



AGENDA

BOARD OF MAYOR AND ALDERMEN WORK SESSION

**Monday, March 7, 2022, 4:30 p.m.
City Hall, 415 Broad Street, Boardroom**

Board of Mayor and Aldermen

Mayor Patrick W. Shull, Presiding
Vice Mayor Colette George
Alderman Betsy Cooper
Alderman Darrell Duncan

Alderman Paul W. Montgomery
Alderman Tommy Olterman
Alderman James Phillips

Leadership Team

Chris McCartt, City Manager
Michael Borders, Assistant City Manager
J. Michael Billingsley, City Attorney
Scott Boyd, Fire Chief
John Rose, Economic Development Director
Adrienne Batara, Public Relations Director
Tyra Copas, Human Resources Director

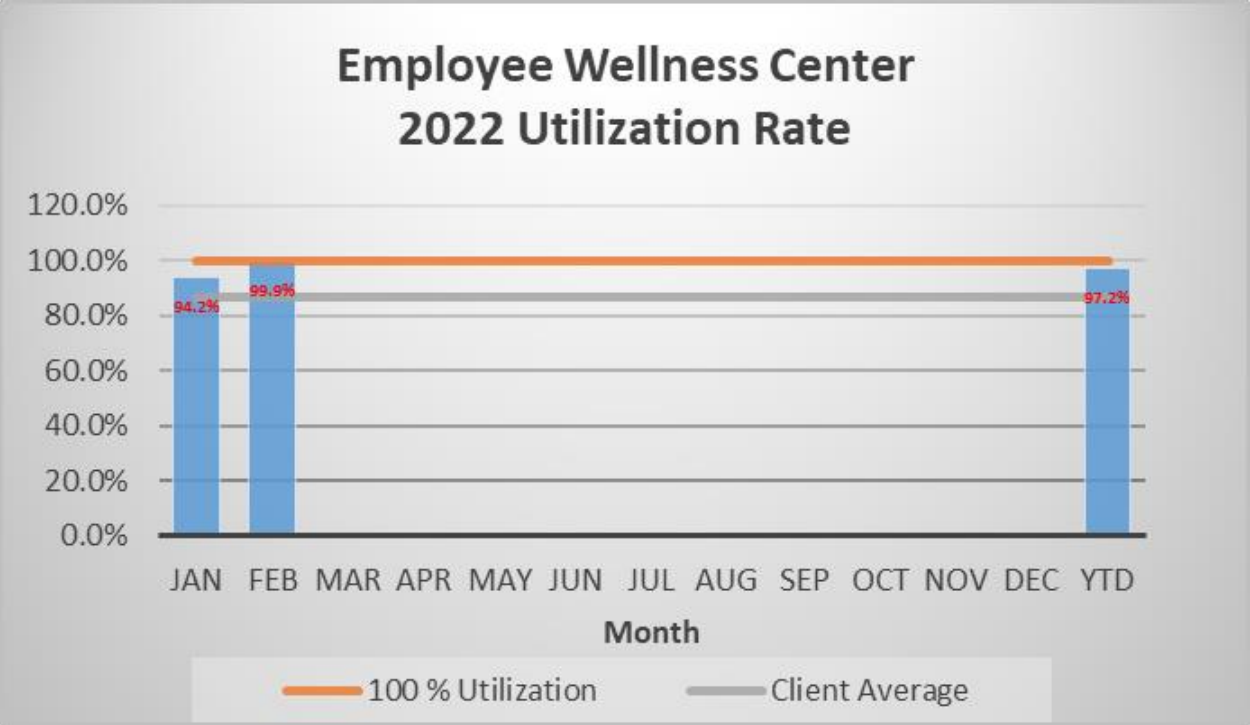
Ryan McReynolds, Deputy City Manager
Jessica Harmon, Assistant to City Manager
Lisa Winkle, City Recorder/CFO
Dale Phipps, Police Chief
Ken Weems, Planning Manager
John Morris, Budget Director

1. Call to Order
2. Roll Call
3. Downtown Kingsport Association Update – Robin Cleary & Greg Perdue
4. E. Center St. Corridor Study Presentation – Kevin Tilbury
5. Review of items on March 8, 2022 Business Meeting Agenda
6. Adjourn

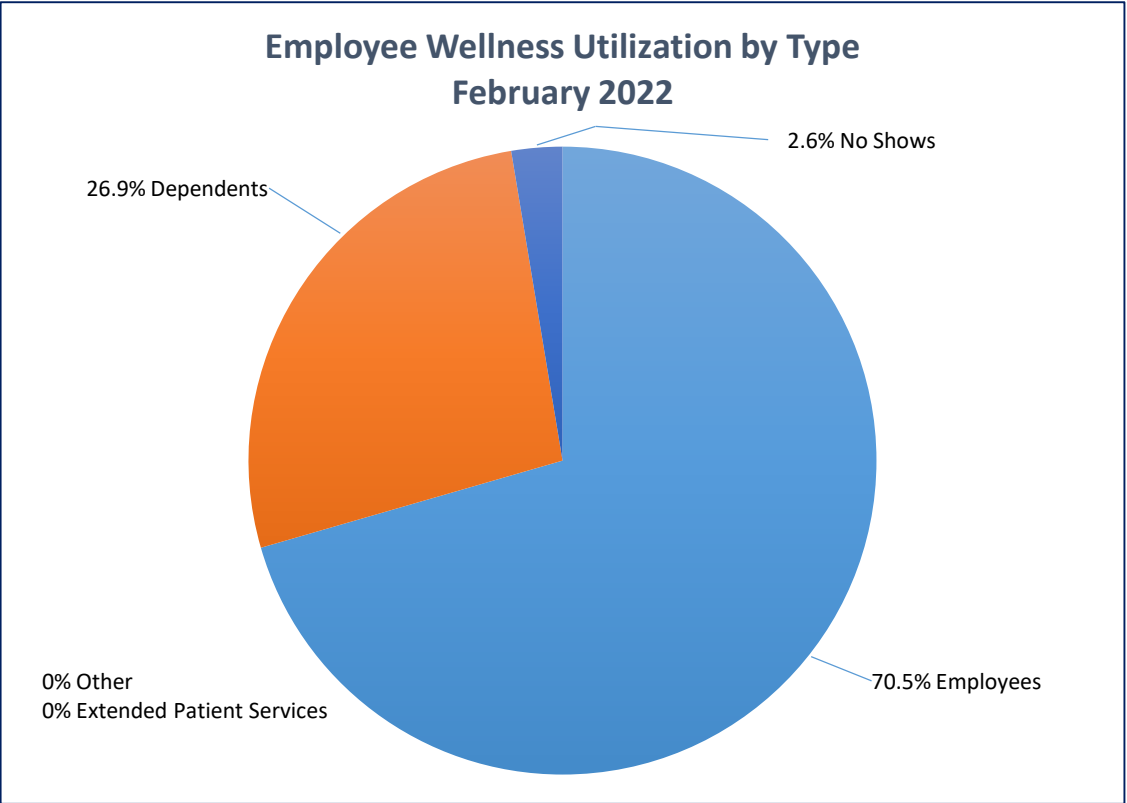
Next Work Session, Monday, April 4, 2022, 4:30 p.m.

Kingsport Employee Wellness Utilization

February 2022



Notes:



City of Kingsport

March 8, 2022

Project Status in Pictures

1 Scott Adams Memorial Skate Park

The crew is still handling concrete placement on park features, such as the vert-bowl pictured here.

3 Manhole Rehab Project

Crew is rehabilitating 44 sanitary sewer manholes throughout the city.

2 Reedy Creek Greenbelt Bridge

The contractor is working to build a coffer dam, which is made of sandbags and will help keep work area dry.

4 ADA Accessibility Improvements

Crews are working on concrete placement at VO Dobbins for ADA accessibility next to the pickle ball courts.



Status Updates on Active Projects sorted by Cost

Estimated Cost	Project Owner	Project Name	Project Description	Completion Date	CurrentStatus
\$13,500,000.00	Ryan McReynolds	SR 347 (Rock Springs Road) [State & MTPO funded]	TDOT Managed, joint funded reconstruction of the State portion of Rock Springs Road	12/31/2022	TDOT expects to have a Public Hearing Spring to Summer 2022.
\$10,000,000.00	Michael Thompson	Main Street Rebuild	The reconstruction of Main Street from Sullivan Street to Clay Street. [City & MTPO Funded]	7/1/2024	Utility Certification additional TDOT requested information submitted 2/8/2022.
\$4,000,000.00	Michael Thompson	Brickyard Park Bicycle-Pedestrian Bridge	Bicycle-Pedestrian bridge over the CSX Railroad at Centennial Park connecting downtown Kingsport to the Brickyard Park Development. Design funded 80% Fed./ 20% Local via STB Grant and Construction is funded 75% Fed./ 25% Local via TA Grant.	12/31/2024	Consultant has submitted NEPA document and is now working on the TDOT requested addition of an historical/architectural assessment.
\$3,500,000.00	Michael Thompson	Island Road Improvements from SR-126 to Kingsport City Limits	This project will realign Island Road to the southeast to improve vertical and horizontal roadway geometry for better traffic management and safety. The remaining unused portion of Island Road will be converted into a separated buffered multi-use path co	4/30/2024	Revised draft of NEPA resubmitted to TDOT on 2/25/22.
\$3,000,000.00	Chad Austin	Water Meter Replacement	Replacement and upgrade of water meters. Meters were installed around 2009 and the batteries are now beginning to fail. The new meters will allow us to take readings over the air, upgrading our drive by reading system.	5/3/2022	Contractor has installed 3,556 meters to date.
\$2,500,000.00	Michael Thompson	2021 Main Road Paving (MTPO Funded)	Paving of functionally classified roadways: Meadowview Pkwy, Moreland Dr, Cooks Valley, Fall Creek and Netherland Inn Road	11/1/2022	Consultant is working thru TDOT comments on design phase and has begun coordinaton with utility companies.
\$2,300,000.00	Ryan McReynolds	Justice Center Renovations	Renovations and expansion of Justice Center that will accommodate court space and county offices currently residing in City Hall.	12/31/2022	Architect is working on plans and having discussions with staff.
\$1,866,441.00	Kitty Frazier	Scott Adams Memorial Skatepark	Construction of new skatepark at Brickyard Park.	4/30/2022	Concrete placement continues for the skate park features.
\$1,200,000.00	Chad Austin	Washington Co Water Task Force - waterline extension	Washington County is funding waterline extensions throughout their county. This project will provide upgraded or new service to residents along Double Springs Rd, Deakins Rd, and Hunt Rd, all in the Fall Branch area.	8/31/2022	Survey is underway for all areas.
\$1,044,000.00	Kitty Frazier	Kingsport Greenbelt Extension from Rotherwood Drive to Lewis Lane	This project will build an extension of the Kingsport Greenbelt walking and biking path west from the end of the current Greenbelt at Rotherwood Drive to Lewis Lane on West Stone Drive (State Route 1).	5/31/2024	Notice to Proceed with Design Issued by TDOT 12/10/21.

Estimated Cost	Project Owner	Project Name	Project Description	Completion Date	CurrentStatus
\$850,000.00	Chad Austin	ETSU @ Valleybrook Farm sewer extension	Approximately 5,000 ft extension of sewer to Valleybrook Farm facility owned by ETSU. Project is funded through grant from Appalachian Regional Commission and Washington County.	12/31/2022	Meeting with property owners about easements.
\$549,348.00		Area 9 - Contracted Paving (Lynn Garden Paving)	Paving of select roadways on eastern side of Lynn Garden Drive. Roadways include Mullins Street, Virginia Street, Kyle Street, Walker Street and Goal Street.	5/27/2022	Working to get a fully executed contract and will then schedule preconstruction meeting.
\$352,000.00	Chad Austin	SR 93- Horse Creek/Derby Drive Section (TDOT)	TDOT project to improve State Route 93 in the Horse Creek/Derby Drive area. Project also includes improvements with the intersection with Derby Drive, along with a new bridge crossing Horse Creek. Impacted waterlines in this area will be are to be reloc	8/31/2022	TDOT may advertise for bids in late 2022
\$242,424.00	Kitty Frazier	Allandale Driveway/Entrance/Parking - Road Repair/Paving	Improvements to the Allandale campus including landscaping and paving of driveways.	4/22/2022	Work is expected to begin the week of March 21.
\$188,900.00	Randy Salyer	Riverfront Park Pedestrian Swinging Bridge Improvements	Structural improvements to the swinging bridge at Riverfront Park.	5/28/2022	Contract has been executed. Contractor is awaiting material delivery. Construction expected to begin in early April.
\$148,934.00	Kitty Frazier	Riverview Park/VOD - Pickleball Courts: Phase 2	This phase will include the addition of two new courts, fencing improvements and ADA accessibility.	4/9/2022	The concrete work is nearly complete. Asphalt work, court markings, and fence install remain.
\$142,550.00	Chad Austin	2021 Sewer Manhole Rehabilitation Project	Project will consist of rehabilitation of 44 sanitary sewer manholes with an estimated total vertical depth of approximately 350 feet.	4/4/2022	Contractor began work on 2/21/22.
\$60,000.00		Traffic Signal Shed	Shed for signal materials	4/30/2022	Discussed with potential contractors, hoping to have quotes returned back by February 9th
\$46,500.00	Kitty Frazier	Greenbelt Bridge Repair - Behind Southern Classic		3/12/2022	Erosion and sediment control work has began.
	Chris Campbell	KATS Maintenance Facility Phase 2	Bus garage and maintenance building with wash bay and storage. (FTA Grant & City Funded)		Construction Contract with Procurement has begun.
	Chris Markley	Archives Move and Demo	Move Archives into the new city hall and demo existing Archives space, shelving, and cage at the Library.	6/30/2022	The majority of shelving is set to ship on April 11, with installation to be scheduled after shipping is confirmed. The remainder of speciality shelving is to ship in early June.
	Kitty Frazier	Bike Park at Brickyard	New Bike Park in the vicinity of the new Skate Park.		Design discussions have begun with the owner.
	Kitty Frazier	Project Diabetes - Phase 3	Phase 3 of the Diabetes grant will provide a pickleball court and a half-court basketball court at the Lynn View Community Center.		Contract agreement has been established and a pre-construction meeting is being scheduled.

Estimated Cost	Project Owner	Project Name	Project Description	Completion Date	CurrentStatus
	Kitty Frazier	Riverbend Park - Phase 1	New park at the Riverbend area.		Project is in final internal review.
	Michael Borders	Bays Mountain Park Amphitheater	Construction of new amphitheater at Bays Mountain		Designs are complete. Project is estimated to bid Winter 2022. BMP staff are working on alterations to animal habitats.
	Michael Borders	MeadowView Roof Replacement	Partial Re-Roofing of the MeadowView Conference Resort & Convention Center		Acquiring proposals from design professionals.
	Shirley Buchanan	Senior Center Atrium Improvements	Improvements to the Atrium at the Renaissance Center to improve functionality		Planters have been emptied of plants for project set to begin remodeling on March 21, 2022.

Status Updates on Active Projects sorted by Completion Date

Estimated Cost	Project Owner	Project Name	Project Description	Completion Date	CurrentStatus
	Chris Campbell	KATS Maintenance Facility Phase 2	Bus garage and maintenance building with wash bay and storage. (FTA Grant & City Funded)		Construction Contract with Procurement has begun.
	Kitty Frazier	Bike Park at Brickyard	New Bike Park in the vicinity of the new Skate Park.		Design discussions have begun with the owner.
	Kitty Frazier	Project Diabetes - Phase 3	Phase 3 of the Diabetes grant will provide a pickleball court and a half-court basketball court at the Lynn View Community Center.		Contract agreement has been established and a pre-construction meeting is being scheduled.
	Kitty Frazier	Riverbend Park - Phase 1	New park at the Riverbend area.		Project is in final internal review.
	Michael Borders	Bays Mountain Park Amphitheater	Construction of new amphitheater at Bays Mountain		Designs are complete. Project is estimated to bid Winter 2022. BMP staff are working on alterations to animal habitats.
	Michael Borders	MeadowView Roof Replacement	Partial Re-Roofing of the MeadowView Conference Resort & Convention Center		Acquiring proposals from design professionals.
	Shirley Buchanan	Senior Center Atrium Improvements	Improvements to the Atrium at the Renaissance Center to improve functionality		Planters have been emptied of plants for project set to begin remodeling on March 21, 2022.
\$46,500.00	Kitty Frazier	Greenbelt Bridge Repair - Behind Southern Classic		3/12/2022	Erosion and sediment control work has begun.
\$142,550.00	Chad Austin	2021 Sewer Manhole Rehabilitation Project	Project will consist of rehabilitation of 44 sanitary sewer manholes with an estimated total vertical depth of approximately 350 feet.	4/4/2022	Contractor began work on 2/21/22.
\$148,934.00	Kitty Frazier	Riverview Park/VOD - Pickleball Courts: Phase 2	This phase will include the addition of two new courts, fencing improvements and ADA accessibility.	4/9/2022	The concrete work is nearly complete. Asphalt work, court markings, and fence install remain.
\$242,424.00	Kitty Frazier	Allandale Driveway/Entrance/Parking - Road Repair/Paving	Improvements to the Allandale campus including landscaping and paving of driveways.	4/22/2022	Work is expected to begin the week of March 21.
\$60,000.00		Traffic Signal Shed	Shed for signal materials	4/30/2022	Discussed with potential contractors, hoping to have quotes returned back by February 9th
\$1,866,441.00	Kitty Frazier	Scott Adams Memorial Skatepark	Construction of new skatepark at Brickyard Park.	4/30/2022	Concrete placement continues for the skate park features.
\$3,000,000.00	Chad Austin	Water Meter Replacement	Replacement and upgrade of water meters. Meters were installed around 2009 and the batteries are now beginning to fail. The new meters will allow us to take readings over the air, upgrading our drive by reading system.	5/3/2022	Contractor has installed 3,556 meters to date.
\$549,348.00		Area 9 - Contracted Paving (Lynn Garden Paving)	Paving of select roadways on eastern side of Lynn Garden Drive. Roadways include Mullins Street, Virginia Street, Kyle Street, Walker Street and Goal Street.	5/27/2022	Working to get a fully executed contract and will then schedule preconstruction meeting.

Estimated Cost	Project Owner	Project Name	Project Description	Completion Date	CurrentStatus
\$188,900.00	Randy Salyer	Riverfront Park Pedestrian Swinging Bridge Improvements	Structural improvements to the swinging bridge at Riverfront Park.	5/28/2022	Contract has been executed. Contractor is awaiting material delivery. Construction expected to begin in early April.
	Chris Markley	Archives Move and Demo	Move Archives into the new city hall and demo existing Archives space, shelving, and cage at the Library.	6/30/2022	The majority of shelving is set to ship on April 11, with installation to be scheduled after shipping is confirmed. The remainder of speciality shelving is to ship in early June.
\$352,000.00	Chad Austin	SR 93- Horse Creek/Derby Drive Section (TDOT)	TDOT project to improve State Route 93 in the Horse Creek/Derby Drive area. Project also includes improvements with the intersection with Derby Drive, along with a new bridge crossing Horse Creek. Impacted waterlines in this area will be are to be reloc	8/31/2022	TDOT may advertise for bids in late 2022
\$1,200,000.00	Chad Austin	Washington Co Water Task Force - waterline extension	Washington County is funding waterline extensions throughout their county. This project will provide upgraded or new service to residents along Double Springs Rd, Deakins Rd, and Hunt Rd, all in the Fall Branch area.	8/31/2022	Survey is underway for all areas.
\$2,500,000.00	Michael Thompson	2021 Main Road Paving (MTPO Funded)	Paving of functionally classified roadways: Meadowview Pkwy, Moreland Dr, Cooks Valley, Fall Creek and Netherland Inn Road	11/1/2022	Consultant is working thru TDOT comments on design phase and has begun coordinaton with utility companies.
\$850,000.00	Chad Austin	ETSU @ Valleybrook Farm sewer extension	Approximately 5,000 ft extension of sewer to Valleybrook Farm facility owned by ETSU. Project is funded through grant from Appalachian Regional Commission and Washington County.	12/31/2022	Meeting with property owners about easements.
\$2,300,000.00	Ryan McReynolds	Justice Center Renovations	Renovations and expansion of Justice Center that will accommodate court space and county offices currently residing in City Hall.	12/31/2022	Architect is working on plans and having discussions with staff.
\$13,500,000.00	Ryan McReynolds	SR 347 (Rock Springs Road) [State & MTPO funded]	TDOT Managed, joint funded reconstruction of the State portion of Rock Springs Road	12/31/2022	TDOT expects to have a Public Hearing Spring to Summer 2022.
\$3,500,000.00	Michael Thompson	Island Road Improvements from SR-126 to Kingsport City Limits	This project will realign Island Road to the southeast to improve vertical and horizontal roadway geometry for better traffic management and safety. The remaining unused portion of Island Road will be converted into a separated buffered multi-use path co	4/30/2024	Revised draft of NEPA resubmitted to TDOT on 2/25/22.
\$1,044,000.00	Kitty Frazier	Kingsport Greenbelt Extension from Rotherwood Drive to Lewis Lane	This project will build an extension of the Kingsport Greenbelt walking and biking path west from the end of the current Greenbelt at Rotherwood Drive to Lewis Lane on West Stone Drive (State Route 1).	5/31/2024	Notice to Proceed with Design Issued by TDOT 12/10/21.
\$10,000,000.00	Michael Thompson	Main Street Rebuild	The reconstruction of Main Street from Sullivan Street to Clay Street. [City & MTPO Funded]	7/1/2024	Utility Certification additional TDOT requested information submitted 2/8/2022.

Estimated Cost	Project Owner	Project Name	Project Description	Completion Date	CurrentStatus
\$4,000,000.00	Michael Thompson	Brickyard Park Bicycle-Pedestrian Bridge	Bicycle-Pedestrian bridge over the CSX Railroad at Centennial Park connecting downtown Kingsport to the Brickyard Park Development. Design funded 80% Fed./ 20% Local via STB Grant and Construction is funded 75% Fed./ 25% Local via TA Grant.	12/31/2024	Consultant has submitted NEPA document and is now working on the TDOT requested addition of an historical/architectural assessment.



Revision 2

AGENDA

BOARD OF MAYOR AND ALDERMEN

BUSINESS MEETING

**Tuesday, March 8, 2022, 7:00 p.m.
City Hall, 415 Broad Street, Boardroom**

Board of Mayor and Aldermen

Mayor Patrick W. Shull, Presiding
Vice Mayor Colette George
Alderman Betsy Cooper
Alderman Darrell Duncan

Alderman Paul W. Montgomery
Alderman Tommy Olterman
Alderman James Phillips

City Administration

Chris McCartt, City Manager
Michael Borders, Assistant City Manager
J. Michael Billingsley, City Attorney
Lisa Winkle, City Recorder/CFO
Ken Weems, Planning Manager
Adrienne Batara, Public Relations Director
Tyra Copas, Human Resources Director

Ryan McReynolds, Deputy City Manager
Jessica Harmon, Assistant to City Manager
Dale Phipps, Police Chief
Scott Boyd, Fire Chief
John Morris, Budget Director
John Rose, Economic Development Director

I. CALL TO ORDER

II.A PLEDGE OF ALLEGIANCE TO THE FLAG – New Vision Youth

II.B INVOCATION – Pastor Greg Burton, Colonial Heights Baptist Church

III.A ROLL CALL

IV.A RECOGNITIONS & PRESENTATIONS

1. Red Cross Month Proclamation – Mayor Shull
2. Best Farmers Market in East Tennessee Award – Alderman Duncan

IV.B. APPOINTMENTS

1. Appointments to Kingsport Public Library Commission (AF:61-2022) (Mayor Shull)
 - Appointment

V. APPROVAL OF MINUTES

1. Work Session – February 14, 2022
2. Business Meeting – February 15, 2022
3. Strategic Planning Session – February 25, 2022

VI. COMMUNITY INTEREST ITEMS

A. PUBLIC HEARINGS

1. None

COMMENT

Citizens may speak on agenda 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 during this part of the agenda.

B. BUSINESS MATTERS REQUIRING FIRST READING

1. Consideration of a Budget Adjustment Ordinance for Various Funds in FY22 (AF:60-2022) (Chris McCartt)
 - Ordinance – First Reading
2. Consideration of an Ordinance to Appropriate Funding from the Criminal Forfeiture Fund and the Drug Fund to Establish a Project for the Police Department and a Resolution to Authorize the Purchase of One Tactical Rescue Vehicle (AF:65-2022) (Chief Phipps)
 - Resolution
 - Ordinance – First Reading
3. Consideration of a Resolution to Awarding the Bid to Frizzel Construction for the Replacement of Sewer Lift Stations #108 Oak Glen Drive, #307 Lakeside Drive) and #308 Cooks Valley Road and a Budget Ordinance to Transfer Funds (AF:63-2022) (Ryan McReynolds)
 - Resolution
 - Ordinance – First Reading

Account number
changed

C. BUSINESS MATTERS REQUIRING FINAL ADOPTION

1. Consideration of an Ordinance to Amend Chapter 42 Article III of the Code of Ordinances As it Relates to the International Fire Code Appendix D Specifications for Fire Apparatus Access Roads (AF:41-2022) (Chris Vandagriff)
 - Ordinance – Second Reading and Final Adoption
2. Consideration of a Resolution and Budget Ordinance Awarding a Contract for the KATS Garage/Maintenance Facility Project (AF:47-2022) (Chris Campbell)
 - Ordinance – Second Reading and Final Adoption

3. Consideration of a Budget Adjustment Ordinance for the General Fund in FY22 (AF:49-2022) (Chris McCartt)
 - Ordinance – Second Reading and Final Adoption
4. Consideration of a Budget Adjustment Ordinance for the General Fund and General Projects Fund in FY22 (AF:37-2022) (Chris McCartt)
 - Ordinance – Second Reading and Final Adoption

D. OTHER BUSINESS

1. Consideration of a Resolution Endorsing the East Center Street Corridor Study Final Report and Recommendations (AF:8-2022) (Ryan McReynolds)
 - Resolution
2. Consideration of a Resolution Authorizing the City Manager to Issue a Purchase Order to Dell Marketing L.P. for the Purchase of 2,000 Student Chromebooks and 1,000 Chrome Licenses (AF:57-2022) (David Frye)
 - Resolution
3. Consideration of a Resolution Awarding the Bid of a Training and Assessment System for Certified Technician – Supply Chain Automation and Authorizing the City Manager to Issue a Purchase Order to Technical Training Aids (AF:58-2022) (David Frye)
 - Resolution
4. Consideration of a Resolution to Authorize the City Manager to Execute a Purchase Order for 215 Dell Latitude 5320 Laptops and Active Pens for Teachers (AF:52-2022) (David Frye)
 - Resolution
5. Consideration of a Resolution Authorizing the Purchase of Three 8-Passenger Vans for DBHS Activities (AF:54-2022) (David Frye)
 - Resolution
6. Consideration of a Resolution Awarding the Bid for 130 Samsung 69.5" Smart LED-LCD Televisions with Tizen Internal Operating Systems and Authorizing the City Manager to Issue a Purchase Order to Y&S Technologies (AF:51-2022) (David Frye)
 - Resolution
7. Consideration of a Resolution Authorizing the Purchase of Radios from AMK Services for the Public Works Department (AF:53-2022) (Ryan McReynolds)
 - Resolution
8. Consideration of a Resolution to Purchase Eight (8) Ford Interceptor SUV AWD from the Tennessee State Contract (AF:64-2022) (Chief Phipps / Steve Leonard)
 - Resolution

9. Consideration of a Resolution Accepting the Proposal for Solid Waste Disposal by Eco-Safe Systems, LLC dba Waste Management and Authorizing the Mayor to Execute all Applicable Documents (AF:55-2022) (Ryan McReynolds)
 - Resolution

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.

VII. CONSENT AGENDA

1. Consideration of a Resolution Approving a Facility Use Agreement with the American Red Cross (AF:44-2022) (Michael Borders)
 - Resolution
2. Consideration of a Resolution to Reject All Bids for the J. Fred Johnson Stadium Lighting and Sound Upgrade (AF:56-2022) (David Frye)
 - Resolution
3. Consideration of a Resolution Authorizing the Mayor to Execute an Agreement for E-Rate Category Two Network Equipment for FY 2022-2023 (AF:59-2022) (David Frye)
 - Resolution
4. Consideration of a Resolution Ratifying the Mayor's Signature on the Certification of Local Government Approval for the 2022 Emergency Solutions Grant Application (AF:15-2022) (Jessica McMurray)
 - Resolution
5. A Resolution to Support Restoring the Historic Revenue Sharing Relationship between the State of Tennessee and its Local Governments and to Return the Local Share of the Single Article Cap to Local Governments (AF:66-2022) (Chris McCartt)
 - Resolution
6. Consideration of a Resolution to Approve an Actuarial Study for the Tennessee Consolidated Retirement System (AF:34-2022) (Tyra Copas)
 - Resolution

Changed the format
3/8/22

VIII. COMMUNICATIONS

- A. City Manager
- B. Mayor and Board Members
- C. Visitors

Citizens may speak on 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.

IX. ADJOURN



AGENDA ACTION FORM

Appointments to Kingsport Public Library Commission

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

Action Form No.: AF-61-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Commission
 Presentation By: Mayor Shull

Recommendation:

Approve Appointments

Executive Summary:

It is recommended to make the following appointments to the Kingsport Public Library Commission and to align all terms to end June 30th of their respective year. If approved by the Board of Mayor and Aldermen the recommended table reflects term dates.

- Reappoint Kate Harden
- Appoint Julie Hammonds (replacing Lane Dukart)
- Appoint Joe Ewing (replacing Melissa Hamby)

The board is comprised of seven (7) members who are residents of Kingsport; terms are three years. Members may serve two consecutive terms and may be reappointed after a minimum three-year break in service.

Current Commission:			
Member	Term Expires	No. of Terms	Eligibility
Kate Harden	1/31/22	1	KPT Resident
Dorothy Dobbins	4/30/22	2	KPT Resident
Jaclyn Clendenen	5/31/23	1	KPT Resident
Lane Dukart	5/31/23	2	KPT Resident
Melissa Hamby	6/30/22	1	KPT Resident
Mickey Shull	6/30/24	1	KPT Resident
Betsy Cooper	5/31/24	2	KPT Resident

Recommended Commission:			
Member	Term Expires	No. of Terms	Eligibility
Kate Harden	6/30/25	2	KPT Resident
Dorothy Dobbins	6/30/22	2	KPT Resident
Jaclyn Clendenen	6/30/23	1	KPT Resident
Julie Hammonds	6/30/23	Fulfilling unexpired term	KPT Resident
Joe Ewing	6/30/25	1	KPT Resident
Mickey Shull	6/30/24	1	KPT Resident
Betsy Cooper	6/30/24	2	KPT Resident

Attachments:

1. Julie Hammonds Bio
2. Joe Ewing Bio

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

JULIE HAMMONDS

803 Wood Court, Kingsport, TN 37663 · (423) 741-4051

julie.hammonds@tn.gov · www.linkedin.com/in/julie-hammonds-94493611a

- Motivated employment specialist dedicated to serving the community and enhancing workforce development efforts in Northeast Tennessee.
- Proven leader in professional and volunteer settings.

EXPERIENCE

CAREER SPECIALIST

2020-PRESENT

State of Tennessee Department of Labor and Workforce Development

- Coordinator of SNAP Employment & Training program for Sullivan, Hawkins, and Hancock Counties.
- Responsible for delivering employment and educational services to employers and job seekers at the Kingsport American Job Center, partner agencies, and online at Jobs4TN.gov.
- Serve as point of contact in the periodic absence of Team Lead. Participate in interview process with Team Lead for new hires at Kingsport American Job Center and participate in external community meetings as a representative of Kingsport AJC.
- Engage in continuous learning, completing Edison training in performance planning, performance management, on-boarding, effective communication, customer service, and quality decision making.

SALES SUPPORT ASSOCIATE

2015-2020

MRC Global / Sunbelt Supply

- Performed administrative and clerical duties to support branch operations.
- Document control for all branch activities, including scanning and filing of purchase orders, sales orders, sales quotes, mill test reports, buyouts, and/or direct shipments. Created daily manifest for shipping documents. Processed daily pick tickets for shipping materials and submitted for invoicing.
- Responsible for billing freight charges, procuring office supplies, and expediting orders when requested.
- Served as initial point of contact for walk-in and call-in customers.

MEDICAL TRANSCRIPTIONIST / TEAM LEAD

2003-2015

Amphion Medical / Nuance Transcription Services / Transcend Services

- Worked from home transcribing and editing medical records from voice recordings downloaded from various hospitals across the country.
- Served as a team leader for 7 years.

CUSTOMER SERVICE COORDINATOR**1999-2002**

East Tennessee State University – Knoxville, TN

- Evaluated the validity and correctness of active Families First cases completed by case manager and proposed closures initiated by case manager for the appropriate outcome based on established policies and procedures for the Families First program.
- Determined completeness of development, correctness of the decision, and validity of information by examining documentation, analyzing records, and contacting clients.

SUPPORT SERVICES SPECIALIST**1998-1999**

Knoxville-Knox County Community Action Committee – Knoxville, TN

- Interviewed low-income families to determine eligibility for childcare assistance.
- Enabled qualified parents to locate childcare facilities by educating them on developmentally appropriate childcare practices.
- Arranged childcare services and financial assistance for clients.
- Referred families to other community resources based on individual needs.

EDUCATION**MASTER OF SCIENCE IN HUMAN SERVICES**

EAST TENNESSEE STATE UNIVERSITY

Currently in progress. Anticipated date of completion December 2023.

BACHELOR OF SCIENCE IN CHILD & FAMILY STUDIES

UNIVERSITY OF LOUISIANA AT LAFAYETTE

December 1996

LEADERSHIP & COMMUNITY INVOLVEMENT

- Leadership Kingsport Class of 2022
- Dobyns-Bennett Band Boosters board member
- Literacy Council of Kingsport volunteer tutor
- United Way of Greater Kingsport Leaderboard Training
- TN Achieves volunteer mentor
- Kingsport City School Insight Program - Class of 2018
- Family Promise of Greater Kingsport board member (2014-2016)
- Kingsport Neighborhood Commission member (Appointed 2018)
- Junior League of Kingsport board member and committee chair (2008-2012)
- Girl Scouts of the Southern Appalachian Council – Troop Leader and council volunteer (2007-2018)

Joe Ewing

Joe Ewing is a father of four incredible boys, an author, a technologist and is passionate about the services that libraries provide to our communities. He currently works at Eastman Chemical driving digital transformation, where he has delivered results previously across a number of agencies and departments within the Federal Government. He also serves as a Chief Technologist for the non-profit Mahala, providing distributed communication technologies to otherwise disconnected populations. He is also the Bishop of one of the local congregations of the Church of Jesus Christ of Latter-Day Saints, helping youth to have meaningful experiences and offering services within the community. He has also been an active member of the board of the Friends of the Kingsport Public Library for the past year.

Minutes of the Regular Work Session of the
Board of Mayor and Aldermen, City of Kingsport, Tennessee
Monday, February 14, 2022, 4:30 PM
City Hall, Boardroom, 415 Broad Street

PRESENT: Board of Mayor and Aldermen
Mayor Patrick W. Shull, Presiding
Vice-Mayor Colette George
Alderman Betsy Cooper
Alderman Darrell Duncan
Alderman Paul W. Montgomery
Alderman Tommy Olterman
Alderman James Phillips

City Administration
Chris McCartt, City Manager
Ryan McReynolds, Deputy City Manager
Michael Borders, Assistant City Manager
Bart Rowlett, Assistant City Attorney
Michael Thompson, Public Works Director
Lisa Winkle, City Recorder/Treasurer
Angie Marshall, City Clerk/Deputy City Recorder
Scott Boyd, Fire Chief
Dale Phipps, Police Chief
John Morris, Budget Officer
Ken Weems, Planning Manager
John Burkholder, Risk Manager
Jessica Harmon, Assistant to City Manager
Adrienne Batara, Public Relations Director

1. **CALL TO ORDER:** 4:30 p.m. by Mayor Patrick W. Shull.
2. **ROLL CALL:** Deputy City Recorder Marshall
3. **2022 PAVING UPDATE.** Deputy City Manager McReynolds gave a presentation on this item, providing data to support the sustainable paving plan the city follows. He highlighted the upcoming areas to be focused on. Discussion followed as he answered questions. City Manager McCartt pointed out Item VI.D.2 on the agenda pertained to this discussion.
4. **RECYCLING UPDATE.** Deputy City Manager McReynolds provided information on this item, pointing out the city is still paused on curbside pickup but discussed two new drop off locations, one on Industry Drive and the other will be located behind the Civic Auditorium.
5. **REVIEW OF AGENDA ITEMS ON THE FEBRUARY 15, 2022 REGULAR BUSINESS MEETING AGENDA.** City Manager McCartt gave a summary for each item on the proposed agenda. The following items were discussed at greater length or received specific questions or concerns.

**Minutes of the Regular Work Session of the Board of Mayor and Aldermen of
Kingsport, Tennessee, Monday, February 14, 2022**

VI.B.2 Consideration of a Resolution and Budget Ordinance Awarding a Contract for the KATS Garage/Maintenance Facility Project (AF: 47-2022). City Manager McCartt gave information on this item noting this would complete the KATS campus. Public Transportation Manager provided further details, noting this would take 12 months to complete once started.

VI.D.4 Authorize City Manager to Execute a Purchase Order to Municipal Emergency Services (MES) for 60 Self-Contained Breathing Apparatus and Necessary Accessories Utilizing Sourcewell Cooperative Purchasing (AF: 43-2022). Chief Boyd noted the original number to purchase was for 75 but was reduced to 60 due to increased cost.

VII.7 Approve an Inter-Local Agreement for the Hyper-Reach Mass Notification System (AF: 50-2022). Mr. McCartt pointed out new technology provides new benefits, noting the system should be up and going in April.

6. ADJOURN. Seeing no other matters presented for discussion at this work session, Mayor Shull adjourned the meeting at 5:54 p.m.

ANGELA MARSHALL
Deputy City Recorder

PATRICK W. SHULL
Mayor

Minutes of the Regular Business Meeting of the
Board of Mayor and Aldermen of the City of Kingsport, Tennessee
Tuesday, February 15, 2022, 7:00 PM
City Hall, 415 Broad Street, Boardroom

PRESENT:

Board of Mayor and Aldermen

Mayor Patrick W. Shull, Presiding	
Vice Mayor Colette George	Alderman Paul Montgomery
Alderman Betsy Cooper	Alderman Tommy Olterman
Alderman Darrell Duncan	Alderman James Phillips

City Administration

Chris McCartt, City Manager
J. Michael Billingsley, City Attorney
Lisa Winkle, Treasurer/City Recorder
Angie Marshall, City Clerk/Deputy City Recorder

I. CALL TO ORDER: 7:00 p.m., by Mayor Patrick W. Shull.

II.A. PLEDGE OF ALLEGIANCE TO THE FLAG: Planner Jessica McMurray.

II.B. INVOCATION: Pastor Stephen Collins – Kingsport Community Church.

III.A. ROLL CALL: By City Recorder Winkle. All Present.

IV.A. RECOGNITIONS AND PRESENTATIONS. None.

IV.B. APPOINTMENTS/REAPPOINTMENTS.

1. Appointments to the Neighborhood Advisory Commission (AF: 36-2022) (Mayor Shull).

Motion/Second: Montgomery/George, to approve:

APPOINTMENTS OF JAMES JOHNSON JR., CHRISTIE GOTT, TIFFANY HICKMAN, THERESA ANN FANNING AND KATIE PRIESTER TO SERVE ON THE **NEIGHBORHOOD ADVISORY COMMISSION** EFFECTIVE IMMEDIATELY. JAMES JOHNSON JR. IS FULFILLING AN UNEXPIRED TERM WHICH WILL EXPIRE ON DECEMBER 31, 2022. ALL OTHER TERMS WILL EXPIRE ON DECEMBER 31, 2024.

Passed: All present voting “aye.”

V. APPROVAL OF MINUTES.

Motion/Second: Olterman/Duncan, to approve minutes for the following meetings:

- A. January 31, 2022 Regular Work Session
- B. February 1, 2022 Regular Business Meeting

Approved: All present voting “aye.”

**Minutes of the Regular Business Meeting of the Board of Mayor and Aldermen
of the City of Kingsport, Tennessee, Tuesday, February 15, 2022**

VI. COMMUNITY INTEREST ITEMS.

A. PUBLIC HEARINGS. None.

PUBLIC COMMENT. Mayor Shull invited citizens in attendance to speak about any of the remaining agenda items. There being no one coming forward to speak, the Mayor closed the public comment segment.

B. BUSINESS MATTERS REQUIRING FIRST READING.

1. Amend Chapter 42, Article III, of the Code of Ordinances as It Relates to the International Fire Code, Appendix D, Specifications for Fire Apparatus Access Roads (AF: 41-2022) (Chris Vandagriff).

Motion/Second: George/Phillips, to pass:

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES, CITY OF KINGSPORT, TENNESSEE, CHAPTER 42 ARTICLE III; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on first reading: All present voting “aye.”

2. Consideration of a Resolution and Budget Ordinance Awarding a Contract for the KATS Garage/Maintenance Facility Project (AF: 47-2022) (Chris Campbell).

Motion/Second: Duncan/Olterman, to pass:

Resolution No. 2022-158, A RESOLUTION AWARDING THE BID FOR THE KINGSPORT AREA TRANSIT SERVICE GARAGE/MAINTENANCE FACILITY TO PATH CONSTRUCTION NORTHEAST, INC., AND AUTHORIZING THE MAYOR TO SIGN AN AGREEMENT FOR THE SAME AND ALL DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed: All present voting “aye.”

Motion/Second: Montgomery/Phillips, to pass:

AN ORDINANCE TO AMEND THE GENERAL FUND AND THE GENERAL PROJECT FUND BUDGETS FOR THE YEAR ENDING JUNE 30, 2022; AND, TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on first reading: All present voting “aye.”

3. Amend General Fund Budget for FY22 (AF: 49-2022) (McCartt).

Motion/Second: George/Cooper, to pass:

AN ORDINANCE TO AMEND THE GENERAL FUND BUDGET BY ADDING A BILLING FISCAL ASSISTANT POSITION FOR THE FISCAL YEAR ENDING JUNE 30, 2022; AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

Passed on first reading: All present voting “aye.”

**Minutes of the Regular Business Meeting of the Board of Mayor and Aldermen
of the City of Kingsport, Tennessee, Tuesday, February 15, 2022**

**4. Budget Adjustment for the General Fund and General Projects
Fund in FY22 (AF: 37-2022) (Chris McCartt).**

Motion/Second: Duncan/Phillips, to pass:

AN ORDINANCE TO AMEND THE GENERAL FUND AND THE GENERAL PROJECT
FUND BUDGETS FOR THE YEAR ENDING JUNE 30, 2022; AND, TO FIX THE
EFFECTIVE DATE OF THIS ORDINANCE

Passed on first reading: All present voting “aye.”

C. BUSINESS MATTERS REQUIRING FINAL ADOPTION.

**1. Budget Adjustment for General Project Fund in FY22 (AF: 33-
2022) (Chris McCartt).**

Motion/Second: George/Montgomery, to pass:

ORDINANCE NO. 6996, AN ORDINANCE TO AMEND THE GENERAL PROJECT
FUND BUDGET FOR THE FISCAL YEAR ENDING JUNE 30, 2022; AND TO FIX THE
EFFECTIVE DATE OF THIS ORDINANCE

Passed on second reading in a roll call vote: Cooper, Duncan, George, Montgomery,
Olterman, Phillips and Shull voting “aye.”

D. OTHER BUSINESS.

**1. Bid Award for the Purchase of Various Water and Sewer
Maintenance Items (AF: 45-2022) (Chris McCartt/Ryan McReynolds).**

Motion/Second: George/Phillips, to pass:

Resolution No. 2022-159, A RESOLUTION AWARDDING THE BID FOR THE PURCHASE
OF VARIOUS WATER AND SEWER MAINTENANCE ITEMS TO FERGUSON
ENTERPRISE, CONSOLIDATED PIPE & SUPPLY, INC., CORE & MAIN, INC., AND G&C
SUPPLY, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE PURCHASE
ORDERS FOR THE SAME

Passed: All present voting “aye.”

**2. Bid Award for 2022 Contracted Paving Area 9 to Pavewell
Paving Co. (AF: 29-2022) (Ryan McReynolds)**

Motion/Second: Montgomery/George, to pass:

Resolution No. 2022-160, A RESOLUTION AWARDDING THE BID FOR THE
CONTRACTED PAVING – AREA 9 PROJECT TO PAVEWELL PAVING COMPANY 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.”

**Minutes of the Regular Business Meeting of the Board of Mayor and Aldermen
of the City of Kingsport, Tennessee, Tuesday, February 15, 2022**

3. Bid Award for Mowing at Various Locations (AF: 39-2022) (Ryan McReynolds).

Motion/Second: Duncan/George, to pass:

Resolution No. 2022-161, A RESOLUTION AWARDING THE BID FOR MOWING AND TRIMMING SERVICES AT VARIOUS LOCATIONS TO PHILLIPS LANDSCAPING AND CLINE LAWN CARE AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER FOR THE SAME

Passed: All present voting "aye."

4. Authorize City Manager to Execute a Purchase Order to Municipal Emergency Services (MES) for 60 Self-Contained Breathing Apparatus and Necessary Accessories Utilizing Sourcewell Cooperative Purchasing (AF: 43-2022) (Assistant Chief Hayes/Chief Boyd).

Motion/Second: George/Phillips, to pass:

Resolution No. 2022-162, A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO MUNICIPAL EMERGENCY SERVICES UTILIZING SOURCEWELL COOPERATIVE PURCHASING AGREEMENT NO. 032620 FOR 60 SELF CONTAINED BREATHING APPARATUS AND NECESSARY ACCESSORIES FOR THE KINGSFORT FIRE DEPARTMENT

Passed: All present voting "aye."

5. Approve Amendment to the Section 5307 Capital Grant Contract for the Construction of a Transit Garage and Maintenance Facility (AF: 48-2022) (Chris Campbell).

Motion/Second: George/Duncan, to pass:

Resolution No. 2022-163, A RESOLUTION APPROVING AN AMENDMENT TO FTA GRANT 031 WITH THE FEDERAL TRANSIT ADMINISTRATION FOR SECTION 5307 CAPITAL GRANT FUNDS FROM THE U.S. DEPARTMENT OF TRANSPORTATION FOR THE CONSTRUCTION OF A TRANSIT GARAGE AND MAINTENANCE FACILITY AND 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."

6. Authorize Purchase of Advanced Fire Training Props from Fireblast Global for the New Fire Training Facility at 250 Horse Creek Lane (AF: 51-2022) (Chief Boyd).

**Minutes of the Regular Business Meeting of the Board of Mayor and Aldermen
of the City of Kingsport, Tennessee, Tuesday, February 15, 2022**

Motion/Second: Olterman/Montgomery, to pass:

Resolution No. 2022-164, A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO FIREBLAST GLOBAL FOR THE PURCHASE OF ADVANCED FIRE TRAINING PROPS THROUGH A U.S. GENERAL SERVICES ADMINISTRATION CONTRACT

Passed: All present voting “aye.”

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

Motion/Second: George/Olterman, to adopt:

1. Authorize Mayor to Execute a Memorandum of Understanding between the U.S. Department of the Army, BAE Systems – Ordnance Systems, Inc. and the City of Kingsport (AF: 38-2022) (Chief Boyd).

Pass:

Resolution No. 2022-165, A RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN THE UNITED STATES DEPARTMENT OF THE ARMY, BAE SYSTEMS - ORDNANCE SYSTEMS, INC., AND THE CITY OF KINGSFORT AND AUTHORIZING THE MAYOR TO EXECUTE THE MEMORANDUM AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE MEMORANDUM

Passed in a roll call vote: Cooper, Duncan, George, Montgomery, Olterman, Phillips and Shull voting “aye.”

2. Amend Kingsport Alliance for Housing Revitalization Program Policy and Procedures (AF: 10-2022) (Jessica McMurray).

Pass:

Resolution No. 2022-166, A RESOLUTION APPROVING REVISIONS TO THE KINGSFORT ALLIANCE FOR HOUSING REVITALIZATION PROGRAM HOME REPAIR POLICY AND PROCEDURE MANUAL

Passed in a roll call vote: Cooper, Duncan, George, Montgomery, Olterman, Phillips and Shull voting “aye.”

3. Authorize City Manager to Execute Purchase Orders to Consolidated Pipe and Supply Company for Master Meter Water Meters (AF: 35-2022) (Ryan McReynolds).

Pass:

Resolution No. 2022-167, A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER FOR MASTER METER WATER METERS TO CONSOLIDATED PIPE AND SUPPLY COMPANY, INC.

Passed in a roll call vote: Cooper, Duncan, George, Montgomery, Olterman, Phillips and Shull voting “aye.”

**Minutes of the Regular Business Meeting of the Board of Mayor and Aldermen
of the City of Kingsport, Tennessee, Tuesday, February 15, 2022**

4. Approve an Administrative Services Agreement with BlueCross BlueShield of Tennessee (AF: 42-2022) (Tyra Copas).

Pass:

Resolution No. 2022-168, A RESOLUTION APPROVING AN ADMINISTRATIVE SERVICES AGREEMENT WITH BLUECROSS BLUESHIELD OF TENNESSEE, INC.; AUTHORIZING THE MAYOR TO EXECUTE THE AMENDMENT; AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AMENDMENT

Passed in a roll call vote: Cooper, Duncan, George, Montgomery, Olterman, Phillips and Shull voting "aye."

5. Renewal of the Medical Services Agreement with CareHere as the Provider of Health, Wellness and Occupational Medicine Clinic Services for the City of Kingsport (AF: 40-2022) (Tyra Copas).

Pass:

Resolution No. 2022-169, A RESOLUTION CONFIRMING THE RENEWAL OF THE AGREEMENT WITH CAREHERE, LLC, D/B/A CAREHERE MANAGEMENT, PLLC, AS THE PROVIDER OF HEALTH, WELLNESS, AND OCCUPATIONAL MEDICAL CLINIC SERVICES FOR FY23 AND AUTHORIZING THE MAYOR TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE RENEWAL

Passed in a roll call vote: Cooper, Duncan, George, Montgomery, Olterman, Phillips and Shull voting "aye."

6. Renew and Amend the Current Agreement with Blue Ridge Medical Management Corporation for Counseling Services for Kingsport City Employees and Authorize the Mayor to Sign All Applicable Documents (AF: 46-2022) (Tyra Copas).

Pass:

Resolution No. 2022-170, A RESOLUTION APPROVING AN AGREEMENT WITH BLUE RIDGE MEDICAL MANAGEMENT CORPORATION FOR COUNSELING SERVICES AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed in a roll call vote: Cooper, Duncan, George, Montgomery, Olterman, Phillips and Shull voting "aye."

7. Approve an Inter-Local Agreement for the Hyper-Reach Mass Notification System (AF: 50-2022) (Chief Boyd).

**Minutes of the Regular Business Meeting of the Board of Mayor and Aldermen
of the City of Kingsport, Tennessee, Tuesday, February 15, 2022**

Pass:

Resolution No. 2022-171, A RESOLUTION APPROVING AN INTER-LOCAL COOPERATION AGREEMENT BETWEEN THE EMERGENCY COMMUNICATIONS DISTRICT OF THE CITY OF KINGSPORT, TENNESSEE, EMERGENCY COMMUNICATIONS DISTRICT OF SULLIVAN COUNTY, TENNESSEE, AND THE CITY OF KINGSPORT, TENNESSEE FOR THE JOINT ACQUISITION, DEPLOYMENT, AND MAINTENANCE OF THE HYPER-REACH MASS NOTIFICATION SYSTEM AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THE AGREEMENT

Passed in a roll call vote: Cooper, Duncan, George, Montgomery, Olterman, Phillips and Shull voting "aye."

VIII. COMMUNICATIONS.

CITY MANAGER.

A. Chris McCartt stated he had been visiting with city departments during the last six months. He noted he had been at the traffic engineering office today, noting they take pride in their work.

B. MAYOR AND BOARD MEMBERS. Alderman Duncan promoted the presentation of Just Dream by Lamplight Theatre and noted this Saturday was the first Keep Kingsport Beautiful cleanup for the year. He also stated he appreciated the paving update presented yesterday at the work session by Deputy City Manager McReynolds. Alderman Montgomery stated there would be a black history event at the Renaissance Center on March 5 presented by HOPE. Alderman Phillips mentioned the governor would be attending the ribbon cutting for TCAT on February 28 and the Home Show will be at Meadowview March 4-6. Lastly, he commented on his tour of Sevier Middle School. Alderman Olterman mentioned the high school basketball playoffs. Vice Mayor George noted the BMA retreat on February 35 and also stated the Chamber was having an in person 4th Friday breakfast this month. Mayor Shull pointed out the Builders Home Show was a good place for home owners to get ideas and resources. He commented on donating blood, stating he hasn't been able to for many years after being stationed in Germany. He also discussed the upcoming Strategic Planning Session which would the board a chance to focus and look ahead.

C. VISITORS. None.

**Minutes of the Regular Business Meeting of the Board of Mayor and Aldermen
of the City of Kingsport, Tennessee, Tuesday, February 15, 2022**

IX. ADJOURN. Seeing no other business for consideration at this meeting, Mayor Shull adjourned the meeting at 7:43 p.m.

ANGELA MARSHALL
Deputy City Recorder

PATRICK W. SHULL
Mayor

Minutes of the Strategic Planning Session of the
Board of Mayor and Aldermen, City of Kingsport, Tennessee
Friday, February 25, 2022, 9:30 AM
City Hall – Boardroom, 415 Broad Street

PRESENT: Board of Mayor and Aldermen

Mayor Patrick W. Shull, Presiding
Vice-Mayor Colette George
Alderman Betsy Cooper
Alderman Darrell Duncan
Alderman Paul Montgomery
Alderman Tommy Olterman (*left at 2:00 pm*)
Alderman James Phillips

City Administration

Chris McCartt, City Manager
Ryan McReynolds, Deputy City Manager
Michael Borders, Assistant City Manager
Bart Rowlett, Assistant City Attorney
Michael Thompson, Public Works Director
Lisa Winkle, City Recorder/Treasurer
Angie Marshall, City Clerk/Deputy City Recorder
Scott Boyd, Fire Chief
Dale Phipps, Police Chief
John Morris, Budget Officer
Ken Weems, Planning Manager
John Burkholder, Risk Manager
Tyra Copas, Human Resources Director
John Rose, Economic Development Director
Adrienne Batara, Public Relations Director

1. **CALL TO ORDER:** 9:30 a.m. by Mayor Patrick W. Shull.

