



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: June 4, 2019

RE: Analysis and Fiscal Notes

Unaudited Fund Balances as of 5/29/19:

4% Reserve Fund	\$18,423,425*
Metro Self Insured Liability Claims	\$3,519,245
Judgments & Losses	\$2,616,684
Schools Self Insured Liability Claims	\$4,390,348
Self-Insured Property Loss Aggregate	\$8,184,886
Employee Blanket Bond Claims	\$692,656
Police Professional Liability Claims	\$2,170,898
Death Benefit	\$1,532,209

*This assumes unrealized estimated revenues in FY19 of \$2,893,002.

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

– ORDINANCES ON PUBLIC HEARING –

BILL NO. BL2019-1624 (VERCHER) – This ordinance is the operating budget of the Metropolitan Government for Fiscal Year 2020. The budget filed by the Mayor provides for the following proposed funding (as adjusted by inter-fund transfers):

- General Services District General Fund \$992,936,000
- General Services District Schools Fund \$914,475,600
- General Services District General Debt Service Fund \$171,707,500
- General Services District Schools Debt Service Fund \$108,955,100

TOTAL GENERAL SERVICES DISTRICT BUDGET \$2,188,074,200

- Urban Services District General Fund \$124,876,200
- Urban Services District General Debt Service Fund \$18,667,600

TOTAL URBAN SERVICES DISTRICT BUDGET \$143,543,800

TOTAL OPERATING BUDGET \$2,331,618,000

The substitute budget adopted by the Council for Fiscal Year 2019 is \$2,230,100,600. The Mayor’s proposed budget represents an overall increase of \$101,517,400 (4.55%).

The budget would appropriate a total of \$7,300,000 from the unreserved fund balance of the Urban Services District General Fund.

Metro’s established policy is to maintain a fund balance equal to or greater than 5% for each of the six primary budgetary funds, the GSD General Fund, USD General Fund, and General Purpose School Operations Fund, as well as the three related primary debt service funds. However, three of these six funds will not meet this target in FY20.

The Mayor’s proposed budget is projected to result in the following fund balance percentages by June 30, 2020:

- General Services District General Fund 5.0%
- General Services District Debt Service Fund 2.3%
- General Services District Schools Operations Fund 3.5%
- Schools Debt Service Fund 9.3%
- Urban Services District General Fund 5.1%
- Urban Services District Debt Service Fund 1.8%

The current property tax rate for the GSD is \$2.755 per \$100 of assessed value. The current rate for the USD is \$0.400, giving a combined rate of \$3.155. These rates would remain unchanged for FY20.

The proposed budget would include an increase of \$21,155,000 (GSD) and \$2,125,900 (USD) for pay plan improvements. The Civil Service Commission and the Council originally approved a three-year pay plan in FY17. However, due to the revenue shortfalls, this was limited to a one-year plan in FY19. The FY20 proposed pay plan calls for all general government employees to receive a 3% across the board cost of living increase, along with incremental increase for eligible employees and 2% for open-range employees.

As always, the department heads have the discretion to determine the actual raises to be given to each open-range employee. The purpose of this additional open-range funding is to provide the equivalent of a step increment for open-range employees who are otherwise ineligible for increments.

There are no increases in the proposed budget for employee health insurance costs.

The proposed budget includes \$207.7 million for the GSD Debt Service Fund. However, this includes \$30 million for the first year of parking concession payments and \$11.5 million for the sale of the District Energy System (DES) to Engie.

Ordinance No. BL2019-1616 to approve the proposed parking management agreement is currently under consideration by the Council. For the sale of DES, Engie must obtain nearly unanimous consent from the existing DES customers. Also, contract terms with Engie are still under negotiation. Because of this, it will not be possible to approve legislation with the Council to approve this sale until the budget has already been approved.

A total of (\$11.5 million) in targeted departmental savings was included in the FY19 budget. These savings were allocated by the Finance Department to the various departments after the final budget was approved. The amount of targeted savings for FY20 is being increased to (\$12.9 million).

The proposed budget provides a \$28.2 million increase (+3.2% over FY19) for Metro Schools, for a total operating budget of \$914,475,600. The Schools Debt Service budget would increase by \$6.7 million for a new total of \$110,554,700 (+6.5 % over FY19).

The Hospital Authority would receive a subsidy of \$43.1 million in the proposed budget for General Hospital, which would be a reduction of \$3 million from FY19. \$3.5 million would be appropriated in the budget for the contract with Signature for the management of the Bordeaux Nursing Home. Likewise, \$2 million would be appropriated for the contract with Anthem Care to manage the Knowles Assisted living Facility.

The new Community Oversight Board would receive \$1.5 million, as mandated by the Charter change that created the Board. In addition, \$2,379,200 would be appropriated to various departments to pay for the implementation of body cameras for the Police Department.

The Public Works Department would change the schedule for recycling pickups from the present monthly schedule to every other week. This would be paid for by a new grant of \$2,800,000, supplemented by an additional \$518,000 from Metro.

The FY20 budget would also include several items for community support. These include the following:

- Summer Youth Employment Program \$2,900,000
- Community College GRAD Program \$1,000,000
- Equal Business Opportunity Program \$442,300
- Black Chamber \$25,000
- Hispanic Chamber \$25,000
- Latin American Chamber \$25,000
- LGBT Chamber \$25,000

The Barnes Fund for Affordable Housing would receive an additional \$10 million as part of the continuing commitment for affordable housing and to help the homeless. This affordable housing commitment would also include \$300,000 for the continuation of Housing Incentive Program.

\$2.6 million is included in the proposed budget for the opening and security of new facilities. This includes the Bellevue Community Center and the Police headquarters and family safety complex.

The Blue Ribbon Commission was created as part of the FY19 budget to look for areas of potential savings in the overall operations of Metro departments, boards, and agencies. In April, they recommended general fund targeted savings and MNPS targeted savings in FY20. In addition, they recommended an increase in short-term rental property fees. Other recommendations included a public property performance audit and expanding Parthenon hours.

As the next order of business following adoption of the operating budget ordinance, the Urban Council must meet to approve a separate resolution to approve the property tax rate as proposed for the Urban Services District.

Per Rules 15 and 34 of the Metro Council Rules of Procedure, the budget ordinance is amendable on third reading. Per section 6.06 of the Metro Charter, the Council must adopt a substitute operating budget no later than June 30th. Otherwise, the budget as originally submitted by the Mayor is adopted.

BILL NO. BL2019-1654 (VERCHER) – This ordinance would adopt the Capital Improvements Budget (CIB) for fiscal year 2019-2020 through 2024-2025. A listing of the CIB new projects for

FY20, as well as removed and redirected projects -- organized by district -- was distributed to Council members on May 15, 2019 and is posted on the Council's Sharepoint webpage. The CIB is a planning document and does not in itself appropriate any money. All capital projects must be provided for in this document before a capital improvement can be approved by the Council, except in the case of a public emergency.

Section 6.13 of the Metropolitan Charter provides: "The mayor shall submit the capital improvements budget to the council not later than May 15th and shall recommend those projects to be undertaken during the ensuing fiscal year and the method of financing them, noting the impact on the debt structure of the metropolitan government and shall include in the appropriate current operating budget any projects to be financed from current revenues for the ensuing fiscal year."

Pursuant to Section 11.504(k) of the Charter, the Metropolitan Planning Commission reviewed capital improvement project requests submitted by Metro departments, boards, commissions and agencies, evaluated the overall needs of the community, and recommended to the Mayor a CIB budget for fiscal year 2019-2020, including a program of proposed expenditures for the ensuing five years.

The Charter requires the Council to adopt the CIB no later than June 15 of each year. Accordingly, the Council will hold an adjourned meeting on June 11, 2019 in order to approve the CIB on third reading prior to this June 15 Charter deadline.

The CIB is amendable on third and final reading.

Once adopted, any future amendments to the CIB would need to be approved by the Planning Commission, recommended by the Mayor, and then adopted by resolution of the Council receiving at least twenty-seven (27) affirmative votes.

- RESOLUTIONS -

RESOLUTION NO. RS2019-1725 (VERCHER & RHOTEN) – This resolution would provide a supplemental appropriation to ten (10) Metropolitan departments and agencies. The total appropriation would be \$20,090,300 and appropriations to the GSD School Purposes Debt Service Fund would be reduced by \$550,000. The Council typically considers a supplemental appropriation resolution each spring.

A total of \$19,709,100 would be appropriated from the General Fund - Undesignated Fund Balance to accounts associated with the Davidson County Sheriff's Office, State Fair, Industrial Development Board, Metropolitan Development and Housing Agency (MDHA), GSD Debt Service, Schools Debt Service, USD Debt Service, and Community Oversight Board.

A total of \$281,200 would be appropriated from the USD General Fund - Undesignated Fund Balance and appropriated to MDHA.

A total of \$550,000 in expenditures from the Schools Debt Service Fund - Commercial Paper Interest would be reduced, and \$550,000 would be restored to the Schools Debt Service Fund - Undesignated Fund Balance.

A total of \$100,000 would be appropriated from Municipal Auditorium - Event Revenue to various other accounts associated with the Municipal Auditorium.

This resolution was initially introduced at the May 21, 2019 Council meeting but was deferred to track with the proposed operating budget (BL2019-1624).

