



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: December 5, 2017

RE: Analysis and Fiscal Notes

Unaudited Fund Balances as of 11/29/17:

4% Reserve Fund	\$39,816,604*
Metro Self Insured Liability Claims	\$5,977,123
Judgments & Losses	\$3,545,595
Schools Self Insured Liability Claims	\$4,359,997
Self-Insured Property Loss Aggregate	\$6,973,194
Employee Blanket Bond Claims	\$664,905
Police Professional Liability Claims	\$2,340,747
Death Benefit	\$1,496,588

*This assumes unrealized estimated revenues in FY18 of \$26,764,299.

Note: No fiscal note is included for any legislation without significant financial impact.

– ORDINANCES ON PUBLIC HEARING –

BILL NO. BL2017-937 (SHULMAN) – This ordinance, as substituted, would amend Title 17 of the Metro Code of Laws (MCL) regarding short term rental properties. The sponsor has notified Council members of his intent to defer public hearing and second reading of this ordinance until January 2, 2018 in conjunction with BL2017-981(Withers) which similarly addresses short term rental properties. Both ordinances would then be scheduled for third reading on January 16, 2018 in conjunction with BL2017-608 (Hagar and others) whose sponsor has likewise notified Council members of his intent to defer reading from January 2 to January 16, 2018.

Title 17 of the MCL currently regulates short term rental properties (STRP). Under current law, permits are issued for three types of STRPs: owner-occupied (Type 1); not owner-occupied (Type 2); and not owner-occupied multifamily (Type 3). An STRP is permitted as an accessory use in all zoning districts that allow residential use, provided a permit is obtained.

Ordinance BL2017-937 would separate STRP into two categories: “Short term rental property (STRP) – Owner-Occupied” and “Short term rental property (STRP) – Not Owner-Occupied”. STRP – Owner-Occupied would be allowed as an accessory use in certain specified zoning districts, while STRP – Not Owner-Occupied would be allowed as a use permitted with conditions in certain specified zoning districts.

A new section 17.16.070.U would be created to regulate STRP – Not Owner-Occupied. Under proposed Section 17.16.070.U.1, an owner of the property would be required to obtain an STRP permit from the Department of Codes Administration. Any advertising would be required to prominently display the permit number of the STRP unit. Within the Urban Zoning Overlay (UZO) district, no more than three percent (3%) of single-family or two-family residential units in each census tract would be permitted as STRP – Not Owner-Occupied use. Outside of the UZO district, no more than one percent (1%) of single-family or two-family residential units in each census tract would be permitted as STRP – Not Owner-Occupied use. In single-family and one- and two-family zoning districts, a Not Owner-Occupied unit could not be located within 1,320 feet (1/4 mile) from the property line of another Not Owner-Occupied use – often referred to as an “anti-clustering” provision. Only one (1) permit could be issued per lot in single-family and two-family zoning districts. STRP – Not Owner-Occupied would be permitted as an accessory use to multi-family use associated with Manufacturing, Artisan in IWD, IR, and IG zoning districts. Notwithstanding these limitations, the ordinance would allow permits issued under previous regulations to be renewed (provided such permits were properly issued and maintained in good standing).

Under this proposed Section 17.16.070.U, the permit application process would remain the same. Signage for STRP – Not Owner-Occupied would be regulated under the comprehensive provisions under Chapter 17.32 of the Metro Code.

This ordinance would further amend Section 17.16.250.E to apply only to STRP – Owner-Occupied. An operating permit would be required prior to operating an STRP – Owner-Occupied, issued by the Department of Codes. Advertisements would be required to prominently display the permit number, and only one permit per lot would be allowed for single-family and two-family zoning districts. The owner would be required to reside on the same and would further be required to (1) be a natural person or persons; (2) not be a limited liability entity, such as a corporation or LLC; and (3) not be an unincorporated entity, such as a partnership, joint venture, or trust. For two-family dwellings, the ownership of the two-family units could not be divided and the units would be required to be owned by the same person with one unit being the primary residence of the owner. For these two-family dwellings, an instrument would be required to be prepared and recorded with the register's office covenanting that the two-family dwelling could only be used under these conditions as long as the STRP – Owner-Occupied permit is valid.

Regulations for STRP – Not Owner-Occupied are provided under proposed Section 17.16.070.U.4 and identical regulations for STRP – Owner-Occupied are provided under proposed Section 17.16.250.E.4. Occupants would be required to abide by all noise regulations, public peace, morals, and welfare, parking and waste management provisions in the Code – a more specific recitation of what constitutes a “strike” for zoning appeals purposes. State and local fire and building codes would apply, specifically including required smoke alarms. Parking must be provided in accordance with MCL section 17.20.030, and no recreational vehicles, buses or trailers may be visible. Food preparation is prohibited. Maximum occupancy is limited to no more than (i) twice the number of sleeping rooms, plus four, or (ii) ten, whichever is less, and the limit must be posted within the STRP. If an STRP advertises a larger number of occupants than allowed, it is grounds for permit revocation. STRP owners cannot be paid for stays of less than 24 hours or more than 30 days. The local responsible party's contact information must be conspicuously posted within the unit and he/she must answer calls 24/7 throughout each rental period.

Permits for both STRP – Not Owner-Occupied and STRP – Owner-Occupied expire 365 days after issuance unless renewed prior thereto. Renewals could be submitted by mail, online or in person by units that have received no documented complaints. Such STRP owners would be allowed a 30-day grace by the zoning administrator, given a reasonable explanation for the delay. The renewal application must include the required renewal fee and the information required in the original application, again verified by affidavit. For those with documented complaints, no grace period applies. STRP permits cannot be assigned or transferred to others.