A. **WELCOME:** City Manager McCartt

B. **ROLL CALL:** City Recorder/Treasurer Winkle: All Present.

2. **FINANCIAL UPDATE.** Budget Director Morris discussed the current budget, pointing out the city was in good shape standing at ten percent over budget. City Recorder Winkle also noted that sales tax from restaurants pretty much doubled since last year as people are more comfortable eating out. Mr. Morris provided further details on the City's overall debt as well as the general fund.

3. **ECONOMIC DEVELOPMENT.** Economic Development Director Rose gave a presentation on this item. He discussed retail and commercial developments as well as residential projects and the housing needs for Kingsport. Mr. Rose mentioned the citizen survey and the resulting quality of life projects that are in progress. He talked about growth in the region and how it impacts developments, projects and the school system. He concluded with next steps to move forward including marketing materials, the economic scorecard and the partnership with KEDB. There was discussion throughout the presentation.

Minutes of the Strategic Planning Session of the Board of Mayor and Aldermen of Kingsport, Tennessee, Friday, February 25, 2022

4. LUNCH/CITIZEN SURVEY RESULTS. Public Relations Director Batara provided information on this item stating there were many overall positive takeaways. She further stated there was a 17% response rate and that it was also taken during the pandemic noting that when it is reassessed in three years the results could change. Alderman Cooper pointed out the results were also dependant on how informed the citizen taking the survey was about city services and projects.

5. ARPA FUNDING. City Manager McCartt and City Recorder Winkle gave details on this item and answered questions throughout the presentation. He noted this second round of funding totaled a little over five million and will be received in May. Mr. McCartt then discussed several projects being considered for use of these dollars, stressing the significance of a transformation project. He mentioned the goal was to narrow the list down and select three to five projects to move forward with. These discussions will occur at future work sessions with a decision being made prior to the FY-23 budget approval. Discussion ensued..

6. STRATEGIC PLAN UPDATE. City Manager McCartt provided details on the many components of the city's strategic plan and how adjustments are continually made to keep the plan relative and responsive to current community needs. Deputy City Manager McReynolds then provided information on the Smart Cities Initiative, stating the goal is to create a plan that provides technology that will improve the quality of life, promote economic growth and deliver operational solutions. He provided examples of how this will benefit many operations within the city.

7. BREAK.

8. FY-23 BUDGET. City Manager McCartt and other staff presented this item. Mr. McCartt talked about the general fund highlighting the challenges to the operating budget. He also discussed the capital projects for consideration through a bond issuance. Deputy City Manager McReynolds discussed the goals and objectives regarding the utilities budget. He informed the board of the need for a rate increase in the future to front load the budget to achieve revenue sufficiency.

A. LABOR REVIEW. Human Resources Director Tyra Copas provided information on the current state of employment, compensation, recruiting and retention. She stated there are about 56 vacancies out of 787 budgeted positions citywide. She talked about compensation and the various means to increase salaries, stressing the importance of COLAs and step increases to maintain market value. She concluded with suggestions to improve moving forward. Discussion ensued throughout the presentation.

9. CLOSING COMMENTS. City Manager McCartt thanked the board for their attendance and input throughout the day. He also thanked staff for all the work they put in.

A. ADJOURN. Seeing no other matters presented for discussion at this work session, Mayor Shull adjourned the meeting at 4:04 p.m.

ANGELA MARSHALL
Deputy City Recorder

PATRICK W. SHULL
Mayor



AGENDA ACTION FORM

Consideration of a Budget Adjustment Ordinance for Various Funds in FY22

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

Action Form No.: AF-60-2022
 Work Session: March 7, 2022
 First Reading: March 8, 2022

Final Adoption: April 5, 2022
 Staff Work By: John Morris
 Presentation By: C. McCartt

Recommendation:

Approve the Ordinance

Executive Summary:

The General Project Fund is being increased by \$1,791,595.00. It covers an increase of \$38,249.00 to KEDB's Façade Program, \$87,782.00 to cover positions added to the Building and Codes Department earlier in the year, a \$146,500.00 increase in Electric Service, accepts a \$3,000.00 grant for Cultural Arts, \$200,000.00 for equipment and equipment rental for the Demolition Landfill, \$500,000.00 salary slippage used for Christmas bonuses, creates a \$250,000.00 contingency fund to cover fuel increases, and adds \$569,064.00 to the Future Appropriations line for pending future projects.

The Regional Sales Tax Fund is being increased by \$475,189.00, splitting \$100,000.00 to the Meadowview Fund and \$375,189.00 to the Aquatic Center Fund.

The Visitors Enhancement Fund is being increased by \$40,000.00 and that \$40,000.00 is being applied to the Aquatic Center Budget.

Attachments:

1. Ordinance

Funding source appropriate and funds are available: *pm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: _____

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

ORDINANCE NO.

AN ORDINANCE TO AMEND VARIOUS FUND BUDGETS FOR
THE YEAR ENDING JUNE 30, 2022; 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 budget be amended by increasing various revenue and expense accounts to adjust the General Fund budget to actual. The total amount of the adjustment is \$1,791,595 and by accepting a Rolling Grant of \$3,000 from the TN Arts Commission.

SECTION II. That the Regional Sales Tax Fund be amended by increasing various revenue and expense accounts to adjust the fund budget to actual. The total amount of the adjustment is \$475,189.

SECTION III. That the Visitors Enhancement Fund be amended by increasing the Motel-Room Occupancy Tax line (135-0000-316.20-00) by \$40,000 and the To Meadowview line by \$40,000.

SECTION IV. That the Solid Waste Fund be amended by increasing the From General Fund Line by \$200,000 and by increasing the To Solid Waste Project Fund line (415-6996-696.76-03) by \$200,000.

Section V. That the Solid Waste Project Fund be amended by allocating \$200,000 received from the Solid Waste Fund to the Demo Landfill project (DL2201) in the amount of \$200,000.

SECTION VI. That the Aquatic Center Fund be amended by increasing the From Regional Sales Tax line by \$375,000 and the From Visitors Enhancement Fund line by \$40,000 and decreasing various other revenue lines \$415,000.

SECTION VII. That the Meadowview Fund be amended by increasing the From Regional Sales Tax line by \$100,000 and by decreasing various revenue lines by \$100,000 to adjust the fund budget to actual.

Account Number/Description:

General Fund: 110

Revenues:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
110-0000-311.10-10 Commercial	11,027,400	194,257	11,221,657
110-0000-311.10-15 Industrial	2,548,700	(296,110)	2,252,590
110-0000-311.10-20 Farm	97,100	(6,036)	91,064
110-0000-311.10-25 Agriculture	52,500	1,241	53,741
110-0000-311.10-30 Residential	14,487,400	82,674	14,570,074
110-0000-311.10-40 Forestry	15,080	525	15,605
110-0000-311.20-10 Tan Commercial	8,326,720	884,753	9,211,473
110-0000-311.30-00 Public Utilities-SA	1,283,900	146,643	1,430,543

110-0000-311.40-00	Prior Years	600,000	26,292	626,292
110-0000-312.10-00	KHRA-PILOT	6,000	5,272	11,272
110-0000-312.60-00	KEDB-PILOT	1,500,000	499,108	1,999,108
110-0000-312.90-00	Other-PILOT	26,000	466	26,466
110-0000-314.10-00	Wholesale Beer Tax	1,240,000	47,790	1,287,790
110-0000-314.20-00	Wholesale Liquor Tax	550,000	108,261	658,261
110-0000-314.30-00	Beer Privilege Tax	14,700	3,102	17,802
110-0000-314.31-00	Beer Permit Applications	3,500	953	4,453
110-0000-315.10-00	Gross Receipts Tax	1,500,000	(144,408)	1,355,592
110-0000-315.30-00	New License Fee	4,800	1,350	6,150
110-0000-315.40-00	Minimal Activity License	1,000	(20)	980
110-0000-315.50-00	Transient Vendor License	0	600	600
110-0000-316.10-00	Cable TV Franchise	780,000	(39,228)	740,772
110-0000-316.15-00	AEP Franchise	3,950,000	140,670	4,090,670
110-0000-316.20-00	Motel-Room Occupancy Tax	1,200,000	41,039	1,241,039
110-0000-317.10-00	Property Tax P&I	250,000	48,383	298,383
110-0000-317.12-00	Publicity & Postage	7,000	603	7,603
110-0000-321.10-00	Contractor Licenses	20,000	(3,168)	16,832
110-0000-322.10-00	Building Permits	325,000	146,999	471,999
110-0000-322.20-00	Electrical Permits	40,000	7,921	47,921
110-0000-322.30-00	Natural Gas Permits	40,000	3,710	43,710
110-0000-322.40-00	Plumbing Permits	25,000	(4,480)	20,520
110-0000-332.10-00	Sales Tax	5,000,000	908,967	5,908,967
110-0000-332.12-00	Telecommunication Sale Tx	80,000	1,598	81,598
110-0000-332.13-00	Telecom Privilege	3,500	(1,048)	2,452
110-0000-332.14-00	Fantasy Sports Privilege	50,000	121	50,121
110-0000-332.15-00	Beer Tax	25,000	82	25,082
110-0000-332.20-00	Mix Drink Tax	250,000	73,314	323,314
110-0000-332.25-00	Street & Transport	101,700	(22)	101,678
110-0000-332.35-00	Supplement Fireman Salary	94,400	0	94,400
110-0000-332.40-00	Supplement Police Salary	82,400	0	82,400
110-0000-332.45-00	In-Lieu intangible Per PR	150,000	13,885	163,885
110-0000-332.50-00	TVA In-Leau of Tax	580,600	(5,851)	574,749
110-0000-332.52-00	TVA Impact Payment	177,775	9,569	187,344
110-0000-332.57-00	Direct Appropriation	607,194	0	607,194
110-0000-332.71-00	FTDD Area Agency on Aging	32,000	(16,924)	15,076
110-0000-333.05-00	Sales Tax-Hawkins	1,200,000	(68,025)	1,131,975
110-0000-333.10-00	Sales Tax-Sullivan	17,500,000	1,976,093	19,476,093
110-0000-333.15-00	Cont Bays Mtn Park	15,000	0	15,000
110-0000-333.20-00	Cont Fire Service	187,225	(1,245)	185,980
110-0000-333.35-00	Admin-Building	150,000	0	150,000
110-0000-337.12-28	HIDTA	5,000	11,145	16,145
110-0000-341.10-15	Summer Prog Activity Fee	10,000	(10,000)	0
110-0000-341.10-20	Allandale Rental	80,000	8,187	88,187
110-0000-341.10-50	Auditorium Receipts	45,000	(3,996)	41,004

110-0000-341.10-59	FunFest Softball Tourn.	5,000	(800)	4,200
110-0000-341.10-60	Concession Receipts	200,000	17,219	217,219
110-0000-341.10-61	Athletic Facility Rentals	40,000	11,835	51,835
110-0000-341.10-62	Athletic Programs	50,000	7,791	57,791
110-0000-341.10-63	Cultural Arts Prog	7,500	(1,828)	4,935
110-0000-341.10-64	Renaissance Set Up	8,000	(2,854)	5,146
110-0000-341.10-70	Renaissance	60,000	(10,336)	35,000
110-0000-341.10-80	Community Ctr Rent	20,000	13,124	15,500
110-0000-341.10-81	VO Dobbins Rent	182,200	7,782	189,982
110-0000-341.10-85	Comm Prog Events	40,000	4,299	44,299
110-0000-341.10-86	Lynn View Com Ctr	2,000	(196)	1,804
110-0000-341.10-88	Farmer's Market Building	15,000	6,250	4,300
110-0000-341.10-90	Other Rec Receipts	224	(6)	218
110-0000-341.10-95	Dog Park Fees	4,000	(179)	3,821
110-0000-341.10-96	Carousel Tickets	55,000	(17,619)	37,381
110-0000-341.10-97	Carousel Rentals	25,000	(6,715)	18,285
110-0000-341.10-98	Carousel Events	5,000	(3,450)	1,550
110-0000-341.20-10	Senior Center Dues	30,000	(5,678)	24,322
110-0000-341.20-20	Sr. Cen Trans Fees	5,000	(2,153)	2,847
110-0000-341.26-10	Ad. Ed. Class Fees	5,000	(1,623)	3,377
110-0000-341.30-10	BMP Entrance Fees	100,000	(20,866)	79,134
110-0000-341.30-15	BMP School Program Fees	20,000	(13,670)	6,330
110-0000-341.30-20	BMP Planetarium Fees	25,000	(7,128)	17,872
110-0000-341.30-40	BMP Barge Rides	10,000	375	10,375
110-0000-341.30-50	BMP Nature Show Fees	1,200	524	1,724
110-0000-341.30-60	BMP Mountain Bike Fees	500	(500)	0
110-0000-341.30-70	BMP Ropes Course Fees	25,000	(8,910)	16,090
110-0000-341.30-80	Park Tours	0	10	10
110-0000-341.30-90	BMP Primitive Camping Fees	75	15	90
110-0000-341.30-95	Facility Rental Fees	5,500	1,920	7,420
110-0000-341.60-87	FM Merchandise	1,000	1,354	2,354
110-0000-341.60-89	FM Booth Fees	15,000	(4,575)	10,425
110-0000-342.40-00	Sexual Offenders	8,000	0	8,000
110-0000-342.72-00	Driver's School	30,000	(3,250)	26,750
110-0000-342.73-00	Child Restraint Class	500	(500)	0
110-0000-342.85-20	Food Truck Inspection	2,500	(50)	2,450
110-0000-342.85-22	Food Truck Renewal	800	175	975
110-0000-342.85-25	Food Truck 3 Day Permit	500	(500)	0
110-0000-348.10-00	Business License Rec Fee	0	84	84
110-0000-348.21-00	Commercial Plans Review	10,000	6,299	16,299
110-0000-348.40-00	E-911 Charges	296,501	0	296,501
110-0000-348.40-10	E-911 Supplemental Pay	16,000	(800)	15,200
110-0000-348.68-00	Contracted Maint-State Rd	255,000	17,663	272,663
110-0000-348.80-00	Engineering Fees	500,000	(98,006)	401,994
110-0000-351.10-00	Sessions Court Fines	48,000	688	48,688
110-0000-351.20-00	Circuit Court Fines	20,000	(7,506)	12,494
110-0000-351.30-00	Police Court Fines	150,000	(38,738)	111,262
110-0000-351.30-65	Red Light Camera Fines	400,000	19,454	419,454
110-0000-351.31-00	Local Court Costs	200,000	(60,068)	139,932

110-0000-351.31-66	Red Light Court Costs	25,000	550	25,550
110-0000-351.32-00	Local Litigation Fee	6,500	(1,866)	4,634
110-0000-351.60-00	Drug Fines	20,000	(2,724)	17,276
110-0000-361.10-00	Earnings On Investments	30,000	(15,956)	14,044
110-0000-364.20-00	From Corporations	600,000	0	600,000
110-0000-364.20-10	KPT Lifesaving Crew	75,000	0	75,000
110-0000-364.30-00	From Non-Profits	125,000	(50,000)	75,000
110-0000-364.30-00	Land Sales	800,000	(800,000)	0
110-0000-368.15-00	Rental of Land & Building	28,800	11,058	39,858
110-0000-368.30-00	Return Check Charge	800	250	1050
110-0000-368.30-67	Red Light Cam Fines	200	130	330
110-0000-368.32-00	Vending Machine Revenue	0	3,883	3,883
110-0000-368.55-20	Police Copies	50	(46)	4
110-0000-368.55-40	Data on CDs	0	15	15
110-0000-368.77-00	Convenience Fee	3,550	3,325	6,875
110-0000-368.79-00	Tax Processing Fee	10,000	3,917	13,917
110-0000-368.81-10	Staubus v Endo Pharmacy	1,559,317	0	1,559,317
110-0000-368.99-00	Miscellaneous	110,000	26,723	136,723
110-0000-391.21-00	From School Fund	275,000	(85,000)	190,000
110-0000-392.10-00	Fund Balance Appropriations	1,783,955	(1,783,955)	0
110-0000-393.37-04	AC-Admin Fee	46,300	(2,586)	43,714
110-0000-393.42-04	Sewer-Admin Fee	610,000	(48,868)	561,132
110-0000-393.42-60	Sewer PILOT	838,000	0	838,000
110-0000-393.45-04	Water Admin Fee	968,000	(55,484)	912,516
110-0000-393.45-60	Water PILOT	653,000	0	653,000
110-0000-393.89-04	ST WA-Admin Fee	85,000	(5,140)	79,860
Totals:		87,902,066	1,791,595	89,643,686

Expenditures:

<u>Expenditures:</u>	\$	\$	\$
110-1005-405.80-78 KEDB Façade Program	61,751	38,249	100,000
110-2505-435.10-10 Salaries & Wages	357,620	62,778	420,398
110-2505-435.10-20 Social Security	27,360	5,011	32,371
110-2505-435.10-30 Group Health Insurance	71,180	14,447	85,627
110-2505-435.10-41 TCRS Retirement	64,870	159	65,029
110-2505-435.10-43 ICMA Retirement	2,970	4,959	7,929
110-2505-435.10-50 Life Insurance	720	121	841
110-2506-435.10-52 Long Term Disability Ins	680	52	732
110-2506-435.10-60 Workmen's Compensation	290	105	395
110-2506-435.10-61 Unemployment Insurance	210	150	360
110-4031-463.20-30 Electric Service	325,000	146,500	471,500
110-4505-471.20-20 Professional/Consultant	22,800	3,000	25,800
110-4804-481.70-22 To Solid Waste Mgmt Fund	2,000,000	200,000	2,200,000
110-4806-481.10-10 Salaries & Wages	(500,000)	500,000	0
110-4806-481.20-56 Repairs & Maint-Vehicles	0	250,000	250,000
110-4890-901.60-01 Future Appropriations	63,237	569,064	632,301
Totals:	8,786,262	1,791,595	10,580,857

Regional Sales Tax Fund: 130**Revenues:**

130-0000-313.11-00 Conference Center
 130-0000-361.10-00 Earnings on Investments

Totals:

<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
\$	\$	\$
3,915,000	475,477	4,390,477
300	(288)	12
3,915,300	475,189	4,390,489

Expenditures:

130-4804-481.70-26 To Meadowview Fund
 130-4804-481.70-27 To Cattails @ Meadowview
 130-4804-481.70-39 To Aquatic Center Fund

Totals:

\$	\$	\$
1,950,000	100,000	2,050,000
165,300	0	165,300
1,800,000	375,189	2,175,189
3,915,300	475,189	4,390,489

Visitors Enhancement Fund: 135**Revenues:**

135-0000-316.20-00 Motel-Room Occupancy Tax

Totals:

<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
\$	\$	\$
400,000	40,000	440,000
400,000	40,000	440,000

Expenditures:

135-1015-405.20-20 Professional/Consultant
 135-1015-405.20-47 BMA Sponsored Meet/Events
 135-1015-405.30-20 Operating Supplies & Tools
 135-1015-405.80-15 KCVB (Tourism Council)
 135-1015-405.90-03 Improvements
 135-4804-481.70-39 To Aquatic Center Fund

Totals:

\$	\$	\$
59,905	0	59,905
13,095	0	13,095
37,000	0	37,000
30,000	0	30,000
100,000	0	100,000
160,000	40,000	200,000
400,000	40,000	440,000

Solid Waste Fund: 415**Revenues:**

415-0000-391.01-00 From General Fund

Totals:

\$	\$	\$
2,000,000	200,000	2,200,000
2,000,000	200,000	2,200,000

Expenditures:

415-6996-696.76-03 Solidwaste Project Fund

Totals:

200,000	200,000	400,000
200,000	200,000	400,000

Solid Waste Project Fund: 455**Demo Landfill (DL2201)****Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
455-0000-391.13-00 From Solid Waste Fund	0	200,000	200,000
Total:	0	200,000	200,000

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
455-0000-601.90-04 Equipment	0	200,000	200,000
Total:	0	200,000	200,000

Aquatic Center Fund: 419**Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
419-0000-361.10-00 Earnings on Investments	8,000	(7,876)	124
419-0000-361.22-00 Int LGIP	100	(71)	29
419-0000-364.20-00 From Corporations	54,000	2,099	56,099
419-0000-368.32-00 Vending Machine Revenue	3,000	(1,252)	1,748
419-0000-378.19-10 YMCA Memberships	300,000	(106,857)	193,143
419-0000-378.19-20 Gate Receipts	440,000	702	440,702
419-0000-378.19-25 Annual Memberships	55,000	26,860	81,860
419-0000-378.19-30 Season Passes	45,000	15,514	60,514
419-0000-378.19-40 Rentals	130,000	(2,297)	127,703
419-0000-378.19-50 Program Events	120,000	(24,058)	95,942
419-0000-378.19-60 Concession Receipts	130,000	61,183	191,183
419-0000-378.19-75 YMCA Reimbursements	120,000	(13,105)	106,895
419-0000-378.19-99 Miscellaneous	3,000	1,195	4,195
419-0000-391.25-00 From Regional Sales Tax	1,800,000	375,000	2,175,000
419-0000-391.69-00 From Visitors Enhancement	160,000	40,000	200,000
419-0000-392.01-00 From Fund Balance	367,037	(367,037)	0
Totals:	3,735,137	0	3,735,137

Meadowview Conference Center Fund: 420**Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
420-0000-361.10-00 Earnings on Investments	100	(44)	56
420-0000-361.22-01 FF&E Sinking Fund	800	(650)	150
420-0000-361.22-05 Int LGIP Gen Obl	300	(189)	111
420-0000-375.60-01 Furn/Fixtures & Equipment	140,000	(140,000)	0
420-0000-375.60-02 Room Surcharge	130,000	40,883	170,883
420-0000-391.25-00 From Regional Sales Tax	1,950,000	100,000	2,050,000
Totals:	2,221,200	0	2,221,200

SECTION VII. 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.

PATRICK W. SHULL, Mayor

ATTEST:

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, City Attorney

PASSED ON 1ST READING:

PASSED ON 2ND READING:



AGENDA ACTION FORM

Consideration of an Ordinance to Appropriate Funding from the Criminal Forfeiture Fund and the Drug Fund to Establish a Project for the Police Department and a Resolution to Authorize the Purchase of One Tactical Rescue Vehicle

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

Action Form No.: AF-65-2022
 Work Session: March 7, 2022
 First Reading: March 8, 2022

Final Adoption: March 8, 2022 - Resolution
 April 5, 2022 - Ordinance
 Staff Work By: Commander Chambers
 Presentation By: Chief Phipps

Recommendation:

Approve the Resolution
 Approve the Ordinance

Executive Summary:

The Criminal Forfeiture Fund was established for revenue generated from the seizure of assets from suspects by KPD where the criminal case was investigated by KPD utilizing federal authorities (i.e. DEA, FBI, IRS etc.) Conversely, the Drug Fund is established for exclusive KPD drug investigations. These funds can be used for law enforcement purposes only. Distinct guidelines are established for expenditures by the Department of Justice. The total amount requested to accomplish this project is \$300,000.00. This project meets established guidelines.

These monies will be allocated for the purchase of a tactical rescue vehicle which can be deployed in a situation that has reached a level of extreme danger for officers and/or citizens. The vehicle is designed to protect officers from known high-risk situations where a suspect has demonstrated a propensity for a violent encounter. The vehicle, being ballistic rated, makes a potentially lethal confrontation safer for officers approaching the situation and could be utilized regionally under the mutual aid agreement for neighboring communities.

The committee recommends awarding the purchase of this tactical rescue vehicle to International Armored Group, US, Inc. in the amount of \$289,354.00 via GSA contract # 47QSWA18D009L. The General Services Administration is an independent agency of the U.S. government established in 1949 to help manage and support the basic functioning of federal agencies. Specific categories of items on GSA contracts are made available to local governments for purchase through their cooperative purchasing program. Items available for purchase include IT, security and law enforcement products.

Attachments:

1. Resolution
2. Ordinance
3. Quote from IAG
4. GSA contract summary

Funding source appropriate and funds are available: *Jm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *aw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Oltzman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO
EXECUTE A PURCHASE ORDER TO INTERNATIONAL
ARMORED GROUP, US, INC., FOR THE PURCHASE OF ONE
TACTICAL RESCUE VEHICLE FOR USE BY THE KINGSPORT
POLICE DEPARTMENT

WHEREAS, the city desires to purchase a tactical rescue vehicle from International Armored Group, US, Inc., for use by the Kingsport Police Department through U.S. General Services Administration (GSA) contract # 47QSWA18D009L; and

WHEREAS, Tennessee Code Annotated section 12-3-1205 permits city to participate in a cooperative purchasing agreement for the procurement of goods with an agency of the United States to the extent federal law permits the joint exercise of purchasing authority; and

WHEREAS, pursuant to 40 USC 502(c) the Cooperative Purchasing Program of the GSA allows local governments to purchase law enforcement equipment through contracts negotiated by the GSA; and

WHEREAS, the vehicle is designed to protect officers from known high-risk situations where a suspect has demonstrated a propensity for a violent encounter, and the vehicle, being ballistic rated, makes a potentially lethal confrontation safer for officers approaching the situation and could be utilized regionally under mutual aid agreements with neighboring communities.

WHEREAS, the purchase price of the vehicle is \$289,354.00; and

WHEREAS funding will be available once the attached ordinance is approve at its second reading.

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 International Armored Group, US, Inc., for a tactical rescue vehicle for use by the Kingsport Police Department in the amount of \$289,354.00, and to approve any and all documents necessary and proper to effectuate the purpose of this resolution.

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 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

ORDINANCE NO.

AN ORDINANCE TO AMEND THE VARIOUS FUND BUDGETS
FOR THE YEAR ENDING JUNE 30, 2022; AND, TO FIX THE
EFFECTIVE DATE OF THIS ORDINANCE

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

SECTION I. That the Criminal Forfeiture Fund be amended by appropriating \$200,000 from Fund Balance to transfer to the General Project Fund.

SECTION II. That the Drug Fund be amended by appropriating \$100,000 from Fund Balance to transfer to the General Project Fund.

SECTION III. That the General Projects Fund be amended by accepting \$200,000 from the Criminal Forfeiture Fund and \$100,000 from the Drug Fund to create the Armored Vehicle project (GP2210).

Account Number/Description:

Criminal Forfeiture Fund: 126

Revenues:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
126-0000-351.70-16 Federal IRS Code CBP	6,000	0	6,000
126-0000-392.01-00 Fund Bal Appropriations	0	200,000	200,000
<i>Totals:</i>	6,000	200,000	206,000

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
126-3021-442.40-47 Special Investigations	6,000	0	6,000
126-4804-481.70-36 To General Project Fund	0	200,000	200,000
<i>Totals:</i>	6,000	200,000	206,000

Drug Fund: 127

Revenues:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
127-0000-333.45-00 Judicial Dist Drug Funds	1,400	0	1,400
127-0000-351.60-00 Drug Fines	35,000	0	35,000
127-0000-351.70-30 Forfeited Assets Local	120,700	0	120,700
127-0000-392.01-00 Fund Bal Appropriations	0	100,000	100,000
<i>Totals:</i>	157,100	100,000	257,100

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
127-3020-442.10-10 Salaries & Wages	10,000	0	10,000
127-3020-442.20-20 Professional/Consultant	9,800	0	9,800
127-3020-442.20-40 Travel Expense	3,800	0	3,800
127-3020-442.20-41 Registration Fees/Tuition	1,000	0	1,000
127-3020-442.30-20 Operating Supplies & Tools	25,000	0	25,000
127-3020-442.40-46 Drug Investigations	45,000	0	45,000
127-3020-442.90-06 Purchases \$5,000 & Over	50,000	0	50,000
127-3032-443.30-20 Operating Supplies & Tool	12,500	0	12,500
127-4804-481.70-36 To General Project Fund	0	100,000	100,000
<i>Totals:</i>	157,100	100,000	257,100

General Project Fund: 311
Armored Vehicle (GP2210)

Revenues:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
311-0000-391.72-00 From Drug Fund	0	100,000	100,000
311-0000-391.74-00 From Criminal Forfeiture	0	200,000	200,000
<i>Totals:</i>	0	300,000	300,000

Expenditures:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
311-0000-601.90-04 Equipment	0	300,000	300,000
<i>Totals:</i>	0	300,000	300,000

SECTION IV. 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.

PATRICK W. SHULL, Mayor

ATTEST:

ANGIE MARSHALL
Deputy City Recorder

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, City Attorney

PASSED ON 1ST READING: _____

PASSED ON 2ND READING: _____



INTERNATIONAL ARMORED GROUP US, Inc.

5840 US1 HWY S, Saint Augustine, Florida, 32086

Tel: +1-904-794-4304, Fax: +1-904-794-9232, Email: info@interarmored.com, Web: www.interarmored.com

Price Quote

Department/ Agency: Kings Port Tennessee Police Department

Contact: Commander Chambers

Phone: (423) 229-9469

Email: seanchambers@kingsporttn.gov

	Price USD	Quantity	Total
Sentinel ARV	\$ 249,500.00	1	\$ 249,500.00
Base Vehicle Information			
Engine: 6.7L Turbo Diesel	Included	1	Included
Transmission: 10 Speed Select-Shift Auto	Included	1	Included
Drivetrain: 4x4	Included	1	Included
Seating Capacity: 10-12	Included	1	Included
5 Door Configuration: 4 Side Doors and Double Rear Doors	Included	1	Included
Included Options			
Vehicle Color: Black	Included	1	Included
NIJ IV Armoring (.50 Cal Protection)	Included	1	Included
Radiator Protection	Included	1	Included
Armored Firewall	Included	1	Included
Battery and ECM Protection	Included	1	Included
Fuel Tank Protection	Included	1	Included
Wire Mesh Installed In Tailpipe	Included	1	Included
Upgraded Heavy Duty Adaptive Suspension	Included	1	Included
Upgraded Heavy Duty Brake System	Included	1	Included
Upgraded HD Hinges	Included	1	Included
Lockable Fuel Tank Cover	Included	1	Included
Side Door Locking System (Side Doors Can Be Locked into Place at The Open Position)	Included	1	Included
Rear Door Locking System (Rear Doors Can Be Locked into Place at 90° and 180°)	Included	1	Included
Built in Ladder on Rear Doors for Roof Access	Included	1	Included
Heavy Duty Running Boards	Included	1	Included
Customized Seating Arrangement	Included	1	Included
Customized Exterior Color	Included	1	Included
Customized Interior Color	Included	1	Included
Emergency Escape Hatch with Gun Port	Included	1	Included



INTERNATIONAL ARMORED GROUP US, Inc.

5840 US1 HWY S, Saint Augustine, Florida, 32086

Tel: +1-904-794-4304, Fax: +1-904-794-9232, Email: info@interarmored.com, Web: www.interarmored.com

Manual Vehicle Breaching Ram	Included	1	Included
Anti-Slip Coating on Roof	Included	1	Included
7" Vertical Gun Ports (12 Total)	Included	1	Included
Rear Compartment High-Capacity A/C and Heat	Included	1	Included
Custom Center Console	Included	1	Included
Additional Options			
Tactical HD 20" Tires Mounted On HD Steel Rims With Beadlocks And FINABALL Run-Flat Inserts System	\$15,000.00	1	\$15,000.00
Hydraulic Breaching Ram with Gas Injection System (Gas Not Included)	\$12,500.00	1	\$12,500.00
Law Enforcement Light/Siren Package (Includes Whelen Siren/ Light Control Unit, 100 Watt PA Speaker And (8) Blue Strobe Lights)	\$5,500.00	1	\$5,500.00
Remote Controlled Search and Spot Light (GoLight)	\$750.00	2	\$1,500.00
Scene Lighting Package	\$2,450.00	1	\$2,450.00
Back Up Camera with 7" Monitor	\$750.00	1	\$750.00
Cost Of Vehicle With Options			
GSA Industrial Funding Fee (Equal to 0.75% of \$100 value)	\$2,154.00	1	\$2,154.00
Tax not included in price (Client Tax Exempt)			
Total Cost of Vehicle (with options)			
			\$289,354.00

* All prices are FOB St. Augustine, FL, please note sales tax has not been included.

**Please note purchases made through the GSA schedule are subject to a GSA Industrial Funding Fee equal to 0.75% of \$100 value. The GSA IFF fee is remitted to the GSA Schedule and not retained by IAG.

IAG Contract 47QSWA18D009L.

Delivery Terms: FOB Origin, lead time is 180 Days from Arrival of Chassis.

Validity: Prices are valid for 60 days

Prepared By: Alex Wilson

Date: 2/24/2022



U.S. General Services Administration

Contract Summary Document

**Company Name: INTERNATIONAL ARMORED GROUP
US, INC.**

Duns Number : 961924896

Contract Number : 47QSWA18D009L

1. Estimated Award Value :\$ 500000**Base Period :\$ 125000****Option Period 1 :\$ 125000****Option Period 2 :\$ 125000****Option Period 3 :\$ 125000****2. Solicitation Number : 7FCI-L3-030084-B****3. Contract Period : September 11, 2018 through September 10, 2023****4. Business Size : Small Business****5. Business Types :**

Business Type	Description
2X	2X - For-Profit Organization
A2	A2 - Women Owned Business
XS	XS - S Corporation
MF	MF - Manufacturer of Goods

6. Sub Contracting Plan Expiration : N/A**7. Items Awarded :**

SIN	Description
426 5B	426 5B-Armored Vehicles, Vehicle Armoring Services, Wheeled

SIN	Description
	Vehicles - SUBJECT

Labor Categories :

N/A

8. Escalation Rates :

N/A

9. IFF Statement :

552.238-74 - Industrial Funding Fee and Sales Reporting - refer to contract for current version applicable to offer / award

10. Minimum Order Quantities:

NONE

11. Minimum Order Limit : \$ 0**12. Maximum Order Limit : \$ 0****13. Geographic Coverage :**

SIN	Scope
426 5B	V - 48 States,DC

14. Prompt payment Discounts :

Discount1 : 00.000 % if Payment is made within 00 days

Discount2 : 00.000 % if Payment is made within 00 days

Net 30 days.

Volume Discounts :

TBD at the Task Order Level

15. MFC(Most Favorable Customer) :

MFC (Most Favored Customer)/BOA (Basis of Award) Customer:

International Armored Group (IAG) US, Inc.'s Most Favored Customer (MFC) and the Basis of Award (BOA) for this contract is Commercial End Users. The price/discount relationship between the Government and the MFC will never be less favorable to the Government than at the time of award, that is: For the life of the contract, the Government's basic discount will never be less than 1% and will always be at least 1% greater than the 0% basic discount granted to the MFC, which is Commercial End Users.

The award is predicated upon the above-listed MFC/BOA; therefore, it is that customer upon which the Price Reduction Clause, 552-238-75, will be activated.

16. Approved Exceptions :

N/A

17. Terms and Conditions :

Clause	Title
--------	-------

Terms and Conditions Notes :

Terms and Conditions Notes: International Armored Group (IAG) US, Inc.'s offer dated 02.07.18 and Final Proposal Revision dated 09.07.18, submitted in response to standing Solicitation No 7FCI-L3-030084-B, for Multiple Award Schedule 084, entitled Schedule 084, Total Solutions for Law Enforcement, Security, Facilities Management, Fire, Rescue, Clothing, Marine Craft and Emergency/Disaster Response, is hereby accepted by the Government.

The International Armored Group Commercial Price List effective 01.01.16 (At Award, 426-5B) is approved to be used as the basis of award. In addition, the GSA Price Proposal Template contains all GSA approved pricing and SIN information.





AGENDA ACTION FORM

Consideration of a Resolution to Awarding the Bid to Frizzel Construction for the Replacement of Sewer Lift Stations #108 Oak Glen Drive, #307 Lakeside Drive) and #308 Cooks Valley Road and a Budget Ordinance to Transfer Funds

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

Action Form No.: AF-63-2022
 Work Session: March 7, 2022
 First Reading: March 8, 2022

Final Adoption: April 5, 2022
 Staff Work By: Niki Ensor
 Presentation By: R. McReynolds

Recommendation:

Approve the Resolution
 Approve the Ordinance

Executive Summary:

Bids were received on February 8, 2022 for the replacement of sewer lift stations #108, #307 and #308. LDA Engineering and city staff reviewed the bids and recommends awarding the contract to the apparent low bidder, Frizzel Construction in the amount of \$1,305,000.00. Engineer's estimate was \$1,695,000.00.

Replacement of aging sewer facilities is necessary to ensure compliance with federal and state regulations. These facilities have provided 30 years of service and have exceeded their useful life.

This project was approved and funded in the capital improvements plan. However, a budget ordinance is needed to reallocate funds to the appropriate project account. A budget ordinance is requested to transfer \$102,000.00 from SW1603 to SW2005 Sewer Lift Station Improvements.

Attachments:

1. Resolution
2. Budget Ordinance
3. Project Map
4. Bid Tabulation

Funding source appropriate and funds are available: *Jm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *zw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AWARDDING THE BID FOR THE REPLACEMENT OF SEWER LIFT STATIONS #108, #307, AND #308 TO FRIZZLE CONSTRUCTION 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 February 8, 2022, for the replacement of sewer lift stations #108 Oak Glen Drive, #307 Lakeside Drive and #308 Cooks Valley Road; and

WHEREAS, upon review of the bids, the board finds Frizzle Construction 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 for the replacement of sewer lift stations #108 Oak Glen Drive, #307 Lakeside Drive and #308 Cooks Valley Road from Frizzle Construction at an estimated construction cost of \$1,305,000.00; and

WHEREAS, funding will be available once the attached budget ordinance is approved to transfer \$102,000 from SW1603 to SW2005 Sewer Lift Station Improvements.

Now therefore,

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

SECTION I. That the bid for the replacement of sewer lift stations #108 Oak Glen Drive, #307 Lakeside Drive and #308 Cooks Valley Road at an estimated cost of \$1,305,000.00 is awarded to Frizzle Construction.

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, an agreement with Frizzle Construction for the replacement of sewer lift stations #108, #307, and #308 and 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 public.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE SEWER PROJECT FUND
BUDGET FOR THE FISCAL YEAR ENDING JUNE 30, 2022;
AND, TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

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

Section I. That the Sewer Project Fund be amended by transferring \$102,000 from the Lift Station Telemetry project (SW1603) to the System Improvements SLS project (SW2005).

Account Number/Description:

Sewer Project Fund: 452

Lift Station Telemetry (SW1603)

Revenues:

452-0000-391.05-47	Series 2017 B GO Bonds	\$ 2,100,000	\$ 0	\$ 2,100,000
452-0000-391.42-00	From Sewer Fund	648,802	(102,000)	546,802
Totals:		2,748,802	(102,000)	2,646,802

Expenditures:

452-0000-606.20-22	Construction Contracts	\$ 2,297,167	\$ (102,000)	\$ 2,195,167
452-0000-606.20-23	Arch/Eng/Landscaping	446,828	0	446,828
452-0000-606.90-06	Purchases \$5,000 & Over	4,807	0	4,807
Totals:		2,748,802	(102,000)	2,646,802

System Improvements SLS (SW2005)

Revenues:

452-0000-391.05-40	2015 A (OCT) GP PUB IMP	\$ 310,429	\$ 0	\$ 310,429
452-0000-391.05-45	Series 2016 GO (Nov 4)	23,812	0	23,812
452-0000-391.05-47	Series 2017 B GO Bonds	706,000	0	706,000
452-0000-391.05-56	Series 2019 GO Improvment	444,800	0	444,800
452-0000-391.42-00	From Sewer Fund	0	102,000	102,000
Totals:		1,485,041	102,000	1,587,041

Expenditures:

452-0000-606.20-22	Construction Contracts	\$ 0	\$ 1,367,081	\$ 1,367,081
452-0000-606.20-23	Arch/Eng/Landscaping Serv	135,000	0	135,000
452-0000-606.90-01	Land	8,000	0	8,000
452-0000-606.90-03	Improvements	1,342,041	(1,265,081)	76,960
Totals:		1,485,041	102,000	1,587,041

SECTION II. 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.

PATRICK W. SHULL, Mayor

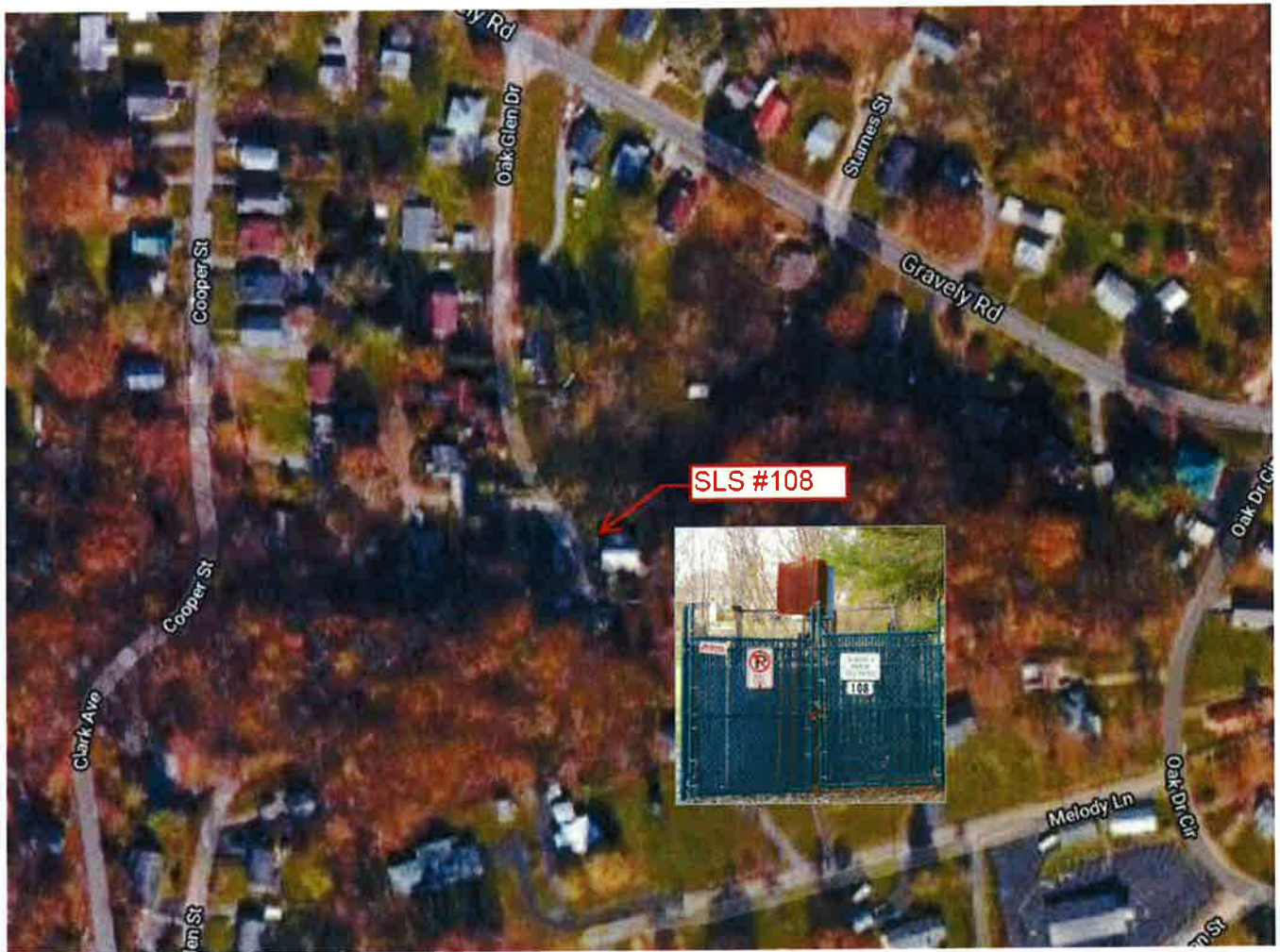
ATTEST:

ANGELA MARSHALL, Deputy City Recorder APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, City Attorney

PASSED ON 1ST READING: _____

PASSED ON 2ND READING: _____





LDA ENGINEERING

February 10, 2022

Ms. Niki Ensor
Water/Wastewater Facilities Manager
City of Kingsport
620 W. Industry Drive
Kingsport, TN 37660

Regarding: Results of Bid Opening
Oak Glen, Lakeside, and Cooks Valley Pump Stations

Niki,

Bids for the referenced project were received and opened on February 8, 2022, at 4:00 p.m. in City Hall. Five (5) bids were received sealed and otherwise in proper order. The Bidders and their respective bids were as follows:

BIDDER	OAK GLEN	LAKESIDE	COOKS VALLEY	TOTAL BID
Thomas Construction	\$832,000.00	\$770,000.00	\$810,000.00	\$2,412,000.00
Frizzell Construction	\$440,000.00	\$415,000.00	\$450,000.00	\$1,305,000.00
Morgan Contracting	\$550,000.00	\$762,000.00	\$625,000.00	\$1,937,000.00
J. Cumby Construction	\$562,000.00	\$572,000.00	\$565,000.00	\$1,669,000.00
King General Contractors	\$668,440.00	\$774,402.00	\$701,365.00	\$2,144,207.00
Engineer's Estimate	\$585,000.00	\$520,000.00	\$590,000.00	\$1,695,000.00

We recommend that the contract be awarded to Frizzell Construction of Bristol, Tennessee in the amount of \$1,305,000.00. A certified bid tabulation and Notice of Award (for signature and date) are enclosed for your use. The original Bid Documents submitted by the Bidders were retained by the Purchasing Department.

If you have questions or comments relative to the project, please feel free to contact us.

Sincerely,

LDA Engineering

Steve Bostic

Steve Bostic, P.E.
Chief Engineer

Copy: Pamela Gilmer, City of Kingsport



AGENDA ACTION FORM

Consideration of an Ordinance to Amend Chapter 42 Article III of the Code of Ordinances As it Relates to the International Fire Code Appendix D Specifications for Fire Apparatus Access Roads

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

Action Form No.: AF-41-2022
 Work Session: February 14, 2022
 First Reading: February 15, 2022

Final Adoption: **March 8, 2022**
 Staff Work By: Committee
 Presentation By: C. Vandagriff

Recommendation:

Approve the Ordinance

Executive Summary:

Kingsport Code of Ordinances section 42-46 adopts by reference the provisions of the International Fire Code, 2018 edition, and appendices A – N thereto. This ordinance would enact amendments to appendix D, more specifically those provisions which relate to fire apparatus access roads.

During the past year, staff has worked to evaluate procedures and regulations that directly relate to the Development Process to ensure that we are consistent, efficient, and proactive in how we conduct business. This process has revealed some inconsistencies between the Subdivision Regulations which are reviewed and adopted by the Regional Planning Commission and the Fire Code (Appendix D) which is adopted by the Board of Mayor and Aldermen. These inconsistencies deal with Fire Apparatus Access Roads and turning radii at the end of a street. Evaluations of other jurisdictions, field testing, and discussions with developers have led to proposed to changes.

Proposed Changes:

1. Amend Figure 103.1 DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUNDS to only show an 85' diameter cul-de-sac
2. Amend Table D103.4 REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS to show only an 85' diameter cul-de-sac option
3. Amend Section D107.1 to change the maximum allowable units from 30 to 50.

The Planning Commission heard the proposed changes to the Subdivision Regulations that correspond to this code change at their January 2022 work session and will take it up for action at their February 17, 2022 regular meeting. The Planning Commission had no major issues with the proposal.

Attachments:

1. Ordinance

Funding source appropriate and funds are available: *fm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *aw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES,
CITY OF KINGSPORT, TENNESSEE, CHAPTER 42 ARTICLE III;
AND TO FIX THE EFFECTIVE DATE OF THIS ORDINANCE

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

SECTION I. That Section 42-46(a) of the Code of Ordinances, City of Kingsport, Tennessee, is hereby amended to read as follows:

- (a) The provisions of International Fire Code, 2018 edition, to include appendices A, B, C, D, E, F, G, H, I, J, K, L, M, and N, published by the International Code Council, is hereby adopted by reference as though copied verbatim herein, subject to the deletions, amendments, and additions contained herein. One copy of said code and revisions thereto was on file in the office of the city recorder for a period of 15 days prior to adoption, and that copy of said code and revisions there to shall remain on file in the office of the city recorder for public use, inspection and examination.

SECTION II. That Section 42-48 of the Code of Ordinances, City of Kingsport, Tennessee is hereby amended as follows:

Section 42-48 – Amendments to Certain Provisions of the International Fire Code.

Certain Provisions of the International Fire Code, are amended as indicated herein.

- (A.) Figure D103.1 is amended by deleting the 96' diameter cul-de-sac diagram and substituting the following in its place:



Figure D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

- (B.) Section 103.4 is amended as follows:

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45,720 mm) shall be provided with width and turn around provisions in accordance with Table D103.4.

**TABLE 0103.4 REQUIREMENTS FOR DEAD-END
FIRE APPARATUS ACCESS ROADS**

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0--150	20	None required
151-500	20	85 foot diameter cul-de-sac with 100 foot right-of-way in accordance with Figure D103.1
501-750	26	85 foot diameter cul-de-sac with 100 foot right-of-way in accordance with Figure D103.1
Over750		Special approval required

For SI: 1 foot= 304.8 mm.

(C.) Section D107.1 is amended as follows:

D107.1 One- or two-family dwelling residential developments.

Developments of one- or two-family dwellings where the number of dwelling units exceeds 50 shall be provided with two separate and approved fire apparatus access roads.

Exceptions:

1. Where there are more than 50 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire official*.

SECTION III. That any person found to be in violation of any provision of this ordinance shall be subject to the penalty established in Kingsport Code of Ordinances section 42-53.

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

PATRICK W. SHULL, Mayor

ATTEST:

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY City Attorney

PASSED ON 1ST READING _____
PASSED ON 2ND READING _____



AGENDA ACTION FORM

Consideration of a Resolution and Budget Ordinance Awarding a Contract for the KATS Garage/Maintenance Facility Project

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

Action Form No.: AF-47-2022
 Work Session: February 14, 2022
 First Reading: February 15, 2022

Final Adoption: **March 8, 2022**
 Staff Work By: Morelock/Melton/Campbell
 Presentation By: C. Campbell

Recommendation:

Approve the Ordinance

Executive Summary:

Construction bids for the KATS Garage/Maintenance facility were publicly opened on February 3, 2022. Three contractors provided bids, however Path Construction Northeast, Inc. was the only one that submitted a compliant bid including a signed Buy America certification. Their base bid is \$5,487,000.00 and bid alternate #1 bid is \$79,000.00 (skylights with reduced lighting package). Barge Design Solutions reviewed the bid for responsiveness. Although the bid amount was higher than estimated cost, Barge Design Solutions still deems the bid fair and reasonable based on the current construction market. There have been significant increases in materials costs (especially steel one of the main components of this project), supply chain delays, and reduced workforce availability. Barge Design Solutions recommends Path Construction Northeast, Inc. as the successful, responsive, and responsible low bidder for the project. Staff recommends awarding a contracting for the base bid plus alternate #1 for \$5,566,000.00. Funding is being moved into this project to award the contract.

Attachments:

1. Ordinance

Funding source appropriate and funds are available: *CM*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *2w*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

ORDINANCE NO.

AN ORDINANCE TO AMEND THE GENERAL FUND AND THE
GENERAL PROJECT FUND BUDGETS FOR THE YEAR
ENDING JUNE 30, 2022; AND, TO FIX THE EFFECTIVE DATE
OF THIS ORDINANCE

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

SECTION I. That the General Project Fund budget be increased by accepting Federal and State funds through the Tennessee Department of Transportation in the amount of \$720,000 along with a local match of \$80,000 to the Transit Garage project (GP1727) to assist in the construction of a public transit garage.

SECTION II. That the General Fund budget be amended by transferring matching funds of \$80,000 from the Future Reserve line (110-4890-901.60-01) to the General Project Fund line (110-4804-481.70-36).

<u>Account Number/Description:</u>	<u>Budget</u>	<u>Incr/<Decr></u>	<u>New Budget</u>
<u>General Project Fund: 311</u>			
<u>Transit Garage (GP1727)</u>			
<u>Revenues:</u>	\$	\$	\$
311-0000-332.90-00 Dept of Transportation	4,336,907	720,000	5,056,907
311-0000-368.10-54 Series 2016 GO (Nov 4)	13,530	0	13,530
311-0000-368.10-55 Series 2017 A GO Bonds	588,415	0	588,415
311-0000-368.10-56 GO Bonds Series 2018 A	86,060	0	86,060
311-0000-368.21-01 Premium From Bond Sale	30,332	0	30,332
311-0000-391.01-00 From General Fund	358,121	80,000	438,121
<u>Totals:</u>	5,413,365	800,000	6,213,365
<u>Expenditures:</u>	\$	\$	\$
311-0000-601.20-22 Construction Contracts	4,546,907	800,000	5,346,907
311-0000-601.40-41 Bond Sale Expense	6,787	0	6,787
311-0000-601.90-03 Improvements	859,671	0	859,671
<u>Totals:</u>	5,413,365	800,000	6,213,365

<u>Account Number/Description:</u>	<u>Budget</u>	<u>Incr/<Decr></u>	<u>New Budget</u>
<u>General Fund: 110</u>			
<u>Expenditures:</u>	\$	\$	\$
110-4804-481.70-36 General Project Fund	300,326	80,000	380,326
110-4890-901.60-01 Future Appropriations	213,237	(80,000)	133,237
<u>Totals:</u>	513,563	0	513,563

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.

PATRICK W. SHULL, Mayor

ATTEST:

ANGELA MARSHALL
Deputy City Recorder

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, City Attorney

PASSED ON 1ST READING: _____

PASSED ON 2ND READING: _____



AGENDA ACTION FORM

Consideration of a Budget Adjustment Ordinance for the General Fund in FY22

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

Action Form No.: AF-49-2022
 Work Session: February 14, 2022
 First Reading: February 15, 2022

Final Adoption: **March 8, 2022**
 Staff Work By: John Morris
 Presentation By: C. McCartt

Recommendation:

Approve the Ordinance

Executive Summary:

The General Project Fund budget is being amended by adding a full time Billing Fiscal Assistant position in the Finance Department to help with utilities billing.

Attachments:

1. Ordinance

Funding source appropriate and funds are available: *gm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *gm*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE GENERAL FUND BUDGET BY ADDING A BILLING FISCAL ASSISTANT POSITION FOR THE FISCAL YEAR ENDING JUNE 30, 2022; 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 budget be amended by amending the authorized full-time positions by adding a full time Billing Fiscal Assistant position at a pay grade A24 for Fiscal Year 2021-2022.

