):

- Tennessee

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is approximately 60 square miles and contains 3,550 census blocks. The region contains over 68 thousand households and has a total population of 158,067 people. The distribution of population by State and County for the study region is provided in Appendix B.

There are an estimated 68,340 buildings in the region with a total building replacement value (excluding contents) of 24,808 million dollars. Approximately 89.56% of the buildings (and 54.96% of the building value) are associated with residential housing.



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Building Inventory

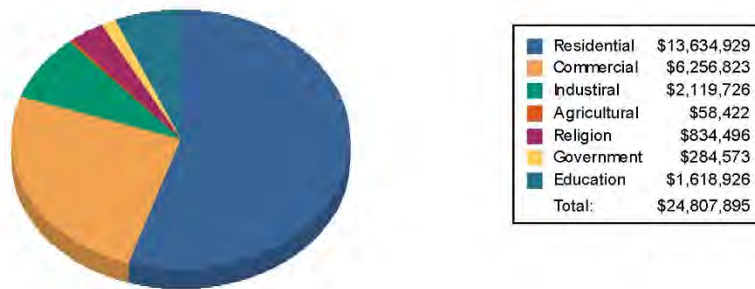
General Building Stock

Hazus estimates that there are 68,340 buildings in the region which have an aggregate total replacement value of 24,808 million dollars. Table 1 and Table 2 present the relative distribution of the value with respect to the general occupancies by Study Region and Scenario respectively. Appendix B provides a general distribution of the building value by State and County.

Table 1
Building Exposure by Occupancy Type for the Study Region

Occupancy	Exposure (\$1000)	Percent of Total
Residential	13,634,929	55.0%
Commercial	6,256,823	25.2%
Industrial	2,119,726	8.5%
Agricultural	58,422	0.2%
Religion	834,496	3.4%
Government	284,573	1.1%
Education	1,618,926	6.5%
Total	24,807,895	100%

Building Exposure by Occupancy Type for the Study Region
(\$1000's)



Flood Global Risk Report

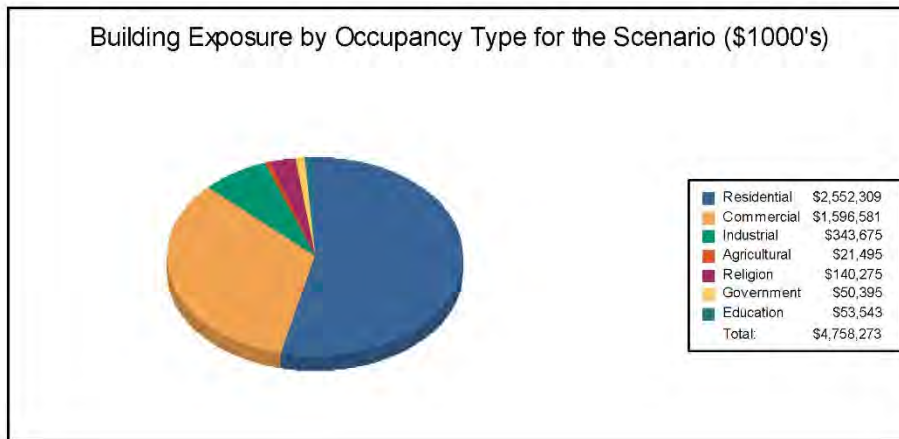


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Table 2
Building Exposure by Occupancy Type for the Scenario

Occupancy	Exposure (\$1000)	Percent of Total
Residential	2,552,309	53.6%
Commercial	1,596,581	33.6%
Industrial	343,675	7.2%
Agricultural	21,495	0.5%
Religion	140,275	2.9%
Government	50,395	1.1%
Education	53,543	1.1%
Total	4,758,273	100%



Essential Facility Inventory

For essential facilities, there are 5 hospitals in the region with a total bed capacity of 1,175 beds. There are 56 schools, 26 fire stations, 7 police stations and 1 emergency operation center.





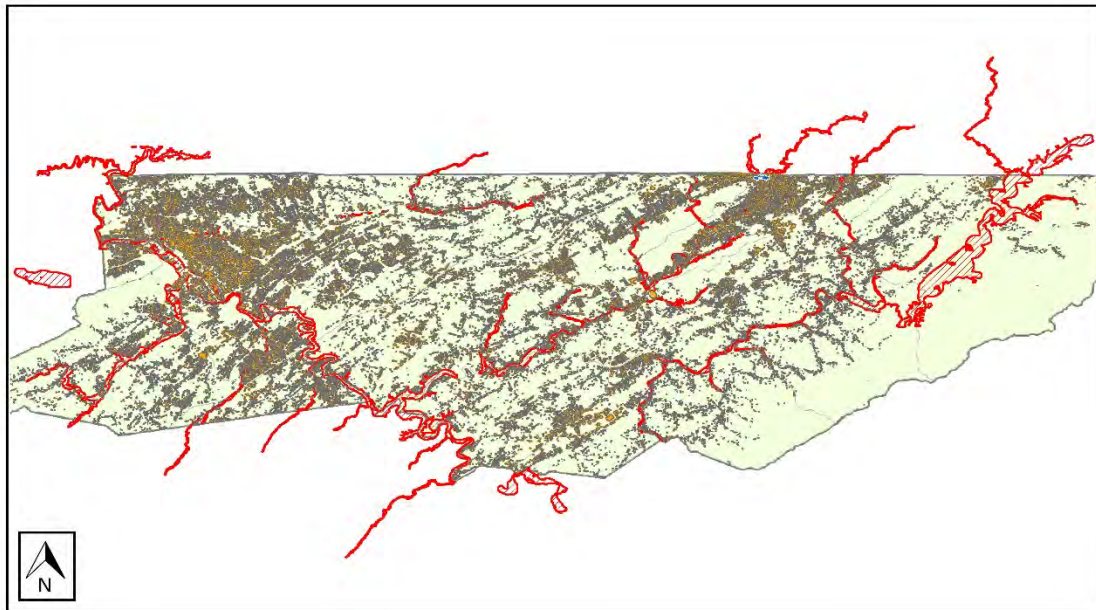
Flood Scenario Parameters

Hazus used the following set of information to define the flood parameters for the flood loss estimate provided in this report.

Study Region Name:	Sullivan500yr
Scenario Name:	Sullivan_500yr
Return Period Analyzed:	500
Analysis Options Analyzed:	No What-Ifs

Study Region Overview Map

Illustrating scenario flood extent, as well as exposed essential facilities and total exposure



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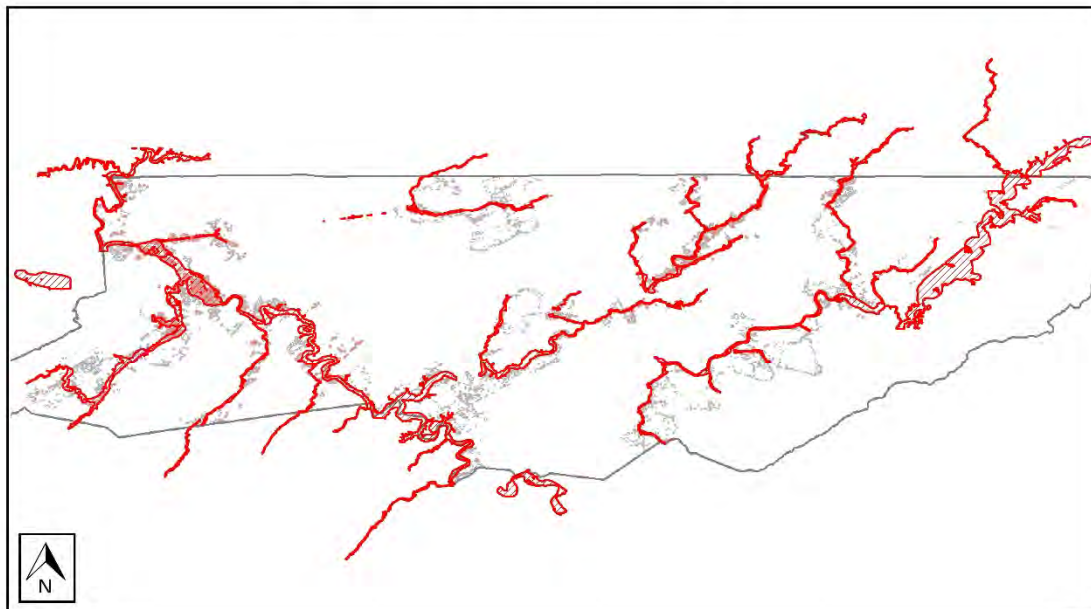


Building Damage

General Building Stock Damage

Hazus estimates that about 357 buildings will be at least moderately damaged. This is over 42% of the total number of buildings in the scenario. There are an estimated 160 buildings that will be completely destroyed. The definition of the 'damage states' is provided in the Hazus Flood Technical Manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 summarizes the expected damage by general building type.

Total Economic Loss (1 dot = \$300K) Overview Map



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Table 3: Expected Building Damage by Occupancy

Occupancy	1-10		11-20		21-30		31-40		41-50		>50	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	0	0	0	0	0	0	0	0	0	0	0	0
Commercial	10	8	40	33	41	34	14	12	8	7	7	6
Education	0	0	0	0	0	0	0	0	0	0	0	0
Government	0	0	2	100	0	0	0	0	0	0	0	0
Industrial	0	0	2	14	2	14	5	36	5	36	0	0
Religion	0	0	2	100	0	0	0	0	0	0	0	0
Residential	10	4	34	14	21	9	12	5	9	4	153	64
Total	20		80		64		31		22		160	

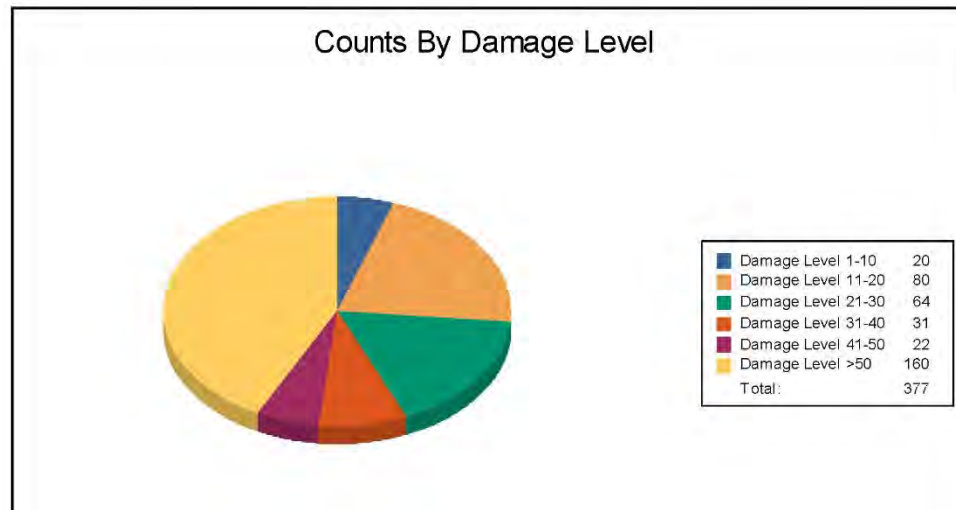




Table 4: Expected Building Damage by Building Type

Building Type	1-10		11-20		21-30		31-40		41-50		>50	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Concrete	0	0	1	100	0	0	0	0	0	0	0	0
ManufHousing	0	0	0	0	0	0	0	0	0	0	14	100
Masonry	9	8	31	27	20	17	9	8	7	6	40	34
Steel	1	2	16	30	24	44	7	13	5	9	1	2
Wood	6	3	28	15	22	12	13	7	10	5	103	57



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Essential Facility Damage

Before the flood analyzed in this scenario, the region had 1,175 hospital beds available for use. On the day of the scenario flood event, the model estimates that 1,175 hospital beds are available in the region.

Table 5: Expected Damage to Essential Facilities

Classification	Total	# Facilities		
		At Least Moderate	At Least Substantial	Loss of Use
Emergency Operation Centers	1	0	0	0
Fire Stations	26	0	0	0
Hospitals	5	0	0	0
Police Stations	7	1	0	1
Schools	56	0	0	0

If this report displays all zeros or is blank, two possibilities can explain this.

- (1) None of your facilities were flooded. This can be checked by mapping the inventory data on the depth grid.
- (2) The analysis was not run. This can be tested by checking the run box on the Analysis Menu and seeing if a message box asks you to replace the existing results.

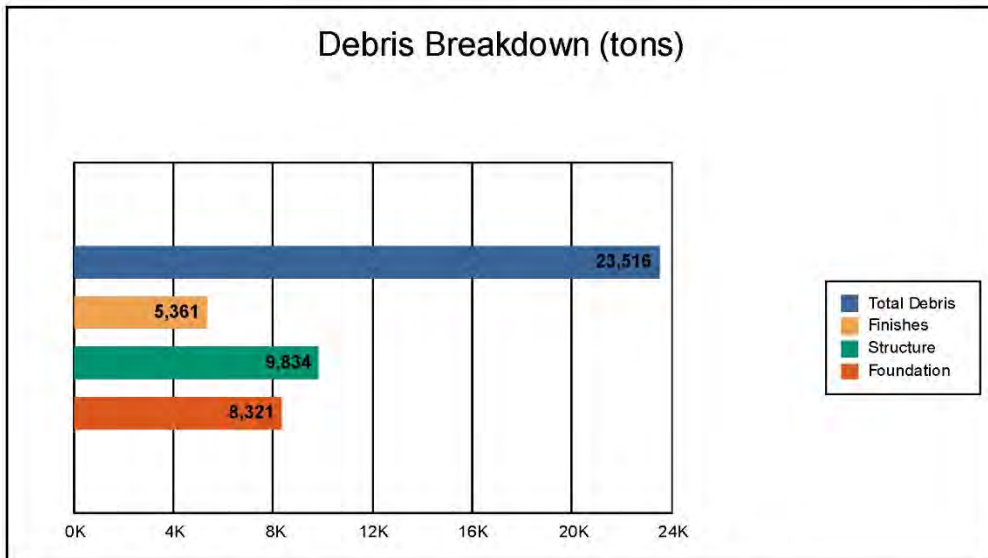




Induced Flood Damage

Debris Generation

Hazus estimates the amount of debris that will be generated by the flood. The model breaks debris into three general categories: 1) Finishes (dry wall, insulation, etc.), 2) Structural (wood, brick, etc.) and 3) Foundations (concrete slab, concrete block, rebar, etc.). This distinction is made because of the different types of material handling equipment required to handle the debris.



The model estimates that a total of 23,516 tons of debris will be generated. Of the total amount, Finishes comprises 23% of the total, Structure comprises 42% of the total, and Foundation comprises 35%. If the debris tonnage is converted into an estimated number of truckloads, it will require 941 truckloads (@25 tons/truck) to remove the debris generated by the flood.



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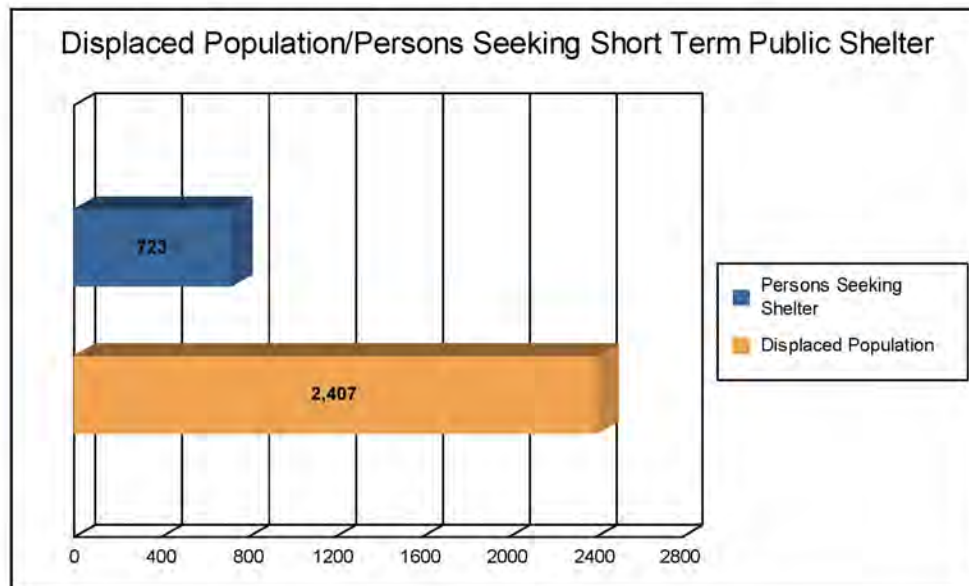
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Social Impact

Shelter Requirements

Hazus estimates the number of households that are expected to be displaced from their homes due to the flood and the associated potential evacuation. Hazus also estimates those displaced people that will require accommodations in temporary public shelters. The model estimates 802 households (or 2,407 of people) will be displaced due to the flood. Displacement includes households evacuated from within or very near to the inundated area. Of these, 723 people (out of a total population of 158,067) will seek temporary shelter in public shelters.





Economic Loss

The total economic loss estimated for the flood is 1,555.70 million dollars, which represents 32.69 % of the total replacement value of the scenario buildings.

Building-Related Losses

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the flood. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the flood.

The total building-related losses were 856.39 million dollars. 45% of the estimated losses were related to the business interruption of the region. The residential occupancies made up 11.08% of the total loss. Table 6 below provides a summary of the losses associated with the building damage.



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Table 6: Building-Related Economic Loss Estimates
(Millions of dollars)

Category	Area	Residential	Commercial	Industrial	Others	Total
Building Loss						
	Building	92.77	130.20	54.48	7.22	284.67
	Content	45.82	330.85	111.44	26.93	515.04
	Inventory	0.00	38.24	17.35	1.08	56.67
	Subtotal	138.59	499.30	183.27	35.24	856.39
Business Interruption						
	Income	0.81	209.22	1.86	7.46	219.35
	Relocation	21.48	62.00	2.89	4.82	91.19
	Rental Income	9.55	43.61	0.43	1.01	54.60
	Wage	1.91	272.80	3.29	56.17	334.17
	Subtotal	33.75	587.62	8.47	69.46	699.31
ALL	Total	172.34	1,086.92	191.74	104.70	1,555.70



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Appendix A: County Listing for the Region

- Tennessee
 - Sullivan



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**Appendix B: Regional Population and Building Value Data**

	Population	Building Value (thousands of dollars)		
		Residential	Non-Residential	Total
Tennessee				
Sullivan	158,067	13,634,929	11,172,966	24,807,895
Total	158,067	13,634,929	11,172,966	24,807,895
Total Study Region	158,067	13,634,929	11,172,966	24,807,895

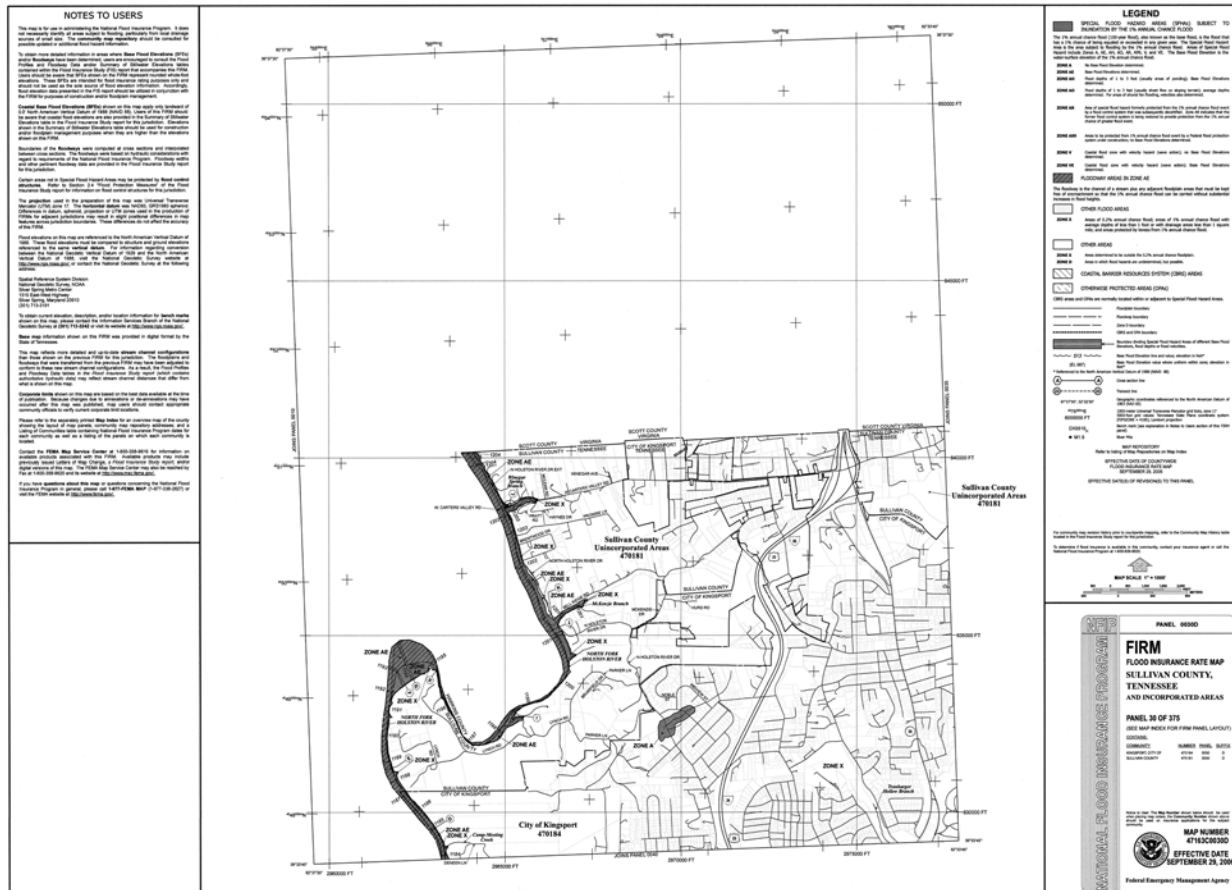
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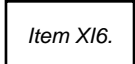
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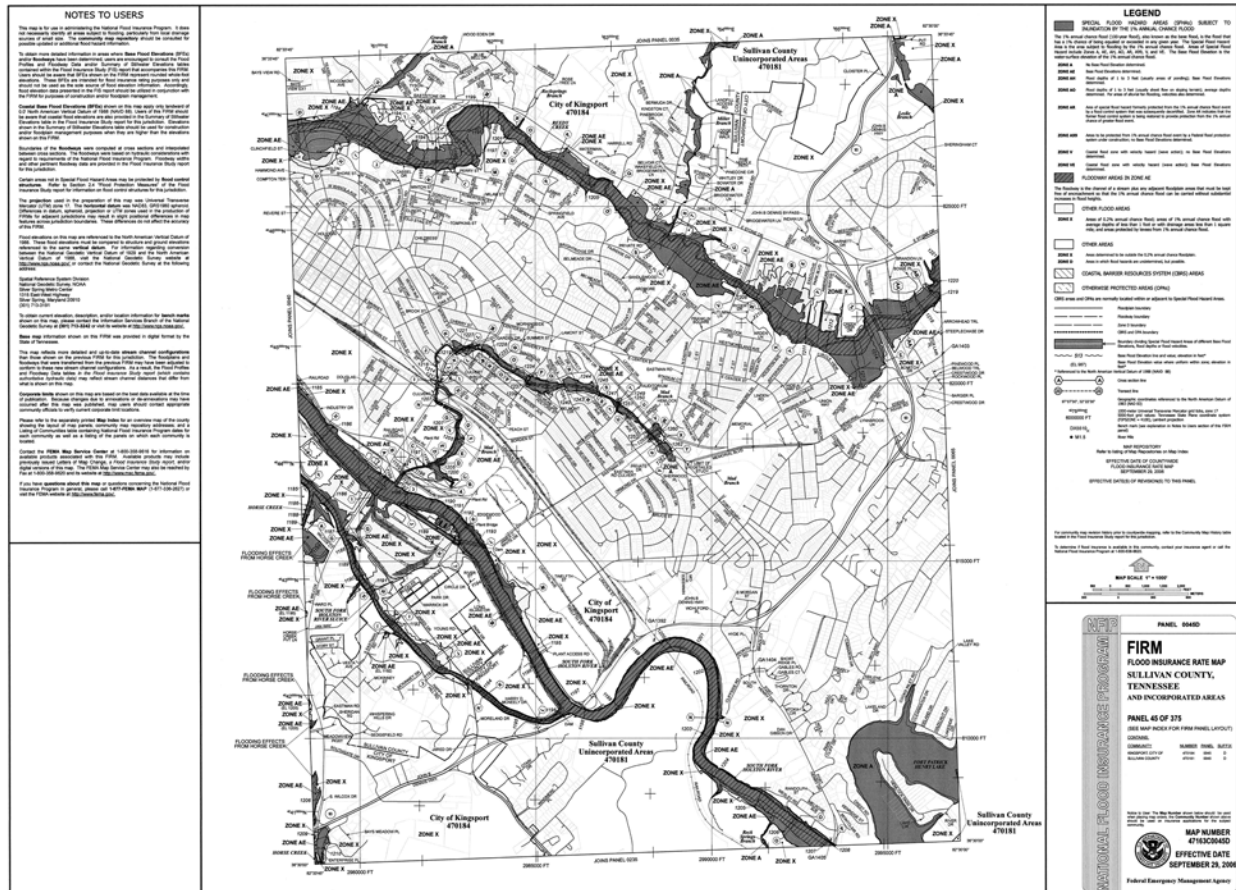
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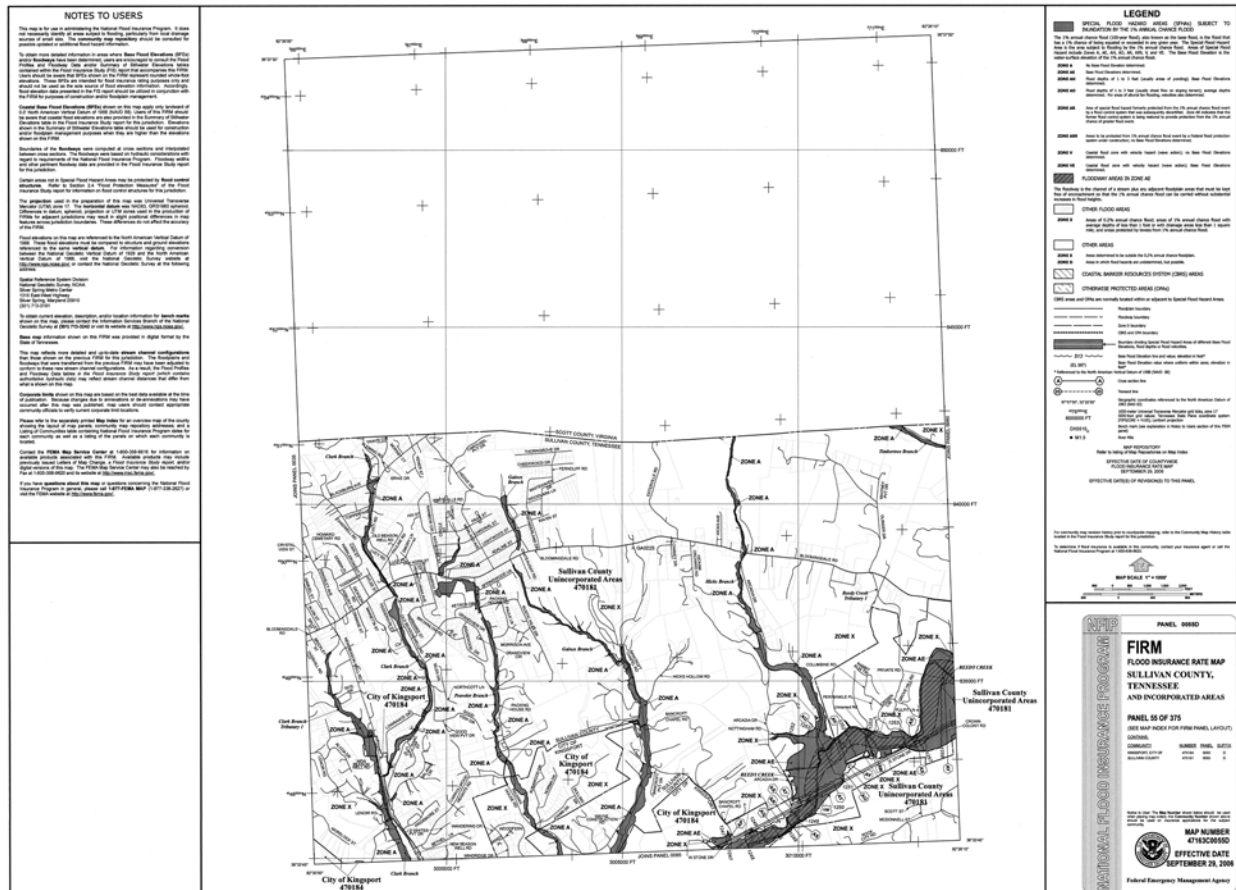
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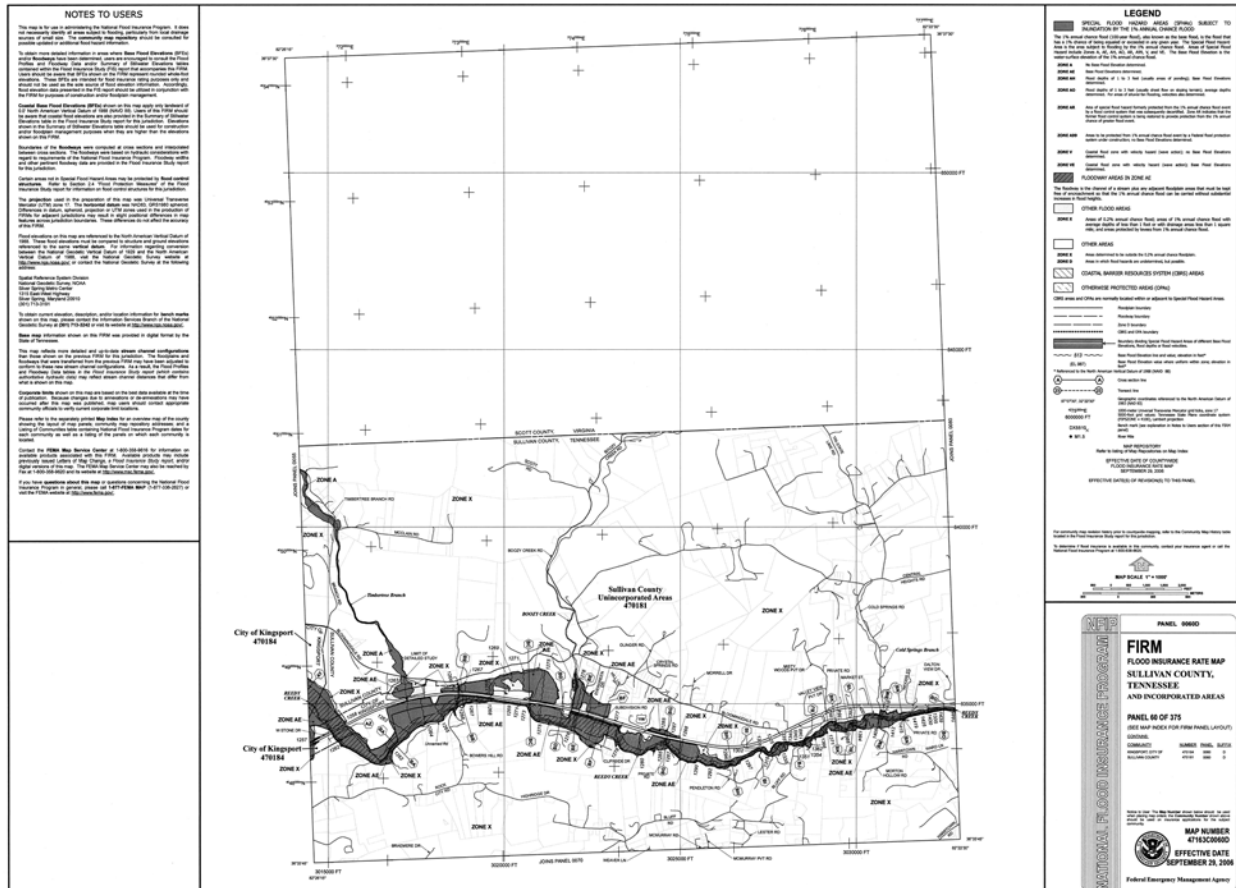


