



# Metropolitan Nashville and Davidson County, TN

## Legislation Details (With Text)

**File #:** RS2025-1712

**Type:** Resolution      **Status:** Passed

**File created:** 12/9/2025      **In control:** Rules, Confirmations, and Public Elections Committee

**On agenda:** 3/3/2026      **Final action:** 3/5/2026

**Title:** A resolution opposing The Boring Company’s proposed tunnels within Nashville and Davidson County; objecting to the company’s lack of transparency, inadequate community and Metropolitan Council engagement, and troubling labor and safety practices; affirming that public land and public infrastructure decisions must prioritize the welfare, safety, and expressed needs of Nashville residents; and reiterating the Metropolitan Council’s commitment to real, equitable, community-driven transit solutions.

**Sponsors:** Delishia Porterfield, Kyonzte Toombs, Terry Vo, Zulfat Suara, Sean Parker, Ginny Welsch, Russ Bradford, Sandy Ewing, Clay Capp, Brenda Gadd

**Indexes:**

**Code sections:**

**Attachments:** 1. Proposed Substitute - RS2025-1712 - Porterfield

Date	Ver.	Action By	Action	Result
3/5/2026	2	Mayor	returned unsigned by the Mayor	
3/3/2026	2	Metropolitan Council	adopted	Pass
3/3/2026	1	Metropolitan Council	substituted	
3/3/2026	1	Rules, Confirmations, and Public Elections Committee	given no recommendation	
2/3/2026	1	Metropolitan Council	deferred	
1/20/2026	1	Metropolitan Council	deferred	
12/16/2025	1	Metropolitan Council	deferred	
12/9/2025	1	Metropolitan Council	filed	

A resolution opposing The Boring Company’s proposed tunnels within Nashville and Davidson County; objecting to the company’s lack of transparency, inadequate community and Metropolitan Council engagement, and troubling labor and safety practices; affirming that public land and public infrastructure decisions must prioritize the welfare, safety, and expressed needs of Nashville residents; and reiterating the Metropolitan Council’s commitment to real, equitable, community-driven transit solutions.

WHEREAS, in July 2025, The Boring Company announced its intention to construct the “Music City Loop,” a tunnel between downtown Nashville and Nashville International Airport, despite having conducted little meaningful consultation with Nashville residents, community leaders, or the Metropolitan Council (the “Council”); and

WHEREAS, many Nashville residents have repeatedly expressed frustration that they were never meaningfully consulted about a major infrastructure proposal involving public land that potentially affects environmental, geological, and public safety conditions and shapes long-term transportation planning in the region; and

WHEREAS, the people of Nashville expect-and deserve-a transparent decision-making process for large-scale infrastructure projects, particularly those involving public resources and long-term community impact; and

WHEREAS, on August 12, 2025, then chairs of the Council's Budget and Finance Committee and Transportation and Infrastructure Committee formally requested a joint committee meeting to allow The Boring Company to present comprehensive information regarding the Music City Loop's scope, timeline, safety measures, environmental concerns, and potential fiscal impact, so that Council Members could better respond to constituents' questions and concerns; and

WHEREAS, The Boring Company declined this request, stating that their "intent was to partner with the state" and that they had "no pending legislative ask at the Metro Council," despite the clear need for transparency and public accountability for a project of this scale; and

WHEREAS, following this refusal, a second request was sent expressing appreciation for the company's stated commitment to transparency and community engagement, and respectfully renewing the request for a public informational session, noting that Nashville residents were actively raising concerns, community engagement requires providing Council Members with accurate, timely information and relying solely on media coverage in the absence of a Council briefing was a disservice to constituents. The Boring Company did not ultimately respond to this request; and

WHEREAS, The Boring Company has made public statements asserting that it values transparency, welcomes feedback, and seeks to meet with all forty (40) Council Members; ~~yet in practice has chosen to engage selectively with only some Council Members while declining invitations to meet with the full Council, resulting in an inconsistent flow of information that is not the fault of any individual Council Member but rather a consequence of the company's own engagement choices; and~~

WHEREAS, in practice, The Boring Company has elected to engage selectively with certain Council Members, resulting in an uneven and inconsistent flow of information that is not attributable to any individual Council Member but rather to the company's chosen approach to engagement; and