The Department of Codes is obligated to notify permit holders upon the filing of a complaint. If the zoning administrator determines that two (2) Code violations have occurred within a 12 month period, the STRP permit may be revoked following 15 days' written notice of the alleged violations. Administrative appeals to the BZA may be pursued by permit holders after a revocation. Once revoked, no new permit could be issued for one year. Operating an STRP without a permit would carry a fifty dollar fine, with each day of operation constituting a separate offense. For such operators, a waiting period of one year would apply before eligibility for an

STRP permit. In comparison to the existing Code, BL2017-937 would limit the discretion of the Board of Zoning Appeals in instances where offenders claim unawareness of the requirement to obtain permits.

BILL NO. BL2017-980 (BEDNE) – Section 17.16.030 of the Metro Code of Laws establishes residential uses “permitted with conditions” in the zoning code. Subsection 17.16.030.E contains conditions for "Multi-family" uses under that heading.

Subsection 17.16.030.E.1 states: "A maximum of two units per lot shall be permitted as an accessory use to Manufacturing, Artisan use". The ordinance under consideration would simply add "uses accessory to an artisan manufacturing use" after “Multi-family” in the title of the section, making it more consistent with the content of the section.

BILL NO. BL2017-981 (WITHERS) – This ordinance would amend Title 17 of the Metropolitan Code of Laws regarding short term rental properties and establish a renewal allowance for existing permitted uses. As with BL2017-937 above, the sponsor of this ordinance has notified Council members of his intent to defer public hearing and second reading until January 2, 2018 in conjunction with BL2017-937 (Shulman) which similarly addresses short term rental properties. Both ordinances would then be scheduled for third reading on January 16, 2018 in conjunction with BL2017-608 (Hagar and others) whose sponsor has likewise notified Council members of his intent to defer reading from January 2 to January 16, 2018.

STRPs are regulated under Section 17.16.250 of the Metropolitan Code. As currently defined, "Owner-occupied" means the owner of the property permanently resides in the STRP or in the principal residential unit with which the STRP is associated on the same lot. Similar to BL2017-608, the ordinance under consideration would amend this section of the Code to create a two-tiered definition for short term rental properties: (1) “Short term rental property (STRP) – Owner-Occupied” and (2) “Short term rental property (STRP) – Not Owner-Occupied”.

The ordinance would amend the definition of “owner occupied” to require that the owner be (1) a natural person or persons; (2) not a limited liability entity, such as a corporation or LLC; and (3) not an unincorporated entity such as a partnership, joint venture, or trust.

Like BL2017-608, this ordinance would allow “STRP – Owner-Occupied” as an accessory use in specified zoning districts and allow “STRP – Not Owner-Occupied” as a use permitted with conditions in specified districts (excluding single-family and one-and two-family zoning districts).

The permit requirements found in Section 17.16.250.E would apply only to “STRP – Owner-Occupied” and references to permitting different types of STRPs would be deleted. The limit of one permit per lot in single-family and one and two-family zoning districts would be removed.

A new section regulating “Short term rental property (STRP) – Not Owner-Occupied” would be added as a new Section 17.16.070.U. These requirements would largely mirror the Owner-Occupied requirements for permits, application, signage, and regulations. This ordinance would not allow new “STRP – Not Owner-Occupied” permits in Single-Family and One and Two-Family districts, so the census tract limitations have been removed.

The renewal fee for STRP – Owner-Occupied properties would remain at \$50 pursuant to Section 17.16.250.E.4.i. (The fee is not yet specified for STRP – Not Owner-Occupied).

As noted, this ordinance mirrors BL2017-608 in several respects. However, this ordinance would allow for permits issued under previous regulations to be renewed (assuming they were properly issued and maintained).

BILL NO. BL2017-982 (WITHERS) – Section 17.16.250 of the Metro Code of Laws lists the requirements for residential accessory uses within the zoning code. The ordinance under consideration would replace the current Section 17.16.250.E.1 regarding permit requirements for short-term rental properties. As with BL2017-937 and BL2017-981 above, the sponsor of this ordinance has notified Council members of his intent to defer public hearing and second reading until January 2, 2018. This ordinance would then be scheduled for third reading on January 16, 2018 in conjunction with BL2017-608 (Hagar and others), BL2017-937 (Shulman) and BL2017-981 (Withers).

Currently, Section 17.16.250.E.1 requires that the owner of an STRP obtain a permit from the Department of Codes Administration and requires that any advertising for an STRP (a) prominently display the permit number for the STRP unit; or (b) include an image of the permit or link to an image in which the number is legible. This section also defines the three types of STRP permits: owner-occupied (Type 1); not owner-occupied (Type 2); and not owner-occupied multifamily (Type 3). A limit of no more than 3% of single and two-family residential districts within a census tract are permitted for Type 2 STRPs, and only one permit per lot is allowed for single-family and one and two-family zoning districts.

The ordinance under consideration would retain the permit and advertising requirements, but would remove the three STRP types and the 3% limitation for Type 2 STRPs. In addition, it would allow for a permit to be issued for either dwelling unit in two-family dwellings, provided that (i) the entire two-family dwelling is owned by a single owner, and (ii) one of the dwelling units is the primary residence of the owner. It would also specify that only one (1) could be issued per lot in single-family and two-family zoning districts.

If adopted alone, this ordinance would eliminate distinctions between the types of short term rental properties. However, if adopted in conjunction with BL2017-608 (Hagar and others), BL2017-937 (Shulman), or BL2017-981 (Withers), its impact would be limited to allowing duplexes to be considered for owner-occupied permits under certain circumstances.

– RESOLUTIONS –

RESOLUTION NO. RS2017-966 (VERCHER) – This resolution would authorize the Mayor to employ the law firm of Loeff Cabraser Heimann & Bernstein, LLP to investigate and potentially pursue claims against manufacturers and distributors of prescription opioids that have wrongfully caused drug addiction in Davidson County and resulting economic harm to the Metro Government. Economic impacts of opioid addiction include drug addiction treatment, emergency room visits, law enforcement response, incarceration, child abuse and neglect, and the cost for removing children from parental custody, as well as medical treatment for prenatal opioid exposure.