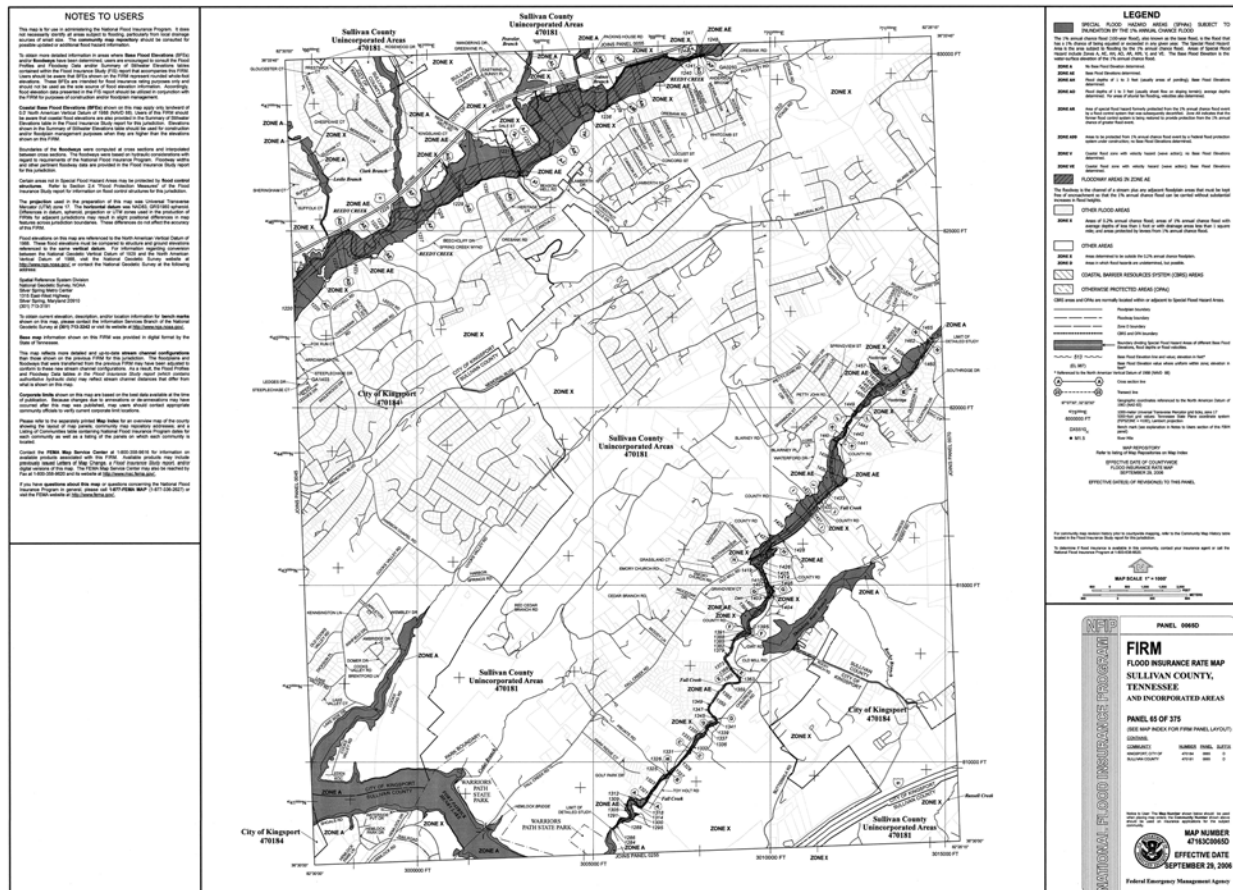


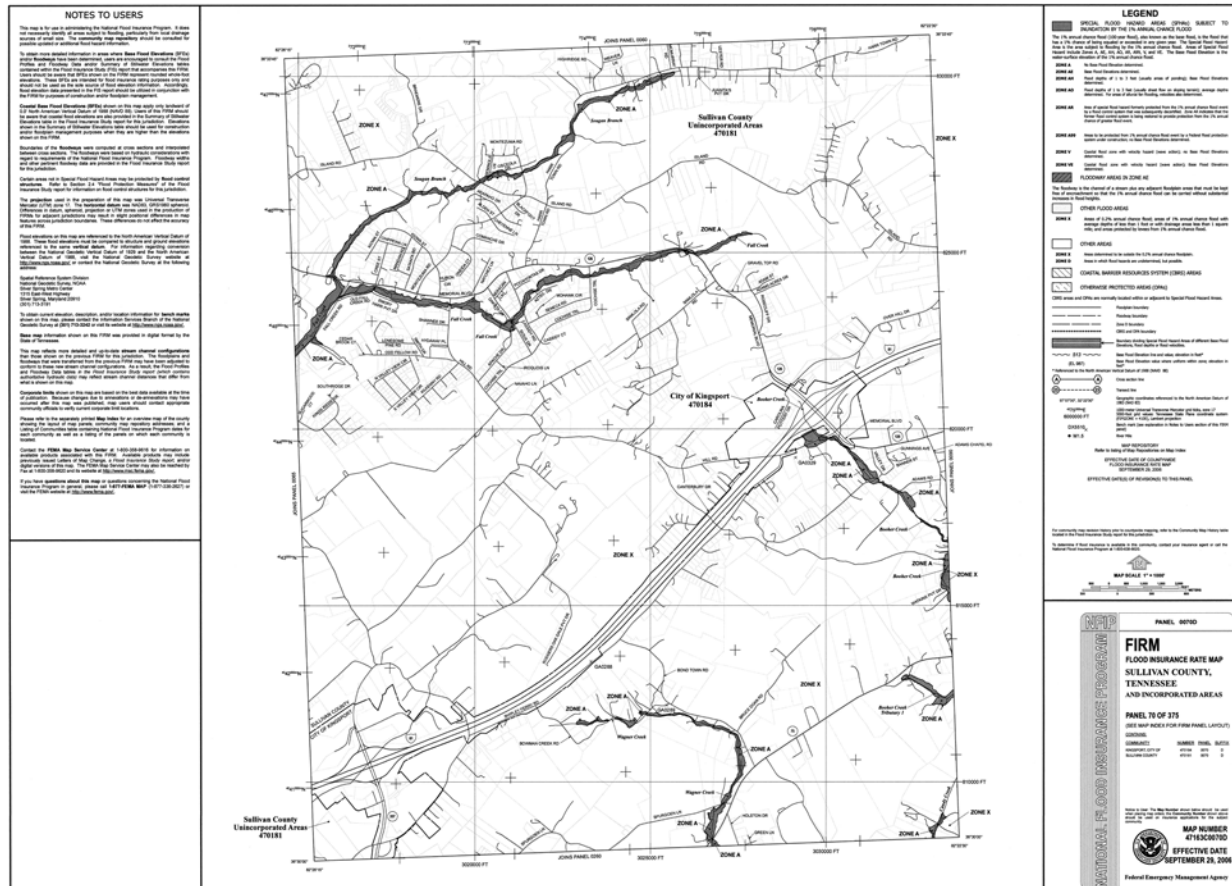


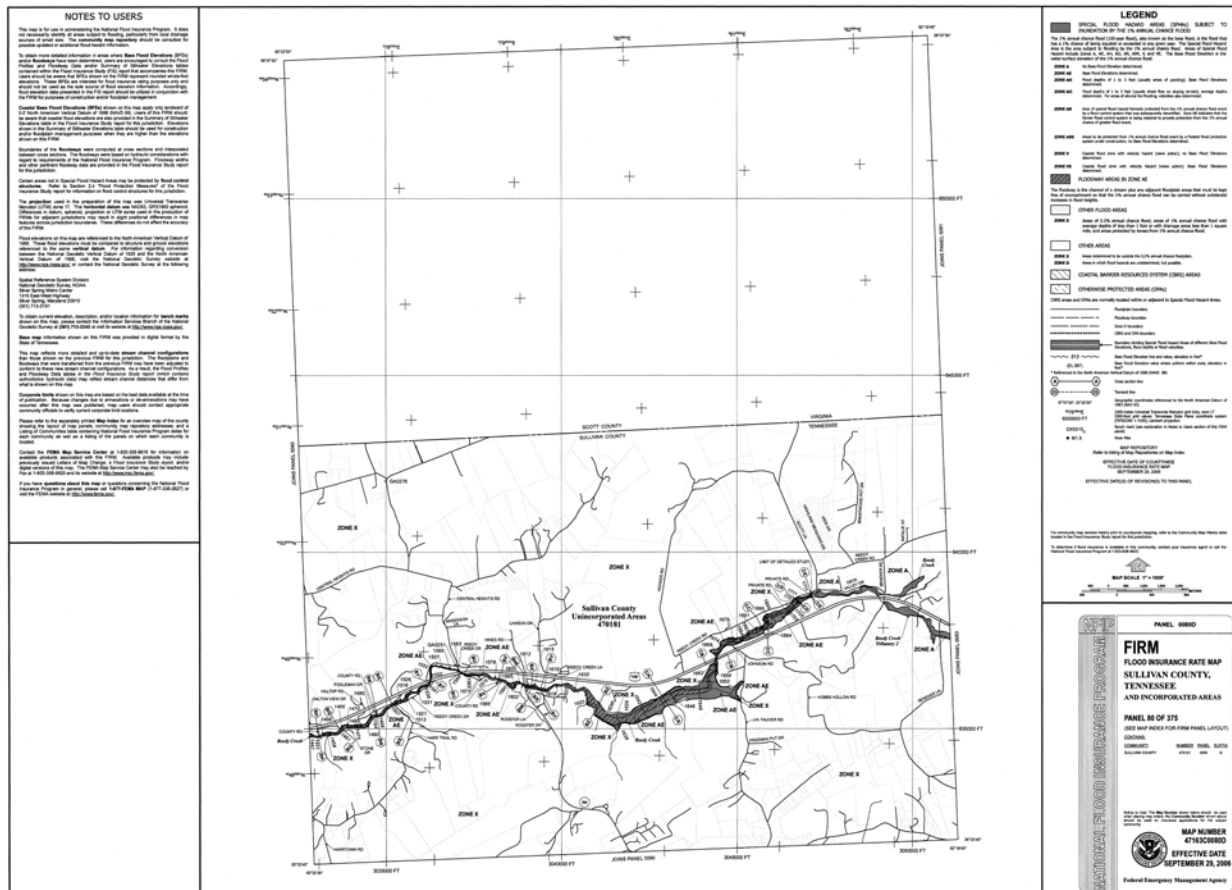
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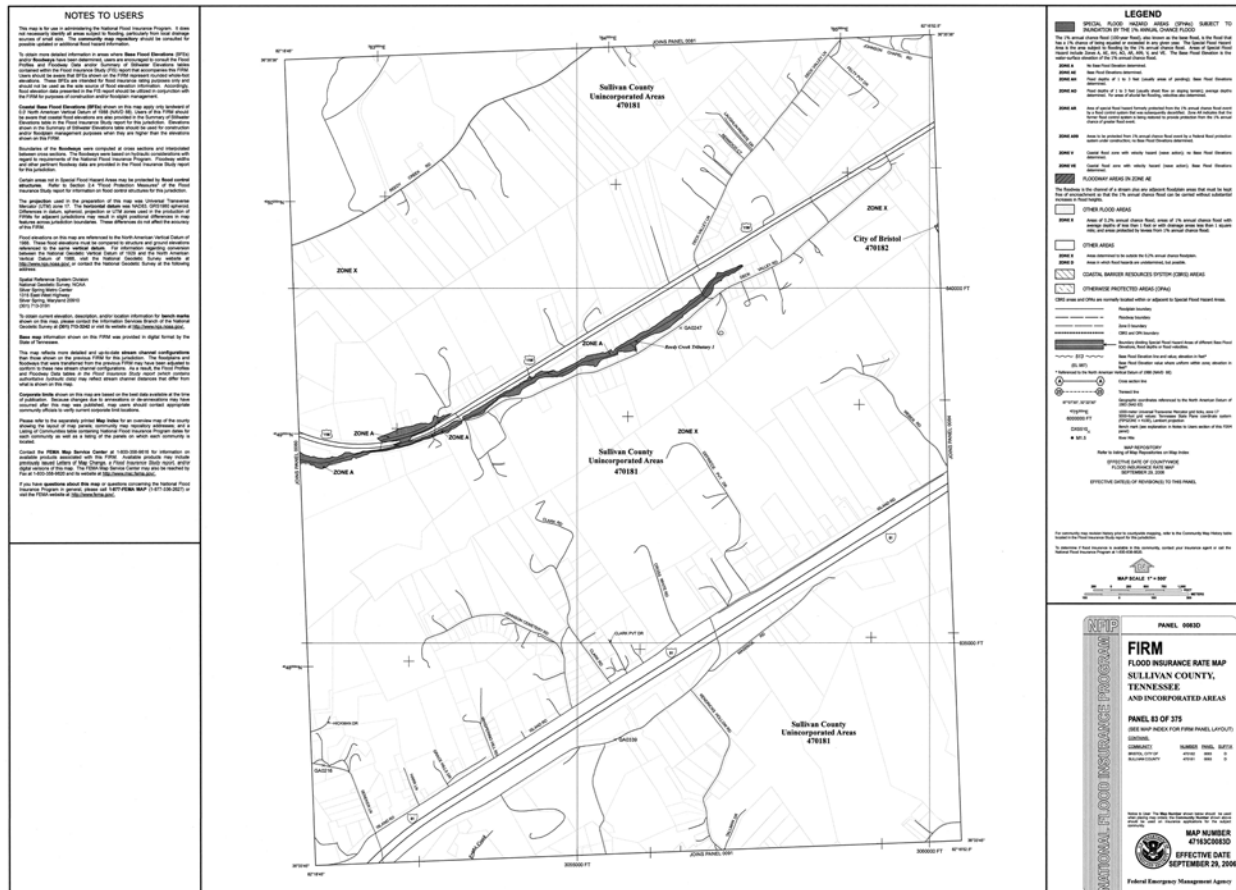


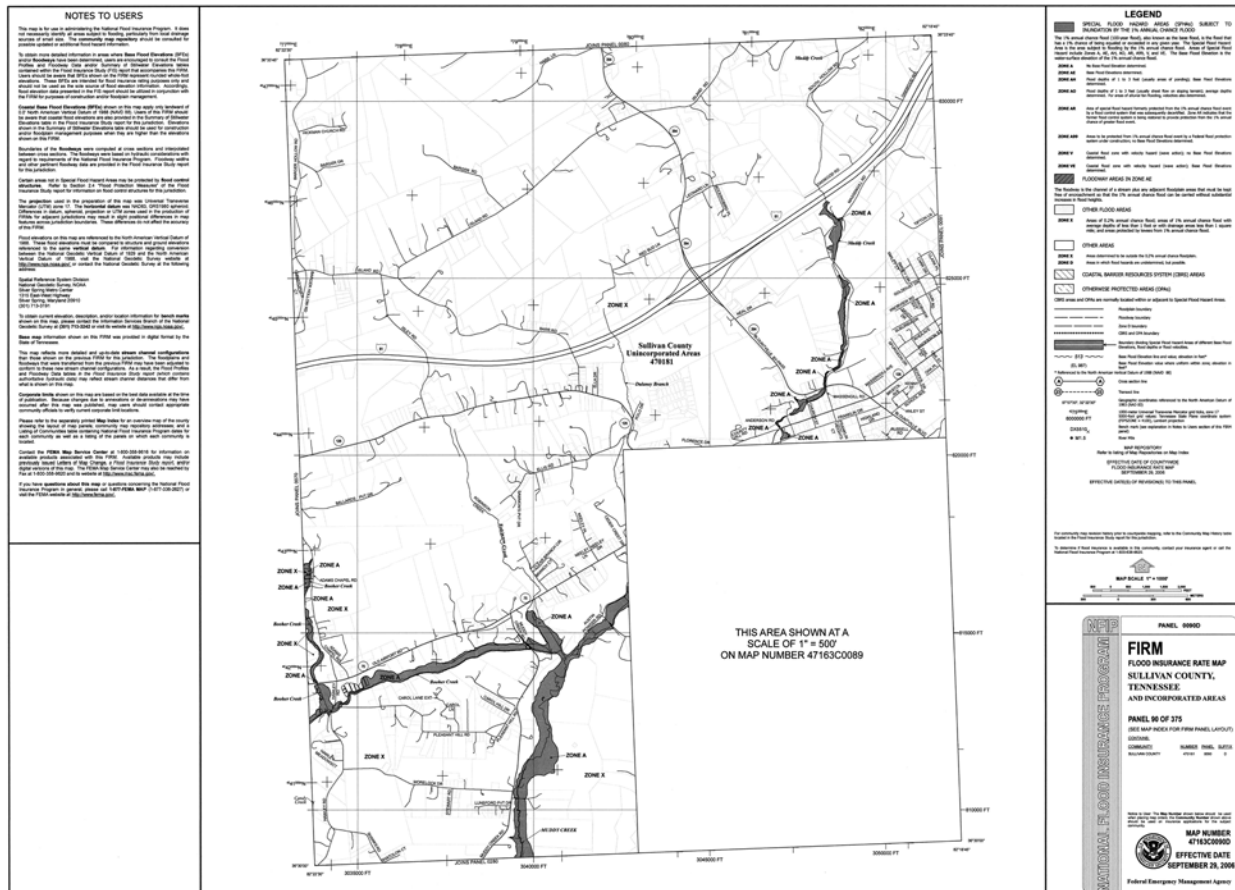


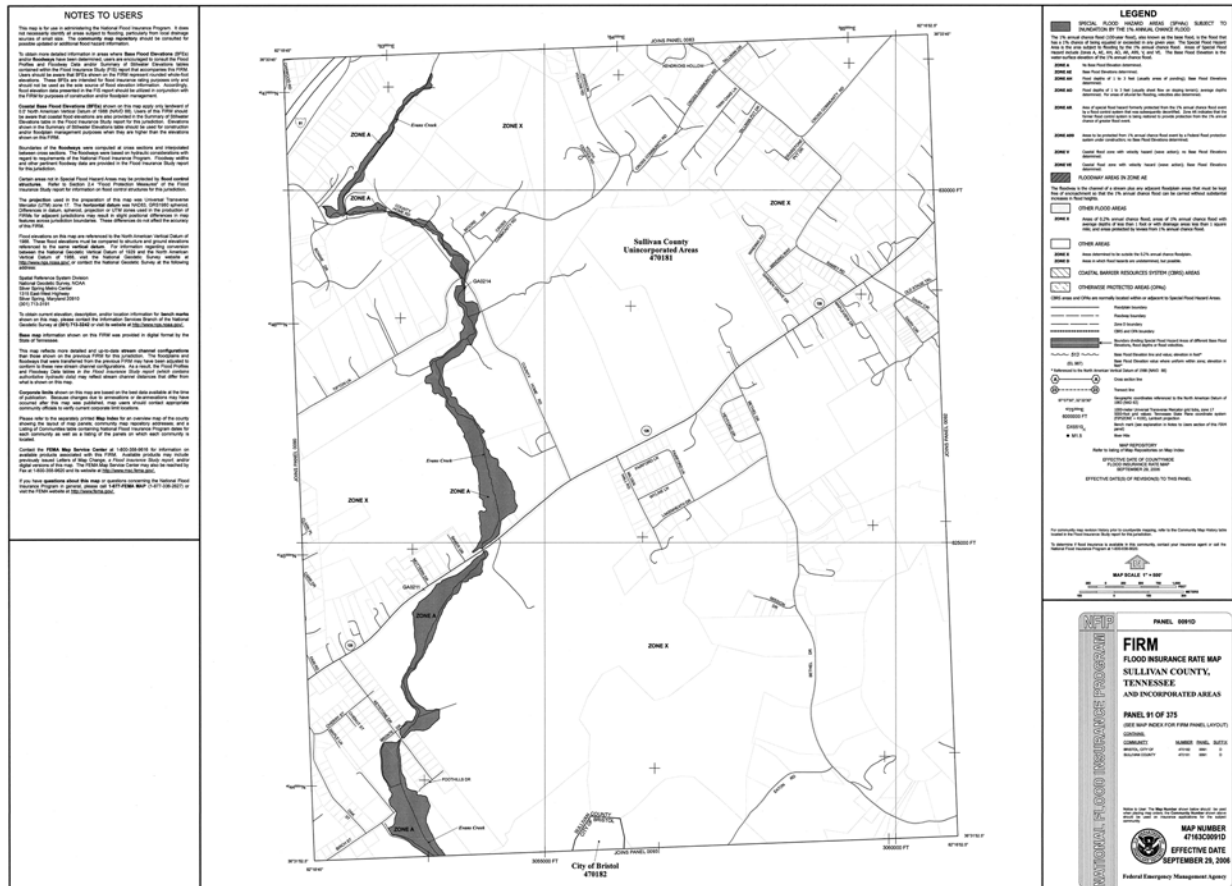




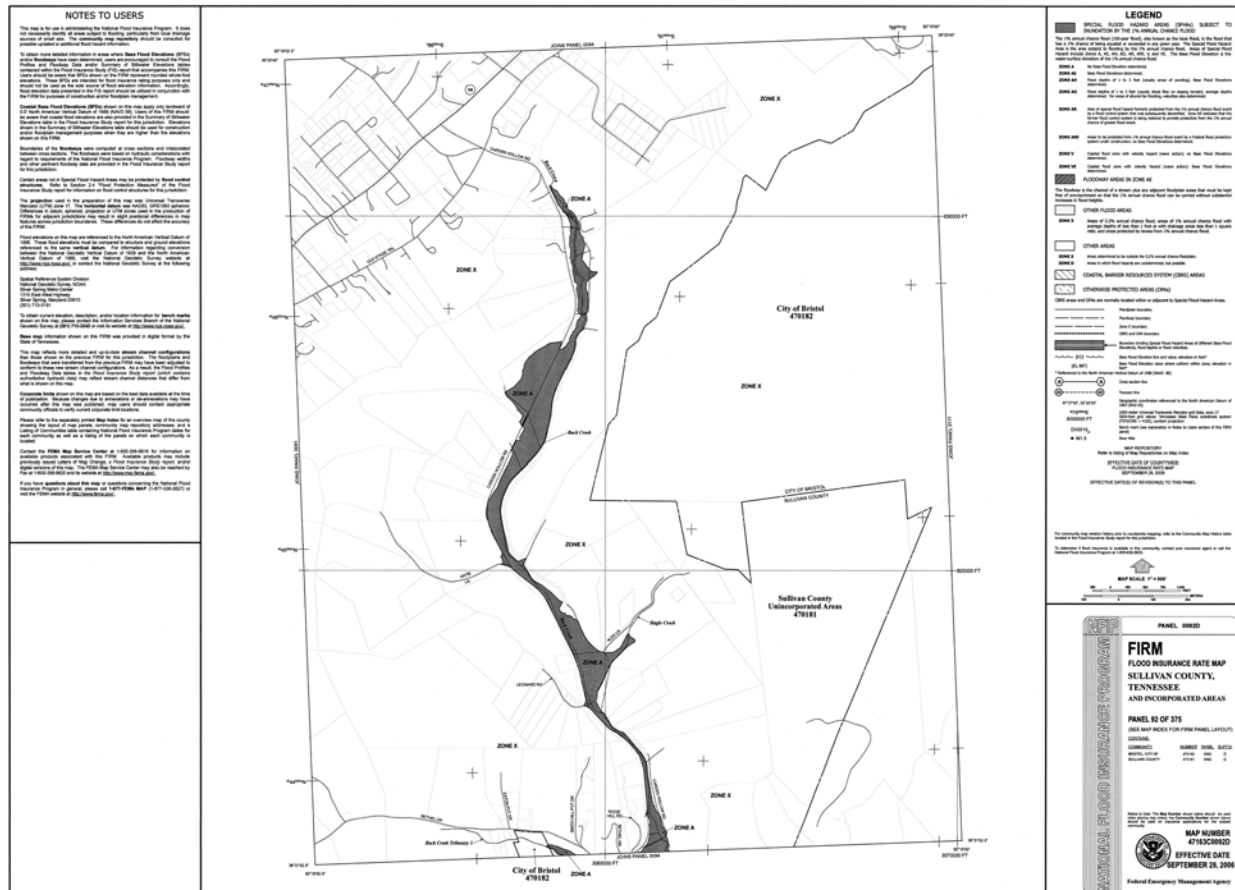








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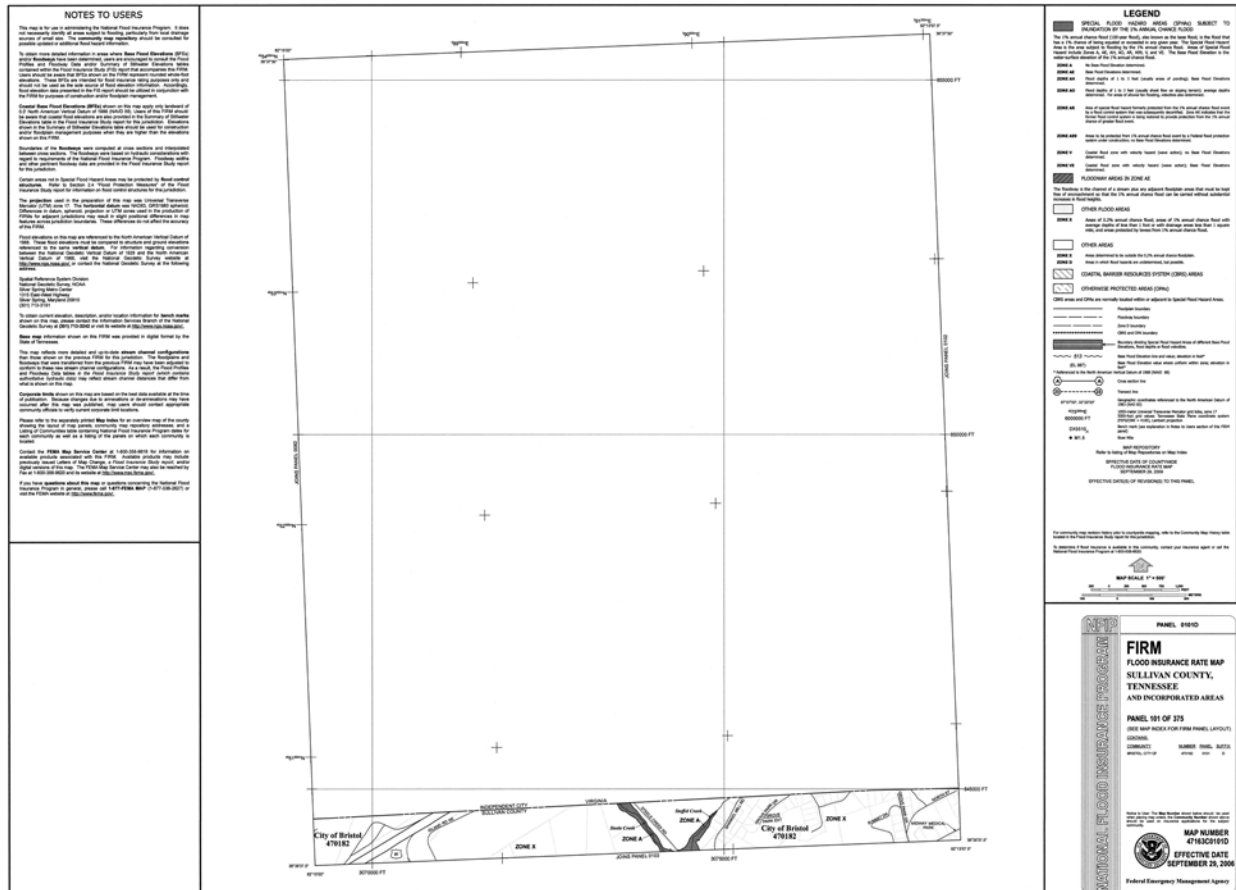
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July 31, 2024

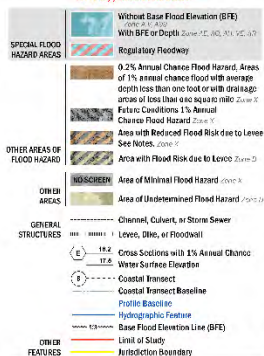
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FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
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For more information, go to <http://www.fda.gov/oc/food/foodrecall.htm>.

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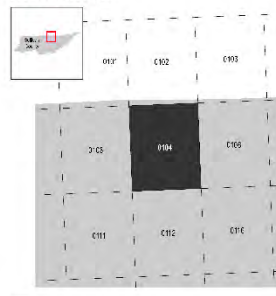
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 2. The map is a **Topographic** map.

1 inch = 500 feet **1:5,000**

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PANEL LOCATOR



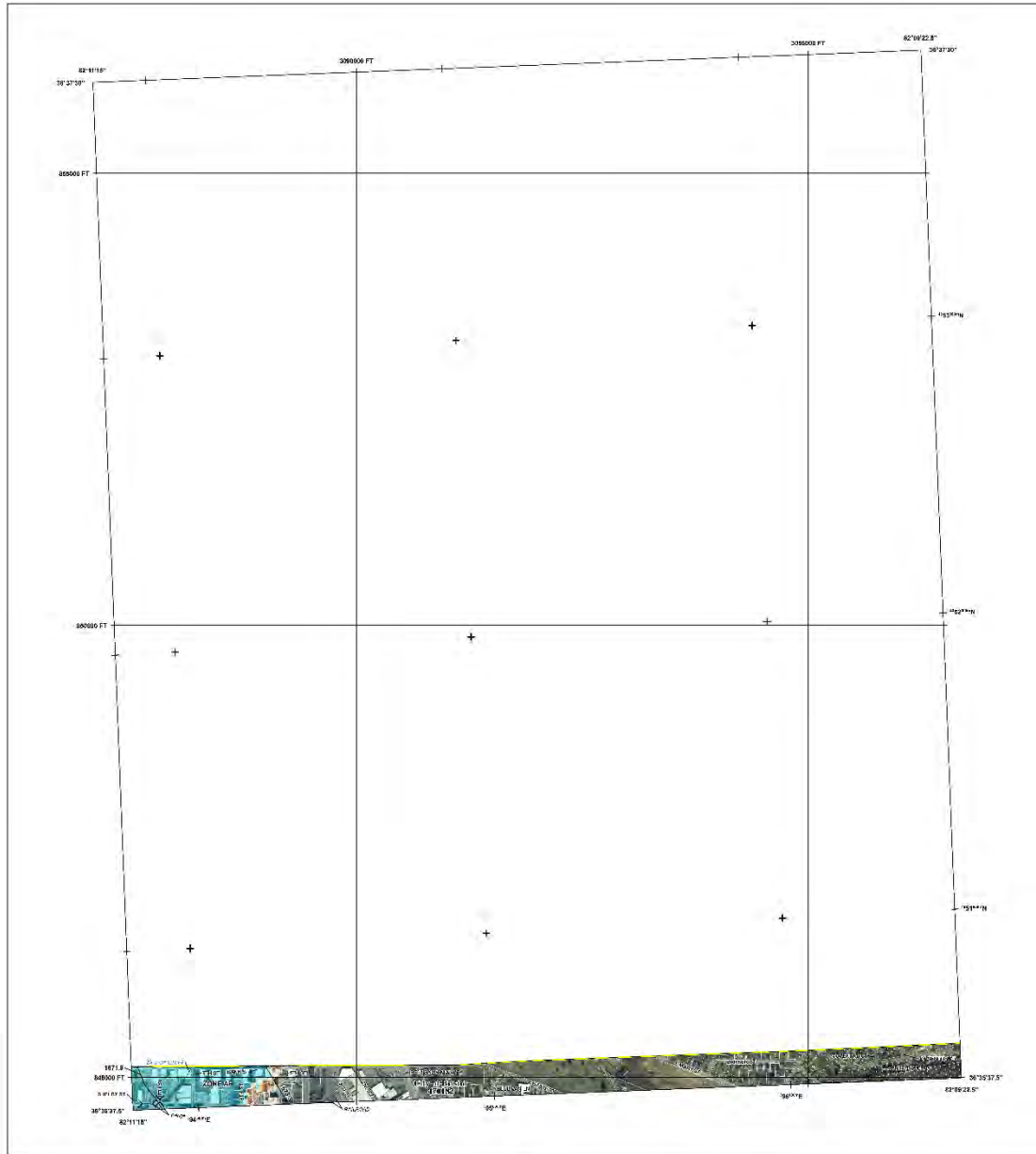
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NATIONAL FLOOD INSURANCE PROGRAM
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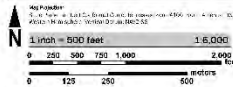
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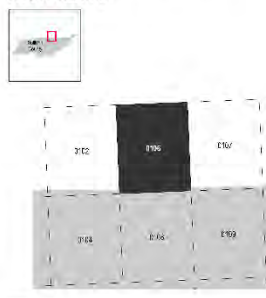
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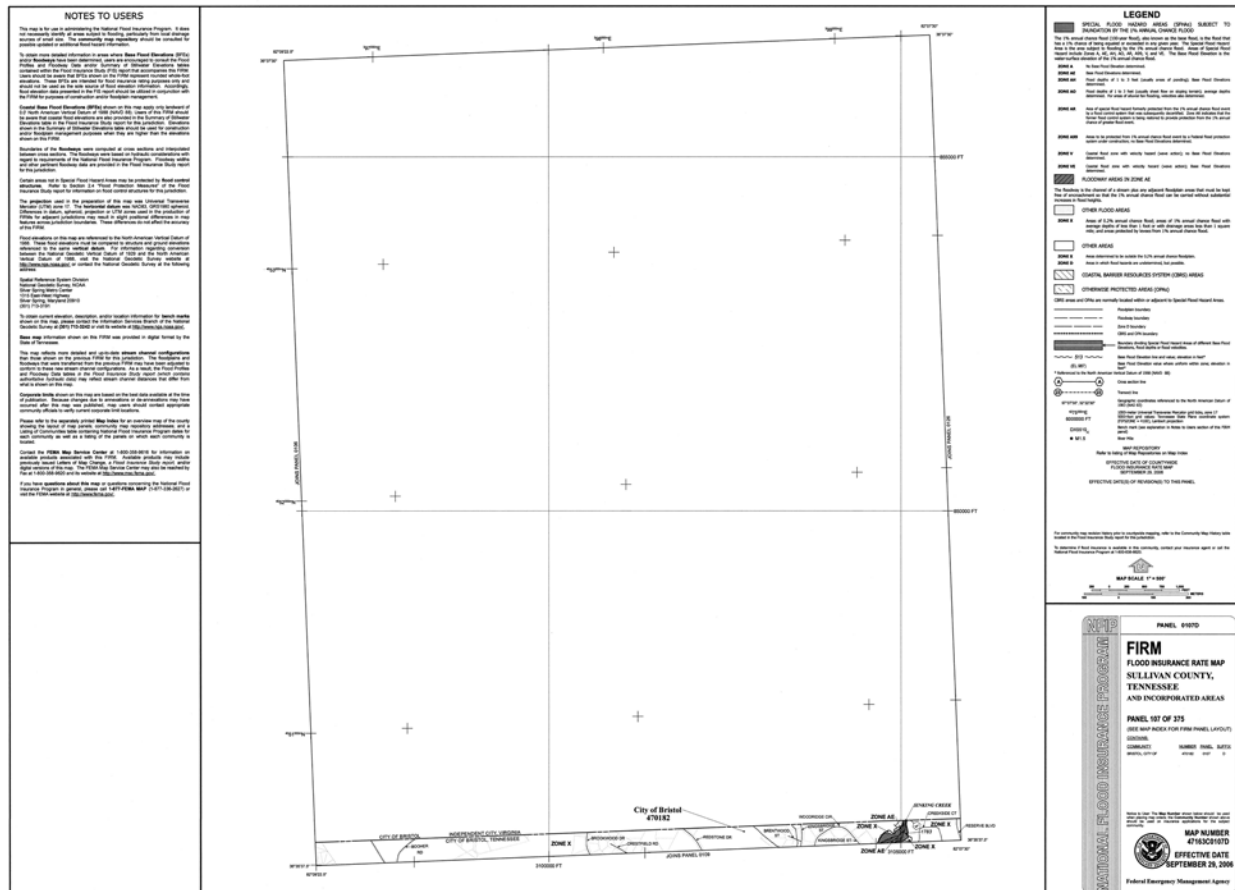
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National Flood Insurance Program

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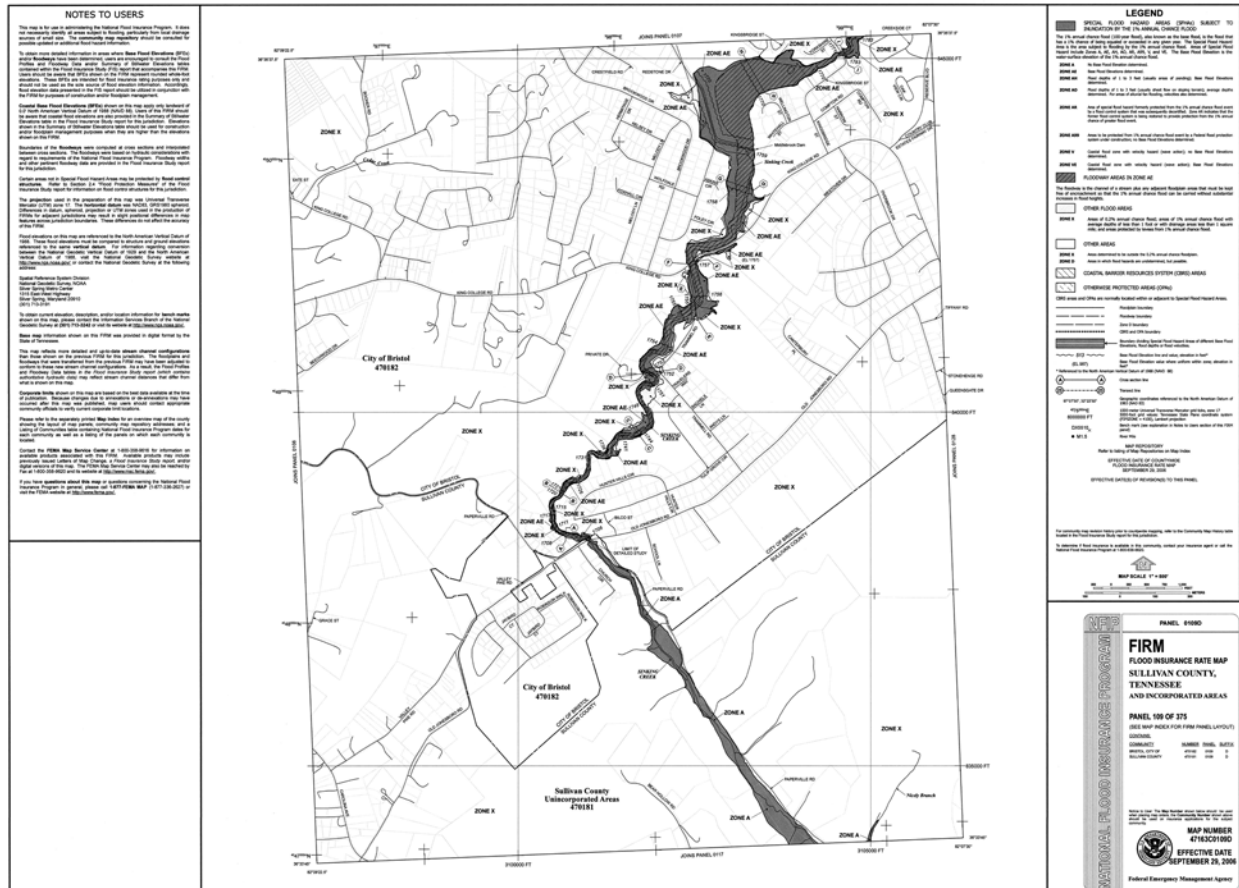
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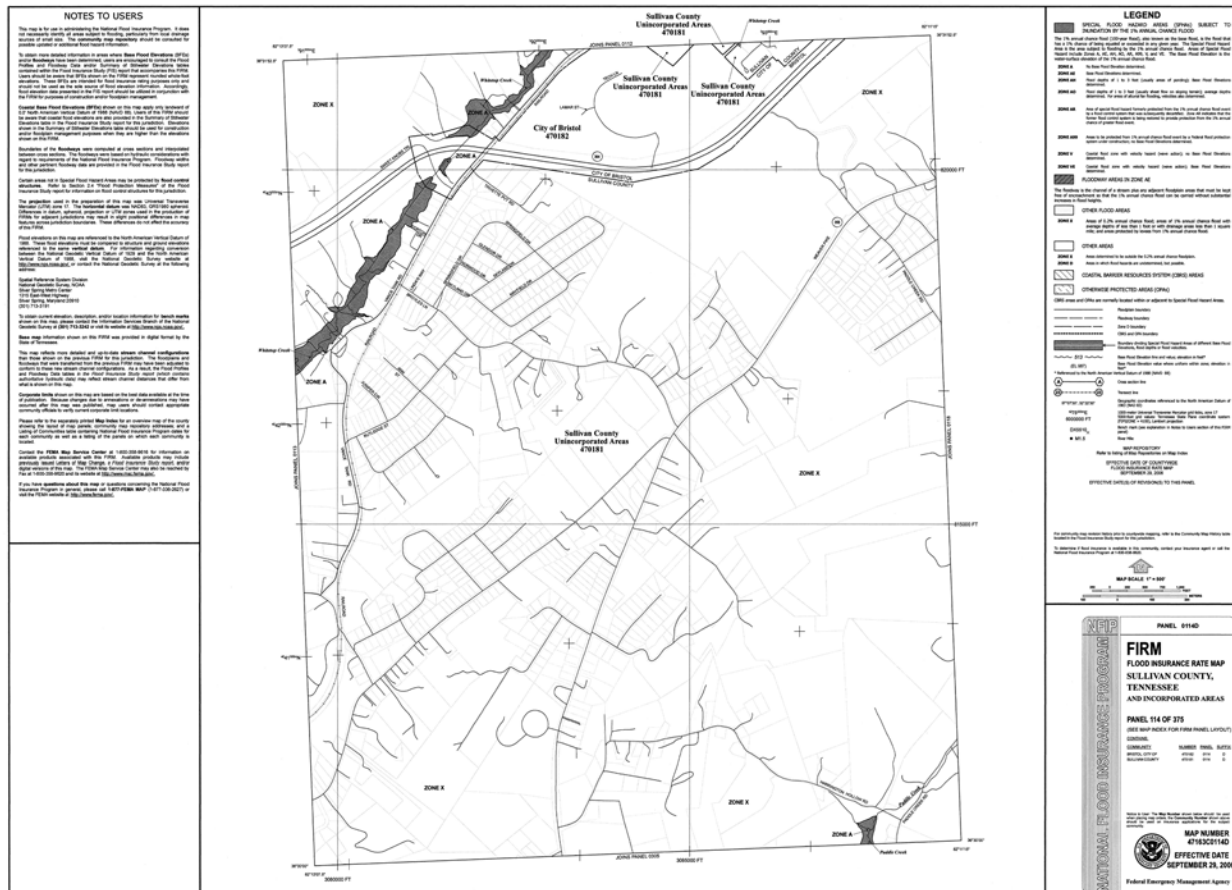
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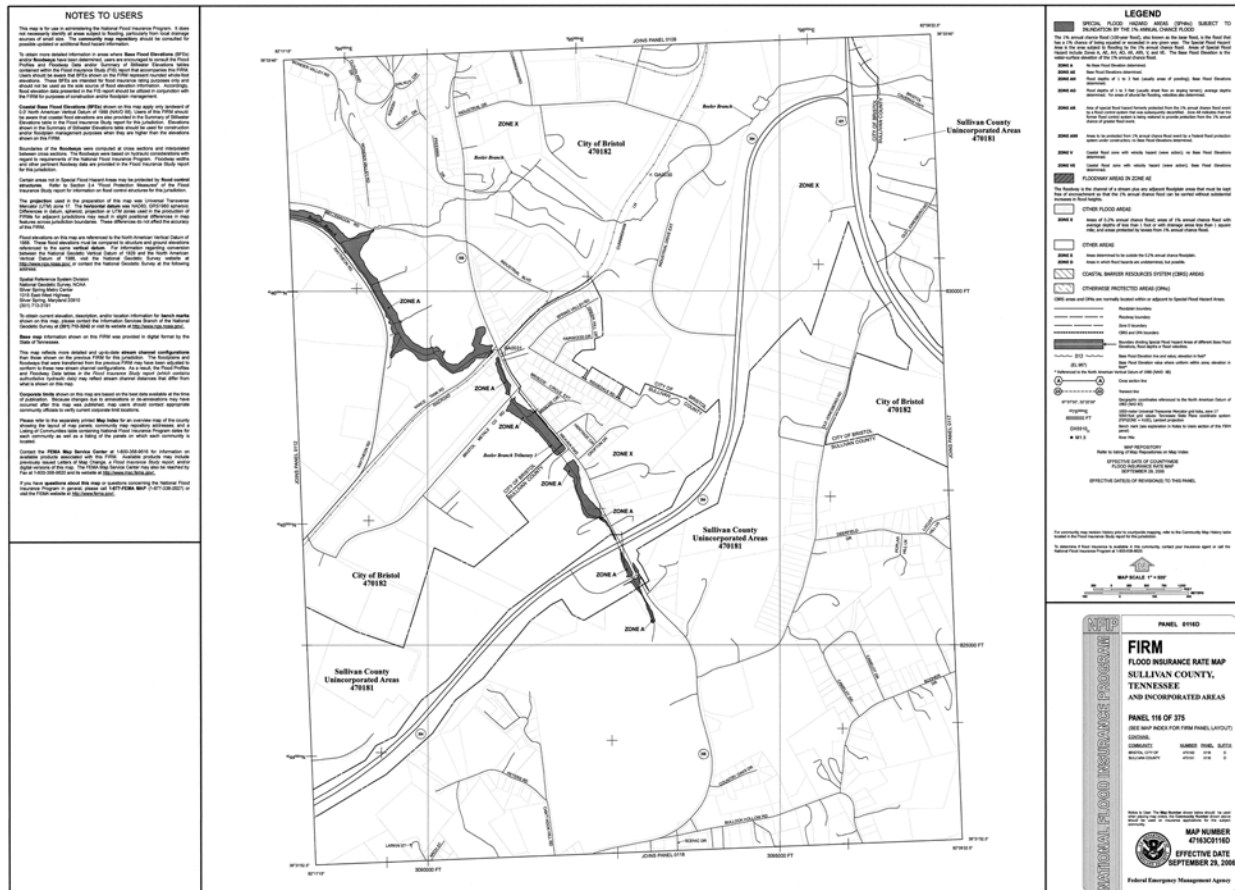
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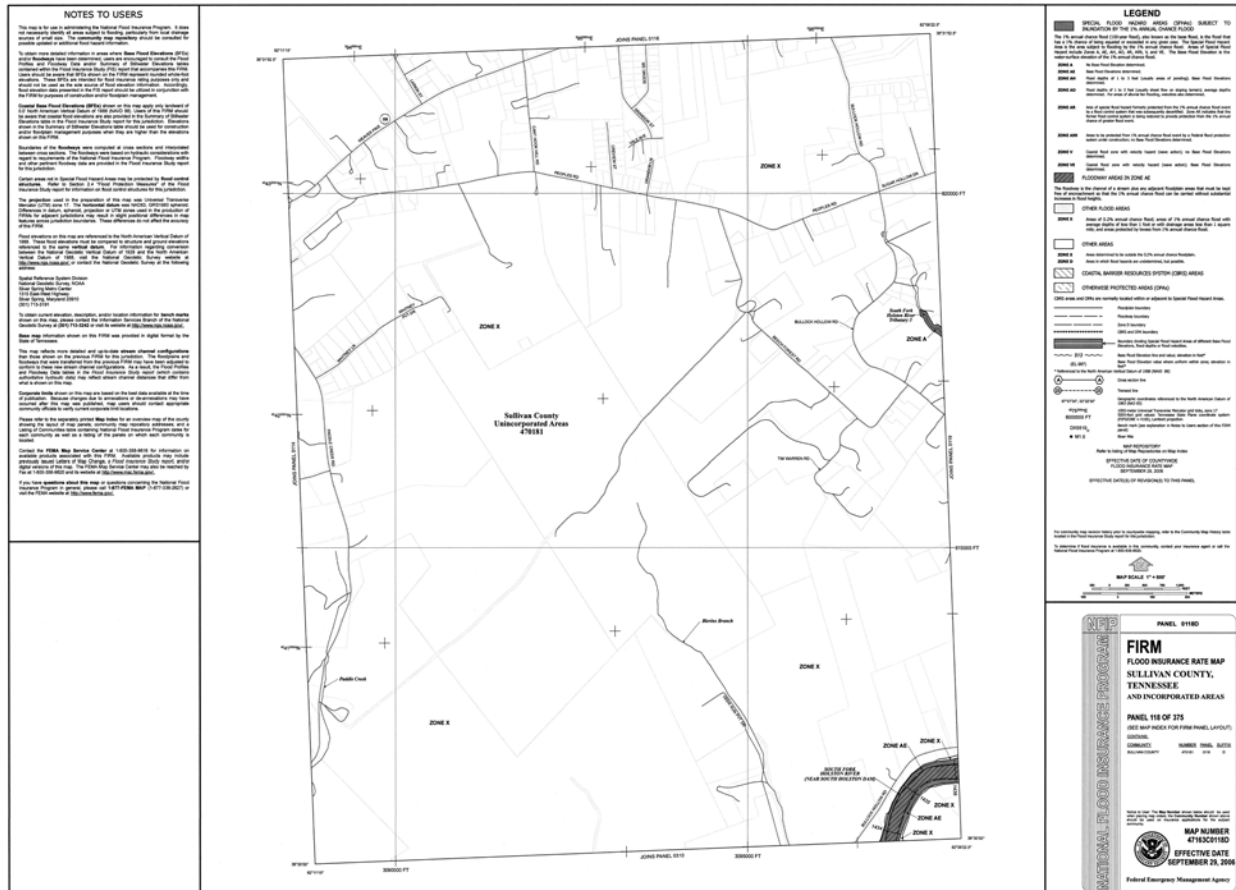