Fiscal Note: The resolution would appropriate a total of \$19,709,100 from the undesignated fund balance of the GSD General Fund. According to the policy approved by the Council in 1989 and OMB in 2005, the minimum fund balance percentage should be no lower than 5% of the operating budget in the six primary funds. The Finance Department would need to provide the current fund balance percentages; however, the Council Office estimates this appropriation would decrease the fund balance by 2.0% for the GSD General Fund. The specific appropriations are as follows:

- Davidson County Sheriff's Office - \$986,700
- State Fair Subsidy - \$300,000
- Industrial Development Board TIF - \$1,066,700
- MDHA TIF - \$1,980,700
- GSD Debt Service - \$11,600,000
- Schools Debt Service - \$1,400,000
- USD Debt Service - \$2,000,000
- Community Oversight Board - \$375,000

The resolution would also appropriate \$281,200 from the undesignated fund balance of the USD General Fund Balance to the MDHA TIF. This would reduce the fund USD General Fund balance by 0.2%.

\$550,000 would be restored to the undesignated fund balance of the Schools Debt Service Fund, funded by a like reduction for commercial paper interest previously appropriated from this fund. This restoration would increase the Schools Debt Service fund balance by 0.3%.

Finally, this resolution would appropriate an additional \$100,000 for expenses of the Municipal Auditorium, funded by their previously unbudgeted revenues of \$100,000.

RESOLUTION NO. RS2019-1726 (VERCHER & RHOTEN) – This resolution would authorize the issuance of up to \$454,100,000 in interfund tax anticipation notes by the Metropolitan Government. These tax anticipation notes would be issued pursuant to state law for the purpose of meeting appropriations made for Fiscal Year 2020 in anticipation of the collection of taxes and revenues.

These notes would be issued pursuant to Tennessee Code Annotated § 9-21-101 et seq.

The Metropolitan Government's annual operating budget is comprised of six primary funds -- the GSD General Fund, the USD General Fund, the MNPS Operations Fund, and the corresponding Debt Service Funds for each. Money within these funds is commingled and, historically, Metro has addressed temporary cash flow deficits by borrowing funds from the pooled cash account. This has the technical effect of one fund using money from another fund to pay for expenditures (until property tax receipts which fund each account are sufficient for the intended purpose).

In 2018, the Comptroller of the State of Tennessee advised that these transfers should be formalize by issuing inter-fund tax anticipation notes, as permitted under state law with the prior approval of the Comptroller's office. The Council authorized its first tax anticipation note, in compliance with the Comptroller's request, pursuant to Resolution No. RS2019-1545. The pending resolution would continue this practice in order to formalize Metro's regular practice of inter-fund borrowing.

This resolution was initially introduced at the May 21, 2019 Council meeting but was deferred to track with the proposed operating budget (BL2019-1624).

Fiscal Note: This resolution will authorize Metro to issue and sell \$454,100,000 of interfund tax anticipation notes for the purpose of meeting appropriations made for Fiscal Year 2020 in anticipation of the collection of taxes and revenues. A similar note issuance was made in FY19 for this purpose.

RESOLUTION NOS. RS2019-1727 (WITHERS) – This resolution would approve an exemption for CHOPPER LLC dba Chopper, located at 1100 B&C Stratton Avenue, from the minimum distance requirements for obtaining a beer permit.

The Metro Code of Laws (MCL) prevents a beer permit from being issued to any establishment located within 100 feet of a religious institution, school, park, daycare, or one- or two-family residence. However, several exceptions exist to the distance requirements. For example, facilities within the USD separated from these protected establishments by state or federal four-lane highways are exempt, as are retailer on-sale beer permit holders in MUL districts and events catered by holders of caterers' permits. (See, Code section 7.08.090(A)).

Additionally, the Code provides a mechanism to exempt (a) restaurants or (b) any retail food store from Metro's minimum distance requirements, allowing such facilities to obtain beer permits upon the adoption of a resolution by the Council. (See, Code section 7.08.090(E)). Restaurants are no longer required to have state on-premises liquor consumption licenses in order to obtain such exemption.

A public hearing must be held by the Council prior to voting on resolutions brought under Section 7.08.090(E). The required public hearing was conducted at the May 21, 2019 Council meeting, but the resolution was thereafter deferred at the sponsor's request.

RESOLUTION NO. RS2019-1743 (BEDNE, O'CONNELL, & OTHERS) – This resolution would approve an intergovernmental agreement between the Tennessee Department of Transportation (TDOT) and the Metropolitan Department of Public Works for a General Maintenance Agreement for I-440 Traffic Operational Deployment of Blue Toad Spectra Power over Ethernet (PoE) Data Collection Devices -- an advanced traffic monitoring system measuring travel times and traffic patterns using non-intrusive roadside technology (anonymously collected Bluetooth signals from paired vehicles).

TDOT would install the Blue Toad Spectra traffic data collection devices at various roadway locations. Metro would be responsible for all costs associated with maintenance and operation of these devices.

An amendment is anticipated to attach "Exhibit A" to the agreement, referenced as attached to the resolution.

Future amendments to the terms of the agreement may be approved by resolution. This has been approved by the Planning Commission.

Fiscal Note: Metro's cost associated with the maintenance and operation of the electrically operated and solar powered devices, has not yet been determined by Public Works.

RESOLUTION NO. RS2019-1754 (VERCHER) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1755 (VERCHER) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1756 (VERCHER) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1757 (VERCHER) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1758 (VERCHER) – This resolution would authorize the Department of Law to settle the property damage claim of Desmond Pringle against the Metropolitan Government in the amount of \$22,938.36.

On February 26, 2019, Metro Water Services restored service to a vacant home at 3120 Lake Drive. The owner, Mr. Pringle, had not requested that water service be restored and flooding occurred from a burst pipe.

Mr. Pringle received an estimate for \$22,938.36 for damage on the main floor of the home, including replacement of an exterior door, interior doors, baseboards, drywall, carpet pad, carpet, paint, vinyl flooring, resetting water heater, dishwasher, garbage disposal, sink countertops, cabinets, installation, and labor. He has agreed to accept a total of \$22,938.36 in full settlement of this case.

The Department of Law recommends settlement of this claim for \$22,938.36.

Disciplinary action against the employee consisted of written reprimand.

Fiscal Note: This \$22,938.36 settlement, along with the settlements per Resolution Nos. RS2019-1759 and RS2019-1760, would be the thirty-sixth, thirty-seventh, and thirty-eighth payments from the Self-Insured Liability Fund in FY19 for a cumulative total of \$83,188.36. The fund balance would be \$3,519,245 after these payments.

RESOLUTION NO. RS2019-1759 (VERCHER) – This resolution would authorize the Department of Law to settle the personal injury claim of Ivory Harbison against the Metropolitan Government in the amount of \$7,000.

On August 22, 2018, a Metropolitan Nashville Police officer was attempting to back his unmarked police vehicle out of a parking space in front of 4600 Tennessee Avenue. The officer struck Ivory Harbison's vehicle in the parking lot. Her vehicle sustained damage in the amount of \$1,596.21, which was previously settled.

Ms. Harbison sought treatment for back, arm, shoulder and neck pain. She was diagnosed with a lower back sprain and whiplash. She has agreed to accept a total of \$7,000 in full settlement of this case, based upon \$4,415.00 for reimbursement of her medical expenses, plus \$2,585.00 for pain and suffering.

The Department of Law recommends settlement of this claim for \$7,000.

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

Fiscal Note: This \$7,000 settlement, along with the settlements per Resolution Nos. RS2019-1758 and RS2019-1760, would be the thirty-sixth, thirty-seventh, and thirty-eighth payments from the Self-Insured Liability Fund in FY19 for a cumulative total of \$83,188.36. The fund balance would be \$3,519,245 after these payments.

RESOLUTION NO. RS2019-1760 (VERCHER) – This resolution would authorize the Department of Law to settle the personal injury claim of Amanda Gregory against the Metropolitan Government in the amount of \$53,250.

On September 5, 2018, Ms. Gregory was rear ended by a dump truck operated by a Metropolitan Public Works employee in the scope of employment. The vehicle driven by Ms. Gregory also sustained damage to the rear and front end; however, the owner has not presented a claim at this time.

Ms. Gregory sought treatment for head, back, and neck pain. She was diagnosed with muscle, fascia, and tendon sprains and was ordered to undergo physical therapy. She further sought treatment for back pain and numbness in her legs and was diagnosed with low back and thoracic spine pain and displacement of a lumbar intervertebral disc. She has agreed to accept a total of \$53,250 in full settlement of this case, based upon \$31,490.89 for reimbursement of her medical expenses plus \$21,759.11 for pain and suffering.

The Department of Law recommends settlement of this claim for \$53,250.

Disciplinary action against the employee consisted of a written reprimand.

Fiscal Note: This \$53,250 settlement, along with the settlements per Resolution Nos. RS2019-1758 and RS2019-1759, would be the thirty-sixth, thirty-seventh, and thirty-eighth payments from the Self-Insured Liability Fund in FY19 for a cumulative total of \$83,188.36. The fund balance would be \$3,519,245 after these payments.

RESOLUTION NO. RS2019-1761 (VERCHER & GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1762 (VERCHER & GILMORE) – This resolution would approve a letter of agreement between the Metropolitan Board of Health and the Tennessee Breast and Cervical Screening Program (TBSCP) to seek reimbursement from the TBSCP for cervical cancer screenings.

