



METRO COUNCIL OFFICE

MEMORANDUM TO: All Members of the Metropolitan Council

FROM: Mike Jameson, Director and Special Counsel
Mike Curl, Finance Manager
Metropolitan Council Office

COUNCIL MEETING DATE: February 20, 2018

RE: Analysis and Fiscal Notes

Unaudited Fund Balances as of 2/13/18:

4% Reserve Fund	\$25,012,904*
Metro Self Insured Liability Claims	\$5,892,683
Judgments & Losses	\$3,726,099
Schools Self Insured Liability Claims	\$4,511,996
Self-Insured Property Loss Aggregate	\$7,538,418
Employee Blanket Bond Claims	\$668,545
Police Professional Liability Claims	\$2,305,211
Death Benefit	\$1,297,843

*This assumes unrealized estimated revenues in FY18 of \$16,134,591.

Note: No fiscal note is included for legislation imposing no significant financial impact.

– RESOLUTIONS –

RESOLUTION NO. RS2018-1040 (VERCHER) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2018-1041 (VERCHER) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2018-1042 (VERCHER) – This resolution would authorize the Department of Law to settle the personal injury claim of Ms. Kenya Lovell against the Metropolitan Government in the amount of \$45,000.

On January 29, 2016, Ms. Lovell was driving north on Clarksville Pike on the Martin Luther King bridge near Cliff Drive. A Metro Police officer behind her did not see that traffic had come to a sudden stop. The patrol car struck the back of Ms. Lovell's car, pushing it into the vehicle in front of her.

Ms. Lovell sought treatment for back, neck, and shoulder injuries. She has agreed to accept a total of \$45,000 in full settlement of this case, based upon \$22,070.21 for reimbursement of her medical expenses, physical therapy, and lost wages, plus \$22,929.79 for pain and suffering.

The Department of Law recommends settlement of this claim for \$45,000. The immunity extended to governmental entities under Tennessee's Governmental Tort Liability Act is removed for injuries resulting from negligent operations by any employee of a motor vehicle, (Tenn. Code Ann. §29-20-202).

Disciplinary action against the employee consisted of a two-day suspension.

Fiscal Note: This settlement would reduce the balance of the Self-Insured Liability Fund by \$45,000.

RESOLUTION NO. RS2018-1043 (VERCHER) – This resolution would authorize the Department of Law to settle the personal injury claim of Amy and Nick Ramsey against the Metropolitan Government in the amount of \$25,000.

On December 4, 2015, Ms. Ramsey was stopped in the right lane at the traffic light heading east on Douglas Avenue at the intersection with Gallatin Pike. A tractor trailer owned by Old Dominion Freight Line was at the same intersection in the left lane. When the light turned green, both vehicles attempted to turn left. The tractor trailer swung wide, striking the car driven by Ms. Ramsey.

The driver of the truck testified he did not realize vehicles from both lanes could turn left. The original arrows and white dashed guidelines at this intersection had faded. A sign on the

approach to this intersection was intact and advised drivers of the traffic pattern. In addition, the traffic light showed two left-hand green arrows to indicate the double left-hand turn lanes. However, the absence of the guidelines would likely be determined to have been a dangerous condition that contributed at least partially to the accident. Because of the extensive time required for painted white lines to fade, the Metropolitan Government could be deemed to have had constructive notice of such defects.

Ms. Ramsey sought treatment for a neck strain and low back pain. She later had an MRI that showed a pinched nerve. She underwent neck surgery on April 5, 2016 as a result.

Ms. Ramsey claims \$108,386.59 for medical expenses. She also claims damages for lost wages. In addition, Mr. Ramsey claims loss of services, consortium, companionship, and society with his wife. Mr. Ramsey was not in the vehicle at the time of the accident.

Plaintiffs have agreed to accept \$25,000 in settlement of their claims against Metro, along with \$190,000 from Old Dominion Freight Line, Inc.

The Department of Law recommends settlement of this claim for \$25,000.

Fiscal Note: This settlement would reduce the balance of the Self-Insured Liability Fund by \$25,000.