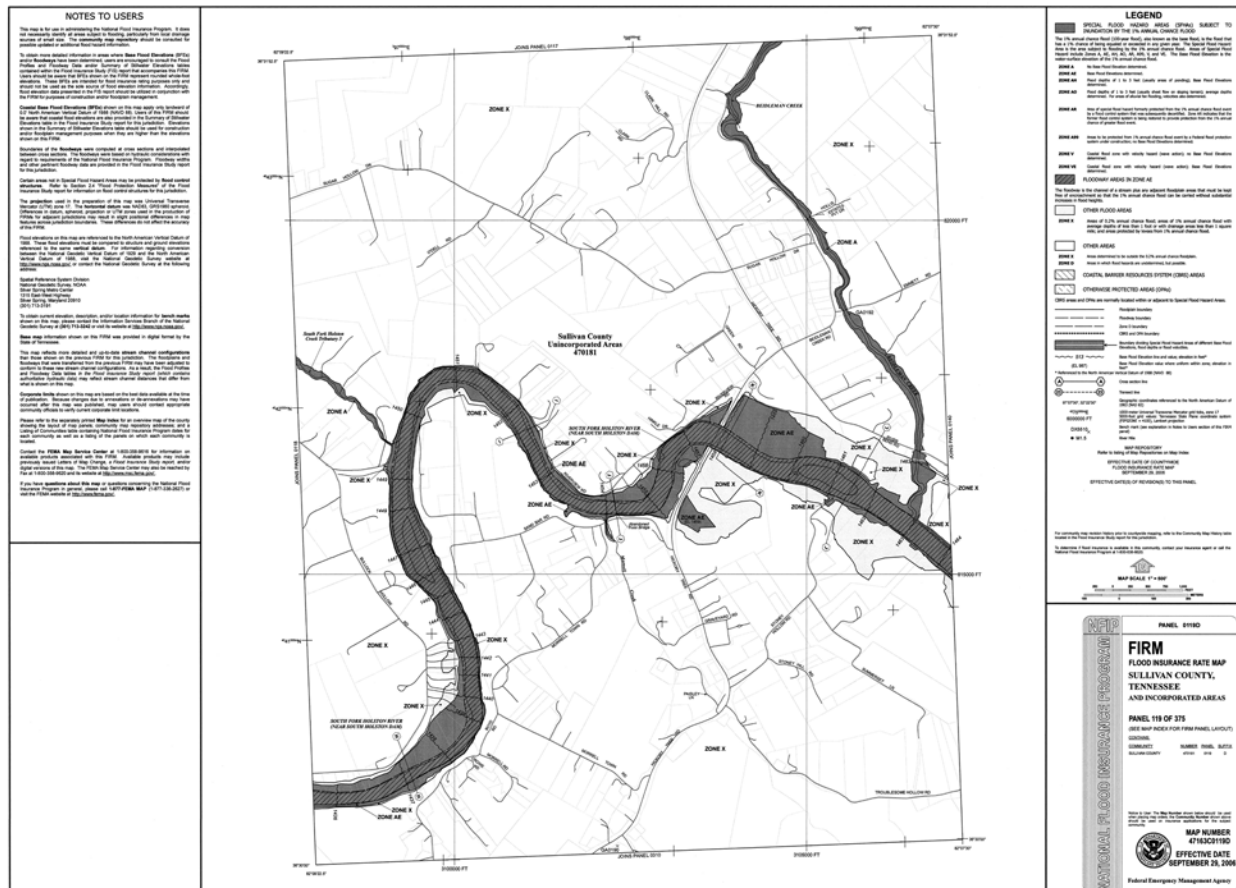
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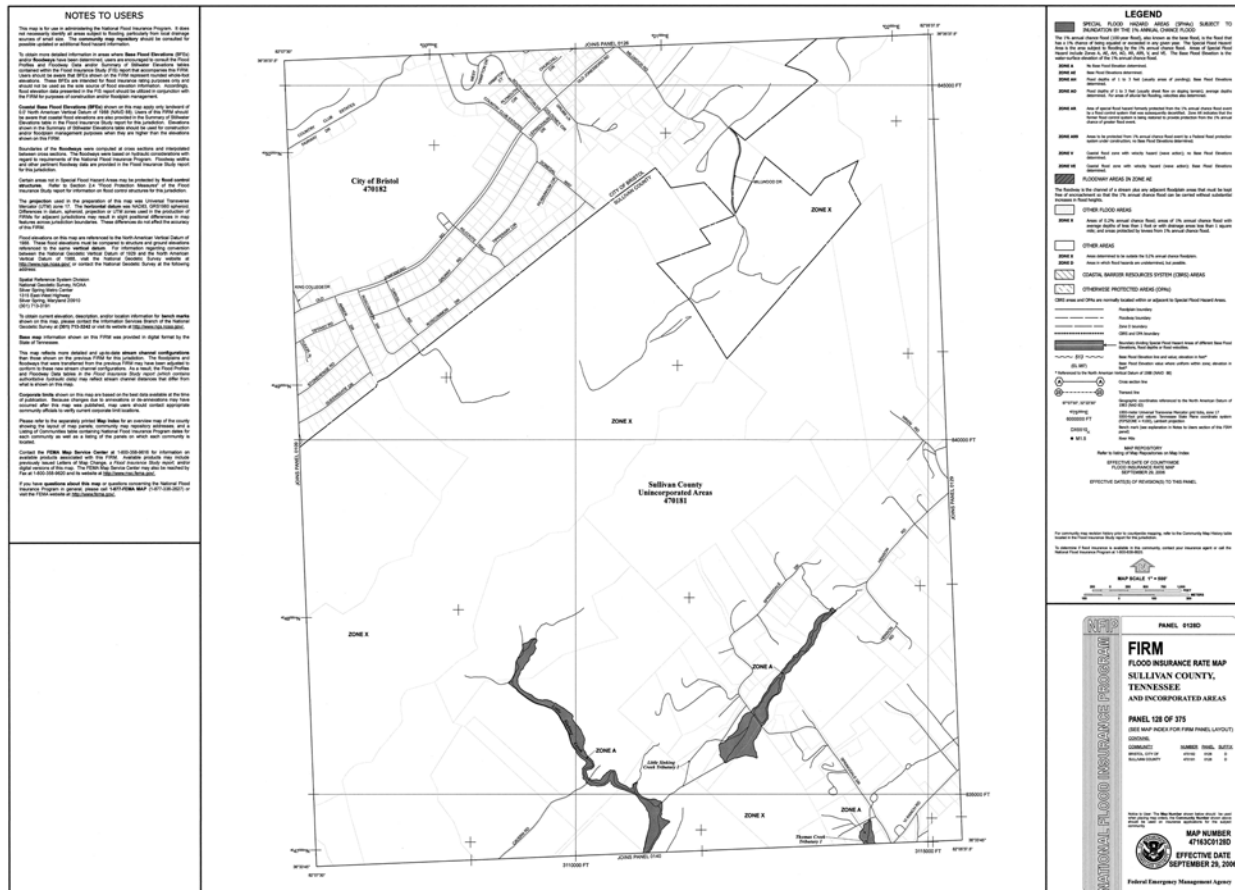


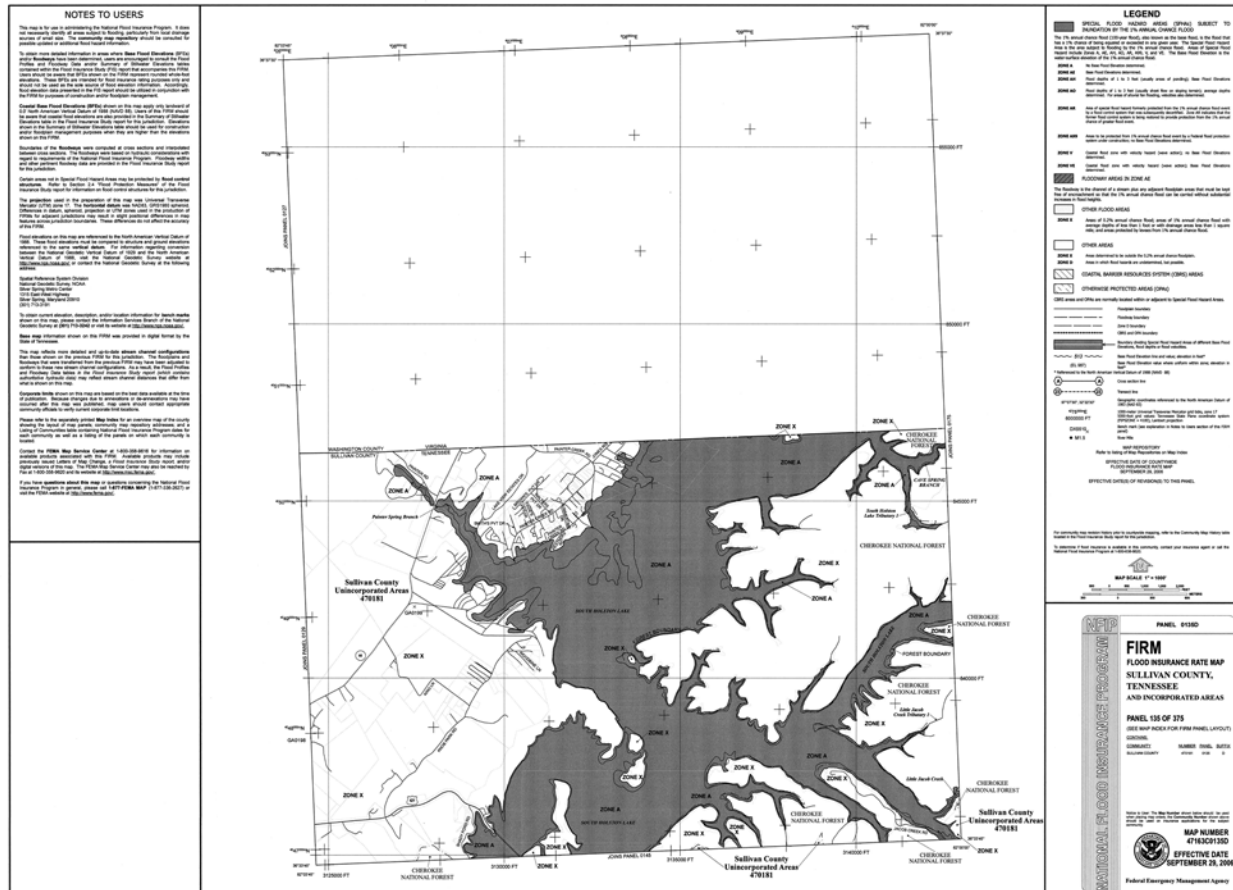


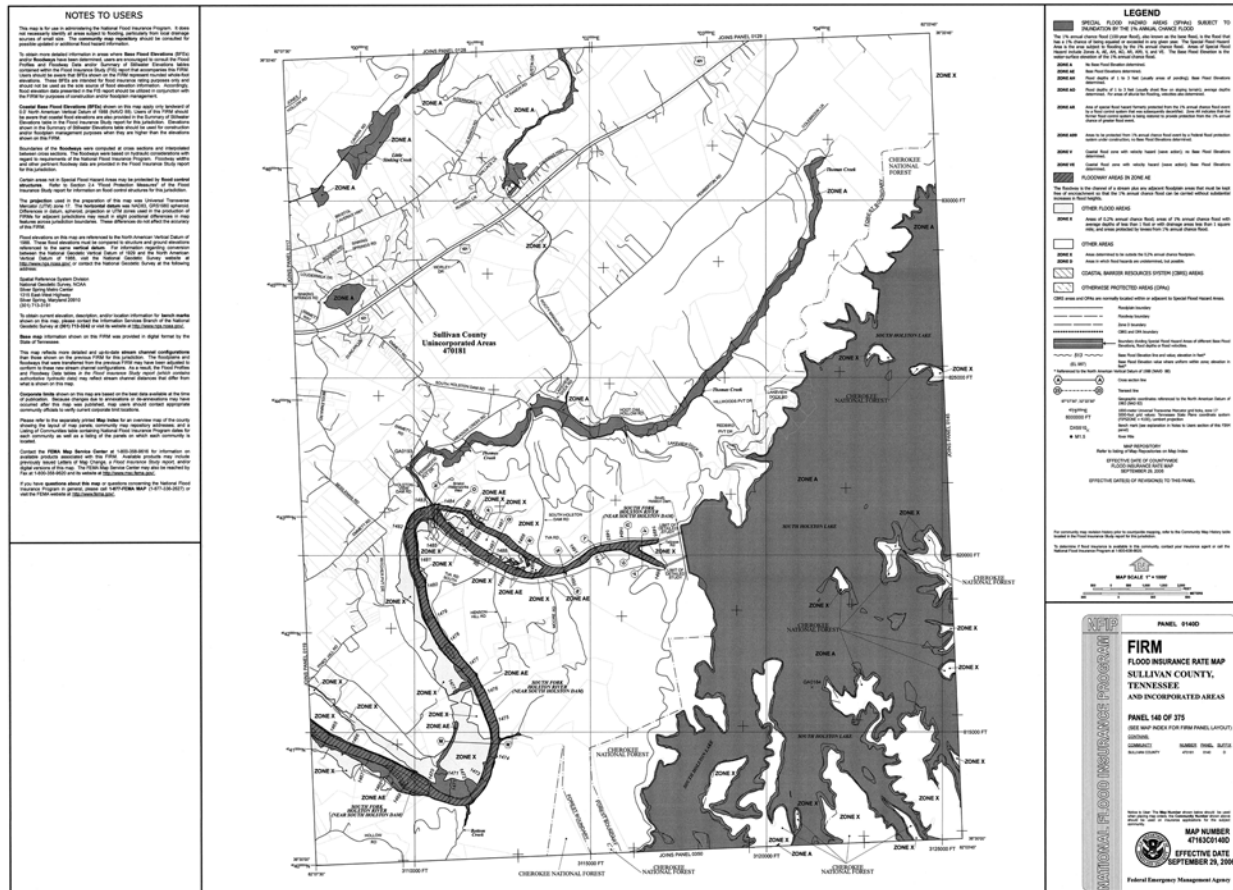


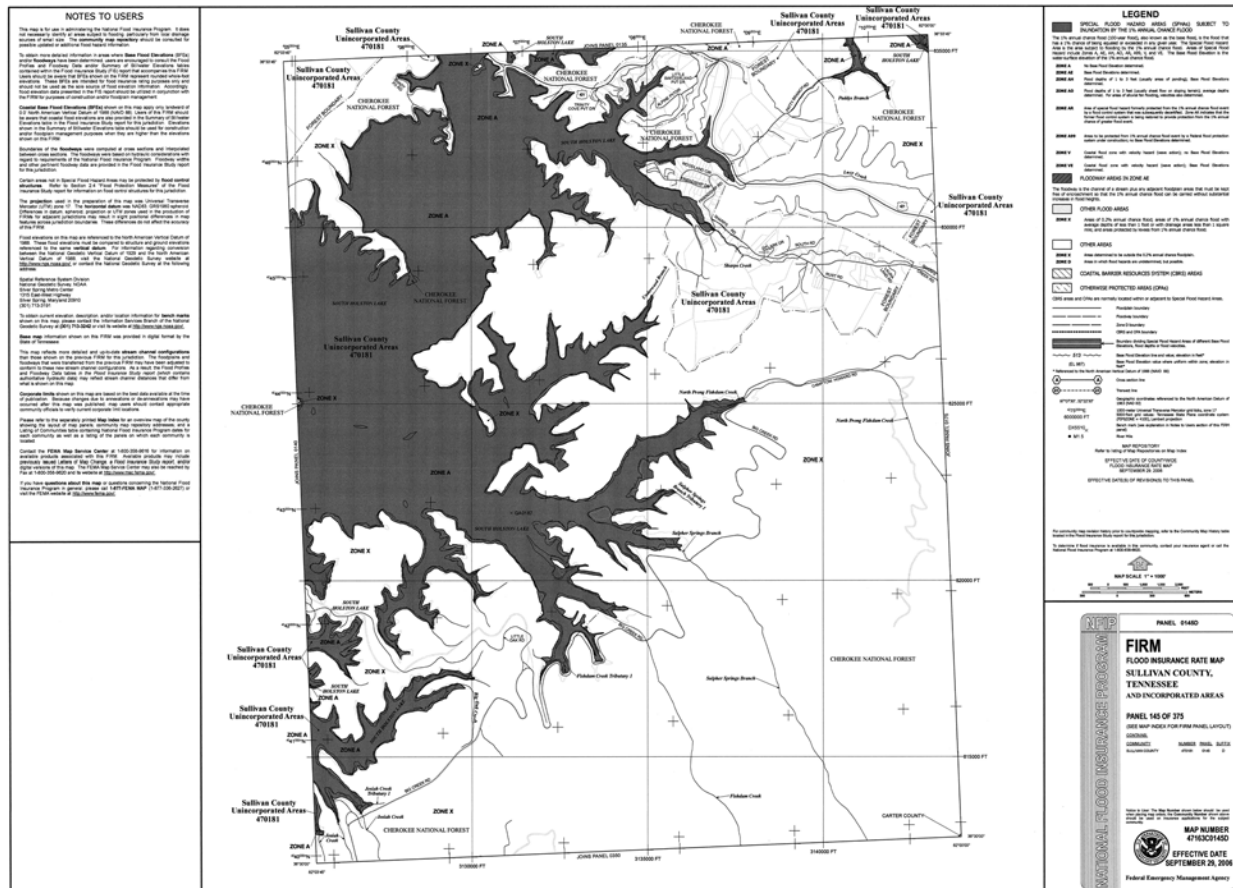


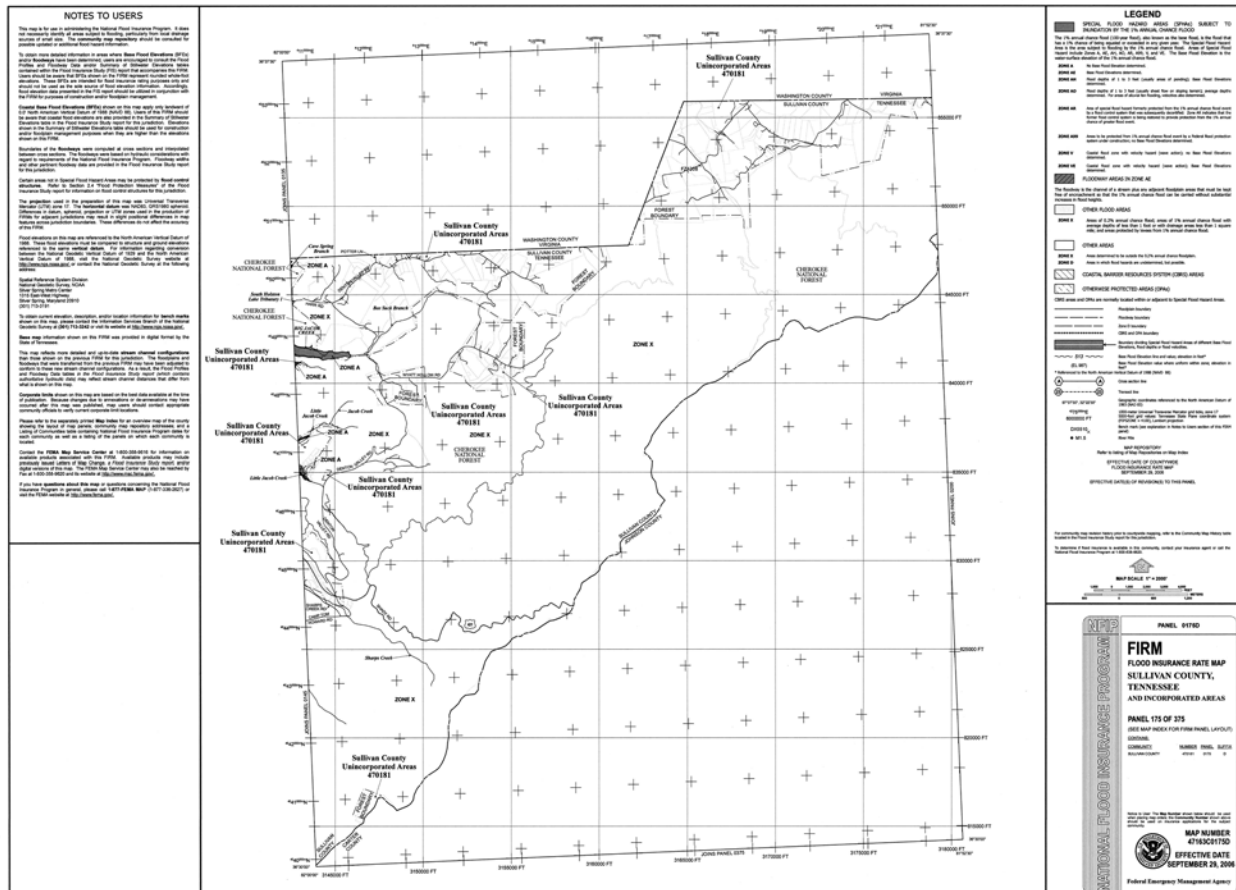
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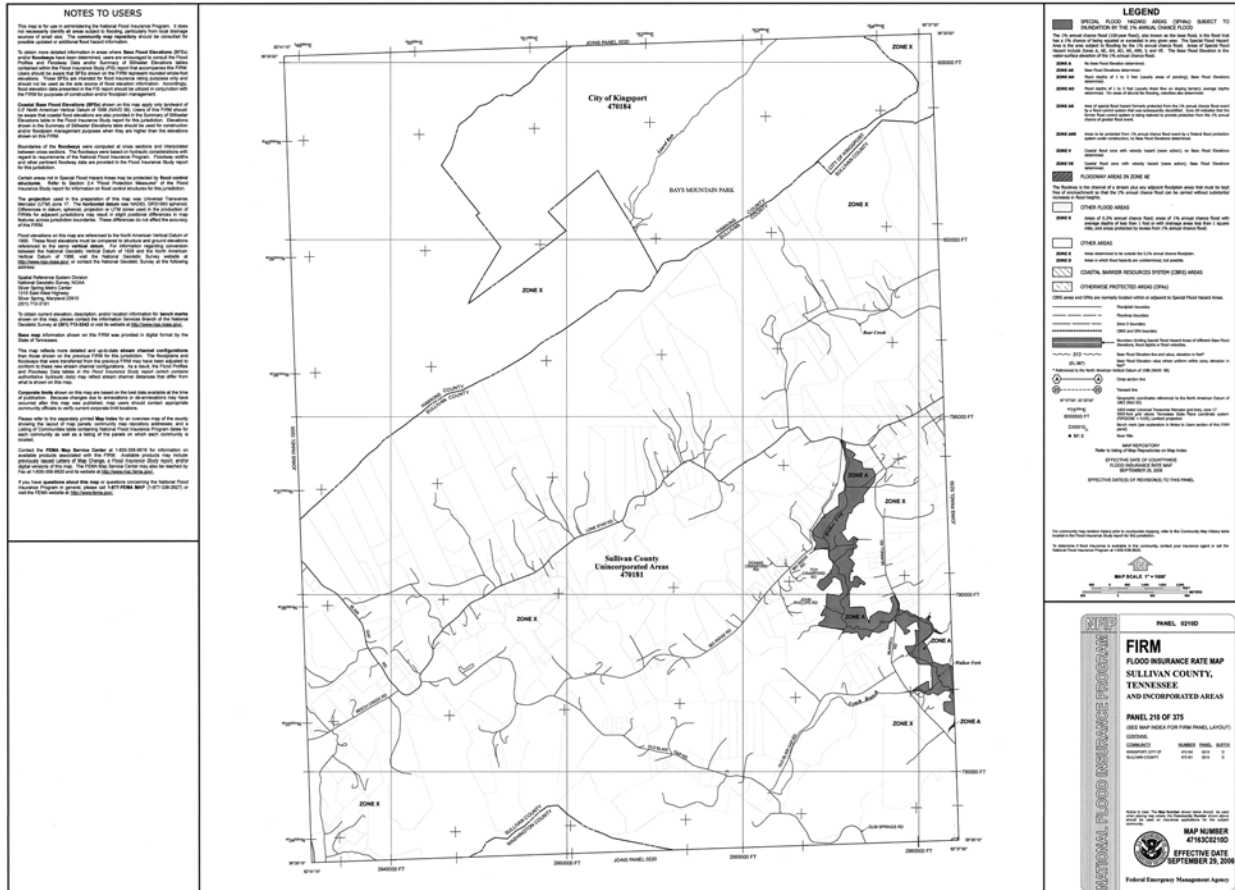




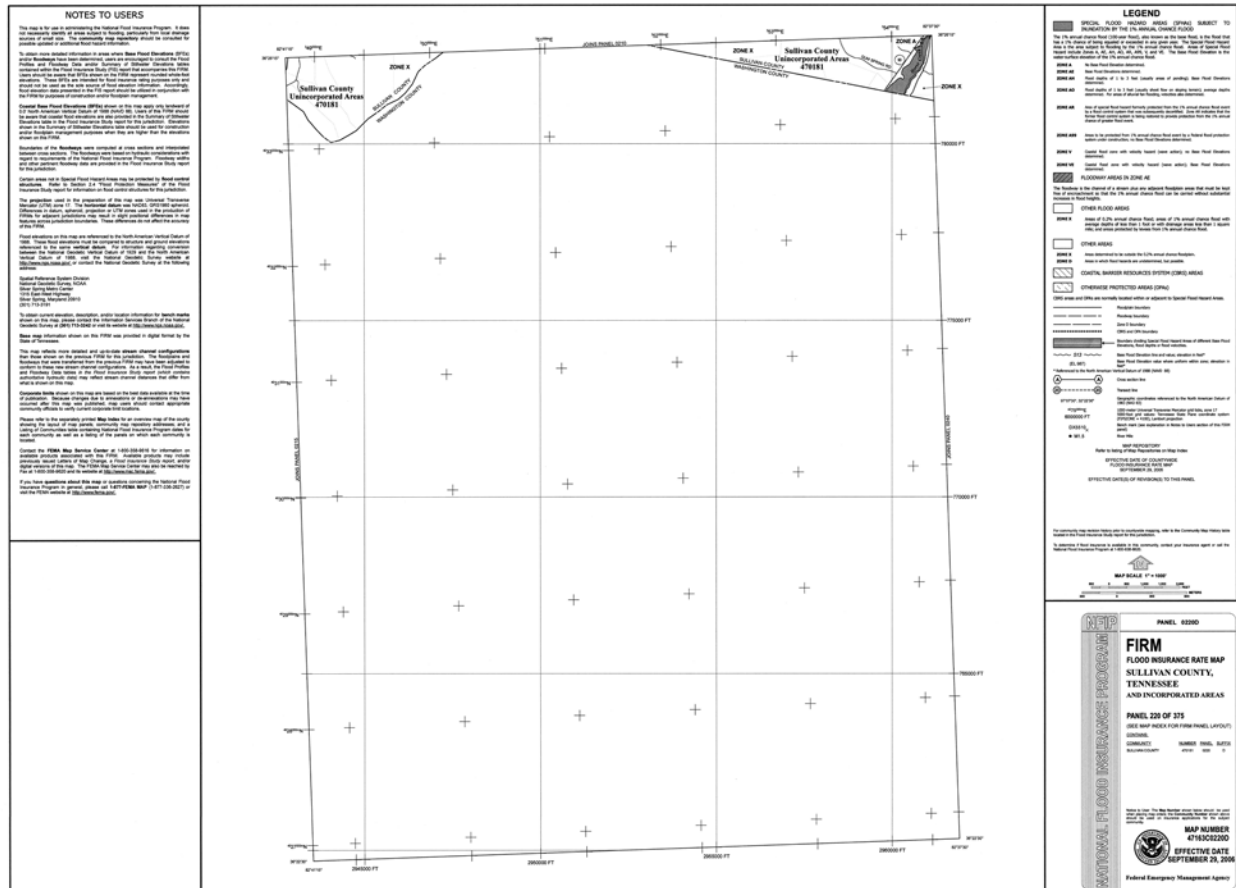


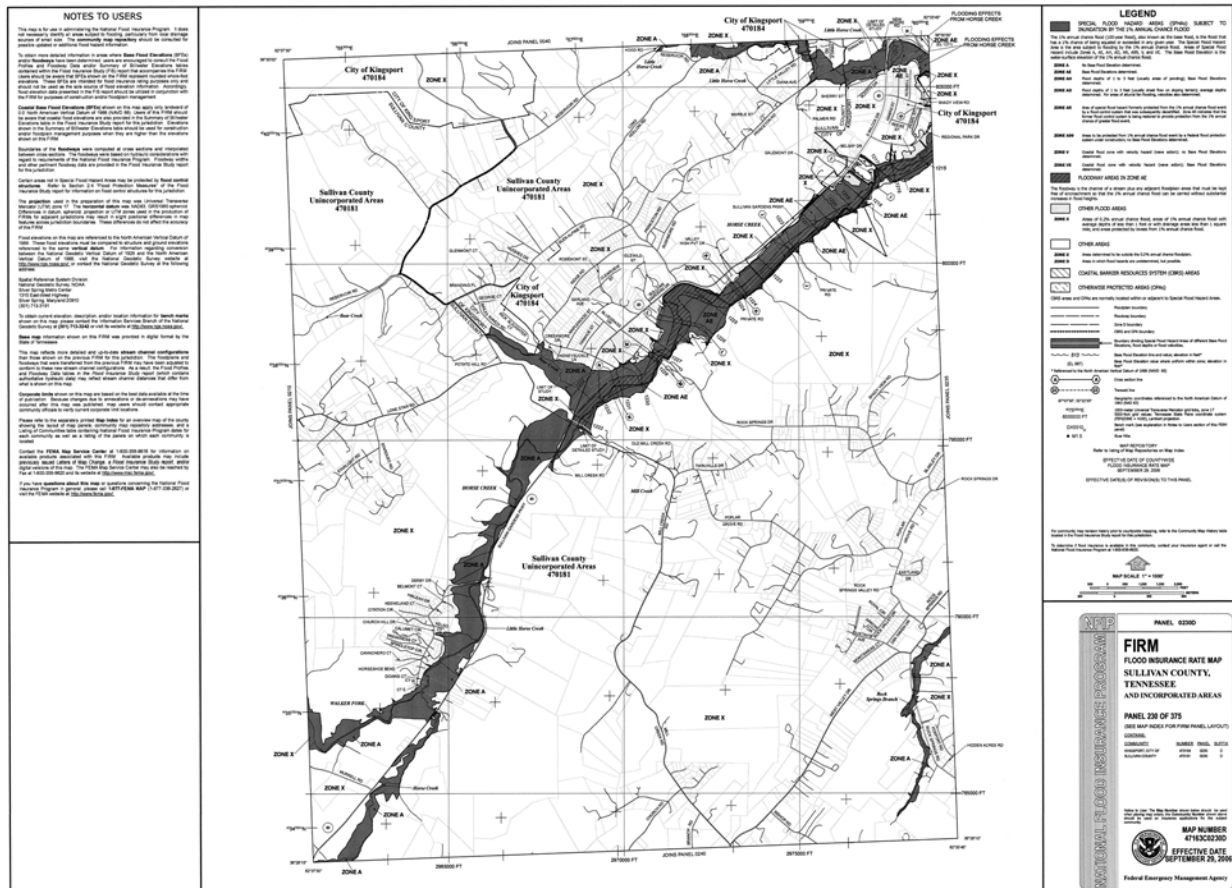




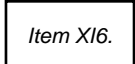


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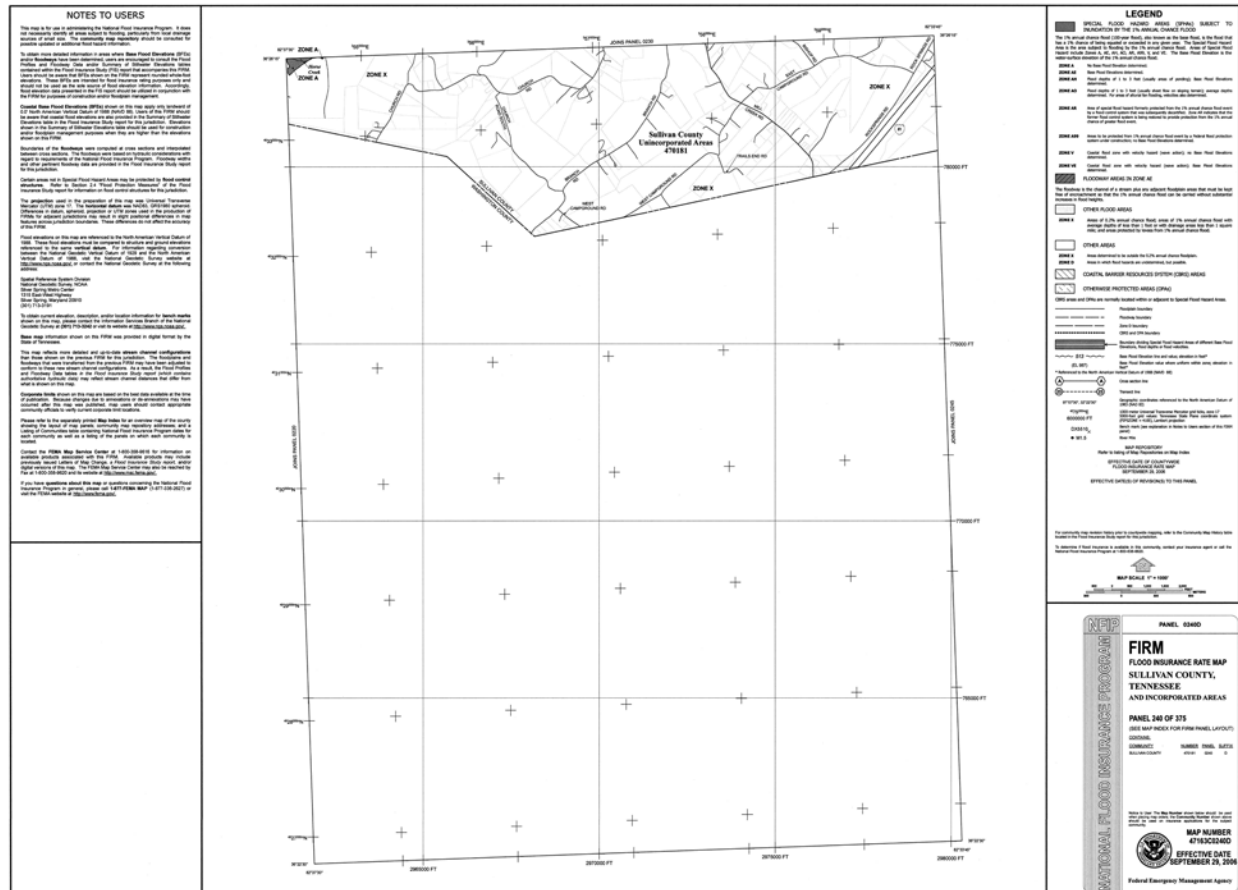