WHEREAS, on November 24, 2025, CEO Steve Davis participated ~~not in a formal Council briefing, but instead~~ in a public social media forum on X (formerly Twitter), stating: "We wouldn't go into a city and fight to build something that is so extensive and labor intensive and an incredibly difficult project. We are still going because everyone has been unbelievably positive," despite clear evidence of significant community concern and many unanswered questions; and

WHEREAS, public land is a public trust, and must only be used in ways that demonstrably and transparently serve the public good - not for speculative private ventures lacking meaningful community engagement; and

WHEREAS, in November 2025, subcontractor Shane Trucking & Excavating walked off the project citing late payments - some reportedly more than 120 days overdue - as well as safety issues including the absence of a permanent safety director, inadequate protective equipment, and other contract breaches; and

WHEREAS, these labor concerns mirror a broader pattern: reports have documented repeated safety violations, fines, and worker-protection failures at The Boring Company's Las Vegas tunneling operations, including ventilation hazards, equipment issues, and inadequate emergency protocols; ~~resulting in federal penalties; and~~

WHEREAS, these repeating safety and labor deficiencies raise profound concerns about the company's ability to conduct tunneling operations safely beneath Nashville's homes, businesses, and public rights-of-way; and

WHEREAS, representatives of The Boring Company appeared before a specially called Transportation and Infrastructure Committee meeting in February 2026; and

WHEREAS, during that meeting, numerous questions from Council Members concerning transparency,

environmental impacts, and accommodations for persons with disabilities were not substantively addressed in the public forum, with company representatives instead directing Council Members to submit questions via email rather than providing responses on the record; and

WHEREAS, The Boring Company has a well-documented history of stalled, abandoned, or canceled tunneling projects in Baltimore, Los Angeles, Chicago, Fort Lauderdale, Las Vegas (expansion), Austin, and Abu Dhabi, often after significant public announcements, with little transparency about the causes or consequences of withdrawal; and

WHEREAS, this pattern raises concerns that Nashville could be left with unrepaired excavation sites, stranded infrastructure, or long-term liabilities should the project be delayed, abandoned, or significantly altered; and

WHEREAS, Nashville's limestone and karst geology, sinkhole risks, and history of major flooding require extensive and transparent environmental, geological, and engineering review, which has not been made available to the public or Council; and

WHEREAS, Nashville residents are asking for real, reliable, equitable transit solutions that improve daily mobility for workers, students, seniors, families, and people with disabilities - not projects that prioritize tourism corridors or speculative development; and

WHEREAS, any major transportation project involving public land or public impact must center the needs of Nashville residents and must undergo rigorous community engagement, labor review, environmental study, and public accountability; and

WHEREAS, The Boring Company has repeatedly represented that its proposed project would be constructed and operated at no cost to taxpayers; and

WHEREAS, pending state legislation, House Bill 2450 and Senate Bill 2205, would establish the Subterranean Transportation Infrastructure Coordination Authority, an eleven (11) member governing board supported by a twenty (20) person staff, and would appropriate five million dollars (\$5,000,000) in public funding to administer permits and regulatory oversight for subterranean transportation projects; and

WHEREAS, at present, the only known project that would fall under the jurisdiction of such an Authority is The Boring Company's proposed thirteen (13) mile tunnel project; and

WHEREAS, the proposed legislation would centralize permitting and regulatory authority at the state level, thereby bypassing or preempting local governmental authority and oversight with respect to subterranean transportation infrastructure projects.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. The Metropolitan Council hereby opposes The Boring Company's proposed Music City Loop project due to unresolved concerns regarding safety, labor practices, transparency, environmental impact, geological risk, and lack of meaningful engagement with Nashville residents and their duly elected representatives.

Section 2. The Metropolitan Council requests, in order to make an effort toward creating public trust, that the Boring Company:

- a. Participates in ongoing public briefings before the full Council and relevant committees;
- b. Releases all environmental, geological, safety, and fiscal studies for independent review;
- c. Demonstrates compliance with fair labor and contractor standards, including timely payment and robust safety protections;
- d. Engages in consistent, transparent communication with all Council Members, not selective or

informal outreach; and

e. Provides clear contingency and restoration plans in the event of project delay, alteration, or abandonment.

Section 3. The Metropolitan Council affirms that public land must only be used for public benefit, and any proposal involving public land must undergo rigorous evaluation and community review.

Section 4. The Metropolitan Council remains committed to advancing real, equitable, community-centered transit solutions that meet the needs of Nashville residents and uphold the highest standards of safety, labor protections, environmental stewardship, and public accountability.

Section 5. This Resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.