The law firm would investigate whether Metro should pursue litigation to seek reimbursement for such economic harms. The firm would then provide an opinion letter to the Metro Director of Law recommending whether to bring a lawsuit or potentially join an existing class action lawsuit. The law firm would bear all necessary costs of litigation, but would be reimbursed from any gross recoveries as a result of litigation. The law firm would be contracted on a "contingency fee" basis, meaning Metro would not pay attorney fees during the litigation process. Instead, the law firm would only be paid if they recover a favorable verdict or reach a settlement.

The law firm's contingency fee would vary based on (1) the net recovery of the litigation or settlement and (2) whether the defendant opioid manufacturer or distributor has already admitted to or been found by a judicial proceeding to have wrongfully caused persons to become addicted to prescription opioids.

The contingency fees would be as follows:

For a net recovery of less than \$2,500,000:

- if a defendant had already admitted wrongful actions, the firm would be reimbursed:
 - a. Three percent (3%) of the amount recovered if the case settles prior to litigation being filed
 - b. Fifteen percent (15%) of the amount recovered if the case settles prior to trial or after a jury verdict, final judgment, and collections have concluded
- if a defendant had not previously admitted or been found to guilty of wrongful actions, the firm would be reimbursed:
 - a. Five percent (5%) of the amount recovered if the case settles prior to litigation being filed
 - b. Twenty percent (20%) of the amount recovered if the case settles prior to trial or after a jury verdict, final judgment, and collections have concluded

For a net recovery of greater than \$2,500,000:

- if a defendant had already admitted wrongful actions, the firm would be reimbursed:
 - a. Three percent (3%) of the amount recovered if the case settles prior to litigation being filed

- b. Twelve percent (12%) of the amount recovered if the case settles prior to trial or after a jury verdict, final judgment, and collections have concluded
- if a defendant had not previously admitted or been found to guilty of wrongful actions, the firm would be reimbursed:
 - a. Five percent (5%) of the amount recovered if the case settles prior to litigation being filed
 - b. Fifteen percent (15%) of the amount recovered if the case settles prior to trial or after a jury verdict, final judgment, and collections have concluded

The Metro Charter Sec. 8.607 provides that the Council may, by resolution, authorize the Mayor to employ special legal counsel and pay a reasonable compensation. Any monetary recovery from the proposed litigation would be deposited into the General Fund of the General Services District.

In June 2015, the Council approved Resolution No. RS2015-1512, which contained an agreement to allow this same law firm to investigate and pursue claims on a contingency fee basis against pharmaceutical companies that had illegally suppressed lower priced generic competition to the detriment of Metro's health insurance plan. That investigation is currently ongoing.

Fiscal Note: With this assistance from outside counsel, Metro is more likely to prevail in these claims against manufacturers and distributors of prescription opioids. However, it would be speculative to predict the potential amounts of the awards (minus contingency fees) from these cases.

RESOLUTION NO. RS2017-976 (FREEMAN, VERCHER, & ELROD) – This resolution would approve an agreement between the United States Department of the Army and the Metropolitan Department of Water and Sewerage Services for the Mill Creek Flood Risk Management Project in Davidson County.

This project would consist of two parts. The first part would include bridge modifications and channel improvements where Briley Parkway crosses Mill Creek near Curry Road. The second part would involve the buyout of forty-four (44) flood-prone properties in the Mill Creek, Sorghum Branch, and Whittemore Branch watersheds. The specific properties would be identified in separate legislation.

Metro would be required to pay a minimum of thirty-five percent (35%) of construction costs, up to a maximum of fifty percent (50%) of construction costs allocated by the Government to structural flood risk management, and thirty-five percent (35%) of construction costs allocated by the Government to non-structural flood risk management.

Fiscal Note: Metro and the Army would jointly fund the cost of the project. Construction costs allocated to structural flood risk management are projected to be \$3,037,000. The Army would pay \$1,519,000 of this amount, with Metro paying the remaining \$1,518,000.

Construction costs allocated to nonstructural flood risk management are projected to be \$9,772,000. The Army would pay \$6,353,000 of this amount, with the remaining \$3,419,000 paid by Metro.

RESOLUTION NO. RS2017-977 (O'CONNELL, VERCHER, & RHOTEN) – This resolution would approve a grant of \$50,000 from the Nashville Public Library to the Oasis Center, Inc. to provide services to help youth grow, thrive, and create positive change in their lives and our community.

The purpose of this grant is to provide funds for a consultant to coordinate the daily functions of the Mayor's Youth Council (MYC). The MYC program provides 70 hours of service learning for at least 25 Nashville high school students annually. The MYC provides an annual Mayor's Youth Summit to solicit youth voice and recommendations on issues that affect young residents of Nashville and Davidson County. The Summit also will update and implement aspects of the Child and Youth Master Plan and promote priority initiatives of the Mayor's Office including the summer youth employment program, Opportunity Now.

The grant proceeds would be combined with \$6,703 from other funding sources for a total spending plan of \$56,703.

State law authorizes metropolitan governments to provide financial assistance to nonprofit organizations upon approval of the legislative body by resolution.

The term of the grant would be from July 1, 2017 through June 30, 2018.

Fiscal Note: The grant proceeds (rounded) would be spent as follows:

- \$21,684 for staff salaries;
- \$16,895 for materials, supplies, printing, and copying;
- \$4,025 for rent, utilities, commercial insurance, etc.;
- \$3,903 for staff fringe benefits;
- \$634 for staff local travel;
- \$495 for postage, phone, etc.;
- \$2,363 for indirect charges.

RESOLUTION NO. RS2017-978 (O'CONNELL, VERCHER, & RHOTEN) – This resolution would approve a grant of \$250,000 from the Nashville Public Library to the Oasis Center, Inc. to provide college access services for the Nashville Scholars Program.