RESOLUTION NO. RS2018-1044 (VERCHER) – This resolution would authorize the Department of Law to settle the personal injury claim of Brett Sweet against the Metropolitan Government in the amount of \$22,688.50.

On September 18, 2017, a Metro Police Officer was responding to a call with lights and sirens activated. As the officer proceeded through the intersection of Natchez Trace and West End Ave, the officer collided with the vehicle driven by Mr. Sweet's minor daughter. Collision with the patrol car caused the vehicle to veer into an east bound vehicle.

The vehicle was deemed a total loss by Mr. Sweet's insurance carrier. Mr. Sweet has agreed to accept a total of \$22,688.50 in full settlement of this case, based upon \$21,822.32 for reimbursement of the actual cash value of the car, \$500 for the insurance deductible, and \$366.18 for tow & service.

The Department of Law recommends settlement of this claim for \$22,688.50.

Disciplinary action against the employee consisted of a suspension.

Fiscal Note: This settlement would reduce the balance of the Self-Insured Liability Fund by \$22,688.50.

RESOLUTION NO. RS2018-1045 (VERCHER, GILMORE, & OTHERS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2018-1046 (VERCHER, GILMORE, & ALLEN) – This resolution would approve amendment four to an agreement originally approved in 2012 between Vanderbilt University and the Metro Board of Health to participate as a member site for tuberculosis epidemiologic consortium studies.

As stated in the analysis for Resolution No. RS2012-452, Vanderbilt, through Duke University, is the recipient of a grant from the U.S. Centers for Disease Control and Prevention to conduct clinical research, and has subcontracted with the Health Department to assist with the study. The Health Department's responsibilities set forth under the original contract are to provide a full-time employee devoted to this study whose responsibilities include conducting studies, enrolling patients, reporting data, and assisting in the development of presentations and publications of the study results. The Health Department provides Vanderbilt with office space and administrative/facilities support for Vanderbilt staff, including information systems, utilities, medical records management, patient registration, and data entry.

The amendment under consideration would increase the contract amount by \$75,605.00. The amendment would also extend the term of the agreement through September 28, 2018. All other terms and conditions of the contract are unaltered and remain in full force and effect, including a provision that either party may terminate the agreement upon 30 days' notice.

Fiscal Note: The proposed increase of \$75,605 in the amount the Health Department would be reimbursed would change the total appropriated to the Health Department from the current \$331,114 to a new total of \$406,719.

RESOLUTION NO. RS2018-1047 (VERCHER & GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2018-1048 (VERCHER, GILMORE, & ALLEN) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2018-1049 (VERCHER, GILMORE, & OTHERS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2018-1050 (VERCHER, DOWELL, & ELROD) – This resolution would authorize the Metropolitan Department of Water and Sewerage Services (MWS) to enter into a Facility Encroachment Agreement with CSX Transportation (CSX) to construct and maintain water lines in the railroad right-of-way north of the intersection of Bell Road and Park Drive.

Ordinance No. O98-1393 authorized Metro to enter agreements such as this with CSX for water and sewer line construction by resolution.

This agreement would authorize MWS to construct, use and maintain a 24-inch diameter pipeline crossing, an existing 16-inch diameter pipeline crossing, and an existing 8-inch diameter pipeline for the conveyance of potable water across the tracks.

Fiscal Note: MWS would pay CSX a one-time nonrefundable License and Insurance fee of \$2,125.

RESOLUTION NO. RS2018-1051 (O'CONNELL, BEDNE, & ELROD) –

RESOLUTION NO. RS2018-1052 (BEDNE & ELROD) –

These two resolutions would authorize the construction, installation, and maintenance of aerial encroachments at 230 4th Avenue North for Castlerock Asset Management (RS2018-1051) and 1911 Belcourt Avenue for Belcourt Partners (RS2018-1052). The encroachment in RS2018-1051 would consist of a double-faced, internally illuminated, projecting sign. The encroachment in RS2018-1052 would consist of one (1) canopy above the retail entrance on 20th Avenue, one (1) canopy above the hotel entrance on 20th Avenue and Belcourt Avenue, one (1) canopy above the residential entrance on Belcourt Avenue and ten (10) balconies over Alley 917 encroaching the public right-of-way.