Under this agreement, Metro would agree to serve as both a Primary Screening Provider and a Referral Provider. The agreement outlines the responsibilities of the Health Department in performing these screenings, including education requirements for employees, use of TBSCP screening and management guidelines, quality assurance monitoring, and the requirement to refer clients that require additional screening or diagnostic services to complete the breast and/or cervical continuum of care to TBSCP affiliated providers. Any abnormal breast or cervical screening results must be reported within 10 days to the TBSCP coordinator.

The term of the agreement would be from July 1, 2019 through June 30, 2022.

Fiscal Note: There is also a "fee for service" agreement. Metro would agree to accept reimbursement only for approved Current Procedural Terminology (CPT) codes used by the TBSCP. These codes and rates are updated annually. The reimbursement rates could not exceed the current Medicare Part B rate as determined by the Federal Government and adjusted for Tennessee's Physician Medicare Fee Schedule Rate.

RESOLUTION NO. RS2019-1763 (VERCHER & GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1764 (VERCHER & GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1765 (VERCHER & GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1766 (GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1767 (GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1768 (VERCHER, SYRACUSE, & GILMORE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1769 (KINDALL, VERCHER, & OTHERS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1770 (WITHERS, VERCHER, & SYRACUSE) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1771 THROUGH RS2019-1773 – These three resolutions would adopt new pay plans for the employees of the Metropolitan Government, with the exception of the Board of Education, to take effect July 1, 2019. The primary effect of these resolutions would be to continue the respective pay plans, continue increment pay, and provide for the possibility of merit pay increases for open range employees.

These resolutions would provide across-the-board pay increases of 3%. The pay plan further provides step increases known as “increments” for certain employment classifications on a six-month, one year, eighteen month, or two year interval, depending upon the position. The Council previously approved a freeze of the increment pay increases and longevity pay, but increments were restored in FY14.

In addition to step increases, the equivalent of an additional 2% merit pay increase would be available for open range employees (who do not receive increments). The amount of individual raises for increment employees are determined by department heads. The pay plan contemplates that open range employees are to be paid based upon merit, not length of service.

Per section 12.10 of the Metropolitan Charter, pay plans may not be amended by the Council except by making uniform modifications of all employment grades (because the relationship between pay grades must remain the same pursuant to the Metro Charter). The pay plan amendments have been approved by the Civil Service Commission, the Finance Director, the Board of Health, and the Mayor.

The proposed pay plans are as follows:

- **Resolution No. RS2019-1771** (VERCHER & WITHERS) would approve the pay plan for general employees of the Metropolitan Government;
- **Resolution No. RS2019-1772** (VERCHER & WITHERS) would approve the pay plan for the Board of Health employees; and
- **Resolution No. RS2019-1773** (VERCHER & WITHERS) would approve the pay plan for employees of the Fire and Police departments.

RESOLUTION NO. RS2019-1774 (VERCHER & ROBERTS) – This resolution would approve a sole source contract between the Metropolitan Government and Fire Protection Publications, Oklahoma State University, to provide IFSTA training materials in print and digital form to the Nashville Fire Department.

Sole source contracts may be awarded under the Metro procurement code when it is determined by the Purchasing Agent in writing that there is only one source for the supply or services rendered. Metro Code of Laws Section 4.12.060 requires all sole-source contracts having a total value in excess of \$250,000 to be approved by the Council by resolution.

This contract would become effective upon execution of all required parties and filing in the Metropolitan Clerk's Office and would end sixty (60) months from the date of filing.

Fiscal Note: The estimated value of the contract is \$350,000.

RESOLUTION NO. RS2019-1775 (VERCHER & ROBERTS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2019-1776 (O'CONNELL) – This resolution is an annual housekeeping matter required by state law to formally classify all public roads in Davidson County. (Tennessee Code Annotated § 54-10-103).

By adoption of this resolution, roads and alleys listed on the Official Street and Alley Acceptance and Maintenance Map, as approved by Ordinance No. BL2018-1444 under Proposal Number 2018M-002OT-001 and as supplemented by the public county road list attached to the resolution, would officially be classified as public roads.

RESOLUTION NO. RS2019-1777 (BEDNE & O'CONNELL) – This resolution would approve an interlocal agreement between the Metropolitan Department of Water Services ("Metro") and the Nolensville/College Grove Utility District of Williamson County ("District").

Pursuant to Tennessee Code Annotated § 12-9-108, local governments are authorized to enter into interlocal agreements with other public agencies, subject to approval by the local legislative body by resolution.

Metro and the District previously entered into an interlocal agreement pursuant to Resolution No. RS2008-332. This agreement transferred from the District to Metro the right to provide service to two tracts of land on the border of Davidson County and Williamson County.

A new development is planned for one of these tracts in Williamson County. Metro would need to make significant improvements to its water system in order to adequately serve the development. However, the District could service this tract without the need for improvements.

The agreement under consideration would transfer the exclusive right to the tract, partially in Davidson County and partially in Williamson County, to the District. Metro would no longer be required to service either the Davidson County or Williamson County portion of the tract.

Fiscal Note: The amount of cost reduction and/or savings has not yet been determined by the Department of Water Services.

– ORDINANCES ON SECOND READING –

BILL NO. BL2019-1518 (O'CONNELL) – This ordinance, as substituted, would make various amendments to Chapter 6.81 of the Metropolitan Code of Laws regarding Booting Services.

This ordinance would add a definition for “residential parking areas,” a phrase used twice in this Chapter, but currently undefined.

The regulations for obtaining a booting permit would be amended in several ways. There is currently a requirement that all employees of booting services obtain a permit from the Metropolitan Transportation Licensing Commission (MTLC). Under the current provision, applicants must be at least twenty-one years of age. This ordinance would lower the age to eighteen. The current provision allows employee permits to remain valid for two (2) years at a fee of \$150. The proposed ordinance would reduce the duration of permits to one (1) year, but at a fee of only \$50. In each instance, a fee of \$40 for a background check would still apply. This ordinance would also require all persons engaged in the act of booting to wear a uniform containing the name and/or logo of the booting company on either the left or right chest of the employee's shirt or jacket.

Booting services would be required to maintain a phone number staffed by a live operator 24 hours a day, 365 days per year. Additionally, if the immobilization device (sometimes called a “boot”) were to damage a vehicle, the service would be liable for the cost of repairs. Further, a booting service would be required to have a valid written contract with the owner of the property, the lessee, managing agent, or other person in control of the property on which the service engages in booting.

The maximum fee for boot removal would be increased from \$50 to \$75.

New requirements for booting services would be added. A service would be required to remove a boot within 15 minutes after full payment is received. A service would also be required to obtain a license in order to operate. (This is already implied in Chapter 6.81, but this amendment would make it an explicit requirement).

Existing signage requirements would further be required to be inspected for compliance by the MTLC.

Finally, the MTLC Director would be authorized to suspend, revoke, restrict, or refuse to renew licenses or permits for failure or refusal to comply with Chapter 6.81.

An amendment has previously been submitted which would require (1) arrival within the lesser of one hour of contact or within 10 minutes of the posted estimated arrival time to remove booting devices following payment; (2) inclusion of call center information and other such third parties within the require posting of contact information; and (3) the posting of such additional contact information on required signage.

Because this ordinance, as substituted, has been previously deferred three or more times, it should be considered indefinitely deferred pursuant to Rule 23 of the Council Rules of Procedure.

Fiscal Note: Section 3 of the proposed changes to the MCL concerning booting services would change the permit fees for booting companies. Presently, these companies pay \$150 for a two-year permit. The new fee would be \$50 for a one-year permit. Since there are presently only three permitted booting companies operating in Nashville, the net change of \$50 per permit per two years would have no significant impact on the revenue of the TLC.

BILL NO. BL2019-1524 (VERCHER) – This ordinance would amend the definition of “qualified company” and “qualified project” and amend the eligibility criteria for economic and community incentive grants.

Chapter 2.210 of the Metropolitan Code of Laws authorizes the Industrial Development Board to make economic and community incentive grants to qualified companies for qualified projects. The ordinance under consideration would amend the definition of “qualified company” and “qualified project” to limit the eligible companies and projects to those which have not applied for or received any other publicly funded incentive grant or tax relief benefit offered by or through the Metropolitan Government or the State of Tennessee. This would include payment-in-lieu-of-taxes (PILOT), tax increment financing (TIF), or participation agreements providing publicly funded incentives. In addition, the project proposal required by MCL Section 2.210.030 would be required to address whether the applicant has applied for or received other publicly funded incentive grants or tax relief.

Fiscal Note: This ordinance would only affect the eligibility of specific companies and projects. Separate legislation would still be required for the approval of any specific future companies and projects.

BILL NO. BL2019-1543 (O’CONNELL) – This ordinance would amend Metropolitan Code of Laws Section 11.12.090.B. to prohibit panhandling in certain locations.

Currently, Section 11.12.090.B prohibits panhandling when either the panhandler or person being solicited is located in, on, or at any of the following locations:

1. Any bus stop;
2. Any sidewalk cafe;
3. Any area within twenty-five feet (in any direction) of an ATM or entrance to a bank;
4. Any daycare or community education facility, as defined by MCL Sec. 17.04.060; or
5. Within ten feet of any point of entry or exit from any building open to the public, including commercial establishments.