The purpose of this program is to provide ongoing support for high school students who participated in Nashville Scholars, continue outreach and engagement with students at four high schools to build college aspiration, and build relationships and college access knowledge with staff at the four high schools to support a college-going culture at each school, assist in removing barriers to access for students, and facilitate faculty awareness of the Nashville Scholars program.

The four schools to receive funding from this grant for their programs are Whites Creek High School, Cane Ridge High School, Hillsboro High School, and Glenclyff High School.

The grant proceeds would be combined with \$154,887 from other funding sources for a total spending plan of \$404,887.

The term of the grant would be from July 1, 2017 through June 30, 2018.

Fiscal Note: Funding for this grant would come from Business Unit #39104121 (Nash After-Zones Alliance) in the GSD General Fund. The grant proceeds (rounded) would be spent as follows:

- \$217,238 for staff salaries and fringe benefits;
- \$5,785 for professional development;
- \$5,618 for materials, supplies, printing, and copying;
- \$4,569 for rent, utilities, commercial insurance, etc.;
- \$3,630 for staff local travel;
- \$2,423 for postage, phone, etc.;
- \$1,500 for student programming - direct benefit; and
- \$9,236 for indirect charges.

RESOLUTION NO. RS2017-979 (WITHERS & RHOTEN) – This resolution would approve a license agreement between the Metropolitan Board of Parks and Recreation and the United States Department of the Army. This agreement would allow the Army to enter certain parks for limited training purposes.

The Metro Code of Laws Section 13.24.400 prohibits landing any type of aircraft upon any Metro Park. However, the Board of Parks and Recreation has the authority to enter into license agreements such as the one that would be approved by this resolution pursuant to Metro Charter Chapter 11.1002. This agreement would grant the Army a revocable license to enter the Cornelia Fort Airpark to conduct rotary wing military training. This would include MH-60Ms landing, hovering, and departing.

The term of this license would be from November 1, 2017 through June 30, 2020. The Army would be required to provide written or verbal confirmation of any training event and intent to use the property no later than 24 hours prior to such entry and actual use of the property.

Fiscal Note: There would be no cost to either party for this agreement.

RESOLUTION NO. RS2017-980 (VERCHER & ROBERTS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2017-981 (VERCHER & ROBERTS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2017-982 (VERCHER & ROBERTS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2017-983 (VERCHER & ROBERTS) – See attached grant summary spreadsheet.

RESOLUTION NO. RS2017-984 (M. JOHNSON & HAYWOOD) – This resolution would confirm the reappointment of Irwin Fisher to serve on the Board of Directors for the Convention Center Authority for a term beginning on December 3, 2017 and expiring on December 2, 2021.

Under Tennessee Code Annotated §7-89-108, the Convention Center Authority is to be governed by a Board of Directors of not less than seven registered voters of the municipality, to serve staggered terms. The directors are to serve without compensation, and cannot be an elected official or employee of the municipality. Such directors are appointed by the Mayor and confirmed by a resolution adopted by the Council. The board is to be composed of members who are diverse in professional and educational background, ethnicity, race, gender, and area of residency within the municipality. At least one of the directors must be female and at least one must be a minority.

– ORDINANCES ON SECOND READING –

BILL NO. BL2017-952 (MENDES, VERCHER, & OTHERS) – This ordinance would amend Chapter 4.48 of the Metro Code of Laws (MCL) regarding public contracting and procurement ethics.

This ordinance would create a new Section 4.48.115 of the MCL, providing that non-employees of the Metropolitan Government who provide services to Metro regarding feasibility, cost, design, implementation, or legislative assistance prior to the Council's approval (if required) of a public project would be prohibited from subsequent participation in the procurement process in connection with that project. In other words, private consultants and contractors who offer services assessing the initial cost, feasibility or adoption of a public project would effectively be prohibited from subsequently bidding on the actual project. The concern is that the objectivity of a consultant's advice may be questioned if the consultant has ulterior motives of generating future work. A violation of this prohibition would be a breach of ethical standards.

The current Code contains a similar provision in section 4.12.095.C which prohibits any person, firm or entity from contracting for privatizing a governmental service if they provided consulting services for Metro in the preceding year. The current ordinance would establish a broader provision regarding public projects and contracts.

These restrictions would be subject to a waiver by regulation or rulings of the Procurement Appeals Board, or by written determination of the Purchasing Agent that there is only one source for the supply, service, or goods, pursuant to Section 4.12.060 of the MCL (Sole Source Procurement).

The remedies for non-employees who breach ethical standards are found in Section 4.48.120 of the MCL. This section also allows the Procurement Appeals Board to impose any one or more of the following remedies:

1. Written warnings or reprimands;
2. Termination of transactions; and
3. Debarment or suspension from being a contractor or subcontractor under contracts with Metro.

In addition, Section 4.48.130 of the MCL provides that the value of anything transferred in breach of the ethical standards by a non-employee is recoverable by Metro.

BILL NO. BL2017-953 (WITHERS) – Chapter 6.64 of the Metro Code of Laws (MCL) provides various regulations regarding commercial solicitation. The ordinance under consideration would create a new Section 6.64.035 to prohibit door-to-door commercial solicitation after sunset or before sunrise.

As substituted, the ordinance would also amend Section 6.64.080 which prohibits certain persons from eligibility for issuance of a permit or identification badge, including persons who have been “convicted, pled guilty, placed on probation or parole, pleaded nolo contendere, or been released from incarceration within a period of five years prior to the date of application of a crime of moral turpitude.” For purposes of determining permit eligibility by the Metro Clerk, the references to “nolo contendere” are unnecessary. Additionally, the definition of “moral turpitude” provided within this section is not a consistent definition in Tennessee law.

As substituted, the ordinance under consideration would amend Section 6.64.080 to remove the varying disposition levels and the reference to crimes of moral turpitude. Instead, the ordinance would deem ineligible persons who have been convicted of “a felony or any crime involving theft, dishonesty, or any crime of a sexual nature in any jurisdiction” would not be eligible for the issuance of a permit or identification badge. Persons who have had a permit or identification badge revoked by the clerk under Sections 6.64.130 or 6.64.140 would remain ineligible.