In each instance, the applicant must indemnify the Metropolitan Government from all claims in connection with the construction and maintenance of the sign, and is required to provide a \$2 million certificate of public liability insurance with the Metropolitan Clerk naming the Metropolitan Government as an insured party. The applicant must also hold the Metropolitan Government harmless from all claims connected with the installation.

The Metropolitan Government retains the right to pass resolutions or ordinances regulating the use of surrounding streets, including the right to construct and maintain utilities, and to order the relocation of facilities at the expense of the applicant. Metro further retains the right to repeal approval of the encroachment without liability.

Plans for the encroachments must be submitted to the Director of Public Works for approval, along with all work and materials; and the installation, when completed, must be approved by the Director.

In each instance, the sign's construction must be carefully guarded and must be completed promptly, so as to cause the least inconvenience to the public.

These proposals have been approved by the Planning Commission.

– ORDINANCES ON SECOND READING –

BILL NO. BL2018-1054 (VERCHER) – This ordinance would amend Chapter 2.24 of the Metropolitan Code of Laws regarding leases of surplus property.

Currently, Section 2.24.250 of the Code authorizes the Director of Public Property Administration to lease real property of the Metro Government held as surplus or unused property in accordance with rules and regulations established consistent with the Code or other ordinances of the Metro Government and the Metro Charter. This ordinance would add a requirement that leases of surplus or unused property must be approved by the Metropolitan Council by resolution. Similar provisions currently exist in the Code, including a requirement in Section 2.24.210 that the Council approve both sales and leases of public property owned by Metro.

This proposed ordinance would also add a new subsection H. to Section 2.24.250 of the Code to require that any property owned by the metropolitan government to be leased for a term greater than fifty years must be declared surplus prior to the lease taking effect.

BILL NO. BL2018-1063 (VERCHER) – This ordinance would amend Section 4.46.030 of the Metropolitan Code of Laws regarding collection of data to track the inclusion of the minority or women-owned business enterprises (MWBES) in the procurement process.

Under the current Metro Code provision, the Minority and Women Business Assistance Office (BAO) is authorized to collect information from participations to monitor the Procurement Nondiscrimination Program. The information “may” include information regarding business ownership, supplier information, and subcontractor information. The BAO is further required to continuously monitor the participation of MWBES in the procurement of construction, non-professional services and professional services for Metro.

Pursuant to the proposed ordinance, the information collected by the BAO “shall” include information regarding business ownership, supplier information, and subcontractor information as well as the type of work to be performed indicated by the United Nations Standard Products and Services Codes. Further, individuals or entities that contract with Metro would be required to submit to the BAO subcontractor information reflecting all MWBES and non-MWBES providing services on the contract, including total amounts paid to each subcontractor. Those failing to provide this information may be subject to penalties for noncompliance, as outlined in Sec. 4.46.100. These penalties include possible suspension or debarment by the Purchasing Agent or sanctions if there is evidence of specific conduct on the part of the participant that is inconsistent with the applicable provisions of the Procurement Nondiscrimination Program. The provisions related to the BAO’s monitoring of the participation of MWBES would remain unchanged from the current Code.

A housekeeping amendment is anticipated to correct a minor typographical error (referencing subsection D, instead of subsection C, of MCL §4.46.030).

BILL NO. BL2018-1064 (O'CONNELL, VERCHER, & OTHERS) – This ordinance would authorize two agreements between Metro and Uptown Property Holdings (UPH) for the development of the proposed multi-building “Nashville Yards” project.

UPH would convey its interest in a parcel of real property underlying 10th Avenue North between Commerce Street and Church Street. This parcel is approximately 27,655 square feet (0.63 acre). Exhibit 1 of the ordinance is the proposed quitclaim deed whereby UPH would convey any interest it may have in this property to Metro for a nominal payment of one dollar (\$1).

Exhibit 2 of the ordinance is a proposed easement agreement. Metro would convey an easement to UPH to permit construction of improvements above and in the margin of the Tenth Avenue North right-of-way for development.