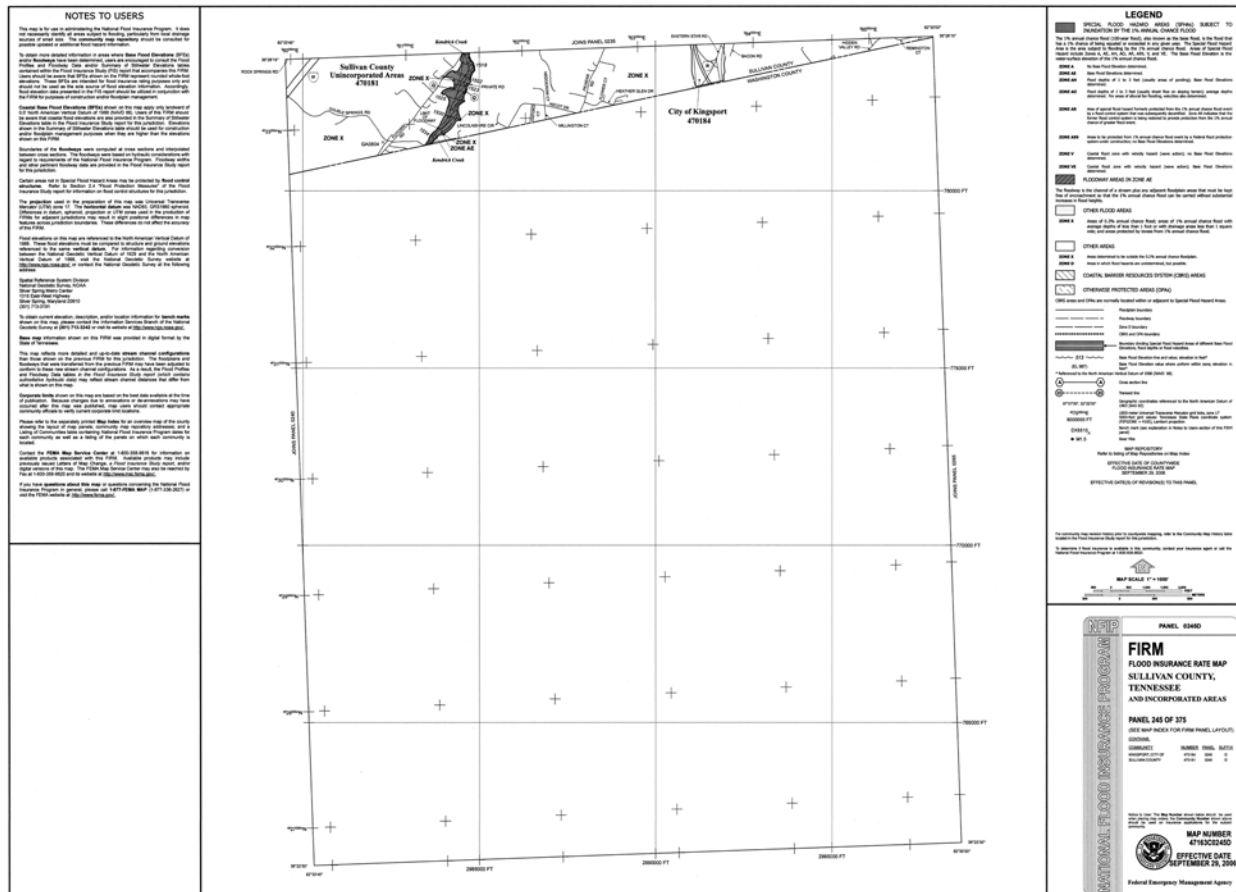
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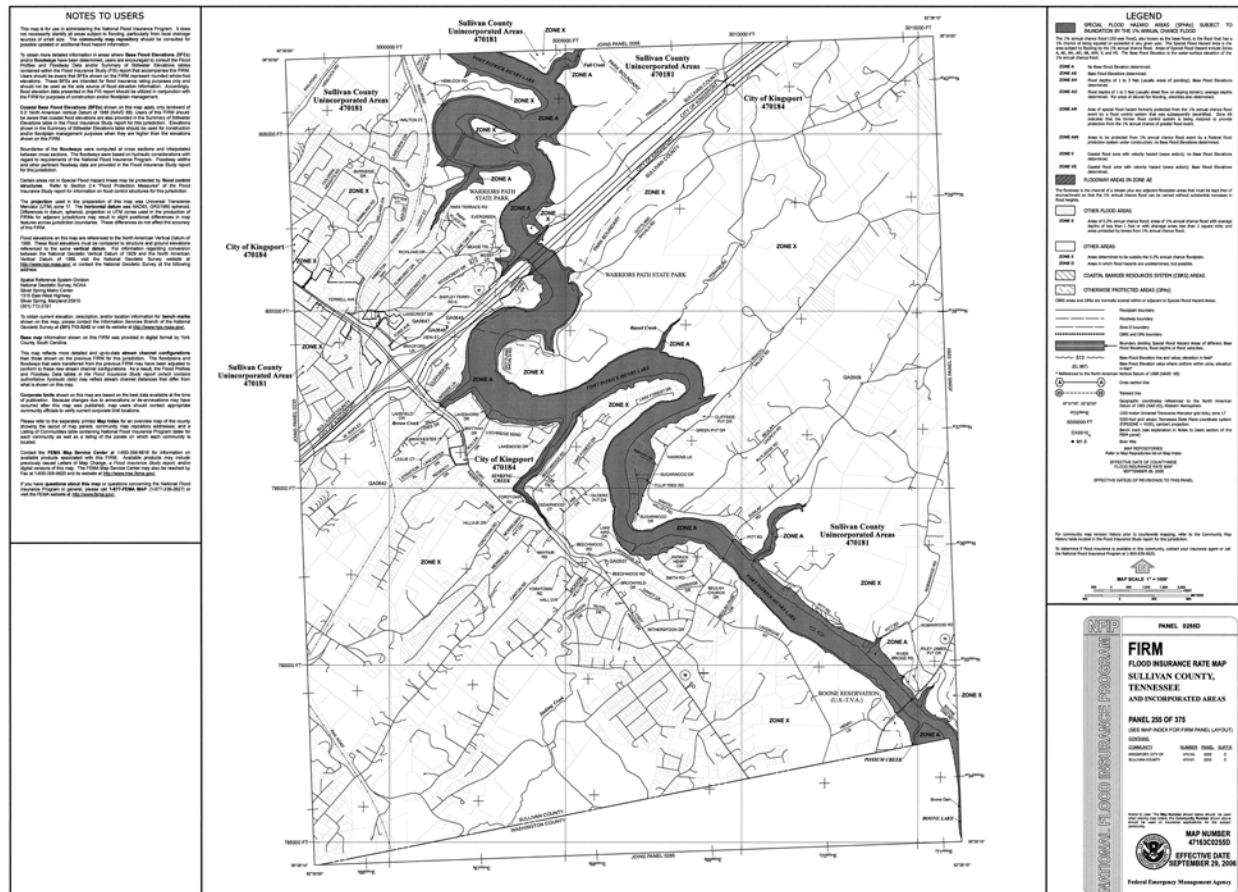


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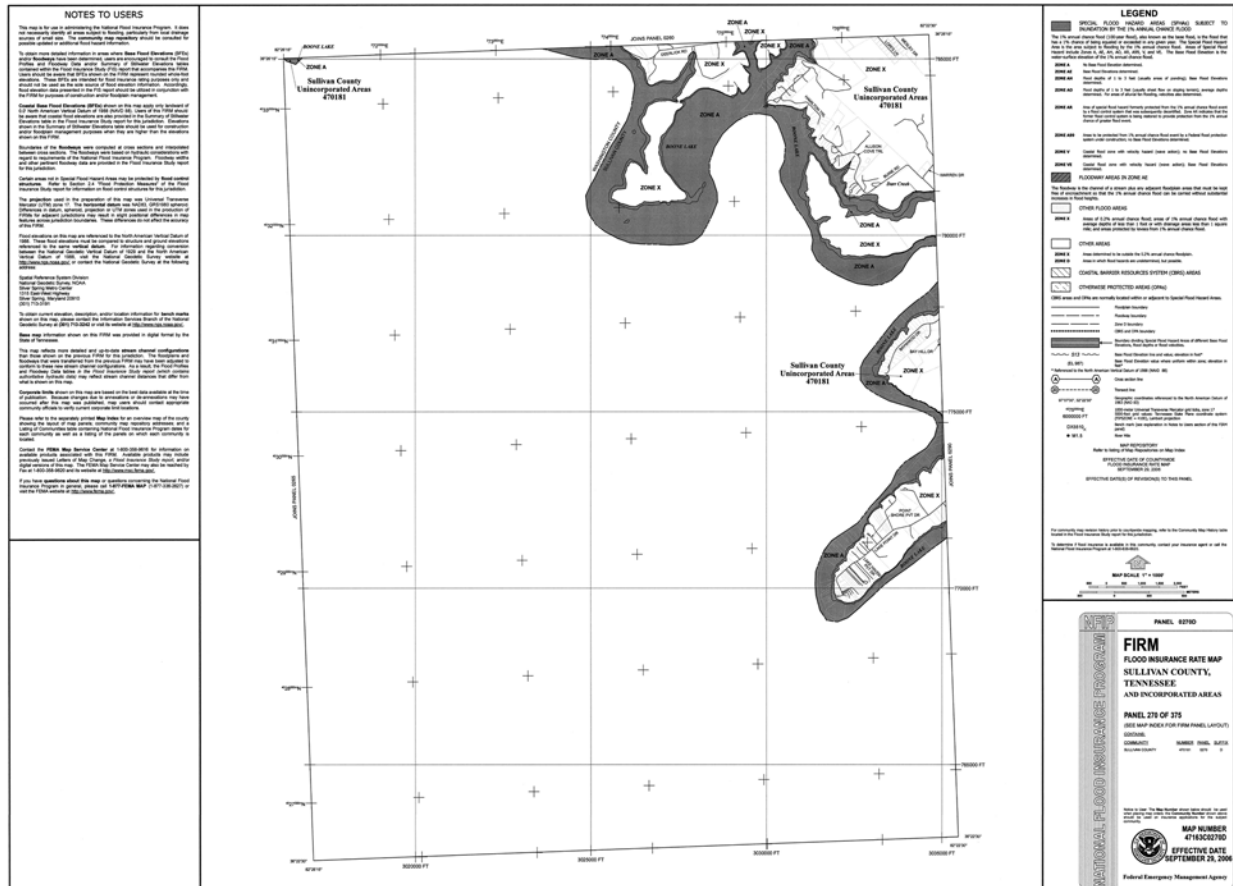
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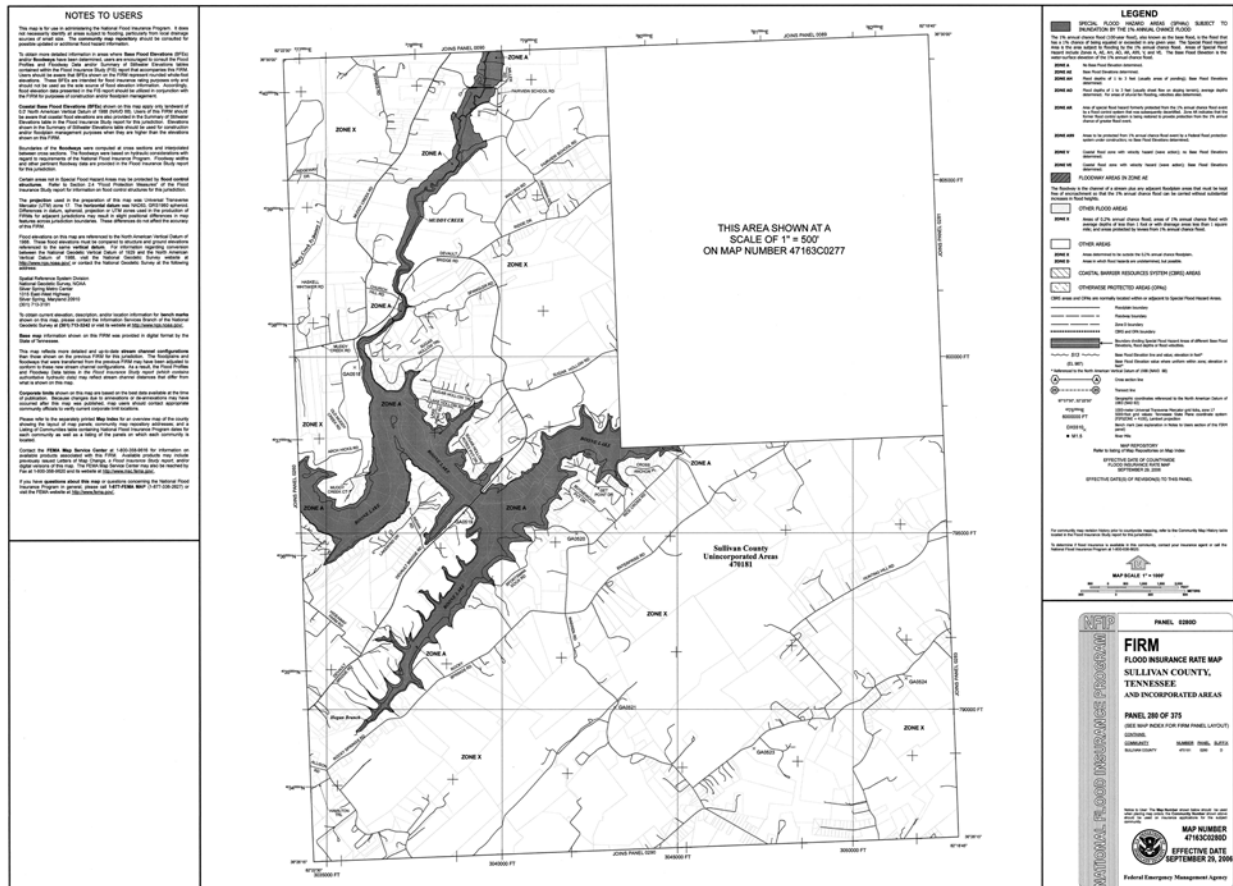
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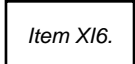
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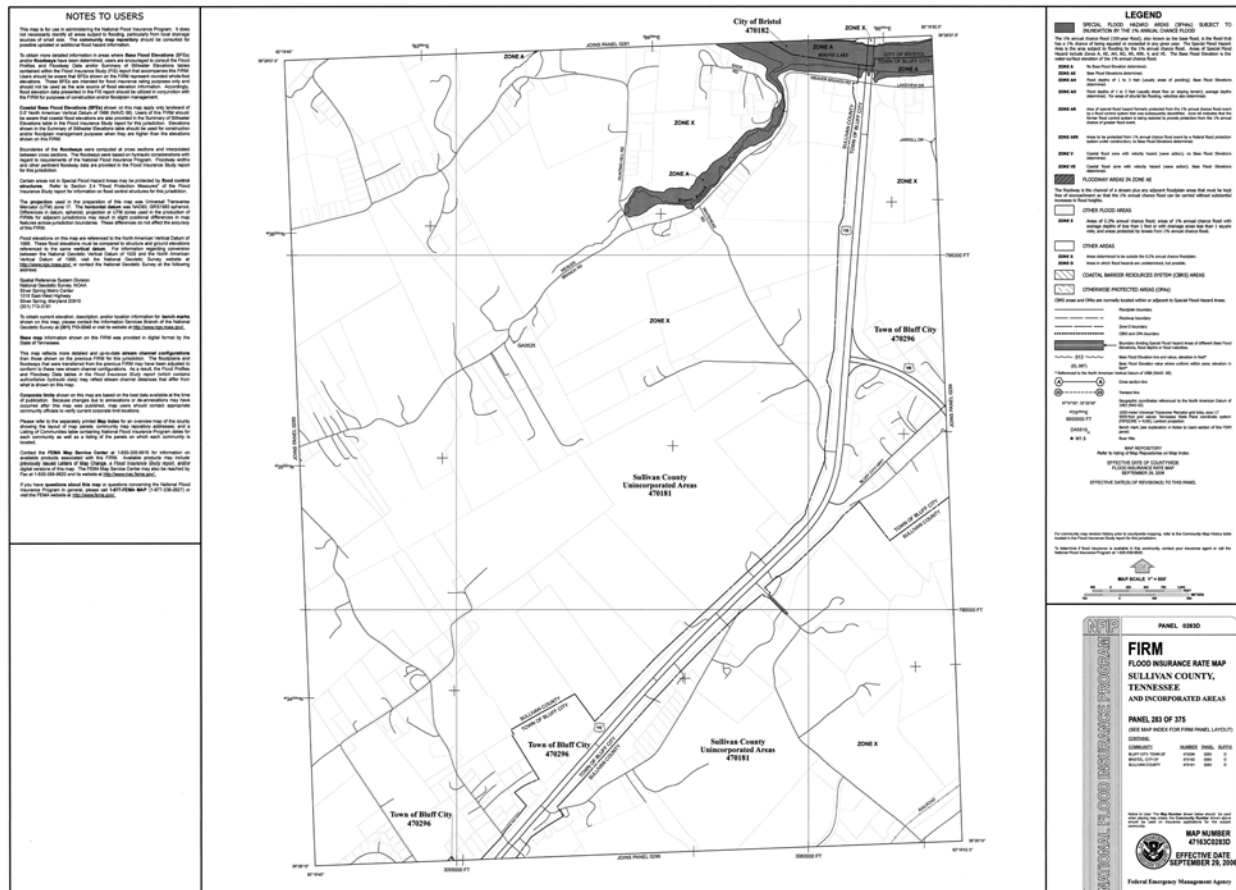
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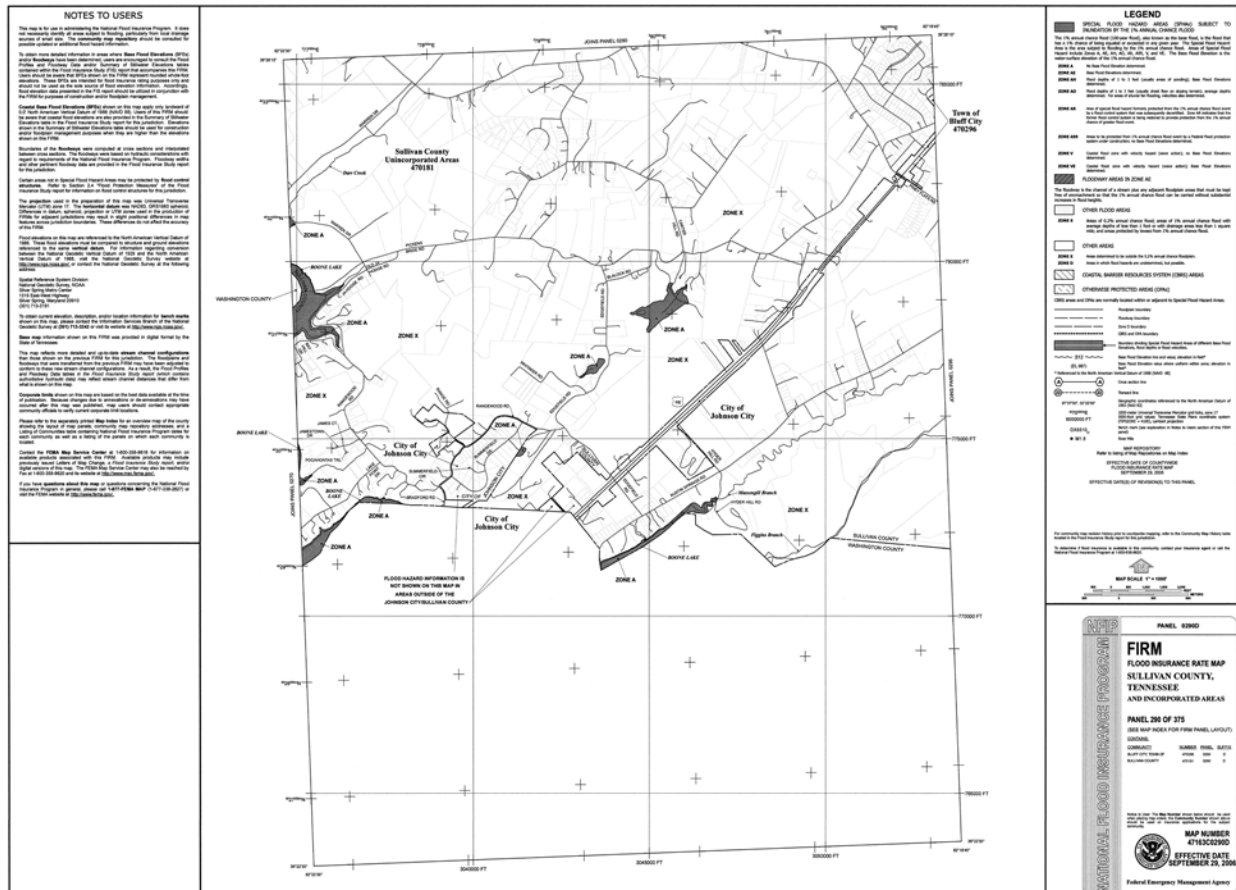


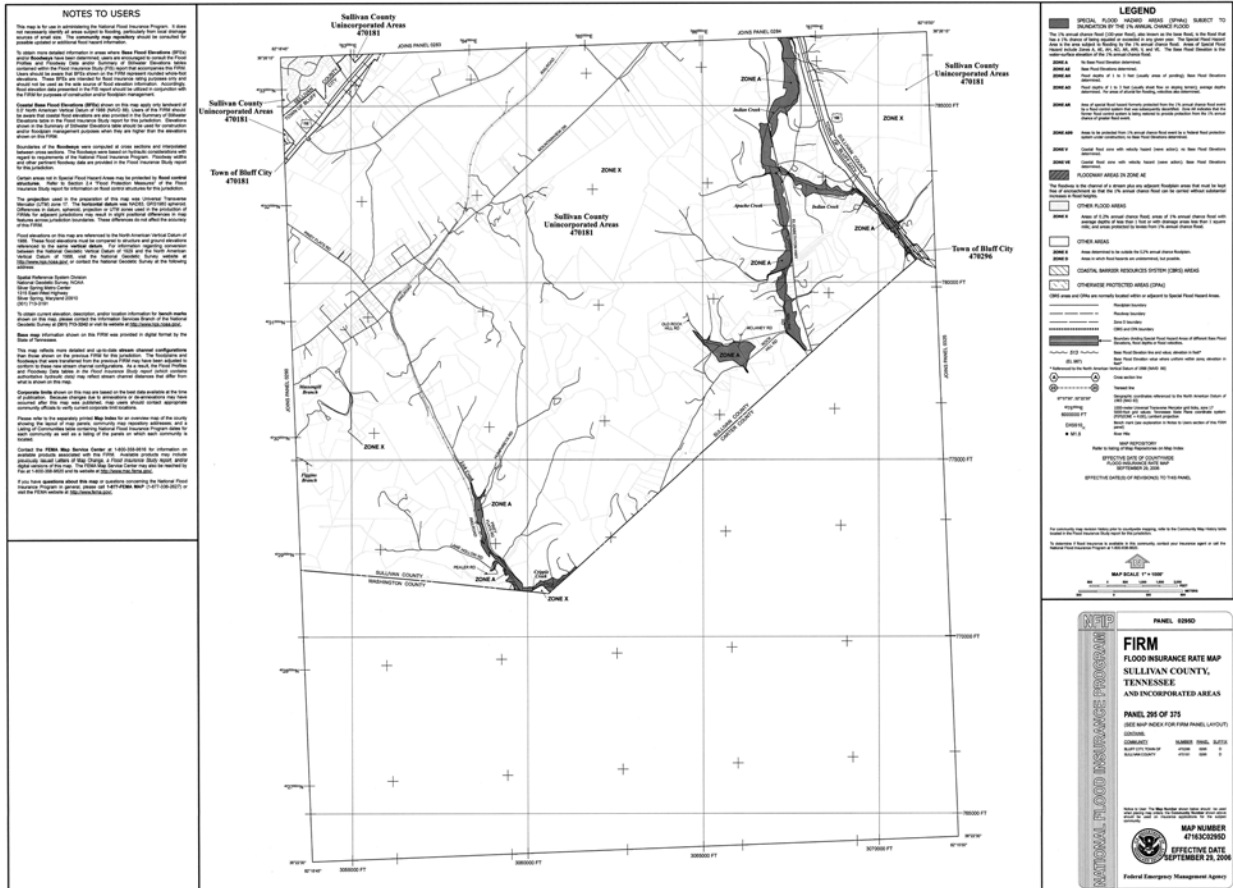


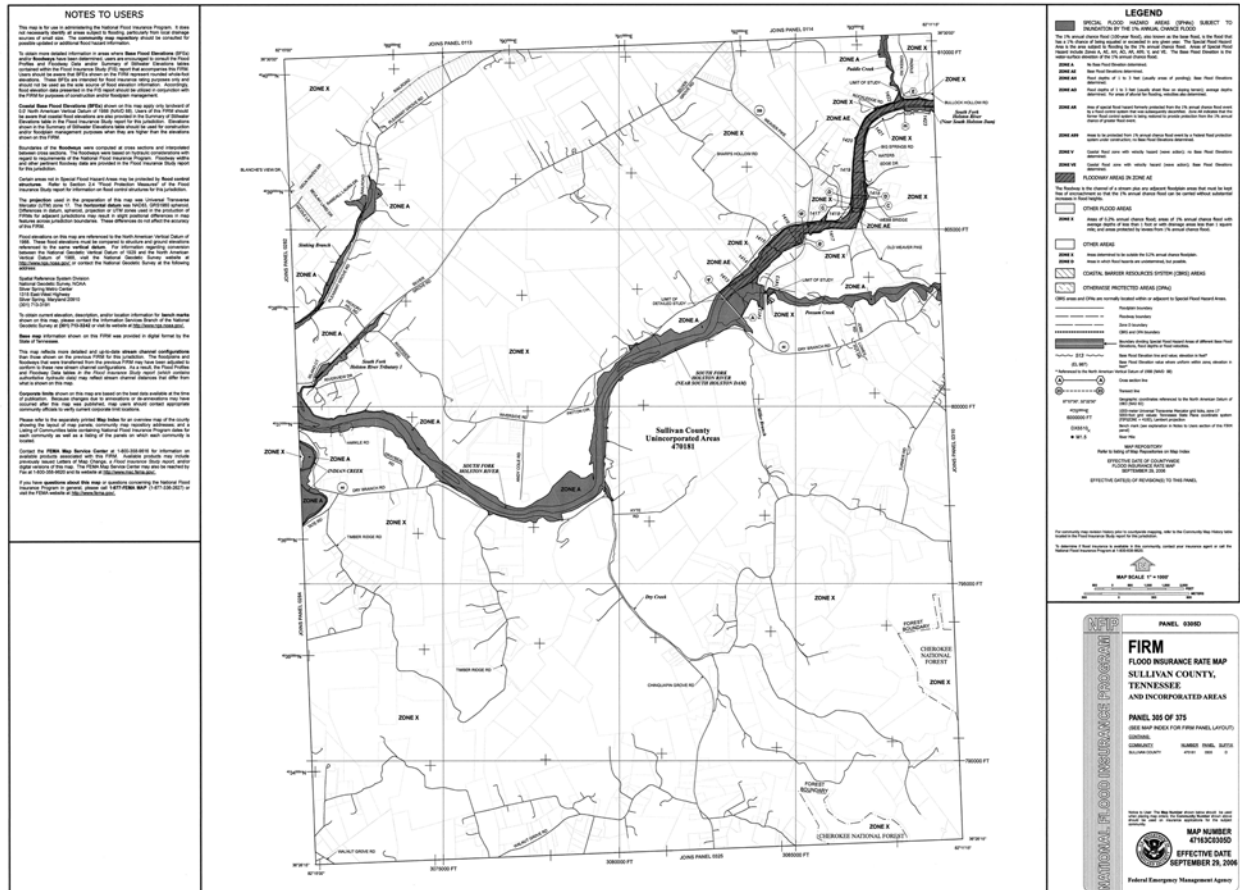


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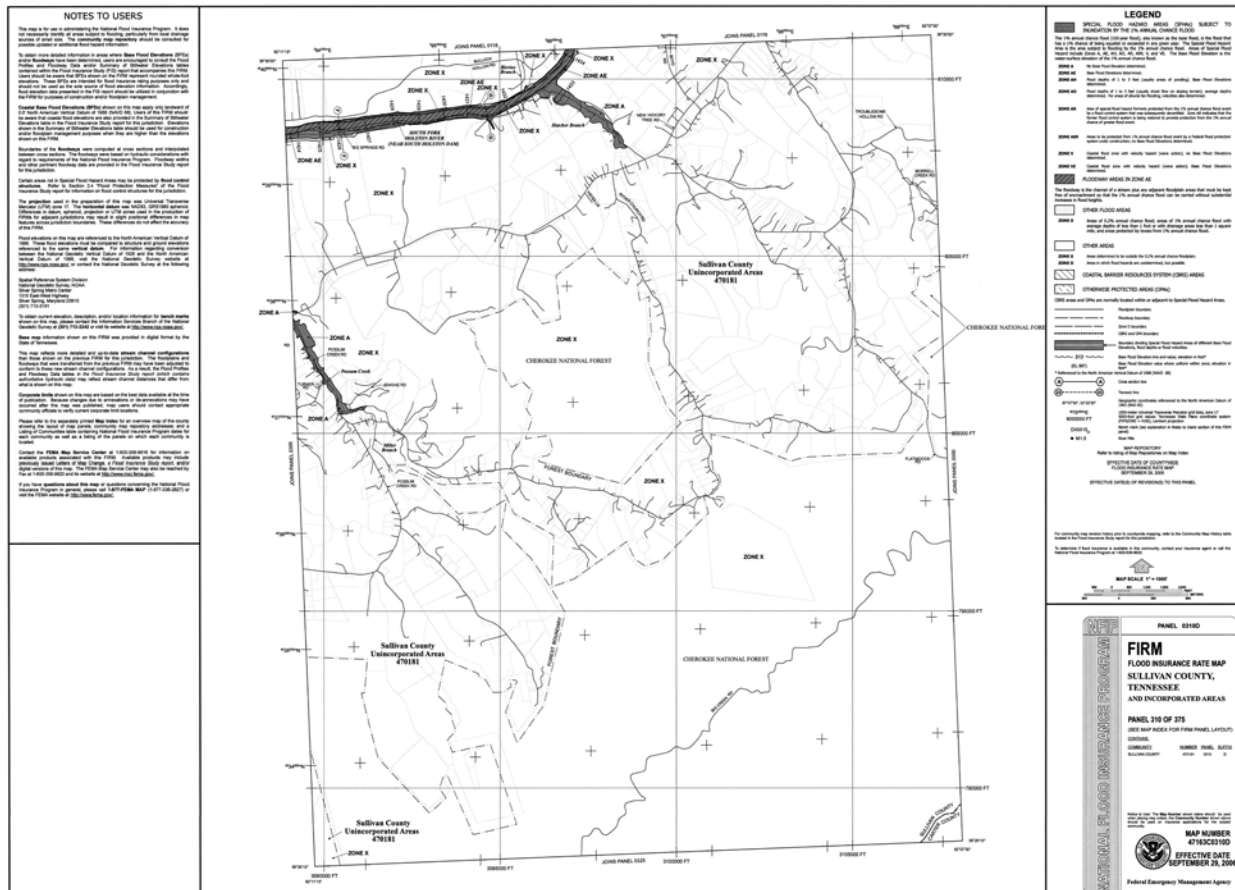




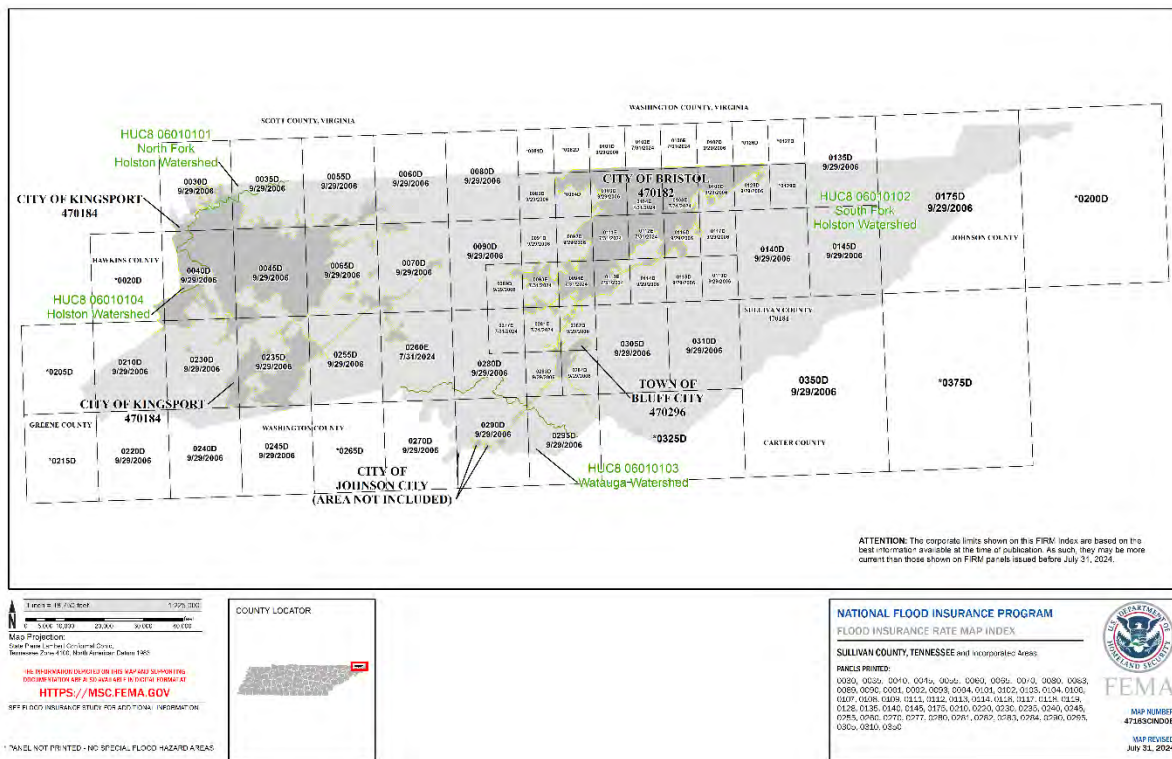




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SULLIVAN COUNTY FIS REPORTS QR CODE



AGENDA ACTION FORM

Consideration of a Resolution Authorizing the Industrial Development Board of the City of Kingsport, Tennessee to Execute a Payment in Lieu of Tax (PILOT) Agreement with Maple Oak Apartments LP

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-270-2025
Work Session: October 6, 2025
First Reading: N/A

Final Adoption: October 7, 2025
Staff Work By: Steven Bower
Presentation By: Jessica Harmon

Strategic Focus Area: 6. Strong & Vibrant Neighborhoods

Recommendation:

Approve the Resolution

Executive Summary:

If approved the City of Kingsport will authorize the Kingsport Economic Development Board to enter into a 15-year PILOT agreement with Maple Oak Apartments LP at the terms described below.

Maple Oak Apartments ("Maple Oaks") is a 175-unit 100% Section 8 multi-family property that was originally constructed in 1978 and last renovated in 2003. Paths Development has proposed a rehabilitation of the property with a total development budget of \$33,000,000. The rehabilitation will improve the quality of life and security for the residents. There will be no residents displaced and no change to the current rent for the residents.

The owners have agreed enhanced security measures for the property to include coordination with Kingsport Police Department on protocols and cameras, enhanced access controls for knowing who is in and out of the building, as well as onsite security.

Staff recommends a 15-year Payment in Lieu of Tax Agreement that would not abate any existing tax revenue being collected. The starting payment would be \$76,000 and would have an annual incremental increase of \$1,000 in years 2-15. These payments would be split and paid directly to each entity in the following percentages: 51% to the City of Kingsport and 49% to Sullivan County.

The Kingsport Economic Development Board voted to approve this item at their regularly scheduled October 2025 meeting.

Attachments:

1. Resolution

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

Item X17.

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF KINGSPORT, TENNESSEE TO NEGOTIATE AND ACCEPT FROM MAPLE OAK APARTEMNTS LP IN LIEU OF AD VALOREM TAX WITH RESPECT TO A LOW AND MODERATE-INCOME MULTIFAMILY HOUSING PROJECT IN THE CITY OF KINGSPORT, TENNESSEE, AND FINDING THAT SUCH PAYMENTS ARE DEEMED TO BE IN FURTHERANCE OF THE PUBLIC PURPOSES OF THE BOARD AS DEFINED IN TENNESSEE CODE ANNOTATED SECTION 7-53-305

WHEREAS, the Board of Mayor and Aldermen of the City of Kingsport, Tennessee (the "Governing Body") has met pursuant to proper notice; and

WHEREAS, the Governing Body had previously authorized the incorporation of The Industrial Development Board of the City of Kingsport, Tennessee (KEDB) as an industrial development board duly organized and existing under the provisions of Title 53 of Chapter 7, Tennessee Code Annotated; and

WHEREAS, Maple Oak Apartments, LP, a Tennessee limited partnership, or an affiliate thereof (the "Developer") has requested KEDB to take leasehold ownership of certain property on which the Developer proposes to make improvements and rehabilitate the Maple Oak Apartments, a 175-unit 100% Section 8 multi-family property (collectively, the "Project") located at 818 Oak Street, Kingsport, TN 37660, Kingsport, Sullivan County, Tennessee (the "Property"); and

WHEREAS, as a part of such discussions, the Developer has requested KEDB lease the Project to the Developer or an affiliated entity under an arrangement whereby the Developer or its affiliated entity will make payments in lieu of ad valorem taxes; and

WHEREAS, upon the acquisition of the Project by KEDB and the lease of the Project to the Developer or an affiliated entity, the Developer intends to make improvements to and renovate the Project; and

WHEREAS, the renovations to the Project will improve the low and moderate-income housing and will contribute to the health, welfare and citizens of in the City of Kingsport, Tennessee, and Sullivan County, Tennessee in furtherance of the purpose for which KEDB was created; and

WHEREAS, Tenn. Code Ann. § 7-53-305(b) authorizes the Governing Body to delegate to KEDB the authority to negotiate and accept from the lessees of KEDB payments in lieu of ad valorem tax upon the finding that such payments are deemed to be in furtherance of the public purposes of KEDB as defined in said Code Section; and

WHEREAS, the Governing Body finds that such payments in lieu of ad valorem taxes are deemed to be in furtherance of the public purposes of KEDB as defined in Tennessee Code Annotated section 7-53-305(b) in that among other things the Project will enhance the quantity and quality of available housing in the city and will generate additional tax revenues for the city.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. The Governing Body hereby finds that the negotiation and acceptance by KEDB of payments in lieu of ad valorem taxes consistent with this resolution are deemed to be in furtherance of the public purposes of KEDB as defined in Tennessee Code Annotated Section 7-53-305, and the Governing Body hereby consents and delegates to KEDB the right to negotiate and accept such payments from the Developer or an affiliated entity.

SECTION II. That KEDB's agreement with the Developer concerning payments in lieu of ad valorem taxes may provide that any ad valorem taxes paid by the Developer to any taxing jurisdiction with respect to its leasehold interest in the Project shall constitute a credit against the payments in lieu of ad valorem taxes due such taxing jurisdiction.

SECTION III. The Governing Body hereby consents and delegates to KEDB the right to negotiate such payments in lieu of tax from the Developer, as a lessee of KEDB with respect to the Project, in accordance with the Lease.

SECTION IV. KEDB's agreements concerning payments in lieu of ad valorem taxes relating to the Project may contain such administrative provisions not inconsistent with this resolution as KEDB deems appropriate.

SECTION V. That all other resolutions and orders, or parts thereof, in conflict with the provisions of this resolution are to the extent of such conflict, hereby repealed.

SECTION VI. That the Governing Body finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the citizens of the city.

SECTION VII. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY



AGENDA ACTION FORM

Consideration of a Resolution to Donate Funds to the K-Play Sports Council Inc. for a Waterline Relocation at Riverwalk Park

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-267-2025

Work Session: October 6th, 2025

First Reading: N/A

Final Adoption: October 7th, 2025

Staff Work By: T. Wicks & M. Borders

Presentation By: Michael T. Borders

Strategic Focus Area: 3. Exceptional Cultural & Recreational Opportunities

Recommendation:

Approve the Resolution.