A second substitute is anticipated that would reinstate the five year time limit on convictions, and further reinstate references to probation, parole and release from incarceration.

BILL NO. BL2017-983 (A. DAVIS, BEDNE, & OTHERS) – This ordinance would amend Section 2.210.030 of the Metropolitan Code of Laws pertaining to economic and community development incentive grants and payment in lieu of taxes (PILOT) incentives.

Section 2.210.030 currently requires that economic and community development incentive grant agreements must be approved by a vote of 21 members of the Metropolitan Council. In addition, these grant agreements must provide that Metro’s financial obligations are subject to the annual appropriation of funds by the Council.

The ordinance under consideration would retain these requirements regarding economic and community development grant agreements and amend the section to also apply to agreements for PILOT incentives. In addition, companies seeking either economic and community grants or PILOT incentives would be required to submit a project proposal that includes certain information. Project proposals would be required to address the following:

(1) The type and number of jobs that would be created by the company, including whether the jobs are temporary or permanent, and how many identified jobs will be filled by Davidson County residents;

(2) The establishment of a workforce plan disclosing whether temporary or staffing agencies, the Nashville Career Advancement Center, or other third parties would be used to identify, recruit, or refer job applicants, whether the individuals hired for the identified jobs would be employed by the company, subcontractors, or other third parties, and the wages and benefits offered for the identified jobs, along with comparisons to average wage levels for comparable jobs in Davidson County;

(3) Whether the project would use apprentices from programs certified by the U.S. Department of Labor; and

(4) The number and type of OSHA or TOSHA violations; or employment or wage-related legal actions filed within federal or state courts against the company or any contractor or subcontractor of the company.

In addition, companies receiving a grant or PILOT would be required to submit quarterly certificates of compliance with the agreement to the ECD. Annually, the Mayor's Office of Economic and Community Development (ECD) would be required to submit a report, approved by the Industrial Development Board, to the Council relaying compliance data (consistent with Section 2.190.010). If a report shows noncompliance with the agreement, the Council would have the authority to prospectively suspend an incentive or terminate an incentive agreement upon a vote of at least 21 members.

BILL NO. BL2017-984 (HAGAR & VERCHER) – This ordinance would approve an increase in towing and recovery rates in Section 6.80.550 in the Metro Code of Laws (MCL).

These changes would be in recognition of the fact that business expenses for equipment, insurance, taxes, and fuel have increased since the rates were last set in 2012. The Transportation Licensing Commission approved an increase in the wrecker and towing services' rates on June 22, 2017.

Attached to this analysis is a chart comparing the rates under the current ordinance and the proposed rates. In addition to the increased rates, this ordinance would remove the fees that could be charged for "Driven vehicles" under Section 6.80.550.B.1 of the MCL. The relevant length of a recreational vehicle for the purposes of determining the fee would be changed from twenty-six (26) feet to twenty-five (25) feet. A new fee of fifty dollars (\$50) would be allowed for any winching performed over 50 feet off the road way.

The ordinance would also remove a twenty-five dollar (\$25) fee authorized for vehicles stored on a company lot for ten (10) days. In its place, there would be a new one-time, thirty-five dollar (\$35) fee authorized for any car remaining in storage on a company lot for twenty four (24) hours and a twenty-five dollar (\$25) administration processing fee for each additional notification sent to the owner or lienholder as required by law. Wrecker companies would be authorized to charge a one-time fee of forty dollars (\$40) for materials and labor associated with wrapping a salvaged vehicle to protect the interiors.

A housekeeping amendment will be needed to remove an erroneous entry of "\$270.00" immediately after the colon in 6.80.550.H.1, Line 1.b, in Section 15.

Amendments to this ordinance may be approved by Council resolution.

Fiscal Note: These changes will have no financial impact on Metro government. The only changes are to the rates that can be charged by towing companies.

BILL NO. BL2017-985 (LEONARDO, VERCHER, & OTHERS) – This ordinance would authorize the Director of Public Property Administration to transfer the real property at 1010 Camilla Caldwell Lane to the Metropolitan Development and Housing Agency (MDHA) for the purpose of constructing affordable and workforce housing.

This parcel of 5.55 acres is presently owned by the Metropolitan Government. It has been determined to be in the public interest to convey this ownership interest to the MDHA. The Director of Public Property Administration is responsible for the leasing, sale, and disposal of all public property under section 2.24.210 of the Metropolitan Code of Laws.

This proposal has been approved by the Planning Commission.

BILL NO. BL2017-986 (HAYWOOD) – This ordinance would readopt the Metropolitan Code prepared by Municipal Code Corporation (MCC) to include supplemental and replacement pages for ordinances enacted on or before August 16, 2017.

Per their contract with the Metropolitan Government, the MCC provides Metro Code updates four (4) times annually. This ordinance is a routine re-adoption to ensure the Metro Code is up to date.

BILL NO. BL2017-987 (RHOTEN & SLEDGE) – This ordinance would approve an agreement between the Department of Parks and Recreation ("Junior League") and Memphis Basketball, LLC to allow Metro to participate in their youth basketball program. Memphis Basketball, LLC owns the NBA Memphis Grizzlies basketball team. They also own and operate the "Junior Grizzlies" youth basketball program.

The only payment per this agreement would be \$35 per basketball participant, built into the registration fee. No other charges or fees are required for performance of the agreement. In addition to being able to play in league games, each participant (including coaches) would receive a Memphis Grizzlies regular season home game terrace-level ticket. Each player would receive a Junior Grizzlies jersey, shorts, a Certificate of Participation, and a Spalding rubber basketball. Discounted tickets for parents, friends, and family members may be offered to certain games. All coaches would be invited to an exclusive clinic hosted by a Grizzlies coach.

This agreement would end on June 30, 2018.

Any amendment to this agreement may be approved by a resolution receiving at least twenty-one (21) affirmative votes.