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

ATTEST:

PATRICK W. SHULL, Mayor

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, City Attorney

PASSED ON 1ST READING:
PASSED ON 2ND READING:



AGENDA ACTION FORM

Consideration of a Budget Adjustment Ordinance for the General Fund and General Projects Fund in FY22

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

Action Form No.: AF-37-2022
 Work Session: February 14, 2022
 First Reading: February 15, 2022

Final Adoption: **March 8, 2022**
 Staff Work By: John Morris
 Presentation By: C. McCartt

Recommendation:

Approve the Ordinance

Executive Summary:

The General Project Fund budget is being amended by switching bond funds for cash funds to allow for the purchase of a new RFID system for the Library.

The General Fund is being amended to transfer \$70,000.00 for the operation of Petworks Animal Control, Inc.

Attachments:

1. Ordinance

Funding source appropriate and funds are available: *gm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *zw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

ORDINANCE NO.

PRE-FILED
CITY RECORDER

AN ORDINANCE TO AMEND THE GENERAL FUND AND THE
GENERAL PROJECT FUND BUDGETS FOR THE YEAR ENDING
JUNE 30, 2022; AND, TO FIX THE EFFECTIVE DATE OF THIS
ORDINANCE

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

SECTION I. That the General Project Fund budget be amended by transferring \$7,984 from the Library Improvements project (GP1807) to the Street Resurfacing project (GP2100), by transferring \$7,984 from the Street Resurfacing project (GP2100) to the Library Improvements project (GP1908), by transferring \$50,000 from the Skate Park project (GP2105) to the Library Improvements project (GP1908) and by transferring \$50,000 from the Library Improvements project to the Skate Park project (GP2105). Close GP1807.

SECTION II. That the General Fund budget be amended by transferring \$70,000 from the Future Reserve line (110-4890-901.60-01) to the SBK Animal Control line (110-1005-405.80-51).

Account Number/Description:

General Project Fund: 311

Library Improvements (GP1807)

Revenues:

	<u>Budget</u>	<u>Incr/<Decr></u>	<u>New Budget</u>
	\$	\$	\$
311-0000-368.10-55 Series 2017 A GO Bonds	305,258	(7,732)	297,526
311-0000-368.21-01 Premium From Bond Sale	9,963	(252)	9,711
Totals:	315,221	(7,984)	307,237

Expenditures:

	\$	\$	\$
311-0000-601.40-41 Bond Sale Expense	2,964	0	2,964
311-0000-601.90-03 Improvements	312,257	(7,984)	304,273
Totals:	315,221	(7,984)	307,237

Street Resurfacing (GP2100)

Revenues:

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
311-0000-368.10-55 Series 2017 A GO Bonds	156,211	0	156,211
311-0000-368.10-66 Series 2019 GO Improvment	109,445	7,732	117,177
311-0000-368.21-01 Premium From Bond Sale	19,298	252	19,550
311-0000-391.01-00 From General Fund	950,000	(7,984)	942,016
Totals:	1,234,954	0	1,234,954

Expenditures:

	\$	\$	\$
311-0000-601.20-22 Construction Contracts	1,182,391	0	1,182,391
311-0000-601.20-23 Arch/Eng/Landscaping Serv	52,563	0	52,563
Totals:	1,234,954	0	1,234,954

Skate Park (GP2105)**Revenues:**

	\$	\$	\$
311-0000-368.10-56 GO Bonds Series 2018 A	0	48,210	48,210
311-0000-368.21-01 Premium From Bond Sale	0	1,790	1,790
311-0000-391.01-00 From General Fund	2,185,289	(50,000)	2,135,289
Totals:	2,185,289	0	2,185,289

Expenditures:

	\$	\$	\$
311-0000-601.90-03 Improvements	2,185,289	0	2,185,289
Totals:	2,185,289	0	2,185,289

Library Improvements (GP1908)**Revenues:**

	<u>Budget</u>	<u>Incr/(Decr)</u>	<u>New Budget</u>
	\$	\$	\$
311-0000-364.10-00 Individuals	25,525	0	25,525
311-0000-368.10-54 Series 2016 GO (Nov 4)	17,106	0	17,106
311-0000-368.10-56 GO Bonds Series 2018 A	135,853	(48,210)	87,643
311-0000-368.21-01 Premium From Bond Sale	5,043	(1,790)	3,253
311-0000-391.01.00 From General Fund	0	57,984	57,984
Totals:	183,527	7,984	191,511

Expenditures:

	\$	\$	\$
311-0000-601.40-41 Premium from Bond Sale	3,153	0	3,153
311-0000-601.90-03 Improvements	180,374	7,984	188,358
Totals:	158,002	7,984	191,511

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

	<u>Budget</u>	<u>Incr/<Decr></u>	<u>New Budget</u>
	\$	\$	\$
110-1005-405.80-51 SBK Animal Contrl	300,000	70,000	370,000
110-4890-901.60-01 Future Appropriations	133,237	(70,000)	63,237
Totals:	433,237	0	433,237

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.

PATRICK W. SHULL, Mayor

ATTEST:

ANGELA MARSHALL
Deputy City Recorder

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, City Attorney

PASSED ON 1ST READING: _____

PASSED ON 2ND READING: _____



AGENDA ACTION FORM

Consideration of a Resolution Endorsing the East Center Street Corridor Study Final Report and Recommendations

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

Action Form No.: AF-8-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: M Thompson/L Phillips
 Presentation By: R. McReynolds

Recommendation:

Approve the Resolution

Executive Summary:

The East Center Street Corridor Study began in the Spring of 2021. This was the first year the Tennessee Department of Transportation (TDOT) offered the Urban Transportation Planning Grant (UTPG). As part of this grant program, TDOT selected the consultant from their on-call consultant list and funded 90% of the study, the city provided the remaining 10%. Kimley-Horn was selected as the consultant for this study. The study area includes East Center Street from Sullivan Street to Fort Henry Drive. Over the past several months a Steering Committee, made up of City of Kingsport and Kingsport MTPO staff, has met with the consultant to offer input and provide feedback. Early in the study, the consultant team walked the corridor and spoke to business owners/stakeholders along the study area and hosted a booth at the Farmers Market on a Saturday morning to gather input from residents. In addition, several public meetings (online and in-person) and surveys were also conducted as part of the study process. Originally the consultant team planned to develop three scenarios of recommendations for the entire corridor but through the process they decided it would be more beneficial to look at the study area in two sections: west of Wilcox Drive (between Wilcox Drive and Sullivan Street) and east of Wilcox Drive (between Wilcox Drive and Fort Henry Drive). Scenarios were developed for the respective sections that the city can "mix and match". In addition to the roadway recommendations, the consultant also looked at land use along the corridor and developed a couple of options for consideration.

Approval of this resolution will fulfill the requirement TDOT places on the UTPG recipients to adopt a resolution endorsing the study document and to implement, to the best of their ability, recommendations from the study.

Attachments:

1. Resolution
2. East Center Street Corridor Study Final Report

Funding source appropriate and funds are available: *JM*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *JW*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION TO ENDORSE THE EAST CENTER STREET
CORRIDOR STUDY FINAL REPORT AND RECOMMENDATIONS
BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION
THROUGH THE URBAN TRANSPORTATION PLANNING GRANT

WHEREAS, in the Spring of 2021, the Tennessee Department of Transportation (TDOT) offered the first year of the Urban Transportation Planning Grant (UTPG) and began the East Center Street Corridor Study; and

WHEREAS, as part of this grant program, TDOT selected the consultant, and funded 90% of the study through a Urban Transportation Planning Grant (UTPG), the city provided the remaining 10%; and

WHEREAS, the study area includes East Center Street from Sullivan Street to Fort Henry Drive; and

WHEREAS, early in the study, the consultant team walked the corridor and spoke to business owners/stakeholders along the study area and hosted a booth at the Farmers Market on a Saturday morning to gather input from residents; and

WHEREAS, over the past several months, staff and stakeholders have met to discuss and provide input in the development of the plan/study, with several public meetings (online and in-person) and surveys were also conducted as part of the study process; and

WHEREAS, the consultant team developed scenarios for two sections that the city can “mix and match”: west of Wilcox Drive (between Wilcox Drive and Sullivan Street) and east of Wilcox Drive (between Wilcox Drive and Fort Henry Drive), and in addition to the roadway recommendations, the consultant also looked at land use along the corridor and developed options for consideration; and

WHEREAS, on January 18, 2022, the plan was presented to the Kingsport Planning Commission; and

WHEREAS, the city of Kingsport will implement the components of East Center Street Corridor Study to the best of the city’s ability and as resources are available; and

WHEREAS, approval of this resolution will fulfill the requirement TDOT places on the UTPG recipients to adopt a resolution endorsing the study document and to implement, to the best of their ability the recommendations from the study.

Now therefore,

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

SECTION I. That the East Center Street Corridor Study, prepared by the Tennessee Department of Transportation through the Urban Transportation Planning Grant (UTPG) (attached as EXHIBIT A) is adopted as part of the municipality’s general plan.

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 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGIE MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

January 2022

DRAFT



CENTER STAGE

A VISION FOR THE EAST CENTER STREET CORRIDOR



Kimley»Horn





ACKNOWLEDGEMENTS

We extend our sincere appreciation and gratitude to the residents of Kingsport, Kingsport staff, elected officials, and stakeholders who assisted in the public outreach process, meetings and the entire planning process. This critical input guided the development of this study and will in turn have a positive impact on Kingsport.

City of Kingsport

- Michael Thompson, P.E.
- Jessica Harmon
- John Rose
- Ken Weems
- Chris McCartt

Tennessee Department of Transportation

- Ronda Sawyer
- Troy Ebbert
- Andy Padgett, P.E.
- Bryan Bartnick, P.E.

Kingsport Metropolitan Transportation Planning Organization

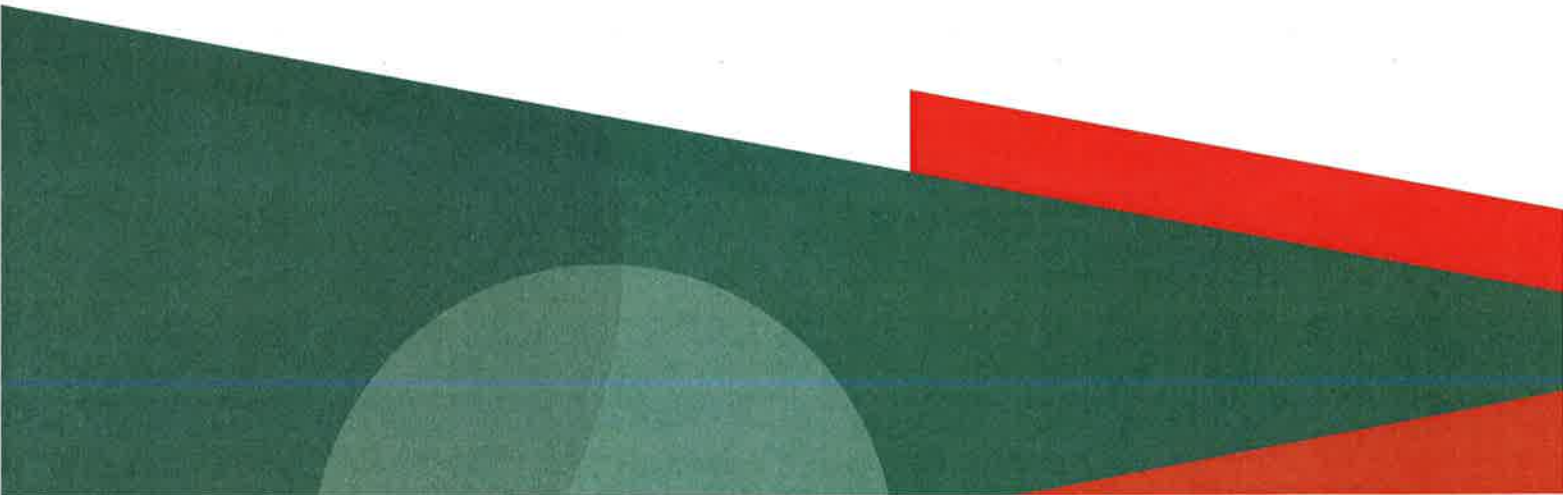
- Lesley Phillips
- Bill Albright

Kimley-Horn

- Kevin Tilbury, AICP
- Winston Mitchell, PLA
- Terrance Hill, P.E.
- Rachel Robinson, E.I.
- Laura Kelly, E.I.T.

TABLE OF CONTENTS

- Introduction 4**
 - Background and History 4
 - Urban Transportation Planning Grant..... 5
- Existing Context 6**
 - Study Area..... 6
 - Data..... 6
 - Public Engagement.....21
- Multimodal Transportation and Land Use Scenarios..... 26**
 - Corridor Options 26
 - Land Use Options 44
- Preferred Vision 52**
 - Overview..... 52
 - Vision Elements 53
 - Implementation.....58
- Conclusion..... 65**



INTRODUCTION

Background and History

In June 2021, the City of Kingsport launched Center Stage: A Vision for the East Center Street Corridor. Center Stage is a long-term visioning and planning initiative that encompasses East Center Street between East Sullivan Street and Fort Henry Drive in Kingsport, Tennessee. The City of Kingsport and Tennessee Department of Transportation (TDOT) have partnered together to complete this corridor study that will set the stage for reinvestment, improve mobility, and revitalize the corridor. The goal of the study is to make East Center Street a better place to live, work, play and go to school while recognizing its historic legacy and role within the city.

Kingsport was initially incorporated in 1917 as a privately financed, professionally planned community, with an economically diverse industrial base organized around the Carolina, Clinchfield and Ohio Railway. The street network was laid out by John Nolen, a prominent city planner during the City Beautiful movement, and East Center Street, once known as Bristol Highway, has been at the “center” of the community since the City’s founding. The original Dobyns-Bennett High School (then Kingsport High School, now Renaissance Center), as well as the original Douglass-Rosenwald School have all been in the corridor. Areas near East Center Street and Dale, Maple, Oak, and Walnut (now Sevier) Streets were historically the core of Kingsport’s African American Community. In 1985, Kingsport was recognized as a Main Street Community and in 1997, Kingsport was named an “All-American City.”



East Center Street at Fort Henry Drive



East Center Street near Mapleoak Lane

Urban Transportation Planning Grant

Center Stage is a partnership between TDOT and the City of Kingsport. It is funded through TDOT's Urban Transportation Planning Grant (UTPG) Program with matching funds provided by the City. TDOT funds 90% of the study and the City funds 10%.

A Corridor Study examines the relationship between a roadway and its adjacent land. Corridor studies are often used to:

- Define levels of access and mobility
- Determine appropriate land uses
- Consolidate and control access points
- Identify operational breakdowns and promote efficiency
- Encourage redevelopment of an underperforming corridor

Corridor studies provide a framework to develop a preferred future condition and interim solutions. Specific benefits may include maximizing existing infrastructure, improving safety, and coordinating land uses (TDOT Long Range Planning).



Public engagement at the Farmer's Market



East Center Street near East Sevier Avenue

EXISTING CONTEXT

Study Area

East Center Street provides local and regional connectivity for Kingsport and Sullivan County. As part of the Tennessee State Route System (State Route (SR) 36 along the entire corridor and SR 126 between Fort Henry Drive and North Wilcox Drive), East Center Street connects downtown Kingsport to SR 93, Interstate 81 and Interstate 26. Between the project limits of East Sullivan Street and Fort Henry Drive, East Center Street provides access to the Renaissance Center, churches, residences and local businesses. Dobyns-Bennett High School is located just east of the study area. West of the study area is downtown Kingsport with civic buildings, local restaurants and businesses, churches and residences. The study area is shown in Figure 1, and the surrounding context is shown in Figure 2.

The Corridor Study's foundation relies on understanding the existing context to guide the recommendations. This can be divided into context provided by **data**, and context provided by Kingsport residents' participation, opinions and insight through **public engagement**.



Figure 1. Study Area Map



Figure 2. Area Map

Data

Mobility

Mobility includes vehicles, pedestrians, bicycles and transit users. Throughout the study corridor, the posted speed limit is 30 miles per hour (mph). A TDOT count station located on East Center Street east of North Wilcox Drive indicates that the Annual Average Daily Traffic (AADT) volumes fluctuate significantly over the last few years, which can likely be attributed in to the COVID-19 pandemic. Traffic volumes between 2017 and 2021 range from 16,000 to over 21,000 as shown in Table 1.

Table 1. Annual Average Daily Traffic

Annual Average Daily Traffic	East Center Street east of North Wilcox Drive
2017	18,700
2018	17,720
2019	21,260
2020	16,030
2021	20,732

These numbers provide detail to the amount of daily, bi-directional traffic that exists along the corridor. Images of the corridor that display vehicular mobility facing east and west, respectively, are shown in Figures 3 and 4.



Figure 3. East Center Street



Figure 4. East Center Street

In addition to TDOT traffic counts, traffic counts were collected at key points throughout the corridor. Figure 5 presents a key map of the three locations. Counts were collected between Tuesday, September 7th 2021 and Wednesday, September 15th 2021 at:

1. Dale Street/MapleOak Lane
2. Yadkin Street/Waterree Street
3. Summer Street/Lamont Street

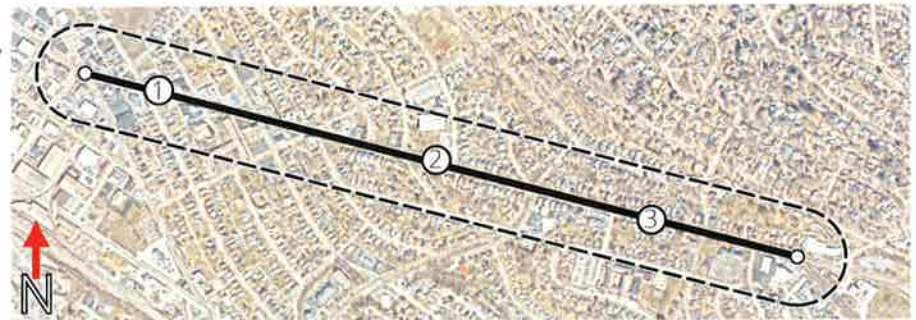


Figure 5. Traffic Count Key Map

Between Dale Street and MapleOak Lane, the following data was gathered and is presented in the following figures. Figure 6 displays time of day traffic volumes during a 24-hour period.

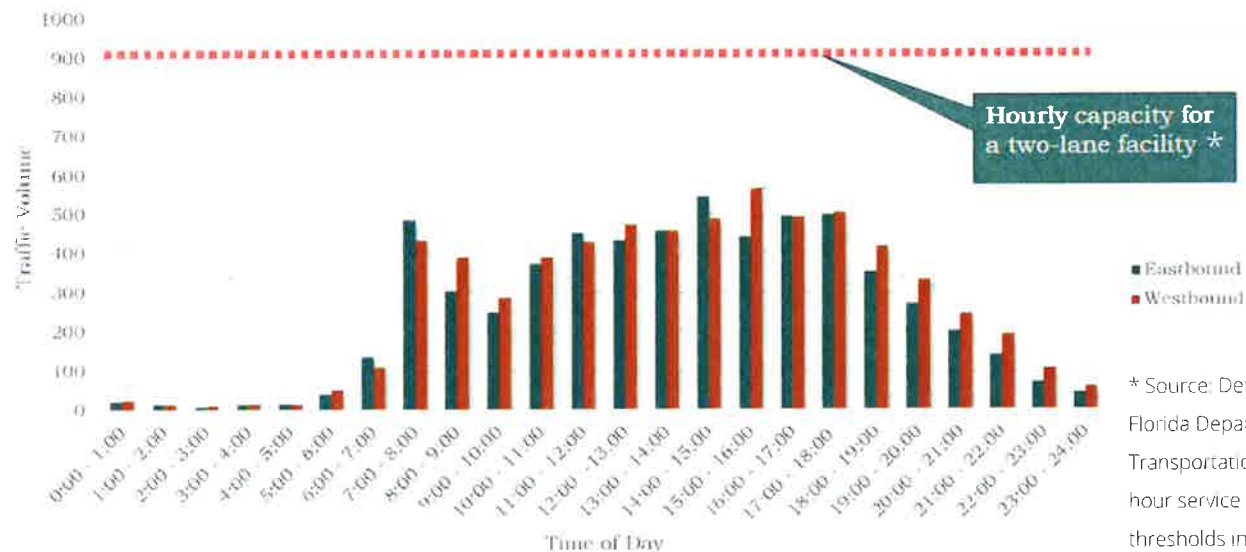


Figure 6. East Center Street Traffic Volumes Between Dale Street and MapleOak Lane

* Source: Derived from Florida Department of Transportation peak hour service volume thresholds in the 2020 Quality and Level of Service Handbook.

Figure 7 displays bi-directional traffic counts for each day of the week.

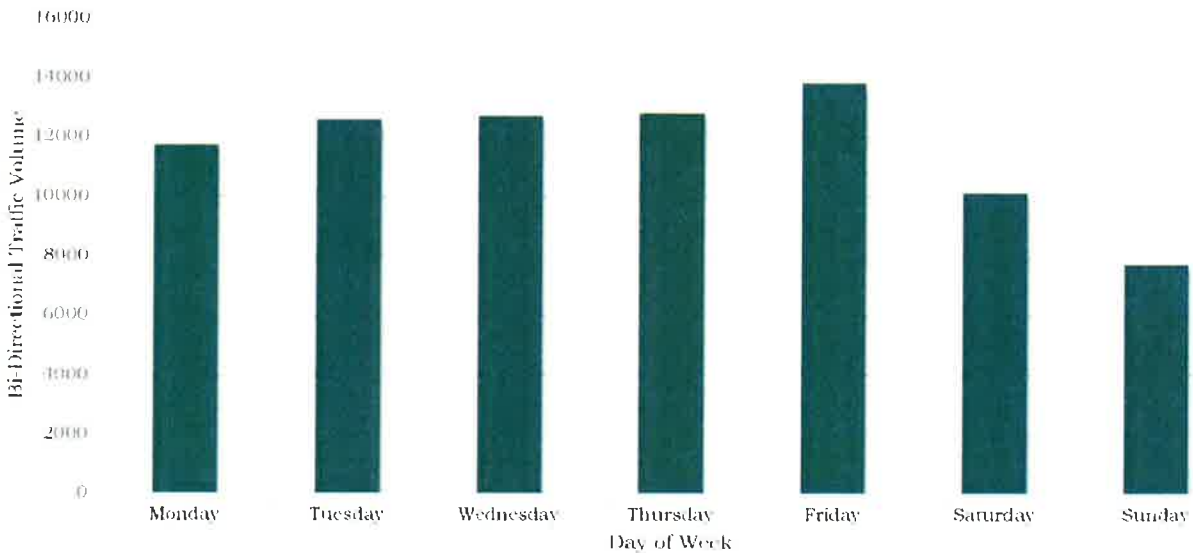


Figure 7. East Center Street Bi-Directional Traffic Volumes Between Dale Street and Mapleoak Lane

These metrics describe the data gathered on East Center Street between Dale Street and Mapleoak Lane. Motorists drive faster than the speed limit in this section of roadway on average and during the peak hours.

Count Location 1

- Weekday Average ADT: 12,606
 - Highest ADT: Friday - 13,840
 - Lowest ADT: Sunday - 7,750
- Average 85th percentile speed: 36 mph
 - Varies between 34.8 and 37.5 mph
 - Speed Limit: 30 mph
- AM Peak Hour: 7 AM to 8 AM
 - 85th percentile speed: 35 to 40 mph
- PM Peak Hour: 2 PM to 3 PM
 - Varies between 30 to 35 mph

Between Yadkin Street and Wateree Street, the following data was gathered and is presented in the following figures. Figure 8 displays time of day traffic volumes during a 24-hour period.



Figure 8. East Center Street Traffic Volumes Between Yadkin Street and Wateree Street

Figure 9 displays bi-directional traffic counts for each day of the week.

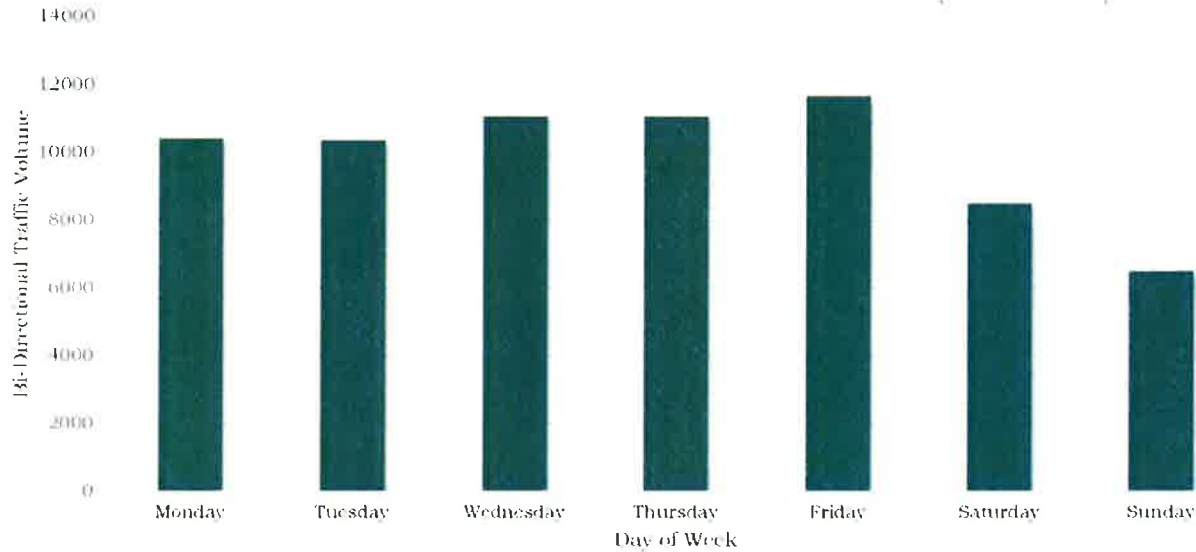


Figure 9. East Center Street Bi-Directional Traffic Volumes Between Yadkin Street and Wateree Street

Count Location 2

- Weekday Average ADT: 10,090
 - Highest ADT: Friday - 11,674
 - Lowest ADT: Sunday - 6,503
- Average 85th percentile speed: 41 mph
 - Varies between 39 and 42.8 mph
 - Speed Limit: 30 mph
- AM Peak Hour: 7 AM to 8 AM
 - 85th percentile speed: 40 to 45 mph
- PM Peak Hour: 3 PM to 4 PM
 - Varies between 40 to 45 mph

These metrics describe the data gathered on East Center Street between Yadkin Street and Wateree Street. Motorists drive faster than the speed limit in this section of roadway on average and during the peak hours. The highest speeds of all three count locations were recorded in this segment, which could be attributed to the vertical curve and merge at this location.

Between Summer Street and Lamont Street, the following data was gathered and is presented in the following figures. Figure 10 displays time of day traffic volumes during a 24-hour period.

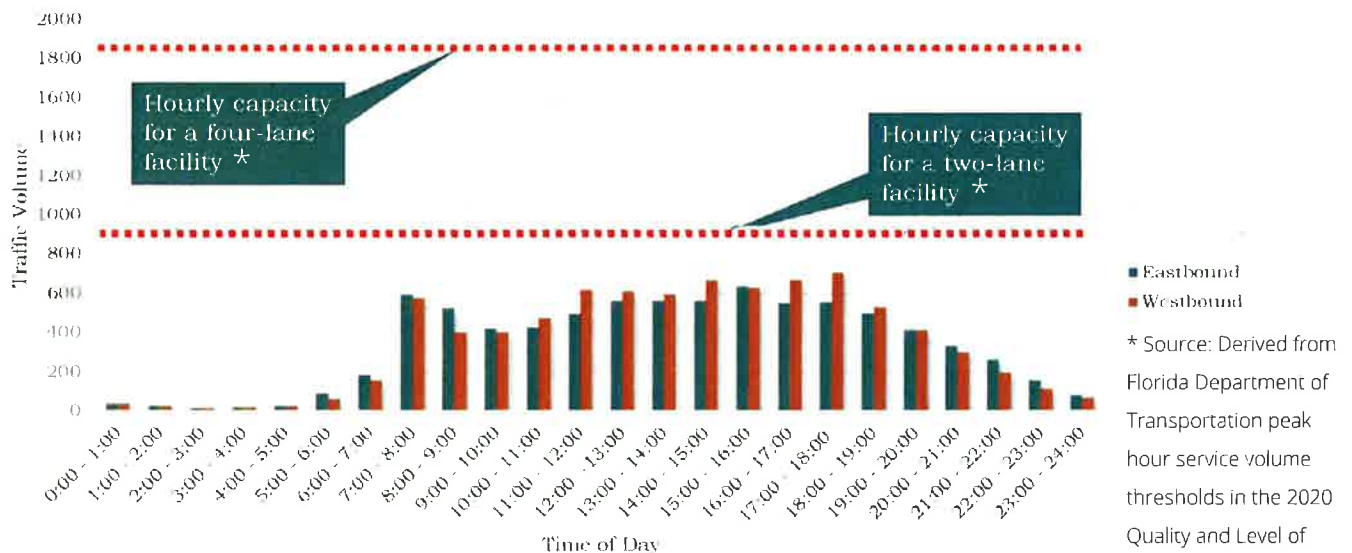


Figure 10. East Center Street Traffic Volumes Between Summer Street and Lamont Street

Figure 11 displays bi-directional traffic counts for each day of the week.

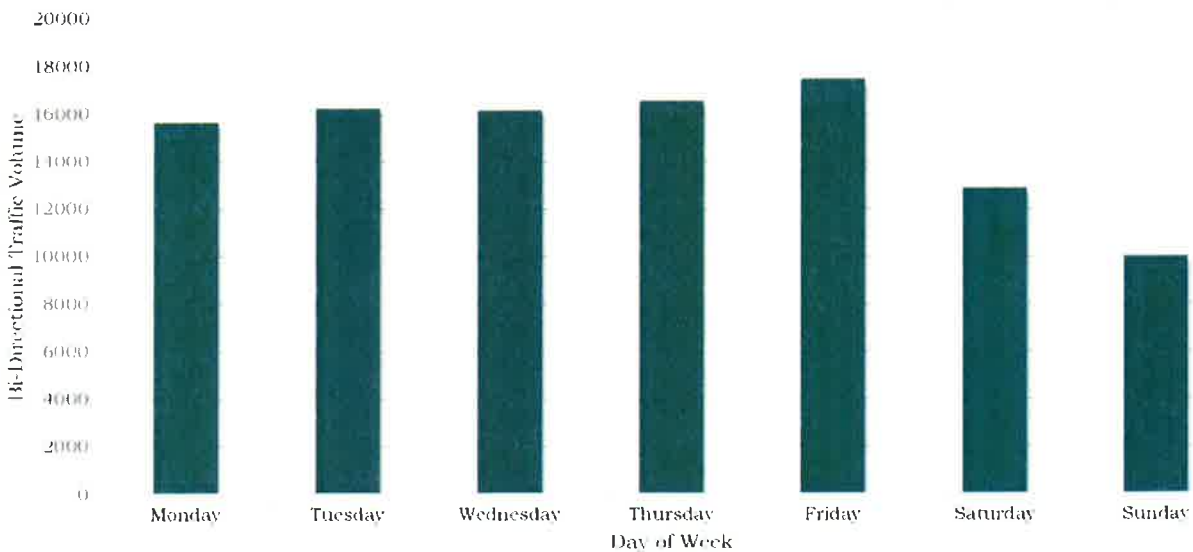


Figure 11. East Center Street Bi-Directional Traffic Volumes Between Summer Street and Lamont Street

These metrics describe the data gathered on East Center Street between Summer Street and Lamont Street. Motorists drive faster than the speed limit in this section of roadway on average and during the peak hours.

Count Location 3

- Weekday Average ADT: 16,290
 - Highest ADT: Friday - 17,491
 - Lowest ADT: Sunday - 10,007
- Average 85th percentile speed: 39 mph
 - Varies between 37.1 and 41.5 mph
 - Speed Limit: 30 mph
- AM Peak Hour: 7 AM to 8 AM
 - 85th percentile speed: 35 to 40 mph
- PM Peak Hour: 3 PM to 4 PM
 - Varies between 40 to 45 mph

Table 2 provides a comparison of the three traffic count locations.

Table 2. Traffic Count Comparison

	Dale Street/Mapeloak Lane	Yadkin Street/Wateree Street	Summer Street/Lamont Street
ADT	12,606	10,990	16,290
Average 85th percentile speed	36 mph	41 mph	39 mph
AM Peak Hour	7 AM to 8 AM	7 AM to 8 AM	7 AM to 8 AM
PM Peak Hour	2 PM to 3 PM	3 PM to 4 PM	3 PM to 4 PM

Traffic volumes do not suggest a congestion or delay issue, especially in locations west of Wateree Street where there are two travel lanes in each direction. Daily traffic volumes are below maximum thresholds and measured operating speeds are above the posted speed limit.

The pedestrian experience along East Center Street between East Sullivan Street and Fort Henry Drive is characterized by continuous sidewalk coverage and significant gaps in crossing opportunities. Figures 12 - 15 show sidewalk facilities, which vary between three and seven feet throughout the corridor.



Figure 12, East Center Street Sidewalk



Figure 13, East Center Street Sidewalk



Figure 14, East Center Street Curb Ramps



Figure 15, East Center Street Sidewalk

The lack of crossing opportunities is displayed in Figure 16. There are more crosswalks on the western side of the corridor, however there is a large gap that spans over half a mile that prevents pedestrians from crossing safely.

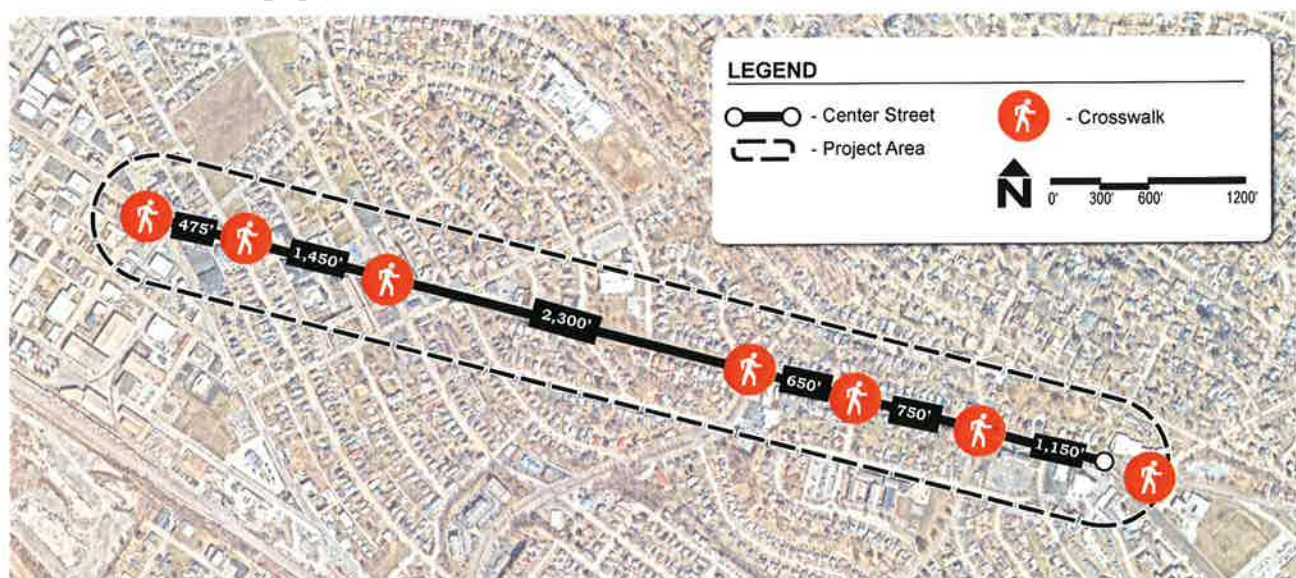


Figure 16, East Center Street Crosswalk Locations

Pedestrian counts were collected on Wednesday, August 11th, 2021 between 6 A.M. and 6 P.M. As shown in Figure 17, there is a significant amount of pedestrian activity in the corridor, which is highest in the eastern and central portions.

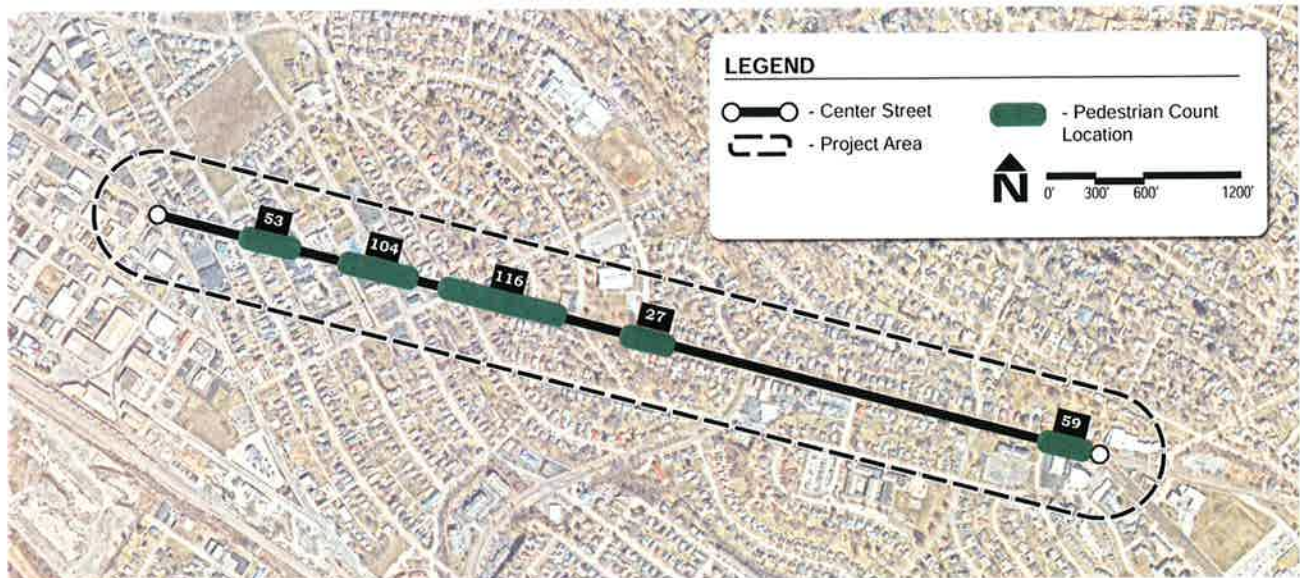


Figure 17. Pedestrian Count Locations and Results

The count locations and 12-hour counts are detailed below:

- E Center Street (150 feet on either side of Mapleoak Lane): 53 pedestrians
- E Center Street from Sevier Avenue to Myrtle Street: 104 pedestrians
- E Center Street from Myrtle Street to past the Minute Mart driveway: 116 pedestrians
- E Center Street (150 feet on either side of Wateree Street): 27 pedestrians
- E Center Street (150 feet on either side of Summer Street): At this location, the cameras were tampered with and no count data was gathered
- E Center Street from Prospect Drive to Fort Henry Drive: 59 pedestrians

Bicycle lanes exist along East Center Street between East Sullivan Street and Yadkin Street. These lanes range between four and a half feet and five feet, and do not have a buffer between them and the travel lane. These bike lanes have anecdotally very low use. During a field visit, cyclists were observed using the sidewalk and roadway to bike instead of the marked bike lanes. Figure 18 and 19 show the presence of the bike lane and of a cyclist along the corridor.



Figure 18. Bike Lanes on East Center Street



Figure 19. Cyclist on East Center Street

The Kingsport Area Transit Service (KATS) operates buses within the study corridor. The entire KATS network is shown in Figure 20, with a total of six routes running fixed-route service in addition to the demand response service they provide. KATS Routes 1, 2 and 6 provide service within the study area. Field observations and daily ridership data suggest there is minimal passenger activity in the corridor. There are no transit amenities on East Center beyond a KATS sign. A bus stop along East Center Street is shown in Figure 21.

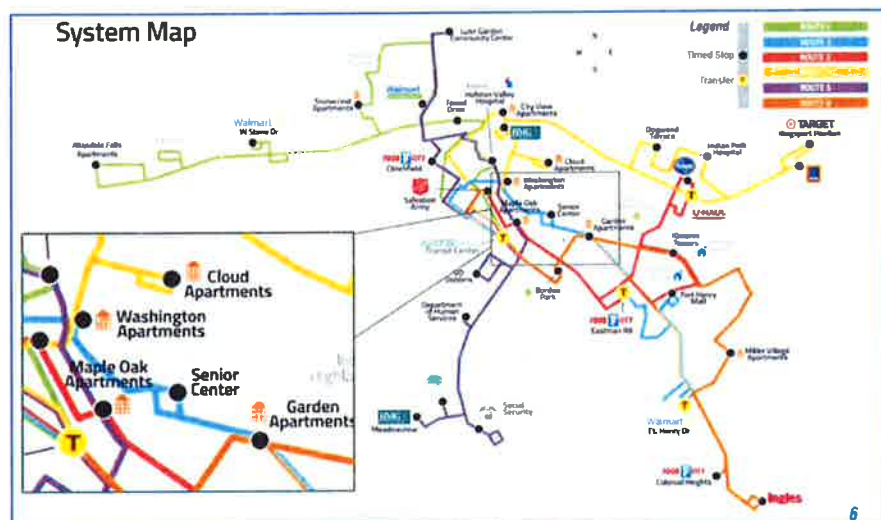


Figure 20. Transit Service Map



Figure 21. Transit Stop

Mobility Key Takeaways

- East Center Street is an important element of the regional network
- Traffic Volumes do not suggest a congestion or delay issue
- Complete sidewalk network, but few crossing opportunities
- Bicycle lanes east of Sullivan Street, but little use
- Intermittent transit route coverage, minimal transit facilities

Safety

A critical component of the existing context analysis is safety. TDOT's Enhanced Tennessee Roadway Information Management System (E-TRIMS) and Tennessee Integrated Traffic Analysis Network (TITAN) were the two sources utilized to complete this analysis, which provides crash information along the study corridor. Near-term (2018-2021) and long-term (2014-2021) crash data was inventoried, and is displayed in Table 3.

Table 3. Crash History

	Near Term (2018 - 2021) ¹	Long Term (2014 -2021) ²
Total Crashes	200	505
Total Injuries	55	154
Suspected Serious Injuries	2	7
Fatalities	3	5
Crashes with Pedestrian Involvement	5	11

¹Near Term crash data is from TDOT's ETRIMS database from 01/01/2018 to 06/22/2021

²Long Term crash data is from TDOT's ETRIMS database from 01/01/2014 to 06/22/2021

Approximately 30% of all crashes resulted in injury. Of the injury crashes, the majority of these incidents result in minor injuries; only 10% of injury crashes result in a serious injury or a fatality.

Safety Key Takeaways

- Crashes are more common towards the west half of the corridor
- Crashes involve pedestrians and some result in injury
- Perceived Safety issue with pedestrian activity, lack of crosswalks, and road diet

Right-of-Way Context and Character

Figure 22 presents a key for the subsequent figures that examine the right-of-way throughout the corridor. Four typical sections are displayed in Figures 23-26 that show eastbound perspectives along East Center Street at Dale Street, Yadkin Street, Wateree Street and North Wilcox Drive.

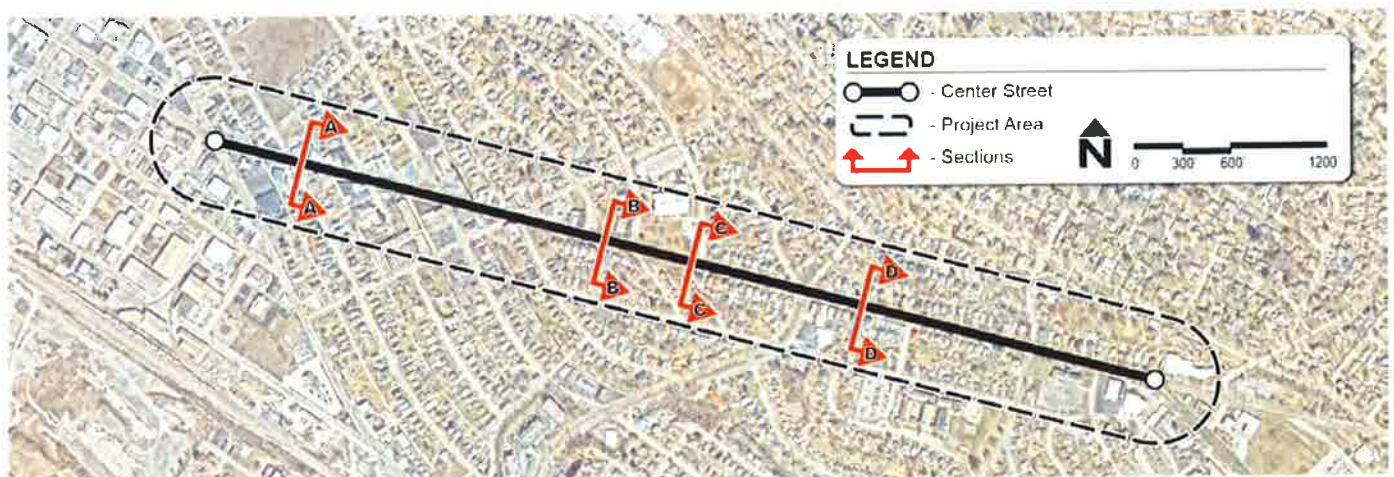


Figure 22. Right-of-Way Key Map

A - A

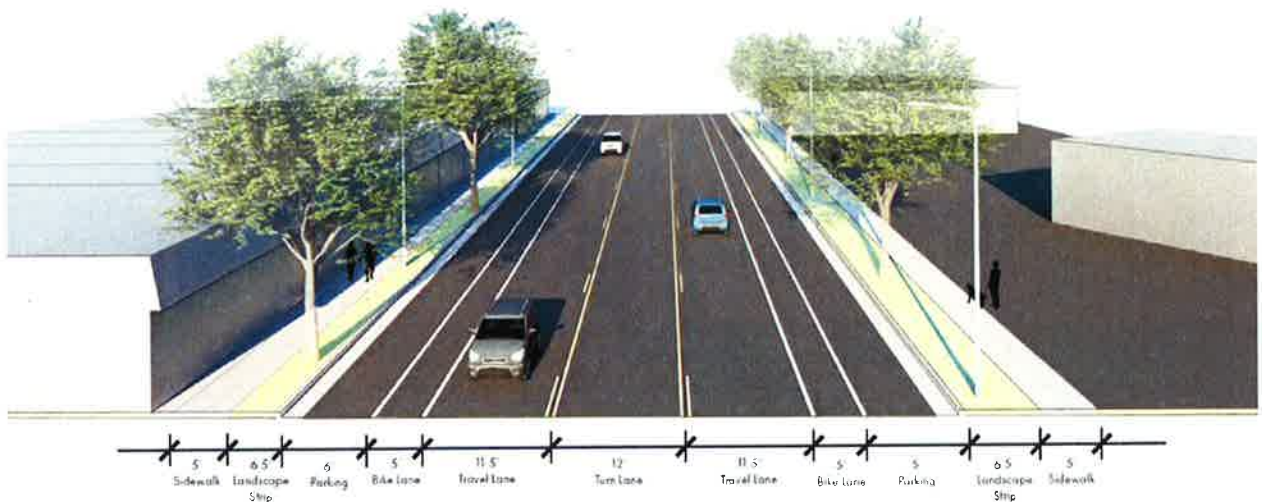


Figure 23. Right-of-Way at Dale Street

B - B

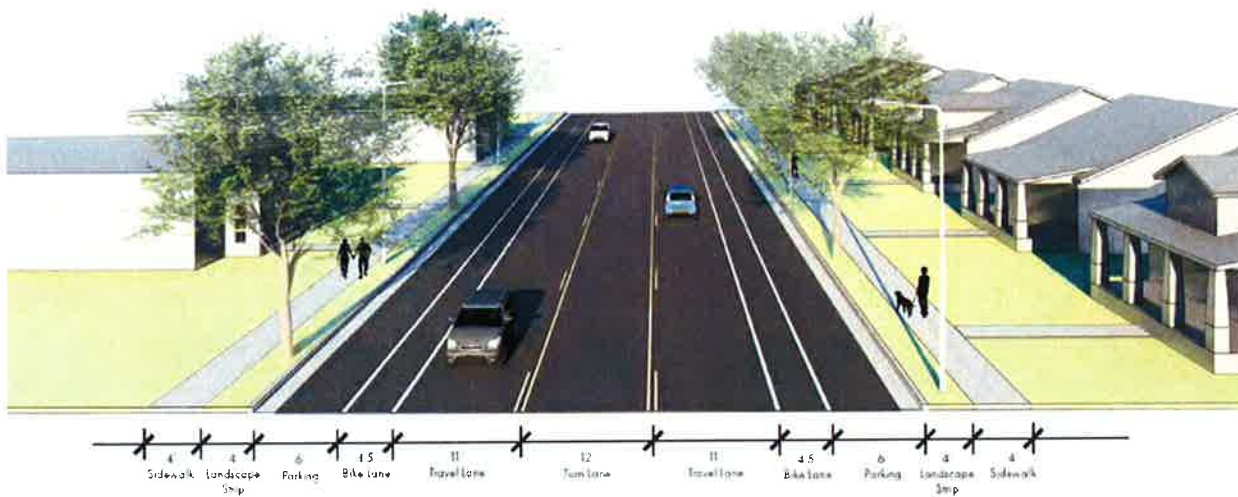


Figure 24. Right-of-Way at Yarkin Street

C - C

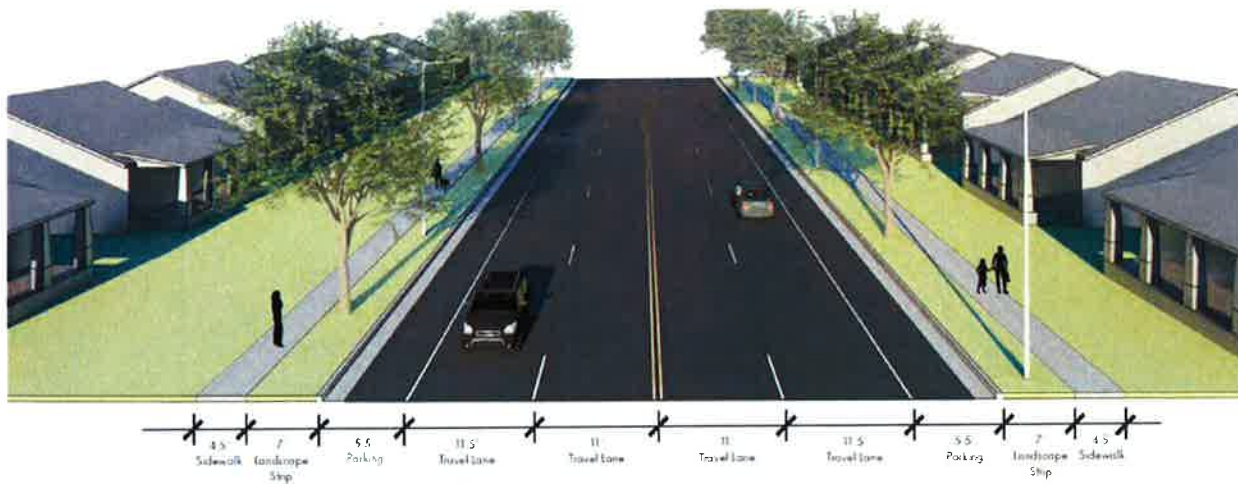


Figure 25. Right-of-Way at Wateree Street

D - D

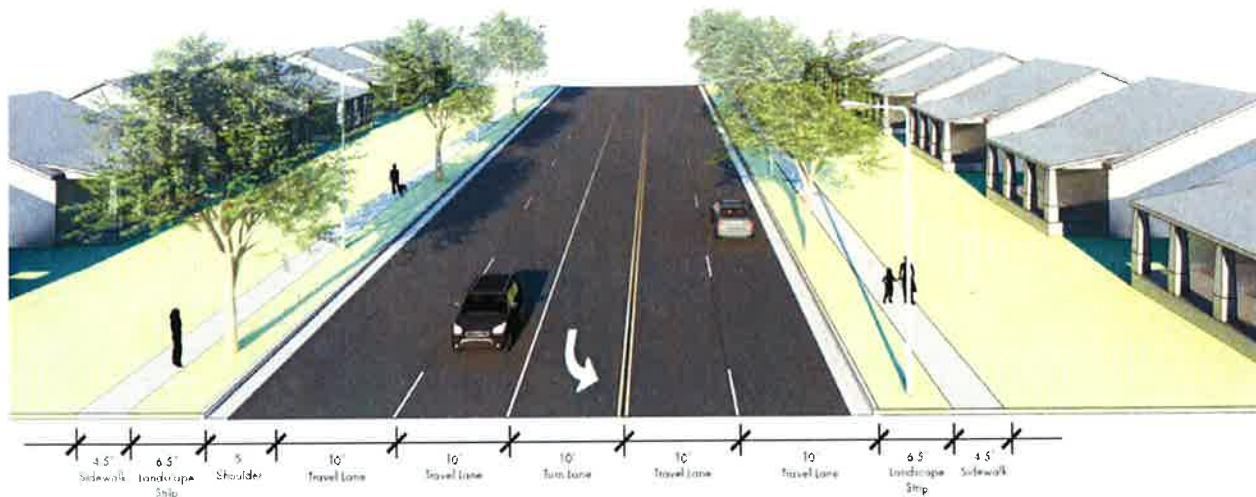


Figure 26. Right-of-Way at North Wilcox Drive

While the curb-to-curb layout from East Sullivan Street to Fort Henry Drive changes throughout the corridor, the landscaping strip and sidewalk are fairly uniform throughout this portion of East Center Street. Despite this consistency, there are frequent driveways; some driveways have dips that provide challenges to motor vehicle operation. Two examples of this are shown in Figure 27 and 28 near the CenterDale Service Station and Mac's Medicine Mart, respectively.



Figure 27. Driveway Dip Example



Figure 28. Driveway Dip Example



Figure 29. Angled Intersection at East Sullivan Street

Many of these driveways, as well as cross streets such as Dale Street, East Sevier Avenue, Myrtle Street and Oak Street intersect East Center Street at skew angles, shown in Figure 29. The character of the corridor can also be defined by a variety of distances between the curb and the building faces.