Executive Summary:

If approved, the City will donate \$37,750 to the K-Play Sports Council Inc. for the purpose of relocating a waterline at the construction site of the new Riverwalk Park, an amount equal to the expense incurred by BlueCross BlueShield of Tennessee (BCBS) under the BlueCross Healthy Places program.

On February 20th the Board of Mayor and Aldermen approved a donation, license, and transfer agreement with BlueCross BlueShield of Tennessee and PlayCore Wisconsin, Inc. for the development of Riverwalk Park located adjacent to Netherland Inn Road and Industry Drive. The total grant is \$7.8m with \$6.5m allocated to the construction project and \$1.3m allocated to maintenance funds.

During construction of Riverwalk Park, a critical waterline relocation was identified as an unforeseen requirement not covered by the BlueCross BlueShield grant funding. This relocation is **potentially necessary** to advance the project and ensure proper utility infrastructure at the site. Barge Design Solutions is currently evaluating alternative solutions. This Resolution will give the City authority to donate the necessary funds if it is determined necessary.

BlueCross BlueShield of Tennessee has agreed to fund the waterline relocation upfront from maintenance funds set aside for Riverwalk Park and held by the East Tennessee Foundation. The Mayor will sign and submit a damage report form to BCBS, requesting the distribution of funds from this account. In turn, the City's donation to K-Play Sports Council Inc. will reimburse the East Tennessee Foundation the expense in alignment with the established BlueCross Healthy Places funding framework. This approach ensures the project continues on schedule without additional financial burden to BlueCross BlueShield or time delays.

The project is expected to be completed in the first half of 2026.

Funding is available in 135-1015-405.90-03.

Attachments:

1. Resolution
2. Damage Report Form

Item X18.

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION APPROVING A DONATION OF FUNDS TO K-
PLAY SPORTS COUNCIL, INC., IN SUPPORT OF THE
RIVERWALK PARK DEVELOPMENT

WHEREAS, in February 2024, the board approved a donation, license, and transfer agreement with BlueCross BlueShield of Tennessee and PlayCore Wisconsin, Inc. for the development of Riverwalk Park located adjacent to Netherland Inn Road and Industry Drive (Res. No. 2024-189); and

WHEREAS, since that time, it has been determined that in order to complete the project, a waterline needs to be relocated; and

WHEREAS, the estimated cost of this waterline relocation is in the amount of \$37,750.00; and

WHEREAS, pursuant to Tenn. Code Ann. § 6-54-111 the city is authorized to appropriate funds for the financial aid of nonprofit civic which provides year-round services benefiting the general welfare of its residents; and

WHEREAS, K-Play Sports Council is a non-profit organization which serves citizens through athletic and recreational opportunities; and

WHEREAS, funding is available in 135-1015-405.90-03.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That the donation to K-Play Sports Council, Inc., in the amount of \$37,750.00 as reimbursement for the expense of a waterline relocation at Riverwalk Park, is approved.

SECTION II. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY

Damage Report Form

Please send completed form to kellie_mosgrove@bcbst.com



Description of damage:

Date of damage/discovery: August 2025

Relocation of two-inch waterline adjacent to Barton Street. The re-route is needed to allow for the proposed storm drainage in that area.

- ☐ The current state of the asset a safety hazard
- ☐ Repairs will be paid for with departmental budget
- ☒ Maintenance funds are being requested (if selected, please attach quote for cost of repair)



Property Owner Signature

Print Name: Paul W. Montgomery

Title: Mayor

Signature: Paul W. Montgomery

APPROVED AS TO FORM:
[Signature]
CITY ATTORNEY

BlueCross Signature 1

Print Name: _____

Title: _____

Signature: _____

BlueCross Signature 2

Print Name: _____

Title: _____

Signature: _____

BlueCross Signature 3

Print Name: _____

Title: _____

Signature: _____



130 Regional Park Dr. • Kingsport, TN 37660 • (423) 349-7760 • www.grcinc.com

September 5, 2025

Robert Mazza
Construction Project Manager
Impact Parks
544 Chestnut Street
Chattanooga, TN 37402

RE: BlueCross Healthy Place – Change Order #4 - Request

Change Order Amount: \$37,750

The above change order is requested for the relocation of the two-inch waterline adjacent to Barton Street. The price is based on plans provided by Barge Design Solutions. The reroute is needed to allow for the proposed storm drainage in that area of the project.

Please call with or email any questions.

Thank You,

A handwritten signature in blue ink, appearing to read "Todd R. Johnson", with a long, sweeping underline.

Todd R. Johnson
President
423-579-8089



AGENDA ACTION FORM

Consideration of a Resolution to Purchase One (1) 2025 Pierce Enforcer Pumper Truck Utilizing Sourcewell Cooperative Purchasing Agreement

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-264-2025

Work Session: October 6, 2025

First Reading: NA

Final Adoption: October 7, 2025

Staff Work By: Committee

Presentation By: Ryan McReynolds

Strategic Focus Area: 2. Sustainable Infrastructure

Recommendation:

Approve the Resolution

Executive Summary:

If approved this resolution authorizes the purchase of one (1) 2025 Pierce Enforcer Pumper Truck from Siddons Martin Emergency Group, LLC utilizing Sourcewell Cooperative Purchasing Agreement #113021-OKC for use by the Fire Department in the total amount of \$953,093.00.

The estimated delivery date is 6-7 months after the purchase order has been received. This purchase is a Fleet replacement of unit number 1922, a 2009 Seagraves Pumper with mileage of 127,495 and 11,974 hours. This purchase is a stock unit which saves time from ordering a custom build, provides faster delivery times, and is also a 20% discount (\$233,174.00) from the last Fire pumper ordered in September 2024.

With Sourcewell, agencies can utilize competitively solicited contracts to help save time and resources while still meeting purchasing requirements. All cooperative purchasing contracts from Sourcewell have been competitively solicited by a lead public agency and meet rigorous cooperative standards and supplier commitments. Each supplier commits to delivering their best overall government pricing so that the City of Kingsport can buy with confidence.

Please see the attached recommendation memo for additional information & Sourcewell Cooperative Contract.

Funding is identified in Project/Account #511 5008 501 9010

Attachments:

1. Resolution
2. Recommendation Memo
3. Quote
4. Photo
5. Sourcewell Contract

	<u>Y</u>	<u>N</u>	<u>O</u>
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO SIDDONS MARTIN EMERGENCY GROUP, LLC UTILIZING SOURCEWELL COOPERATIVE PURCHASING AGREEMENT NO. 113021-OKC FOR ONE 2025 PIERCE PUMPER TRUCK

WHEREAS, staff recommends the purchase of one 2025 Pierce Enforcer Pumper Truck from Siddons Martin Emergency Group, LLC utilizing Sourcewell Cooperative Purchasing Agreement #113021-OKC for use by the Fire Department in the total amount of \$953,093.00; and

WHEREAS, the city participates in the Sourcewell cooperative purchasing; and

WHEREAS, Tenn. Code Ann. §12-3-1205 permits city to participate in a cooperative purchasing agreement for the procurement of equipment; and

WHEREAS, in order to purchase the equipment, a purchase order needs to be issued to Siddons Martin Emergency Group, LLC, in the amount of \$953,093.00; and

WHEREAS, funding for this equipment is available in project account # 51150085019010.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That the city manager is authorized to execute a purchase order to Siddons Martin Emergency Group, LLC for of (1) 2025 Pierce Enforcer Pumper Truck utilizing Sourcewell Cooperative Purchasing Agreement # 113021-OKC, for use by Fire Department in the amount of \$953,093.00.

SECTION II. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort, and prosperity of the citizens of the city.

SECTION III. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER
APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY



FLEET MAINTENANCE DEPARTMENT

City of Kingsport

To: Nikisha Eichmann, Assistant Procurement Manager
From: Steve Leonard, Fleet Manager
Date: September 24, 2025
Re: Fleet Replacement of 1922 Purchase Recommendation

It is the recommendation of this office to purchase the Fleet Replacement of unit # 1922 in the amount of \$953,093.00. The unit bid meets the expectations of the Fire Department and will fulfill the requirements of their operational needs. This unit will be purchased utilizing Sourcewell Contract # 113021-OKC. A copy of the Sourcewell Contract is attached. The estimated delivery is 6-7 months.

Item	Quantity	Description	Award to Vendor	Fuel Economy
1	1	2025 Pierce Enforcer	Siddons-Martin Emergency Group	N/A City/N/A Hwy

The unit will be a Fleet Replacement

The unit listed below will be replaced and disposed of utilizing the current approved City process.

The Sourcewell offering was reviewed by David Chase and he is in agreement with this recommendation.

Fuel Economy Improvement

Fuel economy will be compatible with the current unit we have.

Sourcewell Contract 113021-OKC

Replacements

1922	2009 Seagraves Pumper	Mileage	127,495	Hours	11,974
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1922 will be placed in reserve status for approximately 4-5 years This new unit will be a 20% discount from the last Fire pumper ordered in September 2024. With this being a stock unit it saves time from ordering a custom build and also provides faster delivery times. Unit 1337 a 1997 Pierce Pumper with 125,849 miles and 19,026 hours will be placed on Gov Deals and sold.

Should you have any questions on this recommendation, please do not hesitate to contact me.

Thank you.

Siddons Martin Emergency Group, LLC
892 Kansas St.
Memphis, TN 38106
DEALER # 21916



September 24, 2025

City of Kingsport
415 Broad Street
Kingsport, TN 37660

Proposal For: 2025 Kingsport Stock Pumper

Siddons-Martin Emergency Group, LLC is pleased to provide the following proposal to the City of Kingsport. Unit will comply with all specifications attached and made a part of this proposal. Total price includes delivery FOB KINGSFORT FIRE DEPARTMENT and training on operation and use of the apparatus.

Description	Amount	
Qty. 1 - 1537 - Pierce-Custom Enforcer Pumper, 2nd Gen (Unit Price - \$953,093.00)		
Delivery within 6-7 months of order date		
QUOTE # - SMEG-0010375-0		
	Vehicle Price	\$953,093.00
	1537 - UNIT TOTAL	\$953,093.00
	SUB TOTAL	\$953,093.00
	Sourcewell Contract #113021-OKC	\$0.00
	TOTAL	\$953,093.00

Price guaranteed until 10/24/2025

Additional: *This unit is subject to prior sale.

'Due to global supply chain constraints, any delivery date contained herein is a good faith estimate as of the date of this order/contract, and merely an approximation based on current information. Delivery updates will be made available, and a final firm delivery date will be provided as soon as possible.

Taxes: Tax is not included in this proposal. In the event that the purchasing organization is not exempt from sales tax or any other applicable taxes and/or the proposed apparatus does not qualify for exempt status, it is the duty of the purchasing organization to pay any and all taxes due. Balance of sale price is due upon acceptance of the apparatus at the factory.

Late Fee: A late fee of .033% of the sale price will be charged per day for overdue payments beginning ten (10) days after the payment is due for the first 30 days. The late fee increases to .044% per day until the payment is received. In the event a prepayment is received after the due date, the discount will be reduced by the same percentages above increasing the cost of the apparatus.

Cancellation: In the event this proposal is accepted and a purchase order is issued then cancelled or terminated by Customer before completion, Siddons-Martin Emergency Group may charge a cancellation fee. The following charge schedule based on costs incurred may be applied:

- (A) 10% of the Purchase Price after order is accepted and entered by Manufacturer;
- (B) 20% of the Purchase Price after completion of the approval drawings;
- (C) 30% of the Purchase Price upon any material requisition.

The cancellation fee will increase accordingly as costs are incurred as the order progresses through engineering and into manufacturing. Siddons-Martin Emergency Group endeavors to mitigate any such costs through the sale of such product to another purchaser; however, the customer shall remain liable for the difference between the purchase price and, if applicable, the sale price obtained by Siddons-Martin Emergency Group upon sale of the product to another purchaser, plus any costs incurred by Siddons-Martin to conduct such sale.

Acceptance: In an effort to ensure the above stated terms and conditions are understood and adhered to, Siddons-Martin Emergency Group, LLC requires an authorized individual from the purchasing organization sign and date this proposal and include it with any purchase order. Upon signing of this proposal, the terms and conditions stated herein will be considered binding and accepted by the Customer. The terms and acceptance of this proposal will be governed by the laws of the state of Tennessee. No additional terms or conditions will be binding upon Siddons-Martin Emergency Group, LLC unless agreed to in writing and signed by a duly authorized officer of Siddons-Martin Emergency Group, LLC.

Sincerely,

Michael Miranda 09/24/2025

Michael Miranda

I, _____, the authorized representative of City of Kingsport, agree to purchase the proposed and agree to the terms of this proposal and the specifications attached hereto.

Signature & Date



Item X19.

**Solicitation Number: RFP #113021****CONTRACT**

This Contract is between Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and Oshkosh Corporation, 1917 Four Wheel Dr., Oshkosh, WI 54902 (Supplier), and Supplier's consolidated subsidiaries as defined in the Proposal.

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to eligible federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. Sourcewell issued a public solicitation for Firefighting Apparatus and Fire Service Vehicles from which Supplier was awarded a contract.

Supplier desires to contract with Sourcewell to provide equipment, products, or services to Sourcewell and the entities that access Sourcewell's cooperative purchasing contracts (Participating Entities).

1. TERM OF CONTRACT

- A. **EFFECTIVE DATE.** This Contract is effective upon the date of the final signature below.
- B. **EXPIRATION DATE AND EXTENSION.** This Contract expires February 10, 2026, unless it is cancelled sooner pursuant to Article 22. This Contract may be extended one additional year upon the request of Sourcewell and written agreement by Supplier.
- C. **SURVIVAL OF TERMS.** Notwithstanding any expiration or termination of this Contract, all payment obligations incurred prior to expiration or termination will survive, as will the following: Articles 11 through 14 survive the expiration or cancellation of this Contract. All other rights will cease upon expiration or termination of this Contract.

2. EQUIPMENT, PRODUCTS, OR SERVICES

- A. **EQUIPMENT, PRODUCTS, OR SERVICES.** Supplier will provide the Equipment, Products, or Services as stated in its Proposal submitted under the Solicitation Number listed above.

Supplier's Equipment, Products, or Services Proposal (Proposal) is attached and incorporated into this Contract.

All Equipment and Products provided under this Contract must be new and the current model. Supplier may offer close-out, refurbished, or remounted Equipment or Products if they are clearly indicated in Supplier's product and pricing list. Unless agreed to by the Participating Entities in advance, Equipment or Products must be delivered as operational to the Participating Entity's site.

This Contract offers an indefinite quantity of sales, and while substantial volume is anticipated, sales and sales volume are not guaranteed.

B. **WARRANTY.** Supplier warrants that all Equipment, Products, and Services furnished are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Equipment, Products, and Services are suitable for and will perform in accordance with the ordinary use for which they are intended. Supplier's dealers and distributors must agree to assist the Participating Entity in reaching a resolution in any dispute over warranty terms with the manufacturer. Any manufacturer's warranty that extends beyond the expiration of the Supplier's warranty will be passed on to the Participating Entity.

C. **DEALERS, DISTRIBUTORS, AND/OR RESELLERS.** Upon Contract execution and throughout the Contract term, Supplier must provide to Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers relative to the Equipment, Products, and Services offered under this Contract, which will be incorporated into this Contract by reference. It is the Supplier's responsibility to ensure Sourcewell receives the most current information.

3. PRICING

All Equipment, Products, or Services under this Contract will be priced at or below the price stated in Supplier's Proposal.

When providing pricing quotes to Participating Entities, all pricing quoted must reflect a Participating Entity's total cost of acquisition. This means that the quoted cost is for delivered Equipment, Products, and Services that are operational for their intended purpose, and includes all costs to the Participating Entity's requested delivery location.

Regardless of the payment method chosen by the Participating Entity, the total cost associated with any purchase option of the Equipment, Products, or Services must always be disclosed in the pricing quote to the applicable Participating Entity at the time of purchase.

A. **SHIPPING AND SHIPPING COSTS.** All delivered Equipment and Products must be properly packaged. Damaged Equipment and Products may be rejected. If the damage is not readily

apparent at the time of delivery, Supplier must permit the Equipment and Products to be returned within a reasonable time at no cost to Sourcewell or its Participating Entities. Participating Entities reserve the right to inspect the Equipment and Products at a reasonable time after delivery where circumstances or conditions prevent effective inspection of the Equipment and Products at the time of delivery. In the event of the delivery of nonconforming Equipment and Products, the Participating Entity will notify the Supplier as soon as possible and the Supplier will replace nonconforming Equipment and Products with conforming Equipment and Products that are acceptable to the Participating Entity.

Supplier must arrange for and pay for the return shipment on Equipment and Products that arrive in a defective or inoperable condition.

Sourcewell may declare the Supplier in breach of this Contract if the Supplier intentionally delivers substandard or inferior Equipment or Products.

B. SALES TAX. Each Participating Entity is responsible for supplying the Supplier with valid tax-exemption certification(s). When ordering, a Participating Entity must indicate if it is a tax-exempt entity.

C. HOT LIST PRICING. At any time during this Contract, Supplier may offer a specific selection of Equipment, Products, or Services at discounts greater than those listed in the Contract. When Supplier determines it will offer Hot List Pricing, it must be submitted electronically to Sourcewell in a line-item format. Equipment, Products, or Services may be added or removed from the Hot List at any time through a Sourcewell Price and Product Change Form as defined in Article 4 below.

Hot List program and pricing may also be used to discount and liquidate close-out and discontinued Equipment and Products as long as those close-out and discontinued items are clearly identified as such. Current ordering process and administrative fees apply. Hot List Pricing must be published and made available to all Participating Entities.

4. PRODUCT AND PRICING CHANGE REQUESTS

Supplier may request Equipment, Product, or Service changes, additions, or deletions at any time. All requests must be made in writing by submitting a signed Sourcewell Price and Product Change Request Form to the assigned Sourcewell Supplier Development Administrator. This approved form is available from the assigned Sourcewell Supplier Development Administrator. At a minimum, the request must:

- Identify the applicable Sourcewell contract number;
- Clearly specify the requested change;
- Provide sufficient detail to justify the requested change;

- Individually list all Equipment, Products, or Services affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
- Include a complete restatement of pricing documentation in Microsoft Excel with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Equipment, Products, and Services offered, even for those items where pricing remains unchanged.

A fully executed Sourcewell Price and Product Change Request Form will become an amendment to this Contract and will be incorporated by reference.

5. PARTICIPATION, CONTRACT ACCESS, AND PARTICIPATING ENTITY REQUIREMENTS

A. PARTICIPATION. Sourcewell's cooperative contracts are available and open to public and nonprofit entities across the United States and Canada; such as federal, state/province, municipal, K-12 and higher education, tribal government, and other public entities.

The benefits of this Contract should be available to all Participating Entities that can legally access the Equipment, Products, or Services under this Contract. A Participating Entity's authority to access this Contract is determined through its cooperative purchasing, interlocal, or joint powers laws. Any entity accessing benefits of this Contract will be considered a Service Member of Sourcewell during such time of access. Supplier understands that a Participating Entity's use of this Contract is at the Participating Entity's sole convenience and Participating Entities reserve the right to obtain like Equipment, Products, or Services from any other source.

Supplier is responsible for familiarizing its sales and service forces with Sourcewell contract use eligibility requirements and documentation and will encourage potential participating entities to join Sourcewell. Sourcewell reserves the right to add and remove Participating Entities to its roster during the term of this Contract.

B. PUBLIC FACILITIES. Supplier's employees may be required to perform work at government-owned facilities, including schools. Supplier's employees and agents must conduct themselves in a professional manner while on the premises, and in accordance with Participating Entity policies and procedures, and all applicable laws.

6. PARTICIPATING ENTITY USE AND PURCHASING

A. ORDERS AND PAYMENT. To access the contracted Equipment, Products, or Services under this Contract, a Participating Entity must clearly indicate to Supplier that it intends to access this Contract; however, order flow and procedure will be developed jointly between Sourcewell and Supplier. Typically, a Participating Entity will issue an order directly to Supplier or its authorized subsidiary, distributor, dealer, or reseller. If a Participating Entity issues a purchase order, it may use its own forms, but the purchase order should clearly note the applicable Sourcewell

contract number. All Participating Entity orders under this Contract must be issued prior to expiration or cancellation of this Contract; however, Supplier performance, Participating Entity payment obligations, and any applicable warranty periods or other Supplier or Participating Entity obligations may extend beyond the term of this Contract.

Supplier's acceptable forms of payment are included in its attached Proposal. Participating Entities will be solely responsible for payment and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.

B. ADDITIONAL TERMS AND CONDITIONS/PARTICIPATING ADDENDUM. Additional terms and conditions to a purchase order, or other required transaction documentation, may be negotiated between a Participating Entity and Supplier, such as job or industry-specific requirements, legal requirements (e.g., affirmative action or immigration status requirements), or specific local policy requirements. Some Participating Entities may require the use of a Participating Addendum; the terms of which will be negotiated directly between the Participating Entity and the Supplier. Any negotiated additional terms and conditions must never be less favorable to the Participating Entity than what is contained in this Contract.

C. SPECIALIZED SERVICE REQUIREMENTS. In the event that the Participating Entity requires service or specialized performance requirements not addressed in this Contract (such as e-commerce specifications, specialized delivery requirements, or other specifications and requirements), the Participating Entity and the Supplier may enter into a separate, standalone agreement, apart from this Contract. Sourcewell, including its agents and employees, will not be made a party to a claim for breach of such agreement.

D. TERMINATION OF ORDERS. Participating Entities may terminate an order, in whole or in part, immediately upon notice to Supplier in the event of any of the following events:

1. The Participating Entity fails to receive funding or appropriation from its governing body at levels sufficient to pay for the equipment, products, or services to be purchased; or
2. Federal, state, or provincial laws or regulations prohibit the purchase or change the Participating Entity's requirements.

E. GOVERNING LAW AND VENUE. The governing law and venue for any action related to a Participating Entity's order will be determined by the Participating Entity making the purchase.

7. CUSTOMER SERVICE

A. PRIMARY ACCOUNT REPRESENTATIVE. Supplier will assign an Account Representative to Sourcewell for this Contract and must provide prompt notice to Sourcewell if that person is changed. The Account Representative will be responsible for:

- Maintenance and management of this Contract;
- Timely response to all Sourcewell and Participating Entity inquiries; and
- Business reviews to Sourcewell and Participating Entities, if applicable.

B. BUSINESS REVIEWS. Supplier must perform a minimum of one business review with Sourcewell per contract year. The business review will cover sales to Participating Entities, pricing and contract terms, administrative fees, sales data reports, supply issues, customer issues, and any other necessary information.

8. REPORT ON CONTRACT SALES ACTIVITY AND ADMINISTRATIVE FEE PAYMENT

A. CONTRACT SALES ACTIVITY REPORT. Each calendar quarter, Supplier must provide a contract sales activity report (Report) to the Sourcewell Supplier Development Administrator assigned to this Contract. Reports are due no later than 45 days after the end of each calendar quarter. A Report must be provided regardless of the number or amount of sales during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Participating Entity Contact Name;
- Participating Entity Contact Email Address;
- Participating Entity Contact Telephone Number;
- Sourcewell Assigned Entity/Participating Entity Number;
- Item Purchased Description;
- Item Purchased Price;
- Sourcewell Administrative Fee Applied; and
- Date Purchase was invoiced/sale was recognized as revenue by Supplier.

B. ADMINISTRATIVE FEE. In consideration for the support and services provided by Sourcewell, the Supplier will pay an administrative fee to Sourcewell on all Equipment, Products, and Services provided to Participating Entities. The Administrative Fee must be included in, and not added to, the pricing. Supplier may not charge Participating Entities more than the contracted price to offset the Administrative Fee.

The Supplier will submit payment to Sourcewell for the percentage of administrative fee stated in the Proposal multiplied by the total sales of all Equipment, Products, and Services purchased

by Participating Entities under this Contract during each calendar quarter. Payments should note the Supplier's name and Sourcewell-assigned contract number in the memo; and must be mailed to the address above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions. Payments must be received no later than 45 calendar days after the end of each calendar quarter.

Supplier agrees to cooperate with Sourcewell in auditing transactions under this Contract to ensure that the administrative fee is paid on all items purchased under this Contract.

In the event the Supplier is delinquent in any undisputed administrative fees, Sourcewell reserves the right to cancel this Contract and reject any proposal submitted by the Supplier in any subsequent solicitation. In the event this Contract is cancelled by either party prior to the Contract's expiration date, the administrative fee payment will be due no more than 30 days from the cancellation date.

9. AUTHORIZED REPRESENTATIVE

Sourcewell's Authorized Representative is its Chief Procurement Officer.

Supplier's Authorized Representative is the person named in the Supplier's Proposal. If Supplier's Authorized Representative changes at any time during this Contract, Supplier must promptly notify Sourcewell in writing.

10. AUDIT, ASSIGNMENT, AMENDMENTS, WAIVER, AND CONTRACT COMPLETE

A. **AUDIT.** Pursuant to Minnesota Statutes Section 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by Sourcewell or the Minnesota State Auditor for a minimum of six years from the end of this Contract. This clause extends to Participating Entities as it relates to business conducted by that Participating Entity under this Contract.

B. **ASSIGNMENT.** Neither party may assign or otherwise transfer its rights or obligations under this Contract without the prior written consent of the other party and a fully executed assignment agreement. Such consent will not be unreasonably withheld. Any prohibited assignment will be invalid.

C. **AMENDMENTS.** Any amendment to this Contract must be in writing and will not be effective until it has been duly executed by the parties.

D. **WAIVER.** Failure by either party to take action or assert any right under this Contract will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right. Any such waiver must be in writing and signed by the parties.

E. **CONTRACT COMPLETE.** This Contract represents the complete agreement between the parties. No other understanding regarding this Contract, whether written or oral, may be used to bind either party. For any conflict between the attached Proposal and the terms set out in Articles 1-22 of this Contract, the terms of Articles 1-22 will govern.

F. **RELATIONSHIP OF THE PARTIES.** The relationship of the parties is one of independent contractors, each free to exercise judgment and discretion with regard to the conduct of their respective businesses. This Contract does not create a partnership, joint venture, or any other relationship such as master-servant, or principal-agent.

11. INDEMNITY AND HOLD HARMLESS

Supplier must indemnify, defend, save, and hold Sourcewell and its Participating Entities, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell or its Participating Entities, arising out of any act or omission in the performance of this Contract by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in the Equipment, Products, or Services under this Contract to the extent the Equipment, Product, or Service has been used according to its specifications. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

12. GOVERNMENT DATA PRACTICES

Supplier and Sourcewell must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by or provided to Sourcewell under this Contract and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Supplier under this Contract.

13. INTELLECTUAL PROPERTY, PUBLICITY, MARKETING, AND ENDORSEMENT

A. INTELLECTUAL PROPERTY

1. *Grant of License.* During the term of this Contract:
 - a. Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising and promotional materials for the purpose of marketing Sourcewell's relationship with Supplier.
 - b. Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising and promotional materials for the purpose of marketing Supplier's relationship with Sourcewell.
2. *Limited Right of Sublicense.* The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers,

resellers, marketing representatives, and agents (collectively "Permitted Sublicensees") in advertising and promotional materials for the purpose of marketing the Parties' relationship to Participating Entities. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this Article by any of their respective sublicensees.

3. Use; Quality Control.

- a. Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.
- b. Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Upon written notice to the breaching party, the breaching party has 30 days of the date of the written notice to cure the breach or the license will be terminated.

4. As applicable, Supplier agrees to indemnify and hold harmless Sourcewell and its Participating Entities against any and all suits, claims, judgments, and costs instituted or recovered against Sourcewell or Participating Entities by any person on account of the use of any Equipment or Products by Sourcewell or its Participating Entities supplied by Supplier in violation of applicable patent or copyright laws.

5. Termination. Upon the termination of this Contract for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

B. **PUBLICITY.** Any publicity regarding the subject matter of this Contract must not be released without prior written approval from the Authorized Representatives. Publicity includes notices, informational pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Supplier individually or jointly with others, or any subcontractors, with respect to the program, publications, or services provided resulting from this Contract.

C. **MARKETING.** Any direct advertising, marketing, or offers with Participating Entities must be approved by Sourcewell. Send all approval requests to the Sourcewell Supplier Development Administrator assigned to this Contract.

D. **ENDORSEMENT.** The Supplier must not claim that Sourcewell endorses its Equipment, Products, or Services.

14. GOVERNING LAW, JURISDICTION, AND VENUE

The substantive and procedural laws of the State of Minnesota will govern this Contract. Venue for all legal proceedings arising out of this Contract, or its breach, must be in the appropriate state court in Todd County, Minnesota or federal court in Fergus Falls, Minnesota.

15. FORCE MAJEURE

Neither party to this Contract will be held responsible for delay or default caused by acts of God or other conditions that are beyond that party's reasonable control. A party defaulting under this provision must provide the other party prompt written notice of the default.

16. SEVERABILITY

If any provision of this Contract is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Contract is capable of being performed, it will not be affected by such determination or finding and must be fully performed.

17. PERFORMANCE, DEFAULT, AND REMEDIES

A. PERFORMANCE. During the term of this Contract, the parties will monitor performance and address unresolved contract issues as follows:

1. *Notification.* The parties must promptly notify each other of any known dispute and work in good faith to resolve such dispute within a reasonable period of time. If necessary, Sourcewell and the Supplier will jointly develop a short briefing document that describes the issue(s), relevant impact, and positions of both parties.
2. *Escalation.* If parties are unable to resolve the issue in a timely manner, as specified above, either Sourcewell or Supplier may escalate the resolution of the issue to a higher level of management. The Supplier will have 30 calendar days to cure an outstanding issue.
3. *Performance while Dispute is Pending.* Notwithstanding the existence of a dispute, the Supplier must continue without delay to carry out all of its responsibilities under the Contract that are not affected by the dispute. If the Supplier fails to continue without delay to perform its responsibilities under the Contract, in the accomplishment of all undisputed work, the Supplier will bear any additional costs incurred by Sourcewell and/or its Participating Entities as a result of such failure to proceed.

B. DEFAULT AND REMEDIES. Either of the following constitutes cause to declare this Contract, or any Participating Entity order under this Contract, in default:

1. Nonperformance of contractual requirements, or
2. A material breach of any term or condition of this Contract.

The party claiming default must provide written notice of the default, with 30 calendar days to cure the default. Time allowed for cure will not diminish or eliminate any liability for liquidated or other damages. If the default remains after the opportunity for cure, the non-defaulting party may:

- Exercise any remedy provided by law or equity, or
- Terminate the Contract or any portion thereof, including any orders issued against the Contract.

18. INSURANCE

A. REQUIREMENTS. At its own expense, Supplier must maintain insurance policy(ies) in effect at all times during the performance of this Contract with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:

1. *Workers' Compensation and Employer's Liability.*

Workers' Compensation: As required by any applicable law or regulation.

Employer's Liability Insurance: must be provided in amounts not less than listed below:

Minimum limits:

\$500,000 each accident for bodily injury by accident

\$500,000 policy limit for bodily injury by disease

\$500,000 each employee for bodily injury by disease

2. *Commercial General Liability Insurance.* Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Contract.

Minimum Limits:

\$1,000,000 each occurrence Bodily Injury and Property Damage

\$1,000,000 Personal and Advertising Injury

\$2,000,000 aggregate for Products-Completed operations

\$2,000,000 general aggregate

3. *Commercial Automobile Liability Insurance.* During the term of this Contract, Supplier will maintain insurance covering all owned, hired, and non-owned automobiles in limits of liability not less than indicated below. The coverage must be subject to terms

no less broad than ISO Business Auto Coverage Form CA 0001 (2010 edition or newer), or equivalent.

Minimum Limits:

\$1,000,000 each accident, combined single limit

4. *Umbrella Insurance*. During the term of this Contract, Supplier will maintain umbrella coverage over Employer's Liability, Commercial General Liability, and Commercial Automobile.

Minimum Limits:

\$2,000,000

Failure of Supplier to maintain the required insurance will constitute a material breach entitling Sourcewell to immediately terminate this Contract for default.

B. CERTIFICATES OF INSURANCE. Prior to commencing under this Contract, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Contract. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or sent to the Sourcewell Supplier Development Administrator assigned to this Contract. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf.

Failure to request certificates of insurance by Sourcewell, or failure of Supplier to provide certificates of insurance, in no way limits or relieves Supplier of its duties and responsibilities in this Contract.

C. ADDITIONAL INSURED ENDORSEMENT. Supplier agrees to list Sourcewell and its Participating Entities, including their officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier.

D. WAIVER OF SUBROGATION. Omitted.

E. UMBRELLA/EXCESS LIABILITY/SELF-INSURED RETENTION. The limits required by this Contract can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.

19. COMPLIANCE

A. LAWS AND REGULATIONS. All Equipment, Products, or Services provided under this Contract must comply fully with applicable federal laws and regulations, and with the laws in the states and provinces in which the Equipment, Products, or Services are sold.

B. **LICENSES.** Supplier must maintain a valid and current status on all required federal, state/provincial, and local licenses, bonds, and permits required for the operation of the business that the Supplier conducts with Sourcewell and Participating Entities.

20. BANKRUPTCY, DEBARMENT, OR SUSPENSION CERTIFICATION

Supplier certifies and warrants that it is not in bankruptcy or that it has previously disclosed in writing certain information to Sourcewell related to bankruptcy actions. If at any time during this Contract Supplier declares bankruptcy, Supplier must immediately notify Sourcewell in writing.

Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Contract. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time.

21. PROVISIONS FOR NON-UNITED STATES FEDERAL ENTITY PROCUREMENTS UNDER UNITED STATES FEDERAL AWARDS OR OTHER AWARDS

Participating Entities that use United States federal grant or FEMA funds to purchase goods or services from this Contract may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Article, all references to “federal” should be interpreted to mean the United States federal government. The following list only applies when a Participating Entity accesses Supplier’s Equipment, Products, or Services with United States federal funds.

A. **EQUAL EMPLOYMENT OPPORTUNITY.** Except as otherwise provided under 41 C.F.R. § 60, all contracts that meet the definition of “federally assisted construction contract” in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. §60-1.4(b), in accordance with Executive Order 11246, “Equal Employment Opportunity” (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” and implementing regulations at 41 C.F.R. § 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.” The equal opportunity clause is incorporated herein by reference.

B. DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148). When required by federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland “Anti-Kickback” Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must be in compliance with all applicable Davis-Bacon Act provisions.

C. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708). Where applicable, all contracts awarded by the non-federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Contract. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

D. RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT. If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental,

developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all contracts by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

E. CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387). Contracts and subgrants of amounts in excess of \$150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Supplier certifies that during the term of this Contract will comply with applicable requirements as referenced above.

F. DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689). A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. §180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), “Debarment and Suspension.” SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

G. BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352). Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

H. RECORD RETENTION REQUIREMENTS. To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

I. ENERGY POLICY AND CONSERVATION ACT COMPLIANCE. To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

J. BUY AMERICAN PROVISIONS COMPLIANCE. To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

K. ACCESS TO RECORDS (2 C.F.R. § 200.336). Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Contract for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.

L. PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322). A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

M. FEDERAL SEAL(S), LOGOS, AND FLAGS. The Supplier not use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.

N. NO OBLIGATION BY FEDERAL GOVERNMENT. The U.S. federal government is not a party to this Contract or any purchase by an Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Contract or any purchase by an authorized user.

O. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS. The Contractor acknowledges that 31 U.S.C. 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Contract or any purchase by a Participating Entity.

P. FEDERAL DEBT. The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.

Q. CONFLICTS OF INTEREST. The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Contract or any aspect related to the anticipated work under this Contract raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

R. U.S. EXECUTIVE ORDER 13224. The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

S. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT. To the extent applicable, Supplier certifies that during the term of this Contract it will comply with applicable requirements of 2 C.F.R. § 200.216.

T. DOMESTIC PREFERENCES FOR PROCUREMENTS. To the extent applicable, Supplier certifies that during the term of this Contract will comply with applicable requirements of 2 C.F.R. § 200.322.

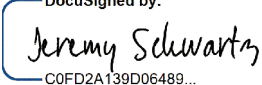
22. CANCELLATION

Sourcewell or Supplier may cancel this Contract at any time, with or without cause, upon 60 days' written notice to the other party. However, Sourcewell may cancel this Contract immediately upon discovery of a material defect in any certification made in Supplier's Proposal. Cancellation of this Contract does not relieve either party of financial, product, or service obligations incurred or accrued prior to cancellation.

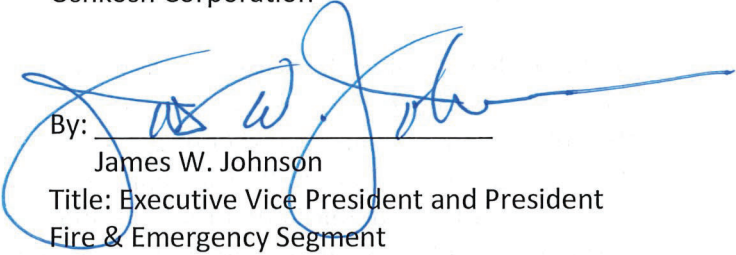
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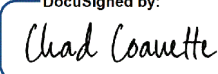
Sourcewell

DocuSigned by:

By: _____
C0FD2A139D06489...
Jeremy Schwartz
Title: Chief Procurement Officer
4/5/2022 | 4:53 PM CDT
Date: _____

Oshkosh Corporation

By:  _____
James W. Johnson
Title: Executive Vice President and President
Fire & Emergency Segment
Date: APRIL 5 '22

Approved:

DocuSigned by:

By: _____
7E42B8F817A64CC...
Chad Coquette
Title: Executive Director/CEO
4/5/2022 | 4:54 PM CDT
Date: _____

RFP 113021 - Firefighting Apparatus and Fire Service Vehicles

Vendor Details

Company Name: Pierce Manufacturing
Does your company conduct business under any other name? If yes, please state: WISCONSIN
Address: 2600 American Drive
Appleton , WI 54914
Contact: Michelle Swokowski
Email: mswokowski@piercemfg.com
Phone: 920-832-3272
Fax: 920-740-6252
HST#:

Submission Details

Created On: Monday October 18, 2021 12:41:15
Submitted On: Tuesday November 30, 2021 16:18:31
Submitted By: Michelle Swokowski
Email: mswokowski@piercemfg.com
Transaction #: 724f061f-10fb-4d93-bd02-b5afd9c2b906
Submitter's IP Address: 198.190.231.15

Specifications

Table 1: Proposer Identity & Authorized Representatives

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond "N/A" if the question does not apply to you (preferably with an explanation).