RESOLUTION NO. RS2017-988 (O'CONNELL & BEDNE) - This resolution would authorize Twelfth Avenue Partners, LLC to construct, install, and maintain underground and aerial encroachments in the right-of-way at 306 12th Avenue South. The encroachments would consist of an entry canopy, below-grade electrical vault, and a patio dining area.

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.

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 encroachment 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.

The encroachments' construction must be carefully guarded and completed promptly, so as to cause the least inconvenience to the public.

This proposal has been approved by the Planning Commission.

BILL NO. BL2017-989 (O'CONNELL & BEDNE) – This ordinance would authorize 7th and Taylor Homeowners' Association, Inc. to install, construct, and maintain underground encroachments in the right-of-way located at 701 B Taylor Street. This would consist of landscape irrigation encroaching the right-of-way.

7th and Taylor Homeowners' Association 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.

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 encroachment 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.

The encroachments' construction must be carefully guarded and completed promptly, so as to cause the least inconvenience to the public.

This proposal has been approved by the Planning Commission.

BILL NO. BL2017-990 (RHOTEN, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Dodson Chapel Road Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-991 (HASTINGS, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Cecilia Avenue Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY18 Capital Projects Fund.

BILL NO. BL2017-992 (ROBERTS, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Burgess Avenue Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-993 (VERCHER & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Harding Place Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY18 Capital Projects Fund.

BILL NO. BL2017-994 (VERCHER & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Delmas Avenue Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-995 (O'CONNELL, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Herman Street Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-996 (HAGAR, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for 9th/11th/Bryan/Livingston/Merritt Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-997 (SWOPE, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Cloverland Drive Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-998 (SYRACUSE, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for JB Estille Drive Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-999 (VERCHER & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for Wauford Drive Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-1000 (LEONARDO, VERCHER, & BEDNE) – This ordinance would authorize the acquisition of certain right-of-way easements, drainage easements, temporary construction easements and property rights by negotiation or condemnation for use in public projects, initially for West Hamilton Avenue Sidewalk Improvements.

This has been approved by the Planning Commission.

Fiscal Note: The price to be paid for the easements and property rights has not yet been determined. This would be paid from the FY17 Capital Projects Fund.

BILL NO. BL2017-1001 (VANREECE, BEDNE, & HAGAR) –

BILL NO. BL2017-1002 (VANREECE, BEDNE, & HAGAR) –

These two ordinances would amend the official Geographic Information Systems Street and Alley Centerline Layers by changing the name of a portion of Cheron Road to "Creative Way" (BL2017-1001) and by changing the name of a Frontage Road from Cheron Road to its terminus to "Inspiration Boulevard." (BL2017-1002).

These ordinances have been approved by the Planning Commission and the Emergency Communications District. A recommendation from both, prior to third reading, is required under Section 13.08.015.D of the Metro Code of Laws (MCL).

Pursuant to the requirements of Section 13.08.015.B of the MCL, the Historical Commission is also required to provide a report to the Council regarding the historical significance, if any, associated with the existing street name. This report must be submitted no later than one week before the ordinance's consideration on third reading.

Future amendments to these ordinances may be approved by resolution.

– ORDINANCES ON THIRD READING –

BILL NO. BL2017-688 (SWOPE) – As substituted, this ordinance would modify Section 16.04.200 of the Metro Code of Laws (MCL) concerning the construction and use of electric fences. Subsection A of this section currently prohibits electric fences in all zoning districts unless under the requirements of keeping domestic animals or wildlife on the property per Section 17.16.330 of the MCL and all necessary permits have been issued.

The ordinance under consideration would amend this to allow electric fences in AG, AR2a, RS80, RS40, RS30, RS20, R80, R40, R30, and R20 zoning districts, if the property satisfies all requirements of Section 17.16.330.B. of the MCL regarding the keeping of domestic animals/wildlife on the property and all necessary permits have been issued.

The ordinance would also allow electric fences in non-residential zoning districts, subject to the following standards:

- The energizer for electric fences must be driven by a commercial storage battery not to exceed 12 volts DC. This battery would be required to be charged primarily by a solar panel, but the panel could be augmented by a commercial trickle charger.
- The electric charge produced by the fence upon contact shall not exceed energizer characteristics as set forth in Paragraph 22.108 of the International Electrotechnical Commission (IEC), which is attached to the ordinance as an exhibit.
- Electric fences would be required to be completely surrounded by a non-electrical fence or wall not less than six feet (6') in height.
- Electric fences would be permitted on any non-residential outdoor storage area.
- Electric fences could not exceed the maximum height permitted by Title 17 of the MCL.
- Electric fences would be required to have warning signs at intervals of not less than thirty feet (30').
- A Knox Box or similar device used to hold access keys for emergency services personnel would be required in order to minimize damage and to allow access to the enclosed area.

BILL NO. BL2017-898 (SWOPE) – This ordinance would modify Section 17.12.040.E.26 of the Metro Code of Laws concerning the use of electric fences. This section currently regulates the maximum permitted height for other types of screening walls and fences, measured from finish grade level on the side of a wall or fence with the greatest vertical exposure.

The ordinance under consideration would amend this section to permit electric fences, though only within IWD, IR, and IG districts, and restrict the height of electric fences to no more than ten (10) feet, subject to the provisions of Section 16.04.200 (general fencing regulations).

BILL NO. BL2017-903 (VERCHER) – This ordinance would add definitions to the Metropolitan Code for (1) “rope lighting” (consisting of small light bulbs linked together and encased in a PVC jacket, used primarily as decorative lighting) and (2) “string lighting” (a series of lights located along a coated wire).

The ordinance would then further amend Section 17.28.100 of the Metro Code by revising Subsection C to prohibit the use of rope lighting in certain circumstances. Specifically, the ordinance would prohibit the use of rope lighting on any building, sign, or property with nonresidential zoning located adjacent to an arterial or collector street. This restriction would not apply, however, to properties zoned as DTC.