Land Use and Demographics

Land use and demographics were also considered to better understand how businesses and residents interact with the corridor.

Land Use

Overall, there is a wide range of uses along East Center Street, including a mix of more traditional housing and older retail establishments. There are numerous civic assets in close proximity, including Dobyns-Bennet High School, John Sevier Middle School, and Lincoln Elementary. Figure 30 presents the overall context of the East Center Street corridor and surrounding areas.

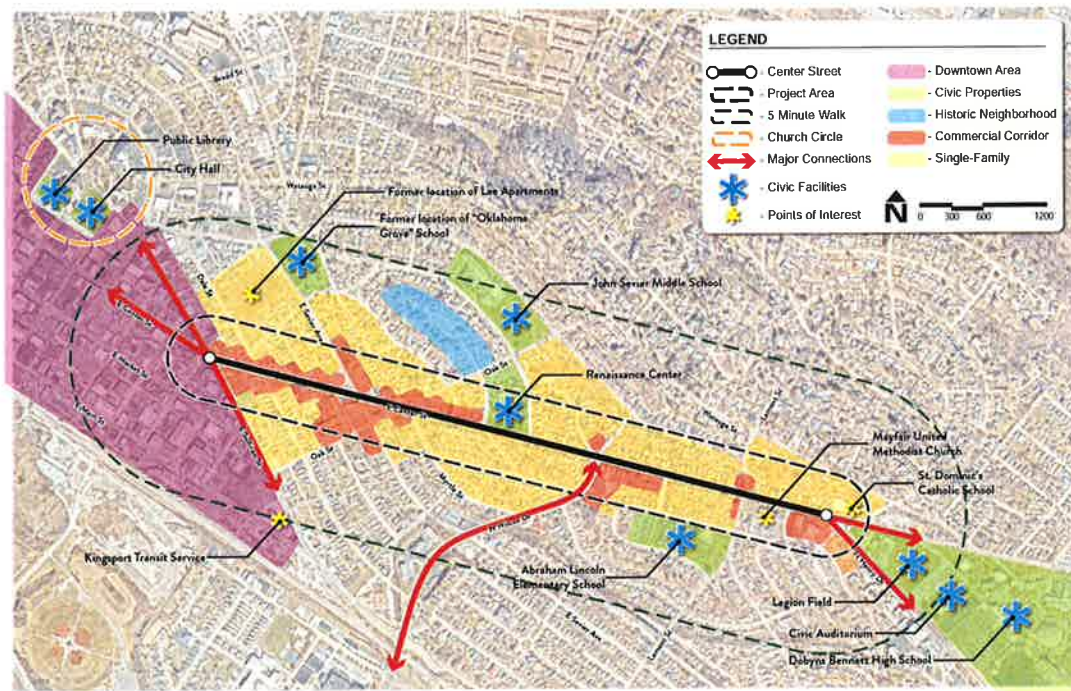


Figure 30 Corridor Context Map

Most of the East Center Street corridor between East Sullivan Street and Fort Henry Drive is single family residential. South of the corridor, there is some multi-family residential. Throughout the corridor, there are many public uses, as a significant portion of the corridor is owned by the city or school system. The commercial uses are concentrated along East Center Street, at both ends of the corridor, and extending west into downtown. Between Wilcox Drive and Fort Henry Drive a number of single family homes have been converted to small office and service uses. Figure 31 summarizes existing land uses for the corridor and surrounding areas.

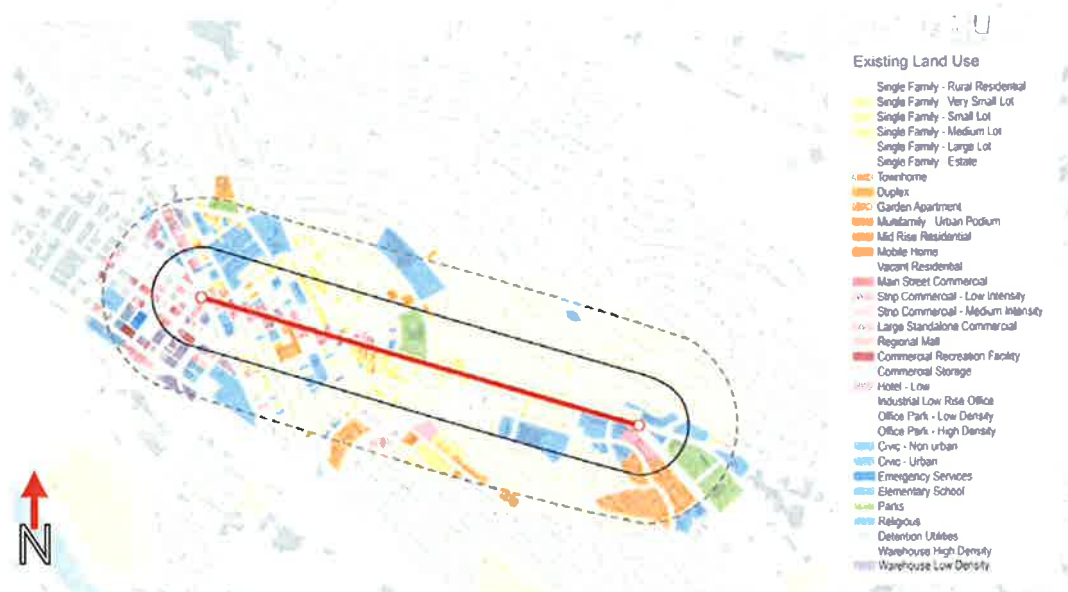


Figure 31 Land Use Map

Figure 32 identifies each parcel's improvement to land value ratio provided by the Sullivan County Property Assessor. The parcels with low improvement to land value ratios are more likely to redevelop, as the value of the land begins to exceed the value of their respective buildings. These parcels are concentrated on the western half of the corridor and are predominantly commercial.

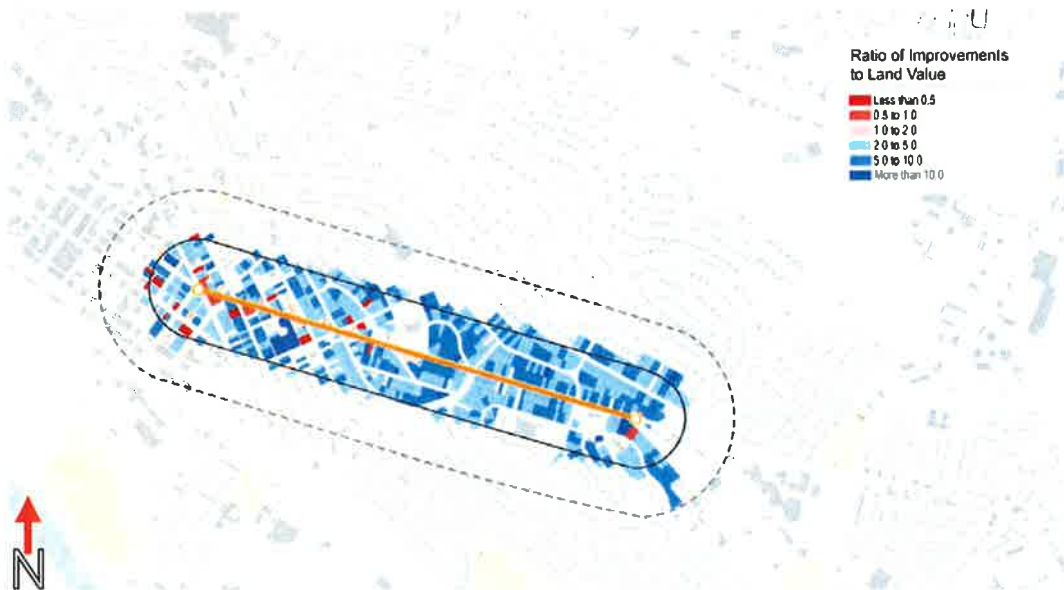


Figure 32. Improvement to Land Value Ratio Map

Figure 33 shows the range of parcel sizes throughout the corridor, grouped into categories based on their acreage. Generally, larger parcels, those that are darker in color, are generally more attractive for large scale redevelopment. Most parcels, however, are less than a half-acre in size. Of the parcels that are larger, most of them are municipally owned.

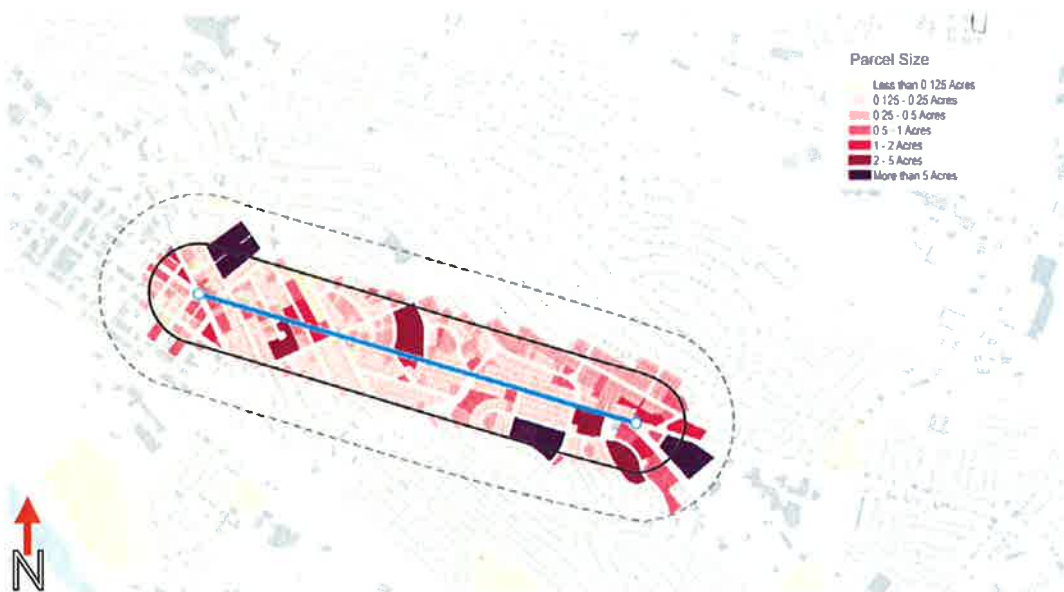


Figure 33. Parcel Size Map

As much of the corridor is composed of residential land uses, there is a prevalence of renters. Renters occupy more than 40% of housing along most of the corridor. As shown in Figure 34, East Center Street acts as a divide between an area with predominantly homeowners (Fair Acres to the north) and an area with more than 60% renters (to the south). Renter-occupied parcels are more prone to redevelopment.



Figure 34. Rental Housing Map

Structure age was examined in Figure 35. A majority of structures along the East Center Street corridor were built before 1960. There are few properties that are less than 20 years old.

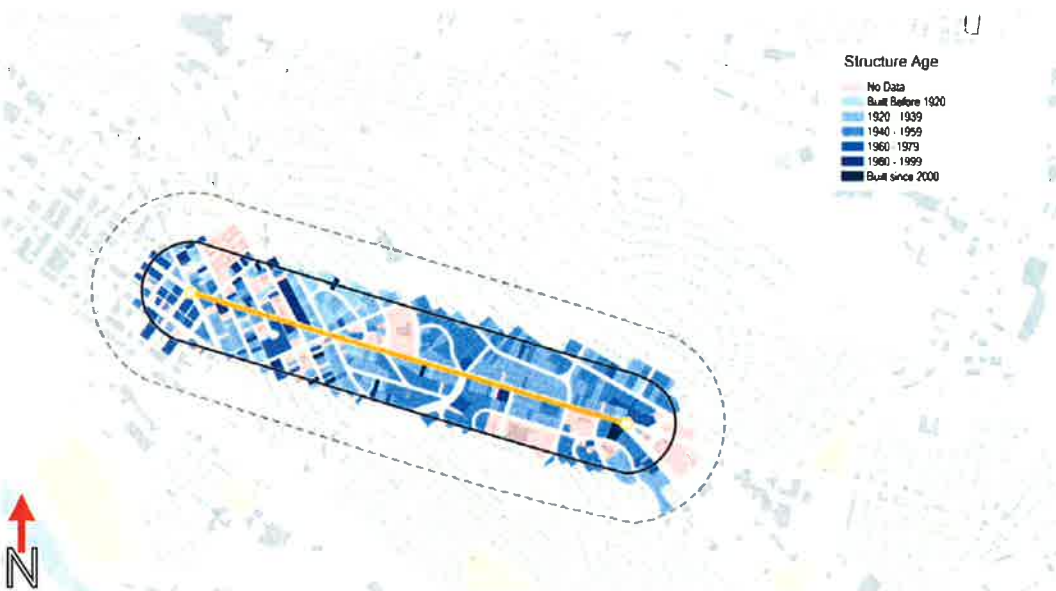


Figure 35. Structure Age Map

Land Use Key Takeaways

- Diverse land uses and activities
- Close proximity of complementary land uses = walk potential
- Relatively low redevelopment potential
- Few large-scale redevelopment sites
- Large percentage of renter-occupied housing

Demographics

The demographic analysis compares the East Center Street corridor to the City of Kingsport as a whole. Age, income, and race metrics were analyzed.

Table 4 compares the age groups represented in the City of Kingsport and the Study Corridor using 2019 data (US Census). There is not a significant difference between the ages of residents along the Study Corridor compared to those in the City of Kingsport.

Table 4. Age Comparison

	City of Kingsport	Study Corridor
Persons under 5 years, percent (2019)	5.5%	4.2%
Persons under 18 years, percent (2019)	20.2%	19.4%
Persons 65 years and older, percent (2019)	23.3%	20.5%

Table 5 compares the median household income in the study corridor with that in the City of Kingsport. In 2019, the median household income in the City of Kingsport was over \$12,000 higher than the study corridor's.

Table 5. Income Comparison

	City of Kingsport	Study Corridor
Median Household Income (2019 dollars)	\$42,856	\$29,300

Table 6 compares race across the City of Kingsport and the Study Area. The Study Corridor has a higher minority population than the City of Kingsport.

Table 6. Race Comparison

	City of Kingsport	Study Corridor
White alone*	91.2%	86.7%
Black/African American alone	3.5%	10.9%
American Indian/Alaska Native alone	0.1%	0.1%
Black/African American alone	1.2%	0%
Native Hawaiian or Other Pacific Islander alone	0.2%	0.6%
Hispanic or Latino*	2.3%	2.3%
White alone, not Hispanic or Latino*	89.9%	79.5%

* "White alone, not Hispanic or Latino" are individuals who responded "No, not Spanish/Hispanic/Latino" and who reported "White" as their only entry in the race question. "White alone" includes Hispanic or Latino individuals.

Demographics Key Takeaways

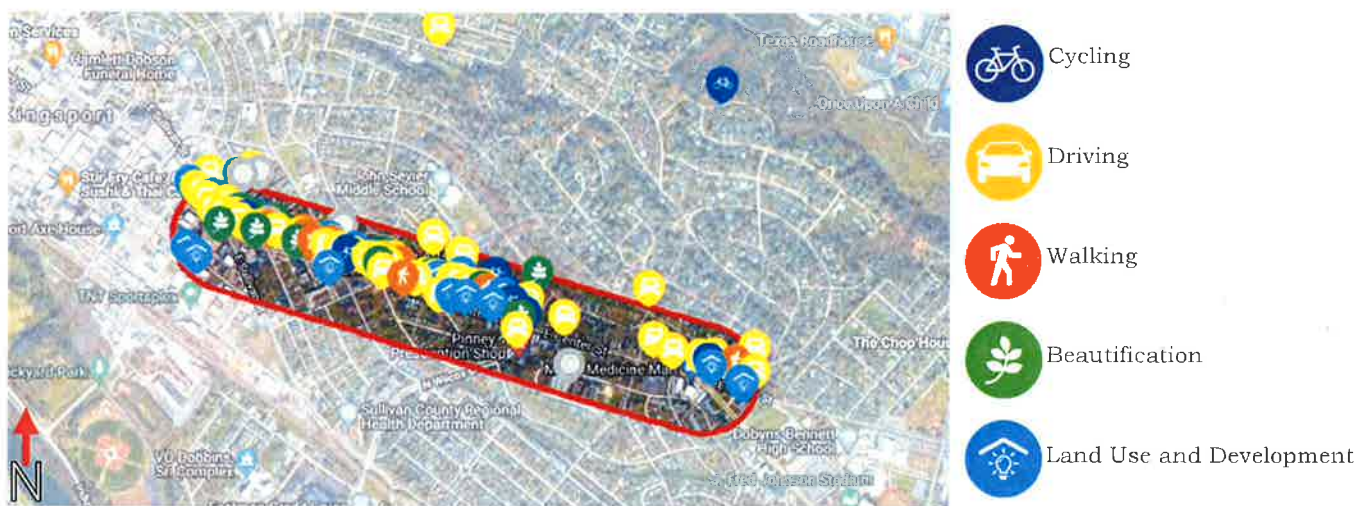
- Corridor residents have significantly lower household income
- Minority populations are disproportionately higher along the Corridor
- Not a significant difference in age

Public Engagement

Community involvement and input is crucial to the success of any planning process because it provides an understanding of the desires and preferences of citizens and City staff. It provides citizens the opportunity to have a voice in shaping the future of the community, giving the project team the ability to discover concerns that aren't readily apparent from field visits or traffic counts alone. The outreach process broadened the project team's understanding of the corridor, which led to the identification and expansion of recommendations, identified in subsequent sections in this report. The timeline of outreach is represented in the graphic below.



The planning process began with an initial kickoff meeting on June 15th, 2021 with representatives from the project team, including members from the MTPO, City of Kingsport and TDOT. The purpose of this meeting was to set priorities, understand data needs, determine initial logistics for community engagement and discuss scheduling and communication preferences. Following the initial kickoff meeting, the first step in informing project stakeholders and the public of the upcoming planning process was the public website with comment mapper. Residents could leave comments in six different categories on the map: walking, driving, cycling, beautification, land use and development and other. The online mapper was interactive and allowed users to place comments at specific locations along the project extents. An image of the online comment mapper is shown in Figure 36 below.



The initial comments from the online mapper provided a framework for the site visit and gave the project team insight into what issues and opportunities had been identified when stakeholder interviews began. In addition to understanding perceptions about East Center Street from online comment map users, key stakeholder interviews were conducted both virtually and in-person to supplement the public engagement effort. The following stakeholders were interviewed between July 9, 2021 and July 16, 2021.

- Lieutenant Justin Quillin (Kingsport Police Department)
- Ken Weems (Planning Manager and Zoning Administrator)
- Performance Medicine
- Hunger First
- Kingsport Senior Center

In addition to these scheduled interviews, the planning team met with business owners along East Center Street during the field visit. The interviewed businesses include:

- Larry's Cycle Shop
- All American Autos
- Jeff's Morrell Music Shop
- A Cut Above
- Plaques Etc. / Able Printers
- Lindsey Bolton, State Farm
- Redi Mart
- Minute Market
- American Job Center
- The Yates Agency
- The Iron Works
- Kingsport Door Company

These interviews served an important role in understanding varied perspectives of Kingsport residents and stakeholders. The impromptu conversations during the field visit were critical to gathering opinions on what business owners believe to be major opportunities for and major hindrances to growth along the East Center Street corridor. Figures 37-38 present images from the interview process during the site visit.



Figure 37. Field Visit Conversations



Figure 38. Field Visit Conversations

Beyond the interviews, the purpose of the field visit was to gather measurements, document photos and attend the Farmer's Market. The data generated from the site visit served as a baseline for how the corridor currently operates and gave context for many of the statements and opinions provided throughout the interview process.

On Saturday, July 17, the project team attended the Kingsport Farmer's Market. At the event, which was held on the first week-end of Kingsport's Fun Fest, the project team spoke with residents and visitors to Kingsport to understand their perspectives of the corridor. The project team also handed out information flyers that explained more information and described additional ways to participate in the project, shown in Figure 39.



Figure 39. Field Visit Flyers

Figures 40 and 41 present images from the Farmer's Market, where the project team spent the day talking with Farmer's Market attendees.



Figure 40. Farmer's Market



Figure 41. Farmer's Market

Figure 42 demonstrates how the project team provided participants with maps and colored stickers to gather detail on specific issues and opportunities. The color stickers corresponded to five comment categories: bicycling, driving, walking, beautification, and land use, as shown below. This event provided the project team with general feedback on the study, individual anecdotes about East Center Street and resident and stakeholder hopes for the corridor.



Figure 42. Farmer's Market

With the field visit and interviews concluded, the project team organized a Virtual Town Hall held on August 19th, 2021, to present initial findings, share next steps and gather feedback. The virtual setting allowed participants to register in advance, participate in interactive polls and submit questions to be answered by panelists. The Town Hall was later posted to the project website so interested parties could watch if they could not attend the originally scheduled meeting, shown in Figure 43. An additional Town Hall meeting is scheduled for January 27th, 2022 that will have a similar format and will present recommendations to the public.



Figure 43. Virtual Town Hall #1

The project team spent the weeks following the August 2021 Virtual Town Hall summarizing the critical details and opinions provided by stakeholders, residents and staff to then begin drafting multimodal scenarios and transportation plans for the corridor. After reviewing these draft plans with City staff, the project team scheduled a public workshop for Tuesday, November 9th, 2021. This public workshop operated as an open house for participants to learn more about the project and provide feedback on draft scenario ideas. It was held in the Renaissance Center, located centrally along the East Center Street corridor. Images from this public workshop are presented in Figures 44-46.



Figure 44. Public Workshop



Figure 45. Public Workshop



Figure 46. Public Workshop Comment Map

To complement the in-person public workshop, the project team developed a survey to gather feedback virtually. This survey remained active from November 9th, 2021 to December 1st, 2021 and provided an outlet for residents to view each corridor draft option and provide feedback. The survey was promoted on City social media pages and was accessible via the project website. The results of the public workshop and survey are summarized in the Public Feedback on Corridor Options section.

With the critical insight provided by data, observations and conversations from the field visit and the information provided by the public throughout the course of the project, the following summarizes the baseline conditions:

Existing Context Key Takeaways

- East Center Street is an important element of the regional network
- Traffic volumes do not suggest a congestion/delay issue, despite concerns outlined by residents
- There is a complete sidewalk network, but few crossing opportunities
- There are bicycle lanes east of Sullivan Street, but receive little use
- There is intermittent transit route coverage and minimal transit facilities
- Crashes are more common towards the west half of the corridor
- Crashes involve pedestrians and some result in injury
- Perceived safety issue with pedestrian activity, lack of crosswalks and road diet

Analyzing the baseline conditions to best understand where East Center Street has been and the potential for its future, the following graphic divides the conclusions into **issues**, **opportunities** and **hotspots**.

Issues

- Road diet and perceived traffic congestion
- Random pedestrian crossings
- Land use compatibility
- Low evident redevelopment potential
- Lack of catalyst opportunities

Opportunities

- Plenty of pavement = lots of design flexibility
- Character and structure
- Complimentary land uses and walk potential
- Complete sidewalk network
- Proximity to downtown and civic uses

Hotspots

- Myrtle Street/Oak Street intersection
- East Sullivan Street intersection
- Road diet
- Driveways

MULTIMODAL TRANSPORTATION AND LAND USE SCENARIOS

The public engagement process provided a wealth of insight into the community's preferences, and the baseline conditions analysis helped the project team understand the existing character and functionality of the corridor. The next step was to build on both of these elements to generate multimodal transportation and land use scenarios that identify alternative approaches to addressing corridor needs. Additionally, a framework for comparison would need to be established to accurately understand the advantages and disadvantages of options.

Corridor Options

Separate Corridor options are provided for the two distinct sections of East Center Street, east of North Wilcox Drive and west of North Wilcox Drive, as illustrated in Figure 47. The corridor options address the needs identified by this study but are also designed to minimize property impacts, keep the curb intact and maintain the center turn lane.

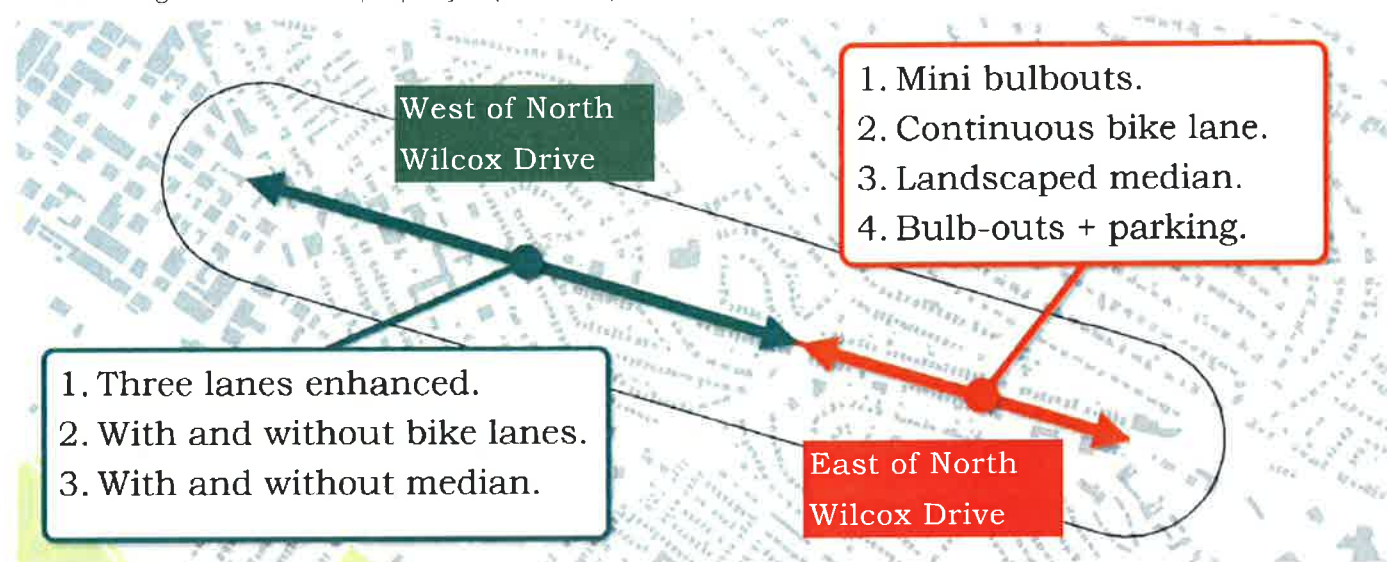


Figure 47. Corridor Options Overview

West of North Wilcox Drive

The three options for the section west of North Wilcox Drive are:

1. Three lanes enhanced
2. Three lanes enhanced with bike lane
3. Bike lanes with no median

Option 1 - Three lanes enhanced

Option 1 includes the following elements:

- Bulbouts alternate with on-street parking
- Possible space for outdoor dining
- Bulbouts, medians, and crosswalks align
- Removal of bike lane

These elements calm traffic through horizontal deflection by alternating bulbouts and parking. This option is presented in Figure 48.

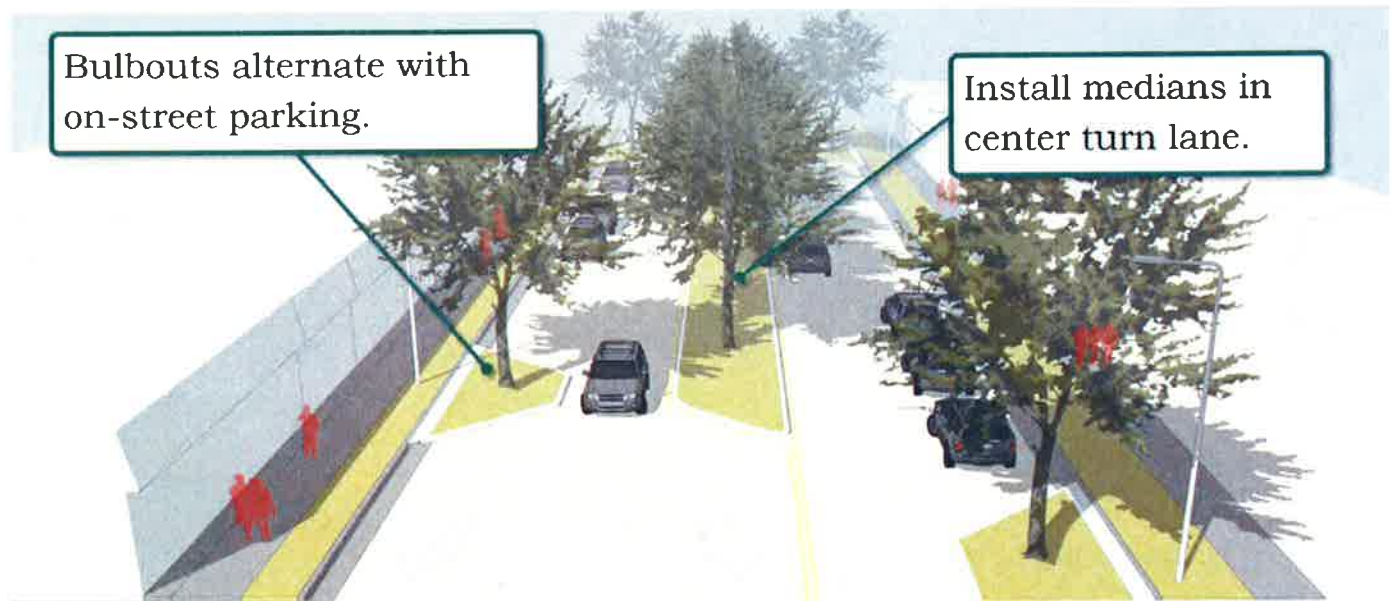


Figure 48. Option 1 West of North Wilcox Drive

Medians will be placed strategically in this option to prevent left-turn movements from selected side streets, demonstrated in Figure 49.

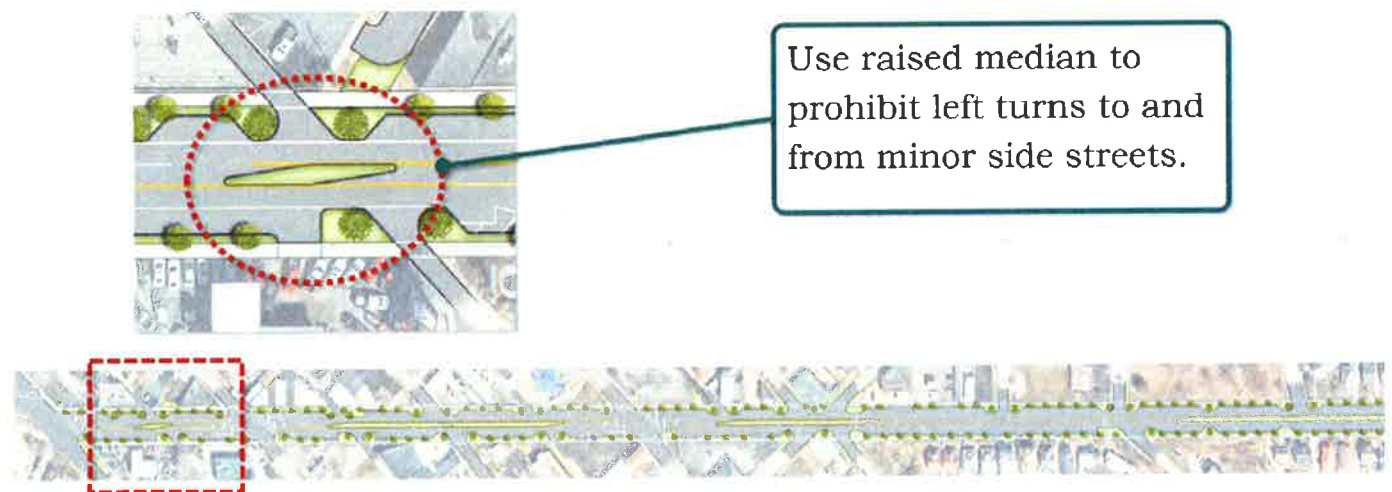


Figure 49. Median Example in Option 1

This option creates opportunities for landscaping and trees on medians. Bulbouts can also serve multiple purposes, including providing shade for pedestrians, adding a buffer between pedestrians and vehicles and creating space for outdoor dining and seating. This is displayed in Figure 50.

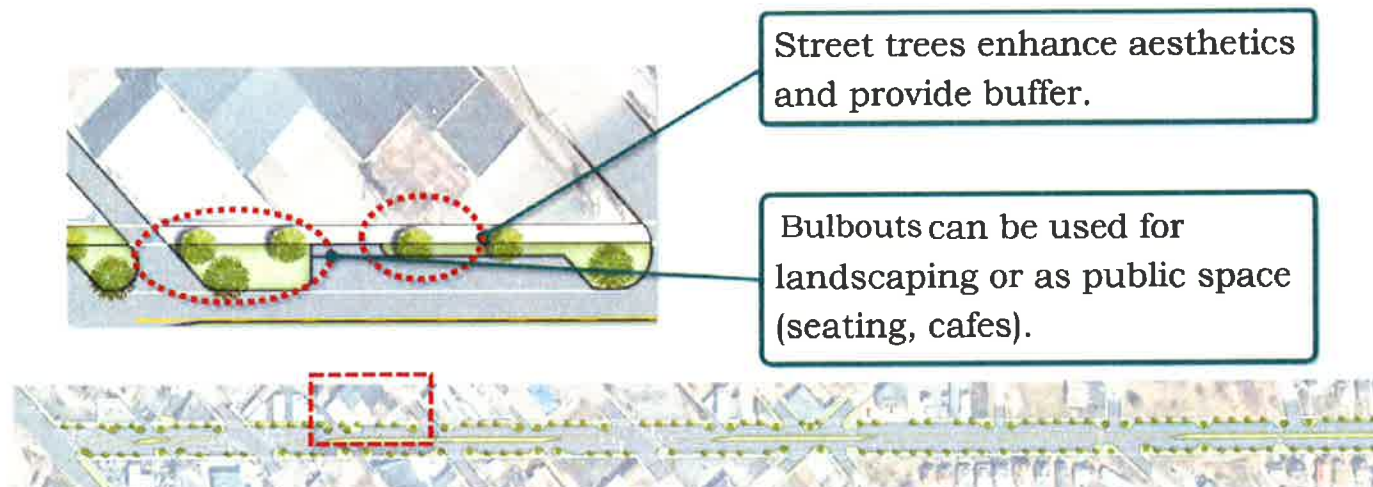


Figure 50. Landscaping in Option 1

The bulbouts identified in Figure 51 will provide horizontal deflection and opportunities for landscaping, however will also reduce the amount of on-street parking available throughout this portion of the corridor. As shown in Figure 52, driveways will also be impacted with this option; driveway widths and redundant driveways will be reduced or removed.

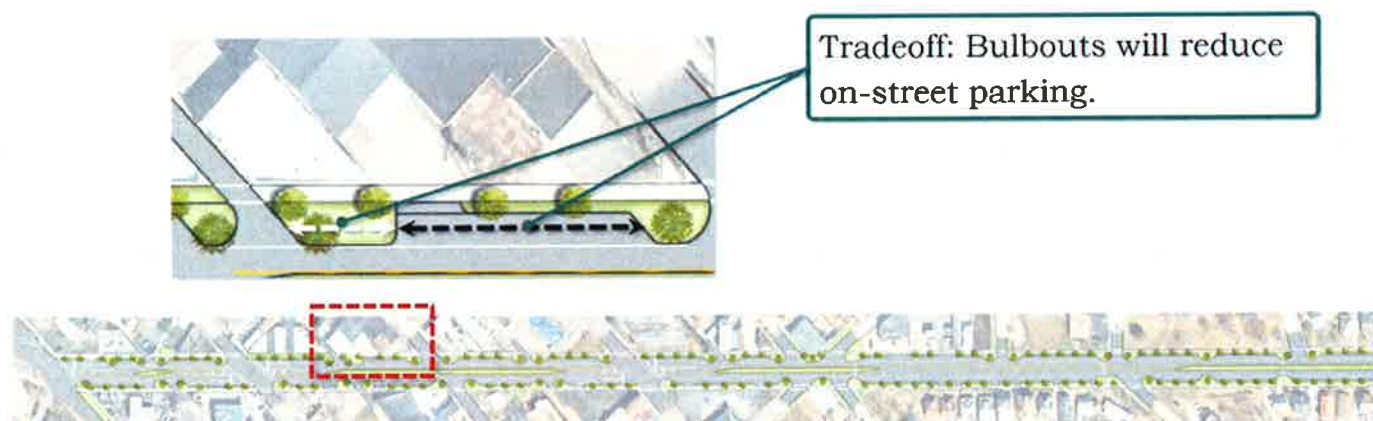


Figure 51. Bulbouts in Option 1

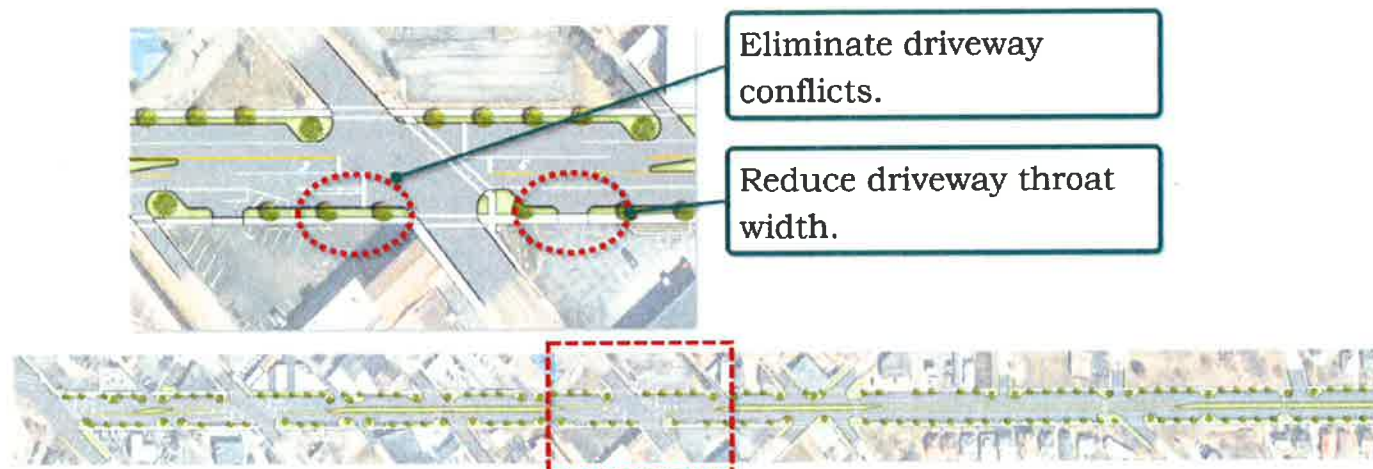
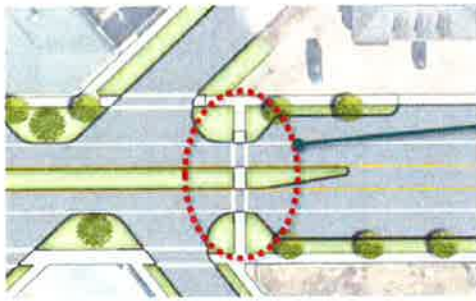


Figure 52. Driveway Reductions in Option 1

Presented in Figure 53, bulbouts placed strategically to align with medians will minimize crossing distances and provide refuge islands.

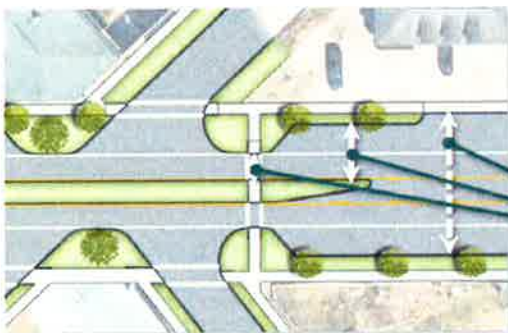


Bulbouts aligned with medians reduce the pedestrian crossing distance and provide a refuge.



Figure 53, Horizontal Deflection in Option 1

From a mobility perspective, shown in Figure 54, these measures will also serve as traffic calming. By creating horizontal deflection, the vehicular experience will better match the context of East Center Street – slower traffic, more pedestrian comfort and more landscaping.



Horizontal deflection is a traffic calming measure.



Figure 54, Horizontal Deflection in Option 1

Rapid rectangular flashing beacons, identified in Figure 55, can also be utilized to increase pedestrian visibility.



Rapid rectangular flashing beacon.



Figure 55. Rapid Rectangular Flashing Beacon Example

Currently, the merge from two westbound lanes to one has the potential to create a speeding condition where vehicles exceed the posted speed limit to “beat” the merge. Stakeholders have also identified the merge as a source of confusion for senior drivers exiting and entering the Renaissance Center. The placement also is at the crest of a vertical curve, which can lead to sight distance issues. By relocating the merge from Wateree Street to North Wilcox Drive, presented in Figure 56, these existing issues will be resolved.



Figure 56. Merge Relocation

Figure 57 shows the operation of the new transition from four lanes to three lanes. North Wilcox Drive will be the new intersecting street where the transition from two lanes in each direction to one lane in each direction occurs.

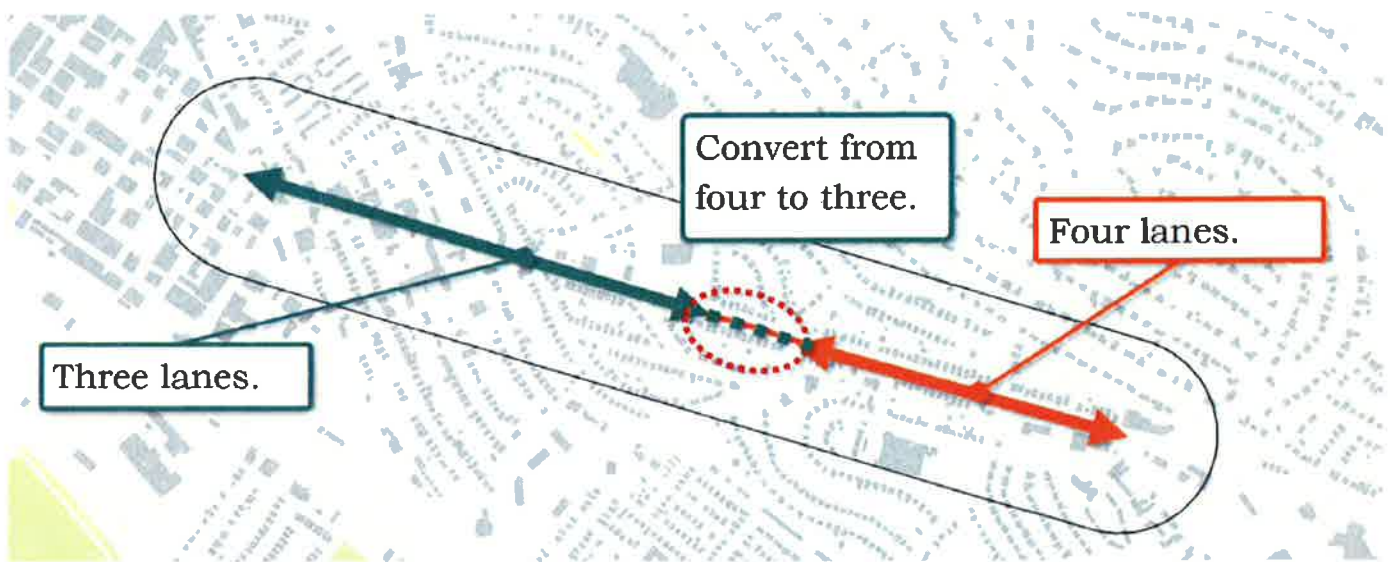


Figure 57. Merge Conversion

Option 2 - Three lanes enhanced with bike lane

Option 2 is similar to Option 1, but includes a bicycle lane between the bulbouts, on-street parking and the curb. These elements continue to provide horizontal deflection through alternating bulbouts and parking while still maintaining a more protected facility for cyclists because it is separated from the motor vehicle travel lane. This option is presented in Figure 58.

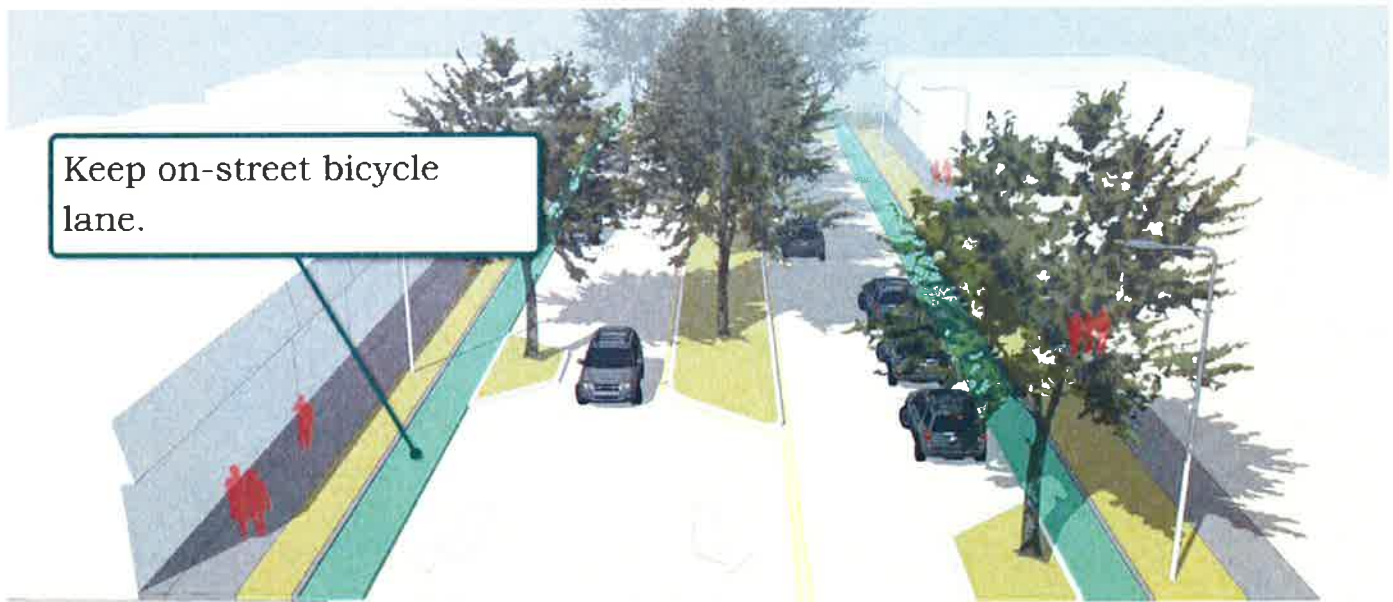


Figure 58. Option 2 West of North Wilcox Drive

The comparison between bike lanes and no bike lanes is shown in Figure 59. Including the bike lanes will provide less space for on-street parking and street trees.



Figure 59. Bike Lane Comparison

Option 3- Bike lanes with no median

Option 3 is similar to Option 2 in that it includes bulbouts, on-street parking and a bike lane, but different in that it does not include a raised median, instead maintaining the existing continuous center turn lane. This option is illustrated in Figure 60.

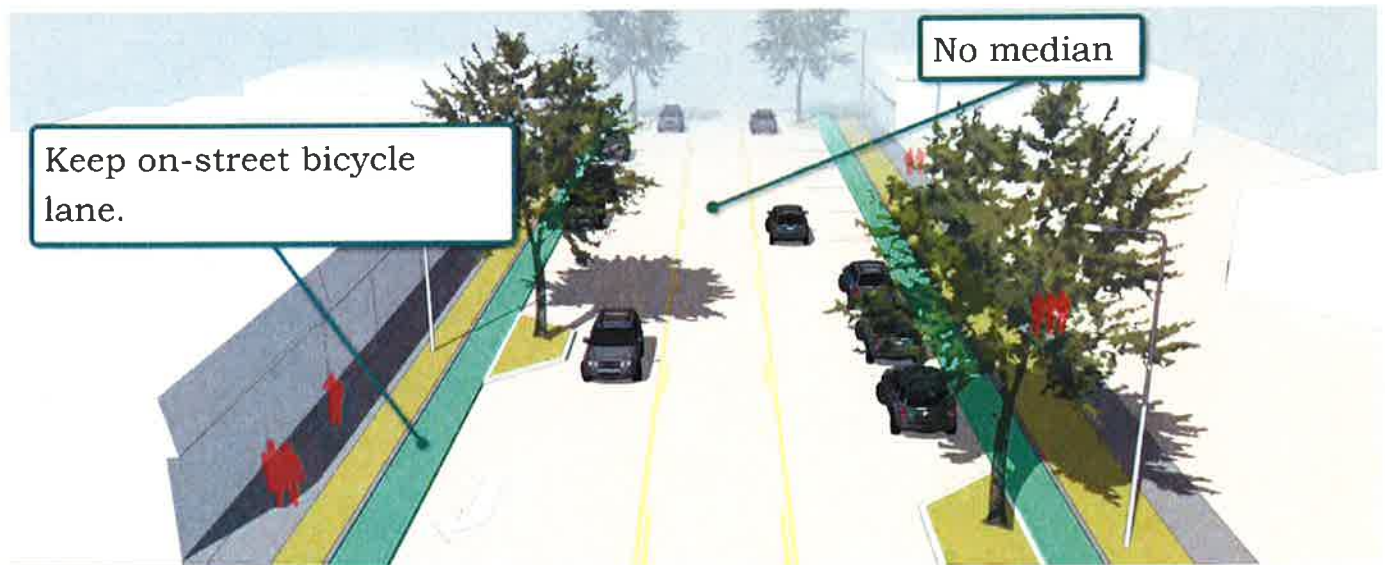


Figure 60. Option 3 West of North Wilcox Drive

A comparison of this option with the second option is presented in Figure 61. This option provides better access for side streets. The tradeoff is the loss of pedestrian refuge islands, and less horizontal deflection for traffic calming.

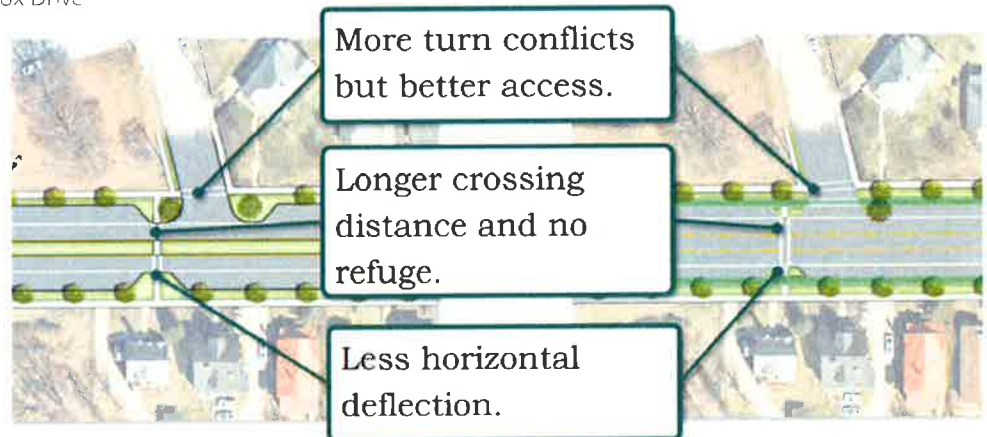


Figure 61. Option 3 West of North Wilcox Drive

Corridor Option Evaluation: West of North Wilcox Drive

The three options for East Center Street west of North Wilcox Drive were evaluated against four sets of criteria: mobility, safety, parking/access and community character.

Mobility

Generally speaking, Options 1 and 2 provide better mobility for motor vehicles because the raised median will prohibit left turns at many driveways and minor cross-streets, thereby reducing friction on east-west movement. The bulbouts and street trees will buffer the sidewalk from adjacent traffic, improving walking conditions for all three options. The presence of a raised median makes Options 1 and 2 slightly better for walking because they permit a refuge for mid-block crossing and will encourage appropriate (more safe) motor vehicle speeds. Option 1 performs poorly for cyclists because it removes the dedicated lane, while Options 2 and 3 slightly improve cycling conditions by introducing a buffer between the bike lane and motor vehicle travel lanes. All three options improve transit conditions by creating opportunities for enhanced passenger boarding at the bulbouts. Table 7 presents the mobility evaluation.

The following evaluations for both portions of East Center Street use the following items to describe their affect on safety, mobility, parking and access and community character. This legend will be utilized in Table 7 through Table 16















-  Significant Positive Impact
-  Positive Impact
-  Potential Concern
-  No Impact
-  Negative Impact
-  Significant Negative Impact

Table 7. Mobility Evaluation













	Option 1 - Three Lanes Enhanced		Option 2 - Three Lanes Enhanced + Bike Lanes		Option 3 - Bike Lanes with No Median	
Motor Vehicles		<ul style="list-style-type: none"> Adequate capacity Medians will reduce friction from left turn lanes 		<ul style="list-style-type: none"> Adequate capacity Medians will reduce friction from left turn lanes 		<ul style="list-style-type: none"> Adequate capacity Turn movement friction still present
Walking		<ul style="list-style-type: none"> Street trees and bulbouts provide buffer Midblock crossing + median refuge 		<ul style="list-style-type: none"> Street trees and bulbouts provide buffer Midblock crossing + median refuge 		<ul style="list-style-type: none"> Street trees and bulbouts provide buffer
Cycling		<ul style="list-style-type: none"> Existing bike lane is removed 		<ul style="list-style-type: none"> Bike lane is buffered from vehicle lanes 		<ul style="list-style-type: none"> Bike lane is buffered from vehicle lanes
Transit		<ul style="list-style-type: none"> Bulbouts provide opportunity for transit stop Adequate crossing opportunities 		<ul style="list-style-type: none"> Bulbouts provide opportunity for transit stop Adequate crossing opportunities 		<ul style="list-style-type: none"> Bulbouts provide opportunity for transit stop Adequate crossing opportunities

Safety

The presence of a raised median in Options 1 and 2 will significantly improve safety by eliminating many left turn movements, a significant cause of crashes that result in death, injury and property damage. All three options include provisions for street trees and other landscaping elements that could create sight distance issues. This condition should be carefully considered when installing landscaping within the corridor.

Excessive motor vehicle speeds are the leading cause of motor vehicle crashes with pedestrians in the United States. Therefore, strategies that calm traffic and encourage appropriate motor vehicle speeds are beneficial for walking. Options 1 and 2 are slightly better than Option 3 because the raised median will provide better traffic calming than the bulbouts alone. Similarly, the median makes Options 1 and 2 better for safe crossing opportunities because they introduce a midblock refuge. Table 8 presents the safety evaluation.