This particular development would consist of a private roadway and pedestrian bridge spanning Tenth Avenue and the Tenth Avenue improvements. These improvements would include all necessary related lateral, subjacent and above-ground support and suspension, independent seismic support, stairs, elevator, landscaping, and utilities. UPH also intends to construct vehicular turnaround and related improvements to allow vehicles to drop off passengers and to turn around to facilitate access to and from these improvements to Church Street and other public roadways.

Further development by UPH may include residential, office, hospitality, entertainment, and commercial uses, together with surface and sub-surface parking.

The easement agreement with Metro would approve three related easements in favor of UPH. The first would be a temporary, non-exclusive construction easement in the area of certain portions of Metro's property. The second would be a permanent, exclusive, irrevocable right-of-way and easement for the purpose of placement, ownership, use, and maintenance of the improvements and all related facilities. The third would be a permanent, exclusive, irrevocable easement for the purpose of placement of the turnaround improvements providing vehicular ingress, egress, and access to and from Church Street.

This has not yet been approved by the Planning Commission.

BILL NO. BL2018-1065 THROUGH BL2018-1073 – These ordinances would authorize the acquisition of right of way easements, drainage easements, and temporary construction easements and property rights by negotiation or condemnation for use in various public projects described below. Each has been approved by the Planning Commission.

- **BILL NO. BL2018-1065** (FREEMAN, VERCHER, & OTHERS) – Foster Avenue Sidewalk Improvements.
- **BILL NO. BL2018-1066** (BEDNE, VERCHER, & ELROD) – Blue Hole Road Sidewalk Improvements.
- **BILL NO. BL2018-1067** (DOWELL, VERCHER, & OTHERS) – Bell Road Sidewalk Improvements.
- **BILL NO. BL2018-1068** (VERCHER, BEDNE, & ELROD) – Winthorne Drive Sidewalk Improvements.
- **BILL NO. BL2018-1069** (HAGAR, VERCHER, & OTHERS) – Riverside Road Sidewalk Improvements.
- **BILL NO. BL2018-1070** (RHOTEN, VERCHER, & OTHERS) – Stewarts Ferry Pike Sidewalk Improvements.
- **BILL NO. BL2018-1071** (MURPHY, VERCHER, & OTHERS) – Bowling Avenue Sidewalk Improvements.
- **BILL NO. BL2018-1072** (POTTS, BLALOCK, & OTHERS) – Tusculum Road Sidewalk Improvements.
- **BILL NO. BL2018-1073** (KINDALL, VERCHER, & OTHERS) – Clare Avenue Sidewalk Improvements.

Fiscal Note: The price to be paid for these easements and property rights has not yet been determined. They would be paid from the Public Works Capital Projects Funds.

BILL NO. BL2018-1074 (PULLEY, BEDNE, & ELROD) – This ordinance would abandon existing sanitary sewer main and easements and accept new sanitary sewer main, sanitary manholes, and easements for property located at 3812 Hillsboro Pike.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2018-1075 (MURPHY, BEDNE, & ELROD) – This ordinance would abandon existing sanitary sewer main and easements for property located at 4101 Ridgefield Drive.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2018-1076 (HAGAR, BEDNE, & ELROD) – This ordinance would authorize Metro to accept permanent and temporary easements by negotiation for the Avery Green Court Stormwater Improvement Project for fifteen (15) properties located along Pitts Avenue, Donoho Drive, Avery Green Court, Stone Hodge Drive, and Rifle Range Road.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

Fiscal Note: The final price for these easements has not yet been determined.

BILL NO. BL2018-1077 (SWOPE, BEDNE, & ELROD) – This ordinance would abandon existing water main, sanitary sewer main, and easements and accept a fire hydrant and any associated easements, for property located at 681 Old Hickory Boulevard.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2018-1078 (SLEDGE, BEDNE, & ELROD) – This ordinance would authorize the abandonment of existing easement rights for a portion of property located at Nolensville Pike (unnumbered), formerly known as Alley 1821, and an unnamed right-of-way.