The ordinance under consideration would add to this list a prohibition on panhandling within the DTC and CF districts on (i) Second Avenue North between Broadway and Church Street, (ii)

Commerce Street between Second Avenue North and Third Avenue North, or (iii) Symphony Place between Third Avenue South and Fourth Avenue South, or (iv) the John Seigenthaler Pedestrian Street Bridge. A possible amendment by the sponsor would add Broadway, from 1st Avenue to 6th Avenue, to the restricted areas.

Under First Amendment protections, municipal governments have no power to restrict speech because of its content. Government regulation of speech is considered content-based if the regulation applies based upon the topic addressed or the idea or message conveyed, or even if the restriction applies as a result of the content's function or purpose.

Following the U.S. Supreme Court's 2015 decision in *Reed v. Town of Gilbert*, anti-panhandling ordinances have more frequently been considered content-based speech restrictions by courts. Content-based restrictions are presumptively unconstitutional and may be justified under strict scrutiny only if the enacting government establishes that the restriction is narrowly tailored to serve compelling state interests. Cities identifying panhandling as a serious concern requiring legislative remedies often cite compelling interests such as pedestrian safety in support of such legislation.

BILL NO. BL2019-1616 (VERCHER & O'CONNELL) – This ordinance would approve a parking system agreement with Preston Hollow Capital, LLC allowing for (1) their operation of the Metropolitan Government's on-street metered parking program within public rights-of-way, and (2) provide for upgrades and improvements to the current metered parking management. Additionally, this ordinance would (3) make multiple changes to current Code provisions regulating parking meters, payments, fines, penalties, exemptions, and various administrative parking enforcement provisions -- each of which would be necessary for implementation of the parking system agreement (the "agreement").

PURPOSES AND INTENT

The ordinance is premised upon current dissatisfaction with Metro's on-street metered parking program and its perceived need for upgrades and improvements. The recitals clauses note that the program "is in need of modernization, is not as efficient and convenient as it could be, and does not maximize the value of the program for funding traffic and parking improvements."

The intent of the proposed ordinance is for the Metropolitan Government to maintain ownership of the metered parking system, as well as the right to control the manner in which the system is operated, but to otherwise delegate day-to-day operation of the program to Preston Hollow Capital, LLC (the "Parking Company") with anticipated improvements to the system. (Metro's continued control over the program would be subject to certain "compensation events" and "adverse actions" discussed further below).

To effectuate and enable implementation of the agreement, multiple revisions would be required to the Metro Code of Laws.

CHANGES TO THE METRO CODE OF LAWS

The ordinance proposes multiple revisions to current Metro Code provisions affecting the current parking meter program.

Current penalties applicable to parking and parking meter violations range from \$10 to \$15 dollars. The ordinance would increase these penalties to \$25 dollars. (MCL §§ 1.01.030 and 12.08.170)

The “meter maid patrol” codified under MCL §2.44.070 would be renamed “Parking Enforcement Patrol” and further updated to eliminate various outmoded practices. (For example, the current Code provides that meter maids may be assigned as “hostesses” or guides at official functions and requires applicants to be “bona fide residents of the metropolitan area.”)

More significantly, section 2.44.070 would be amended to allow for the use of contractors to assist Parking Enforcement Patrol (“PEP”) in investigations of suspected parking violations and to deliver notice of citations to alleged violators. (While state law limits those with authority to issue citations – see, e.g., Tenn. Code Ann. §7-63-101 -- the ordinance provides that parking violation citations would be issued only by Parking Enforcement Patrol personnel -- *i.e.*, Metropolitan Government employees -- following a review of evidence provided by contractors and a determination of probable cause by PEP officers that a violation occurred. Evidence provided by the contractor could consist of images depicting alleged violations.)

The Traffic Violations Bureau (“TVB”), created under MCL Section 2.56.200, is charged with multiple duties, including the submission of monthly reports to judges and the Finance Department stating all monies collected and the disposition of traffic violations cases. The TVB is further obligated to provide the police department with suitable forms for notifying (alleged) traffic violators to appear in traffic court. The proposed ordinance would allow PEP contractors to assist with these duties and to further rely upon electronic forms for purposes of notifying alleged violators.

The definitions of “parking meter” and “parking meter space” would be amended to include parking pay stations that can service multiple parking spaces. (MCL §§12.04.230 and .235)

The towing and booting of parking violators is regulated under MCL 12.08.150. The proposed ordinance would replace the term “booting” throughout this section with “immobilization” – defined as the attachment of any device to a vehicle that prevents it from being legally driven – and authorize PEP contractors (in addition to PEP and police officers) to impound or immobilize vehicles under specified conditions (currently consisting of instances in which the vehicle is parked in violation of regulations, or so as to obstruct traffic flow, or in excess of 48 hours without registration, or in which the vehicle is disabled, or the operator has been arrested for DUI). Current Code provisions require the MNP and “meter maids” to maintain detailed records and receipts from wreckers and tow-in services regarding impounded vehicles. (MCL § 12.08.150.D and E.) These duties would be updated and extended to PEP contractors. Owners and drivers of immobilized or impounded vehicles would retain all current due process rights to challenge the immobilization or impoundment and to seek possession and/or release of their vehicles.

Valet parking and residential permit parking are regulated under MCL Chapters 12.41 and 12.42 which authorize the Department of Public Works to oversee both programs. The proposed ordinance would allow the Department to use contractors to administer these programs. Additionally, valet parking permits and renewals thereof -- currently set for one (1) year durations -- could be issued for lesser durations under the ordinance. (MCL §12.41.040.B). A downtown

area residential permit parking program established under MCL Chapter 12.42 would be eliminated entirely. (This particular program is reportedly not currently used.)

Section 12.44.010.A of the Code provides that parking meter zones regulate the parking of vehicles during specified hours of the day, but it currently exempts Sundays and certain legal holidays from parking regulations. The ordinance would delete the Sunday and legal holidays exemptions. (An amendment is anticipated that would eliminate just the Sunday exemption.)

The mechanical design, installation, and functionality of parking meters is regulated under MCL §12.44.020 which requires their operation “by the required coin of the United States currency.” The proposed ordinance would revise these regulations to allow for payment by credit card and web-based applications, with receipts conveyed to customers electronically or otherwise to allow for proof of parking payment. Additionally, advance notice of imminently expiring meter times would be required for customers. For web-based payment methods, such advance notice could be provided by text message or other agreed-upon formats.

Current prohibitions on exceeding the allotted time for metered parking, set forth under Section 12.44.040, would continue. But under the proposed ordinance, these prohibitions would apply regardless of how payment was submitted -- though with the provision of advance notice to customers either electronically or on the face of the meter itself.

Prohibitions against damaging or destroying parking meters would be amended to include “other related equipment.” (MCL §12.44.060)

State law provides that parking meter fees are not required for vehicles with valid disabled driver license plates or placards. MCL §12.44.070 requires the Public Works Department to post signage or a statement to this effect on each meter. The proposed ordinance would add the express statement that such vehicles are not entitled to exceed applicable time limits, potentially subjecting disabled parkers to applicable penalties for such violations. (Free metered parking would remain available to disabled drivers. But the ordinance would make explicit that penalties for time overages apply in these circumstances.)

The Metro Code currently provides for free metered parking for “clean technology vehicles” within the Downtown Central Business Improvement District. The current Code references a previous sunset date of June 30, 2013 upon which this Code provision would expire unless extended by resolution. However, in 2013, the Council adopted Resolution No. RS2013-743, indefinitely extending the provisions unless and until modified or repealed by ordinance. The proposed ordinance would amend MCL §12.44.075 to impose a firm sunset date of June 30, 2021, thereby eliminating exemptions for clean technology vehicles thereafter. (The Davidson County Clerk’s office advises that a total of 243 “green” parking permits have been issued since December of 2012.) A similar provision providing free metered parking for vehicle owners who purchase carbon offsets would be deleted immediately under the ordinance. (MCL §12.44.080).

In 2017, the Metro Council adopted regulations restricting the deployment of unmanned surveillance and electronic data-gathering equipment on public rights-of-way, essentially requiring Council approval to do so. (See, Ordinance No. BL2017-646). The resulting Code section exempts the Nashville Electric Service, the Airport Authority, the Metropolitan Development and Housing Agency, and the Metro Transit Authority from these requirements. The proposed ordinance would add the Metropolitan Government’s on-street parking program -- whether administered by the Department of Public Works or by a contractor -- among the exempted agencies.

State law authorizes municipal entities to collect payments by credit card for any public taxes, licenses, fees, or similar collections. Municipalities collecting payments by credit card must set and collect a processing fee equal to the third party processor's charge, but no more than five percent (5%). However, such processing fees may be waived by the local governing body. The proposed ordinance includes this waiver.

THE PARKING SYSTEM AGREEMENT

The Metro Charter grants the Traffic and Parking Commission the power to control and manage parking facilities, including parking meters, and further authorizes the Commission to enter lease agreements with private operators to operate Metro-owned parking facilities. (Charter, sec. 11.907). Pursuant to that authority, the proposed ordinance seeks approval of the Parking System Agreement. This agreement, attached as Exhibit A to the ordinance, consists of 105-pages, with 11 attached schedules, and would require the Metropolitan Government to engage Preston Hollow Capital, LLC (the "Parking Company"), on an exclusive basis for a term of 30 years, to provide operations of metered parking activities.