Table 8. Safety Evaluation










		Option 1 - Three Lanes Enhanced		Option 2 - Three Lanes Enhanced + Bike Lanes		Option 3 - Bike Lanes with No Median
Turn movement conflicts		<ul style="list-style-type: none"> Medians will direct left turns to major intersections Excessive driveway cuts are eliminated 		<ul style="list-style-type: none"> Medians will direct left turns to major intersections Excessive driveway cuts are eliminated 		<ul style="list-style-type: none"> Excessive driveway cuts are eliminated
Sight distance		<ul style="list-style-type: none"> Street trees and landscaping create potential for sight distance conflicts 		<ul style="list-style-type: none"> Street trees and landscaping create potential for sight distance conflicts 		<ul style="list-style-type: none"> Street trees and landscaping create the potential for sight distance conflicts
Motor vehicle speeds		<ul style="list-style-type: none"> Medians and bulbouts create horizontal deflection to encourage appropriate motor vehicle speeds 		<ul style="list-style-type: none"> Medians and bulbouts create horizontal deflection to encourage appropriate motor vehicle speeds 		<ul style="list-style-type: none"> Bulbouts create horizontal deflection but are significantly less effective without the median
Safe crossing		<ul style="list-style-type: none"> Bulbouts minimize crossing distance Medians provide up to four additional crossing opportunities 		<ul style="list-style-type: none"> Bulbouts minimize crossing distance Medians provide up to four additional crossing opportunities 		<ul style="list-style-type: none"> Bulbouts minimize crossing distance

Parking and Access

The presence of bulbouts will result in the removal of some on-street parking for all three options. However, each option also proposes the closure of some driveways on East Center Street, which creates opportunities for new on-street spaces. Therefore, the net impacts to parking are likely negligible.

As many as 15 driveways that provide direct access to East Center Street from adjacent property could be closed. However, the corridor has a robust network of connecting streets that provides direct access to each of these properties, lessening the impact of the closures. The presence of a raised median for Options 1 and 2 could prohibit left turns at as many as 27 driveways and minor cross-streets. Table 9 presents the parking and access evaluation.

Table 9. Parking and Access Evaluation

		Option 1 - Three Lanes Enhanced		Option 2 - Three Lanes Enhanced + Bike Lanes		Option 3 - Bike Lanes with No Median
Parking		<ul style="list-style-type: none"> Some parking may be affected by bulbouts 		<ul style="list-style-type: none"> Bicycle lane may create conflicts with parking 		<ul style="list-style-type: none"> Bicycle lane may create conflicts with parking
Driveway impacts*		<ul style="list-style-type: none"> Up to 15 driveways closed 		<ul style="list-style-type: none"> Up to 15 driveways closed 		<ul style="list-style-type: none"> Up to 15 driveways closed
Left turn impacts*		<ul style="list-style-type: none"> Left turns prohibited at up to 27 driveways and cross streets 		<ul style="list-style-type: none"> Left turns prohibited at up to 27 driveways and cross streets 		<ul style="list-style-type: none"> No left turns prohibited at driveways and cross streets

*Direct parcel access is still available through parallel side streets

Community Character

The presence of medians and bulbouts will create many opportunities for landscaping, branding and placemaking elements. In this respect, Options 1 and 2 are superior to Option 3 because it lacks a raised median. Similarly, the presence of a bike lane will result in smaller bulbouts, reducing the opportunity for landscaping and placemaking, giving Option 1 superiority over the other two options for this criteria. Table 10 presents the community character evaluation.

Table 10. Community Character Evaluation








































	Option 1 - Three Lanes Enhanced		Option 2 - Three Lanes Enhanced + Bike Lanes		Option 3 - Bike Lanes with No Median	
Landscaping and placemaking		<ul style="list-style-type: none"> Bulbouts and medians create many opportunities for landscaping, branding and placemaking elements 		<ul style="list-style-type: none"> Bulbouts and medians create many opportunities for landscaping, branding and placemaking elements Presence of bike lane may limit ability of bulbouts for placemaking and landscaping 		<ul style="list-style-type: none"> Presence of bike lane may limit ability of bulbouts for placemaking and landscaping

Table 11 provides an overall evaluation matrix for East Center Street west of North Wilcox Drive.

Table 11. West of North Wilcox Drive Evaluation

		Option 1 - Three Lanes Enhanced	Option 2 - Three Lanes Enhanced + Bike Lanes	Option 3 - Bike Lanes with No Median
Mobility	Motor vehicles			
	Walking			
	Bicycling			
	Transit			
Safety	Turn movement conflicts			
	Sight distance			
	Motor vehicle speeds			
	Safe crossing			
Parking and Access	Parking			
	Driveway Impacts			
	Left turn impacts			
	Landscaping/Placemaking			

East of North Wilcox Drive

The four options for the section east of North Wilcox Drive are:

1. Mini bulbouts
2. Continuous bike lane
3. Continuous landscaped median and turn lane
4. On-street parking and bulbouts

Option 1 - Mini bulbouts

Option 1 includes the following elements:

- Bulbouts alternate with on-street parking
- Possible space for outdoor dining
- Bulbouts, medians and crosswalks align

Option 1 is illustrated in Figure 62. It includes the placement of mini-bulbouts within the existing shoulder on both sides of the road. The operation of the mini bulbouts is shown in Figure 63. This option does not modify the travel lanes, as the mini-bulbouts are located within the width of the shoulder.

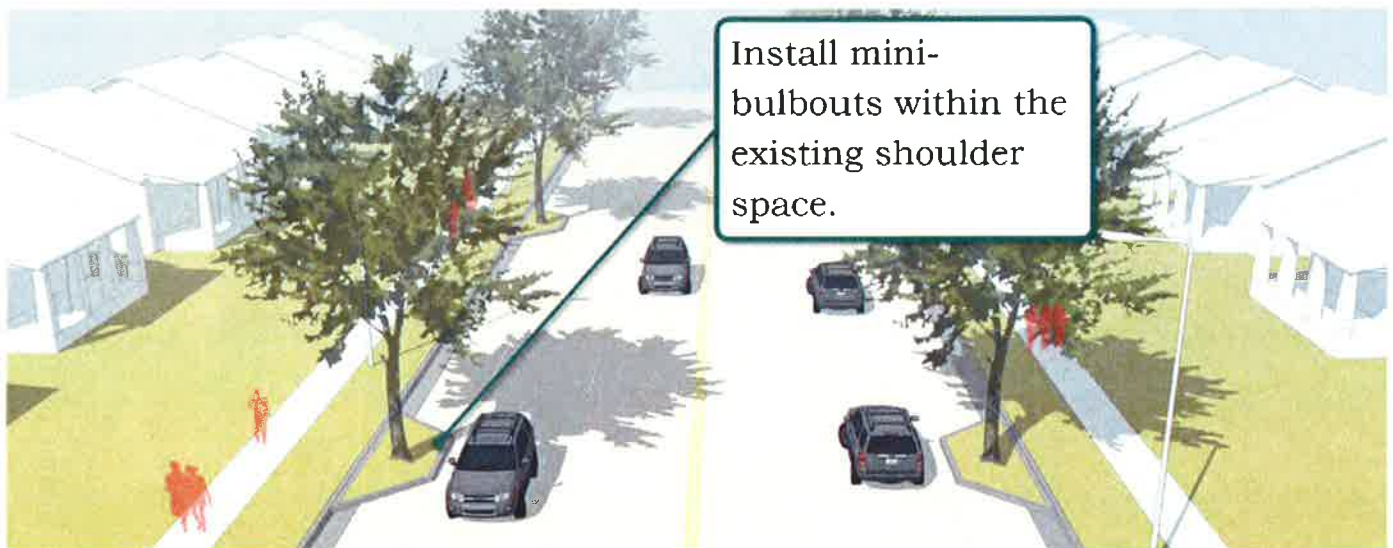


Figure 62. Option 1 East of North Wilcox Drive

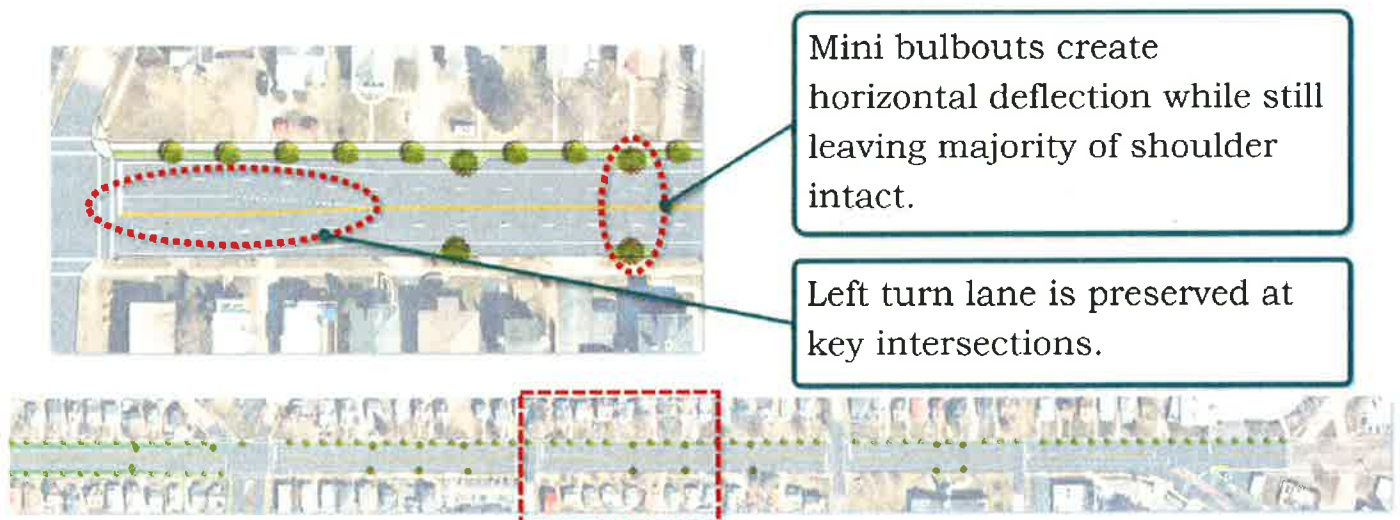


Figure 63. Mini Bulbouts in Option 1

Option 2 - Continuous bike lane

Option 2 extends the existing bike lanes beyond their terminus at the merge east to Fort Henry Drive. The existing shoulders are replaced with bike lanes; this option is illustrated in Figure 64. East Center Street currently has bike lanes that begin at Yadkin Street and extend west past the project limits. This option will result in continuous bike lanes from downtown to Fort Henry Drive as shown in Figure 65.



Figure 64. Option 2 East of North Wilcox Drive



Creates a continuous bike lane for the full length of the corridor.



Figure 65. Continuous Bike Lane

Option 3 - Continuous landscaped median and turn lane

Option 3 introduces a continuous raised landscaped median that divides eastbound traffic and westbound traffic. To accommodate the median, travel lanes in both directions shift outward and replace the existing shoulder, illustrated in Figure 66.

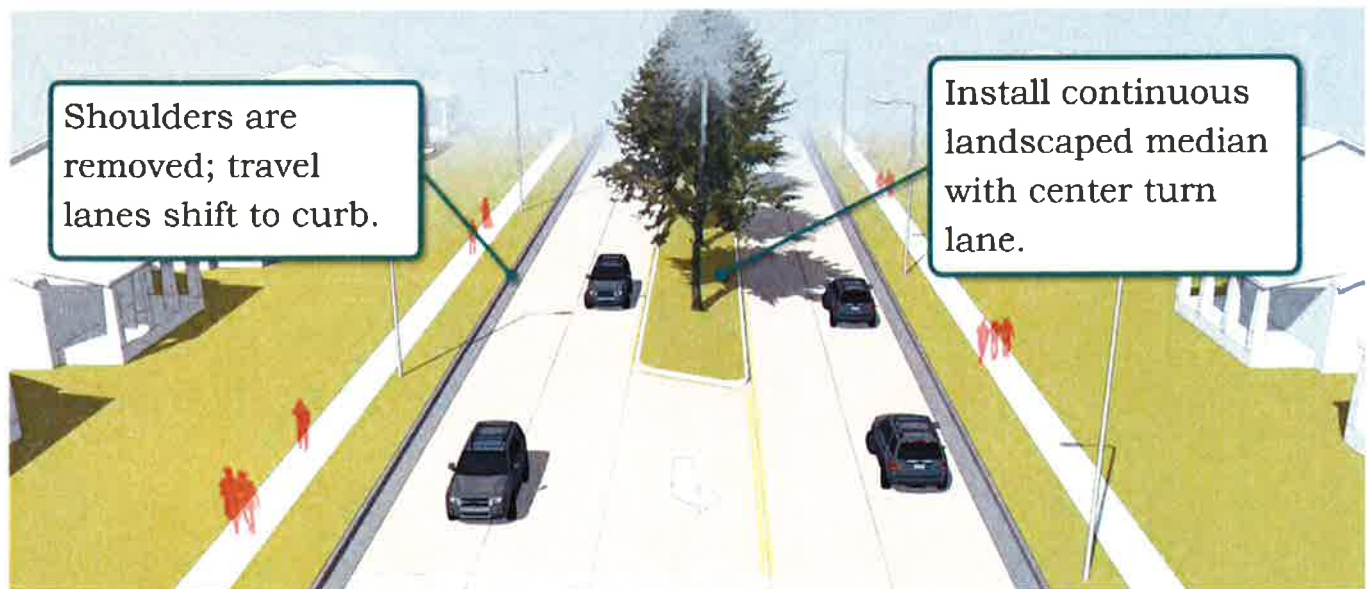


Figure 66. Option 3 - East of North Wilcox Drive

This option would present opportunities for reduced crossing distances, improving the pedestrian experience. The median is replaced by a left turn lane at signalized intersections. This would create horizontal deflection, a traffic calming measure, and is demonstrated in Figure 67.

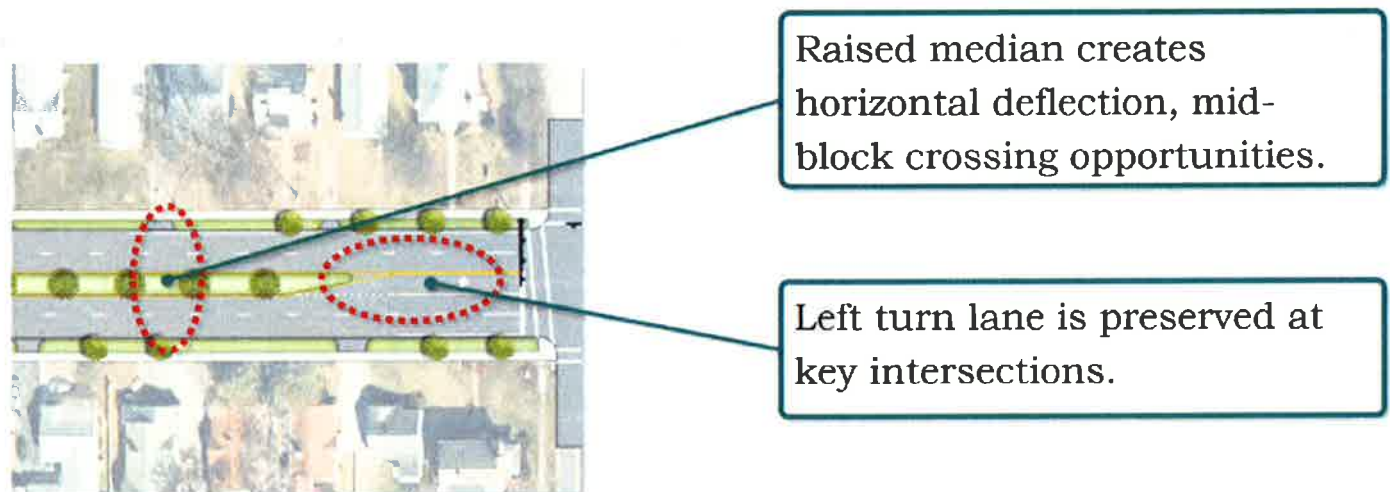


Figure 67. Option 3 - Horizontal Deflection

Option 4 - On-street parking and bulbouts

Option 4 shifts all four travel lanes to one side of the road and installs on-street parking and full size bulbouts in the residual pavement. It eliminates the existing shoulders on both sides of the road. The on-street parking and bulbouts may alternate from one side of the street to the other along varying sections of the corridor. This option is presented in Figure 68.

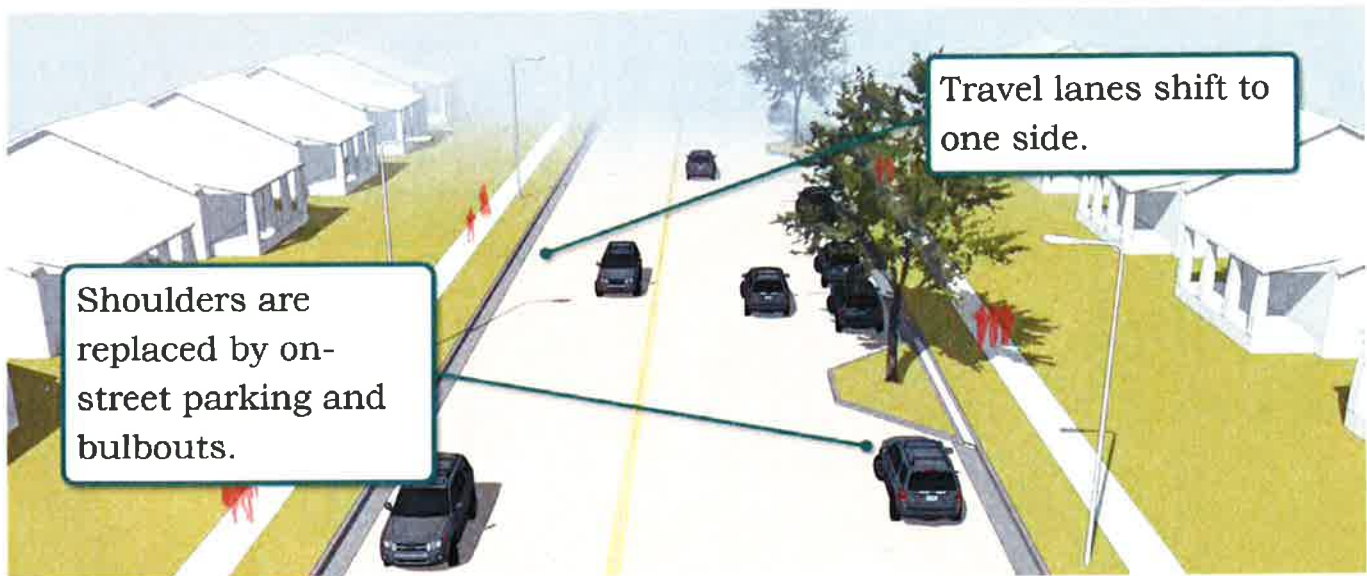


Figure 68, Option 4 - East of North Wilcox Drive

By installing a bulbouts and parking on one side of the roadway, a shift will be created that can serve as traffic calming. The bulbouts also provide opportunities for some landscaping. This idea is presented in Figure 69.

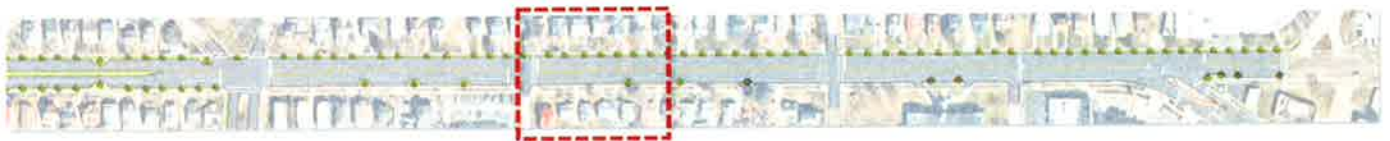
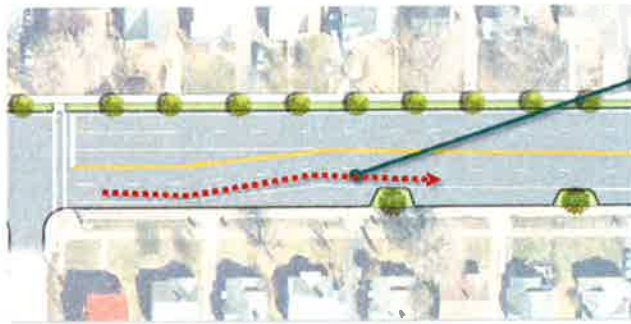


Figure 69. Traffic Calming in Option 4

Corridor Option Evaluation: East of North Wilcox Drive

















The four options for East Center Street east of North Wilcox Drive were evaluated against four sets of criteria: mobility, safety, parking/access and community character.

Mobility

Option 3 provides better mobility for motor vehicles because the raised median will prohibit left turns at many driveways and minor cross-streets, thereby reducing friction on east-west movement. The bulbouts and street trees, included in Options 1 and 4, will buffer the sidewalk from adjacent traffic, improving walking conditions, while the presence of a raised median makes Option 3 slightly better for walking because it permits a refuge for mid-block crossing.

Option 2 is the best option for cyclists because it introduces a dedicated on-street bike lane. Options 1 and 4 improve transit conditions by creating opportunities for enhanced passenger boarding at the bulbouts. Table 12 presents the mobility evaluation.

Table 12. Mobility Evaluation

















	Option 1 - Mini Bulbouts		Option 2 - Continuous Bike Lane		Option 3 - Continuous Landscaped median + Turn Lane		Option 4 - On-Street Parking + Bulbouts	
Motor Vehicles		<ul style="list-style-type: none"> No change in capacity 		<ul style="list-style-type: none"> No change in capacity 		<ul style="list-style-type: none"> Medians will reduce left turn friction 		<ul style="list-style-type: none"> No change in capacity
Walking		<ul style="list-style-type: none"> Mini bulbouts will increase separation with roadside environment 		<ul style="list-style-type: none"> No change in roadside environment 		<ul style="list-style-type: none"> Medians provide opportunity for mid-block crossing 		<ul style="list-style-type: none"> Bulbouts will increase separation with roadside environment
Cycling		<ul style="list-style-type: none"> Mini bulbouts will eliminate possibility of cycling in shoulder 		<ul style="list-style-type: none"> Dedicated facility for cycling 		<ul style="list-style-type: none"> Shoulder is eliminated 		<ul style="list-style-type: none"> Shoulder is eliminated
Transit		<ul style="list-style-type: none"> Bulbouts provide opportunity for transit stop 		<ul style="list-style-type: none"> No change 		<ul style="list-style-type: none"> No change 		<ul style="list-style-type: none"> Bulbouts provide opportunity for transit stop

Safety

The presence of a raised median in Option 3 will improve safety by eliminating many left turn movements, a significant cause of crashes that result in death, injury and property damage. Options 1 and 4 (bulbouts) and Option 3 (median) include provisions for street trees and other landscaping elements that could create sight distance issues. This condition should be carefully accounted for when installing landscaping within the corridor.

As addressed in the previous section, strategies that calm traffic and encourage appropriate motor vehicle speeds are beneficial for walking. In this respect, Option 4 has the potential for significant impact on pedestrian safety by introducing a continuous shift in motor vehicle through movement by continuously alternating the bulbouts and on-street parking from one side of the street to the other. Option 3 is also better for safe crossing because it introduces a midblock refuge, while Option 4 could reduce crossing distance by aligning mid-block crossing with bulbouts. Table 13 presents the safety evaluation.

Table 13. Safety Evaluation













	Option 1 - Mini Bulbouts		Option 2 - Continuous Bike Lane		Option 3 - Continuous Landscaped median + Turn Lane		Option 4 - On-Street Parking + Bulbouts	
Turn movement conflicts		• No change		• No impact		• Medians will direct left turns to major intersections		• No change
Sight distance		• Street trees and landscaping create the potential for sight distance conflicts		• No impact		• Street trees and landscaping create the potential for sight distance conflicts		• Street trees and landscaping create the potential for sight distance conflicts
Motor vehicle speeds		• Mini bulbouts create horizontal deflection		• No impact		• Medians create horizontal deflection		• Alternation creates shift in roadway
Safe crossing		• No significant impact		• No impact		• Median creates opportunity for two-stage cross + reduced crossing width		• Bulbouts reduce crossing distance

Parking and Access

The existing shoulders on this section of East Center Street are not formally designated for on-street parking, although they are frequently used as such. As a result, Options 2 and 3 have the greatest impact on parking because they completely eliminate the shoulders. Option 1 keeps the shoulders, but will have a minor impact on parking by introducing mini-bulbouts in some locations. Option 4 provides full-size on-street parking, which is a positive, but is limited to one side of the street, effectively cutting the amount of parking in half.

None of the options impact existing driveways. Option 3 introduces a raised median, which eliminates left turns at driveways. Table 14 presents the parking and access evaluation.

Table 14. Parking and Access Evaluation

		Option 1 - Mini Bulbouts		Option 2 - Continuous Bike Lane		Option 3 - Continuous Landscaped Median + Turn Lane		Option 4 - On-Street Parking + Bulbouts
Parking		<ul style="list-style-type: none"> • Presence of bulbouts will have a minor impact on parking in shoulder 		<ul style="list-style-type: none"> • Bike lane will eliminate parking on shoulder 		<ul style="list-style-type: none"> • Median will eliminate parking in shoulder 		<ul style="list-style-type: none"> • Replaces shoulder parking with dedicated parking on one side of street
Driveway Impacts		<ul style="list-style-type: none"> • Street trees and landscaping create the potential for sight distance conflicts 		<ul style="list-style-type: none"> • No impact 		<ul style="list-style-type: none"> • Street trees and landscaping create the potential for sight distance conflicts 		<ul style="list-style-type: none"> • Street trees and landscaping create the potential for sight distance conflicts
Left turn Impacts		<ul style="list-style-type: none"> • No impact 		<ul style="list-style-type: none"> • No impact 		<ul style="list-style-type: none"> • Median will eliminate left turns from driveways 		<ul style="list-style-type: none"> • No impact

Community Character

The presence of medians and bulbouts will create opportunities for landscaping, branding and placemaking elements. Option 3 is slightly superior in this respect because it includes a full sized raised median, while Options 1 (mini-bulbouts) and 4 (full size bulbouts on one side only) offer more limited opportunities. Option 2 provides no additional opportunities for landscaping or placemaking. Table 15 presents the community character evaluation.

Table 15. Community Character Evaluation





		Option 1 - Mini Bulbouts		Option 2 - Continuous Bike Lane		Option 3 - Continuous Landscaped median + Turn Lane		Option 4 - On-Street Parking + Bulbouts
Landscaping and placemaking		<ul style="list-style-type: none"> • Bulbouts create opportunities for landscaping elements 		<ul style="list-style-type: none"> • No impact 		<ul style="list-style-type: none"> • Medians create opportunities for landscaping elements 		<ul style="list-style-type: none"> • Bulbouts create opportunities for landscaping elements

Table 16 provides an overall evaluation matrix for East Center Street east of North Wilcox Drive.

Table 16. East of North Wilcox Drive Evaluation

		Option 1 - Mini Bulbouts	Option 2 - Continuous Bike Lane	Option 3 - Continuous Landscaped median + Turn Lane	Option 4 - On-Street Parking + Bulbouts
Mobility	Motor vehicles				
	Walking				
	Bicycling				
	Transit				
Safety	Turn movement conflicts				
	Sight distance				
	Motor vehicle speeds				
	Safe crossing				
Parking and Access	Parking				
	Driveway Impacts				
	Left turn impacts				
	Landscaping/Placemaking				

Land Use Options

In addition to the corridor options that focus on transportation and mobility, two potential land use options were evaluated. The baseline conditions analysis reveals that smaller parcel sizes and stable improvement to land value ratios west of Yadkin Street limit redevelopment potential to mostly smaller scale uses on the west end of the corridor.

Land Use Option 1

The first land use option, presented in Figure 70, reinforces the corridor's strengths and focuses limited redevelopment opportunities in the areas that need it the most. This option reinforces stable anchors including the Renaissance Center and the commercial and civic uses at the intersection with Fort Henry Drive. It expands the office and services uses between Wilcox Drive and Fort Henry Drive, which has witnessed the successful repurposing of homes into small businesses, such as Performance Medicine.

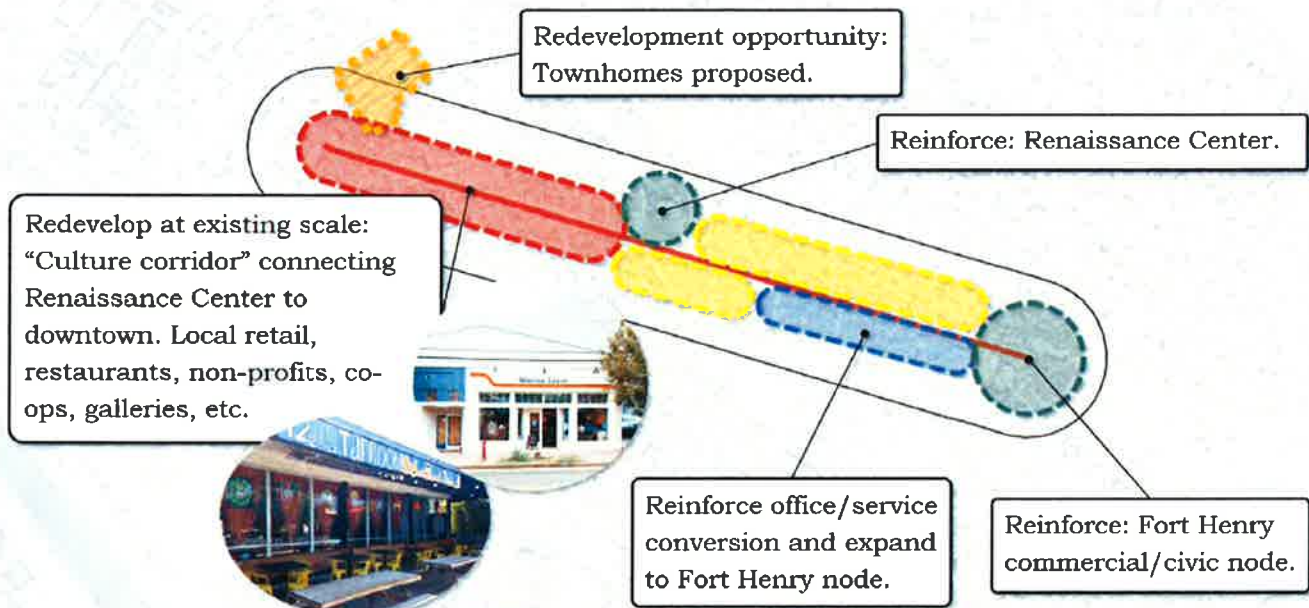


Figure 70. Land Use Option 1

Redevelopment is focused on the section of the corridor between Yadkin Street and downtown, which envisions redevelopment and reuse at the existing scale, primarily single story and single use structures and some mini strip centers. Recommended uses build on the creative energy of the Renaissance Center, creating a "culture corridor" extending from downtown to include local restaurants, galleries and artisans, local retail and the like. Figure 71 is an image of the existing Renaissance Center, and Figure 72 is an image of the Fort Henry commercial/civic node.



Figure 71. Renaissance Center



Figure 72. Fort Henry Commercial/Civic Node

Land Use Option 2

Land use option two is similar to the first option, but envisions the consolidation of parcels at the intersection of Sullivan Street to redevelop at a larger scale to include mid-rise urban mixed-use and multifamily, as illustrated in Figure 73. These uses will anchor the western end of the corridor and provide commercial opportunities to new businesses as well as increased residential density. Recent anecdotal evidence suggests demand for new multifamily housing in close proximity to downtown Kingsport. For example, the Town Park Lofts, a four-story multifamily development with one, two and three bedroom units recently opened on the block formed by Sullivan, Clinchfield and Press Street northwest of the circle. It is fully leased.

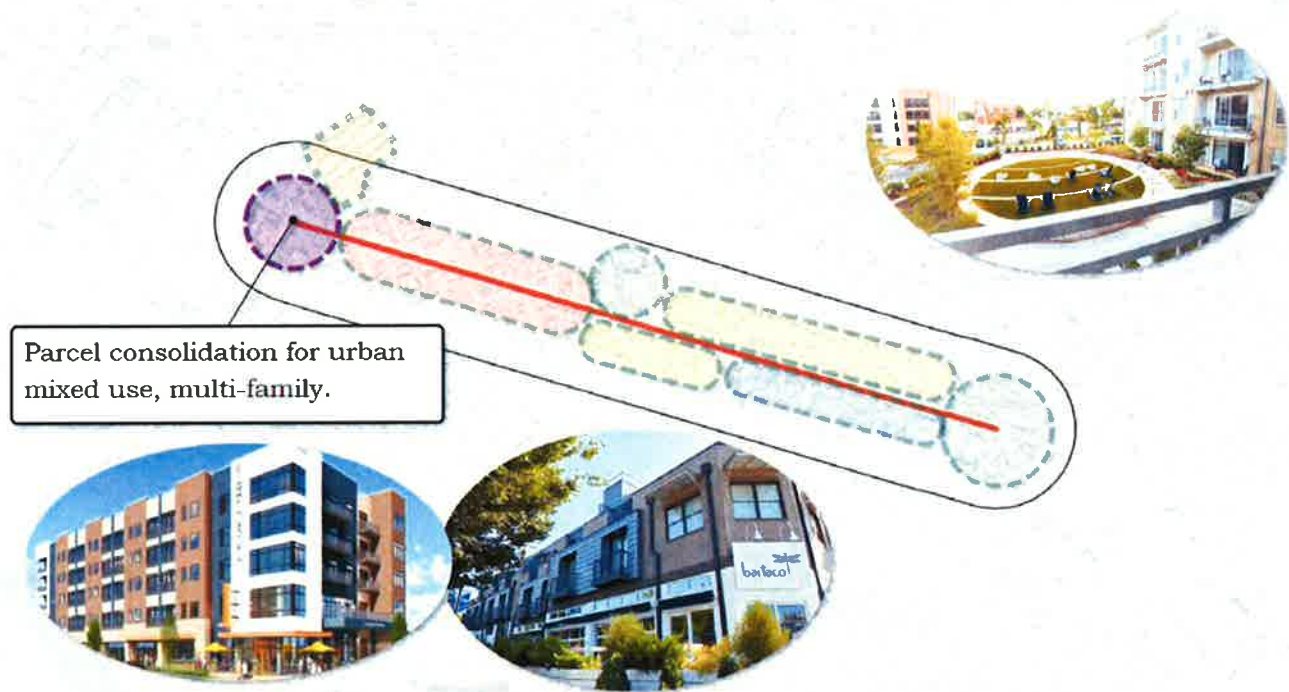


Figure 73, Land Use Option 2

Public Feedback on Corridor Options

The draft corridor and land use options were presented in-person at the public workshop and virtually within the online survey. These two formats provided the project team with valuable feedback.

Public workshop attendees shared their likes, dislikes, questions and opinions on the different scenarios and options. The online survey had approximately 50 respondents; the survey had 11 questions that referenced the renderings of each scenario option and provided opportunities for feedback and comment on each.

The survey asked respondents to identify their current interaction and use level with East Center Street to understand what groups of individuals are represented. As shown in Figure 74, most respondents are frequent users of East Center Street. Business owners and homeowners that live along or near the corridor were underrepresented within the survey.

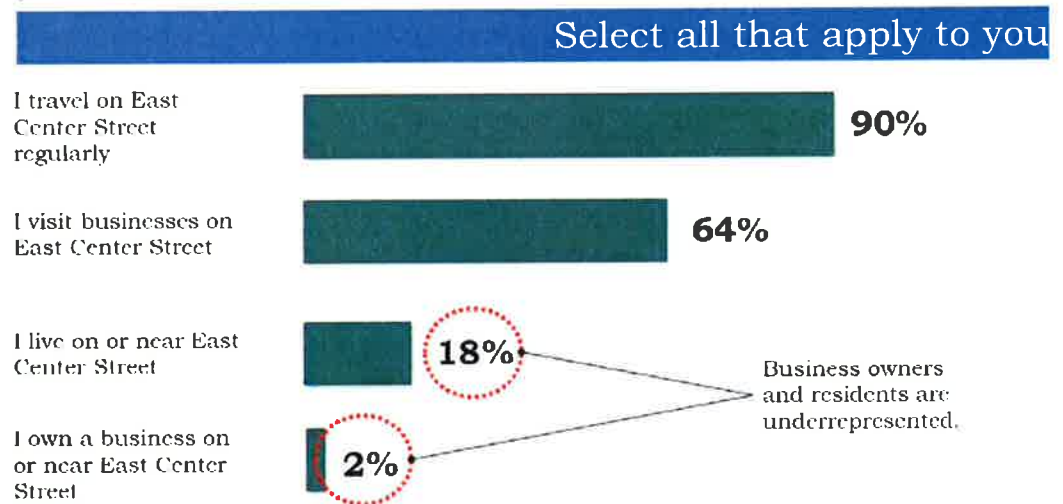


Figure 74. Survey Response - Current Use of East Center Street

What are your biggest interests?

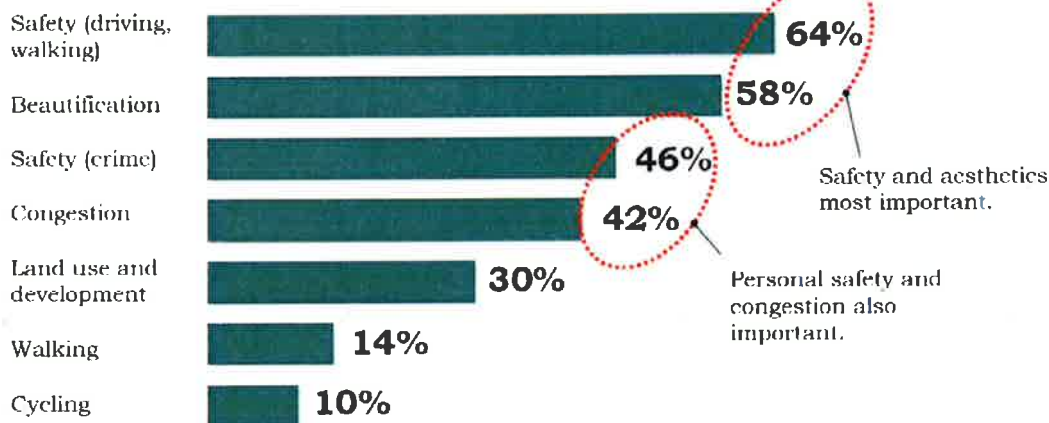


Figure 75. Survey Response - Biggest Interests

To better understand priorities, the respondents were asked to identify their key interests in the corridor. As shown in Figure 75, Safety and beautification were the two most important factors, followed by crime and congestion. Walking and cycling were selected by participants the least frequently. This indicates a priority should be given to improving vehicular and pedestrian safety as well as providing aesthetic opportunities along the corridor.

Which option west of North Wilcox Drive do you prefer?

Looking specifically at the corridor options for East Center Street west of North Wilcox Drive, survey participants were able to view each option and select what they like about each. An equal number of participants selected Option 1 (three lanes enhanced) and Option 2 (three lanes enhanced with bike lane), with Option 3 being the least popular; these results are presented in Figure 76.



Figure 76. Survey Response - West of North Wilcox Drive

When asked about Option 1, respondents liked the landscaping shown in the rendering, followed by on-street parking and bulbouts. This is displayed in Figure 77,

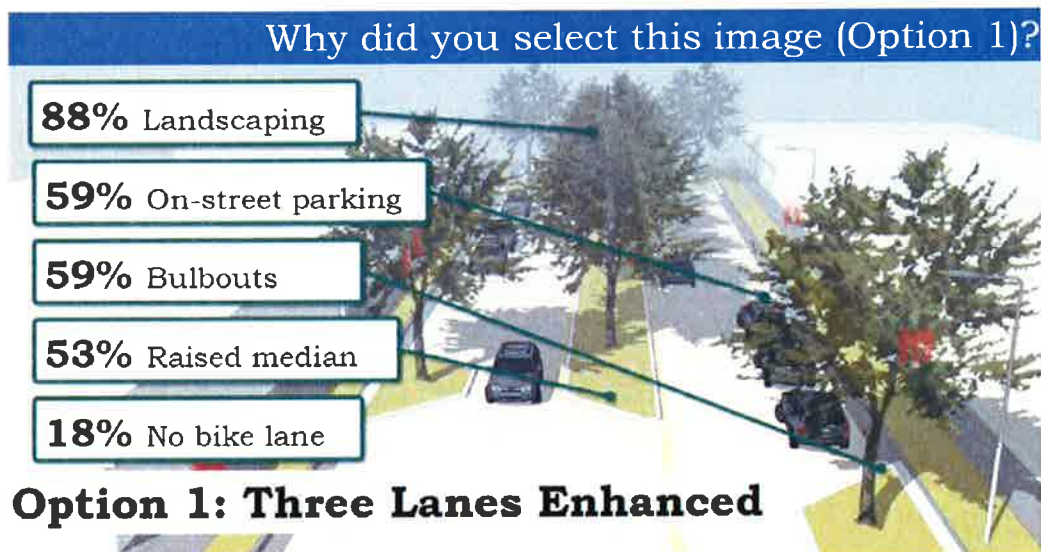


Figure 77. Survey Response - Option 1 (West of North Wilcox Drive)

Why did you select this image (Option 2)?

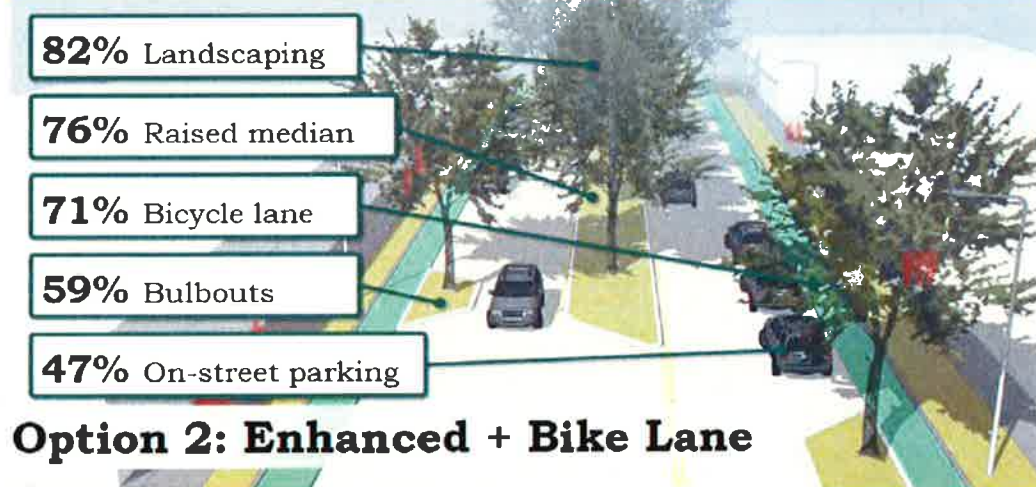


Figure 78. Survey Response - Option 2 (West of North Wilcox Drive)

When asked about Option 2, respondents liked the landscaping shown in the rendering, followed by the raised median and bicycle lane. These results are shown in Figure 78.

When asked about Option 3, respondents liked the fact that this option has no median. These results are presented in Figure 79.

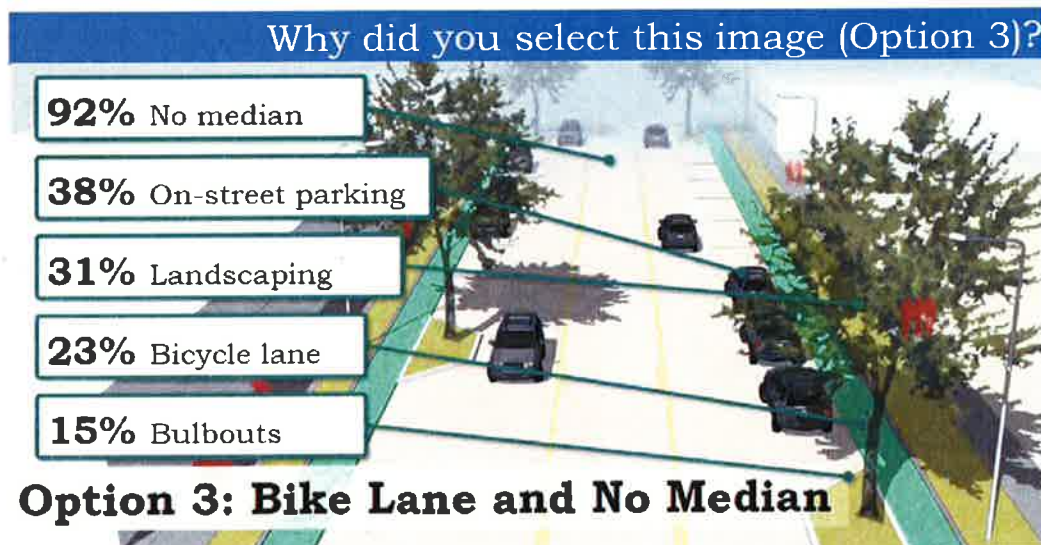
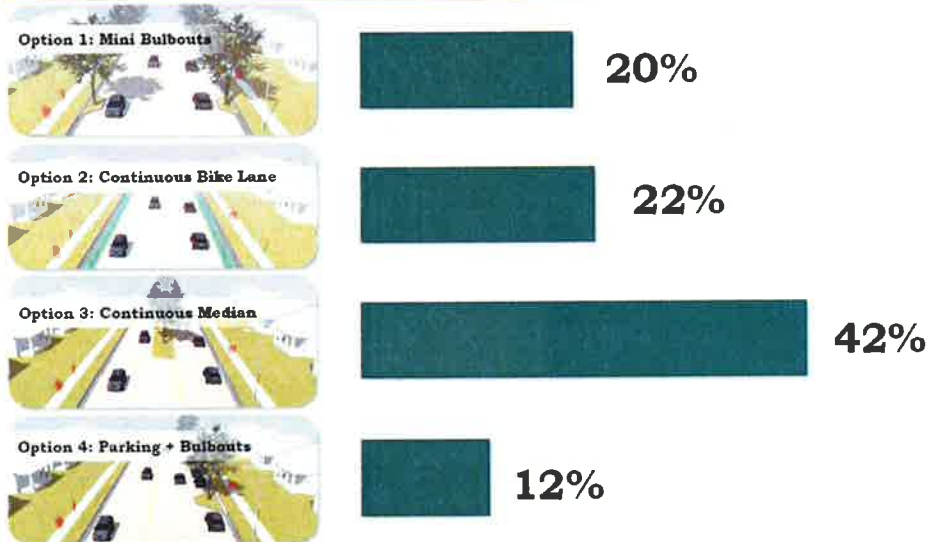


Figure 79. Survey Response - Option 3 (West of North Wilcox Drive)

The key takeaways for the portion of East Center Street west of North Wilcox Drive are:

- Landscaping/beautification is most important
- Median + bulbouts also popular, but maybe these were selected due to their landscaping and aesthetic potential
- About half favor on-street parking
- There is a small but devoted following of users that prefer:
 - No medians
 - Bike lane

Which option east of North Wilcox Drive do you prefer?



For East Center Street east of North Wilcox Drive, Option 3 (continuous landscaped median and turn lane) was the most popular response, followed by Option 2 (continuous bike lane), Option 1 (mini bulbouts) and Option 4 (on-street parking and bulbouts). These results are shown in Figure 80.

Figure 80. Survey Response - East of North Wilcox Drive

When asked about Option 1, respondents liked the landscaping and mini bulbouts shown in the rendering. This is displayed in Figure 81.

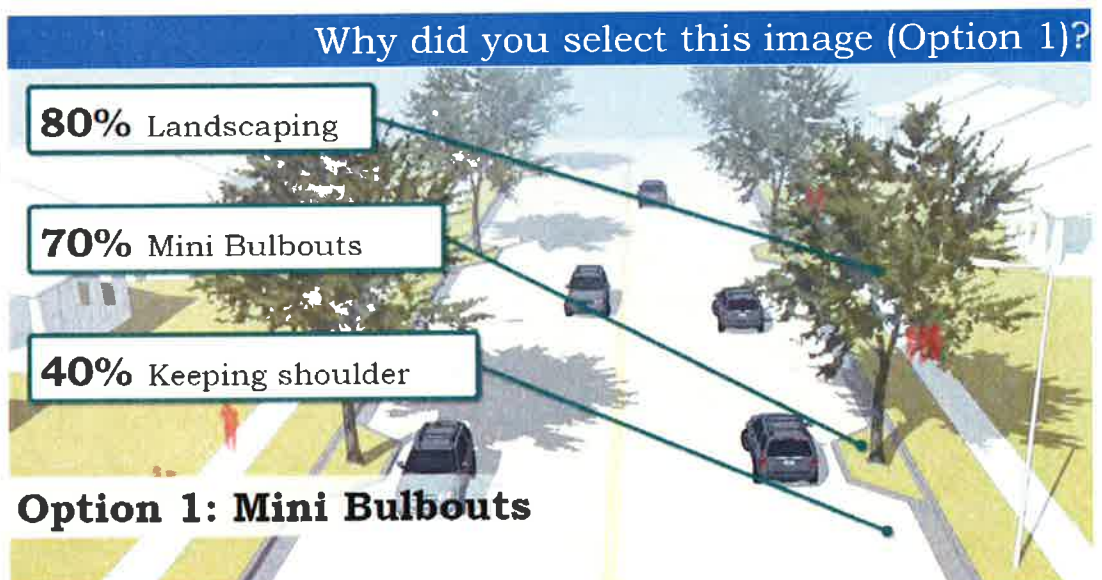


Figure 81. Survey Response - Option 1 (East of North Wilcox Drive)

When asked about Option 2, respondents liked the bike lane. In the comments, many respondents wrote in that they like this option because it does not provide a median. These results are shown in Figure 82.

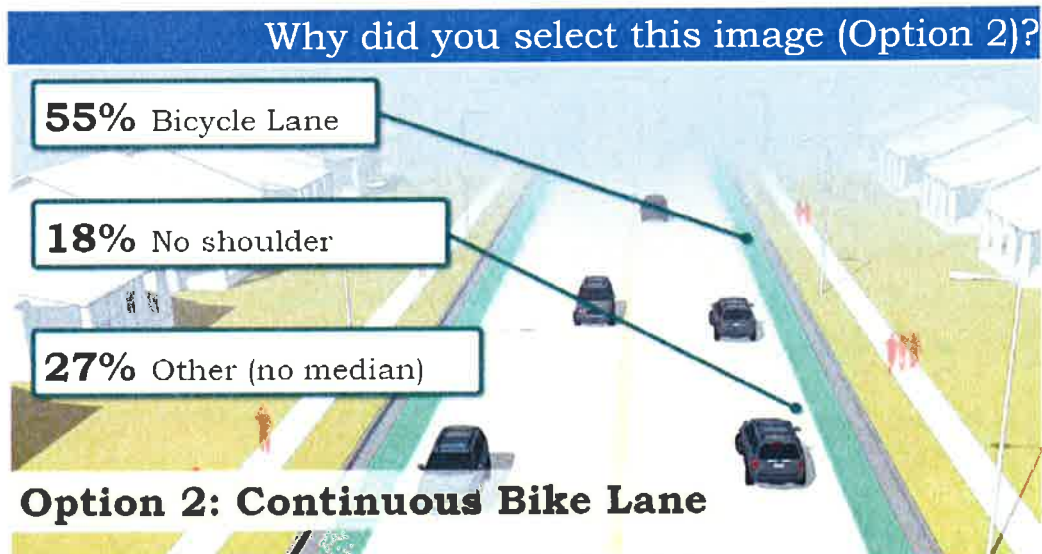
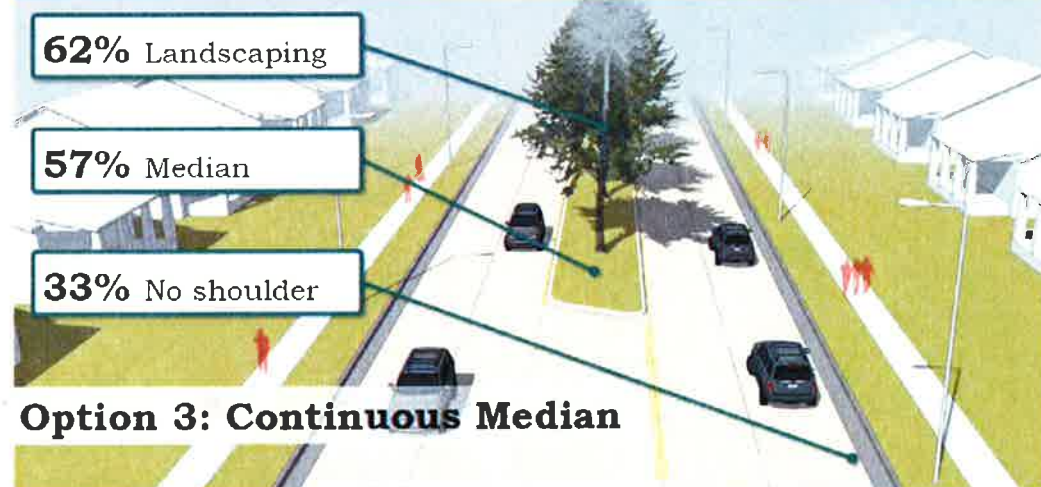


Figure 82. Survey Response - Option 2 (East of North Wilcox Drive)

Why did you select this image (Option 3)?



When asked about Option 3, respondents liked the fact that this option has a center median and landscaping opportunities. These results are presented in Figure 83.

Figure 83. Survey Response - Option 3 (East of North Wilcox Drive)

When asked about Option 4, respondents primarily preferred that this option maintains on-street parking. Landscaping was also selected as a positive for this option. This is illustrated in Figure 84.

