

The Music City Infrastructure Report (MCIR) surveys the current condition and anticipated needs of Metro Nashville's infrastructure. A recent study concludes that over the next five years \$4.3 billion will need to be spent on infrastructure. How will that funding be met? Creative solutions will have to be found to address this glaring problem.

The MCIR is a joint effort of the Urban Land Institute's Nashville District Council and the American Society of Civil Engineers, Tennessee Section, Nashville Branch to address this concern. We examined the capacity, condition, funding, operations and maintenance and future need of the following infrastructure systems: potable, waste and stormwater, roads, bridges, bike-ways, energy, mass transit and parks. Each of these components received a stoplight score as shown on the adjacent table.

The report features "The Road Ahead" section, which provides a series of policy initiatives, based on the findings of the MCIR.

With an anticipated growth of one million people by 2035, now is the time to act to avoid catastrophic failures that have appeared in municipalities around the country.

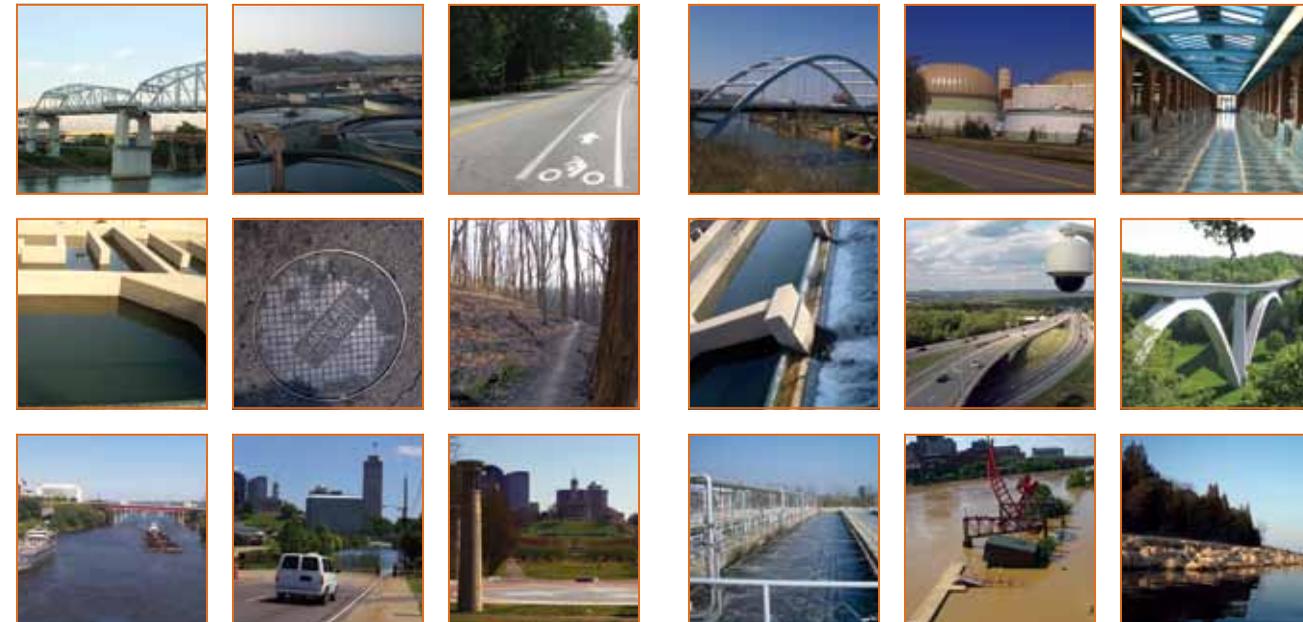
For the full report, visit <https://nashville.uli.org>. Have questions? Email [nashville@uli.org](mailto:nashville@uli.org).

## Policy Imperatives for Nashville's Infrastructure

- Educate the citizens of Nashville about the status of the infrastructure and its costs.
- Include lifecycle costs that account for long-term maintenance and repair needs to inform decision-making.
- Develop an urban and regional vision to provide the framework for a consolidated "Infrastructure Plan."
- Focus on maintaining past investments first.
- Explore methods of focusing development and growth to align highway, transit, water and housing in integrated land use.
- Integrate infrastructure systems in the future growth plans to maximize efficiency and reduce cost.
- Incorporate "green infrastructure" in the solutions mix to improve aesthetic appeal and reduce cost.
- Embrace density to accommodate more intense development along existing corridors of infrastructure.
- Encourage cost-effective mass transit alternative.
- Promote "total cost" consideration by consumers to include commuting costs in their purchase decisions.



Insights & Priorities



**Potable Water:**



There are 1,827 miles of water distribution lines in Metro Nashville that are over 40–years old and while we are fortunate to have a major river for our supply, the need to reduce leakage and expand capacity for future growth is eminent.

**Wastewater:**



The anticipated increase in population will place additional strains on the current system. Most of Nashville’s sewer lines are over 40–years old and in times of wet weather events the treatment plants are placed under great pressure.

**Stormwater:**



The flood of May 2010 was a rude awakening to the needs of a previously neglected and underfunded utility. A focused effort is needed for repairing, improving and funding the 4,000 miles of stormwater drainage structured in the Metro area.

**Roads:**



There are over 2,600 lane miles of roadway within Davidson County. At present, 52.7% are in “good” or “better” condition. With only 69% of current and estimated future needs funded, the situation, though not critical, will need to be addressed.

**Bridges:**



There are 1,119 bridges on the public roads of Metro Nashville. The responsibility for maintaining them is split between TDOT and Metro, but it is important to note that 17% of Metro’s bridges and 14.5% of TDOT’s bridges in Metro are functionally obsolete.

**Bikeways:**



There is an active effort to expand and improve Metro’s bikeway system. It is imperative that as the system grows, total funding is considered...not just the cost of construction, but the future needs of maintenance and repair.

**Energy:**



Being nestled in the TVA system has been fortuitous for Metro Nashville. With proactive initiatives and forward thinking, the energy needs of the area seem well positioned to accommodate future growth.

**Mass Transit:**



Metro Nashville is behind similar sized cities in the development of mass transit. There is, however, extensive planning underway to meet the mass transit needs of a rapidly expanding population.

**Parks and Open Space:**



This section scored second highest in our study due to the ample current park and open space in Metro Nashville and the forward-looking plans in place to expand that system to accommodate future growth.



*The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. ULI is a multidisciplinary real estate forum that facilitates an open exchange of ideas, information and experience among industry leaders and policy makers dedicated to creating better places. For more information go to [nashville.uli.org](http://nashville.uli.org)*



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