Pursuant to the agreement, Metro would allow the Parking Company access to its existing metered parking system equipment, though retaining ownership thereof. Metro would also provide payments derived from parking meter revenues and other sources. (See below.) In exchange, the Parking Company would submit upfront payments totaling \$34 million dollars (\$17 million dollars on the closing date, with an additional \$17 million payment submitted between July 1, 2019 and May 30, 2020). The Company has described the up-front payment as relatively small in comparison to similar transactions, but in advance of guaranteed improvements in net revenues.

The Company would further fund (1) an Operating Expense Account to be used to fund operating expenses through each contract year (to be maintained at a level equal to 50% of the anticipated operating expenses for the succeeding year); as well as (2) a Capital Expense Account to fund capital expenses on an as-needed basis. The Company would then perform enumerated "metered parking activities" -- essentially operating the metered parking program undertaken to date by the Metropolitan Government.

The Company's combined or aggregate contributions consist of the initial upfront payments, the operating and capital expense reserve amounts, reserve shortfall payments, as well as the Company's out-of-pocket third party costs required to close this transaction (capped at \$2 million dollars).

Project revenues are defined to include metered parking system revenues, parking violations revenue, "other" project revenues (such as advertising revenues and valet space management fees), and project enhancement revenues (consisting of revenues derived from improvements or expansions to current system assets undertaken by the Company such as smart city technology and ride sharing programs). When received, project revenues would be deposited into a Metro account, then disbursed quarterly in a prioritized sequence as follows: (1) first, to replenish the Operating Expense Account; (2) then, to replenish the Capital Expense Account; (3) then, to pay amounts due to the Parking Company and to Metro pursuant to a "waterfall" provision whereby remaining funds are allocated according to a detailed schedule (set forth in Section 2.3(h) of the agreement). Metro would maintain security interests in the Operating Expense Account and Capital Expense Account.

The agreement provides for an "Annual Metro Payment" by the Parking Company of \$1,500,000 -- an amount purportedly equivalent to the net income generated annually by Metro's current

metered parking program. Beginning in 2020, Metro would receive this annual payment sum (plus an increase based upon the Consumer Price Index) as a “priority payment” prior to the Company’s receipt of any payout.

Following prioritized payment of system expenses, replenishment of the operating and capital expense reserves, and payment of the “priority payment” to Metro, the Company would be entitled to payments equal to its invested capital (amortized over the 30-year term), plus 6%. Thereafter, Metro and the Company would share any remaining proceeds.

The Parking Company would be obligated to submit quarterly reports to Metro regarding proposed operating innovations, presumably enabling Metro to pursue system improvements. Metro and the Traffic and Parking Commission would maintain final authority over any public policy decisions impacting the metered parking system.

Changes to the current metered parking system that may reduce project revenues could result in liabilities for Metro as “compensation events.” For example, while Metro reserves the right to remove meters from areas to accommodate special occasions, the revenue loss may require compensation payments from Metro to the Parking Company. However, once the Parking Company derives a maximum return of 9.75%, Metro can effectuate any policy changes without a commensurate obligation to compensate the Company for resulting revenue losses. Additionally, Metro has reserved the right to 90% of all system revenues should the Parking Company receive greater than a 9.75% internal rate of return on investment. The Company itself has further agreed to donate 100% of the excess back to Metro in the event this rate of return is reached.

The agreement specifies other meter removal or limitation allowances that will not trigger compensation requirements for Metro. At any one time, Metro can remove up to 150 meters without consequence. Additionally, Metro can shut down meters for “public events” and also use metered spaces for emergency vehicles and street repairs without incurring compensation obligations. In forthcoming years, the number of meters that Metro could remove from service without penalty would increase proportionally to newly added spaces.

Under the agreement, Metro retains ownership of all parking meters, parking assets, and the data generated by such assets. Metro would further retain authority to decide parking rates, fines, fees, violations, enforcement hours, and location of parking meters. Metro, through its Traffic and Parking Commission, would function as a Contract Compliance Office instead of its current role as the day-to-day operator of the metered parking system. Similar to the proposed Code revisions, the agreement would allow parking violations to be processed through information provided by LAZ Parking to Parking Enforcement Patrol. MNPD and other public safety officers would retain their authority over parking violations and curb violation enforcement.

While Preston Hollow Capital, LLC is the identified Parking Company, it is essentially a large infrastructure fund. The operator under the agreement would be LAZ Parking, a parking operations company. The agreement requires regular meetings with LAZ to pursue continued improvements to the parking system, as well as curb management improvements. LAZ is further required to provide the Traffic and Parking Commission with real-time parking data.

A non-profit subsidiary of the Arizona Industrial Development Authority (AZIDA) will be formed specifically for purposes of implementing this project. AZIDA is a quasi-governmental entity that has bond issuing capacity. As proposed, the Parking Company would then purchase 100% of the bonds issued by AZIDA for this project, thereby enabling Metro to avoid bond underwriting risks.

Metro retains the right to terminate the agreement without cause. However, should Metro exercise its termination rights, it would be required to submit a termination payment to the Parking Company equivalent to a 9.75% rate of return on its investments through the date of termination, plus the costs of rescinding implementation.

BILL NO. BL2019-1625 (VERCHER) – This ordinance would adopt the property tax levy for FY20. The Metropolitan Charter provides in Section 6.07 that the Council’s next order of business upon adopting the annual operating budget is to adopt a tax levy that fully funds that budget.

The property tax rate proposed by this ordinance is the same as the current tax rate -- \$2.755 per \$100 of assessed value in the General Services District (GSD) and \$0.400 per \$100 of assessed value in the Urban Services District (USD), for a total tax rate of \$3.155 in the USD. This tax levy rate is projected to be sufficient to fully fund the proposed FY20 operating budget.

An amendment to the Charter approved by the voters in 2006 provides that the tax rates cannot be increased above their 2006 levels unless approved by the voters at a referendum election. The 2006 property tax levy was \$4.040 in the GSD and \$0.650 in the USD for a total combined tax levy of \$4.690.

The tax levy is amendable on third reading.

BILL NO. BL2019-1626 (VERCHER) — This ordinance establishes the property tax relief program for low-income elderly residents of the Metropolitan Government for FY20. This is essentially an extension of an existing tax relief program that has been in existence for many years.

Tennessee Code Annotated § 5-9-112 authorizes county legislative bodies to appropriate funds for the purpose of providing assistance to low-income elderly residents in the county on an annual basis, based on the particular needs of eligible recipients. The county legislative body is also authorized to develop guidelines for eligibility. Additionally, Tennessee Code Annotated § 67-5-702 provides that the general funds of the state shall be paid to certain low-income taxpayers sixty-five (65) years of age or older necessary to pay or reimburse such taxpayers for all or part of their local property taxes. For many years, Metro has provided a double match of the state funds for the program. \$3,900,000 has been included in the proposed FY20 operating budget in the Property Tax Relief Program Account.

This ordinance would direct the Metropolitan Trustee to disburse funds to eligible taxpayers and further authorizes the Trustee to establish rules and procedures for implementation of the program. All persons who qualify for the state property tax relief program and whose income does not exceed \$29,270 annually will qualify for this program. Because this budgetary appropriation is non-recurring, this program would expire on June 30, 2020.

Fiscal Note: The FY20 operating budget includes \$3,900,000 for the property tax relief program for the elderly, which is the same as the appropriation for FY19.

BILL NO. BL2019-1627 (VERCHER) – This ordinance would establish a new fee structure for all Short-Term Rental Property permit applications.

This ordinance would set the permit fee for Short-Term Rental Property (STRP) -- Not Owner-Occupied and Short-Term Rental Property (STRP) -- Owner-Occupied at three hundred thirteen dollars (\$313). This is an increase from the current permit fee of fifty dollars (\$50). The increase in the STRP permit fee is based on an independent fee study conducted by Fiscal Choice Consulting, LLC. This study concluded that the current permit fee is insufficient to defray the cost of providing services related to permitting of STRPs.

The ordinance would further delete references to the fifty dollar permit fee currently in Chapter 17.16 of the Metropolitan Code.

A substitute is anticipated which would delete the various references to Title 17 sections. This would thereby allow Council to approve the proposed fee increase based upon the recommendation of the Zoning Administrator, pursuant to Section 17.40.750 of the Metro Code, without the necessity of a zoning public hearing. No zoning public hearings take place in June. Because the proposed budget ordinance (BL2019-1624) includes anticipated revenues from the STRP fee increase, however, adoption of this ordinance would be required at the same time.

Fiscal Note: The proposed new STRP permit fee is \$313.

BILL NO. BL2019-1630 (MENDES) – This ordinance would amend Sections 5.06.050 and 5.06.060 of the Metropolitan Code of Laws regarding Tax Increment Financing (TIF) plans.

Sections 5.06.050 and 5.06.060 of the MCL were added as part of Ordinance No. BL2016-157. Section 5.06.050 currently requires that the debt service portion of TIF loans to developers remain with Metro before being used for the payment of principal and interest on the TIF loans. Section 5.06.060 currently requires that land sold by MDHA as part of redevelopment plans are used solely within that district and not for any other purpose without approval by a resolution by the Council receiving twenty-one votes.

Pursuant to the ordinance under consideration, Section 5.06.050 would be amended to require that the portion of incremental tax revenues that may be used to pay a TIF loan may not exceed seventy-five percent (75%). This percentage could be increased or decreased by written policy of the tax increment agency.