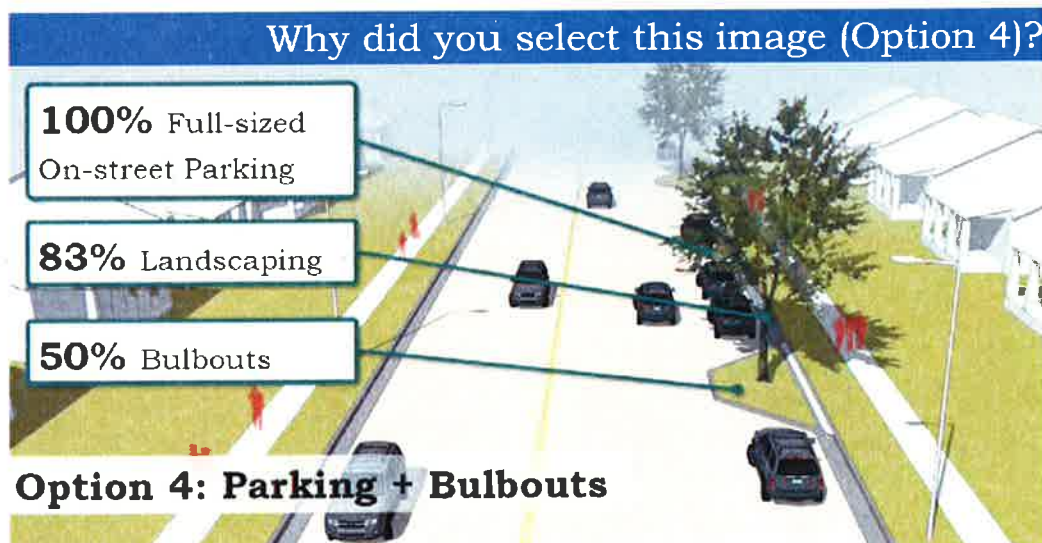


Figure 84. Survey Response - Option 4 (East of North Wilcox Drive)

The key takeaways for the portion of East Center Street east of North Wilcox Drive are:

- Landscaping/beautification is most important
- Whether it is in the median or bulbout, landscaping is the priority
- Not much support for bike lane
- Equal importance:
 - Median
 - On-street parking
 - Bulbouts

In the last question, survey participants were asked about the two land use options. These results are presented in Figure 85. The majority of respondents preferred Option 1, and many commented additional notes, including their desire for more local businesses, civic uses, beautification and mixed-use development.

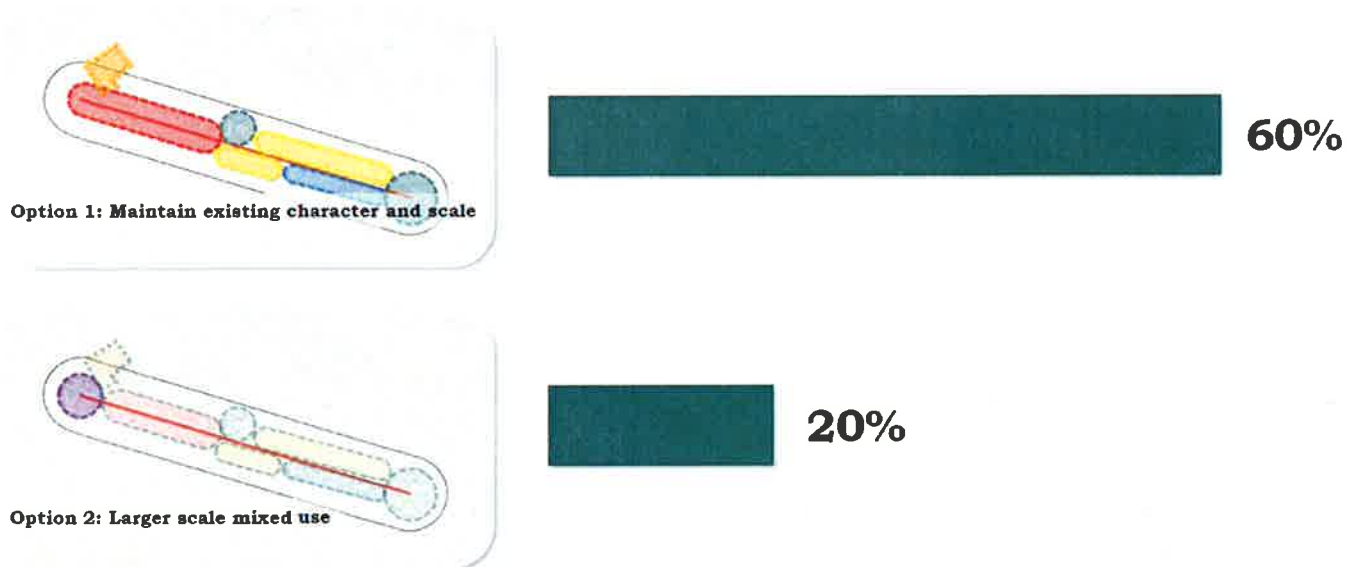


Figure 85. Survey Response - Land Use Scenarios

This page intentionally left blank

PREFERRED VISION

The preferred vision for East Center Street balances community feedback and technical analysis to recommend a strategy for the corridor that promotes safe multimodal travel, improves its visual appeal and supports continued improvement and reinvestment. Through the design iterations, the project team incorporated the public's vision to create the preferred corridor vision and land use vision.

Overview

West of North Wilcox Drive

West of Wilcox Drive, the preferred vision for East Center Street includes the strategic placement of raised medians/traffic islands and bulb-outs and keeps the existing on-street bike lane. The design most closely resembles Option 2 (Three Lanes Enhanced with Bike Lane), but with a few modifications:

First, the bicycle lanes remain in their current location between the on-street parking and the travel lane. This will enable the bulbouts to connect to the sidewalk and planting strip, providing opportunities for street furniture and outdoor dining.

Second, the raised medians are truncated so that they become mini-traffic islands. This design will still convey the benefits of traffic calming, landscaping and mid-block pedestrian refuge, but is less prohibitive of left turn movements. This is presented in Figure 86.

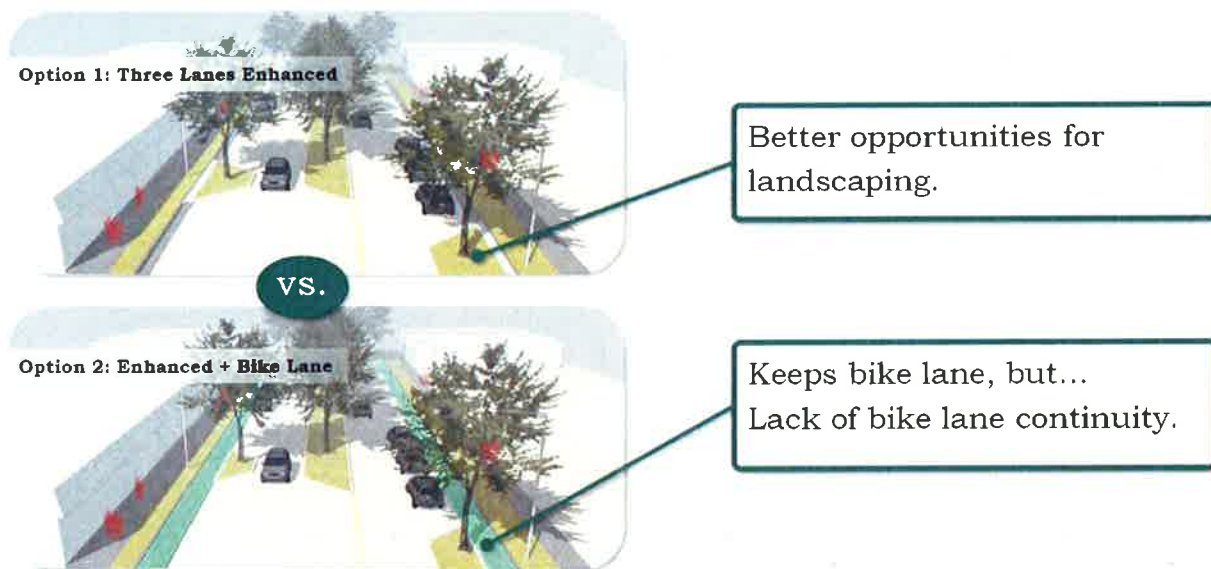


Figure 86. West of North Wilcox Drive

East of North Wilcox Drive

East of Wilcox Drive, the preferred vision combines elements of Options 1 (mini-bulbouts) and 3 (continuous raised median). Traffic islands will be installed at midblock locations, while mini-bulbouts with existing shoulders will be installed elsewhere. This essentially provides the best of all worlds, including landscaping and placemaking opportunities, mid-block refuge and on-street parking. Additionally, the transition between mini-bulbouts and traffic islands will produce the traffic calming effect of lane shifts. The two options the preferred vision incorporates (Option 1 and 3) are illustrated below in Figure 87.

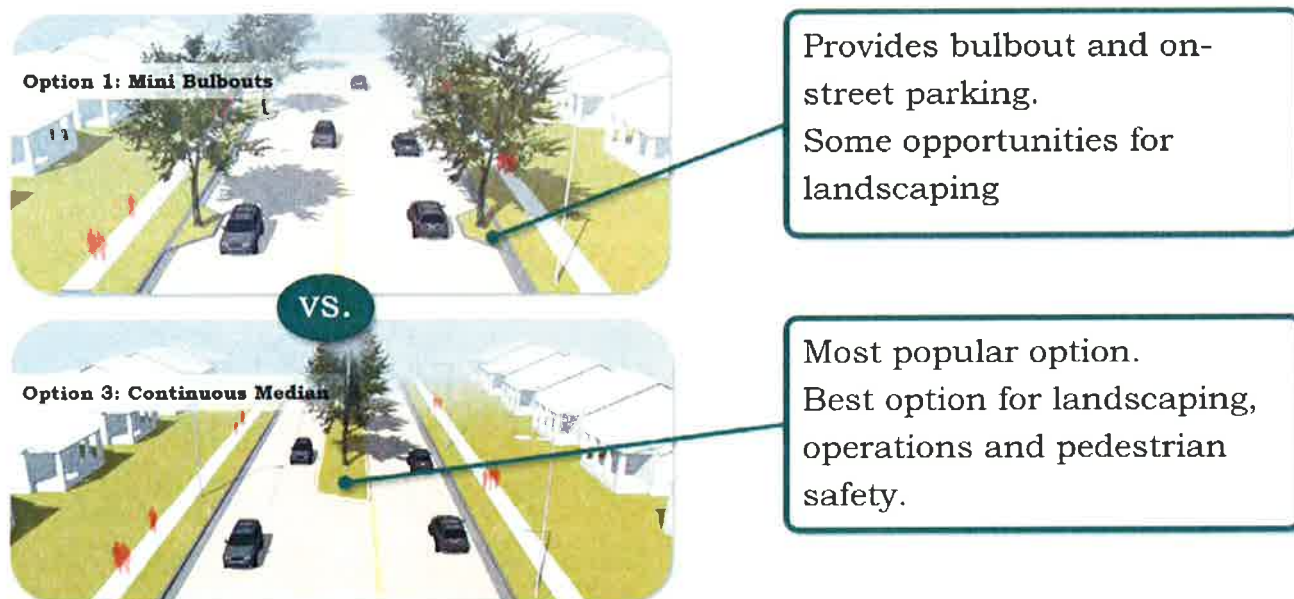


Figure 87. East of North Wilcox Drive

Preferred Land Use

The first land use option, which reinforces and redevelops at the existing scale, is the preferred vision for the corridor. This was the overwhelming choice from the online survey respondents and is the least disruptive to the corridor.

Vision Elements

The preferred vision and recommendations for East Center Street include a number of important elements that are central to the vision for the corridor. Among them are landscaping, branding, traffic calming, intersections, mid-block crossing, bicycle facilities and access management. Each is briefly described below.

Landscaping

Improving the overall appearance of East Center Street is one of the most popular sentiments expressed to the project team during stakeholder interviews, interactions at public events and in the online survey. The raised medians and bulbouts provide plenty of opportunities to install landscaping along the corridor. There is sufficient width in the traffic islands and full size bulbouts to place trees while maintaining adequate horizontal clearance from travel lanes. The placement of trees at the mini bulbouts should consider placement of trees closer to the existing planting strip to provide the necessary clearance. Trees and ornamental shrubbery should consist of low-maintenance drought resistant native species such as Flowering Dogwoods, American Holly, Chickasaw Plum and Elderberry.

Branding

East Center Street is a prominent gateway into downtown Kingsport from SR 93, I-26 and I-81. The corridor's gateway status provides a significant branding opportunity through strategic placement of signage and other themed branding elements (colors, symbols, landscaping and materials). Branding themes could represent the recommended land use vision ("Kingsport's Culture Corridor") or another theme. Branding elements could be placed throughout the corridor. Gateway treatments can occur at strategic locations, including just west of Fort Henry Drive within a traffic island, at North Wilcox Drive at the opposite side of the intersection and just east of Sullivan Street in a traffic island or bulbout. Existing thematic branding that Kingsport currently embraces are featured in Figure 88 and 89.



Figure 88. Kingsport Branding



Figure 89. Gateway Signage at East Sullivan Street

Traffic Calming

Motor vehicle speed is fundamental to many aspects of a successful and viable corridor, including pedestrian safety, bicycle safety, motor vehicle safety and a comfortable and attractive roadside environment. The preferred vision for East Center Street includes many design elements that are intended to calm traffic:

- Medians and bulbouts that introduce horizontal deflection and narrow the traveled way;
- Street trees and other vertical elements that will contribute to horizontal deflection and increase driver perception of speed;
- Horizontal shift created by the alternation of medians/traffic islands and bulbouts.

It is essential that these traffic calming benefits be taken into consideration when determining if, how and when to implement them. West of North Wilcox Drive, medians and bulbouts should align to maximize the narrowing effect. An example between Yadkin Street and Wateree Street is shown in Figure 90.

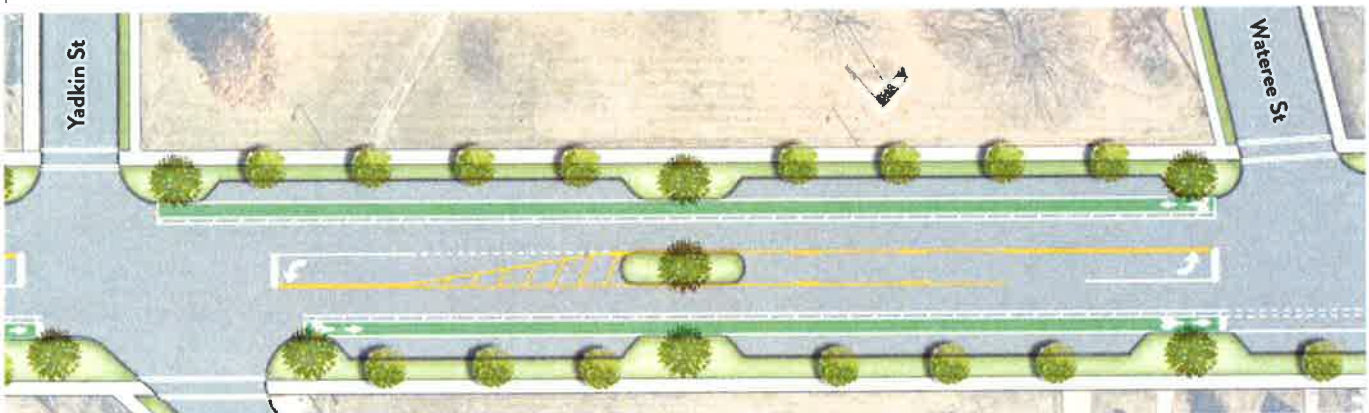


Figure 90. Bulbout and Median Alignment

East of North Wilcox Drive, medians and bulbouts should be intentionally placed to achieve horizontal shift of travel lanes, illustrated in Figure 91, between Lamont Street and Prospect Drive.

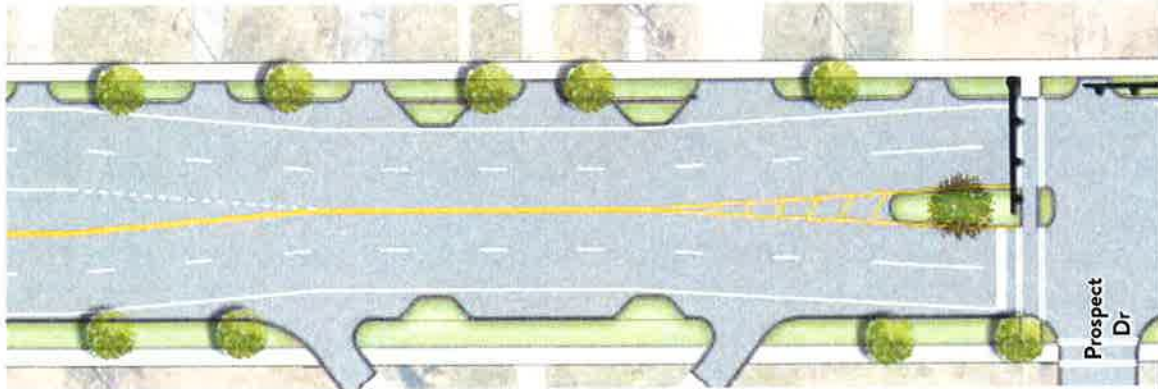


Figure 91. Mini Bulbout and Traffic Island Transition

Intersections

Feedback received from stakeholder interviews and informal discussions with residents and businesses indicates a perception that the road diet on East Center Street has been a cause of congestion. An analysis of daily and peak hour traffic volumes indicates that the road has sufficient mainline capacity to accommodate existing traffic volumes. Rather, it is more likely that intersection delay is the cause of any congestion on East Center Street.

Further analysis of intersections is recommended to better understand potential causes and solutions for congestion. The recommended vision includes provisions for dedicated right and left turn lanes at signalized intersections, which is illustrated in Figure 92. Additional intersection recommendations include:

- A maximum curb radius of 15 feet to encourage turn movements at appropriate motor vehicle speeds and to minimize the pedestrian crossing distance.
- Clearly marked pedestrian crosswalks at all legs.
- Bulbouts on the far side of intersections to minimize pedestrian crossing distance.
- Replacement of overhead wire with decorative mast arms at signalized intersections. The mast arms can reinforce the branding theme of the corridor.

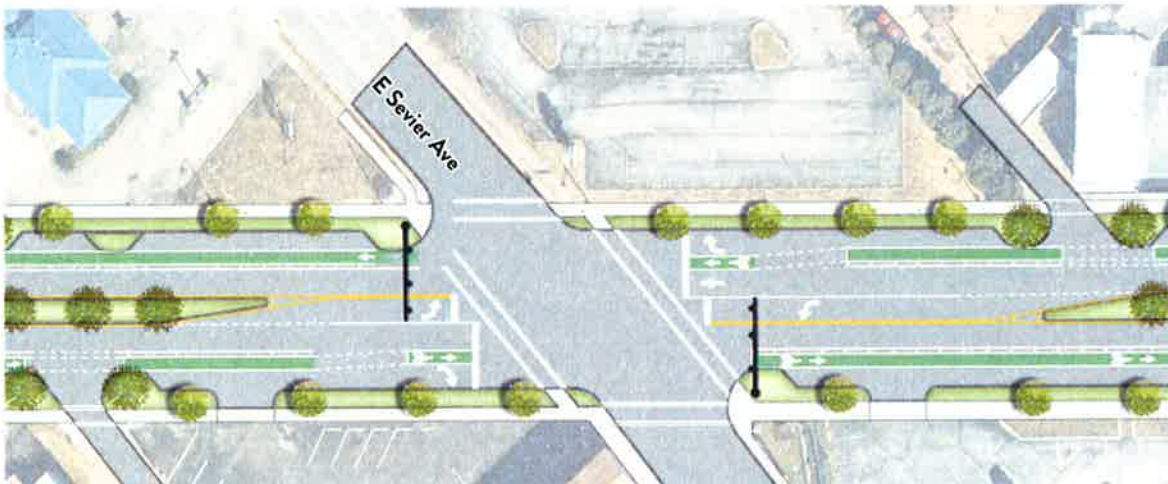


Figure 92. Signalized Intersection with Right and Left Turn Lane

Mid-Block Crossing

The baseline conditions analysis notes the lack of designated crossing opportunities for long stretches of East Center Street and the resulting pedestrian crossing at mid-block locations. The preferred vision identifies specific locations for safe, visible mid-block crossing. These locations include raised medians that serve as a refuge and can allow a two-stage crossing. Where possible, the crossing should also include bulbouts to minimize the length of crossing distance in pavement. An example of this within the recommended plan is shown below in Figure 93.

Additionally, it is recommended that mid-block crossing locations include rapid rectangular flashing beacons (RRFB). These are pedestrian-actuated signage systems that are proven to increase driver awareness of pedestrians. RRFB's include branding elements such as decorative mast arms.



Figure 93 Mid-Block Crossing in Recommended Plan

Bicycle Facilities

The preferred vision for East Center Street includes bike lanes from East Sullivan Street to North Wilcox Drive, but not from North Wilcox Drive to Fort Henry Drive. To provide continuous bicycle connections between East Center Street and other important destinations in Kingsport, the following are recommended for further study:

- Connections to downtown and the Greenbelt from East Center Street via Sullivan Street.
- Connections between Dobyns-Bennett High School and Fort Henry Drive to downtown and the Greenbelt via Watauga Street.
- Expansion of the existing sidewalks on North Wilcox Drive to full sidepaths that can accommodate bicycles, pedestrians and other forms of active transportation, connecting through the Eastman campus to the existing sidepath and on to the YMCA.
- Connections to downtown and the Greenbelt from North Wilcox Drive via Catawba Street.

These connections are featured in Figure 94.

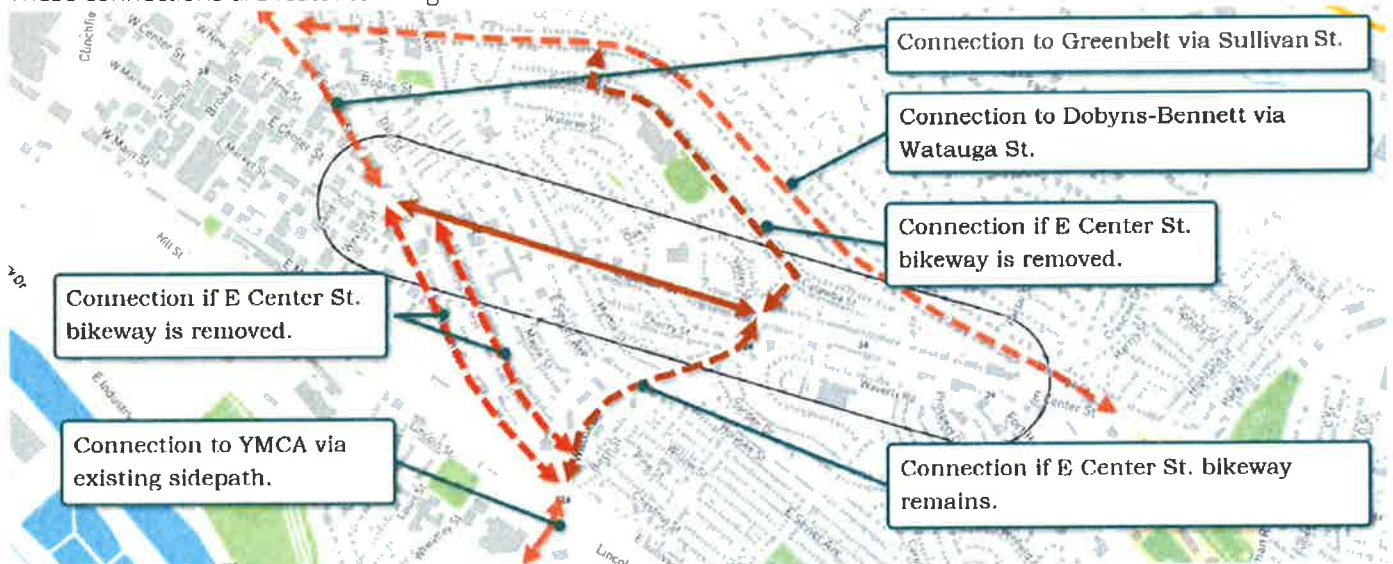


Figure 94. Bike Connectivity

Access Management

One potential source of congestion and safety issues is the presence of multiple turn movements from and to East Center Street. The preferred vision includes recommendations for driveway closure at locations in close proximity to connecting streets and where alternative access is readily available. These proposed closures should be given serious consideration for their safety and mobility benefits as well as their impact on creating a more continuous pedestrian experience along the corridor and the ability to create additional on-street parking opportunities.

The preferred vision also recommends locations for the placement of raised medians or traffic islands. These locations were chosen to minimize impact to important turn movements to and from East Center Street and to prohibit non-essential turning movements.

Land Use

Generally speaking, the preferred land use vision for East Center Street is compatible with existing land use regulations. An urban design overlay (UDO) is a potential strategy to encourage preferred land uses through density bonuses, relaxed parking standards and other incentives. The UDO can also be used to convey specific design standards and guidelines, such as building placement, sidewalks, materials and signage.

Pedestrian Lighting

Pedestrian-scale lighting is a potential enhancement that will add to the aesthetic appeal of East Center Street and improve visibility along the corridor. Such lighting was not included in the corridor options or preferred vision because of the considerable expense and its relevance to the mobility function of East Center Street, but may be a long term consideration of the City as part of redevelopment initiatives.

Implementation

This section puts the preferred vision and recommendations into more practical terms by organizing them into projects to be implemented in two distinct phases. Table 20 identifies the projects and associated costs of each phase. The full plan set is shown in Appendix A.

Phase 1 (Within Three Years)

The first phase of implementation includes projects that are of higher priority or can be achieved relatively easily. Phase 1 is intended to be initiated within the first three years of finalization of study and includes:

- Intersection improvements: Installation of more aesthetic mast arm signal poles, bulbouts, landscaping and crossing enhancements at priority intersections Sevier Avenue, Sullivan Street, North Wilcox Drive and Fort Henry Drive.
- Mid-block crossing: Installation of traffic islands, bulb-outs and RRFBs at mid-block crossing locations between Oak Street and Forest Street and east of Wateree Street.
- Branding and signage: Installation of branded signage at gateway locations: Sullivan Street, North Wilcox Drive and Fort Henry Drive.

Phase 2 (Beyond Three Years)

The second phase of implementation includes projects that can be implemented beyond the initial three year time frame. They include:

- Intersection improvements: Continued installation of mast arm signal poles, bulbouts, landscaping and crossing enhancements at Dale Street, Lamont Street and Summer Street.
- Medians, traffic islands, bulb-outs and driveway closure: Installation of remaining medians, traffic islands, bulbouts and mini-bulbouts throughout the corridor.
- Repaint bike lane: Repainting of the existing bike lane between Sullivan Street and North Wilcox Drive to a solid green color.

Additional Considerations

Leveraging Economic Development Potential

Street enhancements that improve visual appeal and character and address safety and mobility for all users are well documented to generate a positive economic return (see Table 17).

Table 17. Economic Development Potential

Economic Benefits of Street Enhancements

- Lancaster, CA turned a \$10.6 million street investment into \$125 million in private investment, and a 26 percent increase in property values and 800 new jobs
- Street trees in Portland, OR added more than \$7,000 to home selling prices
- Washington, DC completed streetscape enhancements, including patterned sidewalks and signal upgrades, to Barracks Row, which attracted over 40 new businesses and 200 new jobs

Source: Smart Growth America

(<https://smartgrowthamerica.org/wp-content/uploads/2016/08/cs-economic.pdf>)

The preferred land use vision has the potential to generate up to 50,000 square feet of office uses and 200,000 square feet of retail uses (Table 18). This development potential has a greater chance of happening with the enhancements proposed in the vision plan and recommendations.

Table 18. Development Potential on East Center Street

Category	Floor Area (square feet)	Jobs
Office	50,000	80
Retail	200,000	250
Source: UrbanFootprint		

In addition to spurring new development, the proposed enhancements have the potential to increase property values. Properties within the study area have an estimated cumulative value of just under \$80 million. A ten percent increase in property values translates into almost \$8 million of addition value, a 20 percent increase would generate almost \$16 million and a 30 percent increase would generate an almost \$24 million of additional value. This increase in property values benefits property owners, but also results in additional tax revenue that could be used to finance many of the improvements proposed in vision plan and recommendations. This is detailed in Table 19.

Table 19. Property Value Increase Potential in the Study Area

Existing Property Value	Increase in Property Value	
	Percent	Amount
\$79,300,000	10%	\$7,930,000
\$79,300,000	20%	\$15,860,000
\$79,300,000	30%	\$23,790,000
Source: UrbanFootprint, CoreLogic (existing property value)		

Parking

The vision plan and recommendations propose redevelopment of many of the properties along East Center Street, especially those between the Renaissance Center and downtown. New development will generate demand for parking that could exceed the existing supply of off-street and on-street parking. The City may want to consider parking strategies concurrent with redevelopment, such as:

- Purchase of property in the corridor (existing surface lot, vacant parcel or one with an obsolete structure) to develop a centralized public parking spot.
- Establish a parking agreement with the Renaissance Center to use their parking on non-event days (the Renaissance Center is in the process of expanding the parking lot in the front of the building).

Table 20. Center Stage Projects

Project Name	Location	Description
Phase 1		
Intersection Improvements	Sullivan Street and Sevier Avenue	Install bulbouts, mast arm signal poles with pedestrian indications, marked crosswalks, restripe where necessary.
Intersection Improvements	North Wilcox Drive	Install bulbouts, mast arm signal poles with pedestrian indications, marked crosswalks, restripe where necessary.
Intersection Improvements	Fort Henry Drive	Install bulbouts, marked crosswalks, restripe where necessary. Relocate pedestrian crossing at Fort Henry Drive with a raised landscaped median and crosswalks.
Traffic Islands, Bulbouts and Mid-Block Crossing	Between Oak Street and Forest Street and east of Wateree Street	Install raised landscaped median and bulbouts, marked crosswalk, mast arm RRFB, landscaping
Branding and Signage	At Sullivan Street, North Wilcox Drive and Fort Henry Drive	Install branded gateway signage

Unit Costs for each item can be found in Appendix B.

Item	Quantity	Unit Cost	Total Cost
Mast arm signals - small intersection	2	\$312,500	\$625,000
Bulbouts	8	\$3,700	\$29,600
Curb ramps	8	\$600	\$4,800
Marked crosswalks	8	\$500	\$4,000
Intersection restriping	2	\$12,500	\$25,000
			\$690,000
Mast arm signals - large intersection	1	\$500,000	\$500,000
Bulbouts	4	\$5,000	\$20,000
Curb ramps	4	\$500	\$2,000
Marked crosswalks	4	\$500	\$2,000
Intersection restriping	1	\$12,500	\$12,500
			\$540,000
Median island	1	\$3,000	\$3,000
Curb ramps	4	\$600	\$2,400
Intersection restriping	1	\$12,500	\$12,500
			\$18,000
Median island	2	\$15,250	\$30,500
Bulbouts	4	\$3,700	\$14,800
Curb ramps at median	2	\$750	\$1,500
Curb ramps at bulbout	4	\$600	\$2,400
Marked crosswalks	2	\$500	\$1,000
RRFB	2	\$31,250	\$62,500
			\$113,000
Gateway signage	3	\$3,125	\$9,400
Phase 1 Total			\$1,370,400

Table 20. Center Stage Projects, *continued*

Project Name	Location	Description
Phase 2		
Intersection Improvements	Dale Street, Summer Street and Lamont Street	Install bulbouts, mast arm signal poles with pedestrian indications, marked crosswalks, restripe where necessary.
Medians, Traffic Islands, Bulbouts and Driveway Closure	Between Sullivan Street and North Wilcox Drive	Install raised landscaped medians, traffic islands and bulbouts. Driveway closure concurrent with bulbout installation.
Medians, Traffic Islands and Mini Bulbout	Between North Wilcox Drive and Fort Henry Drive	Install raised landscaped medians, traffic islands and mini-bulbouts. Restripe to accommodate new lane configuration.
Repaint Bike Lane	Sullivan Street to North Wilcox Drive	Repaint existing lane to green color and include intersection markings.

Unit Costs for each item can be found in Appendix B.

Item	Quantity	Unit Cost	Total Cost
Mast arm signals - small intersection	3	\$312,500	\$937,500
Bulbouts	12	\$3,700	\$44,400
Curb ramps	12	\$600	\$7,200
Marked crosswalks	12	\$500	\$6,000
Intersection restriping	3	\$12,500	\$37,500
			\$1,030,000
Medians	5	\$15,250	\$76,250
Traffic islands	2	\$6,000	\$12,000
Bulbouts	20	\$12,500	\$74,000
			\$162,000
Mini bulbouts	10	\$3,350	\$34,000
Medians	2	\$15,250	\$31,000
Traffic islands	3	\$2,750	\$8,000
Lane restriping	2,000	\$6	\$13,000
			\$86,000
Bike lane restriping	3,700	\$12	\$44,000
Phase 2 Total			\$1,322,000
Total			\$2,692,400

Funding Opportunities

The City of Kingsport can pursue a variety of local, state and federal grant options that best fit their needs based on project and location. Current grant opportunities and potential funding sources are highlighted in Table 21 below.

Table 21. Funding Opportunities

Grant Option	Potential Uses	Funding Break-down	Time Frame	Eligibility
Multimodal Access Grants	<ul style="list-style-type: none"> • Pedestrian crossings • Bike lanes/facilities • ADA improvements • Pedestrian lighting 	95% state, 5% local, maximum award of \$950,000	Application cycle June to November, awarded in June	Project must be on or, rarely, near a State Route
Transportation Alternatives Program (TAP)	<ul style="list-style-type: none"> • Pedestrian facilities • Bike lanes/facilities • Signage • Crosswalks 	80% state, 20% federal - does not cover ROW or engineering costs	Application cycle July to November, awarded in May	Any agency can apply through TDOT
Healthy Built Environments	<ul style="list-style-type: none"> • Publicly accessible spaces 	\$85,000 maximum, 100% state	Application cycle September to January, awarded in March	Any agency can complete an application
Spot Safety and Highway Spot Safety Improvement Program	<ul style="list-style-type: none"> • Signage improvements • Roadway restriping • Intersection enhancements 	Varies from 80% federal, 20% local to 100% federal	Based on need	Contact Regional Traffic Engineer or TDOT Safety Office
Surface Transportation Block Grant (STBG)	<ul style="list-style-type: none"> • Improvements to highways and roads • Rideshare and van-pool projects • Intelligent transportation systems (ITS) • Incident management activities 	80% of the total project costs covered by STBG, TDOT may provide additional 20%	Annually awarded	<p>Federal aid eligible highways and roads, any activity that is also eligible for the TAP</p> <p>Projects selected by MPO</p>

CONCLUSION

East Center Street is one of Kingsport's most important corridors and represents a significant opportunity to create an interesting and unique place live and visit. The Center Stage Study makes recommendations so that East Center Street can fulfill that goal.

This report reflects understanding of context, analysis of relevant data and stakeholder input to create a vision and recommendations for East Center Street. The City is now able to pursue grant funding and other resources to make the recommendations a reality.



East Center Street facing west near the Renaissance Center



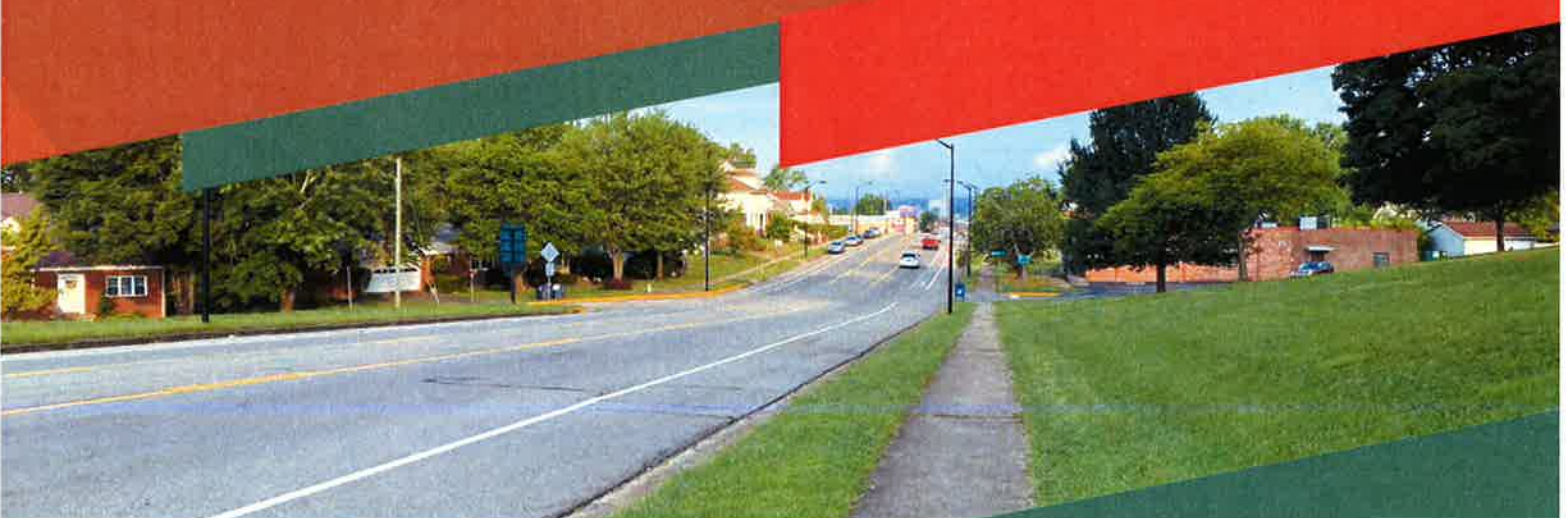
East Center Street facing west near Fort Henry Drive



TDOT
Department of
Transportation



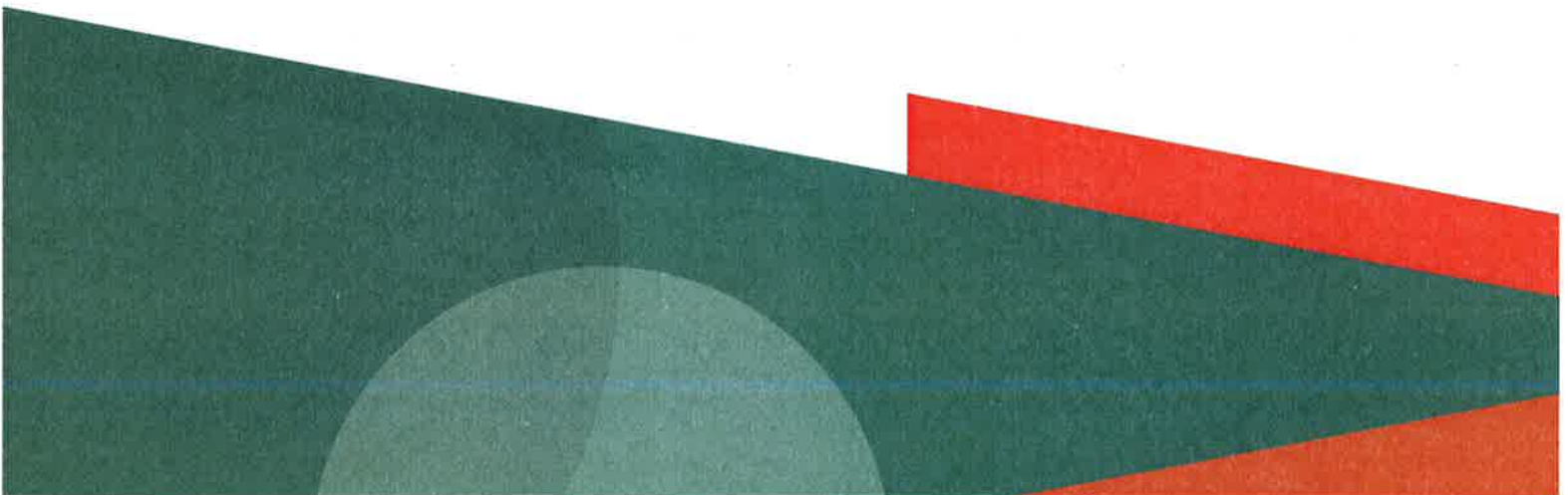
Kimley»Horn



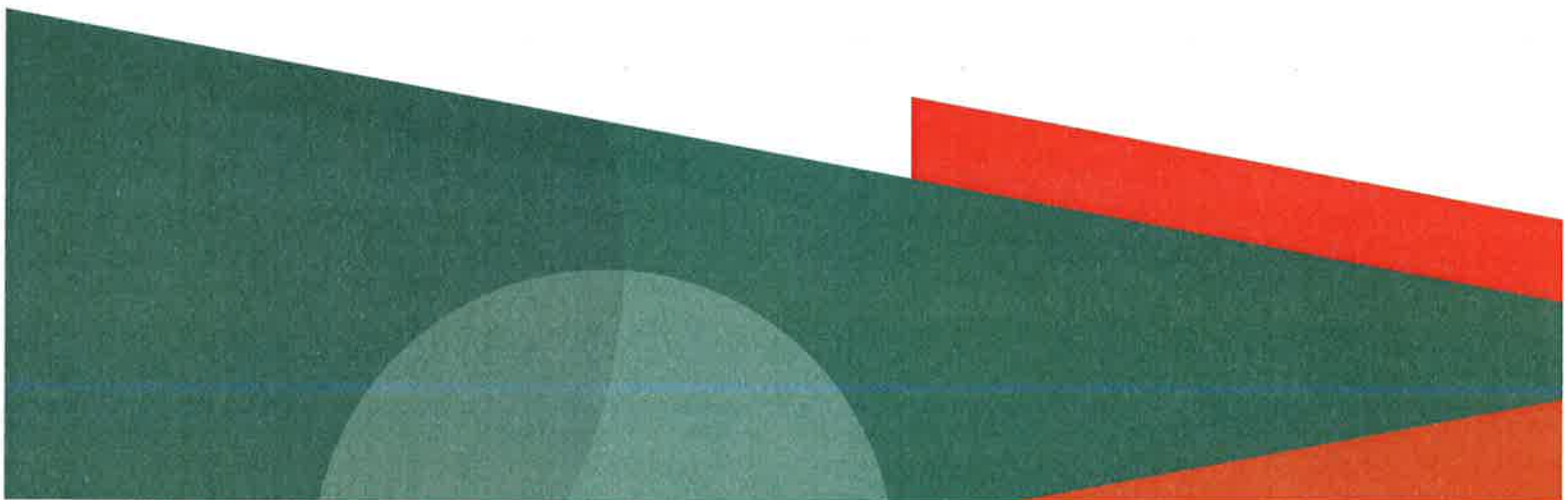
APPENDIX

Appendix A: Full Recommended Plan Map

Appendix B: Unit Costs



Appendix A: Full Recommended Plan Map



KINGSPORT CENTER STAGE
A 100' WIDE CORRIDOR WITH LIGHT COLORED



WEST OF WILCOX DRIVE - PREFERRED OPTION: THREE LANES ENHANCED WITH MEDIAN AND BULBOUTS

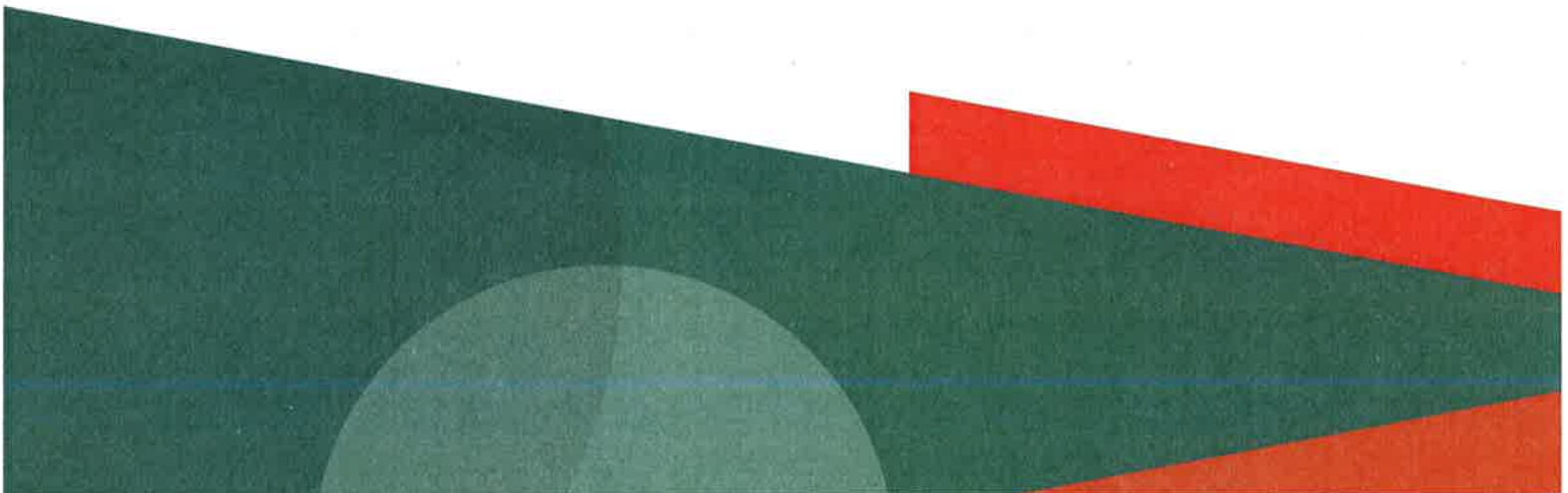
1. The proposed project is a new 1.5-mile long, 12-foot wide, multi-use trail that will connect the Kingsport Center Stage to the Kingsport Community Center. The trail will be built on the former site of the Kingsport Community Center, which was demolished in 2010. The trail will be built on a 12-foot wide, multi-use trail that will connect the Kingsport Center Stage to the Kingsport Community Center. The trail will be built on a 12-foot wide, multi-use trail that will connect the Kingsport Center Stage to the Kingsport Community Center.



KINGSPORT CENTER STAGE
KINGSPORT, TENNESSEE

EAST OF WILCOX DRIVE - PREFERRED OPTION: BUILT OUTS AND MEDIAN

Appendix B: Unit Costs



**Center Stage
DRAFT Unit Costs**

Project Type	Elements	Unit Cost (\$)	Units	Total Cost	Notes
Bulbout	Curb	\$50 Per LF	16	\$1,000	Assumes a four foot wide by eight foot deep bulbout with sod, turf seed, mulch and shrubbery or tree).
	Tree	\$2,000 Per	1	\$2,500	
	Landscape/fill	\$5 Per SF	32	\$200	
				\$3,700	
Mini-Bulbout	Curb	\$50 Per LF	12	\$750	Assumes a four foot wide by four foot deep bulbout with sod, turf seed, mulch and shrubbery or tree).
	Tree	\$2,000 Per	1	\$2,500	
	Landscape/fill	\$5 Per SF	16	\$100	
				\$3,350	
Raised Median	Curb	\$50 Per LF	116	\$7,250	Assumes a 10 foot wide by 48 foot long bulbout with sod, turf seed, mulch and shrubbery or tree).
	Tree	\$2,000 Per	2	\$5,000	
	Landscape/fill	\$5 Per SF	480	\$3,000	
				\$15,250	
Raised Island	Curb	\$50 Per LF	44	\$2,750	Assumes a 10 foot wide by 12 foot long island with sod, turf seed, mulch and shrubbery or tree).
	Tree	\$2,000 Per	1	\$2,500	
	Landscape/fill	\$5 Per SF	120	\$750	
				\$6,000	
Curb Ramp at Bulbout	Curb Ramp	\$15 Per SF	32	\$600	Cost concurrent with bulbout installation. Assumes four foot wide ramp.
Curb Ramp at Meidan	Curb Ramp	\$15 Per SF	40	\$750	Cost concurrent with bulbout installation. Assumes four foot wide ramp.
Lane Restriping	Restriping	\$5 Per LF	1	\$6	Assumes restriping of all roadway elements, including lane marking, offsets and symbols for 50 feet of pavement.
RRFB	RRFB	\$25,000 Per	1	\$31,250	Includes signage, mast arm and signal.
Intersection Restriping	Restriping	\$2 Per SF	5,000	\$12,500	Assumes 25 feet of restriping at all four approaches.
Gateway Signage	Sign	\$2,500 Per	1	\$3,125	Assumes quality metallic materials.
Crosswalk Marking	Crosswalk Marking	\$8 Per LF	50	\$500	Assumes a single 50 foot long crossing.
Bike Lane Painting	Bike Lane	\$9 Per LF	1	\$12	Assumes a four foot wide painted bike lane on both sides of the road.
Mast Arm Signal - Small Intersection	Mast Arm Signal	\$250,000 Per intersection	1	\$312,500	Single lane intersecting streets
Mast Arm Signal - Large Intersection	Mast Arm Signal	Per intersection \$400,000	1	\$500,000	Multi-lane intersecting streets

All costs include 25 percent contingency.



AGENDA ACTION FORM

Consideration of a Resolution Authorizing the City Manager to Issue a Purchase Order to Dell Marketing L.P. for the Purchase of 2,000 Student Chromebooks and 1,000 Chrome Licenses

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

Action Form No.: AF-57-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Frye

Recommendation:

Approve the Resolution

Executive Summary:

The administration recommends utilizing state contract 49580 with Dell Marketing L.P. to purchase a quantity of 2,000 Chromebook 11 3100 and 1,000 Chrome licenses at a unit cost of \$202.50 and \$29.15 respectively for a total cost of \$434,150.00. Kingsport City Schools benefit from state contracts with the confidence we are receiving competitive pricing and knowing the products awarded have already been through the procurement process of the State of Tennessee Central Procurement Office. Also, utilizing state procurement agreements often leads to increased efficiency by decreasing the amount of time it takes from requisition entry to product receipt.

Funding will be from General Projects account number 141-7161-711.07-22.

Attachments:

1. Resolution
2. Quote

Funding source appropriate and funds are available: *gm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *aw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO DELL MARKETING L.P., PURSUANT TO TENNESSEE CENTRAL PROCUREMENT OFFICE CONTRACT NO. 49580 FOR 2,000 STUDENT CHROMEBOOKS AND 1,000 CHROME LICENSES FOR USE BY KINGSFORT CITY SCHOOLS

WHEREAS, the Kingsport City School administration recommends the purchase of 2,000 Chromebook 11 3100 and 1,000 Chrome licenses for students in Kingsport City Schools; and

WHEREAS, Tennessee Code Annotated Section 12-3-1201 permits city to purchase goods through contracts entered into by the state central procurement office; and

WHEREAS, pursuant to the terms of the state contract 49580 with Dell Marketing L.P. the purchase price will be \$434,150.00; and

WHEREAS, this project will be funded by General Projects account number 141-7161-711.07-22.

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 utilizing state contract 49580 with Dell Marketing L.P. for 2,000 Chromebooks and 1,000 Chrome licenses for students in the amount of \$434,150.00, and to execute any and all documents necessary and proper to effectuate the purpose of this resolution.

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 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY



A quote for your consideration

Based on your business needs, we put the following quote together to help with your purchase decision. Below is a detailed summary of the quote we've created to help you with your purchase decision.

To proceed with this quote, you may respond to this email, order online through your **Premier page**, or, if you do not have Premier, use this **Quote to Order**.

Quote No.	3000111445025.1	Sales Rep	Chris Herbert
Total	\$434,150.00	Phone	(800) 456-3355, 6180309
Customer #	83864960	Email	Chris_Herbert@Dell.com
Quoted On	Feb. 08, 2022	Billing To	ACCOUNTS PAYABLE
Expires by	Mar. 10, 2022		CITY OF KINGSPORT
Contract Name	Dell NASPO Computer		225 W CTR ST
	Equipment PA - TN		KINGSPORT, TN 37660-4265
Contract Code	C000000013087		
Customer Agreement #	49580 / MNWNC-108		
Deal ID	23427052		

Message from your Sales Rep

Please contact your Dell sales representative if you have any questions or when you're ready to place an order. Thank you for shopping with Dell!

Regards,
Chris Herbert

Product	Unit Price	Quantity	Subtotal
NEW GOOGLE CHROME EDU PERPETUAL LICENSE (NO RESELLERS)	\$29.15	1000	\$29,150.00
SI# C5T902 Chromebook 11 3100	\$202.50	2000	\$405,000.00
Subtotal:			\$434,150.00
Shipping:			\$0.00
Environmental Fee:			\$0.00
Non-Taxable Amount:			\$434,150.00
Taxable Amount:			\$0.00
Estimated Tax:			\$0.00
Total:			\$434,150.00

Special lease pricing may be available for qualified customers. Please contact your DFS Sales Representative for details.

		Quantity	Subtotal
NEW GOOGLE CHROME EDU PERPETUAL LICENSE (NO RESELLERS)	\$29.15	1000	\$29,150.00

Estimated delivery if purchased today:

Feb. 22, 2022

Contract # C000000013087

Customer Agreement # 49580 / MNWNC-108

Description	SKU	Unit Price	Quantity	Subtotal
NEW GOOGLE CHROME EDU PERPETUAL LICENSE (NO RESELLERS)	AB543620	-	1000	-

		Quantity	Subtotal
SI# C5T902 Chromebook 11 3100	\$202.50	2000	\$405,000.00

Estimated delivery if purchased today:

Oct. 26, 2022

Contract # C000000013087

Customer Agreement # 49580 / MNWNC-108

Description	SKU	Unit Price	Quantity	Subtotal
Dell Chromebook 3100	210-ARJL	-	2000	-
Intel Celeron N4020 (Dual Core, up to 2.8GHz, 4M Cache, 6W)	338-BUUG	-	2000	-
4GB 2400MHz LPDDR4 Non-ECC	370-ADZI	-	2000	-
32GB eMMC Hard Drive	400-AWCZ	-	2000	-
11.6" HD (1366 x 768) Anti-Glare Non-Touch, Camera & Microphone, WLAN Capable	391-BDXY	-	2000	-
US English Keyboard, non-backlit	580-AHRW	-	2000	-
No Mouse	570-AADK	-	2000	-
Intel(R) Dual Band Wireless AC 9560 (802.11ac) 2x2 + Bluetooth 5.0	555-BEVK	-	2000	-
Primary 3-Cell 42Whr Battery	451-BCNK	-	2000	-
E4 65W Type-C EPEAT Adapter	492-BCXP	-	2000	-
E4 Power Cord 1M for US	537-BBBL	-	2000	-
Quick Start Guide	340-CKUZ	-	2000	-
No Carrying Case	460-BBEX	-	2000	-
SERI Guide (ENG/FR/Multi)	340-AGIK	-	2000	-
Fixed Hardware Configuration	998-DYKL	-	2000	-
Label 0X02	389-DPUI	-	2000	-
BTS Pkg DAO L10 (CCD) (US SMT China)	340-CVLL	-	2000	-
Intel(R) Label	389-BHZJ	-	2000	-
BTS/BTP Smart Selection Shipment, Chromebook (VS)	800-BBQM	-	2000	-
EAN label	389-BKKL	-	2000	-
No UPC Label	389-BCGW	-	2000	-
Not Included	631-ABBH	-	2000	-
Non-Touch LCD Cover	320-BCTK	-	2000	-
Mail In Service after Remote Diagnosis, 1 Year	823-5167	-	2000	-
Dell Limited Hardware Warranty Initial Year	823-5168	-	2000	-
CFI Routing SKU	365-0257	-	2000	-
Custom Asset Tag	366-0133	-	2000	-
Custom Ship Box Label	366-0154	-	2000	-

CFI,Information,CSRouting,Elig ible,Factory Install	375-3088	-	2000	-
CFI,Information,GCS,BOX,ASSET, TAG, Customer Install	377-4846	-	2000	-
CFI,Information,GCS,ITEM,ASSET ,TAG, Customer Install	377-4847	-	2000	-
CFI,Information,OPTIONS,ONLY,C ustomer Install	377-6463	-	2000	-
CFI,Information,GCS,ENT,ENROLL MENT, Customer Install	377-7823	-	2000	-
CFI,Information,LT,2T,L2/L3,Fa ctory Install	377-9902	-	2000	-
CFI,Information,SI NUMBER,REQ, Factory Install	379-2247	-	2000	-
CFI,INFO,PROLOGIC,ROUTIN,Facto ry Install	381-5973	-	2000	-

Subtotal:	\$434,150.00
Shipping:	\$0.00
Environmental Fee:	\$0.00
Estimated Tax:	\$0.00
Total:	\$434,150.00

Important Notes

Terms of Sale

This Quote will, if Customer issues a purchase order for the quoted items that is accepted by Supplier, constitute a contract between the entity issuing this Quote ("Supplier") and the entity to whom this Quote was issued ("Customer"). Unless otherwise stated herein, pricing is valid for thirty days from the date of this Quote. All product, pricing and other information is based on the latest information available and is subject to change. Supplier reserves the right to cancel this Quote and Customer purchase orders arising from pricing errors. Taxes and/or freight charges listed on this Quote are only estimates. The final amounts shall be stated on the relevant invoice. Additional freight charges will be applied if Customer requests expedited shipping. Please indicate any tax exemption status on your purchase order and send your tax exemption certificate to Tax_Department@dell.com or ARSalesTax@emc.com, as applicable.