Line Item	Question	Response *	
1	Proposer Legal Name (one legal entity only): (In the event of award, will execute the resulting contract as "Supplier")	Oshkosh Corporation	*
2	Identify all subsidiary entities of the Proposer whose equipment, products, or services are included in the Proposal.	Pierce Manufacturing Inc. Oshkosh Airport Products, LLC	*
3	Identify all applicable assumed names or DBA names of the Proposer or Proposer's subsidiaries in Line 1 or Line 2 above.	As used herein, the "Company," "we," "us" and "our" refers to Oshkosh Corporation and its consolidated subsidiaries. "Oshkosh" refers to Oshkosh Corporation, subsidiaries, Pratt & Miller Engineering & Fabrications, LLC (Pratt Miller), Pierce Manufacturing Inc. (Pierce), McNeilus Companies, Inc. (McNeilus) and its wholly owned subsidiaries, Oshkosh Airport Products, LLC (Airport Products), Kewaunee Fabrications, LLC (Kewaunee (IMT) or any other subsidiaries. Other assume names herein are often identified to be Frontline Communications, ARFF, Airport , Pierce.	*
4	Proposer Physical Address:	Oshkosh Corporation 1917 Four Wheel Dr. Oshkosh WI, 54902 Pierce Manufacturing Inc. 2600 American Dr. Appleton WI, 54914 Oshkosh Airport Products, LLC. 1515 County Rd. O Neenah WI, 54956	*
5	Proposer website address (or addresses):	www.oshkoshcorp.com www.Piercemfg.com, www.frontlinecomm.com, www.oshkoshairport.com,	*
6	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the "Proposer's Assurance of Compliance" on behalf of the Proposer and, in the event of award, will be expected to execute the resulting contract):	James W. Johnson Executive Vice President and President, Fire & Emergency Segment Pierce Manufacturing Inc. 2600 American Drive Appleton, WI 54914 Email: jjohnson@piercemfg.com Phone: 920-832-3000 Refer to authorized signers for Oshkosh Corporation, Pierce Manufacturing and Oshkosh Airport Products in additional documents.	*
7	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Michelle Swokowski Sales Operations Manager, Pierce Manufacturing Inc. 2600 American Drive Appleton WI 54914 Email: mswokowski@piercemfg.com Phone: 920-832-3272	*
8	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	Brianna Propson, Sales Representative, Oshkosh Airport Products, LLC. 1515 County RD O Neenah WI, 54956 Email: bpropson@airport.oshkoshcorp.com Phone: 920-215-5135	

Table 2: Company Information and Financial Strength

Line Item	Question	Response *
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9

Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested equipment, products or services.

Oshkosh Corporation Overview

Oshkosh Corporation was founded in 1917, driven by a breakthrough four-wheel drive system that gave people the courage and confidence to go places they never thought they would. Today, more than 14,000 Oshkosh team members are putting over 850 active patented technologies to work serving, developing, and connecting communities around the world. Oshkosh Corporation is a leading manufacturer and marketer of access equipment, specialty vehicles and truck bodies for the primary markets of access equipment, defense, fire & emergency and municipal, refuse hauling, concrete placement as well as airport services. s. Oshkosh products can be found in more than 150 countries under the brands of JLG®, Pierce®, Oshkosh® Defense, McNeilus®, IMT®, Jerr-Dan®, Frontline™, Oshkosh® Airport Products, and London™ and Pratt Miller.

Pierce and Airport Products are subsidiaries of Oshkosh and are part of the Fire & Emergency Segment of Oshkosh. We believe in advancing the world around us through building, serving, and protecting people and communities. We are united by a common purpose: to make a difference in people's lives. Our values are the belief system that helps us ensure our behaviors are aligned with our purpose and drive us to do great work for great people.

Oshkosh Core Values:

WE PUT PEOPLE FIRST

- We treat people how they need to be treated.
- We keep people safe, within our walls and those using our products.
- We care for the emotional, physical, and financial wellbeing of our people.
- We celebrate what makes each of us unique.
- We value other's words and ideas.
- We respect the impact we have on each other; on the people we serve and in communities around the world.

WE DO THE RIGHT THING

- We do the right thing, the right way, for the right reasons.
- We take responsibility for our actions.
- We speak up and share our thoughts and concerns.
- We keep our promises.
- We respect our environment: both where we work and the planet we rely on.

WE PERSEVERE

- We push the bounds of technology and engineering to bring value to our customers and those who count on us.
- We challenge the impossible to make a difference every day.
- We are courageous and steadfast.
- We strive to overcome obstacles and achieve our goals.

WE ARE BETTER TOGETHER

- We welcome ideas different from our own.
- We rely on diversity to drive innovation.
- We create an inclusive, empowering environment for all.
- We work together across geographies, platforms, business units and functions to help our company reach its fullest potential.

Business Philosophy:

Our strategy is "Innovate. Serve. Advance." We innovate customer solutions by combining leading technology and operational strength to empower and protect the everyday hero. We serve and support those who rely on us with a relentless focus throughout the product lifecycle. We advance by expanding into new markets and geographies to make a difference around the world.

As a corporation, our culture is one committed to conducting business with integrity, in accordance with the highest ethical standards and in compliance with applicable laws and regulations. The guidelines, laws, regulations, policies, and procedures that govern our conduct as employees and contractors of Oshkosh Corporation are embodied in our Code of Ethics & Standards of Conduct - The Oshkosh Way.

Business Longevity:

Pierce was founded in 1913 and is the leading domestic designer and manufacturer of fire apparatus assembled on custom chassis, designed, and manufactured to meet the special needs of firefighters. Pierce also designs and manufactures fire apparatus assembled on commercially available chassis, which are produced for multiple end-customer applications. Pierce's engineering expertise allows it to design its vehicles to meet stringent industry guidelines and government regulations for safety and effectiveness. Pierce primarily serves domestic municipal customers, but also sells fire apparatus to the DoD, airports, universities, and large industrial companies, and in international markets. Pierce's history of innovation, research and development in consultation with firefighters has resulted in a broad product line that features a wide range of innovative, high-quality custom and commercial firefighting equipment with advanced fire suppression capabilities. In an effort to be a single-source supplier for its customers, Pierce offers a full line of custom and commercial fire apparatus and emergency vehicles, including pumpers, aerial platform, ladder and tiller trucks, tankers, light-, medium- and heavy-duty rescue vehicles, wildland

		<p>rough terrain response vehicles, mobile command and control centers, bomb squad vehicles, hazardous materials control vehicles and other emergency response vehicles. Refer to "Pierce Timeline.pdf" in Financial Strength and Stability folder.</p> <p>Oshkosh Airport Products is a leader in the design and sale of ARFF vehicles to domestic and international airports. These highly specialized vehicles are required to be in service at most airports worldwide to support commercial airlines in the event of an emergency. Our first Aircraft Rescue and Fire Fighting (ARFF) vehicle was delivered to the U.S. Navy in 1968.</p> <p>We are able to attract and retain new customers because we take pride in a quality product we build and provide second to none in service and support nationwide. We are the leading manufacturer of fire apparatus because of this – our loyal customers!</p> <p>Refer to "9. Oshkosh Corporation 2020 Annual Report.pdf", "9. Oshkosh Strategy Innovate Serve Advance Strategy.pdf", "9. The_Oshkosh_Way_English.pdf", "9. 2020_Sustainability_Report.pdf", and "9. Equal Employment Opportunity.pdf" in Financial Strength and Stability folder for more information.</p>	
10	What are your company's expectations in the event of an award?	<p>The Sourcewell consortium program will extend another avenue for the fire industry customer base to purchase a fire apparatus efficiently and effectively through a proven program.</p> <p>The Sourcewell consortium will be a nationwide including Canada avenue that is promoted across the Pierce sales force that consists of 23 authorized Pierce Dealers and their respective team members.</p> <p>The fundamental expectation is around education and promotion. The Pierce Dealer network and Airport Products sales team is expected to understand our product and the tools available to the customer to achieve what is in the best interest of the customer.</p>	*
11	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response.	<p>Pierce Manufacturing Inc. and Oshkosh Airport Products, LLC are subsidiaries of Oshkosh Corporation, which is a publicly traded company.</p> <p>We have attached our annual report, SEC Filings along with the Dunn & Bradstreet report often used by lenders and investors to determine a company's eligibility for credit. This report along with any of the financial statements demonstrate Oshkosh Corporation and its subsidiaries to be financially sound. For additional information please refer to the below path. http://investor.oshkoshcorporation.com/investors/overview/</p> <p>Oshkosh Corporation maintains an investment grade credit rating. The rating agencies periodically update the Company's credit ratings as events or changes in economic conditions occur. As of September 30, 2021, the long-term credit ratings assigned to the Company's senior debt securities by the credit rating agencies engaged by the Company were as follows: Fitch Ratings BBB-; Moody's Investor Services, Inc. Baaa3; Standards & Poor's BBB.</p> <p>Refer to "11. Oshkosh Corp Q4 and-Full-Year-Results-2021.pdf", "11. Oshkosh Corporation Form 10-K.pdf", "11. D&B Finance Analytics Report.pdf", "11. Bank of America. Oshkosh Reference.pdf", "11. Pierce Manufacturing Certificate of Status 062021.pdf", and "11. Oshkosh Airport Products Certificate of Status July 2021.pdf" in Financial Strength and Stability folder for more information.</p>	*

12	What is your US market share for the solutions that you are proposing?	<p>Pierce is the leader in domestic market share of fire apparatus. Oshkosh Corporation is traded on the New York Stock Exchange since 2002. Financial information can be obtained by visiting the below link. http://investor.oshkoshcorporation.com/investors/financial-information/annual-and-quarterly-reports/default.aspx</p> <p>Fire & Emergency segment. Through Pierce, the Company is the leading domestic designer and manufacturer of fire apparatus assembled on custom chassis, designed and manufactured to meet the special needs of firefighters. Pierce also designs and manufactures fire apparatus assembled on commercially available chassis, which are produced for multiple end-customer applications. Pierce's engineering expertise allows it to design its vehicles to meet stringent industry guidelines and government regulations for safety and effectiveness. Pierce primarily serves domestic municipal customers, but also sells fire apparatus to the DoD, airports, universities and large industrial companies, and in international markets. Pierce's history of innovation, research and development in consultation with firefighters has resulted in a broad product line that features a wide range of innovative, high-quality custom and commercial firefighting equipment with advanced fire suppression capabilities. In an effort to be a single-source supplier for its customers, Pierce offers a full line of custom and commercial fire apparatus and emergency vehicles, including pumpers, aerial platform, ladder and tiller trucks, tankers, light-, medium- and heavy-duty rescue vehicles, wildland rough terrain response vehicles, mobile command and control centers, bomb squad vehicles, hazardous materials control vehicles and other emergency response vehicles.</p> <p>The Company, through Airport Products, is a leader in the design and sale of ARFF vehicles to domestic and international airports. These highly specialized vehicles are required to be in service at most airports worldwide to support commercial airlines in the event of an emergency. Many of the largest airports in the United States, including LaGuardia International Airport, John F. Kennedy International Airport, O'Hare International Airport, Denver International Airport, Baltimore-Washington International Airport, Dallas/Fort Worth International Airport, Tampa International Airport, Philadelphia International Airport and San Francisco International Airport, are served by the Company's ARFF vehicles. The U.S. government also maintains a fleet of ARFF vehicles that are used to support military operations throughout the world. Internationally, the Company's vehicles serve, among others, Beijing, China and more than fifty other airports in China; Singapore; Indonesia; Quebec, Canada; Abu Dhabi, UAE; and Birmingham, Cardiff, Manchester and Liverpool, United Kingdom. In addition, the Company has recently delivered ARFF vehicles to airports in Mexico, Japan, Egypt, Nepal, Iraq and the British Virgin Islands. The Company believes that the performance and reliability of its ARFF vehicles contribute to the Company's strong position in this market.</p> <p>The Company, through its Frontline brand, is a leading manufacturer, system designer and integrator of broadcast vehicles, including electronic field production trailers, satellite news gathering and electronic news gathering vehicles for broadcasters and command trucks for local and federal governments along with being a leading supplier of military simulator shelters and trailers under the Oshkosh Specialty Vehicles (OSV) brand. The Company's vehicles have been used worldwide to broadcast the NFL Super Bowl, the FIFA World Cup and the Olympics.</p>	*
13	What is your Canadian market share for the solutions that you are proposing?	Pierce along with their strong dealer sales and service network that has driven increase Canadian market share. The Pierce Canadian dealer consist of 3 dealers that lead multiple service locations. We also partner with MAXI-METAL Inc leveraging the MAXI Saber program since 2016 and US Contender since 2017. Each Dealer has a signed dealer agreement to sell Pierce fire apparatus in the designated territory awarded to them. They are Prime on contracts and are supported by the 2500+ Pierce employees.	*
14	Has your business ever petitioned for bankruptcy protection? If so, explain in detail.	No	*

15	<p>How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer whichever question (either a) or b) just below) best applies to your organization.</p> <p>a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned?</p> <p>b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?</p>	<p>Pierce and Airport Products are best described as manufacturers.</p> <p>Pierce and Airport Products are best described as manufacturers.</p> <p>The Pierce Dealer network consists of 20 US based Dealers and 3 Canadian based Dealers. Each Dealer has a signed dealer agreement to sell Pierce fire apparatus in the designated territory awarded to them. They are Prime on contracts and are supported by the 2500+ Pierce employees. The Company believes the geographic breadth, size and quality of its Pierce fire apparatus sales and service organization are competitive advantages in a market characterized by a few large manufacturers and numerous small, regional competitors.</p> <p>Pierce's fire apparatus is sold through an extensive network of independent sales and service organizations with over 300 hundred sales representatives in the U.S. and Canada, which combine broad geographical reach with high frequency of contact with fire departments and municipal government officials. These sales and service organizations are supported by product and marketing support professionals and contract administrators at Pierce. The Company believes high frequency of contact and local presence are important to cultivate major, and typically infrequent, purchases involving the city or town council, fire department, purchasing, finance and mayoral offices, among others, that may participate in a fire apparatus bid and selection process. After the sale, Pierce's nationwide local parts and service capability is available to help municipalities maintain peak readiness for this vital municipal service.</p> <p>Oshkosh Airport Products</p> <p>The Company markets its Oshkosh-branded ARFF vehicles through a combination of direct sales representatives domestically and an extensive network of representatives and distributors in international markets, including Canada. Certain of these international representatives and distributors also handle Pierce products and will follow the same process as noted above. For service, we support both with internal service support which is available 24/7/365 via our support line at 1-800-222-6635 and external sales representatives.</p> <p>Refer to "15. Pierce. Airport Manufacturer. Products.pdf" in Company Information and Financial Strength folder for an overview of our manufacturing capabilities and product offerings.</p>
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16	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	<p>Pierce Manufacturing Inc. holds state licensing for Sales, Manufacturing, Motor Vehicles, and dealer license used accordance to the state laws. The Pierce Dealer network licenses independently holds as required by law in the state in which they sell. Airport Products holds manufacturer's license, where required.</p> <p>We also hold our Vendors accountable to the utmost standards. Beyond ISO certifications and compliance, we require our supply chain of major components to obtain a score of 80% or above on a supplier quality audit performed by Oshkosh Corporation supplier quality.</p> <p>ISO 9001:2015 Certification: Pierce Manufacturing Inc. was the first single-source manufacturer of custom fire apparatus in North America to achieve ISO 9001 certification. Pierce has achieved ISO 9001:2015 certification which covers all aspects of our business life cycle, from engineering and manufacturing to customer service. ISO 9001 certification demonstrates a company's commitment to quality. To keep their ISO 9001 registered status, companies are re-audited twice per year through third-party verification to prove they are maintaining good practices. ISO 9001 certification further assures customers that a fundamental quality system is in place. It's a solid foundation for continuous improvement always striving to get even better. An ISO-certified manufacturer, like Pierce, accepts nothing but the best from its suppliers. Pierce asks its suppliers to meet many of the same stringent quality requirements and works with them to improve their quality systems as well.</p> <p>Refer to "16. ISO 9001.2015 Pierce Mfg and entities.pdf" in Financial Strength and Stability folder for certificate.</p> <p>UL/ULC: Pierce is the first fire apparatus manufacturer to be both third party certified to NFPA 1901-2013 edition and ULC listed to Canada ULC-S515-04 standard. Third Party Vehicle Inspection Program by Underwriters Laboratories to ensure our products are 100% N.F.P.A. compliant to 1901 standards. The certification includes all design, production, operational and performance testing of the complete apparatus. All products must pass all tests before a truck is released into Canada. This commitment to quality applies to trucks sold in the U.S. as well.</p> <p>Refer to "16. Sample UL Certs 35796 Pump Line Voltage Aerial Cert.pdf" in Financial Strength and Stability folder for sample certificate.</p> <p>ISO 14001:2015 Certification: Our Neenah facility is also ISO 14001:2015 certified for our Environmental Management System. Various Pierce and Airport Products vehicles are manufactured in this space.</p> <p>Refer to "16. ISO 14001 Oshkosh Airport Products.pdf" in Financial Strength and Stability folder for certificate.</p>	*
17	Provide all "Suspension or Debarment" information that has applied to your organization during the past ten years.	Neither Oshkosh Corporation or subsidiary such as Pierce Manufacturing and Airport Products have suspension or debarment that applies within the past 10 years.	*

Table 3: Industry Recognition & Marketplace Success

Line Item	Question	Response *
18	Describe any relevant industry awards or recognition that your company has received in the past five years	<p>Oshkosh Corporation is honored to be named and recognized for the following awards and recognitions.</p> <p>World's Most Ethical Companies in 2016, 2017, 2018, 2019, 2020 and 2021. Oshkosh is one of only 124 companies, representing 52 industry sectors in 19 countries on five continents named to this prestigious list. We were the only company selected in the "Trucks and Other Vehicles" category, underscoring our commitment to leading ethical business standards and practices. This achievement is only possible with a commitment to sustainability, connecting with our communities and strong ethical culture and team members who believe in doing the right thing.</p> <p>Link: https://investors.oshkoshcorp.com/news/news-details/2021/Oshkosh-Corporation-named-one-of-the-Worlds-Most-Ethical-Companies-for-sixth-consecutive-year/default.aspx</p> <p>FORTUNE's World's Most Admired Companies in 2019 and 2020. Oshkosh Corporation is one of 330 companies to achieve this honor, as ranked by industry peers, highlighting some of the most respected and successful companies from around the world. https://investors.oshkoshcorp.com/news/news-details/2021/Oshkosh-Corporation-named-one-of-the-Worlds-Most-Admired-Companies-by-FORTUNE/default.aspx</p>

In 2020 and 2021, the company was awarded one of America's Most Responsible Companies by Newsweek. Oshkosh has earned this award for two consecutive years and is ranked #159 out of 399 companies on the list. America's Most Responsible Companies were defined based on key performance indicators around environmental, social and corporate governance areas. For more info please refer to the link below: <https://www.oshkoshcorp.com/en/news/12-23-20-most-responsible-newsweek>

Oshkosh Corporation was named a Military Friendly Company in 2017, 2018, 2019, 2020 and 2021. Being named a Military Friendly Company highlights our commitment to caring for our team member and having a culture where veterans can thrive. . Please reference the link for additional detail: <https://www.oshkoshcorp.com/en/news>

Oshkosh Corporation has been listed on the Dow Jones Sustainability World Index in 2019, 2020 and 2021. Please review the link below for additional info. <https://investors.oshkoshcorp.com/news/news-details/2020/Oshkosh-Corporation-Named-to-the-Dow-Jones-Sustainability-World-Index-for-Second-Consecutive-Year/default.aspx>

Oshkosh Corporation is honored to be named and recognized for the following awards and recognitions.
World's Most Ethical Companies in 2016, 2017, 2018, 2019, 2020 and 2021. Oshkosh is one of only 124 companies, representing 52 industry sectors in 19 countries on five continents named to this prestigious list. We were the only company selected in the "Trucks and Other Vehicles" category, underscoring our commitment to leading ethical business standards and practices. This achievement is only possible with a commitment to sustainability, connecting with our communities and strong ethical culture and team members who believe in doing the right thing.

Link: <https://investors.oshkoshcorp.com/news/news-details/2021/Oshkosh-Corporation-named-one-of-the-Worlds-Most-Ethical-Companies-for-sixth-consecutive-year/default.aspx>

FORTUNE's World's Most Admired Companies in 2019 and 2020. Oshkosh Corporation is one of 330 companies to achieve this honor, as ranked by industry peers, highlighting some of the most respected and successful companies from around the world. <https://investors.oshkoshcorp.com/news/news-details/2021/Oshkosh-Corporation-named-one-of-the-Worlds-Most-Admired-Companies-by-FORTUNE/default.aspx>

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Oshkosh was named one of the "World's Best Employers" by Forbes in 2020. The 2020 results included 750 multinational and large corporations across 45 countries. Oshkosh is ranked #76 out of 750. Please refer to the link: <https://www.oshkoshcorp.com/en/news/12-11-20-forbes>

Oshkosh is one of Barron's 100 Most Sustainable Companies for the years 2019, 2020 and 2021. Please review the link for additional information. <https://investors.oshkoshcorp.com/news/news-details/2021/Oshkosh-Corporations-focus-on-sustainability-earns-recognition-from-Barrons-and-SP-Global/default.aspx>

Pierce's focus on energy efficiency is focused on being good stewards of company resources, budgets, and the company's ecological footprint. This earned them the recognition for Focus on Energy 2020 Energy Efficiency Excellence Award <https://www.piercemfg.com/pierce/blog/pierce-recognized-with-focus-on-energy-excellence-award>

		<p>Pierce also Achieved TRUE (Total Resource Use and Efficiency) Zero Waste Certification at the Gold level. TRUE certification is administered by Green Business Certification Inc. (GBCI), an organization that independently recognizes excellence in green business industry performance and practice globally 2021 Sterling Manufacturing Business Excellence Award - Florida facility has been awarded the 2021 Sterling Manufacturing Business Excellence Award at the Gold Level! This award went out to the company that was found to be a high performing manufacturer in seven categories. Pierce Bradenton demonstrated outstanding leadership and management systems to meet the need of customers and stakeholders https://www.facebook.com/Pierce/posts/10165217512965527</p> <p>Pierce was awarded the "Above and Beyond Award" by ESGR August of 2021. Pierce was 1 of 3 large companies in Wisconsin recognized for their outstanding support of our Guard and Reserve forces.</p> <p>Oshkosh Corporation has been named one of the "Best Managed Companies" by the Wall Street Journal in 2018 and 2019. Please visit the link for additional detail: https://www.businesswire.com/news/home/20191209005496/en/Oshkosh-Corporation-Named-One-of-the-%E2%80%9CBest-Managed-Companies-of-2019%E2%80%9D-by-the-Wall-Street-Journal</p> <p>ISO 14001:2015 Environmental Management System To further solidify and standardize our environmental performance, Pierce Manufacturing and the Airport Products Group are in the first domestically of formalizing an Environmental Management System for our Neenah manufacturing facility in accordance with ISO 14001:2015 for all of Oshkosh Corporation Recognized by RobecoSAM with the Industry Mover Award for critical steps taken to propel corporate sustainability by measuring impact and disclosing results. Oshkosh Corporation has achieved many awards throughout the years. Many of the awards highlight specific subsidiaries such as Pierce and Airport Products. There are many more that have not been incorporated but are incorporated on our websites. We are proud and work hard to maintain these achievements.</p> <p>Refer to "18. TRUE CERTS-ID 1000128616.pdf" in Additional Documents folder for certificate.</p>	
19	What percentage of your sales are to the governmental sector in the past three years	Oshkosh has great relationship with various governmental sectors throughout the organization. We are a publicly traded company therefore the information available does not include specific sales detail.	*
20	What percentage of your sales are to the education sector in the past three years	Pierce and Airport on occasion will sell to education sectors such as Universities, Colleges, High Schools, or Fire schools. The market for our product in this group is limited.	*
21	List any state, provincial, or cooperative purchasing contracts that you hold. What is the annual sales volume for each of these contracts over the past three years?	<p>Pierce Manufacturing participates in nationwide and state-level contracts. All programs are aligned to offer the best solutions on a consistent platform. Contracts with an asterisk (*) also have contracts held by Airport Products.</p> <ol style="list-style-type: none"> 1. Sourcewell* 2. H-GAC* 3. NASPO Value Point 4. NPPGov 5. Lamas 6. BuyBoard 7. Florida Sherriff's 8. Ohio State 9. Costars 	*
22	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	Current GSA (General Services Administration) contract is GS30F021DA	*

Table 4: References/Testimonials

Line Item 23. Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *	
Knoxville Fire Department	Bobby Palmer	865-595-4474	*
Howell Fire District #3	Louis Memmolo,III	732-905-8530	*
Clark County	Riccardo Terzo	702-455-8341	*
Tampa International Airport	Oren Hanson	813-267-0335	

Table 5: Top Five Government or Education Customers

Line Item 24. Provide a list of your top five government, education, or non-profit customers (entity name is optional), including entity type, the state or province the entity is located in, scope of the project(s), size of transaction(s), and dollar volumes from the past three years.

Entity Name	Entity Type *	State / Province *	Scope of Work *	Size of Transactions *	Dollar Volume Past Three Years *	
U.S. Army	Government	District of Columbia - DC	Pumpers, rescues, aerals	N/A	N/A	*
U.S. Air Force	Government	District of Columbia - DC	Pumpers, rescues, aerals	N/A	N/A	*
Bureau of Land Management	Government	District of Columbia - DC	Wildland pumpers	N/A	N/A	*
U.S. Navy	Government	District of Columbia - DC	Pumpers, rescues, aerals	N/A	N/A	*
U.S. Marine Corps	Government	District of Columbia - DC	Pumpers, rescues, aerals	N/A	N/A	*

Table 6: Ability to Sell and Deliver Service

Describe your company's capability to meet the needs of Sourcwell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *	
25	Sales force.	<p>Pierce Manufacturing has an inside sales force that manages a given territory The support can range from dealers, customer request, trade shows, warranties, specifics support within the bids, managing the sale and configuration The inside sales folks work with internal Pierce contacts to ensure a successful build and delivery to our preferred dealer network.</p> <p>The Oshkosh Airport Products sales force consists of 2 regional sales managers who are direct employees of Oshkosh Airport Products. Our sales team is committed to the full customer lifecycle, from initial contact throughout the vehicle life. In addition, our internal sales managers coordinate with our Canadian dealership to support the customer relationship.</p> <p>Refer to "25. 26. 27. Directory - Pierce Dealership Territories Map.pdf", "25. 26. Pierce Authorized Dealer_2021_Listing.pdf", "25. ARFF RSM Map Nov 2021.pdf", and "25. Pierce and Airport Internal Contacts Org Chart.pdf" in the Additional Documents folder for more information.</p>	*
26	Dealer network or other distribution methods.	<p>Pierce product is sold via the authorized Pierce Dealer network of 300+ sales representatives that are located across the US and Canada and are backed by the Pierce factory support of 2500+ employees to assist with product, quality, and service. In addition, the sales force is comprised of legacy tenure as well as new generations. Many of our sales representatives came from or are still part of the fire industry in some way.</p> <p>There are Dealers located across the US and Canada that have been assigned territory to provide Sales, Service, and aftermarket support 24/7 365 days of the year. The dealer network has invested in on hand inventory as well as the factory and dedicated aftermarket inventory available online for them to utilize and drop ship to the end customer's location.</p> <p>As previously mentioned, we also partner with MAXIMETAL to support our Canadian customers by being a distributor for MAXIMETAL products.</p> <p>Oshkosh Airport Products sells direct domestically and partners with dealer organizations internationally, including Canada.</p> <p>Refer to "25. 26. 27. Directory - Pierce Dealership Territories Map.pdf" and "25. 26. Pierce Authorized Dealer_2021_Listing.pdf" in the Additional Documents folder for more information.</p>	*

27	Service force.	<p>Pierce and its dealer network offer a wide variety of Aftermarket services to help customers maintain their Pierce branded fire apparatus. 70+ service centers throughout North America are dedicated to servicing Pierce apparatus thru its industry-leading, independently owned & managed dealer network. 20 United States & 3 Canadian dealerships support our wide array of service centers. Pierce authorized service centers offer:</p> <ul style="list-style-type: none"> • Dedicated Service Professionals • Nearly 250 mobile service vehicles, strategically located throughout North America • Offer scheduled & unscheduled maintenance services • 24/7 access to Pierce Technical Support Hot-Line, • Ability to execute warranty-related repairs, in accordance with the Pierce limited warranty statement. <p>Pierce also offers a full line of spare parts, available for purchase thru its dedicated dealer network. The spare parts warehouse, located in Appleton, Wisconsin, boasts over 100,000 sq. ft. of storage space, all of which supports Pierce fire apparatus. Key facts about the warehouse include:</p> <ul style="list-style-type: none"> • Dedicated and committed on-hand spare parts inventory • Management of over 100,000 unique spare part numbers (inventory, min/max, pricing, country of origin, etc.) • Same-day & next-day shipping services from UPS, FedEx, and XPO • 24/7 website to locate and check pricing & availability of spare parts by authorized dealer • Tens of thousands of digital photographs & 3D artwork of replacement parts for fast & easy identification <p>Pierce offers a complete set of training classes, for both operators & maintainers, to keep your Pierce apparatus running at peak performance.</p> <ul style="list-style-type: none"> • Regional & Corporate training events held throughout the calendar year • Instructors with over 100 combined years of Pierce & industry expertise • Innovative "Training Truck"; key technology mounted on stand-alone truck to simulate any key system • Technology training on key components such as Pierce Ultimate Configuration (PUC™) water pumps, TAK-4® independent suspension systems, Husky™ Foam systems, and Command Zone™ III • Operation overview of foam & aerial devices <p>Attached you will find a summary per authorized dealer mobile vehicles and acknowledgment of service technicians along with dealer contact and the territory they cover.</p> <p>Oshkosh Airport Products employs full time Field Service Representatives to provide vehicle in-service, training, and service work. We also rely on support from organizations across the US and have service provider agreements to provide local support to our customers as well. In addition, we are supported through Oshkosh Corporation's training center to provide world-class maintenance and operations training. These trainings are designed specifically for our ARFF products and are available to our dealers and customers alike.</p> <p>Refer to "25. 26. 27. Directory - Pierce Dealership Territories Map.pdf", "27. Pierce Dealer Service & Sales Coverage.pdf", and "27. ARFF Service Providers Map.pdf" in the Additional Documents folder for more information.</p>
28	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	<p>When the customer works with the Pierce authorized dealer they will accept all purchase orders; however, every sale is configured in the Pierce customized truck configurator, Pulse. This sales tool includes the corresponding cooperative procurement option applicable to the sale. This option is used to generate monthly audits that Pierce performs with their dealer network as well as generate the quarterly required reports sent direct to the contracting agency. The authorized Dealer network utilizes the customized apparatus specification software (PULSE) to configure to the customer's expectations and is used internally throughout the supply chain of the order from booking the order to engineer the final product. The tool is supported with internal communication tools such as workflow, Communication Central, online scheduling, Build Status, and a complete Truck Library. This provides our Dealer network a direct link to the factory to accurately communicate details to the end user.</p> <p>Airport Products will be the primary point of contact for sales inquiries, except where we have an authorized dealer. With complexity of ARFF vehicles, our team will work directly with the customer to customize their truck configuration using the base vehicle as a starting point. Options will be added to the base price with the Sourcewell discount. This quotation will be used by the customer to issue a purchase order or contract which will be reviewed by Airport Products and accepted. Airport Products will then be responsible for manufacture of the vehicle.</p>
29	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives	<p>AFTERMARKET PIERCE MODEL</p> <p>Pierce service after the sale is where we truly are set apart from others. The Pierce Dealer network spans across the US and Canada and each have made investment in facilities, inventory, staff, and training. The Dealer is the first point of contact for the customer however all customers can access Pierceparts.com to aid in any</p>

that help your providers meet your stated service goals or promises.

service needs they may have.

TEAM MEMBERS

Pierce Service Brigade

An army of 600 service technicians across the US and Canada.

Certified Master Technicians

We specifically created the Pierce Certified Master Technician program to ensure that our Service Brigade professionals possess the highest level of proficiency with today's sophisticated emergency vehicles, including non-Pierce apparatus.

The Right Attitude and the Right Tools

Our team members take pride in going home at the end of each day knowing they made a difference. The mobile training unit takes Customer Service training to another level and brings training to the customer. This mobile unit has built-in training tools and props that are configurable to the training needs of our customers. It allows the technician to troubleshoot, dismantle, and most importantly, provide the hands-on training customers ask for.

INVENTORY

As the manufacturer, facilities are available in Appleton, WI, Weyauwega, WI, and Bradenton, FL. These facilities are equipped with factory personnel and committed healthy stock of inventory dedicated to service and replacement parts to ensure quick response and minimize down time.

Furthermore, Pierce Manufacturing Inc. houses inventory in a dedicated facility, with a dedicated shipping area that ensures service parts are given priority and extends a customized, Pierce aftermarket website for authorized Dealers to conduct business in real-time.

FACTORY HOURS OF OPERATION

Pierce Manufacturing Inc. and Oshkosh Airport products also maintains a 24 hour/ 7 day a week, toll free emergency hot line and employs a staff of dedicated individuals to troubleshooting and parts support. Pierce Customer Service core hours of operation are Monday – Friday, 7:30 a.m. – 4:00 p.m. CST. We also have Pierce factory technicians on call for after-hours support available 24 hours a day, seven days a week.

PROBLEM IDENTIFICATION & RESOLUTION

As product or service issues are identified by the customer, they are to contact their local Pierce authorized dealer since they are the customer's first point of contact. All issues are documented, resolved, and archived for future reference by the local dealership. If there is an issue that needs elevated assistance, the dealership will contact the Pierce customer service account representative for assistance.

Parts identification is provided to both the dealer and the Fire Department through an on-line web-based application for the specific truck. Access will be granted using the specific VIN number of the vehicle and the online web application provides the ability to view complete bills of materials, digital photographs, parts drawings, assembly drawings, and access to all current operation, maintenance, and service publications. The end user can access this information via the Guest Login.

TECHNICAL SERVICE SUPPORT

Both Pierce and their authorized Dealers can provide both in-house and on-site service for the apparatus along with training per request. Replacement parts and various levels of service after delivery are available from your local Pierce authorized dealer, including but not limited to those shown below:

SERVICE:

Warranty repair for Pierce product line for all items except for those that must be handled directly by an authorized component manufacture such as engine and transmission.