Section 5.06.060 would be amended to require that a TIF plan must comply with Section 5.06.050. Further, the section would set forth a mandatory periodic assessment of the activities and

improvements eligible for TIF under the plan. An assessment could be requested by either the Council or the tax increment agency. Assessments could be requested no earlier than seven (7) years after the adoption of the plan, or the previous assessment, and would be required to be completed within ten (10) years after the adoption of the plan or the previous assessment. The assessment would include a review of the impact and goals of the plan, and the Council and the tax increment agency must agree on the eligible activities or improvements. Council's agreement would be indicated by the adoption of a resolution. If the assessment is not completed timely, the tax increment agency would be prohibited from approving any additional bonds or indebtedness.

Finally, this section would authorize either the Council or the tax increment agency to modify, change, or amend a plan, subject to the approval of the other. If the Council initiates the change, approval of the tax increment agency would be required prior to third reading of the ordinance adopting the modification, change, or amendment.

It is anticipated that the sponsor will defer second reading of this ordinance until the July 2, 2019 Council meeting. Review by the Planning Commission is not required for this ordinance.

BILL NO. BL2019-1631 (O'CONNELL) – This ordinance would amend the Metropolitan Code of Laws to consolidate existing provisions regulating noise, excessive noise, and construction noise. These existing provisions would be housed in a new Title 9, entitled Noise and Amplified Sound.

This ordinance would reorganize existing noise provisions into a single title in the Metropolitan Code of Laws. This would mean deleting existing provisions and create a new Title 9, which would contain those prior noise provisions. The new Title 9 would be organized into three chapters. Chapter 9.10 would contain the general definitions and the measurement guidelines currently in existence. Chapter 9.20 would govern the excessive noise provisions, mostly contained within the current MCL Sec. 11.12.070. This new chapter would break the existing MCL Sec. 11.12.070 into more smaller sections based on topic, as well as consolidating other relevant provisions from other sections of the MCL. Chapter 9.20 would also clarify that excessive noise provisions are to be enforced by the Metropolitan Nashville Police Department, who are currently tasked with enforcing the excessive provisions. Chapter 9.30 would govern construction noise, essentially moving the current Chapter 16.44. This Chapter 9.30 would also clarify that construction noise provisions are to be enforced by the Metropolitan Department of Codes Administration, who are currently tasked with enforcing the construction noise provisions.

An amendment may be proposed to address noise restrictions related to commercial and industrial activities under MCL 17.28.090.

BILL NO. BL2019-1632 (O'CONNELL) – This ordinance would delete Section 11.12.090 of the Metropolitan Code of Laws, relative to aggressive panhandling.

Currently, Section 11.12.090 regulates aggressive panhandling. “Aggressive panhandling” is defined in multiple ways, including approaching or speaking to a person in a way that threatens imminent bodily injury, persist in panhandling to a person after receiving a negative response, blocking the passage of a solicited person, rendering service to a vehicle without prior consent of the owner, operator, or occupant and thereafter asking for payment for the service; or engaging in conduct intended to intimidate, compel, or force a donation. This section prohibits aggressive panhandling and limits where panhandling generally can be located and limits panhandling to daylight hours only.

The ordinance under consideration would delete Section 11.12.090, thereby eliminating the limitations on aggressive panhandling and panhandling in general.

As noted in the analysis for BL2019-1543, above, anti-panhandling ordinances have come under increasing scrutiny by appellate courts as content-based speech restrictions deemed presumptively unconstitutional. Such restrictions can be justified under strict scrutiny only if the enacting government establishes that the restriction is narrowly tailored to serve compelling state interests.

BILL NO. BL2019-1638 (VERCHER) – This ordinance would approve an amended partnership agreement between the Cities for Financial Empowerment Fund, Inc. (CFE Fund) and the Metropolitan Government.

Ordinance No. BL2018-1198 approved a partnership agreement between the CFE Fund and the Metropolitan Government to support two of CFE Fund’s grantee partners. The agreement under consideration would amend that 2018 agreement. The end date of the term of the agreement would be extended from October 31, 2018 to February 28, 2020. The total compensation to be received by Metro would be increased from \$10,000 to \$20,000 (and would instead be entitled a “Stipend”).

Fiscal Note: The total compensation for this agreement would not exceed \$20,000.

BILL NO. BL2019-1639 (WITHERS & VERCHER) – This ordinance would approve newly created positions within the Metropolitan Government. Section 12.10 of the Metropolitan Charter provides that newly created positions within the Metropolitan Government shall be approved by ordinance.

The Civil Service Commission, upon the recommendation of the Director of Human Resources, has created four new positions as follows:

- 311 Call Center Specialist,
- 311 Call Center Specialist Senior,
- Crime Scene Investigator 3, and
- Fire Inspector 2 – Field Training Officer

BILL NO. BL2019-1640 (WITHERS & VERCHER) – This ordinance would approve a newly created position within the Metropolitan Government. Section 12.10 of the Metropolitan Charter provides that newly created positions within the Metropolitan Government shall be approved by ordinance.

The Civil Service Commission of the Health Department, upon the recommendation of the Director of Personnel for the Department of Health, has created the new position of “Bureau Director 2”.

BILL NO. BL2019-1641 (O’CONNELL & HURT) – This ordinance would approve a temporary “Special Event Zone” for the downtown area, in conjunction with the 2019 July 4th Celebration scheduled July 2 to 5, 2019.

The Special Event Zone established under this ordinance would consist of seven (7) areas, all contiguous within Downtown Nashville, as follows:

- Area 1 would extend from 8th Ave to Rosa L Parks Blvd, and from Korean Veterans Blvd to Commerce Street, with an extension from Commerce Street to Church Street along 2nd and 1st Ave North.
- Area 2 would extend from the East side of the Woodland Street Bridge to Interstate Drive, between Woodland Street and Shelby Ave.
- Area 3 would contain the John Seigenthaler Pedestrian Bridge from 3rd Ave South to South Second Street.
- Area 4 would contain the Woodland Street Bridge, from 1st Ave North to South 1st Street.
- Area 5 would contain the Gay Street Connector; 3rd Ave North to the Cumberland River, between James Robertson Parkway and Union Street; and 2nd Ave North to 1st Ave North, between Union Street and Church Street, including Bank Street.
- Area 6 would contain Woodland Street to Shelby Street, between the Cumberland River and Interstate Drive including Cumberland Park, and South 2nd Street, from Sylvan Street to Korean Veterans Blvd.
- Area 7 would contain the Korean Veterans Blvd. Bridge.

Activity restrictions within the Special Event Zone would begin at nine o’clock (9:00) p.m. on Tuesday, July 2, 2019, and end at 11 o’clock (11:00) p.m. on Friday, July 5, 2019.

Activities on public property or in the public right-of-way within the Special Event Zone are regulated as follows:

1. The sale of any food, beverages, goods, or merchandise would be prohibited, unless street vendors obtain a “Special Event Zone” permit from the Nashville Convention and Visitors Corporation (CVC) in order to sell within the geographic area listed above.
2. Alcoholic beverages provided, served, or sold from any temporary outdoor would be prohibited, except as authorized.
3. The sale or distribution of merchandise pertaining to the July 4th Celebration, where it is apparent on its face that the merchandise is not licensed by CVC, would be prohibited.

4. No tents or membrane structures of any kind would be permitted, except as authorized by CVC or Metro for public safety purposes.
5. The construction, placement, occupation, or use of any temporary structure would be prohibited except those sanctioned and authorized by the CVC.
6. The distribution, promotional give-away activity, or provision of free products, services, or coupons by persons or entities that are not event sponsors officially sanctioned and authorized by CVC would be prohibited, except within any Public Participation Area.
7. Vehicles would be allowed only as directed by Metropolitan Nashville Police.
8. No shared urban mobility devices, as defined by Metropolitan Code of Laws Section 12.62.010, would be permitted within the Special Event Zone.
9. No handguns, rifles, or firearms would be permitted. (Tennessee Code Annotated § 39-17-1359)
10. No knives, swords, or other fighting devices would be permitted.
11. No fireworks, firecrackers, or explosive devices of any type would be permitted, except exhibitions permitted by CVC.
12. The Special Event Zone would be a “no fly zone.”

This ordinance would establish at least one Public Participation Area within the Special Event Zone while the zone is in effect. This Area would allow for the reasonable expression by the public in a manner that is not disruptive to the July 4th Celebration, activities, and events.

Fiscal Note: This ordinance places restrictions on the activities that would be allowed to take place within the special event zone during the July 4th Celebration. However, no additional Metro personnel or overtime would be required just for the enforcement of these restrictions.

BILL NO. BL2019-1642 (VERCHER, SLEDGE, & OTHERS) – This ordinance would approve a participation agreement between the Metropolitan Government and Stratos Development Group, LLC (Stratos), to provide public water service improvements for Stratos’s proposed development, as well as other existing properties in the area.

Pursuant to the terms of the agreement, Stratos would contract and oversee the abandonment of approximately 1,000 linear feet of two-inch water main and the construction/installation of approximately 1,000 feet of eight-inch water main and 1 fire hydrant on Carvell Avenue from Wedgewood Avenue to Southgate Avenue to serve the Carvell Avenue Development. Metro would inspect the construction and accept the new water main and fire hydrant and would further be responsible for ongoing operation and maintenance.

The agreement would be terminated if these improvements are not operational by May 13, 2020.

Fiscal Note: Metro would pay the lesser of fifty percent (50%) of the actual project costs, not to exceed \$91,045.00 for the water main and fire hydrant improvements. Stratos would further agree to improve the public water main along Carvell Avenue. Metro would reimburse Stratos an amount not to exceed \$90,900.00.