The current Code prohibits “excessive rope lighting” under two sub-categories: “area rope lighting” may not cover more than 25% of the front façade or roof area of a building. “Linear rope lighting” may not cover more than 25% of the allowable linear maximum of a building. A formula for calculating the linear maximum is provided.

BILL NO. BL2017-948 (WITHERS) – This ordinance addresses the employment prospects of employees of the Nashville Career Advancement Center (NCAC) terminated due to layoffs.

Previously, NCAC engaged in direct provision of career services as a one-stop operator. However, the federal statute known as the Workforce Innovation and Opportunity Act (WIOA), 29 U.S.C. § 3101 *et seq.*, now requires that NCAC competitively select one-stop operators. WIOA further requires that the delivery of career services be provided either through one-stop operators or contracts with service providers. To comply with federal law, the State of Tennessee has determined that it is necessary for NCAC to competitively award the delivery of career services. This will require NCAC to lay off employees whose former duties will be assumed by contractors selected through the competitive bidding process.

Under Metro Code Sec. 4.48.090.B.2, it is a breach of ethical standards for a former employee, within one year of cessation of the employee’s official responsibility, to knowingly act as principal or agent for anyone other than the Metro Government in connection with any contract in which the employee participated personally and substantially, where the Metro Government is a party or has a direct or substantial interest.

This ordinance would allow an employee of NCAC whose services are being terminated due to layoff to seek employment with a contractor of the Metro Government, irrespective of Metro Code Sec. 4.48.090.B.2, as long as (i) the employee had no official responsibility for the procurement solicitation or transaction which resulted in the selection of that contractor to provide services to Metro and (ii) the employment of the former NCAC employee by the contractor will not otherwise violate state or federal law.

Any former NCAC employee who accepts employment with a contractor providing services to NCAC within one (1) year from the date of cessation of NCAC employment would be required to provide written notice to the Purchasing Agent and the Executive Director of NCAC before starting employment with the contractor.

BILL NO. BL2017-949 (MENDES & VERCHER) – Ordinance No. BL2017-726 amended Title 5 of the Metro Code of Laws (MCL) to codify a requirement for the Finance Department to maintain a written debt management policy.

Metro first issued a debt management policy in 2006. This was revised and accepted by the Council per Resolution No. RS2011-94 and approved by the state, but never codified. Although the policy was current, there was no specific requirement in place that mandated such policy be maintained in the future nor the content of such policy.

Ordinance No. BL2017-726 added certain specific requirements for this required debt management policy, as follows:

- The maximum amount of outstanding debt and debt service;
- Multiple metrics by which Metro's financial condition is monitored, measured, and evaluated;
- A discussion of available metrics for measuring the amount of debt as well as the reasons why the metrics in use are most appropriate;
- A discussion of available metrics for measuring debt service as well as the reasons why the metrics in use are most appropriate;
- A discussion of what factors regarding financial performance trends must be considered in determining the maximum outstanding amount of debt and debt service;
- A discussion of the purposes for which each debt category may be utilized;
- A strategy for managing Metro's net pension obligation;
- A discussion of what impact, if any, the net pension obligation has on the amount of debt by category;
- A strategy for managing Metro's unfunded Other Post-Employment Benefits (OPEB) obligation; and
- A discussion of what impact, if any, the unfunded OPEB obligation has on the amount of debt by category.

The Finance Department is now required, per Sec. 5.04.105 of the MCL, to maintain a debt management policy meeting the above criteria at all times. This policy is required to be posted on the publicly-accessible portion of Metro's website.

The ordinance now under consideration would adopt a new version of the debt management policy that complies with the additional requirements per BL2017-726, as well as the mandatory provisions of the State Funding Board statement on debt management. Among other provisions, the debt policy would include revisions addressing pension funding and Other Post-Employment

Benefits (OPEB) obligations. The Metropolitan Government would (1) affirm its belief that its pension plan is well-funded; (2) acknowledge the Metro Charter obligation that annual contributions are to be based on funding necessary to keep the plan actuarially sound (as determined by an independent actuary); and (3) attest that its OPEB obligations are 0% funded and that the required contribution for OPEB obligations is based on projected pay-as-you-go financing requirements in which contributions are made in amounts sufficient to cover benefits paid, administrative costs and inflation. Metro would further submit that (4) its treatment of OPEB obligations has not affected its ability to authorize debt, nor negatively influenced bond ratings. This would be regularly assessed.

As revised, the debt policy would further state that, for general obligation bonds, the primary consideration for determining debt capacity for new capital spending plans would be the impact of the resulting future debt service payments in relation to current, projected and proposed revenues over the term of future bonds and in relation to the retirement of other bonds. For revenue bonds, the primary consideration would be whether the underlying net revenue stream was sufficient to cover related principal and interest payments over the term of the bonds and in relation to the retirement of any related revenue bonds.

Metro is prohibited from issuing or incurring any debt in violation of this debt management policy unless approved in advance by Council resolution.

BILL NO. BL2017-954 (BEDNE, ELROD, & OTHERS) – This ordinance would authorize Nashville Electric Service (NES) to install, construct, and maintain underground encroachments in the right-of-way located at 911 63rd Avenue North, 488 Myatt Drive, and 219 Stewarts Ferry Pike.

NES 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. BL2017-955 (ROBERTS, BEDNE, & ELROD) – This ordinance would abandon existing sewer main and easements and accept new sanitary sewer and water mains, sanitary sewer manholes and any associated easements, for property located at 4908 Delaware Avenue.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2017-956 (BEDNE & ELROD) – This ordinance would abandon existing water main and accept new water and sanitary sewer mains, sanitary sewer manholes, a fire hydrant and any associated easements, for properties located at 2998 Belwood Street and 215 31st Avenue North.

Amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2017-957 (O'CONNELL, BEDNE, & ELROD)) – This ordinance would abandon existing sewer main and easements and accept new water main, a fire hydrant, a sanitary sewer manhole, and any associated easements, for property located at 415 2nd Avenue North.