Direct access to Pierce technical support

Routine preventative maintenance

Annual aerial ladder testing

Pump testing

Ground ladder testing

NFPA 1911 annual inspections maintenance and testing

Repairs from small minor issues to major overhauls and many other services

Dealer repair services extend to most other fire and emergency rescue product lines in addition to Pierce Manufacturing

Service provided by EVT, ASE, Pierce and industry specific certified technicians

All Pierce authorized sales and service dealers have access to Pierce's extensive level of technical and customer service support staff

PARTS:

Pierce authorized dealers maintain a large assortment of products supplied with fire

		<p>apparatus. Including, but not limited to, the most commonly required parts and components required for apparatus repair. This level of inventory enables "out of service" time to be kept to a bare minimum.</p> <p>All Pierce authorized sales and service dealers have access to Pierce's extensive level of replacement parts inventory, which is more than \$15M as well as any Pierce required fabrication services.</p> <p>Oshkosh Airport Products partners with Pierce Manufacturing's internal customer support team to provide the same superior service for municipal products with the smaller scale of ARFF products. We maintain a 24 hour/ 7 day a week, toll free emergency hot line with core hours of operation being Monday through Friday, 7:30 a.m. – 4:00 p.m. CST. We also have Pierce factory technicians on call for after-hours support available 24 hours a day, seven days a week via our service support line 1-800-222-6635</p>	
30	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in the United States.	<p>Pierce Manufacturing Inc has 20 US based authorized dealers, each which has an establishes sales and service infrastructure to support the sale of our whole goods from time of sale through its lifecycle.</p> <p>We are committed to support the customer by educating them in all possible avenue to ensure they know the benefits of Sourcewell.</p> <p>Pierce will be able to support the entire US including Hawaii and Alaska along with Canada regions. Our established dealer network includes assignment for these territories.</p> <p>Airport Products is able and willing to provide our products and services to participating entities in the United States.</p>	*
31	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	<p>Pierce Manufacturing Inc has 3 US based authorized dealers, each which has an establishes sales and service infrastructure to support the sale of our whole goods from time of sale through its lifecycle. Pierce Manufacturing Inc. has three Dealers that cover the Canadian territories – Commercial Emergency Equipment, Safety Source, and L 'Arsenal.</p> <p>Commercial Emergency Equipment is the largest of those exclusive dealers. They cover Western Canada (BC, AB, SK, MB), Ontario, as well as the Northern Territories (YT, NWT, NT).</p> <p>Pierce brands the MAXI Saber custom-chassis fire apparatus which are also marketed in Canada. Pierce is our authorized dealers are in exclusive product partnership since 2016 with MAXIMETAL. Pierce is committed to growing the market in Canada while also providing service support.</p> <p>Airport Products will work in conjunction with our authorized dealer(s), and together we are able and willing to provide our products and services to participating entities in Canada.</p>	*
32	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed contract.	<p>There are no geographic areas in the US or Canada that we will not be fully servicing through the proposed contract.</p> <p>Pierce and Airport Products are proud to provide excellent coverage across the nation. There are no areas throughout US or Canada that we are not able to fully support either through our dealer network or direct coverage through coverage.</p>	*
33	Identify any Sourcewell participating entity sectors (i.e., government, education, not-for-profit) that you will NOT be fully serving through the proposed contract. Explain in detail. For example, does your company have only a regional presence, or do other cooperative purchasing contracts limit your ability to promote another contract?	<p>There are no defined sectors that Pierce or Airport Products would not be willing and able to sell to and extend the after the sale service and support we pride ourselves on.</p>	*
34	Define any specific contract requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	<p>Pierce and Airport Products is not aware of any specific contract requirements or restrictions that apply to members. Those territories determine what contracts they support and allow to be used.</p>	*

Table 7: Marketing Plan

Line Item	Question	Response *
35	Describe your marketing strategy for promoting this contract opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	<p>The marketing strategy we have taken with all the awards has begun with marketing to our sales force. The initial launch provides the sales team:</p> <ul style="list-style-type: none"> • Overview of the contract and what differentiates it from the others • Training and updating internal User Guide/Handbook • Adding the contract option to our custom truck configurator Pulse • Adding the contract to the internal communication portal • Update www.piercemfg.com and www.oshkoshairport.com website with the addition of the new contract • Develop a flyer or FAQ to provide sales reps and customers as a takeaway • Including a Sourcewell purchased truck at Pierce shows. The Sourcewell consortium logo is noted on the configuration that is displayed on the truck. <p>Refer to "35. Pierce Example Marketing.pdf" in the Marketing Plan/Samples folder.</p> <p>Additional marketing brochures available in the Marketing Plan/Samples folder. Please refer to these files for current representative material.</p>
36	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	<p>Pierce has a dedicated marketing team that manages our website and social media; we also have 23 Dealers that have established websites and utilize social media platforms such as twitter, Instagram, and Facebook to share messaging. We are able to track engagement and metadata on our followers through these platforms. Not only is our marketing team well versed in looking at industry trends, we also partner with external organizations for a more robust approach to technology.</p> <p>Both Pierce and Airport Products' websites will include award and have a direct link to the Sourcewell website where facts and information can be obtained.</p> <p>Airport Products also utilizes Showpad for organization and distribution of marketing material which is available to our domestic and international sales team. This tool allows us to share information across the globe, including information on available purchasing consortiums. This tool allows users to track customer engagement with the material.</p>
37	In your view, what is Sourcewell's role in promoting contracts arising out of this RFP? How will you integrate a Sourcewell-awarded contract into your sales process?	<p>Sourcewell's role in promoting the Fire Apparatus contract is primarily accessibility to customers and/or their procurement officials.</p> <p>Sourcewell's role is to be partner with the awarded vendors and understand the product on the contract so that as a joint effort, end users can be informed and educated on cooperative procurement and how this contract best fits them. This may include training creation, networking at a specific show or dealer location.</p> <p>Cooperative procurement needs to fold into the sales process shortly after introductions. A Sales representative should understand what programs the customer has been a part of and/or what they know about cooperative procurement programs available. That basic understanding is a must have from the onset.</p> <p>This program won't determine what apparatus they buy or what customization they can have – this program provides them the avenue to get what they need through an efficient procurement process.</p> <p>For the Airport direct sales team, all opportunities that are not competitively bid will be provided information on the Sourcewell contract as an avenue for purchase.</p>
38	Are your products or services available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	<p>We do not offer an e-procurement ordering process due to the complexity of our product. We have determined this platform does not fit in our business model.</p>

Table 8: Value-Added Attributes

Line Item	Question	Response *
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39	<p>Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.</p>	<p>Training is offered in several different ways:</p> <ul style="list-style-type: none">• A customer can request factory personnel to provide training and it will be added to the sale or available at a later date.• The dealer may have a training program to offer that introduces the customer to the dealer's support team• The customer may choose to attend regional training classes offered throughout the year. <p>All customers receive a Delivery Orientation class prior to placing the apparatus in service. Other training is often customized to the customer's needs and scheduled around their calendars. Factory and/or Dealer training may include Operation, Maintenance, Foam training, Aerial training, Customer Mechanics, or customizable.</p> <p>On-site training during vehicle in-service is standard. This provides a basic vehicle operations and maintenance overview. This training is consistent with industry standards. Refer to "39. Pierce Training Offerings.pdf" in Additional Documents for more information on Pierce training.</p> <p>We also offer additional training through our Oshkosh Product Training Center. We have two rigorous courses focused on the vehicles chassis and firefighting systems. The cost of additional maintenance or operations courses are not included and schedule and pricing is available on our training website. Specialized training can also be requested and will be quoted at time of request. https://oshkoshcorporation.csod.com/LMS/catalog/Welcome.aspx.</p> <p>Refer to "39. Striker Chassis and Firefighting Maintenance Training Outline.pdf" in Additional Information folder for ARFF training outline.</p>
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40	Describe any technological advances that your proposed products or services offer.	<p>Oshkosh Corporation a leader in innovation and each of our products and technologies is designed with customers and end-users in mind, including advances in electrification, autonomy and active safety and intelligent products. Leveraging the latest in technology for today and tomorrow across the different markets we serve differentiates us and helps us remain market leaders and stay ahead of the competition. Advancing our company into new markets and categories will support continued growth for the company.</p> <p>Through this contract, we offer numerous proprietary features that stand out from others and not limited to:</p> <ul style="list-style-type: none"> • Electric Vehicles - Pierce Manufacturing and Oshkosh Airport Products have introduced the Volterra™ platform of electric vehicles for the fire and emergency market, with the first municipal truck already in service with the City of Madison, Wisconsin. The Striker® Volterra performance hybrid Aircraft Rescue and Fire Fighting (ARFF) vehicle is available for demonstration, as available, at customer locations. Refer to "40. Volterra Press Release.pdf" in Additional Documents folder for more information. • Idle Reduction Technology (IRT) - Power NFPA 1901 required devices, user-defined mission critical on-scene loads, and HVAC climate control with the main chassis engine shut down for one hour of run time at 150 amps. Featuring built-in safety interlocks and Pierce Command Zone™ auto-start for battery power monitoring and engine re-start, departments can work more safely and efficiently without a second thought. Pierce Idle Reduction Technology is an option on new apparatus and as an aftermarket solution Refer to "40. Pierce-Manufacturing-Idle-Reduction-Technology-6-21.pdf" in Additional Documents folder for more information. • Ascendant® class of aerial products – Pierce patented design that offers 107' of vertical reach and 100' of horizontal reach; rated at a 750 lb (dry) / 500 lb (wet) tip load capacity with an additional 100 lb equipment allowance; flow up to 1,500 gpm and is capable of a store front blitz feature as standard. • Pulse - Customized in-house truck configurator that allows us to build to the customer's level of customization • TAK-4® Suspension – offers shorter stopping distance, no brake steer, improved ride quality, and proven technology used by the US military. • Command Zone™ III electronics – provides vehicle reliability, easy serviceability, 5-yr standard warranty • Pierce Ultimate Configuration (PUC™) - Eliminates the pumphouse so you can build your apparatus around your needs and not the pump. It minimizes vehicular space used for fire suppression and maximizes space for equipment while still providing big pump, foam and CAFS capabilities. • Husky™ foam systems - Hydraulic drive powered; Single point, direct injection, flow-based system using digital technology to indicate pump position and a flow meter; a built-in flush system, equipped with an auxiliary foam pick-up; a foam tank refill system is available to fill the foam tank(s) from the ground. • Snozzle® HRET – The Snozzle High Reach Extendible Turret is available in a 50 ft or 65 ft configuration. Our HRET is available on the Oshkosh Striker 4x4, 6x6 and 8x8. • Eco EFP™ Foam Measurement System – Measure foam percentages from every discharge on the vehicle without using foam on the Oshkosh Striker vehicles. Eco EFP measures both the solution and foam flows on the vehicle, and even archives the testing data with a time and date stamp for three years. Refer to "40. Eco EFP Brochure.pdf" in Additional Documents folder for more information. <p>The Company's advanced design and engineering capabilities have contributed to the development of innovative and/or proprietary, severe-duty components that enhance vehicle performance, reduce manufacturing costs and strengthen customer relationships. The Company's advanced design and engineering capabilities have also allowed it to integrate many of these components across various segments and product lines, which enhances its ability to compete for new business and reduces its costs to manufacture its products compared to manufacturers who simply assemble purchased components. The Company has been a supplier of electric-powered products for more than 20 years and recently launched several new products that leverage zero emissions electrification for mobility across all segments.</p>
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41	Describe any "green" initiatives that relate to your company or to your products or services, and include a list of the certifying agency for each.	<p>Oshkosh Corporation, including Pierce and its sister segments, have Environmental Policies & Procedures including, but not limited to, an Environmental Protection Policy and an Energy Management Policy. Please refer to our response in question 18 on our recent award achievements as well. Refer to "9. 2020_Sustainability_Report.pdf" in the Financial Strength and Stability folder.</p> <p>Pierce Sustainability Efforts Sustainability is defined as "meeting the needs of the present without compromising the ability of future generations to meet their own needs." Pierce is continuously improving how we make and distribute products. It's about reducing the environmental impact of our products and production, improving workplace conditions, reducing costs, increasing value, and being active in our communities. Pierce has established waste and energy Key Performance Indicators (KPIs) and are developing and implementing plans to meet these goals month over month. KPIs are tracked, recorded, and shared monthly with the teams and our sister segments including Corporate. Oshkosh Corporation conducts internal environmental audits using a third-party environmental auditing tool. These audits are completed on all sites on a rotating basis. Each facility is audited at least once every three years.</p> <p>Pierce is an active member of the Dow Jones Sustainability Index (DJSI). The Dow Jones Sustainability Indices (DJSI) launched in 1999, are a family of indices evaluating the sustainability performance of the largest 2,500 companies listed on the Dow Jones Global Total Stock Market Index.</p> <p>Department of Energy's Better Buildings, Better Plants Program Pierce along with the other Oshkosh segments demonstrate our commitment to improving energy performance by signing a voluntary pledge to reduce our energy intensity by 25% over a ten-year period with the U.S. Department of Energy's Better Buildings, Better Plants Program. Leading manufacturers and industrial-scale energy using organizations implement cost-effective energy efficiency improvements that save energy and improve competitiveness.</p> <p>ISO 14001:2015 Environmental Management System To further solidify and standardize our environmental performance, Pierce Manufacturing and the Airport Products Group are in the process of formalizing an Environmental Management System for our Neenah manufacturing facility in accordance with ISO 14001:2015. Refer to "16. ISO 14001 Oshkosh Airport Products.pdf" in Financial Strength and Stability folder.</p> <p>Community – Goodwill Pierce works with the local Goodwill in many different facets. One is the reuse of our safety glasses. Our friends at Goodwill clean and repackage the glasses for reuse at our facilities. It is a cost savings, but most importantly it is helping our community and reducing waste to landfill.</p>
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42	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the equipment or products included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	<p>Pierce Manufacturing has received certifications and awards towards our commitment to energy efficiency, conservation, and sustainability. All certifications and awards are driven through Key performance Indicators (KPIs), auditing and continuous performance throughout the Pierce family and Oshkosh Corporation. Certifications and awards are attached and linked for reference.</p> <p>CERTIFICATIONS: ISO 14001:2015 Certification Our Neenah, WI facility has received the ISO 14001:2015 certification, demonstrating our strong commitment to performance, implementation of a world-class environmental management system, and completion of a rigorous third-party evaluation.</p> <p>TRUE Zero Waste Certification The Total Resource Use and Efficiency (TRUE) Zero Waste certification program, administered by Green Business Certification Inc., provides rigorous third-party certification for zero waste goals. Facilities earn credits toward certification for activities in redesigning processes, reducing waste, reusing materials, and finding solutions other than landfill for waste. Our Neenah, WI facility has achieved TRUE certification at the Gold Level.</p> <p>AWARDS: The advances Pierce has made in sustainable practices thus far have been recognized by numerous agencies, both governmental and private. Additionally, we have obtained certifications and joined programs which serve as pledges to our continuous improvement in sustainability and environmental stewardship. The majority of the awards referenced below you will also find in the table 3 question 18.</p> <p>Energy Efficiency Excellence Award The Energy Efficiency Excellence Award recognizes business participants of Focus on Energy, Wisconsin's statewide energy efficiency and renewable resources program, who have demonstrated an outstanding commitment to reducing energy waste by implementing energy-saving upgrades in their facilities and operations. In 2020, Pierce was honored with this award for our efforts in reducing energy in our products and production.</p> <p>Wisconsin Recycling Excellence Award The Department of Natural Resources recognizes outstanding recycling and waste minimization efforts through its annual Recycling Excellence Award program. Pierce received the Overall Program Award in 2020 for our diverse and extensive waste reduction efforts.</p> <p>GREEN / SUSTAINABILITY: Dow Jones Sustainability Index Our sustainability efforts have been recognized through our inclusion on the Dow Jones Sustainability World Index (DJSI). The DJSI, is a family of best-in-class benchmarks which track the stock performance of the world's leading companies in terms of economic, environmental, and social criteria. 2021 marked the third consecutive year we were named to the Index, highlighting our commitment to sustainable business practices.</p> <p>World's Most Ethical Companies In 2021, we celebrated our sixth consecutive year being named one of the World's Most Ethical Companies by Ethisphere™. The assessment considers over 200 data points on culture, environmental and social practices, ethics and compliance activities, diversity and inclusion, and initiatives to support a strong value chain.</p> <p>Green Masters The Green Masters Program is an assessment and recognition program for Wisconsin businesses interested in improving and being recognized for their sustainability initiatives. 2021 marked the seventh consecutive year we were deemed a Green Master, indicating that we are in the top 20% of companies evaluated.</p>	*
43	Describe any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation of certification (as applicable) in the document upload section of your response.	<p>Oshkosh Corporation is a large publicly traded company and does not qualify for diversity certifications. However, as an organization Oshkosh is a member of National Minority Supplier Development Council (NMSDC). At Oshkosh Corporation we are about building, protecting and serving communities throughout the globe. We are committed to working with a diverse supply base that is representative of our customers and the communities we serve.</p> <p>Refer to "43. Oshkosh Supplier Diversity.pdf" in Additional Documents for more information.</p>	*
44	What unique attributes does your company, your products, or your services offer to Sourcwell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcwell participating entities?	<p>Oshkosh Corporation is a trusted partner with over 100 years in business, focused on innovation with the customer in mind. With our work in electrification and intelligent products, we will continue to lead in the specialty truck manufacturing market. Our customers benefit from the size and scale of a large organization yet receive focused attention from our subsidiaries and their respective dealerships.</p> <p>Pierce is a leading manufacturer of customized fire apparatus with a dealer network second to none. The longevity, stability, and family tradition in the fire industry that is threaded throughout our dealer network sets us apart from others. Our partnership with the other segments within the Oshkosh Corporation and the backing of our parent company, Oshkosh Corporation leverages innovation and financial strength.</p> <p>Pierce understands the customer's needs and provides the detail, the commitment, and the follow through long after the apparatus is delivered.</p> <p>Oshkosh Airport Products completes the full products supported by this contract through its Oshkosh Striker ARFF. Airport Products is dedicated to leading the way in technology, product support and customer service in the ARFF market.</p>	*

Table 9: Warranty

Describe in detail your manufacturer warranty program, including conditions and requirements to qualify, claims procedure, and overall structure. You may upload representative samples of your warranty materials (if applicable) in the document upload section of your response in addition to responding to the questions below.

Line Item	Question	Response *
45	Do your warranties cover all products, parts, and labor?	<p>Yes, Our one-year bumper to bumper warranty covers all product, parts, and labor. Pierce, the "manufacturer", warrants each newly manufactured fire apparatus to the original end user/purchaser of specified periods stated below from the date of delivery.</p> <p>The standard Cab & chassis warranty provides a one-year warranty that warrants against defects in product, workmanship, and/or design. This warranty shall apply provided the vehicle is properly maintained.</p> <p>Nothing contained in this warranty shall make the Manufacturer liable beyond the express limitations hereof, for loss, injury, or damage of any kind to any person or entity resulting defect or failure of the product (except as covered by Product liability insurance).</p> <p>Refer to "45. 01-WA0008 100208 Pierce 1 year.pdf" and "45. Oshkosh 1 Year Basic Vehicle Warranty.pdf" in the Warranty folder for our standard 1 year warranty.</p> <p>The Manufacturer's warranty shall not apply to the following:</p> <ul style="list-style-type: none"> • Wear items • Normal adjustments and maintenance services. • Failures resulting from the product being operated in a manner not in accordance with the operation manual or for a purpose not recommended by the Manufacturer. • Any product which shall have been repaired, modified, or altered in any way to have been adversely affected the unit's stability or reliability. • Items subjected to misuse, negligence, accident, or improper maintenance. • Loss of time or use of the product, inconvenience, or other incidental expenses. <p>The authorized Pierce dealer manages all warranty issues on behalf of the end customer. The Pierce dealer utilizes an online claim filing system known as One Warranty for claim processing. Pre-approval for a claim or request for credit (post- correction claim) can be filed via the One Warranty system in the event a warrantable failure is found.</p> <p>All Standard and Extended Warranty claims are subject to specific Standard and Extended Warranty guidelines. Specific warranties exist for particular makes, models, chassis, options, etc. for Pierce products. Specific warranty bulletins are provided at time of sale to the end customer.</p> <p>Refer to a sampling of our other warranty statements and manufacturers' statements on engines, transmissions, water pump, etc. in the Warranty folder. A summary of warranty is also available "45. Warranty Overview.pdf".</p>
46	Do your warranties impose usage restrictions or other limitations that adversely affect coverage?	<p>We do have some base and extended warranties that have mileage limitations set to them. Limitations varies based on the options of the vehicle.</p> <p>Examples of base warranties are our structural warranties which carry a 100,000-mile limit.</p> <p>Extended warranties carry various mileage limits based on the specific coverage.</p> <p>Paint warranties are prorated based on age of the unit.</p>
47	Do your warranties cover the expense of technicians' travel time and mileage to perform warranty repairs?	<p>We pride ourselves with the coverage we have across the nation. There are no areas that we do not have coverage throughout US or Canada. Warranty is managed through our Pierce authorized dealers and dealer travel expenses are covered per our established internal One Warranty guidelines.</p> <p>Airport Products warranty is managed through authorized service representatives or our internal resources. Travel expenses are covered per our established internal one Warranty guidelines.</p>
48	Are there any geographic regions of the United States or Canada (as applicable) for which you cannot provide a certified technician to perform warranty repairs? How will Sourcewell participating entities in these regions be provided service for warranty repair?	<p>Pierce prides themselves in the coverage we have across the nation. Pierce requires a certified technician for each area Therefore we are to support all regions throughout US or Canada. Airport Products will provide service through internal or external service representatives.</p>

49	Will you cover warranty service for items made by other manufacturers that are part of your proposal, or are these warranties issues typically passed on to the original equipment manufacturer?	Major components installed but not manufactured by Pierce or Airport Products are covered under original equipment manufacturer's warranties passed through to end user/customer. These include, but are not limited to, engine, transmission, water pump, ABS, and axles. Component Warranties In some cases, suppliers will offer warranties beyond the Pierce or Airport Products one-year warranty. Warranties provided by individual suppliers other than Pierce or Airport Products apply after the one-year vehicle warranty. The administration of individual supplier warranties, per the supplier, are to be addressed directly with the supplier themselves.	*
50	What are your proposed exchange and return programs and policies?	Pierce offers a return/exchange program for aftermarket parts only to the purchaser (Pierce dealer) and the dealer may extend this and other terms and conditions to the end customer. Aftermarket Parts Warranty Pierce and Airport Products warrants the purchaser that the parts sold by aftermarket be free from defects in product and workmanship for the period of six months from the delivery of the product. This Parts Warranty does not include freight, labor, travel, or markup. It is a part warranty only. Return of Defective Parts If parts used in the repair of an apparatus are required to be returned to Pierce, Dealers will receive notification. Dealers have up to 30 days to return the defective component or the warranty claim will be rejected.	*
51	Describe any service contract options for the items included in your proposal.	Authorized Pierce dealers may offer service contracts for preventative maintenance purposes. No service contracts are included in this proposal.	*

Table 10: Payment Terms and Financing Options

Line Item	Question	Response *	
52	Describe your payment terms and accepted payment methods.	All sales of Pierce apparatus are sold through the authorized Pierce dealers. Payment terms are Cash on Delivery (COD) or prepayment unless otherwise agreed upon by the Pierce dealer. Oshkosh Airport Products' standard payment terms are net 30 days after delivery of vehicle. Accepted payment methods include check and wire transfer.	*
53	Describe any leasing or financing options available for use by educational or governmental entities.	The same logic behind our custom chassis applies to our financial services: Tailor the product to the department, not the other way around. The Company offers two- to fifteen-year municipal lease financing programs to its Fire & Emergency segment customers in the U.S. through the Pierce Financial Solutions program, provided by PNC Equipment Finance. Programs include competitive lease financing rates, creative and flexible finance arrangements and the ease of one-stop shopping for customers' equipment and financing. The Company executes the lease financing transactions through a co-branded arrangement with an independent third-party finance company. The Company typically provides credit support in connection with these financing and leasing arrangements With industry-leading tax-exempt rates, zero documentation fees, flexible payment plans and quick approvals that can bypass voter referendums, we make it easy to get behind the wheel of your new Pierce. Refer to "53. Pierce Financial Solutions Testimonials.pdf" and "53. Financial_Solutions.pdf" in the Additional Documents folder.	*
54	Describe any standard transaction documents that you propose to use in connection with an awarded contract (order forms, terms and conditions, service level agreements, etc.). Upload a sample of each (as applicable) in the document upload section of your response.	Pierce has a variation of standard warranty documents. Sample documents are included in the warranty document uploads. No standard transaction documents are being requested to use in connection with an awarded contract. No service contracts are included in this proposal. Authorized Pierce dealers may offer service contracts for preventative maintenance purposes.	*
55	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcwell participating entities for using this process?	Pierce, Airport Products, and their independent dealers do not find that P-card procurement and payment feasible due to the size and build complexity of our products	*

Table 11: Pricing and Delivery

Provide detailed pricing information in the questions that follow below. Keep in mind that reasonable price and product adjustments can be made during the term of an awarded Contract as described in the RFP, the template Contract, and the Sourcewell Price and Product Change Request Form.

Line Item	Question	Response *	
56	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	Combination of line item and percentage discount are provided in an attached PDF document identified as follows <ul style="list-style-type: none"> • Product Category • Identification ID# • Product Description • List Price • Percentage off per product • Line Item (Contract) Price The Percentage Discount items are also applicable to the unpublished options added to the published base specification with a standard discount off of List contingent on the product.	*
57	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	The pricing presented in this proposal represents a 5.5% discount from Pierce's list price for unpublished options. ARFF products (Airport Products) represents a 7% discount off of list price.	*
58	Describe any quantity or volume discounts or rebate programs that you offer.	Multi-Unit Purchase Discount: Additional discounts may be available for identical multi-unit purchases. Discount varies dependent upon the number of identical units, the configuration of the units, and will be handled on a case-by-case basis. Pre-Payment Discount Discount amount varies dependent upon apparatus price, delivery schedule, extent of pre-payment, and applicable rate. If elected, payment for the entire contract amount is due within thirty (30) days of contract execution. This deduction is in addition to all other discounts listed above. If this option is elected, final payment for any changes processed during manufacturing is due prior to the unit leaving the factory for delivery. Payment & pricing options: Chassis Progress Payment Discount: Discount of approximately 3% of the custom chassis price is offered if a chassis progress payment is made three (3) months prior to the RFP (ready for pick up from the factory) date. Example: Chassis progress payment in the amount of \$220,714.00 could earn a discount of (\$6,621.00). This discount is not available for Commercial chassis products. Aerial Device Progress Payment Discount: Discount of approximately 2% of the aerial device price is offered if an aerial device progress payment is made two (2) months prior to the RFP (ready for pick up from the factory) date. Example: Aerial device progress payment in the amount of \$310,385.00 could earn a discount of (\$6,207.00).	*
59	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "nonstandard options". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	Sourced or open market items may be provided by the Pierce authorized dealer and would be quoted at time of request.	*

60	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	<p>Pre-Delivery Expenses</p> <p>Dealer provided options can be added to the apparatus contract upon request and will be handled by the Pierce authorized dealer. Dealer provided options can vary depending upon the customer's request and can include but are not limited to the items listed below. Pricing will be provided to each customer upon request and varies by dealership and customer location.</p> <ul style="list-style-type: none"> Factory inspection trips Weekly construction photo progress reports Orientation DVD specific to your apparatus Loose Equipment Engine and or transmission diagnostic software Loose equipment (open market items) such as but not limited to monitors, hose, intercom system, radio equipment, and rescue tools and equipment Pre-delivery service consisting of basic fluids and filters Custom fabrication for tool mounting and communication equipment Other items as requested by customer and deemed sourced or open market Delivery Sales and other taxes, license, handling, or title fees are also not included. 	*
61	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	<p>Transportation Expenses</p> <p>Prices quoted in RFP #113021 are FOB Manufacturer's facility. Transportation of the apparatus from the factory to the customer's facility can be added to the contract. In most cases the apparatus is delivered to the Pierce authorized dealer facility in the area for a Pre-Delivery inspection and the installation of any dealer provided options, if applicable. If there is not a Pierce authorized dealer facility near the customer location, the apparatus may be delivered directly to the facility. The cost for this transportation varies dependent upon the type of apparatus and the proximity of your facility to the location of the manufacturer's facility. Delivery is conducted in accordance with DOT regulations. Delivery charges can vary based on the logistic or shipping location and requirements for example, more if flatbed, barge, or container ship transport is required.</p>	*
62	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	<p>Shipping and Delivery programs for areas such as Alaska, Hawaii, or any offshore delivery requires coordination of different transit methods. Most often the apparatus is flatbed to the port destination, prepared for ocean transit, and travel to final destination (roll-on/roll off vessel is preferred). This unique shipping and delivery requirements are priced on a case-by-case basis as required. Shipping within the contiguous US states and Canada, shipping is calculated using numerous factors including but not limited to the type of apparatus which impacts permits as well as the distance to destination. Shipping expenses are not included in the base specifications cost.</p>	*
63	Describe any unique distribution and/or delivery methods or options offered in your proposal.	For ARFF vehicles, due to size and weight restrictions all trucks will be transported via low-boy or flatbed. All required licenses and permits will be obtained prior to shipment.	*

Table 12: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments
64	b. the same as the Proposer typically offers to GPOs, cooperative procurement organizations, or state purchasing departments.	Pierce will not favor one GPO over another. Therefore, pricing model is consistent across all.

Table 13: Audit and Administrative Fee

Line Item	Question	Response *
65	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed Contract with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing, that the Vendor reports all sales under the Contract each quarter, and that the Vendor remits the proper administrative fee to Sourcewell. Provide sufficient detail to support your ability to report quarterly sales to Sourcewell as described in the Contract template.	<p>Pierce takes pride in upholding the integrity of the programs and contracts we participate in.</p> <p>System software changes have been built to facilitate the information gathered throughout any of our programs to efficiently run reports on demand. These reports are run at a minimum monthly for internal audit purposes and quarterly for contract requirements.</p> <p>All base specifications and additional upgrade options have been created in our customized truck configurator tool, PULSE so that a Dealer can copy that base specification to confirm line-item pricing. Any changes made to the base specification is then controlled and captured in a Change Report that can be validated to honor the Percentage Discount on options added.</p> <p>The process (see additional documents) outline shows that Pierce has a closed-loop process that provide checks and balances for all involved.</p> <p>Our reporting capabilities for other contracts have been noted to be timely, thorough, and accurate. The volume of sales under our consortium programs requires Pierce to have a well-defined and efficient process</p> <p>Awarded contracts are audited on product cost, labor efficiencies, product margin and customer satisfaction.</p> <p>Refer to "Table 13. Question 65 Audit and Administrative Fee.pdf" in Pricing folder.</p>
66	If you are awarded a contract, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the contract.	On a monthly basis Pierce will provide the percentage of Sourcewell orders to each authorized dealer in which they can compare to the prior year, this is provided in their monthly dashboards.
67	Identify a proposed administrative fee that you will pay to Sourcewell for facilitating, managing, and promoting the Sourcewell Contract in the event that you are awarded a Contract. This fee is typically calculated as a percentage of Vendor's sales under the Contract or as a per-unit fee; it is not a line-item addition to the Member's cost of goods. (See the RFP and template Contract for additional details.)	The Administrative Fee that Pierce will pay to Sourcewell for this proposed contract is aligned with the other contracts awarded to Pierce to create alignment and consistency. That fee will be a flat \$2000.00 USD per customer purchase order or separate contract.

Table 14A: Depth and Breadth of Offered Equipment Products and Services

Line Item	Question	Response *
68	Provide a detailed description of the equipment, products, and services that you are offering in your proposal.	<p>Pierce is offering an array of fire apparatus to meet the customer's needs across the US and Canada, including Hawaii and Alaska.</p> <p>Authorized Pierce dealers may offer service contracts for preventative maintenance purposes. Our product portfolio includes the industry standard categories: Custom and Commercial Pumper products Aerial products, Command, ARFF, Rescue products, Tanker products, and Specialty vehicles.</p> <p>CUSTOM AND COMMERCIAL PUMPER PRODUCTS Pumper products include commercial and custom chassis with varying body sizes, pump rates, water tank capacity, and pump module style.</p> <p>AERIAL PRODUCTS Aerial products include ladders, platforms, and tillers. These provide ladder lengths ranging from 61' – 110'. Selections will include various axle configurations, pumping rates, ladder styles, and material.</p> <p>EMERGENCY RESPONSE VEHICLES - Designed to support the demands of emergency response. Many models fall under this category such as large mobile command, mid-size command vehicle, small mobile command, and cru 22mobile command vehicle.</p> <p>RESCUE PRODUCTS Rescue products will include commercial and custom chassis offerings along with a walk-in or non-walk-in style. The configuration capabilities vary but includes capacity to integrate complex A /V, network and radio systems, air tool systems, breathing air systems with compressors, hydraulic rescue tool systems and winching capabilities, crew seating with storage, and custom fabricated shelves and trays.</p> <p>TANKER PRODUCT Tanker products offer a dual role of water transport and on-the-spot firefighting. Pierce offers Elliptical tankers, Tanker/Pumper models, Dry side and Wet side styles to choose from. Each tanker is custom designed to accommodate the fire department's water, foam and equipment storage needs. Pierce Tankers feature solid, lightweight, corrosion-free polypropylene tanks. The tanks are form-fitted specifically for Pierce vehicles and come with a lifetime warranty.</p> <p>SPECIALTY VEHICLES Specialty vehicles are those unique vehicles that have a purpose in which just one may be needed. Specialty vehicles may range from a mini pumper to a Wildland Type III vehicle or a Industrial Fire Fighting Vehicle.</p> <p>Maxi-Metal Partnership MAXIMETAL PRODUCTS- are distributed in the USA through PIERCE MANUFACTURING and the dealer network under the brand name "CONTENDER BY MAXIMETAL. The "Contender by MAXIMETAL" product line will be submitted by MAXI-METAL for consideration.</p> <p>Aircraft Rescue and Fire Fighting Vehicles (ARFF) – Airport Products offers the Oshkosh Striker 4x4, 6x6 and 8x8 along with the Stinger Q4 RIV (Rapid Intervention Vehicle). The ARFF vehicle will be equipped to meet NFPA 414 requirements with optional equipment and configurations to meet individual airport needs.</p>
69	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	<p>Please see question 68 subcategories as they are described. There is also literature included to provide the breath of products we sell, service and support. No service contracts are included in this proposal. Example below of subcategories</p> <p>Category - Emergency Response Vehicles , ARFF, Aerial, Pumper, Rescue, Tanker, Specialty</p> <p>Subcategory - Ladder, Pumpers, Walk In, Pumper Tanker, Wildland, Platforms, Rescue -Pumper, Non Walk-In Dry-side Tanker, Mini-Pumper, Command</p>

Table 14B: Depth and Breadth of Offered Equipment Products and Services

Indicate below if the listed types or classes of equipment, products, and services are offered within your proposal. Provide additional comments in the text box provided, as necessary.

Line Item	Category or Type	Offered *	Comments	
70	Firefighting apparatus and service vehicles, of all types, such as: pumper/engine, initial attack, mobile water supply, aerial, quint, special service, mobile foam, command and communications, and purpose-built firefighting or rescue trailers	<input checked="" type="radio"/> Yes <input type="radio"/> No	Frontline leads service on command and communications.	*
71	Wildland fire apparatus, of all types, such as: fire suppression equipment, mobile water supply, and crew carriers	<input checked="" type="radio"/> Yes <input type="radio"/> No	N/A	*
72	Aircraft rescue and firefighting vehicles	<input checked="" type="radio"/> Yes <input type="radio"/> No	Oshkosh Airport Products	*
73	Purpose-built chassis and vehicle components for firefighting apparatus and fire service vehicles	<input checked="" type="radio"/> Yes <input type="radio"/> No	Pierce has a variety of custom built chassis that you will find within the documents	*
74	Equipment, options, accessories, and supplies complementary or incidental to the purchase of a turnkey or complete unit of the types described in Lines 70-72 above	<input checked="" type="radio"/> Yes <input type="radio"/> No	Can be open source Offering is only in conjunction with a new order.....	
75	Services related to the offering of the solutions described in Lines 70-74, including installation, customization, remount, refurbishment, inspection, repair, maintenance, training, and support	<input checked="" type="radio"/> Yes <input type="radio"/> No	We are required to provide training of our vehicle per compliance with NFPA. We do provide options within our proposals for this, and extended durations that have added cost associated.	*

Table 15: Industry Specific Questions

Line Item	Question	Response *
76	Describe available service and repair options for the equipment and products offered in your proposal.	<p>Pierce Master Technician Program</p> <p>The Pierce Master Technician Program is focused on recognizing service technicians throughout the dealer network for their knowledge and ability to provide expert service on Pierce apparatus. With this tiered level program, a technician can work their way up from having one certification to the level of Master Technician. Active participation in the ASE & EVT programs is encouraged. A Pierce Master Technician must successfully complete the defined core classes dedicated to exclusive Pierce products. A cumulative final exam is taken upon completion of the core classes to obtain a Pierce Master Technician status. Pierce has over a 150 Master Technicians certified.</p>
77	Describe available remount or refurbishing services included within your proposal, the pricing method for such services, and any related order processes.	<p>Remount and refurbished services are offered however each job is quoted independently from one another. This is required due to the complexity to refurb or remount. Refurb and remount pricing will not be part of this submission however pricing can vary depending on the repair or service needed.</p>
78	Describe your compliance with US standards for the equipment and products offered in your proposal, including applicable federal and state requirements.	<p>Pierce fire apparatus are built with pride and dedication to a product that helps save lives. We have many internal quality check points throughout the build process and before the fire apparatus can be delivered it must go through third party testing by Underwriters Laboratories (UL).</p> <p>Pierce contracts with Underwriter's Laboratories to inspect Pierce apparatus for compliance to NFPA standards. Every NFPA 1901 apparatus manufactured in the Appleton facility is reviewed by a UL certified inspector after it is completed.</p> <p>Each apparatus is subjected to a visual inspection of construction and installed components such as chassis, driving and crew compartments, body compartments, steps, warning lights, reflective trim, warning, and instructional labels, etc. The inspection checklist, based on apparatus type, may have over 100 items to check.</p> <p>Once the UL inspection is complete a certification of NFPA compliance is provided to the customer upon delivery of their fire apparatus.</p> <p>Oshkosh ARFF products comply with latest edition of NFPA 414 and the Federal Aviation Administration Advisory Circular (AC) 150/5110-10E.</p>
79	Describe your compliance with Canadian standards for the equipment and products offered in your proposal, including applicable federal and provincial requirements.	<p>CERTIFIED: UL/ULC</p> <p>NFPA 1901 UL Certification & UL Canada (ULC) Certification</p> <p>Pierce is the first fire apparatus manufacturer to be both 3rd party certified to NFPA 1901-2009 edition and ULC listed to Canada ULC-S515-04 standard by Underwriters Laboratories. Stages of testing include road, pump, weight, brake, performance and aerial application. All products must pass all tests before a truck is released into Canada. This commitment to quality applies to trucks sold in the U.S. as well.</p> <p>All chassis' comply with Canadian Motor Vehicle Safety Standards CMVSS.</p> <p>Oshkosh ARFF products comply with latest edition of NFPA 414 and the Federal Aviation Administration Advisory Circular (AC) 150/5110-10E. We will work with the customer on specific Canadian requirements to ensure compliance as needed.</p>

Exceptions to Terms, Conditions, or Specifications Form

Only those Proposer Exceptions to Terms, Conditions, or Specifications that have been accepted by Sourcewell have been incorporated into the contract text.

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.
 2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.
 3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.
 4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as "Marketing Plan."
- [Pricing](#) - Table 12. Pricing.zip - Tuesday November 30, 2021 15:16:30
 - [Financial Strength and Stability](#) - Table 2. Financial Strength and Stability.zip - Tuesday November 30, 2021 14:31:23
 - [Marketing Plan/Samples](#) - Table 7. Marketing Plan.Samples.zip - Tuesday November 30, 2021 13:40:24
 - WMBE/MBE/SBE or Related Certificates (optional)
 - [Warranty Information](#) - Table 9. Warranty Information.zip - Tuesday November 30, 2021 13:41:02
 - [Standard Transaction Document Samples](#) - SALES_TEMPLATE_Sales Proposal Order Form .pdf - Tuesday November 30, 2021 13:43:12
 - [Upload Additional Document](#) - Additional Documents.zip - Tuesday November 30, 2021 16:02:10

Addenda, Terms and Conditions

PROPOSER AFFIDAVIT AND ASSURANCE OF COMPLIANCE

I certify that I am the authorized representative of the Proposer submitting the foregoing Proposal with the legal authority to bind the Proposer to this Affidavit and Assurance of Compliance:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.
2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for contract award.
3. The Proposer, including any person assisting with the creation of this Proposal, has arrived at this Proposal independently and the Proposal has been created without colluding with any other person, company, or parties that have or will submit a proposal under this solicitation; and the Proposal has in all respects been created fairly without any fraud or dishonesty. The Proposer has not directly or indirectly entered into any agreement or arrangement with any person or business in an effort to influence any part of this solicitation or operations of a resulting contract; and the Proposer has not taken any action in restraint of free trade or competitiveness in connection with this solicitation. Additionally, if Proposer has worked with a consultant on the Proposal, the consultant (an individual or a company) has not assisted any other entity that has submitted or will submit a proposal for this solicitation.
4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest exists when a vendor has an unfair competitive advantage or the vendor's objectivity in performing the contract is, or might be, impaired.
5. The contents of the Proposal have not been communicated by the Proposer or its employees or agents to any person not an employee or legally authorized agent of the Proposer and will not be communicated to any such persons prior to Due Date of this solicitation.
6. If awarded a contract, the Proposer will provide to Sourcewell Participating Entities the equipment, products, and services in accordance with the terms, conditions, and scope of a resulting contract.
7. The Proposer possesses, or will possess before delivering any equipment, products, or services, all applicable licenses or certifications necessary to deliver such equipment, products, or services under any resulting contract.
8. The Proposer agrees to deliver equipment, products, and services through valid contracts, purchase orders, or means that are acceptable to Sourcewell Members. Unless otherwise agreed to, the Proposer must provide only new and first-quality products and related services to Sourcewell Members under an awarded Contract.
9. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.
10. The Proposer understands that Sourcewell will reject RFP proposals that are marked "confidential" (or "nonpublic," etc.), either substantially or in their entirety. Under Minnesota Statutes Section 13.591, subdivision 4, all proposals are considered nonpublic data until the evaluation is complete and a Contract is awarded. At that point, proposals become public data. Minnesota Statutes Section 13.37 permits only certain narrowly defined data to be considered a "trade secret," and thus nonpublic data under Minnesota's Data Practices Act.
11. Proposer its employees, agents, and subcontractors are not:
 1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: <https://www.treasury.gov/ofac/downloads/sdnlist.pdf>;
 2. Included on the government-wide exclusions lists in the United States System for Award Management found at: <https://sam.gov/SAM/>; or
 3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated

by the State of Minnesota; the United States federal government or the Canadian government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

☒ By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Michelle Swokowski, Sales Operations Manager, Oshkosh Corporation/ Pierce Manufacturing/ Oshkosh Airport Products

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the contractual obligations contemplated in the bid.

☒ Yes ☐ No

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "I have reviewed this addendum" below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
Addendum_4_Fire_Apparatus_RFP_113021 Sat November 20 2021 12:53 PM	<input checked="" type="checkbox"/>	5
Addendum_3_Fire_Apparatus_RFP_113021 Thu November 11 2021 02:09 PM	<input checked="" type="checkbox"/>	1
Addendum_2_Fire_Apparatus_RFP_113021 Fri October 29 2021 09:20 AM	<input checked="" type="checkbox"/>	1
Addendum_1_Fire_Apparatus_RFP_113021 Fri October 29 2021 09:20 AM	<input checked="" type="checkbox"/>	1



AGENDA ACTION FORM

Consideration of a Resolution to Accept a Donation from the Friends of the Kingsport Archives to Restore the J. Fred Johnson Desk

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-277-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: Committee

Presentation By: Michael T. Borders

Strategic Focus Area: 3. Exceptional Cultural & Recreational Opportunities

Recommendation:

Approve the Resolution

Executive Summary:

If approved the City will accept a donation from the Friends of the Kingsport Archives (Friends) for the purpose of restoring the J. Fred Johnson Desk in an anticipated amount to be no more than \$1,500.

The Friends are a nonprofit corporation that supports the Kingsport Archives and takes an active role in preserving the history of Kingsport.

J. Fred Johnson's desk has been stored in the lower level of the Kingsport Public Library for over a decade. The desk needs to be relocated during the renovation of the library. When staff and Friends examined the condition of the desk it was determined that if the desk was to be kept it would need to be restored to a presentable condition.

Staff working with members of the Friends developed a restoration plan. The plan will begin with the least invasive work at which point staff and the Friends will evaluate the condition and determine if more invasive work is required for the desired outcome. The goal of this restoration project is to preserve the desk as a piece of Kingsport history in as close to the original condition of the desk as possible.