BILL NO. BL2019-1643 (HALL) – This ordinance would require that all existing culverts, inlets, storm drains, and ditches within the T2- Rural Neighborhood Policy and T3- Suburban Neighborhood Policy be upgraded, retrofitted, and/or constructed to the specifications of the Stormwater Management Manual Standards. This would be required to be completed by January 1, 2025.

It is anticipated that the sponsor will defer second reading of this ordinance.

Fiscal Note: The costs to implement the improvements proposed by this ordinance are anticipated to range from tens of millions -- if not hundreds of millions -- of dollars. A precise estimate of costs has not yet been determined by Water Services due to expansive size of the proposed Stormwater project.

BILL NO. BL2019-1644 (MENDES) – This ordinance would amend Ordinance No. BL2018-1315, pertaining to the Tax Increment Financing Study and Formulating Committee.

Ordinance No. BL2018-1315 created a Tax Increment Financing Study and Formulating Committee (“Committee”). As required by the ordinance, the Committee prepared and submitted a report regarding how the Metropolitan Government utilizes tax increment financing and proposed recommendations for its implementation in a more transparent, equitable, effective and understandable manner. The final report was submitted May 7, 2019 and is attached to the current ordinance.

The ordinance under consideration would add a new section to BL2018-1315. This section would require the Metropolitan Development and Housing Agency (MDHA), the Mayor’s Office, and the Finance Department to provide a written description of which agencies have been assigned the task of accomplishing each of the recommendations outlined in the report, including estimates of the resources required to complete this implementation. This written description would be required to be provided to the Council by October 31, 2019. Additionally, MDHA, the Mayor’s Office, and the Finance Department would be required to submit a written report to the Council describing the status of accomplishing each of the recommendations by December 15, 2020.

BILL NO. BL2019-1646 (PULLY, O’CONNELL, & BEDNE) – This ordinance would abandon existing easement rights located at 2003 B Castleman Drive, formerly known as Burtonwood Drive. The abandonment has been requested by Build Nashville DB2, LLC, owner. It has been determined by Metro that the easement rights are no longer needed.

This has been approved by the Planning Commission. Future amendments to this legislation may be approved by resolution.

BILL NO. BL2019-1647 (O'CONNELL & BEDNE) – This ordinance would abandon existing easement rights and existing three inch water main located at 65 Lindsley Avenue, formerly known as Berrien Street. The abandonment has been requested by The Fuel Tank, LLC, owners. It has been determined by Metro that the easement rights are no longer needed.

This has been approved by the Planning Commission. Future amendments to this ordinance may be approved by resolution.

BILL NO. BL2019-1648 (VERCHER, BEDNE, & O'CONNELL) – This ordinance would accept new sanitary sewer and water mains, sanitary sewer manholes and fire hydrant assemblies for property located at Middlewick Lane (unnumbered), also known as Burkitt Village Phase 6 Section 1.

This has been approved by the Planning Commission. Future amendments to this ordinance may be approved by resolution.

BILL NO. BL2019-1649 (VERCHER, BEDNE, & O'CONNELL) – This ordinance would accept new sanitary sewer and water mains, sanitary sewer manholes and fire hydrant assemblies for property located at Middlewick Lane (unnumbered), also known as Burkitt Village Phase 6 Section 2.

This has been approved by the Planning Commission. Future amendments to this ordinance may be approved by resolution.

BILL NO. BL2019-1650 (RHOTEN, O'CONNELL, & BEDNE) – This ordinance would abandon existing public water main and public sanitary sewer main, a sanitary sewer manhole, and easements and accept new water and sanitary sewer mains, a fire hydrant assembly, sanitary sewer manholes, and easements for property located at 3177 Lebanon Pike.

This has been approved by the Planning Commission. Future amendments to this ordinance may be approved by resolution.

BILL NO. BL2019-1653 (BLALOCK) – This ordinance would require a flag of the Metropolitan Government be presented to the family of a former member of the Metropolitan County Council upon the member's death.

This presentation could include presentation at the funeral of a former member of Council. The Metropolitan Government would absorb any costs associated with this presentation.

Fiscal Note: Metro's cost for the flag presentation would be \$230.72.

– ORDINANCES ON THIRD READING –

BILL NO. BL2019-1598 (O’CONNELL, ROBERTS, & OTHERS) – This ordinance, as amended, would amend the Metropolitan Code of Laws to establish a fleet schedule for low- or zero-emissions vehicles owned by the Metropolitan Government.

This ordinance would direct the Metropolitan Department of General Services to establish a fleet electrification program to require all vehicles owned by the Metropolitan Government to be low- or zero-emission vehicles, subject to a timeline. The transition to a zero-emission fleet would be phased-in as follows:

- By 2025, 25% of the vehicles in the metropolitan government fleet would be low-or-zero-emission vehicles.
- By 2030, 25% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 50% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2035, 50% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 75% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2040, 75% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 90% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2045, 90% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 100% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2050, 100% of the vehicles in the metropolitan government fleet would be zero-emission vehicles.

The Department of General Services could adopt rules and regulations to implement this program. General Services would also be directed to develop a greenhouse gas emissions reduction plan for its fleet by January 1, 2022, to be updated every two years.

General Services could exempt vehicles, such as emergency response vehicles and other types of vehicles for which low- or zero-emission models are not feasible, from this program.

An amendment added at the May 21, 2019 meeting would require General Services to issue an annual report to Council regarding the status of vehicles in the Metro fleet.

Fiscal Note: The initial cost (including warranty) per fleet light vehicle is estimated by General Services to be approximately \$37,000 per car. In addition, each dual-port charging station would cost \$10,350. The maintenance costs are estimated to be approximately \$680 per year. The purchase price for a hybrid vehicle would be approximately \$6,000 more than a comparable gasoline vehicle.

The estimated annual fuel savings for a mid-sized electric sedan are estimated to be approximately \$417. For a comparable hybrid vehicle, the annual fuel savings are estimated to be approximately \$220.

BILL NO. BL2019-1599 (O'CONNELL, ROBERTS, & OTHERS) – This ordinance, as amended, would require the Department of General Services to create sustainable or “green” building standards for buildings owned by the Metropolitan Government and amend Chapter 16.60 regarding sustainable building design standards for new and renovated Metropolitan buildings and facilities.

By July 1, 2020, General Services would be required to develop a strategic management plan for reducing energy and water use in metro-owned buildings. The plan would be required to comply with the Equal Business Opportunity Program, codified in Chapter 4.46 of the Metropolitan Code of Laws, to the fullest extent possible. This plan would further include timelines and cost estimates for implementing:

1. A retrofit program across 9% of metro-owned buildings by square footage between 2021 and 2024, with a goal of achieving 20% reductions average in energy and greenhouse gas emissions, as measured in BTUs.
2. A LEEDTM Zero retrofit program across at least 12.5% of metro-owned buildings by square footage between 2026 and 2032. Renewable energy certificates (RECs) could be used as part of this retrofit program.

Further, Chapter 16.60 of the Metro Code would be amended to require Metro to seek LEEDTM “Gold” level certification for buildings within the Urban Services District (USD). The current requirement of LEEDTM “Silver” would continue to apply to buildings outside of the USD. This program currently applies to new construction and additions over 5,000 gross square feet or projects over \$2 million.

Fiscal Note: Pursuant to Metro Code section 16.60.110, the General Services Department submits an annual report to the Metropolitan Council detailing the environmental performance and operation of buildings that subscribe to LEED sustainable standards. Previous reports have consistently reflected operational cost savings.

General Services estimates that the cost of energy retrofits on 9% of buildings maintained by General Services would be approximately \$64.9 million. In addition, there would be a cost of approximately \$500,000 for consultants for the strategic energy management plan.

General Services advised they were unable to determine the cost of LEED Zero retrofits due to the lack of available information.

Finally, in order to manage the changes as proposed by this ordinance, it would be required for General Services to add one Administration Services Manager at a cost of approximately \$93,000 plus benefits.

BILL NO. BL2019-1600 (O'CONNELL, ROBERTS, & OTHERS) – This ordinance, as amended, would create a renewable energy portfolio standard program for the Metropolitan Government.

The program would begin in 2020, with total carbon-free energy usage standard of at least 53%. This portion would include no less than 20% from “tier one” renewable sources such as solar energy, wind energy, methane, geothermal, ocean, fuel cells charged from such sources, and raw or treated wastewater. Further, the carbon-free energy portion would consist of at least 2.5% from “tier two” renewable sources such as hydroelectric power or waste-to-energy, and at least 1% from solar energy. The carbon-free energy portion would gradually increase each year, ultimately meeting the goal of 100% carbon-free energy usage in 2041.

This ordinance would further encourage Metro to increase their share of ownership in community-based solar programs within Davidson County and any incentives offered by NES to increase renewable energy sources when available. Renewable energy certificates (RECs) could be used to meet the percentage required under the standards outlined in the ordinance.

The Department of General Services would be required to submit a strategic plan for achieving the standards by July 1, 2020. This would include the cost estimates for implementation. An annual report would further be required to be submitted to the Council, including the percentage of renewable energy usage by category and the RECs or credits, if any, in use.

Fiscal Note: General Services estimates the cost would be \$15.7 million and \$500,000 for consultants for the renewable energy portfolio standard.