Governing Terms: This Quote is subject to: (a) a separate written agreement between Customer or Customer's affiliate and Supplier or a Supplier's affiliate to the extent that it expressly applies to the products and/or services in this Quote or, to the extent there is no such agreement, to the applicable set of Dell's Terms of Sale (available at www.dell.com/terms or www.dell.com/oemterms), or for cloud/as-a-Service offerings, the applicable cloud terms of service (identified on the Offer Specific Terms referenced below); and (b) the terms referenced herein (collectively, the "Governing Terms"). Different Governing Terms may apply to different products and services on this Quote. The Governing Terms apply to the exclusion of all terms and conditions incorporated in or referred to in any documentation submitted by Customer to Supplier.

Supplier Software Licenses and Services Descriptions: Customer's use of any Supplier software is subject to the license terms accompanying the software, or in the absence of accompanying terms, the applicable terms posted on www.Dell.com/eula. Descriptions and terms for Supplier-branded standard services are stated at www.dell.com/servicecontracts/global or for certain infrastructure products at www.dell.com/en-us/customer-services/product-warranty-and-service-descriptions.htm.

Offer-Specific, Third Party and Program Specific Terms: Customer's use of third-party software is subject to the license terms that accompany the software. Certain Supplier-branded and third-party products and services listed on this Quote are subject to additional, specific terms stated on www.dell.com/offeringspecificterms ("Offer Specific Terms").

In case of Resale only: Should Customer procure any products or services for resale, whether on standalone basis or as part of a solution, Customer shall include the applicable software license terms, services terms, and/or offer-specific terms in a written agreement with the end-user and provide written evidence of doing so upon receipt of request from Supplier.

In case of Financing only: If Customer intends to enter into a financing arrangement ("Financing Agreement") for the products and/or services on this Quote with Dell Financial Services LLC or other funding source pre-approved by Supplier ("FS"), Customer may issue its purchase order to Supplier or to FS. If issued to FS, Supplier will fulfill and invoice FS upon confirmation that: (a) FS intends to enter into a Financing Agreement with Customer for this order; and (b) FS agrees to procure these items from Supplier. Notwithstanding the Financing Agreement, Customer's use (and Customer's resale of and the end-user's use) of these items in the order is subject to the applicable governing agreement between Customer and Supplier, except that title shall transfer from Supplier to FS instead of to Customer. If FS notifies Supplier after shipment that Customer is no longer pursuing a Financing Agreement for these items, or if Customer fails to enter into such Financing Agreement within 120 days after shipment by Supplier, Customer shall promptly pay the Supplier invoice amounts directly to Supplier.

Customer represents that this transaction does not involve: (a) use of U.S. Government funds; (b) use by or resale to the U.S. Government; or (c) maintenance and support of the product(s) listed in this document within classified spaces. Customer further represents that this transaction does not require Supplier's compliance with any statute, regulation or information technology standard applicable to a U.S. Government procurement.

For certain products shipped to end users in California, a State Environmental Fee will be applied to Customer's invoice. Supplier encourages customers to dispose of electronic equipment properly.

Electronically linked terms and descriptions are available in hard copy upon request.



AGENDA ACTION FORM

Consideration of a Resolution Awarding the Bid of a Training and Assessment System for Certified Technician – Supply Chain Automation and Authorizing the City Manager to Issue a Purchase Order to Technical Training Aids

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

Action Form No.: AF-58-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Frye

Recommendation:

Approve the Resolution

Executive Summary:

Proposals were opened February 16, 2022 for the purchase of a training and assessment system for Certified Technician – Supply Chain Automation (CT-SCA) Certification. One bid was received. After reviewing the submitted proposal, the administration desires to purchase the training and assessment system for Certified Technician – Supply Chain Automation (CT-SCA) Certification from Technical Training Aids at a price of \$68,540.00. This price includes programming software, workstation, and hand tool package made for this model.

Funding will be from the Carl Perkins Basic Grant and General Project fund account number 141-7100-731.07-30.

Attachments:

1. Resolution
2. Bid Tab

Funding source appropriate and funds are available: *gm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *gm*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AWARDING THE BID AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO TECHNICAL TRAINING AIDS FOR A TRAINING AND ASSESSMENT SYSTEM FOR THE CERTIFIED TECHNICIAN – SUPPLY CHAIN AUTOMATION (CT-SCA) CERTIFICATION FOR KINGSPORT CITY SCHOOLS

WHEREAS, bids were opened February 16, 2022, for the purchase of a training and assessment system for a Certified Technician – Supply Chain Automation (CT-SCA) Certification for Kingsport City Schools; and

WHEREAS, upon review of the bids, the board finds Technical Training Aids 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 purchase a training and assessment system for a Certified Technician – Supply Chain Automation (CT-SCA) Certification for Kingsport City Schools which includes programming software, workstation, and hand tool package made for this model, from Technical Training Aids, at a total purchase cost of \$68,540.00; and

WHEREAS, funding for the system will be from the Carl Perkins Basic Grant and General Project account 141-7100-731.07-30; and

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 Technical Training Aids for a training and assessment system for the Certified Technician – Supply Chain Automation (CT-SCA) Certification for Kingsport City Schools in the amount of \$68,540.00.

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 public.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

MINUTES
BID OPENING
February 16, 2022
4:00 P.M.

Present: Brent Morelock, Procurement Manager; Sandra Sloan, Assistant Procurement Manager, Schools;
Nikisha Eichmann, Assistant Procurement Manager

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

The Procurement Manager opened with the following bids:

RFP- Training & Assessment System for Certified Technician – Supply Chain Automation (CT-SCAA) Certification
Vendor:
TTA Technical Training Aids

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



AGENDA ACTION FORM

Consideration of a Resolution to Authorize the City Manager to Execute a Purchase Order for 215 Dell Latitude 5320 Laptops and Active Pens for Teachers

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

Action Form No.: AF-52-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Frye

Recommendation:

Approve the Resolution

Executive Summary:

The school administration recommends utilizing State Contract 49580 with Dell Marketing L.P. to purchase a quantity of 215 Dell Latitude 5320 laptops and active pens for teachers at a unit cost of \$958.75 and \$52.49 respectively for a total cost of \$217,416.60. Kingsport City Schools benefit from state contracts with the confidence we are receiving competitive pricing and knowing the products awarded have already been through the procurement process of the State of Tennessee Central Procurement Office. Also, utilizing state procurement agreements often leads to increased efficiency by decreasing the amount of time it takes from requisition entry to product receipt.

Funding will be from Elementary and Secondary School Emergency Relief Fund (ESSER) 3.0.

Attachments:

1. Resolution
2. Quote

Funding source appropriate and funds are available: *gm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *gm*

	<u>Y</u>	<u>N</u>	<u>O</u>
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO DELL MARKETING L.P. PURSUANT TO TENNESSEE CENTRAL PROCUREMENT OFFICE CONTRACT NO. 49580 FOR 215 DELL LATITUDE 5320 LAPTOPS AND ACTIVE PENS FOR USE BY KINGSPORT CITY SCHOOLS

WHEREAS, city would like to purchase 215 Dell Latitude 5320 laptops and active pens under the terms of the State of Tennessee Central Procurement Office Contract 49580; and

WHEREAS, Tennessee Code Annotated section 12-3-1201 permits city to purchase goods through contracts entered into by the state central procurement office; and

WHEREAS, pursuant to the terms of the state contract, the total purchase price will be \$217,416.60; and

WHEREAS, funds are available through the Elementary and Secondary School Emergency Relief Fund (ESSER) 3.0.

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 Dell Marketing L.P. for 215 Dell Latitude laptops and active pens for Kingsport City Schools in the amount of \$217,416.60, which will be funded by the Elementary and Secondary School Emergency Relief Fund (ESSER) 3.0, and to execute any and all documents necessary and proper to effectuate the purpose of this resolution.

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 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY



A quote for your consideration

Based on your business needs, we put the following quote together to help with your purchase decision. Below is a detailed summary of the quote we've created to help you with your purchase decision.

To proceed with this quote, you may respond to this email, order online through your **Premier page**, or, if you do not have Premier, use this **Quote to Order**.

Quote No.	3000111428525.1	Sales Rep	Michael Miller
Total	\$217,416.60	Phone	(800) 456-3355, 6184602
Customer #	125498624	Email	Michael_Miller8@Dell.com
Quoted On	Feb. 08, 2022	Billing To	ACCOUNTS PAYABLE
Expires by	Mar. 10, 2022		KINGSPORT CITY SCHOOLS
Contract Name	Dell NASPO Computer		225 W CENTER ST
	Equipment PA - TN		KINGSPORT, TN 37660-4265
Contract Code	C000000013087		
Customer Agreement #	49580 / MNWNC-108		
Deal ID	23139997		

Message from your Sales Rep

Please contact your Dell sales representative if you have any questions or when you're ready to place an order. Thank you for shopping with Dell!

Regards,
Michael Miller

Shipping Group

Shipping To	Shipping Method
ANDY ARNOLD KINGSPORT CITY SCHOOLS 400 CLINCHFIELD ST STE 200 KINGSPORT, TN 37660-3771 (423) 378-2154	Standard Ground

Product	Unit Price	Quantity	Subtotal
Latitude 5320	\$958.75	215	\$206,131.25
Dell Premium Active Pen - PN579X	\$52.49	215	\$11,285.35

Subtotal:	\$217,416.60
Shipping:	\$0.00
Environmental Fee:	\$0.00
Non-Taxable Amount:	\$217,416.60
Taxable Amount:	\$0.00
Estimated Tax:	\$0.00

Total:	\$217,416.60
---------------	---------------------

Special lease pricing may be available for qualified customers. Please contact your DFS Sales Representative for details.

Shipping Group Details

Shipping To

ANDY ARNOLD
KINGSPORT CITY SCHOOLS
400 CLINCHFIELD ST
STE 200
KINGSPORT, TN 37660-3771
(423) 378-2154

Shipping Method

Standard Ground

	Quantity	Subtotal
Latitude 5320	215	\$206,131.25

Estimated delivery if purchased today:

Mar. 22, 2022

Contract # C000000013087

Customer Agreement # 49580 / MNWNC-108

Description	SKU	Unit Price	Quantity	Subtotal
Dell Latitude 5320 XCTO Base	210-AXXI	-	215	-
11th Generation Intel Core i5-1145G7 (4 Core, 8M cache, base 2.6GHz, up to 4.4GHz, vPro)	379-BEHW	-	215	-
Windows 11 Pro, English, French, Spanish	619-AQLP	-	215	-
No Microsoft Office License Included – 30 day Trial Offer Only	658-BCSB	-	215	-
I5-1145G7 Vpro, Intel Iris Xe Graphics, Thunderbolt, 16GB	338-BXUU	-	215	-
Latitude 5320 Assembly Base	338-BXVP	-	215	-
vPro Manageability	631-ACTZ	-	215	-
16 GB, DDR4 SDRAM, 3200MHz (on board)	370-AFVV	-	215	-
M.2 512GB PCIe NVMe Class 35 Solid State Drive	400-BHRH	-	215	-
13.3" FHD 2-in-1 (1920x1080) Touch, Anti-Glare, GG6 DXC, HD Camera, 300 nits, WLAN	391-BFQC	-	215	-
Single Pointing Backlit US-English Keyboard	583-BHBS	-	215	-
No Mouse	570-AADK	-	215	-
Wireless Intel AX201 WLAN Driver	555-BGHB	-	215	-
Intel Wi-Fi 6 AX201 2x2 .11ax 160MHz + Bluetooth 5.2	555-BGGT	-	215	-
No Mobile Broadband Card	556-BBCD	-	215	-
3 Cell 42Whr ExpressChargeTM Capable Battery	451-BCSI	-	215	-
E4 65W Type-C EPEAT Adapter	492-BCXP	-	215	-
Palmrest, No Security, Thunderbolt 4	346-BGUL	-	215	-
No Anti-Virus Software	650-AAAM	-	215	-
OS-Windows Media Not Included	620-AALW	-	215	-
E4 Power Cord 1M for US	537-BBBL	-	215	-
Quick setup guide worldwide 2-in-1	340-CTXM	-	215	-
US Order	332-1286	-	215	-
No Resource USB Media	430-XXYG	-	215	-
No Docking Station	452-BBSE	-	215	-
SERI Guide (ENG/FR/Multi)	340-AGIK	-	215	-
ESTAR E-label	387-BBPH	-	215	-

Dell Applications for Windows 11	658-BFIP	-	215	-
DAO Mix Model 65W adapter (2IN1)	340-CTWZ	-	215	-
System Ship Info	640-BBJB	-	215	-
11th Gen Intel Core i5 vPro label	340-CTSV	-	215	-
BTO Standard Shipment (VS)	800-BBQK	-	215	-
No UPC Label	389-BCGW	-	215	-
No Removable CD/DVD Drive	429-AATO	-	215	-
5320 2-in-1 Bottom Door	354-BBDL	-	215	-
No AutoPilot	340-CKSZ	-	215	-
EPEAT 2018 Registered (Gold)	379-BDZB	-	215	-
Dell Limited Hardware Warranty Extended Year(s)	975-3461	-	215	-
Dell Limited Hardware Warranty	997-8317	-	215	-
Onsite/In-Home Service After Remote Diagnosis, 1 Year	997-8328	-	215	-
Onsite/In-Home Service After Remote Diagnosis, 2 Year Extended	997-8332	-	215	-

			Quantity	Subtotal
Dell Premium Active Pen - PN579X	\$52.49	215		\$11,285.35

Estimated delivery if purchased today:
Feb. 15, 2022
Contract # C000000013087
Customer Agreement # 49580 / MNWNC-108

Description	SKU	Unit Price	Quantity	Subtotal
Dell Premium Active Pen - PN579X	750-ABEB	-	215	-

Subtotal:	\$217,416.60
Shipping:	\$0.00
Environmental Fee:	\$0.00
Estimated Tax:	\$0.00
Total:	\$217,416.60

Important Notes

Terms of Sale

This Quote will, if Customer issues a purchase order for the quoted items that is accepted by Supplier, constitute a contract between the entity issuing this Quote ("Supplier") and the entity to whom this Quote was issued ("Customer"). Unless otherwise stated herein, pricing is valid for thirty days from the date of this Quote. All product, pricing and other information is based on the latest information available and is subject to change. Supplier reserves the right to cancel this Quote and Customer purchase orders arising from pricing errors. Taxes and/or freight charges listed on this Quote are only estimates. The final amounts shall be stated on the relevant invoice. Additional freight charges will be applied if Customer requests expedited shipping. Please indicate any tax exemption status on your purchase order and send your tax exemption certificate to Tax_Department@dell.com or ARSalesTax@emc.com, as applicable.

Governing Terms: This Quote is subject to: (a) a separate written agreement between Customer or Customer's affiliate and Supplier or a Supplier's affiliate to the extent that it expressly applies to the products and/or services in this Quote or, to the extent there is no such agreement, to the applicable set of Dell's Terms of Sale (available at www.dell.com/terms or www.dell.com/oemterms), or for cloud/as-a-Service offerings, the applicable cloud terms of service (identified on the Offer Specific Terms referenced below); and (b) the terms referenced herein (collectively, the "Governing Terms"). Different Governing Terms may apply to different products and services on this Quote. The Governing Terms apply to the exclusion of all terms and conditions incorporated in or referred to in any documentation submitted by Customer to Supplier.

Supplier Software Licenses and Services Descriptions: Customer's use of any Supplier software is subject to the license terms accompanying the software, or in the absence of accompanying terms, the applicable terms posted on www.Dell.com/eula. Descriptions and terms for Supplier-branded standard services are stated at www.dell.com/servicecontracts/global or for certain infrastructure products at www.dell.com/en-us/customer-services/product-warranty-and-service-descriptions.htm.

Offer-Specific, Third Party and Program Specific Terms: Customer's use of third-party software is subject to the license terms that accompany the software. Certain Supplier-branded and third-party products and services listed on this Quote are subject to additional, specific terms stated on www.dell.com/offeringspecificterms ("Offer Specific Terms").

In case of Resale only: Should Customer procure any products or services for resale, whether on standalone basis or as part of a solution, Customer shall include the applicable software license terms, services terms, and/or offer-specific terms in a written agreement with the end-user and provide written evidence of doing so upon receipt of request from Supplier.

In case of Financing only: If Customer intends to enter into a financing arrangement ("Financing Agreement") for the products and/or services on this Quote with Dell Financial Services LLC or other funding source pre-approved by Supplier ("FS"), Customer may issue its purchase order to Supplier or to FS. If issued to FS, Supplier will fulfill and invoice FS upon confirmation that: (a) FS intends to enter into a Financing Agreement with Customer for this order; and (b) FS agrees to procure these items from Supplier. Notwithstanding the Financing Agreement, Customer's use (and Customer's resale of and the end-user's use) of these items in the order is subject to the applicable governing agreement between Customer and Supplier, except that title shall transfer from Supplier to FS instead of to Customer. If FS notifies Supplier after shipment that Customer is no longer pursuing a Financing Agreement for these items, or if Customer fails to enter into such Financing Agreement within 120 days after shipment by Supplier, Customer shall promptly pay the Supplier invoice amounts directly to Supplier.

Customer represents that this transaction does not involve: (a) use of U.S. Government funds; (b) use by or resale to the U.S. Government; or (c) maintenance and support of the product(s) listed in this document within classified spaces. Customer further represents that this transaction does not require Supplier's compliance with any statute, regulation or information technology standard applicable to a U.S. Government procurement.

For certain products shipped to end users in California, a State Environmental Fee will be applied to Customer's invoice. Supplier encourages customers to dispose of electronic equipment properly.

Electronically linked terms and descriptions are available in hard copy upon request.



AGENDA ACTION FORM

Consideration of a Resolution Authorizing the Purchase of Three 8-Passenger Vans for DBHS Activities

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

Action Form No.: AF-54-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Frye

Recommendation:

Approve the Resolution

Executive Summary:

The administration recommends utilizing Tennessee Edison Contract No. 72318 with Lonnie Cobb Ford to purchase three 8-passenger vans for Dobyns-Bennett High School Activities at a unit cost of \$34,335.00 for a total cost of \$103,005.00. Kingsport City Schools benefit from statewide contracts with the confidence we are receiving competitive pricing and knowing the products awarded have already been through the procurement process of the State of Tennessee Central Procurement Office. Also, utilizing state procurement agreements often leads to increased efficiency by decreasing the amount of time it takes from requisition entry to product receipt.

One van will be a replacement for a van that is going to Cora Cox Academy. Their van will be taken out of the fleet. Funding will be provided by Dobyns-Bennett High School Activities (internal account).

Attachments:

1. Resolution
2. Quote

Funding source appropriate and funds are available: *JM*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *zw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER FOR THE PURCHASE OF THREE 8-PASSENGER VANS FOR DOBYNS BENNETT HIGH SCHOOL ACTIVITIES AND TO EXECUTE ANY AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THIS RESOLUTION

WHEREAS, pursuant to Tenn. Code Ann. § 12-3-1201, the city desires to purchase three 8-passenger vans for Dobyns-Bennett High School Activities from Lonnie Cobb Ford; and

WHEREAS, this purchase will be made through Tennessee Central Procurement Office Edison Contract 72318; and

WHEREAS, the unit cost for each van is \$34,335.00 and the total cost is \$103,005.00 which includes that the purchase price will be \$103,005.00 which includes cost of delivery from the dealership to city; and

WHEREAS, this project will be funded by the internal funds of Dobyns-Bennett High School Activities department.

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 Lonnie Cobb Ford for three 8-passenger vans Dobyns-Bennett High School Activities in the amount of \$103,005.00, and any and all other documents necessary and proper to effectuate the purpose of this resolution.

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 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

SWC # 209

Lonnie Cobb Ford Contract # 72318

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225



Client Proposal

Prepared by:
STEVEN BLACKSTOCK
Office: 731-989-2121
Date: 02/01/2022



Prepared by: STEVEN BLACKSTOCK
02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs

Dimensions

- Exterior length: 219.9"
- Exterior height: 82.2"
- Front track: 68.2"
- Turning radius: 21.5'
- Front legroom: 41.3"
- 3rd row legroom: 35.6"
- Rear headroom: 41.1"
- Front hiproom: 60.7"
- 3rd row hiproom: 67.3"
- Rear shoulder room: 71.4"
- Cargo volume: 39.1cu.ft.
- Exterior width: 81.3"
- Wheelbase: 130.0"
- Rear track: 68.6"
- Min ground clearance: 6.1"
- Rear legroom: 33.7"
- Front headroom: 40.8"
- 3rd row headroom: 40.6"
- Rear hiproom: 69.6"
- Front shoulder room: 67.9"
- 3rd row shoulder room: 67.0"
- Maximum cargo volume: 224.5cu.ft.

Powertrain

- 275hp 3.5L DOHC 24 valve V-6 engine with variable valve control, port/direct injection
- ULEV II
- Rear-wheel drive
- Fuel Economy Highway: 19 mpg
- Recommended fuel : regular unleaded
- 10 speed automatic transmission with overdrive
- Fuel Economy City: 15 mpg
- Capless fuel filler

Suspension/Handling

- Front independent strut suspension with anti-roll bar, gas-pressurized shocks
- Electric power-assist rack-pinion Steering
- LT235/65SR16 CBSW AS front and rear tires
- Rear rigid axle leaf spring suspension with gas-pressurized shocks
- Front and rear 16 x 6.5 argent steel wheels

Body Exterior

- 3 doors
- Driver and passenger power remote, manual folding door mirrors
- Black bumpers
- * **Class III trailer hitch**
- Clearcoat paint
- * **Split swing-out right rear passenger**
- Black door mirrors
- * **Running boards**
- * **Trailer harness**
- Front and rear 16 x 6.5 wheels

Convenience

- Manual air conditioning
- * **Cruise control with steering wheel controls**
- Power front windows
- Remote power door locks with 2 stage unlock and illuminated entry
- Rear HVAC
- * **Ford Co-Pilot360 - ACC with ASLD distance pacing**
- Driver 1-touch down
- Manual tilt steering wheel



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

- Manual telescopic steering wheel
- FordPass Connect 4G internet access
- Wireless phone connectivity
- Front and rear cupholders
- Driver and passenger door bins
- Day-night rearview mirror
- Emergency SOS
- 1 1st row LCD monitor
- Dual illuminated visor mirrors
- Rear door bins

Seats and Trim

- * **Seating capacity of 8**
- 4-way driver seat adjustment
- Driver and passenger armrests
- * **Removable 3rd row bench seat**
- Front bucket seats
- 4-way passenger seat adjustment
- Removable rear bench seat
- Metal-look instrument panel insert

Entertainment Features

- AM/FM stereo radio
- SYNC 3 external memory control
- 8 speakers
- Fixed antenna
- Auxiliary audio input
- Steering wheel mounted radio controls
- Streaming audio

Lighting, Visibility and Instrumentation

- Halogen aero-composite headlights
- Auto on/off headlights
- Rain sensing wipers
- Fixed rearmost windows
- Front reading lights
- Camera(s) - rear
- * **Reverse Sensing System parking sensors**
- Lane departure
- Delay-off headlights
- Variable intermittent front windshield wipers
- Rear window defroster
- * **Deep tinted windows**
- Tachometer
- Low tire pressure warning
- Trip odometer

Safety and Security

- 4-wheel ABS brakes
- Electric parking brake
- Ford Co-Pilot360 w/Side Wind Stabilization Electronic stability control
- Dual front impact airbag supplemental restraint system
- Safety Canopy System curtain 1st, 2nd and 3rd row overhead airbag supplemental restraint system
- Power remote door locks with 2 stage unlock and panic alarm
- Manually adjustable front head restraints
- Brake assist with hill hold control
- 4-wheel disc brakes
- ABS and driveline traction control
- Dual seat mounted side impact airbag supplemental restraint system
- Airbag supplemental restraint system occupancy sensor
- SecuriLock immobilizer
- * **3 manually adjustable rear head restraints**



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

- Ford Co-Pilot360 - Pre-Collision Assist with Automatic Emergency Braking (AEB) Feature

Dimensions

General Weights

Curb	5,631 lbs.	GVWR	8,550 lbs.
Payload	2,860 lbs.		

Front Weights

Front GAWR	4,130 lbs.
------------	------------

Rear Weights

Rear GAWR	5,070 lbs.
-----------	------------

Trailer Type

* Type	Regular	* Harness	Yes
* Class	III	* Hitch	Yes

General Trailering

Towing capacity	4600 lbs.	GCWR	10800 lbs.
-----------------	-----------	------	------------

Fuel Tank type

Capacity	25.1 gal.	Capless fuel filler	Yes
----------	-----------	---------------------	-----

Off Road

Min ground clearance	6 "	Load floor height	28 "
----------------------	-----	-------------------	------

Interior cargo

Cargo volume	39.1 cu.ft.	Maximum cargo volume	224.5 cu.ft.
Height	52.8 "	Length	124.0 "
Minimum width	53.7 "	Maximum width	69.8 "

Powertrain

Engine Type

Block material	Aluminum	Cylinders	V-6
Head material	Aluminum	Ignition	Spark
Injection	Port/direct injection	Liters	3.5L
Orientation	Longitudinal	Recommended fuel	Regular unleaded
Valves per cylinder	4	Valvetrain	DOHC
Variable valve control	Yes		

Engine Spec

Bore	3.64"	Compression ratio	11.8:1
Displacement	213 cu.in.	Stroke	3.41"



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

Engine Power

Output	275 HP @ 6,250 RPM	Torque	260 ft.-lb @ 4,000 RPM
--------	--------------------	--------	------------------------

Alternator

Type	HD	Amps	250
------	----	------	-----

Battery

Amp hours	70	Run down protection	Yes
-----------	----	---------------------	-----

Transmission

Electronic control	Yes	Lock-up	Yes
Overdrive	Yes	Speed	10
Type	Automatic		

Transmission Gear Ratios

1st	4.689	2nd	2.985
3rd	2.146	4th	1.769
5th	1.52	6th	1.275
7th	1	8th	0.854
9th	0.689	10th	0.636
Reverse Gear ratios	4.866		

Transmission Extras

* Driver selectable mode	Yes	* Sequential shift control	Yes
Oil cooler	Regular duty		

Drive Type

Type	Rear-wheel
------	------------

Drive Feature

Traction control	ABS and driveline
------------------	-------------------

Drive Axle

Ratio	3.73
-------	------

Exhaust

Material	Stainless steel	System type	Single
----------	-----------------	-------------	--------

Emissions

CARB	ULEV II	EPA	Tier 2 Bin 5
------	---------	-----	--------------

Fuel Economy

City	15 mpg	Highway	19 mpg
Fuel type	Gasoline	Combined	16 mpg

Fuel Economy (Alternate 1)

City	11 mpg	Highway	14 mpg
------	--------	---------	--------



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

Fuel type	E85	Combined	12 mpg
<i>Green Values</i>			
Energy Impact Score (Barrels per year)	20.6	Carbon FP / Tailpipe and upstream total GHG (CO ₂ , tons per year)	11.0
* Energy Impact Score (Barrels per year)	6.2		

Driveability

Brakes

ABS	4-wheel	ABS channels	4
Type	4-wheel disc	Vented discs	Front
Electric parking brake	Yes		

Brake Assistance

Brake assist	Yes	Hill hold control	Yes
--------------	-----	-------------------	-----

Suspension Control

Ride	Regular	Electronic stability control	Stability control with anti-roll
------	---------	------------------------------	----------------------------------

Front Suspension

Independence	Independent	Type	Strut
Anti-roll bar	Regular		

Front Spring

Type	Coil	Grade	Regular
------	------	-------	---------

Front Shocks

Type	Gas-pressurized
------	-----------------

Rear Suspension

Independence	Rigid axle	Type	Leaf
--------------	------------	------	------

Rear Spring

Type	Leaf	Grade	Regular
------	------	-------	---------

Rear Shocks

Type	HD
------	----

Steering

Activation	Electric power-assist	Type	Rack-pinion
------------	-----------------------	------	-------------

Steering Specs

# of wheels	2
-------------	---

Exterior

Front Wheels



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

Diameter	16"	Width	6.50"
<i>Rear Wheels</i>			
Diameter	16"	Width	6.50"
<i>Spare Wheels</i>			
Wheel material	Steel		
<i>Front and Rear Wheels</i>			
Appearance	Argent	Material	Steel
Covers	Hub		
<i>Front Tires</i>			
Aspect	65	Diameter	16"
Sidewalls	BSW	Speed	S
Tread	AS	Type	LT
Width	235mm	LT load rating	C
RPM	720		
<i>Rear Tires</i>			
Aspect	65	Diameter	16"
Sidewalls	BSW	Speed	S
Tread	AS	Type	LT
Width	235mm	LT load rating	C
RPM	720		
<i>Spare Tire</i>			
Mount	Underbody w/crankdown	Type	Full-size
<i>Wheels</i>			
Front track	68.2"	Rear track	68.6"
Turning radius	21.5'	Wheelbase	130.0"
<i>Body Features</i>			
* Front license plate bracket	Yes	* Running boards	Yes
Body material	Fully galvanized steel	Side impact beams	Yes
<i>Body Doors</i>			
Door count	3	* Right rear passenger	Split swing-out
Cargo	Split swing-out		
<i>Exterior Dimensions</i>			
Length	219.9"	Body width	81.3"
Body height	82.2"	Front bumper to Front axle	40.3"
Side door opening height	49.6"	Side door opening width	51.2"
Rear door opening height	46.9"	Rear door opening width	59.8"
Rear door opening degree	180.0		



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)**Safety***Airbags*

Driver front-impact	Yes	Driver side-impact	Seat mounted
Occupancy sensor	Yes	Overhead Safety Canopy System curtain 1st, 2nd and 3rd row	
Passenger front-impact	Yes	Passenger side-impact	Seat mounted

Seatbelt

*Rear centre 3 point	Yes	Height adjustable	Front
Pre-tensioners	Front	Pre-tensioners (#)	2

Security

Immobilizer	SecuriLock	Panic alarm	Yes
-------------	------------	-------------	-----

Seating*Passenger Capacity*

*Capacity	8
-----------	---

Front Seats

Split	Buckets	Type	Bucket
-------	---------	------	--------

Driver Seat

Fore/aft	Manual	Reclining	Manual
Way direction control	4		

Passenger seat

Fore/aft	Manual	Reclining	Manual
Way direction control	4		

Front Head Restraint

Control	Manual	Type	Adjustable
---------	--------	------	------------

Front Armrest

Driver	Yes	Passenger	Yes
--------	-----	-----------	-----

Rear Seats

Descriptor	Bench	Facing	Front
Type	Removable		

Rear Head Restraints

Control	Manual	Type	Adjustable
*Number	3		

3rd Row Seats



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

Type	Removable	* Descriptor	Bench
Facing	Front		
3rd Row Head Restraint			
Type	Adjustable	Control	Manual
Number	3		
Front Seat Trim			
* Material	Vinyl	* Back material	Vinyl
Rear Seat Trim Group			
* Material	Vinyl	* Back material	Vinyl
3rd Row Seat Trim			
* Material	Vinyl	* Back material	Vinyl

Convenience

AC And Heat Type			
Air conditioning	Manual	Rear HVAC	Yes
Underseat ducts	Yes		
Audio System			
Auxiliary audio input	Yes	Radio	AM/FM stereo
Radio grade	Regular	Seek-scan	Yes
External memory control	SYNC 3		
Audio Speakers			
Speaker type	Regular	Speakers	8
Audio Controls			
Steering wheel controls	Yes	Streaming audio	Bluetooth yes
Audio Antenna			
Type	Fixed		
LCD Monitors			
1st row	1	Primary monitor size (inches)	4
Cruise Control			
* Cruise control	With steering wheel controls	* Distance pacing	Ford Co-Pilot360 - ACC with ASLD
Convenience Features			
Driver foot rest	Yes	12V DC power outlet	2
Emergency SOS	Integrated	Wireless phone connectivity	Bluetooth
Door Lock Activation			



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

Type	Power with 2 stage unlock	Remote	Keyfob (all doors)
Integrated key/remote	Yes	Auto locking	Yes
<i>Door Lock Type</i>			
Tailgate/rear door lock	Included with power door locks		
<i>Instrumentation Type</i>			
Appearance	Analog		
<i>Instrumentation Gauges</i>			
Tachometer	Yes	Engine temperature	Yes
<i>Instrumentation Warnings</i>			
Oil pressure	Yes	Engine temperature	Yes
Battery	Yes	Lights on	Yes
Key	Yes	Low fuel	Yes
Low washer fluid	Yes	Door ajar	Yes
Rear cargo ajar	Yes	Service interval	Yes
Brake fluid	Yes	Low tire pressure	Yes
<i>Instrumentation Displays</i>			
Clock	In-radio display	Systems monitor	Yes
Camera(s) - rear	Yes		
<i>Instrumentation Feature</i>			
Trip odometer	Yes	* Parking sensors	Rear
Lane departure	Warning	Forward collision	Mitigation
<i>Steering Wheel Type</i>			
Material	Urethane	Tilting	Manual
Telescoping	Manual		
<i>Front Side Windows</i>			
Window 1st row activation	Power		
<i>Windows Rear Side</i>			
2nd row activation	Fixed	3rd row activation	Fixed
<i>Window Features</i>			
1-touch down	Driver	* Tinted	Deep
<i>Front Windshield</i>			
Wiper	Variable intermittent	Rain detecting wipers	Yes
<i>Rear Windshield</i>			
Defroster	Yes	Window	Fixed



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

Interior

Driver Visor

Illuminated	Yes	Mirror	Yes
-------------	-----	--------	-----

Passenger Visor

Illuminated	Yes	Mirror	Yes
-------------	-----	--------	-----

Rear View Mirror

Day-night	Yes
-----------	-----

Headliner

Coverage	Full	Material	Cloth
----------	------	----------	-------

Floor Trim

Coverage	Full	Covering	Vinyl/rubber
----------	------	----------	--------------

Trim Feature

Instrument panel insert	Metal-look	Gear shifter material	Urethane
-------------------------	------------	-----------------------	----------

Lighting

Dome light type	Fade	Front reading	Yes
Illuminated entry	Yes	Variable IP lighting	Yes

Floor Console Storage

Storage	Yes	Type	Partial
---------	-----	------	---------

Storage

Driver door bin	Yes	Front Beverage holder(s)	Yes
Glove box	Locking	Passenger door bin	Yes
Rear yes	Yes	Instrument panel	Bin
Rear door bins	Yes		

Cargo Space Trim

Floor	Vinyl/rubber	Trunk lid/rear cargo door	Plastic
-------	--------------	---------------------------	---------

Cargo Space Feature

Tie downs	Yes	Light	Yes
-----------	-----	-------	-----

Legroom

Front	41.3"	Rear	33.7"
Third	35.6"		

Headroom

Front	40.8"	Rear	41.1"
Third	40.6"		

Hip Room



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Selected Equip & Specs (cont'd)

Front	60.7"	Rear	69.6"
Third	67.3"		

Shoulder Room

Front	67.9"	Rear	71.4"
Third	67.0"		



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Warranty

Standard Warranty

Basic

Distance	36,000 miles	Months	36 months
----------	--------------	--------	-----------

Powertrain

Distance	60,000 miles	Months	60 months
----------	--------------	--------	-----------

Corrosion Perforation

Distance	Unlimited miles	Months	60 months
----------	-----------------	--------	-----------

Roadside Assistance

Distance	60,000 miles	Months	60 months
----------	--------------	--------	-----------



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

As Configured Vehicle

Code	Description	MSRP
K1Y	Base Vehicle Price (K1Y)	\$42,600.00
301A	Order Code 301A <i>Includes:</i> - Engine: 3.5L PFDi V6 Flex-Fuel Includes port injection. - Transmission: 10-Spd Automatic w/OD & SelectShift Includes auxiliary transmission oil cooler. - 3.73 Axle Ratio - GVWR: 8,550 lbs - Tires: 235/65R16C 121/119 R AS BSW - Wheels: 16" Silver Steel w/Black Hubcap - Radio: AM/FM Stereo Includes 4.0" multi-function display, Bluetooth and dual USB ports. - 8 Speakers (4 Front/4 Rear)	N/C
998	Engine: 3.5L PFDi V6 Flex-Fuel <i>Includes port injection.</i>	Included
44U	Transmission: 10-Spd Automatic w/OD & SelectShift <i>Includes auxiliary transmission oil cooler.</i>	Included
X73	3.73 Axle Ratio	Included
STDGV	GVWR: 8,550 lbs	Included
STDTR	Tires: 235/65R16C 121/119 R AS BSW	Included
STDWL	Wheels: 16" Silver Steel w/Black Hubcap	Included
21P	Dark Palazzo Gray Vinyl Bucket Seats w/Armrests <i>Deletes driver lumbar support. Includes 2-way manual driver seat and 2-way manual passenger seat.</i>	N/C
V	Vinyl Front Bucket Seats	N/C
96L	8-Passenger Seats <i>Includes 1st row: 2 seats, 2nd row: 3 seats and 3rd row: 3 seats.</i>	-\$170.00
PAINT	Monotone Paint Application	STD
130WB	130" Wheelbase	STD
153	Front License Plate Bracket	N/C

Standard in states requiring two license plates and optional in all other states.



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

As Configured Vehicle (cont'd)

Code	Description	MSRP
59A	60/40 Hinged Passenger-Side Door	N/C
68J	Extended Length Running Boards <i>Covers the A-B pillar driver-side and A-C pillar passenger-side.</i>	\$655.00
53B	Heavy-Duty Trailer Tow Package <i>Deletes rear tow hook. Includes tow/haul mode with trailer wiring provisions, 4/7 pin connector assembly and rear jumper and relay system for backup/B+/running lights. This package does not include a Trailer Brake Controller (67D). Additionally, if customer wants a trailer brake controller after initial purchase, it will have to be an aftermarket trailer brake controller and aftermarket wiring harness.</i> <i>Includes:</i> - Tow/Haul Mode w/Trailer Wiring Prov - Frame Mounted Hitch Receiver	\$485.00
92E	Privacy Glass <i>Provides protection of vehicle occupant(s) and occupant personal belongings. The glass also provides occupant comfort by helping to reduce vehicle cool-down time.</i>	\$500.00
60C	Cruise Control w/Adjustable Spd Limiting Device (ASLD) <i>The ASLD feature is great for city driving; it allows the driver to set an upper speed limit for the vehicle. If the vehicle begins to approach the upper speed limit then audible and visual warning are given.</i>	\$325.00
58U	Radio: AM/FM Stereo <i>Includes 4.0" multi-function display, Bluetooth and dual USB ports.</i> <i>Includes:</i> - 8 Speakers (4 Front/4 Rear)	Included
86F	2 Additional Keys (4 Total) <i>Includes key fobs.</i>	\$75.00
43R	Reverse Sensing System	\$295.00
WARANT	Fleet Customer Powertrain Limited Warranty Requires valid FIN code. <i>Ford is increasing the 5-year 60,000-mile limited powertrain warranty to 5-years, 100,000 miles. Only Fleet purchasers with a valid Fleet Identification Number (FIN code) will receive the extended warranty. When the sale is entered into the sales reporting system with a sales type fleet along with a valid FIN code, the warranty extension will automatically be added to the vehicle. The extension will stay with the vehicle even if it is subsequently sold to a non-fleet customer before the expiration. This extension applies to both gas and diesel powertrains. Dealers can check for the warranty extension on eligible fleet vehicles in OASIS. Please refer to the Warranty and Policy Manual section 3.13.00 Gas Engine Commercial Warranty. This change will also be reflected in the printed Warranty Guided distributed with the purchase of every new vehicle.</i>	N/C
425	50-State Emissions System	STD
VK_03	Dark Palazzo Gray w/Vinyl Front Bucket Seats	N/C



Prepared by: STEVEN BLACKSTOCK

02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

As Configured Vehicle (cont'd)

Code	Description	MSRP
YZ_01	Oxford White	N/C
SUBTOTAL		\$44,765.00
Destination Charge		\$1,695.00
TOTAL		\$46,460.00



Prepared by: STEVEN BLACKSTOCK
02/01/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Transit-150 Passenger RWD Low Roof Van 130" WB XL (K1Y)

Price Level: 225

Pricing Summary - Single Vehicle

MSRP

Vehicle Pricing

Base Vehicle Price	\$42,600.00
Options	\$2,165.00
Colors	\$0.00
Upfitting	\$0.00
Fleet Discount	\$0.00
Fuel Charge	\$0.00
Destination Charge	\$1,695.00
Subtotal	\$46,460.00

Pre-Tax Adjustments

Code	Description	MSRP
fleet discount	fleet discount	-\$12,125.00
Total		\$34,335.00

Customer Signature

Acceptance Date



AGENDA ACTION FORM

Consideration of a Resolution Awarding the Bid for 130 Samsung 69.5" Smart LED-LCD Televisions with Tizen Internal Operating Systems and Authorizing the City Manager to Issue a Purchase Order to Y&S Technologies

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

Action Form No.: AF-51-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Frye

Recommendation:

Approve the Resolution

Executive Summary:

Bids were opened on February 1, 2022. Two bids were received. After reviewing the submitted bids, the administration desires to purchase 130 Samsung 69.5" Smart LED-LCD TVs with Tizen Internal Operating Systems from Y&S Technologies at \$1,230.00 each, which was the lowest bid. The purchase total is \$159,900.00, which includes V7 TV carts, cables, delivery and setup. Funding will be from the Elementary and Secondary School Emergency Relief Funds (ESSER) 2.0 and 3.0.

Attachments:

1. Resolution
2. Bid Tab

Funding source appropriate and funds are available: *Jmy*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *JW*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AWARDED THE BID AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER TO Y&S TECHNOLOGIES FOR THE PURCHASE OF 130 SAMSUNG 69.5" SMART LED-LCD TELEVISIONS WITH TIZEN INTERNAL OPERATING SYSTEMS FOR KINGSPORT CITY SCHOOLS

WHEREAS, bids were opened on February 1, 2022, for the purchase of 130 Samsung 69.5" Smart LED-LCD Televisions with Tizen Internal Operating Systems for Kingsport City Schools; and

WHEREAS, the two valid bids were evaluated by Kingsport City Schools Technology Department; and

WHEREAS, upon review of the bids, the board finds Y&S Technologies 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 purchase 130 Samsung 69.5" Smart LED-LCD Televisions with Tizen Internal Operating Systems from Y&S Technologies, at a total purchase cost of \$159,900.00; and

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 Y&S Technologies for 130 Samsung 69.5" Smart LED-LCD Televisions with Tizen Internal Operating Systems for Kingsport City Schools in the amount of \$159,900.00.

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 public.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

MINUTES BID OPENING

February 1, 2022

4:00 P.M.

Present: Brent Morelock, Procurement Manager; Nikisha Eichmann, Assistant Procurement Manager; Sandra Sloan, Assistant Procurement Manger, Schools

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

The Procurement Manager opened with the following bids:

69.5" OR LARGER TIZEN INTERNAL OPERATING SYSTEM SMART LED-LCD TV-4K WITH CABLES, CARTS, DELIVERY AND INSTALLATION, SAMSUNG OR EQUIVALENT				
Vendor:	Quantity:	Unit Cost:	Delivery Time:	Model:
Y&S Technology	130	\$1,230.00	30 Bus. Days	Samsung BE70T-H
Central Technologies	130	\$1,524.85	60 Bus. Days	Samsung TU7000 UN70TU7000

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



AGENDA ACTION FORM

Consideration of a Resolution Authorizing the Purchase of Radios from AMK Services for the Public Works Department

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

Action Form No.: AF-53-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Staff
 Presentation By: R. McReynolds

Recommendation:

Approve the Resolution

Executive Summary:

Proposals were received by the Procurement Department on February 9, 2022 for the purchase of radios to be utilized by various groups within the Public Works Department. These radios are critical in establishing communication during weather events and other city related activities.

It is the recommendation of Public Works and Communications to purchase radios and accessories from AMK Services for a total of \$176,825.65. A combination of desk mounted, handheld and vehicle mountable radios are being purchased to assist with communication during event operations such as snow removal, storm response, flagging operations or Fun Fest. The radios previously used by our department are obsolete and no longer operational.

Funding is identified in GP2201.

Attachments:

1. Resolution
2. Bid Opening Minutes
3. Bid Tab

Funding source appropriate and funds are available: *John*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *John*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO
EXECUTE A PURCHASE ORDER RADIOS FOR USE BY VARIOUS
GROUPS WITHIN THE PUBLIC WORKS DEPARTMENT

WHEREAS, proposals were received by the Procurement Department on February 9, 2022, for the purchase of radios to be utilized by various groups within the Public Works Department; and

WHEREAS, these radios are critical in establishing communication during weather events and other city related activities; and

WHEREAS, upon review of the proposals, the board finds AMK Services is the lowest responsible compliant respondent to the request for proposals 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 a combination of desk mounted, handheld and vehicle mountable radios and accessories to assist with communication during event operations such as snow removal, storm response, flagging operations or Fun Fest, from AMK Services for a total of \$176,825.65; and

WHEREAS, funding is identified in project numbers in GP2201

Now therefore,

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

SECTION I. That the proposal for the combination of desk mounted, handheld and vehicle mountable radios and accessories to assist with communication during event operations such as snow removal, storm response, flagging operations or Fun Fest, utilized by various groups within the Public Works Department, at an estimated cost of \$176,825.65, is awarded to AMK Services, and the city manager is authorized to execute a purchase order for 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 public.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

MINUTES
BID OPENING
February 9, 2022
4:00 P.M.

Present: Brent Morelock, Procurement Manager; Nikisha Eichmann, Assistant Procurement Manager

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

The Procurement Manager opened with the following bids:

PUBLIC WORKS RADIOS
Vendor:
Land Air Total Tri-Cities Communications LLC
Motorolla Solutions
AMK Services

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

				MOTOROLA SOLUTIONS		LAND AIR TOTAL TRI-CITIES COMMUNICATIONS LLC		AMK SERVICES LLC	
ITEM NO.	EST. QTY.	UNIT	DESCRIPTION	UNIT COST	TOTAL COST	UNIT COST	TOTAL COST	UNIT COST	TOTAL COST
1	29.00	EA	PORTABLE RADIOS	\$ 2,072.66	\$ 60,107.14	\$ 2,359.13	\$ 68,414.77	\$ 1,719.00	\$ 49,851.00
2	58.00	EA	FRONT MOUNT PORTABLE RADIOS	\$ 2,420.55	\$ 140,391.90	\$ 2,620.73	\$ 152,002.34	\$ 1,938.95	\$ 112,459.10
3	3.00	EA	MOBILE DESK MOUNT RADIOS FOR CONTROL STATION	\$ 2,609.20	\$ 7,827.60	\$ 2,518.88	\$ 7,556.64	\$ 2,324.45	\$ 6,973.35
			ACCESSORIES						
4	4.00	EA	6 BAY CHARGER	\$ 495.18	\$ 1,980.72	\$ 585.15	\$ 585.15	\$ 615.00	\$ 2,460.00
5	6.00	EA	IN VEHICLE CHARGER - 12V	\$ 84.00	\$ 504.00	\$ 493.35	\$ 986.70	\$ 65.50	\$ 393.00
6	8.00	LS	WEATHERPROOF COMPACT SPEAKER MIC W/O EMERGENCY BUTTON	\$ 100.55	\$ 804.40	\$ 101.80	\$ 203.60	\$ 70.00	\$ 560.00
7	8.00	SY	WEATHERPROOF COMPACT SPEAKER MIC WITH EMERGENCY BUTTON	\$ 88.99	\$ 711.92	\$ 104.25	\$ 208.50	\$ 191.75	\$ 1,534.00
8	29.00	LF	SPARE HIGH CAPACITY BATTERY FOR PORTABLE RADIO EQUAL OR EQUIVALENT TO A TM8/9 PROGRAMMING	\$ 99.23	\$ 2,877.67	\$ 144.00	\$ 4,176.00	\$ 88.80	\$ 2,575.20
9	1.00	LF	ADAPTER RJ12 SOCKET/RJ45 PLUG	\$ 72.38	\$ 72.38	\$ 253.96	\$ 253.96	\$ 20.00	\$ 20.00
					\$ 215,277.73		\$ 234,387.66		\$ 176,825.65

NOTE: LAND AIR TOTAL TRI-CITIES DID NOT USE THE UPDATED QUANTITIES PROVIDED IN ADDENDUM FOR ACCESSORIES; PRICING REFLECTS WHAT WAS PROVIDED IN BID



AGENDA ACTION FORM

Consideration of a Resolution to Purchase Eight (8) Ford Interceptor SUV AWD from the Tennessee State Contract

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

Action Form No.: AF-64-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Phipps / S. Leonard

Recommendation:

Approve the Resolution

Executive Summary:

It is the recommendation of the committee to purchase Eight (8) Ford Interceptor all wheel drive sport utility vehicles from Lonnie Cobb Ford under the terms of the Tennessee State Contract # 72318. The purchase will be for 1 marked, 3 K-9, and 4 unmarked SUVs for use by Police Department. The Tennessee State Contract for vehicles are available for local government agencies to use. The delivery from the dealership to the agency is included in the price.

\$43,557.00	Marked Unit
\$48,792.00	K-9 Unit
\$41,083.00	Unmarked Unit
\$354,265.00	Total Purchase Price

Please see the attached recommendation memo for additional information & State Contract information.

These units are fleet replacements.

Funding is identified in Project/Account # 51150085019010

Attachments:

1. Resolution
2. Recommendation Memo w /photo
3. Tennessee State Contract
4. Quote

Funding source appropriate and funds are available: *cm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *cm*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE ORDER FOR THE PURCHASE OF EIGHT FORD INTERCEPTOR ALL-WHEEL DRIVE SPORT UTILITY VEHICLES FOR USE BY THE KINGSPORT POLICE DEPARTMENT AND TO EXECUTE ANY AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THIS RESOLUTION

WHEREAS, the city desires to purchase Eight (8) Ford Interceptor all-wheel drive sport utility vehicles (1 marked, 3 K-9, and 4 unmarked) from Lonnie Cobb Ford for use by the Kingsport Police Department; and

WHEREAS, pursuant to Tenn. Code Ann. § 12-3-1201 city is authorized to purchase these vehicles through Tennessee Central Procurement Office Edison Contract 72318; and

WHEREAS, the unit prices are as follows, \$43,557.00 for the marked unit, \$48,792.00 for the K-9 units, and \$41,083.00 for the unmarked units, for a total purchase price of \$354,265.00; and

WHEREAS funding is identified 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 Lonnie Cobb Ford for Eight (8) Ford Interceptor all-wheel drive SUV's (1 marked, 3 K-9, and 4 unmarked) for use by the Kingsport Police Department in the amount of \$354,265.00, and any and all other documents necessary and proper to effectuate the purpose of this resolution.

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 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY



FLEET MAINTENANCE DEPARTMENT

City of Kingsport

To: Nikisha Eichmann, Assistant Procurement Manager
From: Steve Leonard, Fleet Manager
Date: February 22, 2022
Re: Fleet Replacement of Police Department Purchase Recommendation

It is the recommendation of this office to purchase the Fleet Replacements of the Police Department units utilizing the State Contract pricing for a total of \$354,265.00. The units bid and awarded by State Contract meet the expectations of the department and will fulfill the requirements of their operational needs. The State Contract # 72318 allows a municipality to purchase off of the cooperative pricing. A copy of the State Contract is attached.

Item	Quantity	Description	Award to Vendor	Fuel Economy
1	8	Ford Interceptor SUV AWD	Lonnie Cobb	N/A

These units will be a Fleet Replacements

The State Contract offerings were reviewed by the Chief Dale Phipps and Sargent Mike Burnette, and they are in agreement with this recommendation.

Fuel Economy Improvement

00%

No fuel economy improvements would be realized since the replacement units are similar to the current unit being operated.

State Contract Number: 72318

Replacements: Will be determined when the new units arrive

Breakdown of Purchase:

1 Marked unit \$43,557.00

3 K-9 units \$146,376.00

4 Unmarked units \$164,332.00

Should you have any questions on this recommendation, please do not hesitate to contact me.

Thank you.