Future amendments to this ordinance may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2017-958 (MURPHY, BEDNE, ELROD) – This ordinance would abandon easement rights for a former 18-inch water main easement for 12 properties located along St. Francis Avenue, Park Circle, Acklen Park Drive, and Wrenwood Drive. It has been determined by Metro Water Services that this easement is no longer needed.

Future amendments to this legislation may be approved by resolution.

This has been approved by the Planning Commission.

BILL NO. BL2017-959 (ROBERTS, BEDNE, & ELROD) – This ordinance would authorize HR Properties of Tennessee, GP to install, construct, and maintain underground encroachments in the right-of-way located at 5010 Illinois Avenue. These would consist of a wood deck, concrete walkway, stairs, and handrail encroaching the right-of-way.

HR Properties of Tennessee, GP 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. BL2017-960 (DOWELL, BEDNE, & OTHERS) – This ordinance would amend the official Geographic Information Systems Street and Alley Centerline Layer by abandoning a portion of Cane Ridge Road right-of-way.

The abandonment has been requested by Perry Engineering, LLC, applicant.

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

GRANTS AND DONATIONS LEGISLATION – DECEMBER 5, 2017

Legislative Number	Parties	Amount	Local Cash Match	Term	Purpose
RS2017-980	<p>From: Tennessee Department of Finance and Administration</p> <p>To: Office of Family Safety</p>	Not to exceed \$264,000	\$0	January 1, 2017 through June 30, 2020	<p>The proceeds from this STOP, Fatality Review Technical Assistance Grant would be used to promote a coordinated, multi-disciplinary approach to improving the criminal justice system's response to sexual assault, domestic violence, dating violence, and stalking crimes.</p> <p>\$64,000 would be received for FY2018. \$100,000 would be received during each of the two remaining years of the grant.</p>
RS2017-981	<p>From: Tennessee Emergency Management Agency</p> <p>To: Office of Emergency Management</p>	Not to exceed \$188,350	\$188,350	October 1, 2016 through June 30, 2018	The grant proceeds would be used to subsidize the Emergency Management Program.
RS2017-982	<p>From: Tennessee Department of Safety and Homeland Security</p> <p>To: Davidson County Sheriff's Office</p>	Not to exceed \$15,000	\$0	October 1, 2017 through September 30, 2018	The grant proceeds would be used to undertake alcohol countermeasures highway safety projects.

Legislative Number	Parties	Amount	Local Cash Match	Term	Purpose
RS2017-983	<p>From: Tennessee Department of Labor and Workforce Development</p> <p>To: Nashville Career Advancement Center</p>	\$76,192.57	\$0	June 30, 2017 through June 30, 2018	<p>The proceeds from this first grant amendment would be used for establishing consolidated business programs and services.</p> <p>The total amount of the grant would be increased from \$230,000 to \$306,192.57 and the end date of the grant term would be extended to June 30, 2018.</p>

BL2017-984**Towing and Recovery Rate Increases**

<u>Fee Descriptions</u>	<u>Current</u>	<u>Proposed</u>	<u>% Change</u>
Vehicles towed to Metro impound lot within interstate loop	\$ 125.00	\$ 135.00	8%
Vehicles towed to Metro impound lot outside interstate loop	\$ 135.00	\$ 145.00	7%
Vehicles towed to Metro lot from outside Briley Pkwy circle	\$ 145.00	\$ 155.00	7%
Vehicles in accident towed to company lot at direction of police	\$ 145.00	\$ 155.00	7%
All other vehicles towed to company lot at direction of police	\$ 135.00	\$ 145.00	7%
Labor charges per hour after first hour	\$ 115.00	\$ 150.00	30%
Charge per mile for out-of-county miles when towing at police request	\$ 3.50	\$ 4.50	29%
Towed -- Straight trucks and vans	\$ 220.00	\$ 275.00	25%
Towed -- Tandem-Axle, Not Loaded	\$ 265.00	\$ 320.00	21%
Towed -- Tandem-Axle, Loaded	\$ 290.00	\$ 345.00	19%
Towed Recreational Vehicles -- 25 ft & Under	\$ 210.00	\$ 275.00	31%
Towed Recreational Vehicles -- Over 25 ft	\$ 245.00	\$ 375.00	53%
Towed Buses (Large)	\$ 290.00	\$ 375.00	29%
Wrecked -- Straight trucks and vans	\$ 240.00	\$ 350.00	46%
Wrecked -- Tandem-Axle, Not Loaded	\$ 285.00	\$ 395.00	39%
Wrecked -- Tandem-Axle, Loaded	\$ 315.00	\$ 425.00	35%
Wrecked Recreational Vehicles -- 25 ft & Under	\$ 230.00	\$ 340.00	48%
Wrecked Recreational Vehicles -- Over 25 ft	\$ 265.00	\$ 450.00	70%
Wrecked Buses (Large)	\$ 315.00	\$ 450.00	43%
Additional rate when use of air bags is necessary under special circumstances	\$ 3,000.00	\$ 5,000.00	67%
Recovery of vehicle submerged in water (per emergency vehicle)	\$ 215.00	\$ 315.00	47%
Storage rate, per day -- Tractor	\$ 35.00	\$ 60.00	71%
Additional charge for recovery and storage of vehicle burned by fire	\$ 175.00	\$ 250.00	43%
Vehicle drop fee	\$ 55.00	\$ 75.00	36%
C-Class drop fee	\$ 140.00	\$ 175.00	25%
Non-consent towing -- vehicles under 7,000 lbs GVWR	\$ 125.00	\$ 145.00	16%
Non-consent towing -- vehicles over 7,000 lbs GVWR - 25 ft long & under	\$ 200.00	\$ 275.00	38%
Non-consent towing -- vehicles over 7,000 lbs GVWR - over 25 ft long	\$ 350.00	\$ 375.00	7%