The abandonment has been requested by Civil Site Design Group, PLLC, on behalf of the owner.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2018-1079 (O'CONNELL, BEDNE, & ELROD) – This ordinance would authorize Shaub Construction Company, Inc. to install, construct, and maintain an underground encroachment in the right-of-way located at 205 Demonbreun Street. This would consist of an ADA-compliant ramp encroaching the right-of-way.

Shaub has agreed to indemnify and hold the Metropolitan Government harmless from any and all claims in connection with the installation and maintenance of the encroachments, and would be required to provide a \$2 million certificate of public liability insurance with the Metropolitan Clerk naming the Metropolitan Government as an insured party.

This proposal has been approved by the Planning Commission.

BILL NO. BL2018-1080 (DOWELL, BEDNE, & ELROD) – This ordinance would approve an agreement between the Tennessee Department of Transportation (TDOT), CSXT Railroad, and the Metropolitan Department of Public Works for the construction of the Interchange Modification on I-24 East at Hickory Hollow Parkway.

The proposed Interchange Modification would consist of a highway bridge structure and approaches to carry Hickory Hollow Parkway over the tracks of the CSX railroad. Pursuant to the contract, legal title and ownership in the bridge and approaches and any other structure erected as a part of the project would be held by Metro upon completion. Metro in turn would agree to maintain legal and financial responsibility for the project upon its completion.

Future amendments to this ordinance may be approved by resolution.

Fiscal Note: TDOT would be responsible to pay the costs of this project, including the estimated \$21,332 in direct expenses that would be incurred by CSX. The only cost to Metro would be the ongoing maintenance of the bridge structure and approaches following completion of the project.

BILL NO. BL2018-1081 (ROSENBERG, BEDNE, & ELROD) – This ordinance would authorize the acquisition of certain permanent and temporary easements by negotiation for the Bay Cove Trail Stormwater Improvement Project for seven (7) properties located along Brenner Drive, Northridge Court, Glenleigh Court, and Morrissey Court.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

Fiscal Note: The final price for these easements has not yet been determined.

– ORDINANCES ON THIRD READING –

BILL NO. BL2018-1055 (GLOVER, GILMORE, & OTHERS) – This ordinance would add a new section 2.164.020 to the Metropolitan Code of Laws regarding agreements between the Metropolitan Government and the Metropolitan Hospital Authority.

This ordinance would require that, until June 30, 2019, any agreement between Metro and the Metro Hospital Authority regarding the operations of Metropolitan Nashville General Hospital or any successor hospital must include provisions requiring the hospital to offer in-patient services.

In addition, this ordinance would require that, until June 30, 2019, the mayor may not terminate any agreement between Metro and the Metro Hospital Authority without prior approval of the Metro Council by resolution.

BILL NO. BL2018-1057 (VERCHER, ELROD) – This ordinance would amend Section 10.20.360.B regarding solid waste generator fees.

Under current law, a solid waste generator fee is applied to any person collecting, hauling or disposing of construction and demolition waste at a class III or class IV disposal facility. The fee is equal to one dollar per cubic yard of construction and demolition waste accepted at such facility.

The proposed ordinance would clarify that the solid waste generator fee applies to all construction waste received or processed in Davidson County, even if ultimately disposed of outside of Davidson County. Fees would further be charged at a rate of \$1.00 per cubic yard instead of the current rate of \$6.00 per ton.

In addition, the proposed ordinance would remove language providing that solid waste generator fees may be reduced by 50% when the generator can show at least one half of the material is being recycled. That language currently provides:

The generator fee specified in this subsection shall be reduced by fifty percent provided that the person otherwise owing such fee provides evidence reasonably acceptable to the director demonstrating that not less than fifty percent of all construction and demolition waste collected or hauled by such person during the previous year has been or will be recycled or reused and therefore diverted from landfill disposal.

However, this provision has caused confusion by suggesting that recycling providers are assessed a fee that is subsequently rebated. The Metropolitan Government does not assess a recycling fee.

Fiscal Note: Public Works does not expect this to have any significant financial impact. All companies who haul C&D waste have been charged the solid waste generator fees, regardless of the ultimate destination of the waste. Most companies have been paying the fee, but a few small haulers have been protesting. The proposed clarification in the language per this ordinance should eliminate any remaining question.