SWC 209
Lonnie Cobb Ford Contract # 72318

2022 Police Interceptor Utility AWD Base (K8A)
Price Level: 215



Client Proposal

Prepared by:
STEVEN BLACKSTOCK
Office: 731-989-2121
Date: 02/16/2022



Lonnie Cobb Ford | 1618 Highway 45 North, Henderson, Tennessee, 383404005
Office: 731-989-2121 | Fax: 731-989-3502



**STATE OF TENNESSEE, DEPARTMENT OF GENERAL SERVICES
CENTRAL PROCUREMENT OFFICE**

Statewide Multi-Year Contract Issued to:

Lonnie Cobb Ford LLC
1618 Highway 45 N
Henderson, TN 38340

Vendor ID: 0000146108

Contract Number: 0000000000000000000072318

Title: SWC209 Vehicles

Start Date: September 28, 2021 End Date: December 31, 2023

Is this contract available to local government agencies in addition to State agencies?: Yes

Authorized Users. This Contract establishes a source or sources of supply for all Tennessee State Agencies. "Tennessee State Agency" refers to the various departments, institutions, boards, commissions, and agencies of the executive branch of government of the State of Tennessee with exceptions as addressed in Tenn. Comp. R. & Regs. 0690-03-01-.01. The Contractor shall provide all goods or services and deliverables as required by this Contract to all Tennessee State Agencies. The Contractor shall make this Contract available to the following entities, who are authorized to and who may purchase off of this Statewide Contract ("Authorized Users"):

- a. all Tennessee State governmental entities (this includes the legislative branch; judicial branch; and, commissions and boards of the State outside of the executive branch of government);
- b. Tennessee local governmental agencies;
- c. members of the University of Tennessee or Tennessee Board of Regents systems;
- d. any private nonprofit institution of higher education chartered in Tennessee; and,
- e. any corporation which is exempted from taxation under 26 U.S.C. Section 501(c)(3), as amended, and which contracts with the Department of Mental Health and Substance Abuse to provide services to the public (Tenn. Code Ann. § 33-2-1001).

These Authorized Users may utilize this Contract by purchasing directly from the Contractor according to their own procurement policies and procedures. The State is not responsible or liable for the transactions between the Contractor and Authorized Users.

Note: If "no", attach exemption request addressed to the Central Procurement Officer.

Contract Contact Information:

State of Tennessee
Department of General Services, Central Procurement Office
Contract Administrator: Michael Neely
3rd Floor, William R Snodgrass, Tennessee Tower
312 Rosa L. Parks Avenue
Nashville, TN 37243-1102
Phone: 615-741-5971
Fax: 615-741-0684

Line Information

Line 1

Item ID: 1000179934
Police, Vehicles, Ford, Generic SWC209 Asset
Unit of Measure: EA
Vendor Item/Part #: SWC209-COBB-001
Manufacturer Item #:
Unit Price: \$ 0

Line 2

Item ID: 1000179935
Sedans, Ford, Generic SWC209 Asset
Unit of Measure: EA
Vendor Item/Part #: SWC209-COBB-002
Manufacturer Item #:
Unit Price: \$ 0

Line 3

Item ID: 1000179936
Minivan and Full-size Vans, Ford (Passenger, Cargo, Cut-Away), Generic SWC209 Asset
Unit of Measure: EA
Vendor Item/Part #: SWC209-COBB-003
Manufacturer Item #:
Unit Price: \$ 0

Line 4

Item ID: 1000179937
Sport Utility Vehicles, Ford (SUVs), Generic SWC209 Asset
Unit of Measure: EA
Vendor Item/Part #: SWC209-COBB-004
Manufacturer Item #:
Unit Price: \$ 0

Line 5

Item ID: 1000179938
Light Trucks, Ford (Class 1,2,3,4,5) Pickup or Chassis Cab, Generic SWC209 Asset
Unit of Measure: EA
Vendor Item/Part #: SWC209-COBB-005
Manufacturer Item #:
Unit Price: \$ 0

Line 6

Item ID: 1000179939
Medium Trucks, Ford (Class 6,7) Pickup or Chassis Cab, Generic SWC209 Asset
Unit of Measure: EA
Vendor Item/Part #: SWC209-COBB-006
Manufacturer Item #:
Unit Price: \$ 0

Line 7

Item ID: 1000179941

Optional Equipment, Generic SWC209 Asset

Unit of Measure: EA

Vendor Item/Part #: SWC209-COBB-008

Manufacturer Item #:

Unit Price: \$ 0

APPROVED:


Digitally signed by Michael F. Perry
DN: cn=Michael F. Perry, o=State of Tennessee, ou=Central Procurement Office, email=mike.perry@tn.gov, c=US
Date: 2021.09.24 08:21:17 -05'00'

CHIEF PROCUREMENT OFFICER

BY:

Mike Neely

Digitally signed by Mike Neely
Date: 2021.09.23 07:19:32 -05'00'

PURCHASING AGENT

DATE



Marked

Prepared by: STEVEN BLACKSTOCK

02/16/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Police Interceptor Utility AWD Base (K8A)

Price Level: 215

Pricing Summary - Single Vehicle

MSRP

Vehicle Pricing

Base Vehicle Price	\$40,980.00
Options	-\$2,490.00
Colors	\$0.00
Upfitting	\$9,863.00
Fleet Discount	\$0.00
Fuel Charge	\$0.00
Destination Charge	\$1,245.00
Subtotal	\$49,598.00

Pre-Tax Adjustments

Code	Description	MSRP
fleet discount	fleet discount	-\$6,041.00
Total		\$43,557.00

Customer Signature

Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.



Prepared by: STEVEN BLACKSTOCK

02/16/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Police Interceptor Utility AWD Base (K8A)

Price Level: 215

Pricing Summary - Single Vehicle

MSRP

Vehicle Pricing

Base Vehicle Price	\$40,980.00
Options	-\$2,490.00
Colors	\$0.00
Upfitting	\$15,098.00
Fleet Discount	\$0.00
Fuel Charge	\$0.00
Destination Charge	\$1,245.00
Subtotal	\$54,833.00

Pre-Tax Adjustments

Code	Description	MSRP
fleet discount	fleet discount	-\$6,041.00
Total		\$48,792.00

 Customer Signature

 Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.



Prepared by: STEVEN BLACKSTOCK

02/16/2022

Lonnie Cobb Ford | 1618 Highway 45 North Henderson Tennessee | 383404005

2022 Police Interceptor Utility AWD Base (K8A)

Price Level: 215

Pricing Summary - Single Vehicle**MSRP****Vehicle Pricing**

Base Vehicle Price	\$40,980.00
Options	-\$2,490.00
Colors	\$0.00
Upfitting	\$7,389.00
Fleet Discount	\$0.00
Fuel Charge	\$0.00
Destination Charge	\$1,245.00
Subtotal	\$47,124.00

Pre-Tax Adjustments

Code	Description	MSRP
fleet discount	fleet discount	-\$6,041.00
Total		\$41,083.00

Customer Signature_____
Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.



AGENDA ACTION FORM

Consideration of a Resolution Accepting the Proposal for Solid Waste Disposal by Eco-Safe Systems, LLC dba Waste Management and Authorizing the Mayor to Execute all Applicable Documents

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

Action Form No.: AF-55-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Staff
 Presentation By: R. McReynolds

Recommendation:

Approve the Resolution

Executive Summary:

On February 10, 2022, Request for Proposals (RFP) were received for Disposal of Solid Waste Materials. Two respondents submitted proposals for this service; Eco-Safe Systems, LLC dba Waste Management and BFI Waste Services, LLC dba Republic Services of Tri-Cities.

The submitted proposals were reviewed for the overall most economical provision of service for the citizens of Kingsport. Kingsport's current contract with Advanced Disposal expires August 29, 2022. Staff started preparation for a new contract in advance of the FY22-23 budget process. This evaluation considered the disposal cost, as well as the additional operational costs incurred to the corresponding respondent's location. Additionally, the proposed contract is for a five-year term with the option for additional five one-year terms available for year six through ten. Please see attached table for pricing relevant to the recommendation to award.

Staff recommends entering into an agreement with Eco-Safe Systems, LLC dba Waste Management as the most advantageous to the City.

Funding is available and identified in line item 415 4022 462 2038.

Attachments:

1. Resolution
2. Bid Opening Minutes
3. Landfill Evaluation Scorecard
4. Recommendation Memos

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

Funding source appropriate and funds are available: *fm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *dw*

RESOLUTION NO. _____

A RESOLUTION ACCEPTING THE PROPOSAL FOR THE DISPOSAL OF SOLID WASTE MATERIALS SUBMITTED BY ECO-SAFE SYSTEMS, LLC D/B/A WASTE MANAGEMENT, 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

WHEREAS, proposals were opened February 10, 2022, for the disposal of solid waste materials, to include household waste and special waste; and

WHEREAS, upon review of the proposals, the board finds Eco-Safe Systems, LLC d/b/a Waste Management is the lowest responsible compliant respondent 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 an agreement with Eco-Safe Systems, LLC d/b/a Waste Management for a term of five-years with the option for additional five one-year terms available for year six through ten; and

WHEREAS, funding is identified in line item 415 4022 462 2038.

Now therefore,

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

SECTION I. That the proposal for the disposal of solid waste materials, to include household waste and special waste, submitted by Eco-Safe Systems, LLC d/b/a Waste Management is accepted.

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, an agreement with Eco-Safe Systems, LLC d/b/a Waste Management for the disposal of solid waste materials, to include household waste and special waste, 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 public.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

TOTAL COST FOR DISPOSAL OF SOLID WASTE

		Year 1	Year 2	Year 3	Year 4	Year 5
Republic Service	Household Waste	\$472,245.84	\$486,413.22	\$501,009.90	\$516,035.91	\$531,491.23
	Special Waste	\$499,200.00	\$514,176.00	\$529,618.00	\$545,526.00	\$561,900.00
	Additional Operating	\$84,364.00	\$84,364.00	\$84,364.00	\$84,364.00	\$84,364.00
	Total Cost	\$1,055,809.84	\$1,084,953.22	\$1,114,991.90	\$1,145,925.91	\$1,177,755.23

5 year total \$5,579,436.10

		Year 1	Year 2	Year 3	Year 4	Year 5
Eco-Safe Systems, LLC dba Waste Management	Household Waste	\$525,910.14	\$546,946.55	\$568,841.58	\$591,595.24	\$615,207.54
	Special Waste	\$299,520.00	\$311,501.00	\$323,948.00	\$336,927.00	\$350,372.00
	Additional Operating	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total Cost	\$825,430.14	\$858,447.55	\$892,789.58	\$928,522.24	\$965,579.54

5 year total \$4,470,769.05

LANDFILL DISPOSAL EVALUATION SCORECARD

Evaluation Team: Rodney Deel, Niki Ensor, Tim Elsea	Republic Services	Eco-Safe Systems (dba Waste Management)
A. Qualifications, Experience and, Technical Approach (25 points) Proposers will be evaluated based upon their understanding, experience and qualifications in performing the same or substantially similar Services. The evaluation will include three (3) references regarding work for organizations with needs similar to the City's, and the feasibility of the Proposer's approach for the provision of the Services.	25	25
B. Financial Qualifications and Stability (25 points) This criterion includes an evaluation of the financial qualifications of the Proposer. The evaluation will take into account the financial strength of the Proposer and its ability to meet the long-term financial requirements of the Contract.	25	25
C. Cost Effectiveness and Value (40 points) Under this criterion, Proposals will be compared in terms of the most reasonable, and or most effective pricing cost options. The Evaluation Committee will also take into consideration any indirect costs associated with the services and administration of the Agreement.	32	36
D. Acceptance of Terms of the Contract (10 points) The City will evaluate the Proposals for response and compliance with the terms, conditions, requirements, and specifications stated in this RFP. Regardless of exceptions taken, Proposers shall provide pricing based on the requirements and terms set forth in this RFP.	10	10
TOTAL SCORE	92	96



Streets & Sanitation Division

MEMO

To: Ryan McReynolds, Deputy City Manager

From: Tim Elsea, Asst. Public Works Director

Date: February 16, 2022

Regarding: Solid Waste Disposal

- Contract with Advanced Disposal Services Tennessee, LLC, expires on August 29, 2022.
- The tipping fee rate currently paid by the City is \$21.54 plus additional \$0.50 to the County and \$1.25 to the State for a total of \$23.29/ton. Action was taken by BMA on June 1, 2021 to approve this rate.
- The proposed tipping fee from Eco-Safe Systems, LLC for household solid waste is \$24.50/ton. Yearly cost per ton includes all applicable taxes and fees.
- City of Kingsport Public Works has reviewed two RFP's submitted by:
 - ❖ Republic Services
 - ❖ Eco-Safe Systems, LLC dba Waste Management
- Committee composed of Rodney Deel, Niki Ensor and myself conducted the review and evaluated the proposals.
- Made a selection that is cost advantageous for the City as a whole. It incorporates the disposal of household solid waste and special solid waste from wastewater treatment facility.

HOUSEHOLD SOLID WASTE						
Republic Service		Year 1	Year 2	Year 3	Year 4	Year 5
	Cost per ton	\$22.00	\$22.66	\$23.34	\$24.04	\$24.76
	Avg. Annual Tons	21465.72	21465.72	21465.72	21465.72	21465.72
	Total Cost	\$472,245.84	\$486,413.22	\$501,009.90	\$516,035.91	\$531,491.23
Eco-Safe Systems, LLC dba Waste Management		Year 1	Year 2	Year 3	Year 4	Year 5
	Cost per ton	\$24.50	\$25.48	\$26.50	\$27.56	\$28.66
	Avg. Annual Tons	21465.72	21465.72	21465.72	21465.72	21465.72
	Total Cost	\$525,910.14	\$546,946.55	\$568,841.58	\$591,595.24	\$615,207.54

SPECIAL SOLID WASTE						
		Year 1	Year 2	Year 3	Year 4	Year 5
Republic Service	Cost per ton	\$75.00	\$77.25	\$79.57	\$81.96	\$84.42
	Avg. Annual Tons	6656	6656	6656	6656	6656
	Total Cost	\$499,200.00	\$514,176.00	\$529,618.00	\$545,526.00	\$561,900.00
		Year 1	Year 2	Year 3	Year 4	Year 5
Eco-Safe Systems, LLC dba Waste Management	Cost per ton	\$45.00	\$46.80	\$48.67	\$50.62	\$52.64
	Avg. Annual Tons	6656	6656	6656	6656	6656
	Total Cost	\$299,520.00	\$311,501.00	\$323,948.00	\$336,927.00	\$350,372.00

- The yearly cost per ton includes all applicable taxes and fees.
- Over the five-year period, there is an additional operational cost of \$421,821 for transporting the household solid waste to the Republic Services landfill located in Church Hill.
- Recommend entering into a five-year agreement. This will allow wastewater plant personnel an opportunity to research, develop and enact a plan for dealing with special solid waste.

TOTAL COST FOR DISPOSAL OF SOLID WASTE						
		Year 1	Year 2	Year 3	Year 4	Year 5
Republic Service	Household Waste	\$472,245.84	\$486,413.22	\$501,009.90	\$516,035.91	\$531,491.23
	Special Waste	\$499,200.00	\$514,176.00	\$529,618.00	\$545,526.00	\$561,900.00
	Additional Operating	\$84,364.00	\$84,364.00	\$84,364.00	\$84,364.00	\$84,364.00
	Total Cost	\$1,055,809.84	\$1,084,953.22	\$1,114,991.90	\$1,145,925.91	\$1,177,755.23
	5 year total		\$5,579,436.10			
		Year 1	Year 2	Year 3	Year 4	Year 5
Eco-Safe Systems, LLC dba Waste Management	Household Waste	\$525,910.14	\$546,946.55	\$568,841.58	\$591,595.24	\$615,207.54
	Special Waste	\$299,520.00	\$311,501.00	\$323,948.00	\$336,927.00	\$350,372.00
	Additional Operating	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total Cost	\$825,430.14	\$858,447.55	\$892,789.58	\$928,522.24	\$965,579.54
	5 year total		\$4,470,769.05			



WATER & WASTEWATER FACILITIES
City of Kingsport, Tennessee

Date: February 21, 2022
To: Brent Morelock, Procurement Manager
Cc: Tim Elsea, Public Works Manager
From: Tom Hensley, WWTP Manager *TH*
Subject: WWTP Special Waste Cake Disposal

I recommend accepting WM Ecosafe Systems LLC for the disposal of wastewater plant special waste due to their proposal submitted, dated 2/10/2022.

The wastewater plant special waste has been landfilled at this Blountville TN location for several years with no issues.

Should you have any questions or comments please do not hesitate to contact me at 423-229-9394.



AGENDA ACTION FORM

Consideration of a Resolution Approving a Facility Use Agreement with the American Red Cross

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

Action Form No.: AF-44-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Robin DiMona
 Presentation By: M. Borders

Recommendation:

Approve the Resolution

Executive Summary:

The Red Cross's disaster services are supported by facility owners who permit the Red Cross to use their buildings as shelters and other service delivery sites for disaster victims. The facility use agreement designates the Civic Auditorium and Lynn View Community Center as temporary shelters to conduct disaster relief activities.

Attachments:

1. Resolution

Funding source appropriate and funds are available: *cm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *cm*

	<u>Y</u>	<u>N</u>	<u>O</u>
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION APPROVING A FACILITY USE AGREEMENT
WITH THE AMERICAN RED CROSS NORTHEAST TENNESSEE
CHAPTER FOR FACILITIES UNDER DISASTER RELIEF
EMERGENCIES AND AUTHORIZING THE MAYOR TO EXECUTE
THE AGREEMENT AND ALL OTHER DOCUMENTS
NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE
OF THE AGREEMENT

WHEREAS, the Red Cross's disaster services are supported by facility owners who permit the Red Cross to use their buildings as shelters and other service delivery sites for disaster victims; and

WHEREAS the American Red Cross, Northeast Tennessee Chapter, has requested the city enter into a Facility Use Agreement which will designate the Civic Auditorium and Lynn View Community Center as temporary shelters to conduct disaster relief activities.

Now therefore,

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

SECTION I. That a Facility Use Agreement with American Red Cross NE Chapter 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 Facility Use Agreement with the American Red Cross, Northeast Tennessee Chapter, 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, said agreement being as follows:

**American Red Cross
Facility Use Agreement**

The American National Red Cross ("Red Cross"), a non-profit corporation chartered by the United States Congress, provides services to individuals, families and communities when disasters strike. The disaster relief activities of the Red Cross are made possible by the American public who support the Red Cross with generous donations. The Red Cross's disaster services are also supported by facility owners who permit the Red Cross to use their buildings as shelters and other service delivery sites for disaster victims. This agreement is between the Red Cross and a facility owner ("Owner") so the Red Cross can use the facility to provide services during a disaster. This agreement only applies when Red Cross requests use of the facility and is managing the activity at the facility.

Parties and Facility:

Owner:

Full Name of Owner	
Address	
24-Hour Point of Contact Name and Title	
Work Phone	
Cell Phone	

Address for Official Notices (only if different from above address)	
---------------------------------------------------------------------	--

Red Cross:

Chapter Name	American Red Cross, NE Chapter
Chapter Address	660 Eastern Star Road, Kingsport, TN. 37663
24-Hour Point of Contact Name and Title	Heather Carbajal, Executive Director
Work Phone Cell Phone	W -423-765-4222 C - 423-863-0200
Address for Official Notices	American Red Cross, Disaster Cycle Services Logistics, 8550 Arlington Blvd., Fairfax, VA22031

Facility:

<p>Insert name and complete street address of building or, if multiple buildings, write "See attached facility list," and attach facility list, including complete street address of each building that is part of this agreement. If the Red Cross will use only a portion of a building, then describe the portion of the building that the Red Cross will use.</p>

Terms and Conditions:

1. **Use of Facility:** Upon request and if feasible, Owner will permit the Red Cross to use and occupy the Facility on a temporary basis to conduct emergency, disaster-related activities. The Facility may be used for the following purposes (both parties must initial all that apply):

Facility Purpose	Owner Initials	Red Cross Initials
Service Center (Operations, Client Services, or Volunteer Intake)		
Storage of supplies		
Parking of vehicles		
Disaster Shelter		

2. **Facility Management:** The Red Cross will designate a Red Cross official to manage the activities at the Facility ("Red Cross Manager"). The Owner will designate a Facility Coordinator to coordinate with the Red Cross Manager regarding the use of the Facility by the Red Cross.

3. **Condition of Facility:** The Facility Coordinator and Red Cross Manager (or designee) will jointly conduct a survey of the Facility before it is turned over to the Red Cross. They will use the first page of the Red Cross's ***Facility/Shelter Opening/Closing Form*** to record any existing damage or conditions. The Facility Coordinator will identify and secure all equipment in the Facility that the Red Cross should not use. The Red Cross will exercise reasonable care while using the Facility and will not modify the Facility without the Owner's express written approval.

4. **Custodial Services** (*This paragraph applies only when the Facility is used as a shelter or service center.*): Upon request of the Red Cross and if such resources are available, the Owner will make its custodial resources, including supplies and workers, available to provide cleaning and sanitation services at the Facility. The Facility Coordinator will designate a Facility Custodian to coordinate these services at the direction of and in cooperation with the Red Cross Manager.

5. **Security/Safety:** In coordination with the Facility Coordinator, the Red Cross Manager, as he or she deems necessary and appropriate, will coordinate with law enforcement regarding any

security and safety issues at the Facility.

6. Signage and Publicity: The Red Cross may post signs identifying the Facility as a site of Red Cross operations in locations approved by the Facility Coordinator. The Red Cross will remove such signs when the Red Cross concludes its activities at the Facility. The Owner will not issue press releases or other publicity concerning the Red Cross's activities at the Facility without the written consent of the Red Cross Manager. The Owner will refer all media questions about the Red Cross activities to the Red Cross Manager.

7. Closing the Facility: The Red Cross will notify the Owner or Facility Coordinator of the date when the Red Cross will vacate the Facility. Before the Red Cross vacates the Facility, the Red Cross Manager and Facility Coordinator will jointly conduct a post-occupancy inspection, using the second page of the *Shelter/Facility Opening/Closing Form*, to record any damage or conditions.

8. Reimbursement: Subject to the conditions in paragraph 10(e) below, the Red Cross will reimburse the Owner for the following:

a. *Damage to the Facility or other property of Owner*, reasonable wear and tear excepted, resulting from the operations of the Red Cross. Reimbursement for facility damage will be based on replacement at actual cash value. The Red Cross, in consultation with the Owner, will select from bids from at least three reputable contractors. The Red Cross is not responsible for storm damage or other damage caused by the disaster.

b. *Reasonable costs associated with custodial and food service personnel and supplies* which would not have been incurred but for the Red Cross's use of the Facility. The Red Cross will reimburse at per-hour, straight-time rate for wages actually incurred but will not reimburse for (i) overtime or (ii) costs of salaried staff.

c. *Reasonable, actual, out-of-pocket costs for the utilities indicated below*, to the extent that such costs would not have been incurred but for the Red Cross's use of the Facility. (Both parties must initial all utilities that may be reimbursed by the Red Cross):

	Owner Initials	Red Cross Initials
Water		
Gas		
Electricity		
Waste Disposal		

d. The Owner will submit any request for reimbursement to the Red Cross within 60 days after the occupancy of the Red Cross ends. Any request for reimbursement must be accompanied by supporting invoices. Any request for reimbursement for personnel costs must be accompanied by a list of the personnel with the dates and hours worked.

e. If the disaster is a Federally-declared disaster and Owner is a municipal or state government entity, then the Owner will work with appropriate emergency management agencies to seek cost reimbursement through the Federal Emergency Management Agency's program for administering Public Assistance Category B under the Robert T. Stafford Act. The Red Cross is not obligated to reimburse the Owner for costs covered by Public Assistance Category B.

9. Insurance: The Red Cross shall carry insurance coverage in the amounts of at least \$1,000,000 per occurrence for Commercial General Liability and Automobile Liability. The Red Cross shall also carry Workers' Compensation coverage with statutory limits for the jurisdiction within which the facility is located and \$1,000,000 in Employers' Liability.

10. Indemnification: The Red Cross shall defend, hold harmless, and indemnify Owner against any legal liability, including reasonable attorney fees, in respect to claims for bodily injury, death, and property damage arising from the negligence of the Red Cross during the use of the Facility.

11. Term: The term of this agreement begins on the date of the last signature below and ends 30 days after written notice by either party.

[Acknowledgements Deleted for Inclusion in 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 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY



AGENDA ACTION FORM

Consideration of a Resolution to Reject All Bids for the J. Fred Johnson Stadium Lighting and Sound Upgrade

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

Action Form No.: AF-56-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Frye

Recommendation:

Approve the Resolution

Executive Summary:

Bids were opened February 15, 2022, for the J. Fred Johnson Stadium lighting and sound upgrade project. Two bids were received, one of which being invalid due to the bid form was unsigned. The valid bid was significantly higher than originally anticipated and the administration would like to reject all bids in order to pursue a rebid with alternates.

Attachments:

1. Resolution
2. Bid Tab
3. Bid Recommendation

Funding source appropriate and funds are available: *Jm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *aw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION REJECTING ALL BIDS RELATED TO THE J.
FRED JOHNSON STADIUM LIGHTING AND SOUND
UPGRADE PROJECT

WHEREAS, bids were opened February 15, 2022, for the J. Fred Johnson stadium lighting and sound upgrade project for Kingsport City Schools; and

WHEREAS, two bids were received, one of which was invalid based upon the bidder's failure to sign the bid form; and

WHEREAS, the valid bid was significantly higher than originally anticipated and the city would like to reject all bids in order to pursue a rebid with alternates.

Now therefore,

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

SECTION I. That all bids opened on February 15, 2022, for the J. Fred Johnson stadium lighting and sound upgrade project for Kingsport City Schools are rejected.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

MINUTES BID OPENING

February 15, 2022

4:00 P.M.

Present: Brent Morelock, Procurement Manager; Sandra Sloan, Assistant Procurement Manager, Schools; Derwin Cartmel, Holston Engineering; Joe Riggs, Holston Engineering; Andy True, Assistant Superintendent Schools; Frankie DeBusk, Athletic Director; Chris Hampton, Dobyns Bennett HS Principal

The Bid Opening was held in Conference Room 436, City Hall

The Procurement Manager opened with the following bids:

J. FRED JOHNSON STADIUM LIGHTING & SOUND UPGRADE				
Vendor:	Unit Cost:	Alternate:	Completeion/ Delivedry Time:	Comments:
Skilled Services Quality Construction LLC	N/A	N/A	N/A	Bid Form not signed cannot accept bid.
Kingsport Armature & Electric Co.	\$1,325,000.00	\$5,000.00	September 2023	

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



HOLSTON ENGINEERING, INC.

301 Montgomery Street, Suite #4

Johnson City, TN 37604

(423) 926-5991

e-mail: Holston.Engineering@holsteng.com

February 21, 2022

Ms. Sandra Sloan
Kingsport City Schools
400 Clinchfield Street, Ste. 200
Kingsport, TN 37660

Re: J. Fred Johnson Stadium Lighting and Sound Upgrade Bidder recommendation

Dear Sandra:

Regarding the only accepted bid for the J. Fred Johnson Stadium Lighting and Sound Upgrade from Kingsport Armature & Electric Company, Inc. Holston engineering recommends rejecting the bid as it is above budget.

If you have any questions, please feel free to contact us.

Sincerely,
HOLSTON ENGINEERING, INC.

Derwin E. Cartmel, PE
President



AGENDA ACTION FORM

Consideration of a Resolution Authorizing the Mayor to Execute an Agreement for E-Rate Category Two Network Equipment for FY 2022-2023

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

Action Form No.: AF-59-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Committee
 Presentation By: D. Frye

Recommendation:

Approve the Resolution

Executive Summary:

The administration recommends the purchase of network equipment as well as maintenance and installation services from Personal Computer Systems, Inc., for Kingsport City Schools. This equipment and associated services will be purchased through the Tennessee Education Broadband Consortium. Local education agencies are able to purchase telecommunications and information services at discounted rates under master contracts entered into between the Tennessee Board of Education and vendors.

Under the Federal Communication Commission's E-Rate program, the Kingsport City Schools anticipates receiving funding assistance from the Universal Service Fund. Information regarding the selected vendor, products, and services will be submitted to the Universal Service Administrative Company. The USAC will then issue a funding commitment which discounts the cost of the equipment and services.

The quoted price for this equipment and the services is \$179,009.00. Kingsport City Schools anticipates 80% of the cost will be covered through the E-Rate program.

The purchase agreement is contingent upon receiving the anticipated E-rate funding through USAC.

Attachments:

1. Resolution
2. Agreement

Funding source appropriate and funds are available: *Jm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *aw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT FOR THE PURCHASE OF E-RATE CATEGORY TWO NETWORK EQUIPMENT AND SERVICES FOR FISCAL YEAR 2022-2023 FROM PERSONAL COMPUTER SYSTEMS, INC., FOR KINGSPORT CITY SCHOOLS' USE THROUGH THE TENNESSEE EDUCATION BROADBAND CONSORTIUM

WHEREAS, Kingsport City Schools desires to purchase network equipment as well as maintenance and installation services from Personal Computer Systems, Inc.; and

WHEREAS, this purchase will be made through the Tennessee Education Broadband Consortium which enables local education agencies to purchase telecommunications and information services at discounted rates through the Federal Communication Commission's E-Rate program; and

WHEREAS, the quoted price for the equipment and associated services is \$179,009.00 of which Kingsport City Schools anticipates 80% will be funded through the FCC's E-Rate program; and

WHEREAS, the purchase agreement is contingent upon receiving the anticipated E-rate funding assistance.

Now therefore,

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

SECTION I. That the Mayor is authorized to execute an agreement with Personal Computers Systems, Inc. for internal connections and basic maintenance of those connections in the amount of \$179,009.00, which is contingent on E-rate funding 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, said agreement being as follows:

**Tennessee Educational Broadband Consortium Multiple Schedule/State Master Contract
Order Form**

This agreement ("Agreement") is entered into between **City of Kingsport for its Kingsport City Schools** ("Customer") and **Personal Computer Systems, Inc** ("Service Provider"), **for E-Rate Category 2 purchases**. For good and valuable consideration, including the mutual promises contained herein, Customer orders from the Service Provider the services identified below and/or in Attachment A to this Agreement ("Service"). Customer and Service Provider agree that the Service shall be provided pursuant to the rates, charges, terms, and conditions set forth in **TEBC 68613** ("Master Contract").

Service Ordered by Customer:

IDENTIFY REQUESTED SERVICE(S) HEREIN AND/OR IN ATTACHMENT A

The selected Service period is **July 1, 2022 – June 30, 2023**, Unless otherwise agreed upon in writing, the Service period shall commence upon Service installation.

Requested Service Commencement Date(s): TBD

If this Agreement is cancelled or terminated prior to Service Installation, cancellation charges will apply as set forth in the Master Contract (if applicable).

Customer may seek Universal Service Fund funding pursuant to the rules and regulations associated with the E-Rate program.

This Agreement is contingent upon receiving E-rate funding. Customer may opt to proceed with purchase in the absence of E-rate funding, but this Agreement may be voided if E-rate funding is not received.

This Agreement is contingent upon Kingsport City School Board of Education approval, Kingsport Board of Mayor and Alderman approval, and issuance of a Purchase Order.

Customer further warrants and represents that Customer is authorized to enter into this Agreement and to order Service pursuant to the Master Contract. There are no other terms and conditions allowed pursuant to this Agreement other than those present in the underlying Master Contract. Customer further warrants and represents that this Agreement complies with all applicable procurement laws and/or requirements.

This Agreement is effective when executed by Customer. Submission of a quote at the request of the Customer constitutes the Service Provider's intent to proceed upon acceptance of the Customer. This Agreement is subject to and controlled by the provisions of the Master Contract, including any amendments as may be made from time to time.

[Acknowledgements Deleted for Inclusion in 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 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 citizens of the city.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

**Tennessee Educational Broadband Consortium
Multiple Schedule/State Master Contract
Order Form**

This agreement ("Agreement") is entered into between **City of Kingsport for its Kingsport City Schools** ("Customer") and **Personal Computer Systems, Inc** ("Service Provider"), for **E-Rate Category 2 purchases**. For good and valuable consideration, including the mutual promises contained herein, Customer orders from the Service Provider the services identified below and/or in Attachment A to this Agreement ("Service"). Customer and Service Provider agree that the Service shall be provided pursuant to the rates, charges, terms, and conditions set forth in **TEBC 68613** ("Master Contract").

Service Ordered by Customer:

IDENTIFY REQUESTED SERVICE(S) HEREIN AND/OR IN ATTACHMENT A

The selected Service period is **July 1, 2022 – June 30, 2023**, Unless otherwise agreed upon in writing, the Service period shall commence upon Service installation.

Requested Service Commencement Date(s): TBD

If this Agreement is cancelled or terminated prior to Service Installation, cancellation charges will apply as set forth in the Master Contract (if applicable).

Customer may seek Universal Service Fund funding pursuant to the rules and regulations associated with the E-Rate program.

Contract is contingent upon receiving E-rate funding. Customer may opt to proceed with purchase in the absence of E-rate funding, but contract may be voided if E-rate funding is not received.

Contract is contingent upon Kingsport City School Board of Education approval, Kingsport Board of Mayor and Alderman approval, and issuance of a Purchase Order

Customer further warrants and represents that Customer is authorized to enter into this Agreement and to order Service pursuant to the Master Contract. There are no other terms and conditions allowed pursuant to this agreement other than those present in the underlying State Master Contract. Customer further warrants and represents that this Agreement complies with all applicable procurement laws and/or requirements.

This Agreement is effective when executed by Customer. Submission of a quote at the request of the customer constitutes the Service Provider's intent to proceed upon acceptance of the Customer. This agreement is subject to and controlled by the provisions of the State Master Contract, including any amendments as may be made from time to time.

Customer Name:

Print Name: City of Kingsport for its Kingsport City Schools

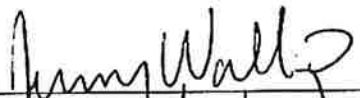
By: _____

Title: _____

Date: _____

Accepted by:

Print Name: Personal Computer Systems, Inc.

By: 

Title: President

Date: 02/17/2022

Updated: 12/14/2020

ATTACHMENT A

Quantity

Name of Product or Service

PCS Quote 212279 Internal Connections

PCS Quote 212367 BMIC (Basic Maintenance of Internal Connections)

Updated: 12/14/2020



E-Rate 2022 Internal Connections

Quote #212279 v1



Prepared For:

City of Kingsport

Mayor Pat Shull
400 CLINCHFIELD ST
KINGSPORT, TN 37660

P: 4232299412

E: PatShull@kingsporttn.gov

Prepared by:

Headquarters

Cathy Young
1720 Topside Road
Louisville, TN 37777

P: 865.273.1960

E: cyoung@pcsknox.com

Date Issued:

02.17.2022

Expires:

03.10.2022

Hardware

Description	Price	Qty	Ext. Price
AP305C-FCC Aerohive - ExtremeCloud IQ: Indoor WiFi 6 AP 2x2 Radios with Dual 5GHz and 1x1GbE Port Integrated Light/Power Sensors & BLE/Zigbee AI/ML Green Mode Internal Antennas Built-In Ceiling Mounts Inclu	\$303.00	310	\$93,930.00
XCIQ-PT0-C-EW-1YR-K12 ExtremeCloud IQ Pilot Tier 0 CLOUD RTU License and EW TAC 1Yr (US K-12) COTERM: This Term: 365 Days	\$136.00	310	\$42,160.00
AH-ACC-BKT-AX-WL Aerohive - Bracket Wall Mount Supported on AP630 AP650 AP650X AP305C AP305CX AP410C	\$15.00	30	\$450.00
Service - Fixed Fee PS Service - Fixed Fee PS Installation and Configuration of AP Fixed fee labor for professional services or project work.	\$40.00	310	\$12,400.00
5520-24X ExtremeSwitching 5520 24 1Gb/10Gb SFP+ Ports 2 Stacking/QSFP28 1 Unpopulated Modular PSU Slots (Includes 1 Year XIQ Pilot Cloud Subscription)	\$7,095.00	1	\$7,095.00
XN-ACPWR-350W-FB 350W AC Power Supply - Front to Back Airflow	\$418.00	1	\$418.00
5520-48W ExtremeSwitching 5520 48 10/100/1000BASET FDX/HDX 802.3bt 90W PoE 2 Stacking/QSFP28 1 Unpopulated VIM Slot MACsec Capable Includes 3 Fan Modules 2 Unpopulated Modular PSU Slots (Includes 1 Year XIQ PI	\$4,747.00	2	\$9,494.00
5520-VIM-4X 5520 Versatile Interface Module with 4 x 10Gb SFP+ Ports	\$706.00	2	\$1,412.00
5520-24W ExtremeSwitching 5520 24 10/100/1000BASET FDX/HDX 802.3bt 90W PoE 2 Stacking/QSFP28 1 Unpopulated VIM Slot MACsec Capable includes 3 Fan Modules 2 Unpopulated Modular PSU Slots (Includes 1 Year XIQ PI	\$3,054.00	1	\$3,054.00
XN-ACPWR-715W-FB 715W AC PoE Power Supply - Front to Back Airflow	\$588.00	3	\$1,788.00
10099 Power Cord 15A USA NEMA 5-15 C15	\$14.00	4	\$56.00
10311 0.5m QSFP Plus Passive Copper Cable	\$173.00	2	\$346.00
Service - Fixed Fee PS Service - Fixed Fee PS Fixed fee labor for professional services or project work.	\$150.00	4	\$600.00
10302-IL Iron Link Iron Link 10 gb, 2 strand Fiber Optic SFP (Single Mode)	\$119.00	34	\$4,046.00
CONTRACTTEBC Pricing Per Tennessee Education Broadband Consortium Contract Pricing Per Tennessee Education Broadband Consortium Contract 68613	\$0.00	1	\$0.00




Hardware

Description	Price	Qty	Ext. Price
Subtotal:			\$177,249.00

Quote Summary	Amount
Hardware	\$177,249.00
Total:	\$177,249.00

Taxes, shipping, handling and other fees may apply. We reserve the right to cancel orders arising from pricing or other errors.

Acceptance	
Headquarters	City of Kingsport
	
Cathy Young	Mayor Pat Shull
Signature / Name	Signature / Name
02/17/2022	
Date	Date



E-Rate 2022 BMIC

Quote #212367 v1



Prepared For:
City of Kingsport
Mayor Pat Shull
400 CLINCHFIELD ST
KINGSPORT, TN 37660

P: 4232299412
E: PatShull@kingsporttn.gov

Prepared by:
Headquarters
Cathy Young
1720 Topside Road
Louisville, TN 37777

P: 865.273.1960
E: cyoung@pcsknox.com

Date Issued:
02.17.2022
Expires:
03.16.2022

BMIC Support

Description	Price	Qty	Ext. Price
97000-5520-VIM-4X EW Software & TAC - 5520-VIM-4X COTERM: This Term: 365 Days	\$55.00	2	\$110.00
97000-5520-24X EW Software & TAC - 5520-24X COTERM: This Term: 365 Days	\$555.00	1	\$555.00
97000-5520-48W EW Software & TAC - 5520-48W COTERM: This Term: 365 Days	\$390.00	2	\$780.00
97000-5520-24W EW Software & TAC - 5520-24W COTERM: This Term: 365 Days	\$315.00	1	\$315.00
Subtotal:			\$1,760.00

Quote Summary	Amount
BMIC Support	\$1,760.00
Total:	\$1,760.00

Taxes, shipping, handling and other fees may apply. We reserve the right to cancel orders arising from pricing or other errors.

Acceptance

Headquarters

City of Kingsport

C. Young
Cathy Young
Signature / Name
02/17/2022
Date

Mayor Pat Shull
Signature / Name Initials

Date



AGENDA ACTION FORM

Consideration of a Resolution Ratifying the Mayor's Signature on the Certification of Local Government Approval for the 2022 Emergency Solutions Grant Application

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

Action Form No.: AF-15-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Jessica McMurray
 Presentation By: J. McMurray

Recommendation:

Approve the Resolution

Executive Summary:

The mayor's signature is required on the Certification of Local Government Approval form that will allow the Salvation Army of Kingsport, the Family Promise of Greater Kingsport, and the Greater Kingsport Alliance for Development to apply for the 2022 Emergency Solutions Grants. This form is created and required by the Tennessee Housing Development Agency (THDA). THDA is a pass-through agency for the HUD-funded Emergency Solutions Grant. Local government approval of activities is required for applicants providing shelter services in the county of the shelter's physical location.

Attachments:

1. Resolution
2. Supplemental Information

Funding source appropriate and funds are available: *JM*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *sw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A CERTIFICATION OF LOCAL GOVERNMENT APPROVAL TO ENABLE THE SALVATION ARMY OF KINGSPORT, FAMILY PROMISE OF GREATER KINGSPORT AND THE GREATER KINGSPORT ALLIANCE FOR DEVELOPMENT TO APPLY FOR A TENNESSEE HOUSING DEVELOPMENT AGENCY GRANT AND ALL OTHER DOCUMENTS NECESSARY AND PROPER TO EFFECTUATE THE PURPOSE OF THIS RESOLUTION

WHEREAS, the Salvation Army of Kingsport provides shelter, meals and supportive services to homeless individuals and families, would like to apply for a 2022 Emergency Solutions Grant through the Tennessee Housing Development Agency; and

WHEREAS, Family Promise of Greater Kingsport, provides shelter, meals and supportive services to homeless families with minor children, would like to apply for a 2022 Emergency Solutions Grant through the Tennessee Housing Development Agency; and

WHEREAS, The Greater Kingsport Alliance for Development, provides shelter, and supportive services to homeless individuals and families, would like to apply for a 2022 Emergency Solutions Grant through the Tennessee Housing Development Agency; and

WHEREAS, as a condition of applying for an Emergency Solutions Grant each of these entities must provide a certification from the local government approving of the proposed programs.

Now therefore,

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

SECTION I. 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 Certification of Local Government Approval for the Salvation Army of Kingsport, Family Promise of Greater Kingsport and the Greater Kingsport Alliance for Development to apply for a 2022 Emergency Solutions Grant through the Tennessee Housing Development Agency and all other documents necessary and proper, and to take such acts as necessary, to effectuate the purpose of the certification or this resolution.

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 8th day March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGIE MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY

Supplemental Information

The Family Promise of Greater Kingsport of Greater Kingsport

Family Promise of Greater Kingsport is a self-sufficiency program for homeless families with minor children. Social workers assist the families in looking for employment, housing, transportation and all other needs so that the families may become self-sufficient. Family Promise of Greater Kingsport offers shelter, meals and supportive services. The Family Promise of Greater Kingsport shelter can accommodate up to 14 families and is located at 601 Holston Street in Kingsport. Family Promise of Greater Kingsport is the only shelter in Kingsport that can accommodate two-parent families, families with teenaged boys and single fathers with teenage girls. Families staying in the shelter actively seek employment, while working on a plan to regain their independence. Family Promise of Greater Kingsport will use ESG 2022 to continue its shelters operations and support services.

The Greater Kingsport Alliance for Development (GKAD)

GKAD was founded in 1989 to provide housing opportunities and services to low-income individuals and families in the greater Kingsport area. Today, GKAD houses low-income individuals and families in scattered-site units in and around Kingsport. It also owns a 24-unit apartment complex, Green Valley Manor, which provides housing for 24 individuals who receive supportive services through Frontier Health. GKAD also owns and operates two supportive living homes in Kingsport for intellectually challenged adults. The low-income intellectually challenged adults living here receive 24-hour care through Frontier Health. For several years, GKAD has administered Emergency Solutions Grant funding to help those experiencing homelessness and will use ESG 2022 funding for two homeless street outreach coordinators and operate three units at Green Valley for shelter operations and transitional housing.

The Salvation Army of Kingsport

The Salvation Army assists in meeting the needs of individuals and families experiencing homelessness and those at-risk of being homeless. Services provided by the Salvation Army include emergency rental and utility assistance, soup kitchen, food pantry, clothing and household voucher, temporary emergency shelter, white flag, youth character building, community care, and Christmas programs and referrals. The Salvation Army of Kingsport will use ESG 2022 funding to continue its shelters operations and support services.



AGENDA ACTION FORM

A Resolution to Support Restoring the Historic Revenue Sharing Relationship between the State of Tennessee and its Local Governments and to Return the Local Share of the Single Article Cap to Local Governments

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

Action Form No.: AF-66-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: McCartt/Billingsley
 Presentation By: C. McCartt

Recommendation:

Approve the Resolution

Executive Summary:

Tennessee's municipal communities are the economic engine of the state. Today 92% of the state's total sales tax collections are generated within municipal boundaries. When economic growth occurs it is financed largely through city taxes for police, fire, streets, water and sewer, schools, parks, libraries, and other amenities that attract and retain businesses and make Tennessee's communities desirable places for people to raise a family, start a business, and visit.

In 1947, the state began sharing 4.6% of each year's total state sales tax collections with cities for the purposes of recognizing the collective contribution of cities as the state's economic engine. It acknowledged that city residents incur a local tax burden that is directly attributable to financing, developing, and maintaining an economic environment that continues to generate a healthy portion of the sales tax revenue accruing to the state.

When confronting serious fiscal challenges in 2002, the state increased the state sales tax rate from 6% to 7%; and increased the single article cap from \$1,600.00 to \$3,200.00 so that the amount of the purchase price of any single item that is subject to a combined state and local option sales tax of 9.75%. Since 2002, the state has retained 100% of the revenue the state has collected due to the increase from 6% to 7% as well as the 2.75% portion of the sales tax levy on single item purchases between \$1,600.00 and \$3,200.00.

Realigning the allocation so that the 2002 one percent increase in state sales tax is shared with cities the way the first 6% is shared, and the 2.75 % collected on the increase of the single article sales tax is shared, like it is on the first \$1,600.00, will provide relief to local taxpayers shouldering the burden of meeting the demand that is associated with generating the sales tax revenues accruing to the state through economic development.

The attached resolution for the Tennessee General Assembly shows that the board supports the restoration of the historic revenue sharing relationship of recurring state shared sales taxes in order for cities to once again receive of each year's total state sales tax collections 4.6% of all state general fund sales tax collections, and also supports the state allowing local governments to receive the 2.75% of the traditionally local share of sales tax revenues realized because of the increase in the amount of the single article cap in 2002.

Attachments:

1. Resolution

Funding source appropriate and funds are available: *mm*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *sw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. _____

A RESOLUTION TO SUPPORT RESTORING THE HISTORIC
REVENUE SHARING RELATIONSHIP BETWEEN THE STATE
OF TENNESSEE AND ITS LOCAL GOVERNMENTS AND TO
RETURN THE LOCAL SHARE OF THE SINGLE ARTICLE CAP
TO LOCAL GOVERNMENTS

WHEREAS, Tennessee's municipal communities are the economic engine of the state and today 92% of the state's total sales tax collections are generated within municipal boundaries; and

WHEREAS, such economic growth is intentional and when it occurs, it is financed largely through city taxes for police, fire, streets, water and sewer, schools, parks, libraries, and other amenities that attract and retain businesses and make Tennessee's communities desirable places for people to raise a family, start a business, and visit; and

WHEREAS, in 1947, the state began sharing 4.6% of each year's total state sales tax collections with cities for the purposes of recognizing the collective contribution of cities as the state's economic engine; thereby acknowledging that city residents incur a local tax burden that is directly attributable to financing, developing, and maintaining an economic environment that continues to generate a healthy portion of the sales tax revenue accruing to the state; and

WHEREAS, when confronting serious fiscal challenges in 2002, the state increased the state sales tax rate from 6% to 7%, and increased the single article cap from \$1,600 to \$3,200, so that the tax levied on the amount between \$1,600 and \$3,200 is subject to a combined state and local option sales tax of 9.75%; and

WHEREAS, since 2002, the state has retained 100% of the state's sales tax revenue from the 1% increase from 6% to 7% as well as the additional 2.75% portion of the sales tax levied on single item purchases between \$1,600 and \$3,200, even though the additional 2.75% had previously been reserved for local government; and

WHEREAS, in the 20 years since these provisions took effect, these two changes have combined to result in the state realizing nearly \$2 billion in additional sales tax collections that would have benefitted local taxpayers, including all K-12 education, had the historic revenue sharing relationship, including the 2.75% of the single article cap, not been altered in 2002; and

WHEREAS, in the 20 years since these provisions took effect, Tennessee's state leaders have managed the budget with great care and a strong fiscally conservative approach to create a dynamic and growing economy with eight consecutive years of surplus revenues; and

WHEREAS, in the 20 years since these provisions took effect, the state's sustained economic and fiscal performance have erased the conditions which led to these austerity measures in 2002; and

WHEREAS, there is expected to be a surplus of recurring revenues produced by the economic engines of our state and managed by its leaders; and

WHEREAS, as a result of the accolades bestowed upon the state for its economic success, its fiscally conservative policies, and strong leadership, the state has garnered an enviable reputation as the state in which to live, work, and play; and

WHEREAS, a consequence of this reputation has led to continued and substantial economic growth and an increase and realignment of the state's population, thereby increasing the fiscal pressures on municipal governments to meet demands to expand and maintain infrastructure, to deliver essential services, to provide the amenities that allow for continued quality of life for Tennessee's citizens, and to promote an economic environment that allows Tennessee's businesses and communities to prosper; and

WHEREAS, these fiscal pressures create the need for recurring dollars to keep pace with this demand and to counteract the effects of inflation; and

WHEREAS, realigning the provisions that took effect in 2002 will help to offset these fiscal pressures and to provide relief to local taxpayers shouldering the burden of meeting this demand which is associated with generating the sales tax revenues accruing to the state;

Now therefore,

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

SECTION I. That the board of mayor and aldermen of the City of Kingsport, on behalf of its residents, formally supports the restoration of the historic revenue sharing relationship of recurring state shared sales taxes in order for cities to once again receive 4.6% of all state general fund sales tax revenue, and also supports the state allowing local governments to receive the 2.75% of the traditionally local share of sales tax revenues realized because of the increase in the amount of the single article cap in 2002.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, MAYOR

ATTEST:

ANGELA MARSHALL, DEPUTY CITY RECORDER

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, CITY ATTORNEY



AGENDA ACTION FORM

Consideration of a Resolution to Approve an Actuarial Study for the Tennessee Consolidated Retirement System

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

Action Form No.: AF-34-2022
 Work Session: March 7, 2022
 First Reading: N/A

Final Adoption: March 8, 2022
 Staff Work By: Tyra Copas
 Presentation By: T. Copas

Recommendation:

Approve the Resolution

Executive Summary:

In our efforts to attract, develop, and retain a high-performing workforce, we are evaluating the City's programs related to pay and benefits. The key purpose of our evaluation of programs is to ensure the City offers a robust and competitive benefits platform, including retirement. Evaluation of the City's Retirement Contribution Plan is also one of the objectives under Goal #2, of our strategic plan.

Approving a TCRS actuarial study will determine the City's cost to purchase years of services if entering the TCRS Hybrid plan. It is important to note that this approval is not a commitment to modify the City's current plan. The study will take approximately 90 days to complete and will cost would be under \$2,000.

Funding for the study is available in account No: 110-1501-411-2020

Attachments:

1. Resolution

Funding source appropriate and funds are available: *CM*

The money required for such contract, agreement, obligation or expenditure is in the treasury or safely assured to be forthcoming and available in time to comply with or meet such contract, agreement, obligation or expenditure: *aw*

	Y	N	O
Cooper	—	—	—
Duncan	—	—	—
George	—	—	—
Montgomery	—	—	—
Olterman	—	—	—
Phillips	—	—	—
Shull	—	—	—

RESOLUTION NO. 2022-188

A RESOLUTION TO AUTHORIZE AND APPROPRIATE FUNDS FOR AN ACTUARIAL STUDY TO DETERMINE THE COST(S) ASSOCIATED WITH A POLITICAL SUBDIVISION'S PARTICIPATION IN THE TENNESSEE CONSOLIDATED RETIREMENT SYSTEM IN ACCORDANCE WITH TENNESSEE CODE ANNOTATED, TITLE 8, CHAPTERS 34-37

WHEREAS, Tennessee Code Annotated, Title 8, Chapter 35, Part 2 allows a political subdivision to request approval of the Board of Trustees of the Tennessee Consolidated Retirement System ("TCRS") to become a participating employer in TCRS; and

WHEREAS, prior to such request, Tennessee Code Annotated, Title 8, Chapter 35, Part 2 requires the chief governing body of the political subdivision to adopt a resolution authorizing and paying for the cost of an actuarial study to determine the liability associated with such participation.

Now therefore,

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

SECTION I. That the Board of Mayor and Aldermen of the City of Kingsport hereby authorizes and agrees to pay for an actuarial study to determine the cost(s) associated with the Political Subdivision becoming a participating employer in the State Employee and Teacher Hybrid Plan (the "Hybrid Plan") based on the following prior service scenarios and without the Political Subdivision extending retirement coverage to its part-time employees under the Hybrid Plan:

For each employee employed with the Political Subdivision on the effective date of the Political Subdivision's participation in TCRS, assume the Political Subdivision elects to:

- (1) ☒ Purchase ALL years of prior service credit on behalf of its employees.
- (2) ☐ Purchase NO years of prior service credit on behalf of its employees, but accepts the unfunded liability should its employees establish ALL years of prior service.
- (3) ☐ Does NOT allow its employees to establish any prior service credit with the Political Subdivision.
- (4) ☒ Purchase 3 years of prior service credit on behalf of its employees and accept the unfunded liability should its employees establish an additional 2 years of prior service credit.
- (5) ☒ Purchase 0 years of prior service credit on behalf of its employees and accept the unfunded liability should its employees establish an additional 5 years of prior service credit.

(6) [x] Purchase ____5____ years of prior service credit on behalf of its employees and that no additional prior service will be established.

SECTION II. That the Political Subdivision understands that if it ultimately elects to participate in the Hybrid Plan, the Political Subdivision MUST:

(1) Also maintain a defined contribution plan on behalf of its employees whereby the Political Subdivision makes a mandatory employer contribution on behalf of each of its employees participating in the Hybrid Plan equal to 5% of the respective employee's salary subject to the cost controls and unfunded liability controls of the Hybrid Plan;

(2) Not assume any of its employee's contributions to the Plan; and

(3) Provide cost-of-living increases under the Plan for retirees subject to any applicable cost controls and unfunded liability controls.

SECTION III. That there is hereby appropriated from the general funds of the Political Subdivision such amount as is required to pay for the cost of the actuarial study. Upon receipt of the actuarial study results, the Political Subdivision shall pay the cost for the study from the funds herein above appropriated to TCRS, or as otherwise directed by the TCRS Board of Trustees.

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

ADOPTED this the 8th day of March, 2022.

PATRICK W. SHULL, Mayor

ATTEST:

ANGELA MARSHALL, Deputy City Recorder

APPROVED AS TO FORM:

J. MICHAEL BILLINGSLEY, City Attorney