During their September 8th meeting, the Friends voted to move forward with funding the restoration project. The acceptance of this donation allows the City to move forward with the restoration project. After restoration the desk will become a centerpiece of the Archives located at City Hall.

This project is anticipated to be fully funded through the Friends. Staff are grateful for the support of the friends to preserve this piece of Kingsport's history.

Donations will be receipted into Library Fund 137.

Attachments:

1. Resolution
2. Desk History
3. Restoration Presentation

RESOLUTION NO. _____

A RESOLUTION ACCEPTING A MONETARY DONATION FROM
THE FRIENDS OF THE KINGSPORT ARCHIVES FOR
RESTORATION OF J. FRED JOHNSON'S DESK

WHEREAS, the Friends of the Kingsport Archives (Friends) are a nonprofit corporation that supports the Kingsport Archives and takes an active role in preserving the history of Kingsport; and

WHEREAS, J. Fred Johnson's desk has been stored in the lower level of the Kingsport Public Library for a number of years, and the desk needs to be relocated during the renovation of the library, but when staff and Friends examined the condition of the desk it was determined that if the desk was to be kept it would need to be restored to a presentable condition; and

WHEREAS, the Friends voted at their September 8th, 2025 meeting to fund the restoration project; and

WHEREAS, the city will make arrangements for the restoration services to be performed and apply the donation to the cost of the restoration services; and

WHEREAS, the cost of the restoration services is anticipated not to exceed \$1,500.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That a monetary donation from the Friends of the Kingsport Archives for Restoration of J. Fred Johnson's desk is hereby accepted.

SECTION IV. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the citizens of the city.

SECTION V. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY

J. Fred Johnson Desk

by Jeff Fleming

January 17, 2025

The Kingsport Improvement Company, led by J. Fred Johnson, was the driving force behind the development of modern Kingsport, operating from offices in The Improvement Building at 201 West Market Street. Johnson, affectionately known as "the father of Kingsport" and a "one-man Chamber of Commerce," coined the term "Kingsport Spirit," which continues to define the city today. His expansive office, located on the second floor overlooking the corner of Market & Shelby Streets, was his workplace from 1916 until his death in 1944.

In 1996, the City of Kingsport purchased the building, and inside Johnson's former office remained this large oak desk, identified by the previous owner as Johnson's. It was then relocated to the Archives of Kingsport at the J. Fred Johnson Memorial Library for preservation.

In the early 20th century, the relationship between an executive and a secretary was defined by a clear hierarchical structure and mutual dependence—thus the double-sided desk. The executive held authority, focusing on high-level decision-making, while the secretary handled vital administrative tasks such as managing correspondence, scheduling, and document preparation. Secretaries were key to ensuring the executive's efficiency, acting as gatekeepers, and handling confidential matters with trust, loyalty, and discretion. This close working relationship, shaped by the social norms and expectations of the time, laid the groundwork for the evolving role of administrative professionals and contributed to the modern understanding of these roles in the workforce.

Imagine the many impactful decisions made at this desk, decisions that helped shape the Kingsport we know today.

J. Fred Johnson Desk Restoration Project

By Don Sanderson – Restoration & Custom Woodwork

Preserving History. Honoring Craftsmanship.

Desk Overview



Dimensions:

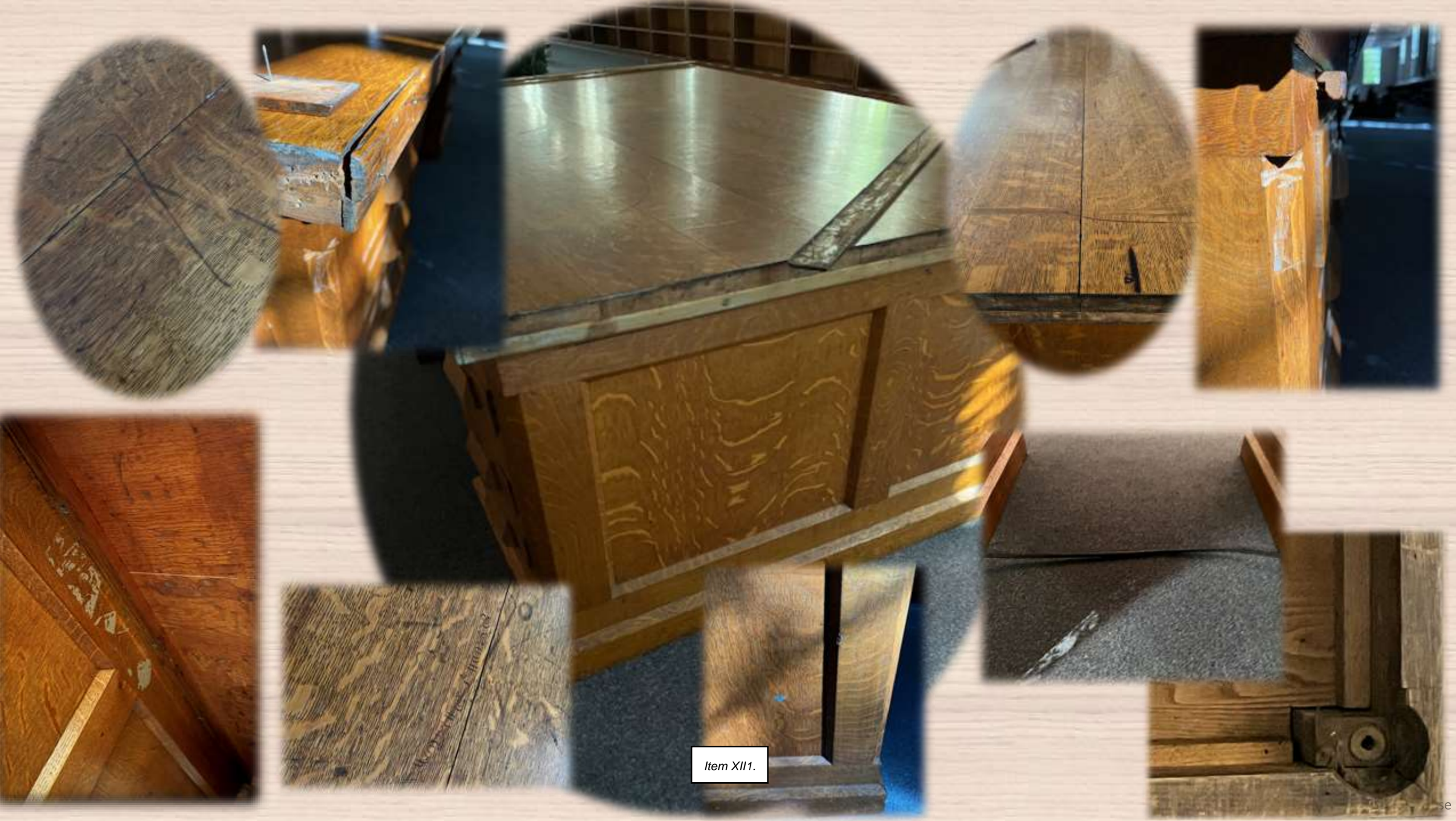
- ❖ Top: $\sim 4\text{ft} \times \sim 6\text{ft} \times \sim 2\text{in}$
- ❖ Pedestals (2): $\sim 3.5\text{ft} \times \sim 3.5\text{ft} \times \sim 30\text{in}$

Hardware:

- ❖ Fittings: **brass/brass plated**
- ❖ Hinged riser arms for internal shelf
- ❖ Support: iron rod through pedestal with adjustment nuts

Restoration Goals:

- ❖ Preserve authenticity of craftsmanship
- ❖ Stabilize structure and trim
- ❖ Offer tiered restoration approaches to suit condition and preference



Item XII1.

Option 1: Preservation Cleaning and Stain Removal

Scope

- ❖ Gentle, targeted cleaning to remove residues & surface stains from all exterior surfaces
- ❖ Maintain patina, dents, and marks as history
- ❖ Touchup any gaps in finish
- ❖ Hand rubbed hard wax to all external surfaces
- ❖ Structural Work
 - ❖ Trim:
 - ❖ Remove old glue
 - ❖ Clean/reapply trim and corbels with NOS brads and filler
 - ❖ Straighten pedestal bar

Item XII 1.

Option 2: Surface Refinement

Scope

- ❖ Remove existing finish from top & pedestals
- ❖ Reapply clearcoat for grain/color preservation
- ❖ Hand rubbed hard wax to all external surfaces
- ❖ Structural Work
 - ❖ Trim:
 - ❖ Remove old glue
 - ❖ Clean/reapply trim and corbels with NOS brads and filler
 - ❖ Straighten pedestal bar

Item XII 1.

Option 3: Full Restoration

Scope

- ❖ Strip to bare wood
- ❖ Re-stain using period-authentic stains/dyes
- ❖ Clearcoat for aged match or new finish
- ❖ Hand rubbed hard wax to all external surfaces
- ❖ Structural Work
 - ❖ Trim:
 - ❖ Remove old glue
 - ❖ Clean/reapply trim and corbels with NOS brads and filler
 - ❖ Straighten pedestal bar

Item XII 1.

Optional Add-On: Period-Appropriate Casters

Option A –Vintage Antique 2" Ball Casters

- ❖ Antique brass finish, compact ball-style swivel
- ❖ Low-profile elegance, blends with Arts & Crafts lines
- ❖ Rated to 300 pounds



Option B –Solid Brass Caster Wheels

- ❖ Solid brass with vintage patina
- ❖ Matches 1930s brass hardware and trim
- ❖ Rated to 330 pounds



Item XII1.

Client Notes Below

Shared Restoration Elements

- ❖ Trim removed, cleaned, and reapplied with NOS brads and filler
- ❖ Pedestal stabilizing bar straightened & reinserted
- ❖ Hand rubbed hard wax to all external surfaces
- ❖ Optional restoration photo log for provenance



Item XII1.

Thank You!

Preserving history, one piece at a time.

Item XII 1.



AGENDA ACTION FORM

Consideration of a Resolution to Approve Right-of-Way Easements with Kingsport Power Company

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-273-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: T. Wicks; R. Trent

Presentation By: M. Borders

Strategic Focus Area: Exceptional Cultural & Recreational Opportunities

Recommendation:

Approve the Resolution

Executive Summary:

If approved the City will approve right-of-way easements with American Electric Power, d/b/a Kingsport Power Company to bring single-phase power to Riverwalk Park across city-owned properties located at Industry Drive and the Netherland Inn roundabout.

In early 2024, the City of Kingsport was awarded a \$7.8 million grant from the BlueCross BlueShield of Tennessee Foundation to transform Riverwalk Park into the "BlueCross Healthy Place at Riverwalk Park," marking the city's second project under the Healthy Places initiative after the Miracle League Complex. Of this funding, \$6.5 million will go toward construction of the park, including inclusive play spaces, sports courts, river access, fitness areas, restrooms, and splash pad, while the remainder establishes a permanent maintenance fund. Construction officially broke ground in early 2025. The park's construction is planned for completion in 2026 and is intended to expand recreational opportunities for all residents.

The easements are required to bring single-phase power to the park site to power pickleball lights, picnic shelters, restroom facilities, and the new splash pad. Staff worked with AEP to deliver power to the site in the most cost effective manner.

The attached resolution approves the right-of-way easements and authorizes the mayor to execute the documents necessary to convey the right-of-way easements to Kingsport Power Company. While the easement is for American Electric Power, it is in the names of its subsidiary, Kingsport Power Company.

Attachments:

1. Resolution
2. Easements
3. Location Map

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE
RIGHT-OF-WAY EASEMENTS WITH KINGSPORT POWER
COMPANY

WHEREAS, American Electric Power d/b/a Kingsport Power Company has requested right-of-way easements on city-owned properties located at Industry Drive and the Netherland Inn roundabout; and

WHEREAS, these easements will enable Kingsport Power Company to bring single-phase power to the Riverwalk Park site to power pickleball lights, picnic shelters, restroom facilities, and the new splash pad.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF KINGSPORT, TENNESSEE, as follows:

SECTION I. That the mayor, or in his absence, incapacity, or failure to act, the vice mayor, is authorized to execute, in a form approved by the city attorney, Right-of-Way Easements with Kingsport Power Company.

SECTION II. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the citizens of the city.

SECTION III. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, Mayor

ATTEST:

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, City Attorney

City Of Kingsport Eas No. _____ R/W Map No. 3783 1103 B1
 225 W. Center St. W. O. No. W003836401 Job No. 25560032 Prop No. 1
 Kingsport, TN 37660 Line City Of Kingsport

THIS AGREEMENT, made this 20th day of August, 2025, by and between CITY OF KINGSPORT, a municipal corporation organized and existing under the laws of the State of Tennessee, herein called "Grantor", and KINGSPORT POWER COMPANY, a Virginia corporation, herein called "Kingsport",

WITNESSETH:

That for and in consideration of the sum of One Dollar (\$1.00), or other good and valuable consideration from Kingsport, the receipt and sufficiency of which is hereby acknowledged, Grantor hereby grants, conveys and warrants to Kingsport, its successors, assigns, lessees and tenants, a right of way and easement for an electric power line or lines, and communication lines, in, on, along, through, over, across or under the following described lands of the Grantor situated in 12th Civil District, County of Sullivan, State of Tennessee, and bounded:

On the North by the lands of Netherland Inn Rd.
 On the East by the lands of W. Industry Dr.
 On the South by the lands of City Of Kingsport
 On the West by the lands of City Of Kingsport
 herein after referred to as the "premises"

The overhead portion of the Easement shall be 20 feet wide, lying 10 feet on each side of the facilities as constructed, and said underground portion of the Easement shall be 20 feet wide, lying 10 feet on each side of the facilities as constructed. The approximate location of said Easement or Easement centerline is depicted on Exhibit A, attached hereto and incorporated herein.

Being a right of way easement over the same property conveyed to Grantors herein by Alvin Ray Strickler & Iva B. Strickler, by deed dated 3/3/2010, and recorded in Sullivan County, Deed Book No. 2857C, Page 447.

Map 045L, Group D, CTL Map 045K, Parcel 052.20.

TOGETHER with the right, privilege and authority to Kingsport, its successors, assigns, lessees and tenants, to construct, erect, install, place, operate, maintain, inspect, repair, renew, remove, add to the number of, and relocate at will, poles, with wires, cables, crossarms, guys, anchors, grounding systems and all other appurtenant equipment and fixtures, underground conduits, ducts, vaults, cables, wires, transformers, pedestals, risers, pads, fixtures and appurtenances (hereinafter called "Kingsport's Facilities"), and string wires and cables, adding thereto from time to time, in, on, along, over, through, across and under the above referred to premises. The right to cut, trim, remove and/or otherwise control, with herbicides or by other means, at Grantee's option (without any liability to Grantor), any trees, limbs or branches, brush, shrubs, underground, of whatever size, or other obstructions that in Grantee's reasonable judgment endanger or interfere with the safety or use of its facilities, both within and adjoining the right of way and easement; the right of ingress and egress to and over said above referred to premises, and any of the adjoining lands of the Grantors at any and all times, for the purpose of exercising and enjoying the rights herein granted, and for doing anything necessary or useful or convenient in connection therewith. Within the Easement, Grantor shall not: place any buildings, structures, piles of debris, change the level of the ground by excavation or mounding.

It is understood and agreed between the parties hereto, that the Grantor reserves the right to use said lands in any way not inconsistent with the rights herein granted.

TO HAVE AND TO HOLD the same unto Kingsport Power Company, its successors, assigns, lessees and tenants.

It is agreed that the foregoing is the entire contract between the parties hereto, and that this written agreement is complete in all its terms and provisions.

IN WITNESS WHEREOF, Grantor has caused its corporate name and seal to be hereunto affixed the day and year first above written.

CITY OF KINGSPORT

By: _____
Mayor

Attest: _____
City Recorder

STATE OF _____)
COUNTY OF _____) To-wit:

Before me _____ of the State and County aforesaid, personally appeared _____, with whom I am personally acquainted and who, upon oath, acknowledge himself/herself to be Mayor of City of Kingsport Tennessee, the within named bargainor, a municipal corporation, and that he/she as such Mayor, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the municipal corporation by himself/herself as Mayor.

Witness my hand and official seal in _____ County, State of _____, this the _____ day of _____, 20__.

Notary Public

My Commission expires:

I, or we, hereby swear or affirm that the actual consideration for this transfer or value of the property transferred, whichever is greater, is \$_____, which amount is equal to or greater than the amount which the property transferred commanded at a fair and voluntary sale.

KINGSPORT POWER COMPANY

By: _____

STATE OF TENNESSEE)
COUNTY OF _____) To-wit:

Subscribed and sworn to before me this the _____ day of _____, 20__.

Notary Public

My Commission Expires:

This instrument was prepared by Kingsport Power Company: ____/____/____

City Of Kingsport Eas No. _____ R/W Map No. 3783 1103 B1
 225 W. Center St. W. O. No. W003836401 Job No. 25560032 Prop No. 1
 Kingsport, TN 37660 Line City Of Kingsport

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WITNESSETH:

That for and in consideration of the sum of One Dollar (\$1.00), or other good and valuable consideration from Kingsport, the receipt and sufficiency of which is hereby acknowledged, Grantor hereby grants, conveys and warrants to Kingsport, its successors, assigns, lessees and tenants, a right of way and easement for an electric power line or lines, and communication lines, in, on, along, through, over, across or under the following described lands of the Grantor situated in 12th Civil District, County of Sullivan, State of Tennessee, and bounded:

On the North by the lands of CSX RR
 On the East by the lands of CSX RR
 On the South by the lands of City Of Kingsport
 On the West by the lands of W. Industry Dr.
 herein after referred to as the "premises"

The overhead portion of the Easement shall be 20 feet wide, lying 10 feet on each side of the facilities as constructed, and said underground portion of the Easement shall be 20 feet wide, lying 10 feet on each side of the facilities as constructed. The approximate location of said Easement or Easement centerline is depicted on Exhibit A, attached hereto and incorporated herein.

Being a right of way easement over the same property conveyed to Grantors herein by Daniel S. Jayne & Rhonda R. Jayne, by deed dated 4/13/2020, and recorded in Sullivan County, Deed Book No. 3377, Page 2331.

Map 045L, Group D, CTL Map 045K, Parcel 054.30.

TOGETHER with the right, privilege and authority to Kingsport, its successors, assigns, lessees and tenants, to construct, erect, install, place, operate, maintain, inspect, repair, renew, remove, add to the number of, and relocate at will, poles, with wires, cables, crossarms, guys, anchors, grounding systems and all other appurtenant equipment and fixtures, underground conduits, ducts, vaults, cables, wires, transformers, pedestals, risers, pads, fixtures and appurtenances (hereinafter called "Kingsport's Facilities"), and string wires and cables, adding thereto from time to time, in, on, along, over, through, across and under the above referred to premises. The right to cut, trim, remove and/or otherwise control, with herbicides or by other means, at Grantee's option (without any liability to Grantor), any trees, limbs or branches, brush, shrubs, of whatever size, or other obstructions that in Grantee's reasonable judgment endanger or interfere with the safety or use of its facilities, both within and adjoining the right of way and easement; the right of ingress and egress to and over said above referred to premises, and any of the adjoining lands of the Grantors at any and all times, for the purpose of exercising and enjoying the rights herein granted, and for doing anything necessary or useful or convenient in connection therewith. Within the Easement, Grantor shall not: place any buildings, structures, piles of debris, change the level of the ground by excavation or mounding.

It is understood and agreed between the parties hereto, that the Grantor reserves the right to use said lands in any way not inconsistent with the rights herein granted.

TO HAVE AND TO HOLD the same unto Kingsport Power Company, its successors, assigns, lessees and tenants.

It is agreed that the foregoing is the entire contract between the parties hereto, and that this written agreement is complete in all its terms and provisions.

IN WITNESS WHEREOF, Grantor has caused its corporate name and seal to be hereunto affixed the day and year first above written.

CITY OF KINGSPORT

By: _____
Mayor

Attest: _____
City Recorder

STATE OF _____)
COUNTY OF _____) To-wit:

Before me _____ of the State and County aforesaid, personally appeared _____, with whom I am personally acquainted and who, upon oath, acknowledge himself/herself to be Mayor of City of Kingsport Tennessee, the within named bargainor, a municipal corporation, and that he/she as such Mayor, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the municipal corporation by himself/herself as Mayor.

Witness my hand and official seal in _____ County, State of _____, this the _____ day of _____, 20____.

Notary Public

My Commission expires: _____

I, or we, hereby swear or affirm that the actual consideration for this transfer or value of the property transferred, whichever is greater, is \$_____, which amount is equal to or greater than the amount which the property transferred commanded at a fair and voluntary sale.

KINGSPORT POWER COMPANY

By: _____

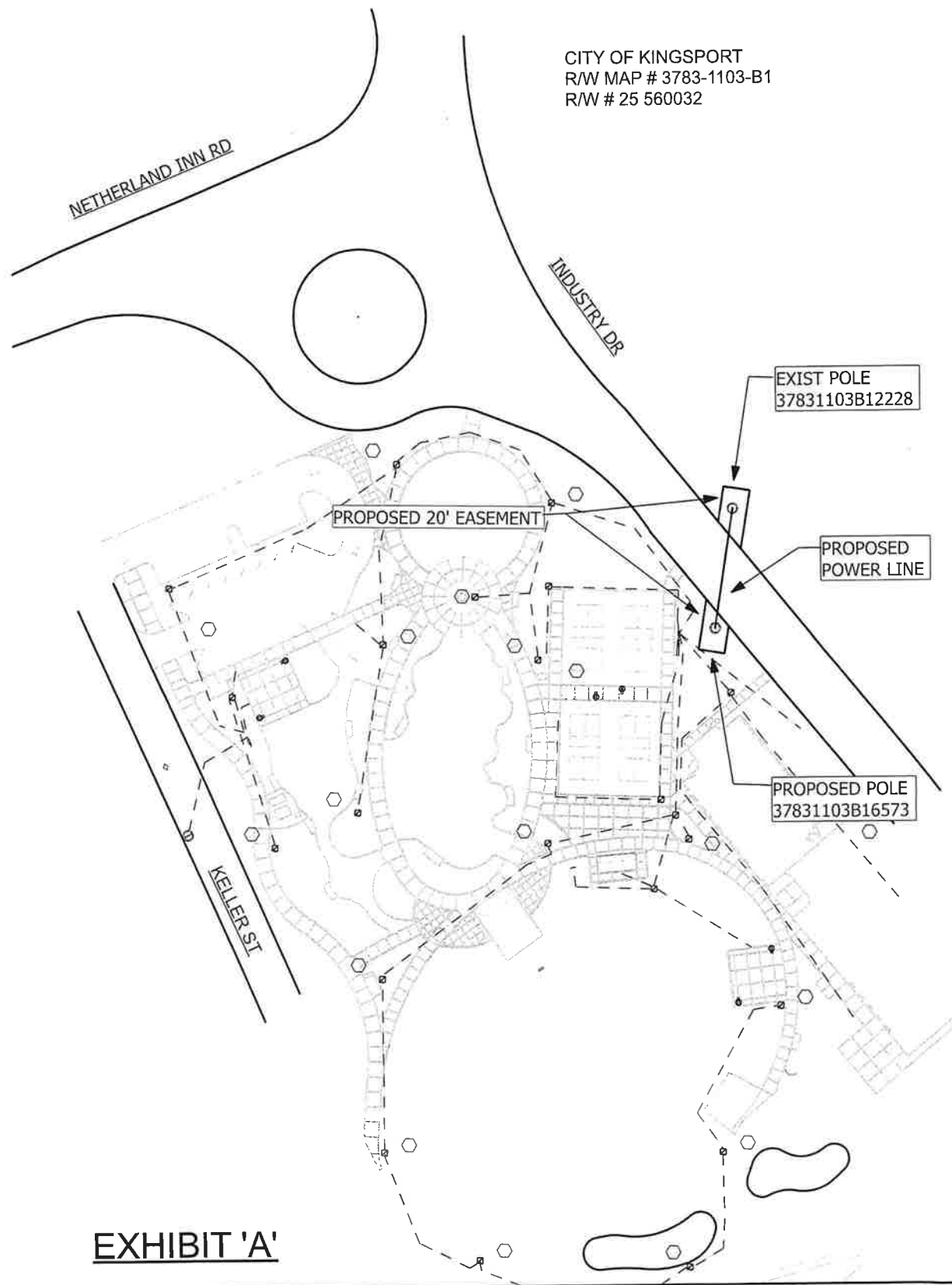
STATE OF TENNESSEE)
COUNTY OF _____) To-wit:

Subscribed and sworn to before me this the _____ day of _____, 20____.

Notary Public

My Commission Expires: _____

This instrument was prepared by Kingsport Power Company: ____/____/____



CITY OF KINGSPORT
R/W MAP # 3783-1103-B1
R/W # 25 560032

EXHIBIT 'A'

082 - Kingsport	State: Tennessee
	County/Parrish: SULLIVAN
	Item XII.2. Township: KINGSPORT
	Drawn By: T.HENSLEY Date: 8/21/2025



AGENDA ACTION FORM

Consideration of a Resolution Approving an Application by the Kingsport Police Department for Membership in the Tennessee Law Enforcement Accreditation Program.

To: Board of Mayor and Aldermen

From: Chris McCartt, City Manager *CM*

Action Form No.: AF-276-2025

Work Session: October 6, 2025

First Reading: N/A

Final Adoption: October 7, 2025

Staff Work By: Commander Chris Tincher

Presentation By: Chief Jason Bellamy

Strategic Focus Area: 4. Safe & Welcoming Community

Recommendation:

Approve the resolution.

Executive Summary:

If approved the accompanying resolution authorizes an application by the Kingsport Police Department for membership in the Tennessee Law Enforcement Accreditation Program.

The Tennessee Law Enforcement Accreditation (TLEA) Program, governed by the Tennessee Association of Chiefs of Police, establishes state specific standards for accountability, management, and operations.

Since 1993 The Kingsport Police Department has been nationally accredited by the Commission on Accreditation for Law Enforcement Agencies (CALEA). Accreditation through TLEA will further enhance the professionalism of the Kingsport Police Department. TLEA operates in conjunction with CALEA, providing the additional benefit of meeting state-specific standards. Receiving this additional accreditation will strengthen public trust and enable the Kingsport Police Department to serve the citizens of Kingsport more effectively.

The annual cost for the Tennessee Law Enforcement Accreditation Program is \$750.00.

Attachments:

1. Resolution
2. Copy of Tennessee Law Enforcement Accreditation Program

	Y	N	O
Baker	—	—	—
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Mayes	—	—	—
Phillips	—	—	—
Montgomery	—	—	—

RESOLUTION NO. _____

A RESOLUTION APPROVING AN APPLICATION TO THE TENNESSEE ASSOCIATION OF CHIEFS OF POLICE LAW ENFORCEMENT ACCREDITATION PROGRAM AND AUTHORIZING THE MAYOR TO EXECUTE THE APPLICATION AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THIS RESOLUTION

WHEREAS, the city, through the Kingsport Police Department would like to apply for the Tennessee Association of Chiefs of Police Tennessee Law Enforcement Accreditation Program (TLEA); and

WHEREAS, The Kingsport Police Department has been nationally accredited by the Commission on Accreditation for Law Enforcement Agencies (CALEA) since 1993; and

WHEREAS, the TLEA program is similar to CALEA accreditation and operates in conjunction with it, providing the additional benefit of meeting state-specific standards, and receiving this additional accreditation will strengthen public trust and enable the Kingsport Police Department to serve the citizens of Kingsport more effectively; and

WHEREAS, the annual cost of the Tennessee Law Enforcement Accreditation Program is \$750.00, and funds are available in account #110-3001-441-3031.

Now therefore,

BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN AS FOLLOWS:

SECTION I. That the Police Department's application for membership in the Tennessee Association of Chiefs of Police Tennessee Law Enforcement Accreditation Program is approved.

SECTION II. That the mayor, or in his absence, incapacity, or failure to act, the vice-mayor, is authorized to execute, in a form approved by the city attorney, and subject to the requirements of Article X, Section 10 of the Charter of the City of Kingsport, the application for membership in the TLEA program, to deliver the application and take any and all action as may be required on the part of the city to carry out, give effect to, and consummate the transactions contemplated by the this resolution.

SECTION III. That the mayor is further authorized to make such changes approved by the mayor and the city attorney to the agreement set out herein that do not substantially alter the material provisions of the agreement, and the execution thereof by the mayor and the city attorney is conclusive evidence of the approval of such changes.

SECTION IV. That the board finds that the actions authorized by this resolution are for a public purpose and will promote the health, comfort and prosperity of the citizens of the city.

SECTION V. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

ADOPTED this the 7th day of October, 2025.

PAUL W. MONTGOMERY, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

RODNEY B. ROWLETT, III, CITY ATTORNEY

TENNESSEE LAW ENFORCEMENT ACCREDITATION PROGRAM



**TENNESSEE ASSOCIATION OF CHIEFS
OF POLICE**

APPLICATION

TENNESSEE LAW ENFORCEMENT ACCREDITATION PROGRAM APPLICATION

AGENCY NAME :Kingsport Police Department	
ORI NUMBER : TN0820200	
STREET ADDRESS :200 Shelby St.	
MAILING ADDRESS :200 Shelby St.	
CITY : Kingsport	COUNTY :Sullivan
ZIP CODE :37660	
DISPATCH PHONE :423-246-9111	
ADMINISTRATIVE PHONE :423-229-9300	
CHIEF EXECUTIVE OFFICER :Jason Bellamy	
TITLE : Chief	
PROGRAM MANAGER : Kelly Holley	
TITLE : Accreditation Manager	
EMAIL FOR PROGRAM MGR : KellyHolley@KingsportTN.gov	

ELIGIBILITY

All law enforcement agencies having a primary responsibility for the enforcement of Tennessee Revised Statutes and or County or City ordinances are eligible for accreditation. Questions of eligibility will be resolved by the TACP Executive Committee.

AGENCY PROFILE QUESTIONNAIRE

The Agency Profile Questionnaire is designed to provide information about your agency. The information will be utilized by the TACP and your accreditation assessment team to better understand you agency needs. It may also be used to provide a general profile of agencies attempting to upgrade standards of law enforcement across Tennessee.

AGREEMENT

With this application we agree to adopt and utilize policies in compliance with the Professional Standards adopted by the Professional Standards Committee of the Tennessee Association of Chiefs of Police. We further agree that we will assist the

assessors assigned to make the assessment of compliance of our agency. Professional law enforcement personnel will conduct the inspection and we agree to allow them access to our department records and personnel for purposes of assessment.

We understand the commitment our agency will be making in order to work with the TACP and accept all of the above.

This report is subject to the provisions of the Freedom of Information Act and may be subject to review by third parties.

10-06-2025 By: [Signature]
Date Authorized Signature (for department)
JASON BOURNAY Chief
Printed Name Title

____ By: _____
Date Mayor or City Manager

Printed Name Title

Department accepted into the Tennessee Law Enforcement Accreditation program:

____ By: _____
DATE TACP Professional Standards Committee representative

Printed Name

TENNESSEE LAW ENFORCEMENT ACCREDITATION PROGRAM APPLICATION

Departmental Accreditation Committee Contacts

NAME	TITLE
Kelly Holley	Accreditation Manager

I. COMMUNITY DATA

WHAT TYPE OF COMMUNITY DOES YOUR AGENCY PRIMARILY SERVE?

☒ CITY
 ☐ COUNTY
 ☐ STATE
 ☐ RURAL
☐ URBAN
 ☐ SUBURBAN
 ☐ OTHER _____

HOW MANY SQUARE MILES ARE WITHIN YOUR PRIMARY JURISDICTION? 50

LIST ANY MAJOR POPULATION FLUXUATIONS (SEASONAL, DAY VS. NIGHT, ETC):

N/A

LIST ANY UNUSUAL GEOGRAPHIC, ECONOMIC, OR SOCIAL CHARACTERISTICS OF YOUR JURISDICTION:

N/A

II. AGENCY DATA

LIST CURRENT BUDGET TOTAL AND BUDGET FOR LAST THREE YEARS:

20²¹ \$ 12,575,000.00
 20²² \$ 14,361,800.00
 20²³ \$ 15,343,600.00
 20²⁴ \$ 14,721,000.00

LIST THE HOURS OF OPERATION OF YOUR AGENCY:

X 24 HOURS 7 DAYS _____ OTHER _____

LIST ANY SATELLITE STATIONS, SUB-STATIONS, OR OUTSIDE FACILITIES (STORAGE, FIRING RANGE, TRAINING FACILITIES, ETC.):

KPD Firing Range - 1921 1/2 Brookside Ln

Fire Station 5,7,8; Fire Station 6 Back-up Dispatch

Storage Lot - 2115 Idle Hour Rd

LIST OUTSIDE AGENCIES WHICH PROVIDE SERVICES TO YOUR JURISDICTION:

Sullivan County Sheriff's Office

Tennessee Bureau of Investigation

ICAC provides equipment

DOES YOUR AGENCY PARTICIPATE IN THE CIVIL SERVICE / MERIT SYSTEM?

 YES X NO

NAME OF AGENCY'S LIABILITY INSURANCE CARRIER: Direct

CHECK ANY SPECIALIZED TECHNICAL SERVICES YOUR AGENCY PROVIDES:

 X CANINE AVIATION X SWAT SRT SCUBA DARE

 X ORDINANCE DISPOSAL X OTHER Drones, ARV, Mobile Command Post, 3 wheeled car, Golf Cart, K-9 vehicles, ATV, Bicycles, EOD, ATVs

CHECK ANY SPECIAL PURPOSE VEHICLE YOUR AGENCY OWNS OR UTILIZES:

 MOTORCYCLES AIRCRAFT WATERCRAFT OTHER

III. PERSONNEL

LIST ALL PERSONNEL EMPLOYED BY YOU AGENCY FOR THE LAST THREE YEARS, BEGINNING WITH CURRENT YEAR:

YEAR	20 <u>23</u>	20 <u>24</u>	20 <u>25</u>
FULL TIME SWORN	127	127	126
RESERVE / AUXILIARY	0	0	0
SEASONAL SWORN	4	2	2
CIVILIAN	44	45	46
OTHER	0	0	0

IV. TRAINING

DOES YOUR AGENCY HAVE A FIELD TRAINING PROGRAM?

 NO X YES IF YES, LENGTH OF TRAINING: 58 days/ 28 days if previously certified w/experience

DESCRIBE TRAINING OF SWORN PERSONNEL:

In both programs trainees are assigned to a FTO who monitors and grades their progress. FTOs are selected from the department who have at least 3 years experience. The programs themselves consist of on-the job training in which the trainee answers calls for service and performs day-to-day tasks of a patrol officer while under the watchful eye of their assigned FTO.

HOW OFTEN DO OFFICERS RECEIVE IN-SERVICE FIREARMS TRAINING?

Annually

LIST YOUR AGENCY'S IN-SERVICE TRAINING BUDGET FOR THE CURRENT AND PREVIOUS 3 YEARS:

20²¹- \$ 100,000 (\$50,000 training +\$50,000 travel) 20²²- \$ 100,000 (\$50,000 training +\$50,000 travel)
20²³- \$ 100,000 (\$50,000 training +\$50,000 travel) 20²⁴- \$ 100,000 (\$50,000 training +\$50,000 travel)

LIST AVERAGE NUMBER OF HOURS OF TRAINING PER OFFICER PER YEAR:

20²¹ HRS. 161 20²² HRS. 176 20²³ HRS. 181 20²⁴ HRS. 176

V. CRIME AND SERVICE DATA

LIST NUMBER OF CALLS FOR SERVICE RECEIVED IN THE LAST 4 YEARS:

20²¹ # CALLS 60,176 20²³ # CALLS 61,727
20²² # CALLS 58,779 20²⁴ # CALLS 56,800

LIST THE FOLLOWING CRIME REPORTING INFORMATION FOR YOUR AGENCY (last three calendar years): TIBRS FORMAT

OFFENSES	20 ²²	20 ²³	20 ²⁴
GROUP A OFFENSES	6,266	5,569	4,724
GROUP A ARRESTS	2,526	2,754	3,093
GROUP A CLEARED	2,764	2,700	2,391
GROUP B ARRESTS	776	891	1,247

VI. LIABILITY

LIST ANY LAWSUITS YOUR AGENCY HAS BEEN INVOLVED WITH (OPTIONAL) :

YEAR	TOPIC / CHARGE	STATUS	IMPACT

VII. OPERATIONS

DATE OF LAST MAJOR REVISION / UPDATE OF POLICIES AND PROCEDURES:

May 2021 with change in Chief of Police

DOES YOUR DEPARTMENT HAVE THE FOLLOWING WRITTEN POLICIES?

POLICY	YES	NO
FISCAL MANAGEMENT	X	
INVENTORY AND ACCOUNTABILITY OF EVIDENCE AND PROPERTY	X	
PERSONNEL RECRUITMENT AND SELECTION	X	
PSYCHOLOGICAL SCREENING OF APPLICANTS	X	
PERFORMANCE EVALUATIONS	X	
DISCIPLINE	X	
PROMOTION	X	
GRIEVANCES	X	
DEADLY FORCE	X	
NON DEADLY FORCE	X	
INTERNAL AFFAIRS	X	
COMMUNITY RELATIONS	X	
PUBLIC INFORMATION / MEDIA RELATIONS	X	
CRIME PREVENTION	X	
BASIC TRAINING	X	
INSERVICE TRAINING FOR SUPERVISORS/ LINE OFFICERS	X	
PURSUIT	X	
ROADBLOCKS	X	
TRAFFIC ACTIVITY (ENFORCEMENT, TOWING, VEHICLE IMPOUNDMENT)	X	
CRIMINAL INVESTIGATION CASE MANAGEMENT	X	
USE OF INFORMANTS	X	
CRIME SCENE OPERATIONS / MANAGEMENT	X	
DISASTERS AND UNUSUAL OCCURANCES	X	
MUTUAL AID	X	
PRISONER TRANSPORT AND CUSTODY	X	
BLOODBORNE PATHOGENS AND UNIVERSAL PRECAUTIONS	X	
JUVENILE OPERATIONS	X	
DOMESTIC VIOLENCE	X	
HANDLING MENTAL PATIENTS	X	

LIST THE MOST SERIOUS PROBLEMS NOW FACING YOUR ORGANIZATION:

Hiring/Retention, Lack of qualified candidates, Budgetary constraints, Career longevity, Increased workload
with a growing city, Homeless concerns

LIST THE ASPECTS OF YOUR AGENCY'S ADMINISTRATION, TRAINING, AND OPERATIONS MOST
IN NEED OF IMPROVEMENT:

Operations- Equipment upgrades re:cameras (body worn and in car)

Training- Increase budget to allow external training opportunities; Administration- Increased external learning opportunities for supervisors

VII. OVERVIEW

LIST SPECIFIC BENEFITS YOU MOST HOPE TO GAIN BY MEETING THE REQUIREMENTS FOR
TACP ACCREDITATION:

Redundant Accountability from separate Accreditation Organization

Statewide perspective in relation to polices/procedures

ATTACH COPIES OF THE FOLLOWING:

ORGANIZATIONAL CHART

LAST ANNUAL POLICE REPORT (if available)

CURRENT BUDGET

ROSTER (IF DIFFERENT THAN ORGANIZATIONAL CHART)

WE HAVE MENTOR AGENCIES AVAILABLE TO ASSIST WITH ACCREDITATION QUESTIONS,
WOULD YOU LIKE TO BE ASSIGNED A MENTOR AGENCY? ☐ YES ☐ NO