BILL NO. BL2018-1058 (WITHERS, BEDNE, & ELROD) – This ordinance would abandon existing easement rights for a portion of property located at 821 Porter Road, formerly known as Alley #767. It has been determined by Metro Water Services that this easement is no longer needed.

The abandonment has been requested by Catalyst Design Group, on behalf of the owner.

Future amendments to this legislation may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2018-1059 (SWOPE, BLALOCK, & OTHERS) – This ordinance would abandon existing sewer main and easement and accept new sewer main and any associated easements for properties located at 5824 and 5832 Nolensville Pike.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2018-1060 (BEDNE & ELROD) – This ordinance would adopt the Geographic Information Systems Street and Alley Centerline Layer with the recordation of renaming, additions, and deletions of acceptances and abandonments as reflected on the Centerline Layer to date, as the official Street and Alley Acceptance and Maintenance Record for Metro. This map was last amended by Ordinance No. BL2017-572 on February 21, 2017. The ordinance now under consideration would update the map to include all changes made by the Council since that time.

An amendment was added at the February 6, 2018 Council meeting which corrected the reference to a resolution in the second recital.

This has been approved by the Planning Commission.

BILL NO. BL2018-1061 (BEDNE, ELROD, & HAGAR) – This ordinance would amend the official Geographic Information Systems Street and Alley Centerline Layer by abandoning portions of John L. Driver Avenue and 37th Avenue North right-of-way.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Traffic and Parking Commission and the Planning Commission.

GRANTS AND DONATIONS LEGISLATION – FEBRUARY 20, 2018

Legislative Number	Parties	Amount	Local Cash Match	Term	Purpose
RS2018-1040	From: Tennessee Emergency Management Agency To: Metropolitan Department of Finance	\$5,190,470.49	\$273,182.62	Grant ends on April 29, 2020	This amendment would increase the amount of the total grant and cash match to complete repairs and/or replacement to facilities damaged during April and May, 2010. The grant amount would increase from \$66,798,655.55 to \$71,989,126.04. The cash match would increase from \$3,515,718.36 to \$3,788,900.98.
RS2018-1041	From: Tennessee Department of Children's Services To: Davidson County Juvenile Court	Not to exceed \$266,000	\$0	March 19, 2018 through June 30, 2019	The grant proceeds would be used to fund a Safe Baby Court to serve at-risk children.

Legislative Number	Parties	Amount	Local Cash Match	Term	Purpose
RS2018-1045	From: Tennessee Housing Development Agency To: Metropolitan Action Commission	\$310,925	\$0	N/A	<p>This amendment would increase the amount of the grant for Low Income Home Energy Assistance Program (LIHEAP) services targeted toward the elderly, disabled, veterans, and households with children under the age of six years.</p> <p>The grant amount would increase from \$5,394,833 to \$5,705,758.</p>
RS2018-1047	From: U.S. Environmental Protection Agency To: Metropolitan Board of Health	\$134,000	\$0	October 1, 2014 through September 30, 2018	<p>This amendment would increase the amount of the grant from \$1,250,155 to \$1,384,155. The local cash match would remain \$1,176,238, unchanged from the prior grant contract. The federal cost share would increase from 47.12% to 60%. Metro's cost share would decrease from 52.88% to 40%.</p> <p>The grant proceeds are used to fund an ongoing program to protect air quality to achieve established ambient air standards and protect human health.</p>

Legislative Number	Parties	Amount	Local Cash Match	Term	Purpose
RS2018-1048	From: Boulevard Bolt, Inc. To: Metropolitan Nashville Social Services Commission	\$8,000	\$0	N/A	The grant proceeds would be used to benefit the How's Nashville program to aid homelessness.
RS2018-1049	From: Dorothy Cate and Thomas F. Frist Foundation To: Metro Nashville Social Services Commission	\$10,000	\$0	N/A	The grant proceeds would be for the use and benefit of the Homelessness Commission in support of the How's Nashville Fund.