BILL NO. BL2019-1612 (BEDNE & HENDERSON) – This ordinance would amend Section 4.12.160 of the Metropolitan Code of Laws regarding multi-year procurement contracts.

Currently, MCL Section 4.12.160 authorizes a contract for supplies or services to be entered into for a period of time deemed to be in the best interest of the Metropolitan Government, provided that the term of the contract and any renewals or extensions do not exceed sixty (60) months, unless otherwise provided by law. The Procurement Standards Board is further authorized to establish conditions for the use of multi-year contracts, set maximum terms for contracts for types of supplies, services, or construction items, and prescribe specific contract provisions. Further, if funds are not appropriated or otherwise made available to support the continuation of performance of a contract in a fiscal period, a contract shall be canceled.

The ordinance under consideration would maintain these current provisions and add a new Section B which would explicitly require that a contract for supplies or services with a term exceeding sixty (60) months be approved by the Metropolitan Council. Additionally, the legislation authorizing such contracts would be required to provide:

- The beginning date and termination date of the original contract and the revised termination date;
- Whether the contract provides services previously provided by a Metropolitan department;
- The number of full time equivalent positions required to provide services by the private contractor;

- A statement of whether the Metropolitan Department could provide the services contracted for and, if not, why not; and
- A statement setting forth with specificity why executing, renewing, or extending the contract is in the best interests of the Metropolitan Government.

BILL NO. BL2019-1613 (MENDES) – This ordinance would amend Section 5.06.040 of the Metropolitan Code of Laws pertaining to annual reports from tax increment agencies.

Currently, Section 5.06.040 requires the Metropolitan Development and Housing Agency (MDHA) to make reports to the Council and Finance Director no later than April 30 of each year. This report is required to include an identification of each outstanding tax increment financing (TIF) loan, the amount of incremental tax revenues from the plan area used to pay administrative fees, a description of the administrative costs incurred, the total of all incremental tax revenues allocated to MDHA during the preceding year, and the total of all outstanding TIF loans as of the end of the reporting period.

The ordinance under consideration would change the reporting date from April 30 of each year to May 31 of each year. In addition, the annual report would be required to include a summary of diversified business enterprise (DBE) goals for projects receiving TIF loans, as well as actual DBE participation results.

BILL NO. BL2019-1617 (O'CONNELL & BEDNE) – This ordinance would accept a new sanitary sewer main and sanitary sewer manholes, and relocate one fire hydrant assembly, for properties located at 838 B and 843 B Goff Street.

This has been approved by the Planning Commission. Future amendments to this ordinance may be approved by resolution.

BILL NO. BL2019-1618 (O'CONNELL & BEDNE) – This ordinance would authorize Millenium Music Row, LLC to install, construct, and maintain underground and structural encroachments in the right-of-way located at 70 Music Square West. These would consist of five balconies, a stoop, and a handrail encroaching the right-of-way.

Millenium Music Row, LLC 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. BL2019-1619 (O'CONNELL & BEDNE) – This ordinance, as amended, would authorize Nashville PropCo LLC to install, construct, and maintain underground and structural encroachments in the right-of-way located at 306 Gay Street. These would consist of a rooftop bar soffit, entrance canopy overhang, and bike racks encroaching the right-of-way.

Nashville PropCo LLC 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 \$4 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. BL2019-1620 (O'CONNELL & BEDNE) – This ordinance would abandon existing easement rights for property located at 4000 Dr. Walter S. Davis Boulevard, formerly known as Clifton Avenue. It has been determined by Metro Water Services that this easement is no longer needed.

The abandonment has been requested by Tack Nashville LCC, owner.

This has been approved by the Planning Commission. Future amendments to this legislation may be approved by resolution.

BILL NO. BL2019-1621 (O'CONNELL & BEDNE) – This ordinance, as amended, would amend the official Geographic Information Systems Street and Alley Centerline Layer by abandoning a portion of Alley Number 126 right-of-way.

The abandonment has been requested by Catalyst Design Group, applicant.

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

BILL NO. BL2019-1622 (O'CONNELL & BEDNE) – This ordinance, as amended, would amend the official Geographic Information Systems Street and Alley Centerline Layer by abandoning a portion of Maynor Avenue right-of-way and easement.

The abandonment has been requested by MC2 Group, LLC, applicant.

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

GRANTS LEGISLATION – JUNE 4, 2019

Legislative Number	Parties	Amount	Local Cash Match	Term	Purpose
RS2019-1754	From: Tennessee Administrative Office of the Courts To: Metropolitan Government of Nashville and Davidson County	Not to exceed \$85,277.00	\$0	July 1, 2019 through June 30, 2020	The grant proceeds would be used for the provision of interpretation/translation services for court hearings which involve parties with limited English proficiency (LEP) in the Davidson County trial courts.
RS2019-1755	From: Tennessee Administrative Office of the Courts To: Davidson County Juvenile Court	Not to exceed \$65,250.00	\$7,250.00	July 1, 2019 through June 30, 2020	The grant proceeds would be used for the provision of interpreter/translation services for individuals with limited English proficiency.
RS2019-1756	From: Oasis Center, Inc. To: Davidson County Juvenile Court	Not to exceed \$4,600.00	\$0	July 1, 2019 through June 30, 2020	The grant proceeds would be used for the implementation of the Wyman's Teen Outreach Program (TOP) as part of probation services to decrease risky behaviors and increase life skills among youth.
RS2019-1757	From: Tennessee Department of Children's Services To: Davidson County Juvenile Court	Not to exceed \$45,000.00	\$0	July 1, 2019 through June 30, 2024	The grant proceeds would be used to provide state supplemental juvenile court improvement funds to employ a youth services officer.

<p>RS2019-1761</p>	<p>From: Greater Nashville Regional Council</p> <p>To: Metropolitan Social Services Commission</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>This would approve the first amendment to a grant approved by RS2018-1300. This would amend Section C.1 to specify that the grant may not exceed the previously granted amount "for FY2020".</p> <p>Grant proceeds are used to provide Nutrition HCBS to eligible seniors throughout Davidson County.</p>
<p>RS2019-1763</p>	<p>From: Tennessee Department of Human Services</p> <p>To: Metropolitan Board of Health</p>	<p>Not to exceed \$14,705.42</p>	<p>\$0</p>	<p>July 1, 2019 through September 30, 2019</p>	<p>The grant proceeds would be used to conduct immunization record audits for child care centers, drop-in centers, and group child care homes to ensure the safety and well-being of children and families in Davidson County.</p>
<p>RS2019-1764</p>	<p>From: Friends of Metro Animal Care & Control</p> <p>To: Metropolitan Board of Health</p>	<p>Not to exceed \$260.00</p>	<p>\$0</p>	<p>N/A</p>	<p>The grant proceeds would be used to provide additional free microchips for animals that are adopted at the shelter.</p>
<p>RS2019-1765</p>	<p>From: U.S. Environmental Protection Agency</p> <p>To: Metropolitan Board of Health</p>	<p>Increase by \$130,000.00</p>	<p>N/A</p>	<p>N/A</p>	<p>This would approve the sixth amendment to a grant approved by RS2015-1525.</p> <p>The grant amount would be increased from \$518,809.00 to \$648,809.00.</p>

<p>RS2019-1766</p>	<p>From: Tennessee Department of Health</p> <p>To: Metropolitan Board of Health</p>	<p>N/A</p>	<p>N/A</p>	<p>Extend end date to June 30, 2020</p>	<p>This would approve the first amendment to a grant approved by RS2018-1305.</p> <p>The end date would be extended from June 30, 2019 to June 30, 2020.</p>
<p>RS2019-1767</p>	<p>From: Greater Nashville Regional Council</p> <p>To: Metropolitan Social Services Commission</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>This would approve the second amendment to a grant approved by RS2018-1369. This amendment would change the number of meals that can be provided pursuant to the grant contract.</p> <p>Grant proceeds are used to provide meals that meet RDA nutritional guidelines and transportation services to eligible seniors and handicapped residents.</p>
<p>RS2019-1768</p>	<p>From: Nashville Public Library Foundation</p> <p>To: Nashville Public Library</p>	<p>Not to exceed \$28,602.17</p>	<p>\$0</p>	<p>April 1, 2019 through October 1, 2020</p>	<p>The grant proceeds would be used to partially fund a project coordinator position for the NAZA Youth Level Outcomes Framework Research initiative.</p>

<p>RS2019-1769</p>	<p>From: Nashville Parks Foundation To: Metropolitan Nashville Parks and Recreation Department</p>	<p>Not to exceed \$500,000.00</p>	<p>\$0</p>	<p>N/A</p>	<p>The grant proceeds would be used to provide supplemental funding from private donations for the development of Frankie Pierce Park.</p>
<p>RS2019-1770</p>	<p>From: Friends of Shelby Park & Bottoms To: Metropolitan Board of Parks and Recreation</p>	<p>Not to exceed \$27,780.00</p>	<p>\$0</p>	<p>N/A</p>	<p>The grant proceeds would be used to support the Cornelia Fort Playground project at Cornelia Fort Airpark.</p>
<p>RS2019-1775</p>	<p>From: U.S. Department of Justice To: Metropolitan Nashville Police Department</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>This would approve an application for a DNA Capacity Enhancement Grant. If the application is approved, grant proceeds would be used to assist in the purchase of DNA laboratory processing software to increase the efficiency and effectiveness of the Forensic Biology Unit.</p>